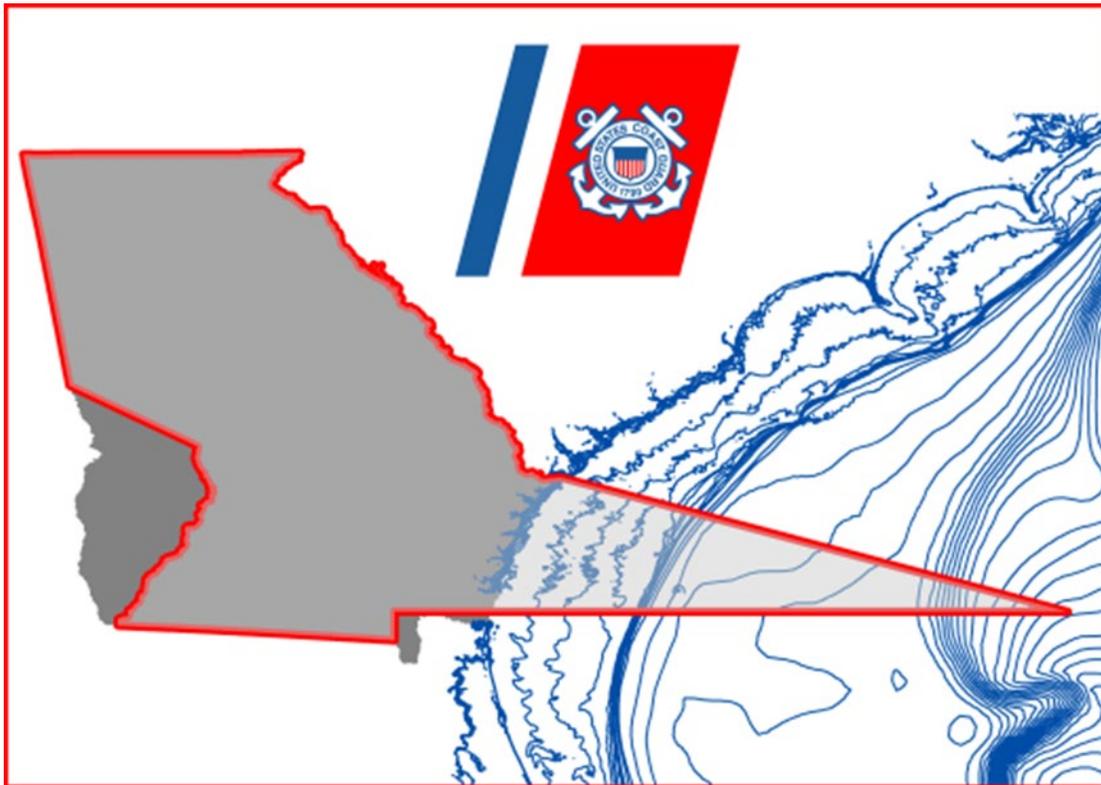


# Coastal Georgia Area Contingency Plan (CGACP)



**2026.0**

U.S. Department of  
Homeland Security

**United States  
Coast Guard**



Commanding Officer  
United States Coast Guard  
Marine Safety Unit Savannah

Juliette Gordon Low Building  
100 W. Oglethorpe Ave, Suite 1017  
Savannah, GA 31401  
Phone: (912) 652-4353  
Fax: (912) 652-4180

16474

Date

## MEMORANDUM

From: Nathaniel L. Robinson, CDR  
CG MSU Savannah

To: Distribution

Subj: PROMULGATION OF THE 2026 COASTAL GEORGIA AREA CONTINGENCY  
PLAN (ACP)

1. This memo promulgates the revised Coastal Georgia 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 plan is effective immediately and supersedes previous editions of the Coastal Georgia ACP.
3. This ACP is available in electronic format at [Coastal Georgia Area Contingency Plan](#) , enabling users to rapidly access a wide range of supporting documents that are included within 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 revise the ACP with lessons learned through exercise and actual responses. Response personnel should familiarize themselves with this plan.
4. Comments, recommendations, and proposed changes are welcome and should be addressed to Mr. James K. Jones, Marine Safety Unit Savannah – Emergency Management and Force Readiness at +1 571-607-5247 or [james.k.jones@uscg.mil](mailto:james.k.jones@uscg.mil).

#

Distribution: Area Committee Members

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated CG ACP to one volume format as per 2021 ACP National Workgroup recommendations	All including annex reconfigurations	01MAR22	JK Jones
2	Updated Annex 9 with local resource information and Marine Firefighting Committee organizational documents	Annex 8 and 9	01OCT23	JK Jones
3	Consolidated Annex Hyperlinks into a single table for ease of access, maintenance and validation.	Various	01SEP24	JK Jones
4	Format updates completed as per ACP Crosswalk Initiative to align with ALCOAST 396-23	Various	Jul 25	JK Jones
5				
6				
7				
8				
9				
10				

## Table of Contents

1000 General and Administrative Items .....	1
1100 Introduction .....	1
1110 Authority .....	1
1120 Purpose.....	1
1130 Document Organization .....	2
1200 Annexes .....	2
1210 Scope.....	3
1300 Area Committee.....	4
1310 Mission Statement / Charter:.....	4
1320 Organization.....	4
1321 Committee Chair and Vice-Chair.....	4
1322 Executive Steering Group (ESG) .....	4
1323 Executive Secretary / Coordinator.....	5
1324 Members and Members-at-Large .....	5
1325 Subcommittees .....	5
1330 Meetings.....	5
1331 Meeting Frequency.....	5
1332 Georgia Area Committee Executive Steering Group (GACESG).....	5
1333 Remote Access Attendance .....	6
1340 FOSC Annual Report .....	6
1400 Validation and Testing.....	6
1410 Annual Updates.....	6
1420 Plan Approval and Coast Guard National Review Panel Review .....	6
1430 Geographic Response Strategies/Geographic Response Plans (GRS/GRPs) Validation .....	6
1440 Area PREP Exercises .....	7
1441 Exercise Schedule.....	7
1442 Documentation .....	7
1500 The National Response System (NRS).....	7
1511 National, Regional, and Area Contingency Plans .....	8
1512 Local Plans .....	8
1513 International Plans.....	9
1514 Responsible Party Plans .....	9
1600 National Response Framework (NRF) .....	9
1610 Nuclear/Radiological Incident Annex .....	10
1700 National Incident Management System (NIMS) .....	11
1800 Relationship to other Marine Transportation System (MTS) Focused Response Plans .....	11
2000 Geographic Jurisdiction and Boundaries .....	15
2100 Geographic Area Covered .....	15
2110 Inland Zone Boundary Designation .....	15
2120 Coastal Zone Boundary.....	15
2130 Sub-geographic Areas .....	18
3000 Roles and Responsibilities .....	20
3100 Federal Agency Roles and Responsibilities .....	20
3110 Regional Response Team (RRT-4) .....	20
3200 State Agency Roles and Responsibilities .....	20

3210 Georgia.....	20
3300 Local Agency Roles and Responsibilities .....	22
3400 Natural Resource Trustees.....	23
3500 Technical Support Available to the FOSC .....	24
3510 Federal Agency Scientific/Technical Support.....	24
3511 U.S. Coast Guard (USCG).....	24
3512 U.S. Environmental Protection Agency (EPA) .....	25
3513 National Oceanic and Atmospheric Administration (NOAA).....	26
3514 U.S. Department of the Interior (DOI) .....	26
3515 U.S. Department of Health and Human Services (HHS).....	28
3516 U.S. Department of Agriculture (USDA).....	28
3517 U.S. Department of Energy (DOE) .....	29
3518 U.S. Department of Transportation (DOT).....	29
3519 U.S. Department of Defense (DoD) .....	29
3520 Non-Governmental Organization (NGO), Academia, and Other Technical Support.....	30
3521 Science and Technology Advisors (S&T Advisors).....	30
3522 Seafood Liaison Specialist (SLS).....	30
3523 Volunteers .....	30
3524 Certified Marine Chemist (CMC).....	31
3525 Water Sampling Technical Specialist.....	31
3526 Community Air Monitoring (CAM) Coordinator.....	31
3530 Federal Agency Legal and Investigative Support .....	31
3531 U.S. Department of Justice (DOJ).....	31
3532 U.S. EPA Criminal Investigations Division (EPA CID) .....	32
3533 U.S. Coast Guard Legal.....	32
3534 U.S. Coast Guard Investigative Service (CGIS).....	32
3535 National Transportation Safety Board (NTSB).....	32
4000 Pre-spill Risk Analyses, Consultations, and Response Strategies .....	33
4100 Worst Case Planning Scenarios .....	33
4110 WCD Tables for Oil Products in GACZ Planning Area .....	33
4130 Area Planning and Risk Analysis.....	33
4140 Gulf of America Offshore Technical Information for Area Contingency Planning .....	33
4200 Pre-Spill Endangered Species Act (ESA) Consultations .....	34
4210 Preauthorization and Best Management Practices (BMPs).....	34
4220 Threatened and Endangered Species within GACZ Planning Area .....	34
4300 National Historic Preservation Act, Section 106 .....	34
4310 Preauthorization and Best Management Practices (BMPs).....	35
4400 Priority Protection Areas .....	35
4500 Areas of Special Economic or Environmental Importance .....	35
4510 Economically and Environmentally Sensitive Areas .....	35
4600 Geographic Response Strategies (GRSs)/Plans (GRPs).....	35
5000 Response .....	36
5100 Initial Reporting, Notifications, and Preliminary Assessment .....	36
5110 Preliminary Assessment .....	36
5120 Cleanup Assessment Protocol .....	36
5200 Emergency Consultations .....	37
5210 Endangered Species Act (ESA), Section 7.....	37
5220 National Historic Preservation Act (NHPA), Section 106 .....	37

5300 General Hierarchy of Response Priorities .....	38
5310 Safety .....	38
5320 Priority Identification and Protection Strategies .....	38
5330 Risk Assessment for Sensitive Area Prioritization .....	38
5340 Environmentally Sensitive Areas .....	39
5350 Wildlife Rescue & Recovery.....	39
5360 Aligning Natural Resource Damage Assessment (NRDA) with Response.....	39
5400 National Incident Management System (NIMS) .....	41
5410 Unified Command (UC).....	41
5420 FOSC Decision Authority .....	41
5430 Responsible Party.....	41
5440 Common Operating Picture (COP) .....	41
5450 Incident Command Post .....	42
5460 Public Information .....	42
5500 Oil Spill Containment, Recovery and Cleanup.....	42
5510 Containment.....	42
5520 Shoreline Protection Options .....	43
5530 On-Water Recovery .....	44
5531 Open Water .....	44
5532 Near-shore/Shallow Water .....	44
5533 High Current Environments .....	44
5540 Non-floating Oil Recovery and Protection.....	45
5550 Shore-side Recovery and Natural Collection Points .....	45
5560 Shoreline Cleanup .....	46
5570 Decontamination .....	46
5580 Disposal.....	47
5590 Terminating Cleanup Operations .....	47
5600 Response Funding and Cost Recovery .....	48
5610 Hazardous Substance Pollution Response Funding .....	48
5620 FOSC Access to Federal Funds.....	48
5630 Funding Authorizations for Other Agencies .....	48
5640 State Access to the OSLTF for Immediate Removal or Prevention Costs .....	48
5650 Trustee Access to the OSLTF .....	49
5660 Local and Tribal Government Access to the Superfund.....	49
5670 Military Interdepartmental Purchase Request .....	49
5680 Documentation and Cost Recovery .....	49
5681 National Contingency Plan (NCP) Documentation Requirements.....	50
5682 Cost Documentation Procedures .....	50
5683 NPFC User Reference Guide.....	50
5690 Oil Spill Claims.....	50
5691 Claims to the OSLTF .....	50
5692 NOAA Damage Assessment Procedures.....	51
5700 Hazardous Substance Response.....	51
5710 Introduction.....	51
5720 Environmental Support to the FOSC.....	52
5730 State Policy .....	52
5731 Texas .....	52
5800 Post-spill Consultations .....	53
6000 Response Resources.....	53
6100 Oil Spill Removal Organizations (OSROs) and Equipment.....	53
6110 OSRO Classification Program .....	53

6120 Response Resource Inventory (RRI) database .....	53
6130 Classified OSRO listings for the Marine Safety Unit Savannah COTP Zone.....	54
6140 Basic Ordering Agreements (BOAs).....	54
6150 Oil Spill Response Cooperatives and Consortiums.....	54
6200 Hazardous Substance Response.....	55
6210 Hazardous Substance Response Resources and Technical Expertise.....	55
6300 Salvage and Marine Firefighting Resources.....	55
6310 Salvage and Marine Firefighting Equipment and Technical Expertise .....	55
7000 Response Technologies.....	55
7100 Response Technologies for Oil Spill Response.....	55
7110 Dispersants.....	55
7120 Burning Agents (In-Situ Burn).....	56
7130 Surface Washing Agents (SWAs).....	56
7140 NCP Product Schedule.....	57
7200 Monitoring and Evaluation of Alternative Response Technologies.....	57
7210 Special Monitoring of Applied Response Technologies (SMART).....	57
7220 Dispersant Monitoring .....	57
7230 In-Situ Burn (ISB) Monitoring.....	58
7240 Alternative Response Tool Evaluation System (ARTES).....	58
7300 Response Technologies for Hazardous Substance Response .....	59

**List of Tables**

Table 1: List of Standard Annexes	3
Table 2: List of Area and Regional Annexes	3
Table 3: Executive Steering Group (ESG)	11
Table 4: Area Counties	18

**List of Figures:**

Figure 1: Relationship of Plans.....	8
Figure 2: RRT Areas.....	15
Figure 3: U.S. Coast Guard Districts .....	15
Figure 4: Map of Marine Safety Unit Savannah COTP Zone .....	16
Figure 5: Sector and Marine Safety Units.....	17
Figure 6: Area Counties .....	19

## 1000 General and Administrative Items

### 1100 Introduction

The Coastal Georgia Area Contingency Plan (CGACP) describes the strategy for a coordinated federal, state, tribal, and local response to a discharge or substantial threat of discharge of oil, or a release or substantial threat of release of hazardous substance(s), within the boundaries of the Georgia Coastal Zone.

This Area Contingency Plan (ACP) shall be used as a framework to evaluate shortfalls and weaknesses in the response structure before an incident and as a guide for reviewing Vessel Response Plans ([VRPs](#)) and Facility Response Plans (FRPs) required by the [Oil Pollution Act \(OPA\) of 1990, 33 U.S.C § 2701 et seq.](#) VRPs and FRPs should be consistent with this ACP and address, among other things, the economically and environmentally sensitive areas within the geographic area, the response equipment (quantity and type) available within the area (this includes federal, state, and local government and industry owned equipment); response personnel available; equipment and personnel needs compared to those available, and protection strategies. This ACP is written in conjunction with OPA, the National Oil and Hazardous Substances Pollution Contingency Plan ([NCP, 40 C.F.R. Part 300](#)) and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ([CERCLA, 42 U.S.C. § 9601 et seq.](#)). As such, when implemented in conjunction with other provisions of the NCP, this ACP should be adequate to remove a worst case discharge under [§ 300.324](#), and to mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility operating in or near the area.

*\* Note: All specific contacts applicable to this ACP have been combined into one "all inclusive" contact spreadsheet located in [Annex A](#).*

### 1110 Authority

ACPs are required by OPA, 33 U.S.C.1321 (j), to address the development of a national planning and response system. Area Committees have been established for each area of the United States that has been designated by the President. The Area Committees are comprised of personnel from federal and state agencies that coordinate response actions with tribal and local governments and with the private sector. Area Committees, under the coordinated direction of the Federal On-Scene Coordinator (FOSC), are responsible for developing ACPs for their respective designated areas. Area Committees are also required to work with the response community to develop procedures to expedite decisions for the use of alternative response technologies.

### 1120 Purpose

The purpose of this ACP is:

- To provide effective implementation of response actions to protect people, natural resources, and property of the coastal zone covered by this plan from the impacts of an oil discharge, substantial threat of discharge of oil, a release of hazardous substance, or substantial threat of a release of a hazardous substance, including Weapons of Mass Destruction (WMD).

- To promote coordination and strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response.
- To provide guidance to all VRP and FRP reviewers and plan holders to ensure consistency with the CGACP.
- To provide guidance for responders.

Historically, the users of the ACP have been confronted with incidents that were caused by nature (hurricanes, floods, etc.) or from the unintentional actions of individuals (grounding, collision, etc.). In today's world where terrorism is a greater reality, the intentional discharge of oil, release of a hazardous substance, biological agent or radiation poses unique challenges to those who respond. Federal and state laws and regulations require oil spills, hazardous substance releases or responses to WMDs be managed with a trained and competent response management organization that accommodates a unified command structure in recognition of federal, state, tribal and local jurisdiction.

The CGACP is designed to ensure that the initial actions taken in response to a hazardous substance release, oil spill, radiological, or biological incident that occurs within or threatening the designated coastal zone, are effectively managed from the start and incorporate other agency plans and operating procedures as those agencies arrive on-scene. However, incidents are never identical and once initial actions have been taken, responders will assess the incident and tailor their strategies and tactics to match the reality of the situation. *As such, notwithstanding any statutory or regulatory requirements, this ACP outlines general response protocols for a notional incident (unknown date, time, location, and variables). This ACP is not intended to be a definitive step-by-step guide on all potential items necessary to mitigate any particular incident.*

### **1130 Document Organization**

CGACP provides guidance for the Area Committee, defines authorities and applicability, outlines plan maintenance and exercise requirements, and describes the overarching strategy for a coordinated multi-agency response to an oil discharge or hazardous substance release. Additionally, the CGACP contains an overview of the geographic response strategies (GRSs)/geographic response plans (GRPs) in [Section 4600](#), and overview of the Fish and Wildlife and Sensitive Environments Plan in [Annex C](#), which encompasses the Environmental Annex information required by the [NCP](#). Additionally, the CGACP Annexes are described in the next section.

### **1200 Annexes**

The CGACP Annexes contain Quick Response Cards (QRCs) checklists, and other necessary job aids and documents to assist emergency management preparedness specialists and response personnel; all items are “grab and go” for ease of use. Tables 1 & 2 listed below provide centralized lists of annexes to support personnel in planning for or responding to an oil discharge or hazardous substance release within the CGACP planning area. To maximize efficiency, all annexes are hyperlinked and incorporated by reference into this ACP.

## 1210 Scope

In the accompanying tables, you will find annexes developed and maintained by the Coastal Georgia Area Committee (CGAC). This list can expand or contract as necessary to meet the needs of local planners and responders.

Each annex in the table is hyperlinked to the Marine Safety Unit Savannah Homeport site where they are housed. If you encounter trouble using the links provided, it is recommended that you right click on the link, edit hyperlink and copy and paste the Uniform Resource Locator (URL) into your browser to access the website.

Table 1: List of Standard Annexes	
Annex	Title
<a href="#">Annex A</a>	Contact Spreadsheet
<a href="#">Annex B</a>	Risk Analysis: Risk Profiles
<a href="#">Annex C</a>	Fish and Wildlife and Sensitive Environments Plan
<a href="#">Annex D</a>	Hazardous Substance Response
<a href="#">Annex E</a>	Marine Fire Fighting Plan (Salvage Plan incorporated by reference in <a href="#">Sec 1800</a> )
<a href="#">Annex F</a>	Planning and Response Tools
<a href="#">Annex G</a>	Voluntary Organizations Active in Disaster (VOAD)
<a href="#">Annex H</a>	ESF-10 Protocols: Natural Disaster Response Plan-TX, Additional guidance (referenced in <a href="#">Sec 1600</a> ) R6 RCP <a href="#">Annex 13</a> Natural Disaster Pollution Response
<a href="#">Annex I</a>	Ice Operations (N/A for D7 Coastal ACPs)
<a href="#">Annex J</a>	Space Operations (TBD as applicable)
<a href="#">Annex K</a>	Air Operations and Unmanned Aircraft Systems (UAS) Support (TBD)
<a href="#">Annex L</a>	Unconventional Oil Response
<a href="#">Annex M</a>	State Historic Preservation Officer (SHPO) Protocols (Tribal: TBD)
<a href="#">Annex N</a>	Swift Water Operations (N/A for D-SE, incorporated into <a href="#">Sub-section 5533</a> )
<a href="#">Annex O</a>	International Coordination (N/A for D-SE, link CUBUS Annex in <a href="#">Sub-Section 1513.1</a> )

Table 2: List of Area and Regional Annexes	
Annex	Title
<a href="#">Annex AA</a>	Shoreline Cleanup Methods
<a href="#">Annex BB</a>	Places of Refuge Policy
<a href="#">Annex CC</a>	Health and Safety Plan
<a href="#">Annex DD</a>	Environmental Health Support Guidance
<a href="#">Annex EE</a>	Community Air Monitoring Protocols
<a href="#">Annex FF</a>	Water Sampling Protocols
<a href="#">Annex GG</a>	Disposal Plan
<a href="#">Annex HH</a>	Decanting Plan
<a href="#">Annex II</a>	South Texas Tar Ball Response Plan
<a href="#">Annex JJ</a>	Consultations: Surface Washing Agent Preauthorization

## 1300 Area Committee

The Coastal Georgia Area Committee (CGAC) is a spill preparedness and planning body made up of federal, state, tribal, and local agency members, and with industry, and non-governmental organization representation. The CGAC, under the direction of the USCG Marine Safety Unit Savannah Captain of the Port (COTP), is responsible for developing an ACP. The CGAC is also responsible for working with state and local officials to plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The CGAC is also required to work with state and local officials to expedite decisions for the use of dispersants and other alternative response technologies.

The geographical boundaries of this plan are defined in [Part 2000](#) of this document.

### 1310 Mission Statement / Charter:

The mission of the CGAC is to ensure the highest state of readiness of the spill response community. The CGAC will strive to accomplish this by developing a comprehensive and useful ACP, preparing the response community through training and exercises, developing coordination mechanisms to facilitate effective responses, and educating our stakeholders and the public. The CGAC will function as an efficient organization for ensuring effective response to environmental threats in our area. The CGAC will collaborate, sharing information and resources to produce the best possible plans and creative solutions to problems. The CGAC will employ best available research and technology in both problem solving and decision-making. The CGAC will learn from responses and activities, improve processes, and develop as individuals and as an organization.

### 1320 Organization

The CGAC is comprised of representatives from federal, state, and local governments as *appointed members* and *members-at-large* from non-governmental agencies such as the maritime industry, wildlife rehabilitation organizations, and academia, as advisors.

### 1321 Committee Chair and Vice-Chair

The USCG Marine Safety Unit Savannah COTP, as predesignated FOSC, shall Chair the AC. A representative from the Georgia Department of Natural Resources - Environmental Protection Division (GADNR - EPD) is the lead state agency representative in Georgia and shall serve as the Vice-Chair.

### 1322 Executive Steering Group (ESG)

The Executive Steering Group (ESG) is the strategic decision-making body of the Area Committee and consists of both Federal and State On-Scene Coordinators with statutory, decision-making authority and jurisdictional obligations during pollution preparedness and response cleanup efforts in Georgia. The ESG will provide goals and expectations to the Sub-committees and Working Groups, wherein it will be upon them to work with their counterparts to produce results and brief their status to the ESG as necessary.

The list of ESG members can be found in Table 3 located in Section 1800 of this document.

### **1323 Executive Secretary / Coordinator**

The AC Coordinator from USCG Marine Safety Unit Savannah will coordinate with the Executive Steering Group to prepare meeting agendas, schedules, and meeting notifications. The USCG will record, draft, and publish meeting summaries and attendance roster and coordinate remote participation access for meeting attendance.

### **1324 Members and Members-at-Large**

A list of CGAC members can be found on [Table 4](#), and members at-large on [Table 5](#) in Section 1800 of this document. These lists will be maintained by the AC Coordinator.

### **1325 Subcommittees**

Subcommittees are established to work on functional items pertaining to the AC. They are specifically tasked to complete assigned projects, tasks, and goals that are developed by the ESG. Working Groups may be assigned under a functional subcommittee to complete tasks or large projects as necessary. The four functional subcommittees, under which tasks are assigned, are:

- Preparedness
- Response
- Science and Technology
- Training and Exercises

**Note:** Specific subcommittee tasks/priorities and projects will be maintained by the AC Coordinator.

### **1330 Meetings**

AC meetings are open meetings. The USCG FOSC Chair shall attend/lead each meeting and provide an opportunity for participation by each regulatory member, each non-regulatory participant, and any public attendees; ensuring adherence to the agenda; maintaining order; and reviewing recommendations submitted to the ESG. In the absence of the FOSC, these duties shall be performed by the Marine Safety Unit Savannah Executive Officer, who serves as the Alternate FOSC.

### **1331 Meeting Frequency**

AC meetings shall be held at least semi-annually. CGAC strives to hold one meeting in each of the major ports within the AOR annually: Brunswick and Savannah, Georgia.

### **1332 Georgia Area Committee Executive Steering Group (GACESG)**

The GACESG, comprised of members from the State of Georgia and USCG personnel, provides input the Area Committee that covers the coastal zone in Georgia, specifically, the CGAC. The GACESG does not intend to conflict with, or supersede, the authorities and responsibilities of each AC. The GACESG endeavors to provide efficiencies across the three Area Committees, working to develop and coordinate planning and preparedness activities and to ensure a higher probability of consistency and effectiveness during pollution preparedness and response actions.

Meetings of the GACESG typically occur semi-annually, ideally closely associated with one of the regularly scheduled Area Committee Meetings in Georgia. Additional periodic teleconferences may be held throughout the year.

### **1333 Remote Access Attendance**

The USCG will provide remote access availability to AC members, and participants who are unable to attend meetings in person to maximize stakeholder participation and communication. USCG Marine Safety Unit Savannah currently utilizes Microsoft Teams to provide remote access. Additionally, USCG District Southeast (D-SE) Incident Management Branch (drm) has established Adobe Connect sites for each COTP in All Partners Access Network (APAN) and is available to assist with set-up and maintenance for Adobe Connect and other virtual attendance technology.

### **1340 FOSC Annual Report**

Marine Safety Unit Savannah shall submit an FOSC Annual Report emphasizing activities and best practices for the previous calendar year NLT 1 May of the following year to USCG D-SE (drm) for review and endorsement. USCG D-SE will review and route AC Annual Reports through USCG Atlantic Area to USCG Headquarters Office of Marine Environmental Response Policy (CG-MER) for final approval and compilation of nation-wide lessons learned and best practices.

### **1400 Validation and Testing**

The CGACP shall be updated annually. The CGACP shall be reviewed and approved by the CGAC and USCG D-SE every five years.

### **1410 Annual Updates**

The CGAC will review the ACP and document any changes or updates in the Record of Changes page. Additionally, and at a minimum, the AC will update the ACP version number and contact information; confirm phone numbers, addresses, links, and notification procedures; and incorporate lessons learned as a result of real-world events and/or exercises. Annual updates will continue to be managed locally between USCG Marine Safety Unit Savannah, Vice-Chair, and AC and be completed by 1 May.

### **1420 Plan Approval and Coast Guard National Review Panel Review**

In coordination with the Chair, Vice-Chair, and other members of the AC, USCG D-SE formally reviews and approves coastal ACPs every five years. After approval, USCG D-SE submits the ACP for national review by the CGNRP. The CGNRP, comprised of CG-MER, USCG Atlantic and Pacific Areas, National Strike Force Coordination Center, and District representatives, convene annually to review selected ACPs nation-wide. Nationwide, each coastal ACP is on a 5-year CGNRP review schedule.

Additional CGNRP information and requirements, including specific scheduling and expectations will be coordinated from USCG D-SE to USCG field units.

### **1430 Geographic Response Strategies/Geographic Response Plans (GRS/GRPs) Validation**

GRS/GRPs found in [Section 4600](#) contain a set of planned site-specific response strategies that are designed to give responders information to minimize damage to sensitive resources in the first few hours following a spill. Design and information included within GRSs/GRPs are typically developed using neutral weather conditions and mean-average tidal data and assume a specific location and equipment use.

Once adopted and implemented into the CGACP, the minimum level of GRS/GRP validation has been met, however, it is recommended that the CGAC determine additional validation methodologies as appropriate, to determine GRS/GRP accuracy and applicability over time.

A tiered methodology for GRS/GRP validation from the lowest level to the highest include desktop evaluation by Subject Matter Experts (SMEs), on-site visual inspection by SMEs, computer simulations, equipment deployment, Full-Scale Exercises (FSE), and Real-World Events (RWEs).

#### **1440 Area PREP Exercises**

Per the [National Preparedness for Response Exercise Program \(PREP\) Guidelines](#), which provides the framework for an effective oil spill and hazardous substance response exercise program, the CGAC shall hold three annual Incident Management Team (IMT) Tabletop Exercises (TTXs) and one Full-Scale Exercise (FSE) per 4-year period.

#### **1441 Exercise Schedule**

USCG D-SE (drm) will maintain the Area Exercise schedule and ensure visibility by the CGAC and PREP Compliance, Coordination and Consistency Committee (PREP 4C). The CGAC will validate the proposed timeframe and identify the industry plan holder who will participate in each PREP exercise. Any schedule change requests shall be routed to USCG D-SE (drm).

#### **1442 Documentation**

Additional PREP-related exercise requirements, including development of Concept of Exercise (COE), After Action Report (AAR), Corrective Actions (CAs), and Real-World Event (RWE) credit requests will be coordinated from USCG D-SE to USCG field units.

### **1500 The National Response System (NRS)**

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

The NRS is designed to support the FOSC and facilitate responses to a discharge or substantial threat of discharge of oil or a release or substantial threat of release of a hazardous substance. The NRS supports the responsibilities of the FOSC, under the direction of the Clean Water Act (CWA) as amended by OPA. When appropriate, the NRS is designed to incorporate a “unified command and control support mechanism” (Unified Command) consisting of the FOSC, the State On-Scene Coordinator (SOSC), and the Responsible Party’s Incident Commander (IC). The UC structure is further described under Sub-section 5410 of this ACP. Within an established UC, the FOSC plans and coordinates response strategy on scene, using the support of the National Response Team (NRT), Regional Response Team (RRT), Area Committees, and responsible parties, as necessary, to supply trained personnel, equipment, and scientific support to complete an effective response to any oil discharge or hazardous substance release.

### 1510 Contingency Plans

Contingency plans serve to formalize and document activities to be undertaken to plan for incidents and in the event of an incident. The following diagram depicts the relationship of many of the response plans discussed below.

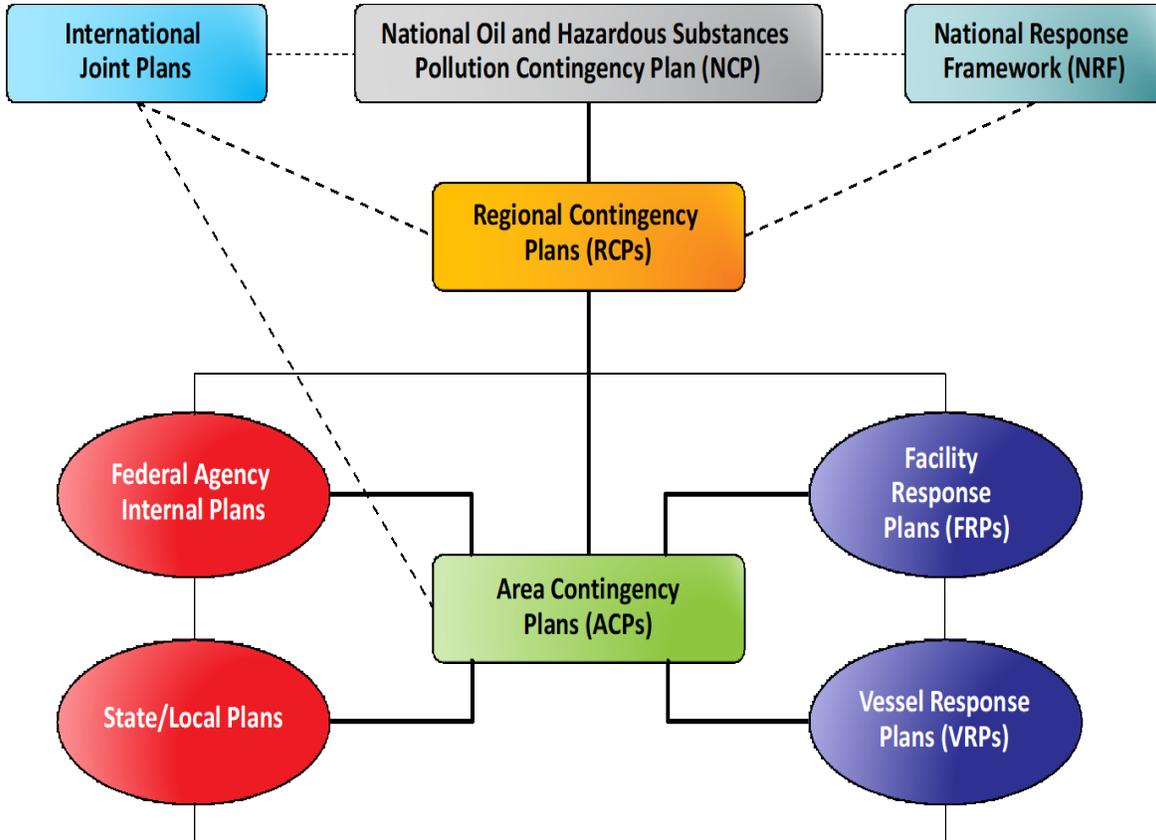


Figure 1: Relationship of Plans

### 1511 National, Regional, and Area Contingency Plans

There are three levels of contingency plans under the NRS: The National Contingency Plan (NCP), Regional Contingency Plans (RCP), and Area Contingency Plans (ACPs). The [NCP](#) addresses the national response structure and identifies requirements for regional and area preparedness development. RCPs provide the organizational structure and procedures for preparing for and responding to discharges of oil and releases of hazardous substances, pollutants, or contaminants by the Regional Response Team (RRT). Coastal ACPs are developed under the leadership of the USCG FOSC, following guidelines within the [NCP](#) and [RCP-IV](#), as applicable. Composed of federal, state, and local governmental representatives, the Area Committee develops an ACP for responses to oil discharges and hazardous substance releases within their geographic area.

### 1512 Local Plans

Local Emergency Planning Committees (LEPCs) are responsible for the development and maintenance of local emergency response plans in accordance with the [Emergency Planning and Community Right-to-Know Act \(EPCRA\), Sections 301 to 303](#). LEPC membership includes various representatives from local governmental agencies, emergency responders, environmental

groups, and local industry. These emergency plans include, among other things, the identity and location of hazardous materials, procedures for immediate response to a chemical accident, ways to notify members of the public of actions to take in the event of a discharge or release, names of coordinators at plants, and schedules for testing the plan. The local emergency response plan is reviewed by the State Emergency Response Commission (SERC). RRTs may review these plans and provide assistance if SERC or LEPC makes such a request. Federal contingency plans provide for coordination with local governments.

## **1513 International Plans**

### **1513.1 CUBUS Plan**

In the event an incident could affect or threaten the marine environment in international waters off the coast of Georgia, the USCG FOSC or designated representative will immediately notify the USCG D-SE to discuss protocols with the Joint Response Team Regional Chair. The USCG D-SE Incident Management and Preparedness Advisor serves as the Regional Chair. The USCG D-SE Incident Management and Preparedness Advisor serves as the Regional Chair. This Plan and Annexes provide communication and coordination protocols (not tactical). USCG FOSC and staff are encouraged to review and be familiar with the Plan and Annex contents; however, the USCG D-SE is responsible for international engagement.

Cooperation agreement between the United States of America and the Republic of Cuba on preparedness for and response to pollution caused by spills of hydrocarbons and other noxious and potentially hazardous substances that may affect the coastal waters or marine environment of Cuba and/or the U.S. The U.S. Coast Guard or the National Staff of the Civil Defense and the Ministry of Transport of Cuba On-Scene Coordinator receiving notification of a pollution event in his/her area that may affect the area of the other party to the agreement immediately assesses the event and commences response operations in accordance with his/her national response system. If a coordinated response is requested by the On-Scene Coordinator, the Joint Planning Team evaluates the request and determines whether a coordinated response is appropriate. The U.S. Coast Guard District South East Commander, and the Chief of the National Staff of the Civil Defense of Cuba are responsible for the execution of the CUBUS Plan.

### **1514 Responsible Party Plans**

Facility and tank vessel response and non-tank vessel plan regulations, including plan requirements for the Coastal Zone, are located in [33 C.F.R. 154](#) and [33 C.F.R. 155](#) respectively, [30 C.F.R. 254](#) for off-shore facilities, [49 C.F.R. 194](#) for pipelines, and [49 C.F.R. 1304](#) for motor vehicles and rail cars transporting oil in bulk. Facility response plan regulations for the inland zone are located in [40 C.F.R. 112](#). Complex facilities are facilities that are regulated by two or more federal agencies, e.g., the USCG, the EPA, and possibly also U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration (DOT PHMSA). Therefore, they would have a facility response plan meeting the requirements of 33 C.F.R. 154, 40 C.F.R. 112, and 49 CFR 194 or an Integrated Contingency Plan (ICP), capturing multiple federal agency requirements in one plan.

## **1600 National Response Framework (NRF)**

The National Response Framework ([NRF](#)) is a guide which provides foundational emergency management doctrine for how the nation responds to many types of incidents, including pollution incidents. The NRF is often activated in anticipation of, or following, a storm event (tropical storm or hurricane) or other natural disaster (flooding event, tornados, etc.). The structures, roles, and

responsibilities described in the NRF can be partially or fully implemented in the context of a threat or hazard, in anticipation of a significant event, or in response to an incident. Implementation of NRF structure and procedures allows for a scaled response, delivery of specific resources and capabilities, and a level of coordination appropriate to each incident. Pollution response, under the umbrella of the NRF is possible using plans, capabilities, and partnerships forged in accordance with the NCP, combined with the effective use of the ICS.

Other useful natural disaster response resources include the [National Response Team Abandoned Vessel Authorities and Best Practices Guidance](#) and the NRF's [Emergency Support Function \(ESF\) #10 – Oil and Hazardous Materials Response Annex](#). For information and guidance pertaining specifically to the D7 coastal zone, please refer to the Seventh Coast Guard District Natural Disaster Pollution Response guidance document located in the [RRT-4](#) Regional Response Plan.

### **1610 Nuclear/Radiological Incident Annex**

The Nuclear/Radiological Incident Annex ([NRIA](#)) to the NRF describes the policies, situations, concepts of operations, and responsibilities of the federal departments and agencies governing immediate response and short-term recovery activities for releases of radioactive materials. These incidents may occur on federally owned or licensed facilities, privately owned property, urban centers, or other areas and may vary in severity from the small to the catastrophic. The incidents may result from inadvertent or deliberate acts. The NRIA applies to incidents where the nature and scope of the incident requires federal response to supplement the state, tribal, and/or local incident response.

**Note:** There are two nuclear power facilities within the State of Georgia that are within the Marine Safety Unit Savannah AOR owned by Georgia Power and operated by Southern Nuclear that generate approximately 20% of Georgia's electricity:

1. Plant Vogtle located in Waynesboro, Georgia.
2. Plant Hatch located in Baxley, Georgia.

The Federal Emergency Management Agency (FEMA) is responsible for setting standards for off-site emergency preparedness programs and assessing their effectiveness. FEMA's Radiological Emergency Preparedness Program provides assistance to state and local governments in developing emergency plans for nuclear energy facilities and coordinating response actions among the various agencies.

The Georgia Public Service Commission (PSC) oversees the operations at all Georgia Power generating plants in the state, no matter the fuel source, as they relate to costs and expenses allowed into rate base and charged to Georgia residents.

A multitude of additional agencies have oversight of specific activities at nuclear plants, for example the Environmental Protection Agency, the Department of Homeland Security, the Georgia Department of Natural Resources, among others.

## 1700 National Incident Management System (NIMS)

The National Incident Management System ([NIMS](#)) guides all levels of government, nongovernmental organizations and the private sector to work together to prevent, protect against, mitigate, respond to and recover from incidents.

NIMS provides stakeholders across the whole community with the shared vocabulary, systems and processes to successfully deliver the capabilities described in the [National Preparedness System](#).

NIMS defines operational systems that guide how personnel work together during incidents. More specifics on using NIMS ICS for command and coordination in an oil spill or hazardous substance release will be discussed in [Section 5400](#).

## 1800 Relationship to other Marine Transportation System (MTS) Focused Response Plans

Depending on the size and complexity of an oil spill discharge or hazardous substance release, the following contingency plans developed for the Marine Safety Unit Savannah Captain of the Port (COTP) Zone may be activated to minimize disruption of the Marine Transportation System (MTS):

- The [MTS Recovery Plan](#) provides planning and coordination to facilitate the recovery of the MTS following any man-made or natural disaster.
- The [Salvage Response Plan](#) provides planning and coordination to facilitate salvage operations in conjunction with [Annex E](#), the Marine Fire Fighting Plan (MFF).

Table 3: Executive Steering Group (ESG)		
Personnel from the following entities serve on the ESG:		
1.	Federal	USCG Marine Safety Unit Savannah
2.	State	Georgia Department of Natural Resources – Environmental Protection Division
3.	Executive Secretary	USCG Marine Safety Unit Savannah Emergency Management and Force Readiness (EMFR)

Table 4: Area Committee Members		
Below is list of <i>appointed</i> Area Committee Members:		
1.	Federal	U.S. Department of the Interior (DOI), Bureau of Safety and Environmental Enforcement (BSEE)
		U.S. Department of the Interior (DOI)
		U.S. Fish and Wildlife Service (USFWS)
		U.S. Department of Energy (DOE)
		U.S. Environmental Protection Agency (EPA), Region IV
		U.S. Department of Commerce (DOC), National Oceanic and Atmospheric Administration (NOAA) - Scientific Support Coordinator (SSC)
		National Weather Service (NWS)
		USCG District 7
		USCG Marine Safety Unit (MSU) Savannah

Table 4: Area Committee Members		
Below is list of <i>appointed</i> Area Committee Members:		
		USCG Sector Charleston
		USCG Gulf Strike Team (GST)
		U.S. Army Corps of Engineers (USACE Savannah District)
2.	State	Georgia Emergency Management (GEMA)
		Georgia Department of Natural Resources – Environmental Protection Division (GaDNR-EPD)
		Georgia State Police (GSP)
		Georgia Department of Transportation
3.	Local	Bryan County EMA
		Camden County EMA
		Chatham County Emergency Management Agency (CEMA)
		Effingham County EMA
		Glynn County EMA
		Liberty County EMA
		McIntosh County EMA
		Local Emergency Planning Committees (Chatham and Glynn Counties)
		Georgia Coastal Health District (GA)
		Savannah Emergency Operations Center
		Savannah Fire and Hazmat
		CSX Railroad
		Norfolk Southern Railroad

**Note:** Specific AC designation letters maintained by the AC executive secretary.

Table 5: Area Committee Members at Large		
Below is a list of Area Committee <i>Members at Large</i> :		
1.	Consulting	Moran Environmental Group
		Gallagher Marine Systems
		The Response Group (TRG)
		Witt O'Brien's
2.	Academia	University of Georgia
		Savannah State University
		Georgia Southern University
		Georgia Tech University
3.	Facility Owners or Operators	Black Water Georgia
		Colonial Terminals, Inc.
		East Coast Terminal Co.
		IMTT Epic North (Formally Nustar Asphalt Refinery, Axeon Specialty Products, Epic Midstream North)
		IMTT EPIC South (Formally Epic Midstream South)
		Georgia international and Maritime Trade Center Authority
		Georgia Kaolin Terminal
		GICL Limited, LLC Emerald Princess Casino Boat
		GP Gypsum
		GPA - Colonels Island
		GPA - Garden City Terminal
		GPA - Mayor's Point Terminal
		GPA - Ocean Terminal
		SEAONUS
		Logistec USA Inc. (Marine Port Terminal)
		National Gypsum
Phillips 66		
River Street Market Landing		

Table 5: Area Committee Members at Large (cont.)		
Below is a list of Area Committee <i>Members at Large</i> :		
		Savannah River Boat Company
		Argos (Savannah Cement Company)
		Savannah Steel
		Savannah Yacht Center
		Imperial Sugar Company
		Southern LNG
		Sea Gate Terminals
		BWI formally Vopak
		Victory Cruise Lines (Brunswick Intermittent Ops Facility)
		Westin Savannah Harbor Golf Resort & Spa
		Yara
4.	Maritime	Savannah Pilots
		Savannah Maritime Association (SMA)
		Savannah River Keepers
		Clean Gulf Associates
		Brunswick Pilots
5.	Wildlife Care Organization	Tri-State Bird Rescue and Research, INC.
6.	Salvage Companies	Resolve Marine Group
		Donjon Marine
		T&T Marine
7.	OSROs	Moran Environmental Recovery, LLC
		Marine Spill Response Corporation (MSRC)
		HEPACO, LLC
		National Response Corp. (NRC)
		Savannah Spill Response Corporations (SSRC)

## 2000 Geographic Jurisdiction and Boundaries

### 2100 Geographic Area Covered

The Marine Safety Unit Savannah COTP Zone is defined in [33 C.F.R. 3.40-35](#) and depicted in [Figure 4](#) below. Within this COTP Zone, the USCG COTP/FOSC area of responsibility for the CGACP planning area is the Coastal Zone (see sub-section 2120 below). The precise inland zone and coastal zone response boundary is agreed upon between the U.S. Coast Guard Seventh District and EPA Region 6 and is documented in the [Memorandum of Agreement \(MOA\) dated 14 Apr 2010](#). [Figure 2](#) below depicts the 13 Regional Response Teams and [Figure 3](#) depicts the U.S. Coast Guard Areas and Districts.

### 2110 Inland Zone Boundary Designation

The U.S. Environmental Protection Agency (EPA) Region 6 provides the predesignated FOSC for pollution response in the Inland Zone. All discharges or releases, or substantial threats of such discharges or releases of oil or hazardous substances within or threatening the Inland Zone are the responsibility of the EPA. Included are discharges and releases from unknown sources or those classified as “mystery spills.”

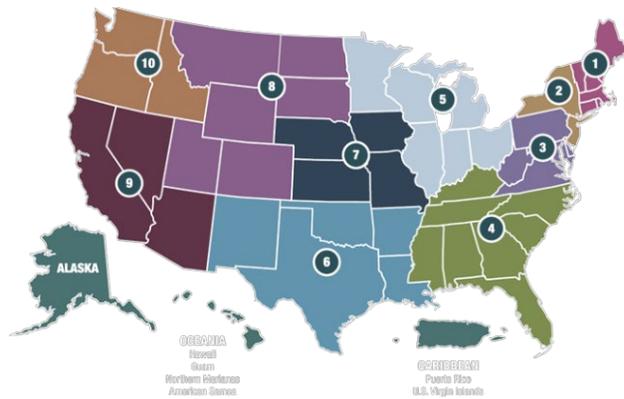


Figure 2: RRT Areas



Figure 3: U.S. Coast Guard Districts

### 2120 Coastal Zone Boundary

The relevant coastal USCG COTP is the predesignated FOSC for pollution response in the Coastal Zone. All discharges or releases, or substantial threats of such discharges or releases of oil or hazardous substances within or threatening the Coastal Zone are the responsibility of the USCG FOSC. Included are discharges and releases from unknown sources or those classified as “mystery spills.” Specifically, a dashed line on a layer within NOAA’s Environmental Response Management Application (ERMA) depicts the [Inland Zone / Coastal Zone boundary](#) within the CGACP planning area.

Marine Safety Unit Savannah COTP and predesignated coastal zone FOSC is responsible for all pollution planning, preparedness, and response within the defined coastal zone and is assigned the responsibility to respond to oil discharges and hazardous substance releases within the defined AOR (depicted in [Figure 5](#)).

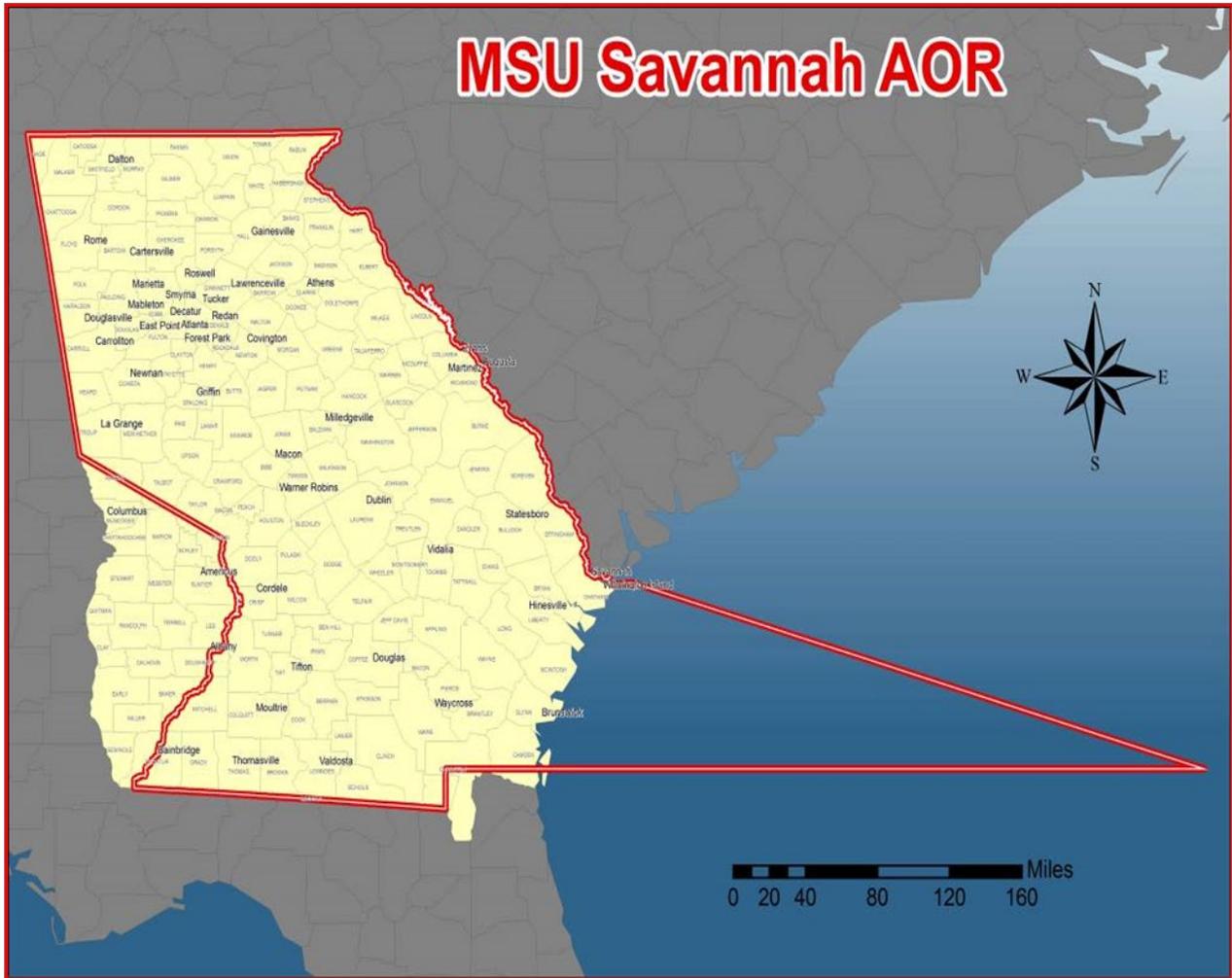


Figure 4: Map of Marine Safety Unit Savannah COTP Zone

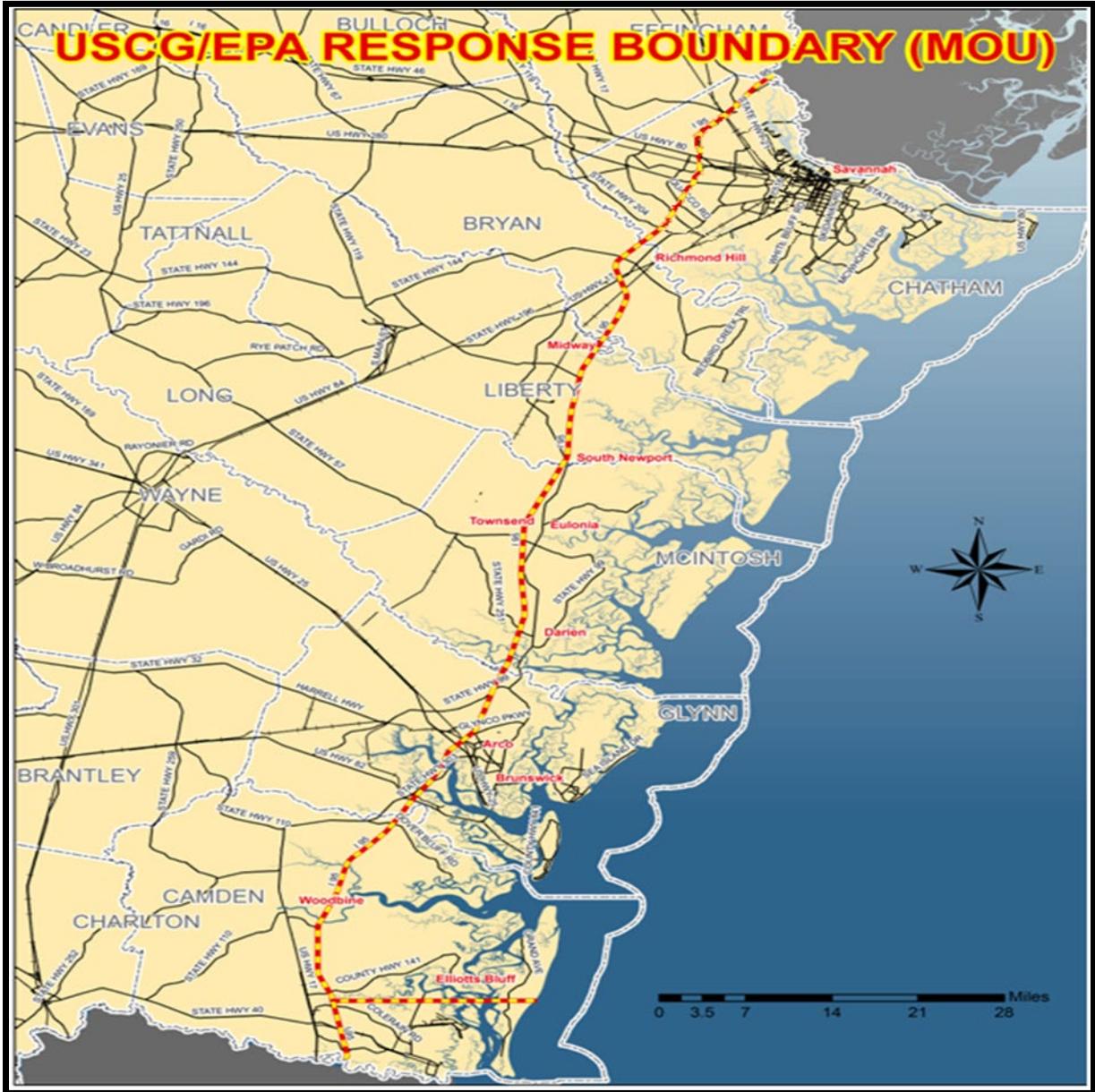


Figure 5: Marine Safety Unit Savannah EPA Boundary and Coastal Counties

### 2130 Sub-geographic Areas

The coastal zone counties covered in the CGACP planning area include:

1	Bryan		
2	Camden		
3	Chatham		
4	Glynn		
5	Liberty		
6	McIntosh		

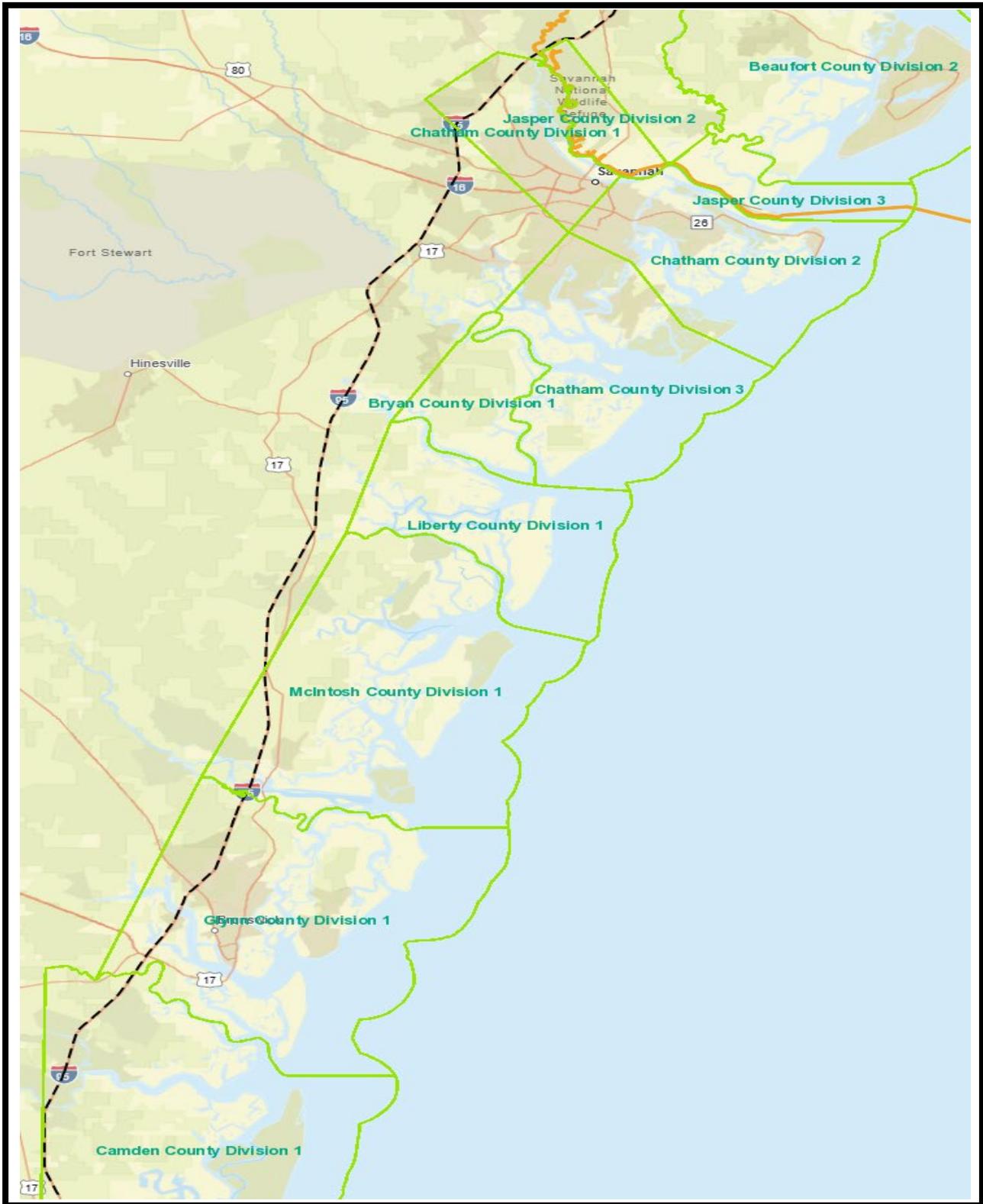


Figure 6: Area Counties

## 3000 Roles and Responsibilities

### 3100 Federal Agency Roles and Responsibilities

Nationally, the U.S. Coast Guard (USCG) has designated its coastal Captains of the Port (COTP) as the pre-designated Federal On-Scene Coordinator (FOSC) within the coastal zone. As such, the USCG FOSC is the Chair of the respective Area Committee (AC) and oversees the development, maintenance, and implementation of the Area Contingency Plan (ACP) for their COTP zone.

#### 3110 Regional Response Team ([RRT-4](#))

The functional role of RRTs in each [federal region](#) has two principal components. One component is the standing team whose duties involve communication systems and procedures, planning, coordination, training, evaluation, preparedness, and related matters within each RRT's respective region. The second component of the RRT is an incident-specific team that may be assembled, as determined by the operational requirements of a response to a specific discharge or release. The RRT has responsibility for developing an RCP and for assisting the FOSC when guidance, coordination, or resources are needed to provide an adequate response to an incident. The RRT includes a representative from each state within the federal region, and representatives from 15 federal agencies and federally recognized tribal representatives available to provide assistance or resources during such a response. EPA and the USCG co-chair the RRT, which does not respond directly to the scene, but instead responds to developments and requests from the FOSC in accordance with the CGACP. RRT-4 normally holds semiannual meetings in the spring and fall of each year.

Refer to the RRT-4 [Regional Contingency Plan Volume 1](#) and the [NRT website](#) for a list of federal agencies and their roles and responsibilities related to ACP planning, preparedness and response.

### 3200 State Agency Roles and Responsibilities

#### 3210 Georgia

In the state of Georgia, oil spills in the coastal zone are the responsibility of the Georgia Department of Natural Resources - Environmental Protection Division (GDNR-EPD). It is the policy of the State to assist the Federal On-Scene Coordinator in response to pollutant spills in Georgia. No state funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible or until federal authorities have declined to expend federal funds in a cleanup effort. It is the policy of the State to respond immediately to all oil spills, control the source of any oil spill, and to contain any discharge to the maximum extent possible.

Mechanical and other physical control methods shall be the preferred method for removal of oil from the environment with subsequent proper disposal. The option of taking no mitigating actions should be considered when such actions would cause greater environmental damage than the spilled oil alone. The use of oil spill cleanup agents shall be subject to the Secretary of GDNR-EPD's best judgment and coordinated with the federal OSC and EPA representative to the RRT.

Whenever it is determined the party responsible for the discharge is taking adequate action to remove and mitigate its effects, the principal thrust of the state is to observe, monitor, and provide advice and counsel, as necessary. The FOSC or GDNR-EPD will take steps to access the applicable state or federal fund to ensure adequate cleanup whenever they determine the responsible party for the discharge was unknown, did not act promptly, take proper and appropriate actions to contain, clean up and dispose of the oil or oily debris, or the total cleanup costs are beyond those expected to be borne by the responsible party. In addition, the responsible party must also protect the environment and adhere to safety practices.

The State Watch Office is the state of Georgia's emergency notification center. The State Watch Office can contact the appropriate GDNR-EPD office and other emergency responders in the event of an emergency.

Within the area of responsibility of this Plan, it is the policy of the Federal On-Scene Coordinator, as well as National policy, that all reports of discharges of oil or hazardous materials be investigated. In the MSU Savannah AOR, spill reports will normally be investigated by MSU Savannah personnel. However, in more remote areas the GDNR-EPD will often conduct the initial investigation.

Several factors will be considered to determine how an oil discharge will be cleaned up. These factors include, but are not limited to:

1. Type of material (oil), including toxicity and persistence.
2. Amount of material.
3. Location of discharge in relation to environmentally sensitive areas.
4. Hazards to response personnel.
5. Technical Probability of Success.
6. Response time of clean-up contractor.

The OSC shall not relinquish any responsibility, no matter who is executing the actual response, and shall monitor the response as necessary to ensure its adequacy. If a response is not adequate, the OSC shall, to the extent that resources are available, provide advice to responders or assume control of the response. The OSC does not need to extensively investigate an incident to determine the need for a response. If the release poses an obvious threat to public health or welfare, or the environment, the OSC should take appropriate actions as rapidly as circumstances dictate.

It is the policy of the State, to assist the Federal On-Scene Coordinator in response to pollutant spills in Georgia. No state funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible, or until federal authorities have declined to expend federal funds in a cleanup effort. It is the policy of the state to respond immediately to all oil spills, control the source of any oil spill to contain any discharge to the maximum extent possible. Mechanical and other physical control methods shall be the preferred method for removal of oil from the environment with subsequent proper disposal. The option of taking no mitigating actions should be considered when such actions would cause greater environmental damage than the spilled oil alone. The use of oil spill cleanup agents shall be subject to the Administrator of Georgia Department of Natural Resources – Environmental Protection Division's best judgment and coordinated with the federal OSC and EPA representative to the RRT.

Whenever it is determined that the party responsible for the discharge is taking adequate action to remove and mitigate its effects, the principal role of the state is to observe, monitor and provide advice and counsel, as may be necessary. The FOSC or GDNR-EPD will take steps to access the applicable state or federal fund to ensure adequate cleanup whenever they determine the responsible party for the discharge was unknown, did not act promptly, take proper and appropriate actions to contain, cleanup and dispose of the oil or oily debris, or the total cleanup costs are beyond those expected to be borne by the responsible party. In addition, the responsible party must also protect the environment and adhere to safety practices.

The State Warning Point is the state of Georgia's emergency notification center. The State Warning Point can contact the appropriate GDNR-EPD office and other emergency responders in the event of an emergency. The phone number is 1-800-TRY-GEMA or 1-800-879-4362.

The [State Emergency Response Commission](#) (SERC) is responsible for implementing the federal Emergency Planning and Community Right-To-Know Act (EPCRA) provisions in Georgia. The SERC, along with the LEPCs, work to mitigate the effects of a release or spill of hazardous materials by collecting data on the storage of hazardous chemicals above planning quantities.

The Technological Hazards Section at the Georgia Emergency Management provides programmatic support for the SERC.

Coordination with this group can be accomplished through the Georgia Emergency Management.

### **3300 Local Agency Roles and Responsibilities**

The focus of local responders is usually directed toward abating immediate public safety threats. The degree of local response will depend upon the training and capabilities of local responders relative to the needs of the specific emergency.

In some cases, the need may be to identify the nature and scope of the hazard. This information is then passed on to state and federal responders who are activated to address the situation with specific expertise and/or capabilities.

Often, local agencies take mitigating actions of a defensive nature to contain the incident and protect the public. In many instances, responsible parties or local agencies are capable of an aggressive response and quick abatement of immediate hazards. In these cases, local authorities usually rely on state and federal responders to ensure that cleanup is complete, and remediation is sufficient.

A major role of local organizations during all emergency incidents is to provide security for all on-scene forces and equipment. For large incidents, help is often requested through the state emergency management agencies. Activities include establishing local liaison with hospital, emergency services, and police personnel, as well as restricting entrance to hazardous areas to all but essential personnel.

Coordination with the local governmental organizations of counties, cities, or towns is especially important for traffic control, land access, and disposal of oil or hazardous materials removed during response operations.

Landowners are also encouraged to participate in planning and response. Landowners are a valuable resource due to their local knowledge. The landowner, to the extent practical and based on the FOSC's judgment, may be included in the planning and response activities, under direction of the FOSC.

Landowners who provide access to or are affected by a discharge or release have jurisdiction over their lands and warrant special consideration by the responding agency or Unified Command. In the event an incident poses, or has the potential to pose, an imminent threat to human health or the environment, it is in the best interest of the landowner to provide access to an on-scene coordinator.

### **3400 Natural Resource Trustees**

CERCLA and OPA authorize the United States, individual States, and Indian Tribes to act on behalf of the public as Natural Resource Trustees for natural resources (Natural Resource Trustees or Trustees) under their respective trusteeships (CERCLA §107(f)(1); OPA §1006(c)). OPA also authorizes foreign governments to act as Trustees (OPA §1006 [b][5]). Following hazardous substance release or oil discharge, Natural Resource Trustees have responsibilities for assessing resulting injury to the environment. Natural Resource Damage Assessment (NRDA) is the process by which trustees collect, compile, and evaluate data to determine the extent of injury to natural resources. The information gathered is used to assess damages, determine the restoration required to compensate for the injured natural resources and lost use of resources, and seek recovery of those damages from the party responsible. NRDA's are typically initiated concurrently with response activities.

Initiation of a NRDA usually involves acquiring data both during and after a spill to document: (1) oil or hazardous substances in water, sediments, soil, and organisms; (2) effects on fish, wildlife, and/or their habitat; (3) exposure pathways; and (4) measures taken to prevent or reduce immediate migration of oil or hazardous substances onto or into a trust resource. To avoid duplication of response activities specified in a NRDA with other response activities, all sampling and field work by Natural Resource Trustees should be coordinated with the lead response agency. If natural resources are injured by a discharge or release of a mixture of oil and hazardous substances, DOI regulations apply. NOAA regulations apply only in assessing damages that may result from discharges of oil.

Trustees often have information and technical expertise about the biological effects of hazardous substances, as well as locations of sensitive species and habitats, that can assist in characterizing the nature and extent of site-related contamination and impacts. Coordination at the investigation and planning stages provides the Trustees with early access to information they need to assess injury to natural resources.

## **3500 Technical Support Available to the FOSC**

Various sources of technical/scientific and administrative support are available to the Federal On-Scene Coordinator (FOSC) either through telephone contact, virtual means, or actual dispatch of teams to the field. Support agencies and groups available to the FOSC include the following.

### **3510 Federal Agency Scientific/Technical Support**

#### **3511 U.S. Coast Guard (USCG)**

##### **3511.1 The National Strike Force Coordination Center ([NSFCC](#))**

The NSFCC manages the NSF which is authorized as the National Response Unit required under OPA, with responsibility for administering the USCG Strike Teams, and maintaining response equipment inventories and logistical networks. The NSFCC offers the technical assistance and equipment for spill response, assistance in coordinating resources during oil discharge response, Area Contingency Plan (ACP) or Regional Contingency Plan (RCP) review, coordination of spill response resources information, and inspection of Oil Spill Removal Organization (OSRO) response equipment. Strike Teams provide trained personnel and specialized equipment to assist the FOSC in training for spill response, stabilizing and containing the spill, and monitoring or directing response actions of the responsible parties (RPs) and/or contractors.

##### **3511.1.1 The USCG National Strike Force (NSF)**

The NSF's mission is to provide highly trained, experienced personnel and specialized equipment to the Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents to protect public health and the environment. The NSF's area of responsibility (AOR) covers all Coast Guard Districts and Federal Regions.

##### **3511.1.2 USCG Strike Teams (Atlantic, Gulf, and Pacific)**

The three USCG Strike Teams are available 24 hours a day. If the Strike Team contacted is already committed, another Strike Team will be deployed. Each Strike Team maintains trained personnel and specialized equipment to assist with training in responding to spills, stabilizing and containing spills, and monitoring and/or directing response actions of the RPs and/or contractors. The [Gulf Strike Team](#), based in Mobile, Alabama, provides response coverage to Georgia.

##### **3511.1.3 Public Information Assist Team (PIAT)**

[PIAT](#) is an element of the NSFCC staff available to assist the FOSC to meet the demands for public information during a response or exercise. PIAT provides interagency crisis communication team(s) and technical expertise to assist ICs and FOSCs meet their objectives of truth and transparency of operations for the public. PIAT provides emergency risk communication support to ICs and FOSCs during incidents such as oil spills, hazardous substance releases, hurricanes, floods, or other disasters. Its use is encouraged any time the FOSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or National Response Center (NRC). See the [Spill of National Significance \(SONS\) Public Affairs Reference](#) for more information.

##### **3511.1.4 Incident Management Assistance Team ([IMAT](#))**

The IMAT was developed by the USCG to supply a ready-made team of highly trained individuals to assist the local Incident Command (IC) in dealing with a major incident. The IMAT is located in Norfolk, VA. The team is trained for initial quick response to a regionally or nationally significant event. The team consists of Incident Command Systems (ICS) process experts that can quickly set up and assist in transitioning from the initial emergency phase to a more sustained

planning process. The IMAT deploys with a limited amount of equipment to ensure ICS functionality within an Incident Command Post (ICP).

### **3511.2 National Pollution Funds Center ([NPFC](#))**

NPFC is responsible for implementing those portions of OPA Title I delegated to the Secretary of the Department in which the USCG is operating. NPFC is responsible for addressing funding issues arising from actual and potential discharges of oil. Responsibilities of the NPFC include: (1) issuing Certificates of Financial Responsibility ([COFRs](#)) to owners and operators of vessels to pay for costs and damages incurred by their vessels as a result of oil discharges, (2) providing funding to various response organizations for timely abatement and removal actions related to oil discharges, (3) providing equitable compensation to claimants who sustain costs and damages from oil discharges when the RP fails to do so, (4) recovering monies from persons liable for costs and damages resulting from oil discharges to the full extent of liability under the law, and (5) providing funds to initiate Natural Resource Damage Assessment (NRDA) activities.

### **3511.3 USCG District Response Group (DRG)**

DRGs assist the FOSC by providing technical assistance, personnel, and equipment. Each DRG consists of the combined USCG personnel and equipment, including marine firefighting equipment, of each port in the district and a district response advisory team. Specifically, the USCG's Seventh District Response Advisory Team (DRAT) and the Incident Management and Preparedness Advisor (IMPA) provide pollution planning, preparedness, and response policy guidance and assistance to an FOSC and staff on a regular basis.

## **3512 U.S. Environmental Protection Agency ([EPA](#))**

### **3512.1 Environmental Response Team ([ERT](#))**

In the event of a continuing release or discharge, the FOSC has access to EPA's ERT, stationed in Edison, New Jersey; Cincinnati, Ohio; Erlanger, Kentucky; Las Vegas, Nevada; and Research Triangle Park, North Carolina. The ERT provides Scientific Support Coordinators (SSC) with expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT also has access to special decontamination equipment and can provide advice on a wide range of issues such as a multimedia sampling and analysis program, on-site safety (including development and implementation plans), cleanup techniques and priorities, water supply decontamination and protection, application of dispersants, environmental assessment, degree of cleanup required, and disposal of contaminated material. The FOSC may designate an SSC as principal advisor on scientific issues who also communicates with the scientific community and assists in requests to state and federal agencies.

### **3512.2 Chemical, Biological, Radiological, and Nuclear (CBRN) Consequence Management Advisory Division ([CMAD](#))**

The CBRN CMAD, present at five geographic locations, provides 24/7 scientific and technical expertise to the FOSC or response customer for all phases of consequence management. With a focus on operational preparedness, CBRN CMAD facilitates the transition of the latest science and technology to the field response community in order to provide tactical options for screening, sampling, monitoring, decontamination, clearance, waste management, and toxicological/exposure assessment during decontamination of buildings or other structures following an incident involving releases of radiological, biological, or chemical contaminants. CBRN CMAD maintains critical partnerships with: (1) EPA's National Homeland Security Research Center and the EPA's special teams; (2) other federal partners including the U.S.

Department of Homeland Security (DHS), Federal Bureau of Investigation (FBI), DoD, and Centers for Disease Control and Prevention (CDC)/ Department of Health and Human Services (HHS); and (3) international partners.

### **3512.3 Radiological Emergency Response Team ([RERT](#))**

RERTs have been established by EPA's Office of Radiation Programs (ORP) to provide response and support during incidents or at sites containing radiological hazards. Expertise is available in radiation monitoring, radionuclide analysis, radiation health physics, and risk assessment. RERTs can provide on-site support including mobile monitoring laboratories for field analysis of samples as well as fixed laboratories for radiochemical sampling and analyses. Requests for support may be made 24 hours a day via the NRC or directly to the EPA Radiological Response Coordinator in the ORP.

### **3513 National Oceanic and Atmospheric Administration ([NOAA](#))**

NOAA provides scientific support for responses and contingency planning in coastal and marine areas, including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil or hazardous substances. NOAA provides scientific expertise on living marine resources it manages and protects. It also provides information on actual and predicted meteorological, hydrologic, ice, and oceanographic conditions for marine, coastal, and inland waters, as well as tide and circulation data. The Secretary of the U.S. Department of Commerce (DOC), through NOAA, also acts as trustee for natural resources managed or controlled by DOC, including their supporting ecosystems.

#### **3513.1 Scientific Support Coordinators (SSC)**

The SSC, in accordance with the National Contingency Plan (NCP), will provide the FOSC scientific advice regarding the best course of action during a spill response. The SSC will help facilitate consensus from the Federal natural resource management agencies and provide spill trajectory analysis data, information on the resources at risk, weather information, tidal and current information, etc. The SSC will be the point of contact for the Scientific Support Team from NOAA's Hazardous Material Response and Assessment Division. The FOSC's Guide to NOAA Scientific Support outlines all the products and services the NOAA SSC can provide for planning and response activities.

The NOAA SSC can provide training and technical expertise with Shoreline Cleanup Assessment Technique (SCAT). The [Shoreline Assessment Manual](#), updated August 2013 by NOAA/HAZMAT, outlines methods for conducting shoreline assessment after an oil spill.

#### **3513.2 National Weather Service ([NWS](#))**

NWS, a federal organization within NOAA, can provide various types of support to an Incident Command (IC)/Unified Command (UC) operating in the coastal Georgia area through its Charleston, SC and Jacksonville, FL offices, which covers all of the coastal Georgia zones. The IC/UC will be provided with a direct unlisted number to the lead forecaster's desk, through which continuous information on wind speeds, temperatures, and other atmospheric data can be obtained.

### **3514 U.S. Department of the Interior ([DOI](#))**

DOI has jurisdiction over the National Park System, National Wildlife Refuges, fish hatcheries, and public lands. The Regional Environmental Officer ([REO](#)) manages the department's response programs for oil and hazardous substance spills and oversees the department's responsibilities as

a trustee for natural resources. The DOI may become involved in spill response once contacted by the REO who is a designated member of RRT-4. The REO for RRT-4 is in Atlanta, Georgia.

### **3514.1 U.S. Fish and Wildlife Service ([USFWS](#))**

The Secretary of the Interior acts as trustee for resources managed or protected by DOI Bureaus, including USFWS and Bureau of Reclamation (USBR). USFWS, an office within DOI, is responsible for the management of migratory birds, federally listed endangered and threatened species, and inter-jurisdictional fishes within Georgia. National Wildlife Refuge lands established in/near the ACP planning area include:

- Georgia:
  - Blackbeard Island Wildlife Refuge
  - Harris Neck National Wildlife Refuge
  - Okefenokee National Wildlife Refuge
  - Savannah National Wildlife Refuge
  - Wassaw National Wildlife Refuge
  - Wolf Island National Wildlife Refuge

When a spill occurs, the appropriate [USFWS office\(s\)](#) will provide timely advice on measures necessary to protect wildlife from exposure, as well as priority and timing of such measures. Protective measures may include preventing the oil from reaching areas where migratory birds and other wildlife are located or deterring birds or other wildlife from entering areas by using wildlife hazing devices or other methods.

If exposure of birds and other wildlife to oil or hazardous substances cannot be prevented, an immediate decision will be made regarding rescue and rehabilitation of “oiled” birds and other wildlife. Decisions to rescue and rehabilitate “oiled” wildlife must be made in conjunction with other federal and state natural resource management agencies. Wildlife rehabilitators will need federal, and state permits to collect, possess, and band migratory birds and threatened/endangered species.

For more information see the Fish and Wildlife and Sensitive Environments Plan (FWSEP), and the Wildlife Response Plan, within the [RRT-4 RCP](#).

### **3514.2 U.S. Geological Survey ([USGS](#))**

USGS maintains expertise in water quality characterization, oil fingerprinting, submerged oil and oil-particle formation, transport and resuspension of oil in fresh waters, riverine two-dimensional (2D) particle transport/hydrodynamic simulations, ecotoxicology, time-of-travel studies for freshwater systems, and geospatial data collection of visible spill plumes applicable to spill response events in freshwater environments. In addition, USGS can provide biological survey assistance for natural resources and contaminants and contribute information about sensitive species (e.g., birds, invertebrates). USGS also provides extensive expertise and information for natural resource damage assessments (NRDAs) (e.g., aerial surveys, abundance estimation, remote sensing, etc.).

### **3514.3 Bureau of Safety and Environmental Enforcement ([BSEE](#))**

BSEE works to promote safety, protect the environment, and conserve resources offshore through vigorous regulatory oversight and enforcement. BSEE’s Offshore Regulatory Program develops standards and regulations to enhance operational safety and environmental protection for the

exploration and development of offshore oil and natural gas on the U.S. Outer Continental Shelf (OCS). BSEE's regional office within the Gulf of Mexico is located in New Orleans, LA.

### **3514.3.1 BSEE OCS Source Control Support Coordinator (SCSC)**

The BSEE SCSC is the principal advisor to the FOOSC for source control operations during a loss of well control or pipeline incident on the Outer Continental Shelf. The SCSC provides support for operational decisions and coordination, provides expertise and inspection resources for analysis and monitoring of proposed well-intervention or pipeline source control operations, quantifies flow rate information from the source, and provides forecasting for flow rate modeling. Additionally, the SCSC facilitates consultations, knowledge integration, and consensus from governmental agencies, academic research institutions, and industry for source control issues.

### **3515 U.S. Department of Health and Human Services ([HHS](#))**

HHS, through the Agency for Toxic Substances and Disease Registry ([ATSDR](#)), serves the public by using the best science, taking responsive public health actions, and providing trusted health information to prevent harmful exposures and disease related to toxic substances. The ATSDR is directed by congressional mandate to perform specific functions concerning the effects on public health of *hazardous substances* in the environment. These functions include public health assessments of waste sites, health consultations concerning specific hazardous substances, health surveillance and registries, response to emergency release of hazardous substances, applied research in support of public health assessments, information development and dissemination, and education and training concerning hazardous substances.

Public Health Technical Specialists from the DHHS Centers for Disease Control and Prevention ([CDC](#)) and ATSDR can assist with environmental health support. Environmental Health Support Guidance for Georgia is in [Annex DD](#).

### **3515.1 The National Institute for Occupational Safety and Health ([NIOSH](#))**

NIOSH provides national and world leadership to prevent work-related illness, injury, disability, and death by gathering information, conducting scientific research, and translating the knowledge gained into products and services, including scientific information products, training videos, and recommendations for improving safety and health in the workplace.

In response to requests from workers (or their representatives), employers, and other government agencies, NIOSH Health Hazard Evaluation scientists conduct workplace assessments to determine if workers are exposed to hazardous materials or harmful conditions and whether these exposures are affecting worker health. NIOSH evaluates the workplace environment and health of employees by reviewing records and conducting on-site environmental sampling, epidemiologic surveys, and medical testing.

See the [NIOSH Pocket Guide](#) for more information.

### **3516 U.S. Department of Agriculture ([USDA](#))**

USDA has scientific and technical capability to measure, evaluate, and monitor, either on the ground or by use of aircraft, situations where natural resources including soil, water, wildlife, and vegetation have been impacted by hazardous substances and other natural or man-made emergencies. The USDA may be contacted through the U.S. Forest Service emergency staff officers who are the designated members of the RRT.

USDA maintains trusteeship of national forest, wilderness areas, and wildlife within USDA-controlled forests, archaeological sites, range and farm lands, fisheries, and lands enrolled in the [Wetlands Reserve Program](#). Additionally, the USDA plays a key role in the closing and re-opening of fisheries before, during, and after clean-up operations.

### **3517 U.S. Department of Energy ([DOE](#))**

The Secretary of Energy has trusteeship over natural resources under its jurisdiction, custody, or control. DOE's landholdings include national research and development laboratories, facilities, and offices.

The DOE Office of Petroleum Reserves ([OPR](#)) oversees the Strategic Petroleum Reserve ([SPR](#)), the world's largest supply of emergency crude oil, which was established primarily to reduce the impact of disruptions in supplies of petroleum products and to carry out obligations of the United States under the international energy program. There are no storage SPR facilities located within the CGACP planning area.

### **3518 U.S. Department of Transportation ([DOT](#))**

DOT provides response expertise pertaining to transportation of oil or hazardous materials by all modes of transportation. Through the Pipeline and Hazardous Materials Safety Administration ([PHMSA](#)), DOT-PHMSA offers expertise in the requirements for packaging, handling, and transporting regulated hazardous materials.

### **3519 U.S. Department of Defense ([DoD](#))**

#### **3519.1 U.S. Army Corps of Engineers ([USACE](#))**

The Secretary of the DoD has trusteeship over the natural resources on all lands owned by DoD or the Army (including lands and facilities managed by the USACE, Navy, Air Force, and Defense Logistics Agency). These lands include military bases and training facilities, research and development facilities, and munitions plants. USACE has trusteeship over natural resources under its jurisdiction, custody, or control. USACE landholdings include national research and development laboratories, facilities, and offices.

Additionally, USACE provides information on river levels within most District Southeast ACP planning areas. The USACE provide information on river levels within the CGACP planning area. See [USACE - Savannah District](#) for further information. Additional river level data for the CGACP planning area can be found on the National Weather Service River Forecasts ( [NOAA – National Weather Service – Water](#)).

#### **3519.2 U.S. Navy Supervisor of Salvage ([SUPSALV](#))**

SUPSALV has an extensive salvage/search and recovery equipment inventory, and the requisite knowledge and expertise to support these operations including specialized salvage, firefighting, petroleum, oil, and lubricants offloading capability even in open sea response incidents. SUPSALV can also provide equipment for training exercises in support of national and regional contingency planning objectives. The FOSC may request assistance directly from SUPSALV. Formal requests are routed through the Chief of Naval Operations.

#### **3519.3 National Guard Civil Support Teams ([CSTs](#))**

CSTs were created in 1999 to respond to terrorist incidents involving WMD, as well as other disasters and catastrophic events, both natural and man-made. There are 57 CSTs located

throughout the United States, with at least one in each state and territory. The mission of a CST is to support civil authorities at a domestic CBRNE (Chemical, Biological, Radiological, Nuclear, and high-yield Explosives) incident site with responsibilities such as identification and assessment of hazards, advising civil authorities, and facilitating the arrival of follow-on military forces during emergencies and incidents.

CSTs normally operate as a State asset, under the command and control of The State Governor, but upon deployment, the unit provides direct support to the IC. CSTs support local emergency responders (Fire, Police, and EMS), as well as State and Federal agencies such as the DOE, FBI, EPA and FEMA. The 4<sup>th</sup> CST supports operations within the State of Georgia and is located at Dobbins ARB, Georgia.

### **3520 Non-Governmental Organization (NGO), Academia, and Other Technical Support**

#### **3521 Science and Technology Advisors (S&T Advisors)**

S&T Advisors consist primarily of academia and represent specialized capabilities to provide knowledge, based on science and other technical experience, to supplement and strengthen that of the Incident Management Team (IMT).

The advisory capability may consist of individuals or institutions and may be identified during the preparedness phase or by incident-specific needs. The relationship may be as informal as a list of names and contact information in a directory, or a more formal pre-spill relationship defined through letter of agreement.

The RRT-4 Science and Technology Advisor document within the [RRT-4 RCP](#) provides guidance to Area Committees and FOSCs on ways to engage academia and other technical specialists during oil spill and/or hazardous substance release preparedness and response and on how to align with related activities of the National Oceanic and Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC) or the designated State technical representative.

See the Contact Spreadsheet, Annex A for more information.

#### **3522 Seafood Liaison Specialist (SLS)**

During a response, the seafood/fishing industry is directly impacted by agency decisions that result in fishery closures and subsequent seafood safety testing. Having the capability to engage with all stakeholder groups helps cultivate a broad capability to understand, monitor, characterize, and model hazards that can inform all levels of preparedness and response decisions.

The SLS is a technical advisor that provides a way to collaborate and share information between the Incident Management Team (IMT), the seafood harvesting community, e.g., fishers, seafood restaurants, the agencies responsible for managing fishery closures and seafood safety, and others in the seafood industry. Guidance for the SLS position located in the [RRT-4 RCP](#).

#### **3523 Volunteers**

In times of crisis or trouble, many citizens feel compelled to help or lend their assistance and expertise to the response effort. This help can be welcomed if the demands of an incident exceed

the available resources or if a particular set of skills are in short supply. Volunteers can support response efforts in any number of ways such as conducting beach surveillance, providing logistical support, or assisting in the treatment of impacted wildlife. The decision to employ volunteers will consider the benefits that might be gained weighed against safety and liability realities. The UC, in the early stages of the event, will make the decision whether volunteers will be employed and in which capacities they can serve. For more details about the use of volunteers, please refer to Voluntary Organizations Active in Disaster (VOAD), [Annex G](#) of this plan, and the National Response Team's [Use of Volunteers Guidelines for Oil Spills](#).

### **3524 Certified Marine Chemist (CMC)**

The United States Coast Guard and the Occupational Safety and Health Administration ([OSHA](#)) require that a certificate issued by a Marine Chemist be obtained before hot work or fire producing operations can be carried out in certain spaces aboard a marine vessel.

In complying with both the U.S. Coast Guard and OSHA regulations, the CMC applies the requirements contained in National Fire Protection Association Standard 306. NFPA 306, Control of Gas Hazards on Vessels, describes conditions that must exist aboard a marine vessel. A survey by the Marine Chemist ensures that these conditions are satisfied. In addition, a CMC can perform similar evaluations on other than marine vessels where an unsafe environment exists for workers, or hot work is contemplated on a system that might contain residues of a flammable or combustible product or material.

### **3525 Water Sampling Technical Specialist**

The Water Sampling Technical Specialist is an advisor responsible for helping to create the water sampling and analysis plans, including the Initial Incident Characterization Sampling and Analysis Plan, and any needed updates throughout the response based on the sampling results. The Water Sampling Technical Specialist is responsible for monitoring the progress of sample analysis at the designated laboratory and making arrangements for receipt of data. A detailed plan for Water Sampling during an oil spill or hazardous substance release can be found in [Annex FF](#).

### **3526 Community Air Monitoring (CAM) Coordinator**

The CAM Coordinator leads CAM efforts during emergencies in order to measure, identify, and quantify airborne contaminants. The CAM Coordinator uses these results as a baseline to facilitate fact-based decisions made by officials, ultimately safeguarding human health and the environment. A detailed plan for Community Air Monitoring during an oil spill or hazardous substance release can be found in [Annex EE](#).

### **3530 Federal Agency Legal and Investigative Support**

#### **3531 U.S. Department of Justice (DOJ)**

DOJ can provide expert legal advice on complicated legal questions arising from discharges or releases and federal agency responses. The DOJ represents the federal government, including its agencies, in litigation relating to discharges.

##### **3531.1 Federal Bureau of Investigation (FBI)**

The FBI, under the DOJ, is the lead federal agency for responding to threats from weapons of mass destruction (WMD). The Bureau investigates and collects intelligence on WMD-related threats and incidents to prevent attacks and respond to them when they occur. WMD Directorate (WMDD) is part of the FBI's [National Security Branch](#). The WMDD leads the FBI's efforts to

mitigate threats from chemical, biological, radiological, nuclear, or explosive weapons. The WMDD provides leadership and expertise to domestic and foreign law enforcement, academia, and industry partners on WMD issues. The FBI approaches these issues through four major areas: preparedness, countermeasures, investigations/operations, and intelligence.

### **3532 U.S. EPA Criminal Investigations Division ([EPA CID](#))**

The EPA CID investigates allegations of criminal wrongdoing prohibited by various environmental statutes. Such investigations involve, but are not limited to, the illegal disposal of hazardous waste; the export of hazardous waste without the permission of the receiving country; the illegal discharge of pollutants to a water of the United States; the removal and disposal of regulated asbestos containing materials in a manner inconsistent with the law and regulations; the illegal importation of certain restricted or regulated chemicals into the United States; tampering with a drinking water supply; mail fraud, wire fraud, conspiracy and money laundering relating to environmental criminal activities. CID Special Agents are sworn federal law enforcement officers with statutory authority to conduct investigations, to make arrests for any federal crime, and to execute and serve any warrant.

### **3533 U.S. Coast Guard Legal**

The Coast Guard District Southeast has a legal staff that is available to provide support to the USCG FOSC. Additionally, and as needed, USCG Atlantic Area and headquarters can provide legal assistance to the USCG FOSC.

### **3534 U.S. Coast Guard Investigative Service ([CGIS](#))**

CGIS Agents are available to investigate criminal violations of environmental laws enforced by the Coast Guard. CGIS should be notified and consulted regarding all cases that may be referred to the Department of Justice for criminal prosecution. CGIS Agents are trained criminal investigators who are familiar with the legal issues associated with prosecution of a criminal case. Additionally, CGIS Agents regularly work with agents of other Federal, State, and local law enforcement agencies and frequently become aware of violations of environmental laws and ongoing criminal investigations through these sources.

Unless expressly directed by the Chief of CGIS or higher authority, CGIS will not conduct an environmental crime investigation in a COTP zone without first notifying and, thereafter, coordinating with the COTP. Likewise, COTP should avoid committing the Coast Guard to participate in criminal investigations, either solely or in coordination with other enforcement agencies, without first consulting the District Commander who will ensure appropriate coordination with CGIS. In the event exigent circumstances require the initiation of a criminal investigation before such notification or consultation can occur, the required communication must occur as soon as practical thereafter.

### **3535 National Transportation Safety Board ([NTSB](#))**

In accordance with the USCG/NTSB MOU and [46 C.F.R. 4.40-15\(b\)](#) the NTSB shall conduct the investigation of certain major marine and public/nonpublic vessel casualties. Except for the preliminary investigation, a separate Coast Guard casualty investigation will not be conducted, nor will parties in interest be designated by the Coast Guard. Although these investigations are conducted by the NTSB in accordance with their procedures, the Coast Guard will participate fully as a party.

## 4000 Pre-spill Risk Analyses, Consultations, and Response Strategies

This Part of the ACP outlines emergency preparedness efforts within the Georgia Coastal Zone (GACZ), planning area including identification of worst-case discharge planning scenarios for all transportation modes, pre-spill consultations, the establishment of priority protection areas, and the development of response strategies for consideration in the initial stages of an incident.

### 4100 Worst Case Planning Scenarios

As per the Clean Water Act, a Worst-Case Discharge (WCD) is defined as, in the case of a vessel, a discharge in adverse weather conditions of its entire cargo, and in the case of an offshore facility or onshore facility, the largest foreseeable discharge in adverse weather conditions. The following tables identify WCDs for oil products and hazardous substances in the GACZ planning area.

#### 4110 WCD Tables for Oil Products in GACZ Planning Area

Date	Location	Source V = vessel OSF = offshore facility ONF = onshore facility OP = Pipeline	Product	Amount (bbls/gal)	Responsible Party
08 Dec 1986	T/V Amazon Venture Garden City Container Terminal Savannah River	V/TV	#6 Oil	50,000 bbls	Unknown Initially Vessel Operator
10 Apr 1995	Powell Duffryn Terminals, Inc. (PDTI)	ONF	Commercial Bulk Liquid	240,000- 420,000 gal	Powell Duffryn Terminals, Inc
08 Sep 2019	M/V Golden Ray St. Simmons Sound Brunswick, GA	V - RORO	Mixed Oil and Gas	400,00 0 gal	Hyundai Glovis

### 4130 Area Planning and Risk Analysis

Additional risk analysis and area specific worst case scenario planning information for CGACP is located in [Annex B](#).

### 4140 Gulf of America Offshore Technical Information for Area Contingency Planning

The Bureau of Safety and Environmental Enforcement (BSEE) led an offshore Gulf of America WCD project. During this multi-year project (2019-2023), a series of technical documents were developed (please see below).

- Offshore Oil and Gas Infrastructure (GOM Technical Document #1)
- Worst Case Discharge Scenario Modeling Overview and ACP-Specific WCD Scenario Appendices (2A-2F) (GOM Technical Document #2)
- Offshore Response Concept of Operations (CONOPS) (GOM Technical Document #3)

- Offshore Response Strategies and Best Management Practices (BMPs) (GOM Technical Document #4)
- Species Profiles and Best Management Practices (BMPs) (GOM Technical Document #5)
- Offshore Environmental Sensitivity Index Atlas (GOM Technical Document #6)

These documents were developed specifically for incorporation by reference into the coastal zone ACPs and are hosted on the [BSEE Oil Spill Preparedness Division's \(OSPD\) website](#). In addition to the above technical documents, an inventory of offshore spill response equipment and a set of offshore Environmental Sensitivity Indices (ESI) maps will be created and embedded in NOAA's Environmental Response Management Application (ERMA). Collectively, these materials provide a foundation of risk assessment, resources at risk, and conceptual response information to inform coastal zone ACP planning and responses to a significant offshore facility oil spill incident.

### **4200 Pre-Spill Endangered Species Act (ESA) Consultations**

In the event of an oil spill or hazardous substance release, the ESA must be considered in the development of Federal response activities and actions during an oil spill response. Within the coastal zone, the USCG is the Action Agency, and as such, it is the USCG FOSC's responsibility to address any ESA Section 7 Consultation requirements by engaging the Services (USFWS and NMFS) on the potential effects for all potential response actions that may be implemented during the emergency response.

- Endangered Species Act (ESA) and Essential Fish Habitat (EFH) Form (for emergency consultations, pre-spill consultations and post-response procedures), located in the [RRT-4 RCP](#).

### **4210 Preauthorization and Best Management Practices (BMPs)**

Pre-spill consultations have been completed for the STCZ planning area for dispersant use and preauthorization for use of Surface Washing Agents (SWAs). Frequently used BMPs can be found on the ESA/EFH Form, within the [RRT-4 RCP](#).

- [Dispersants USFWS from 1994](#)
- [Dispersants NMFS from 1995](#)
- [Surface Washing Agent Preauthorization from 2018](#)

### **4220 Threatened and Endangered Species within GACZ Planning Area**

A list of all threatened and endangered species and designated critical habitat for the GACZ planning area is available from the all-inclusive Listed Species Spreadsheet, within the [RRT-4 RCP](#). The listing is updated annually, and can be sorted according to area, state, species, and more.

### **4300 National Historic Preservation Act, Section 106**

The National Historic Preservation Act, Section 106, among other requirements, requires that "Federal agencies take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) with a reasonable opportunity to comment." Additionally, it requires that the Federal agency involved "consult on the Section 106 process with State Historic Preservation Offices (SHPO)" ([36 CFR 800](#)).

Within the coastal zone, the USCG is the Action Agency, and as such, it is the USCG FOSC's responsibility to address any NHPA Section 106 Consultation requirements by engaging the SHPO. Please see [Annex M](#) of this ACP for SHPO protocols in Georgia.

### **4310 Preauthorization and Best Management Practices (BMPs)**

It is recommended to engage early with any questions regarding response activities involving NHPA requirements. Additionally, for guidance on consultations with Tribal Historic Preservation Officers (THPOs), please see Annex C, Fish and Wildlife and Sensitive Environments Plan (FWSEP) of this ACP, and the Consultations Compendium, within the [RRT-4 RCP](#).

### **4400 Priority Protection Areas**

Area Committees (ACs) are directed by OPA and the NCP to identify environmentally, socio-economic, and otherwise sensitive areas within their defined ACP planning area. These areas are often referred to as *priority protection areas*. ACs have broad latitude to develop specific criteria for identification. Response plans required by federal law or regulation associated with oil exploration, production, transport, or storage, e.g., Oil Spill Response Plans, Vessel Response Plans, and Facility Response Plans must ensure maximum protection of Area Committee identified priority protection areas.

### **4500 Areas of Special Economic or Environmental Importance**

As required by [40 C.F.R. 300.210\(c\)\(3\)\(i\)](#), areas of special economic or environmental importance shall be identified for protection from the impacts of a spill. Considerations include each location's significance, sensitivity to oil, anticipated impacts, and the extent to which potential losses can be recovered/ restored/ compensated. Potential economically sensitive areas include water intakes, high tourism coastal areas, significant port/industrial facilities, marinas, aquaculture sites, and fishing grounds.

### **4510 Economically and Environmentally Sensitive Areas**

*Under development.*

### **4600 Geographic Response Strategies (GRSs)/Plans (GRPs)**

Once priority protection areas are identified and adopted, ACs have the flexibility to provide information that may be useful to ensure appropriate strategies are implemented during any oil removal operation. One methodology is often referred to as Geographic Response Strategies (GRSs) or Geographic Response Plans (GRPs). Texas's existing GRSs/GRPs can be viewed on the [Oil Spill Toolkit \(texas.gov\)](#).

Although GRSs/GRPs are developed and available for use during the planning and response phases, the IC/UC and OSROs must remain flexible and utilize on-scene initiative and their experience and competence in determining actual pollution mitigation "tactics" for a particular incident. GRSs/GRPs are developed using neutral weather conditions and mean-average tidal data and assume an incident response location. The scenarios for pollution incidents are nearly limitless; every spill is different and there are no absolutes. As a result, GRS/GRP locations should be reviewed and considered, but with the understanding that incident-specific mitigation tactics will likely be developed and executed on-scene. Factors such as current and projected winds, water currents/flows, tidal cycles, equipment limitations, bottom conditions, seasonal implications, exact incident location, potential hazards, and the type of oil can have a significant effect on any proposed strategy and should be carefully considered. **If applicable, modifications to any preplanned strategies should be expected.**

## 5000 Response

This Part of the ACP provides information outlined in the NCP, [40 C.F.R. 300.300 Subpart D](#). Response protocols are guidelines for the response community to ensure success in meeting all legal and statutory requirements before, during, and upon completion of an oil discharge or hazardous substance release incident. The NCP ([40 C.F.R. 300.317](#)) lists three broad national response priorities:

- Safety of human life
- Stabilizing the situation
- Use of all necessary containment and removal tactics in a coordinated manner

**Note:** These national priorities do not preclude the consideration of other priorities that may arise on an incident-specific basis. Although removal actions will primarily consist of mechanical means, e.g., boom, skimmers, etc., [Subpart J](#) of the NCP (Use of dispersants and other chemicals) provides additional techniques for consideration to mitigate oil discharges. Please see Part 7000 of this ACP for information on specific techniques and processes preauthorized within this ACP planning area.

## 5100 Initial Reporting, Notifications, and Preliminary Assessment

When oil is discharged or hazardous substance is released in the CGACP planning area, the responsible party is required to notify the following:

- [National Response Center \(NRC\)](#): (800) 424-8802
- [Georgia Spill-Reporting Hotline](#): (800) 241-4113

The NRC is the national communications center for handling activities related to response actions. The NRC acts as the single federal point of contact for all pollution incident reporting. Notice of an oil discharge or release of a hazardous substance in an amount equal to or greater than the harmful or reportable quantity must be made immediately in accordance with the CWA and CERCLA under 33 C.F.R. part 153, Subpart B, and 40 C.F.R. part 302, respectively. All notices of discharges or releases received at the NRC will be relayed immediately to the appropriate predesignated FOSC. Notifying individual state offices does not relieve the responsible party from the requirements to notify the NRC and the Georgia Spill-Reporting Hotline. Refer to the Contact Spreadsheet, [Annex A](#).

## 5110 Preliminary Assessment

The FOSC shall, to the extent practicable, collect pertinent facts about the discharge or release, such as its source and cause; the identification of potentially responsible parties; the nature, amount, and location of discharged or released materials; the probable direction and time of travel of the discharged or released materials; the pathways to human and environmental exposure; the potential impact on human health, welfare, and safety and the environment; the potential impact on natural resources and property that may be affected; priorities for protecting human health and welfare and the environment; and appropriate cost documentation. These efforts shall be coordinated with other appropriate Federal, State, local, and tribal agencies. The FOSC also shall promptly notify the appropriate trustees for natural resources of discharges or releases that are injuring or may injure natural resources under their jurisdiction.

## 5120 Cleanup Assessment Protocol

When discharged oil contaminates shoreline habitats, responders survey the affected areas to determine the appropriate response. Although general approvals or decision tools for using shoreline cleanup methods can be developed during planning stages, responders' specific cleanup recommendations utilize field data on shoreline habitats, type and degree of shoreline contamination, and spill-specific physical processes. Cleanup endpoints should be established early so that appropriate cleanup methods can be selected to meet the cleanup objectives.

[Annex AA](#), Shoreline Cleanup Methods, provides guidance on the applicability of various cleanup methods for typical shoreline habitats found in the northern Gulf of Mexico. Additional tools to assist responders in establishing cleanup methodologies include:

- [Characteristics of Coastal Habitats: Choosing Spill Response Alternatives](#),
- [Characteristics of Response Strategies: A Guide for Spill Response Planning in Marine Environments](#),
- [American Petroleum Institute \(API\) report on Tidal Inlet Protection Strategies \(TIPS\)](#) (Note: File is too large to load on USCG network)

**Note:** These can also be found in Annex F, Planning and Response Tools.

When conducted, shoreline surveys should be done systematically because they are crucial components of effective decision-making. Also, repeated surveys may be needed to monitor the effectiveness and effects of ongoing treatment methods (changes in shoreline oiling conditions, as well as natural recovery), so that the need for changes in methodology, additional treatment, or constraints can be evaluated.

[NOAA's Shoreline Assessment Manual](#) outlines methods that can be used to plan and conduct shoreline assessments after an oil spill. It also provides considerations that should be incorporated into assessing the effectiveness of UC's shoreline cleanup decisions. The [Shoreline Assessment Job Aid](#) is a supplement to the manual. It contains visual examples of many of the terms you would use during shoreline assessments. In addition to these tools, the NOAA SSC also remains a valuable resource to help coordinate shoreline cleanup assessments and establish shoreline cleanup protocols.

## 5200 Emergency Consultations

### 5210 Endangered Species Act (ESA), Section 7

Whenever an FOSC makes a determination that federal response actions *may affect* ESA-listed (threatened or endangered) species and/or designated Critical Habitat or *may adversely affect* Endangered Fish Habitat (EFH), the action agency (USCG within the coastal zone) shall initiate emergency consultation protocols as appropriate. The FOSC initiates this emergency consultation as soon as practicable, via email to the Services, after the response is initiated.

- Endangered Species Act (ESA) and Essential Fish Habitat (EFH) Form (for emergency consultations, pre-spill consultations and post-response procedures), within the [RRT-4 RCP](#).

### 5220 National Historic Preservation Act (NHPA), Section 106

Within the coastal zone, the USCG is the Action Agency, and as such, it is the USCG FOSC's responsibility to address any NHPA Section 106 Consultation requirements by engaging the

SHPO. The FOSC initiates this emergency consultation as soon as practicable after the response is initiated.

- State Historic Preservation Office (SHPO) Notification, Coordination and Consultation (Federal/State of Georgia Guidance), [Annex M](#).

### **5300 General Hierarchy of Response Priorities**

The National Contingency Plan establishes three priority levels for the dedication of emergency oil spill response resources:

- Protection of human health and safety,
- Protection of environmental resources, and
- Protection of economic resources.

Response protocols are also set in place to ensure the established priorities are met during an incident.

#### **5310 Safety**

As noted in the priorities outlined in the NCP, the health and safety of the responders and the public are of primary importance. To ensure that this priority is successfully met every time, personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The primary federal safety regulations for responders are established by OSHA and can be found in [29 C.F.R. 1910.120](#); these set the safety standard for hazardous waste operations and emergency response (HAZWOPER). Incidents also may pose threats to those communities where the incident occurred, creating significant health safety threats which must be addressed as part of the response. For more details about the establishment of safety protocols for responders and how to safeguard public health during a response, please refer to the Site Safety Plan, [Annex CC](#) and the Environmental Health Support Plan, [Annex DD](#).

#### **5320 Priority Identification and Protection Strategies**

Environmental resources at risk are identified in Part 4000 of this document, Environmentally and Economically Sensitive Areas, and in Annex C, the Fish and Wildlife and Sensitive Environments Plan (FWSEP) located within the Consultations Compendium, located within the [RRT-4 RCP](#).

#### **5330 Risk Assessment for Sensitive Area Prioritization**

The initial response is focused on minimizing impacts through the strategic objectives of:

- Stopping the Source,
- Containment,
- Cleanup,
- Recovery, and
- Protection of Sensitive Areas.

In a pollution event, sensitive area protection prioritization should be determined by three considerations: (1) which sites are at risk (how soon the oil product will get to each sensitive site); (2) the predefined hierarchy of protection priorities; and (3) the time and response resources available to implement a specified protection strategy. Responders should not assume that sensitive locales equidistant from the source of a spill are at equal risk from the oil.

For the purpose of prioritization, “risk” is defined as “the probability of discharged oil reaching the vicinity of a sensitive site of concern.” This means that the urgency to protect key resources is first determined by the likelihood that it will be impacted in the near future and mobilization time for requisite response staff and equipment (can the sites at risk be protected by available resources before oil arrives?). If the sites are too numerous to protect with the response resources available within projected times of impact, then triage of protection follows as the prescribed general hierarchy as identified for a specific area in the Geographic Response Strategies/ Geographic Response Plans (GRSs/GRPs).

### **5340 Environmentally Sensitive Areas**

During a response, all of the appropriate environmentally sensitive areas will be referenced, and a determination will be made as to which areas will be directly affected, which areas could potentially be affected, and which areas have no threat of being affected. The previously referenced GRSs/GRPs in [Section 4600](#) can be used for guidance, taking into account any special response considerations that will need to be addressed. Additionally, when threatened and endangered species, designated critical habitats, or historical/cultural properties may be affected by response actions, consultations with the appropriate agencies must be initiated. Specific guidelines and requirements for environmentally and economically sensitive resources, to include wildlife rescue and recovery, can be found in [Annex C](#) FWSEP of this plan and within the Consultations Compendium, of the [RRT-4 RCP](#).

### **5350 Wildlife Rescue & Recovery**

The protection, rescue, and recovery of impacted wildlife during a response requires close coordination with those individuals and entities which have the expertise, authority, and equipment to safely and successfully execute it. This complex and high visibility operation is conducted by the Wildlife Branch within a Unified Command structure. The Wildlife Response Plan was developed to outline the policy and procedures for Wildlife Branch operations. Additionally, it lays out the activation criteria and factors to consider when developing wildlife response and recovery actions as well as the organizational infrastructure needed for these operations. For more details about wildlife rescue and recovery operations, please refer to the Wildlife Response Plan, within the Consultations Compendium, of the [RRT-4 RCP](#).

### **5360 Aligning Natural Resource Damage Assessment (NRDA) with Response**

Under OPA and CERCLA and various state statutes, Responsible Parties (RPs) are liable for damages for injury to, destruction of, loss of, or loss of use of, natural resources from a hazardous substance release or oil discharge as well as damages from the response to the release or discharge (or substantial threat of discharge/release). The measure of damages includes the cost to restore, rehabilitate, replace, or acquire the equivalent of the injured natural resources; the decline in value of resources pending restoration; and the reasonable cost of assessing the damages. Designated federal, state, and tribal natural resource trustees (Natural Resource Trustees) are responsible for assessing damages through the Natural Resource Damage Assessment (NRDA) process.

As described by the U.S. Coast Guard Incident Management Handbook (2014) (IMH), NRDA activities generally do not occur within the structure, processes, and control of the Incident Command System (ICS). However, given that NRDA activities usually overlap with those of the response, a plan for coordination and cooperation between the two efforts is necessary. For details

about the necessary communication and coordination methods to be implemented when NRDA and response activities are simultaneously taking place during a spill incident, please refer to the Coordinating Natural Resource Damage Assessment (NRDA) with Response of the [RRT-4 RCP](#).

## **5400 National Incident Management System (NIMS)**

The CGAC will manage spill incidents in accordance with the NIMS version of the Incident Command System (ICS). The [Coast Guard Incident Management Handbook \(IMH\)](#) is designed to assist Coast Guard personnel in the use of the NIMS ICS during response operations and planned events. This handbook outlines specific details related to NIMS ICS, including position job aids, forms, and other information to guide responders during an event. Brief discussion of a few NIMS ICS concepts are included below, and a link to the handbook may be found in Annex F, Planning and Response Tools.

### **5410 Unified Command (UC)**

When appropriate, a UC shall be established consisting of, at a minimum, the FOOSC, the SOSOC, and the RP's Incident Commander (IC). The UC can be established "virtually" as deemed necessary. The UC structure allows for a coordinated response effort, which takes into account the federal, state, local, and RP concerns and interests when implementing the response strategy. A UC establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for response operations. **Note:** NIMS ICS also provides for local and/or tribal representation within the UC. As such and at a minimum, consideration should be given to expand the UC to accommodate local and/or tribal interest during a particular response.

### **5420 FOOSC Decision Authority**

The FOOSC has the ultimate authority in a response operation and will only exert this authority, consistent with the [NCP](#), if the other members of the unified command are not present or are unable to reach consensus quickly.

### **5430 Responsible Party**

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, adjoining shorelines, or the Exclusive Economic Zone of the United States, is liable for the removal costs and damages specified in OPA. Any removal activity undertaken by a responsible party must be consistent with the provisions of the [NCP](#), the Regional Contingency Plan ([RCP](#)), this ACP, and the applicable vessel or facility response plan required by OPA. If directed by the UC at any time during removal activities, the responsible party must act accordingly. Specific responsibilities and requirements for the responsible party during a pollution incident can be found in the [NCP](#), [33 C.F.R. 154 Subpart F](#), and [33 C.F.R. 155 Subpart D](#).

### **5440 Common Operating Picture (COP)**

The COP provides visual up-to-date response information so the UC can make informed decisions on the effectiveness of response strategies and future operations. The Coast Guard has adopted NOAA's Environmental Response Management Application ([ERMA](#)) as the platform to display a COP during a response. ERMA is a viewer that pulls real-time and static data to display a single interactive map. Generally speaking, RPs will provide their own COP, but ERMA can be used in conjunction with other platforms to make it easy for users to visualize an active environmental situation or long-term incident assessment. **Note:** Internet Explorer is not compatible with ERMA; please use Google Chrome or Microsoft Edge.

### **5450 Incident Command Post**

When a UC is established – beyond a “virtual UC” -- to manage a multi-day response, an Incident Command Post (ICP) shall be established as near as practicable to the spill site. All responders (federal, state, tribal, local, and private) should be incorporated into the response organization at the appropriate level. A list of potential pre-identified ICPs can be found in the Contact Spreadsheet, [Annex A](#).

### **5460 Public Information**

Considering the high level of environmental awareness in many communities, any pollution incident is likely to generate interest from the public and the media. The public’s perception of a response’s success or failure is often determined early on in the response; this makes the need to provide the public with timely, accurate information critical. For smaller responses these efforts can be managed by a Public Information Officer or appropriate Branch Chief; however, large, more complex events will require the establishment of a Joint Information Center (JIC) to manage information access and flow. For more information, please refer to the [National Response Team’s \(NRT\) Joint Information Center Model](#).

## **5500 Oil Spill Containment, Recovery and Cleanup**

The goal of most oil containment and recovery strategies is to collect the spilled oil from the water and prevent it from reaching sensitive resources. Unfortunately, this is not always possible and sensitive resources do get oiled in spite of response efforts, especially during large oil spills. In those cases, the goal will be to minimize environmental impact using a variety of booming, containment, and recovery techniques.

### **5510 Containment**

Before discharged oil can be effectively recovered, the spreading of the oil must be controlled, and the oil contained in an area accessible to oil recovery devices. Generally, discharged oil is contained using oil containment boom. Typical boom has a floatation section that provides a barrier on and above the water surface and a skirt section that provides a barrier below the surface. The physical dimensions of the boom to be used for a particular spill will be dependent on local conditions. In the open water, it may be necessary to use a boom that is several feet tall. In a protected marsh, a boom that is only a few inches tall may be appropriate.

There are limitations on the effectiveness of any boom. Oil will be lost if the conditions create are such that there is splash-over from breaking waves. Oil will also be carried under the boom skirt (entrainment) if it is deployed in such a way that currents cause the oil to impact on the boom with a velocity perpendicular to the boom of greater than 0.7 knots. Once a boom has been deployed, it may be necessary to reposition it due to changing tides and currents. It is desirable to have personnel available to readjust the boom as required. In all cases of boom deployment, consideration must be given to protecting the safety of those involved in the activity.

Various booming strategies are used to prevent spreading and to concentrate the oil so it can be skimmed or vacuumed. Factors that need to be considered are type and size of boom required for weather, winds, tides, and currents in the vicinity of potential spill areas; the type of deployment vessel needed; the amount of boom needed for effective containment; and available skimming capabilities. Fixed or natural anchor points should be selected.

Sorbent booming is useful when the amount of oil is minimal, when tides and currents are light, or when shorelines require protection. Heavier oil can be recovered using adsorbent snare (oil “sticks” to the boom) and lighter fuels generally are recovered using absorbents (sausage, sweep, or pads). Sorbent booming can also be used as a backup for other types of booming to recover products that may have entrained past the primary barrier.

As oil escapes containment, it becomes increasingly difficult to recover. Additional measures must be included to deal with escaping oil. This is particularly necessary where oil booming is subjected to winds, waves, and strong currents; oil entrains or is splashed over boom. To counter oil escapement, deployments should include preplanning to anticipate where it may happen and measures to prevent it.

### **5520 Shoreline Protection Options**

The CGACP planning area is home to a large expanse of mud flat and marsh systems. These areas are particularly difficult to protectively boom, and every effort should be made to contain and recover the oil before it approaches any of these areas. If the on-water recovery operations are not entirely effective and oil still threatens the marsh areas, intertidal barrier boom may be used to protect the mud flats.

A recommended deployment strategy is as follows: Place intertidal boom along the entire front of the mud flat, with the boom being anchored just offshore of the low –low tide line. In areas where wave entrainment of the boom at high tide is a problem, place a line of boom across the upper mud flat near enough to the marsh to be away from the threat of wave entrainment. The boom positioned on the mud flat would rest on the flat at low tide and be of the type of construction that would prohibit oil from passing under it on the rising tide. The boom would eventually lift up off the tidal flat surface as the tide continues to rise.

Deployment of this type of boom and its supporting arrangement is extremely labor intensive. It should only be implemented if there is a high probability that oil will reach the marsh areas. It is envisioned that these resources would not be available until equipment began to cascade into the area sometime after the initial response. Other factors to consider for this type of boom are:

- Water body type,
- Water current velocity,
- Water depth,
- Wave height, and
- Shore type.

Generally, sediment berms, dikes and dams will most often be used to protect small coastal inlets or perhaps tidal channels serving wetlands and marshes when these channels are accessible. The object of berms, dikes and dams is to keep oil outside an inlet because there are often abundant natural resources and economically significant areas that use the sheltered waters within.

Occasionally, dikes and dams have been used across a channel to contain the oil within a portion of marsh in order to prevent widespread contamination of other resources. Dikes and dams are not practical when currents are great, waters are deep, and waves are large. Also, beaches with abundant sand are generally the most suitable for building dikes and dams. Berms can be built

above the active beach face to prevent oil contamination of high beach during spring tides. Alternative strategies should be prepared and the necessary supplies and equipment in place should a berm, dike, or dam fail.

Tar ball events are a common phenomenon on south Texas coastlines, especially during the summer months, due to ocean currents and tidal influences. A tar ball is a clump or blob of petroleum generally found washed up on the shore that has been carried by ocean currents, picking up solids and weathering with exposure to environmental elements along the way.

To ensure the highest state of readiness for tar ball clean-up and facilitate an effective response while minimizing environmental, political, and economic impacts, the Coastal Georgia Area Committee has developed a Tar Ball Response Plan. The Tar Ball Response Plan is available in [Annex II](#).

## **5530 On-Water Recovery**

### **5531 Open Water**

Oil removal and recovery in open water is accomplished using skimming devices once the oil has been contained. Skimmers can be freestanding, in which the skimmer is a separate piece of equipment which pumps the oil-water mixture from the contained surface into tanks on a vessel. These skimmers are usually driven by hydraulic units on board a vessel. Self-propelled skimmers have a skimmer as an integral part of the vessel. The skimming vessel positions itself at the head of a concentrated or contained pool of oil and recovers the oil into tanks on board the vessel. There is also a type of skimmer in which the weir or collection zone of the skimmer is an integral part of the boom which is close to the skimmer.

Vessels of Opportunity (VOO), such as fishing vessels, may be used to deploy or tow boom and, depending on the size of the vessel, may be equipped with skimming equipment. VOOs need to have adequate deck space and lifting cranes to carry the necessary equipment.

### **5532 Near-shore/Shallow Water**

Oil recovery techniques and equipment are different in near-shore/shallow water locations than in open water locations. Shallow draft vessels and smaller boom and skimmers are used in these situations. These vessels can maneuver into tight places behind and under wharfs or in sloughs and can actually skim next to shore in many near-shore locations.

Strategies for near-shore cleanup can differ depending on the depth of the water and the location. Near-shore operations, within a bay or inlet, will also require shallow draft vessels, workboats, and skimmers. However, the vessels may only be operable at high tide. At or near low tide, the operation may evolve into a shoreline cleanup operation. Any boom towing boats or skimmers must be able to withstand going aground without sustaining major damage.

### **5533 High Current Environments**

In the CGACP planning area, it is not uncommon to encounter currents in excess of three knots per hour. With appropriate skimmer operations, it is possible to recover spilled oil in these high current areas. Standard skimming techniques must be modified somewhat to optimize oil recovery.

To be successful, most containment and skimming systems must encounter oil at speeds of less than one knot. Typically, skimmers are operated in conjunction with containment boom. If oil encounters the boom/skimming system with a perpendicular velocity greater than 0.7 knots, the oil will carry under the boom and be lost. Therefore, the most important consideration for skimming in high currents is to keep the speed of the skimming system below one knot relative to the water's surface.

As a basic example: A skimmer pointed upstream in a 5-knot current would actually be proceeding downstream or backwards at four knots to keep its velocity relative to the water's surface at one knot. Gauging a skimmer's velocity relative to the water's surface can be somewhat difficult. Often the most reliable method is for the skimmer operator to closely monitor the skimming system. They should look for signs of oil entrainment as well as ensuring the integrity of the containment system. As current speeds change, so must the speed of the skimmer. The skimmer monitoring can be aided by using an aerial asset (helicopter, plane, or drone) with an observer. The observer can tell if oil is lost by the skimmer as well as direct the skimmer to the best skimming location.

Boom is often deployed in front of the skimmer forming a 'V' thus directing oil into the skimmer. The practice increases the area being covered by the skimmer. Ideally this 'V' should be as wide as possible. In high currents, as the 'V' width is increased, the speed of the oil encountering the boom perpendicularly is increased.

Oil will spread more quickly in the direction of the current flow; skimmers should operate in an up and down stream orientation. The oil slick will be elongated in the direction of the currents. Skimmers will encounter the most oil as they proceed up and downstream within the slick. Operating back and forth across stream and across the slick will result in sub-optimal recovery efficiency.

### **5540 Non-floating Oil Recovery and Protection**

Non-floating oil that is spilled and transported subsurface either remains suspended in the water column or is deposited on the seabed, usually after interaction with suspended sediments or sand. Different strategies for containing these oils can depend on the location of the oil.

The recovery of sunken oil has proven to be very difficult and expensive because the oil is usually widely dispersed. Several of the most widely used recovery methods are manual removal, pump and vacuum systems, nets and trawls, dredging, and onshore recovery. Additional information is available in the Unconventional Oil Response Plan, [Annex L](#).

### **5550 Shore-side Recovery and Natural Collection Points**

There are predictable locales where recovery efforts can be optimized at shorelines. There are two situations where oil collection should be vigorously attempted at the shoreline:

- Places where oil naturally collects at the shoreline because of winds and currents
- Diversion and capture of oil as it flows past or along the shoreline to locations with low environmental sensitivity

Oil is a substance that spreads primarily in two dimensions on the water's surface while water moves in three dimensions; oil will spread thin, but it will also accumulate at predictable locales;

it will accumulate wherever water has downward currents: such as tide rips along mud flats, and at windward coves. Responders are encouraged to also consider barge staging areas in the vicinity of a response for collection/pocketing of oil.

### **5560 Shoreline Cleanup**

While skimming and recovery operations are being conducted, concurrent cleanup efforts will need to be taken to address the impacts resulting from an oil spill's contact with shorelines, man-made infrastructure, areas of vegetation, vessels, etc. The appropriate cleanup technique required will vary greatly and primarily depend upon the type of oil spilled, the degree of contamination, the sensitivity of the area and its economic or ecological importance and the ability to conduct the cleanup without causing further damage or trauma.

Following an oil spill's impact to a shoreline, an FOSC will need to identify those areas requiring treatment, establish cleanup priorities, and monitor the effectiveness and impact as a cleanup process continues to progress. The information gathered during the surveys described in Sub-section 5120 and decision-making tools provided in [Annex AA](#) can assist the FOSC in selecting the most appropriate cleanup method(s) based on the kind of oil spilled and the type of shoreline habitat impacted. While evaluating cleanup options, FOSC may determine that the use of a burning agent chemical countermeasure in support of the In-Situ Burn (ISB) technique provides the greatest net environmental benefit. For more information on the policy, procedures and checklists for burning agent use in support of the ISB technique within the Region 4 coastal zone (out to 3 miles offshore) please refer to the RRT-4 In-Situ Burn Policy located within the RRT-4 Subpart J Compendium, of the [RRT-4 RCP](#).

For hard surface man-made areas impacted by a spill (sea walls, pier faces, rip rap, vessel hulls, etc.), evaluation of the options for removing the oil require the same care and consideration as naturally occurring areas of the environment. The challenges posed by the cleanup of these areas can be compounded by economic pressures as well as environmental, making the issue of a timely cleanup all the more urgent. In addition to having some of the same techniques available for the cleanup of a shoreline (manual removal, low/high pressure washing, passive use of sorbents, etc.), an FOSC may determine that use of a Surface Washing Agent (SWA) chemical countermeasure may be appropriate. For more information on the policy, procedures and checklists for SWA use within the Region 4 coastal zone please refer to the RRT-4 Surface Washing Agent (SWAs) policy located within the RRT-4 Subpart J Compendium, of the [RRT-4 RCP](#).

### **5570 Decontamination**

Decontamination is the process of removing or neutralizing contaminants that have accumulated on personnel and equipment during an oil spill response. Effective decontamination procedures protect responders from having unnecessary contact with oil that contaminates and permeates the protective clothing, respiratory equipment, tools, vehicles, and other equipment used during the response. It also protects people and the environment by minimizing the transfer of oil into clean areas of the response site and prevents the uncontrolled transportation of contaminants from the site into a community.

A Decontamination Plan should be developed (as part of the Site Safety Plan) and set up before any personnel or equipment may enter areas where the oil recovery or cleanup is taking place. The decontamination plan should at a minimum:

- Determine the number and layout of decontamination stations.
- Determine the decontamination equipment needed.
- Determine appropriate decontamination methods.
- Establish procedures to prevent contamination of clean areas.
- Establish methods and procedures to minimize responder contact with oil during the removal of personal protective clothing and equipment (PPE), and.
- Establish methods for disposing of clothing and equipment that are not completely decontaminated.

For more information about recommended decontamination procedures and practices please refer to the [Occupational Safety and Health Administration \(OSHA\) Decontamination Site](#).

### **5580 Disposal**

During the course of any response involving the collection and removal of oil, it becomes necessary to address the proper disposal of those materials which were contaminated by oil. The Resource Conservation and Recovery Act (RCRA), also known as the Solid Waste Disposal Act, addresses this issue. RCRA directs that the generation of hazardous waste is to be reduced or eliminated as expeditiously as possible and that when it is generated, it be treated, stored, or disposed of to minimize the threat to human health and to the environment. In order to ensure the proper disposal of materials contaminated by hydrocarbons in accordance with all regulations (local, state, federal), please refer to the Disposal Plan, Annex GG.

### **5590 Terminating Cleanup Operations**

When to terminate specific oil spill cleanup actions can be a difficult decision; when is clean, clean enough? The increasing cost of the cleanup and the damage to the environment caused by cleanup activities must be weighed against the ecological and economic effects of leaving the remaining oil in place. The decision to terminate cleanup operations is site-specific. Cleanup usually cannot be terminated while one of the following conditions exists:

- Recoverable quantities of oil remain on water or shores
- Contamination of shore by fresh oil continues
- Oil remaining on shore is mobile and may be refloated to contaminate adjacent areas and near shore waters

Cleanup may normally be terminated when the following conditions exist:

- The environmental damage caused by the cleanup effort is greater than the damage caused by leaving the remaining oil or residue in place
- The cost of cleanup operations significantly outweighs the environmental or economic benefits of continued cleanup
- The FOOSC, after consultation with the members of the Unified Command, determines that the cleanup should be terminated

**Note:** Per [40 C.F.R. 300.320\(a\)\(5\)\(b\)](#), removal shall be considered complete when so determined by the FOOSC in consultation with the Governor(s) of the affected state(s).

## **5600 Response Funding and Cost Recovery**

The Oil Spill Liability Trust Fund (OSLTF) is available to the FOSC for the payment of removal costs determined by the FOSC to be consistent with the National Contingency Plan because of, and damages resulting from, a discharge, or substantial threat of a discharge of oil impacting the navigable waters of the United States. The OSLTF was established by Section 311(k) of the Federal Water Pollution Control Act ([FWPCA](#)) and is administered by the U.S. Coast Guard's National Pollution Funds Center (NPFC). In the event of an oil spill, an FOSC, state, claimant, or trustee can obtain access to these federal funds through the processes outlined in the following sections.

### **5610 Hazardous Substance Pollution Response Funding**

An MOU between the USCG and Environmental Protection Agency (EPA) authorizes the USCG to access the Hazardous Substance Trust Fund (Superfund) when it undertakes response activities pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). A USCG FOSC has the authority to approve the expenditure of these funds to prevent or mitigate immediate and significant harm to human life or health or to the environment from the release or potential release of hazardous substances. The process through which a USCG FOSC accesses these funds is outlined below (FOSC Access to the Federal Funds). The NPFC is responsible for the administration of the USCG's portion of the Superfund, while the EPA retains overall responsibility for the fund's general administration.

### **5620 FOSC Access to Federal Funds**

When federal actions are authorized by the Clean Water Act or CERCLA, the OSLTF or the Superfund, respectively, may be accessed to fund them. A USCG FOSC uses the NPFC's Ceiling and Number Assignment Processing System (CANAPS) to establish and manage a Federal Project Number (FPN) for an oil spill or a CERCLA Project Number (CPN) for a Hazardous Substance incident. CANAPS interfaces with the Coast Guard's Financial Management and Procurement Services (FSMS) to create an accounting line to provide funding support to the FOSC. For specific guidance regarding the administration of a FPN or a CPN, refer to the "Procedures for Accessing the Funds" as well as the "CANAPS User Guide" in the [NPFC User Reference Guide](#).

### **5630 Funding Authorizations for Other Agencies**

Federal, state, local, and tribal governments assisting the FOSC during a response may receive reimbursable funding through a Pollution Removal Funding Authorization (PRFA). The NPFC can be consulted regarding PRFAs, but authorization to establish and use this funding source is provided by the FOSC. The decision to use another agency to help in the response must be documented in writing (to include what is required and why it is needed) and must be signed by the FOSC. After the PRFA has been approved by the FOSC, the other agency is required to follow the same cost documentation procedures used by the FOSC. If additional or an increase in funding is required, the request must be made to the FOSC. For more information about PRFAs please refer to [NPFC User Reference Guide](#).

### **5640 State Access to the OSLTF for Immediate Removal or Prevention Costs**

OPA allows state Governors to request payment of up to \$250,000 from the OSLTF for removal costs required for the immediate removal of a discharge of oil, or prevention of a substantial threat of a discharge of oil. Requests are made directly to the FOSC who will determine eligibility. If a state anticipates the need to access the OSLTF, they must submit a request which shall include the

person's name, title, address, telephone number, and the capacity in which they are employed. FOSCs will provide initial coordination of the request and subsequent coordination and oversight. For more information about a state's access to the OSLTF please refer to [Technical Operating Procedures for State Access to the OSLTF](#).

### **5650 Trustee Access to the OSLTF**

OPA provides access to the OSLTF by Trustees for the purpose of conducting a Natural Resource Damage Assessment (NRDA). Executive Order 12777 introduced the concept of a Federal Lead Administrative Trustee (FLAT) in an effort to provide a focal point for addressing natural resource issues associated with a specific incident. The NPFC will only accept requests for initiation of a NRDA from, and normally work directly with, the designated FLAT. For purposes of requests for initial funding for a NRDA, State and Tribal Trustees must work through a FLAT. When a request for a NRDA has been made, the NPFC Natural Resource Damage Claims Division will then assign a claims manager to coordinate the approval process. Together, the NPFC Natural Resource Damage Claims Manager and the FLAT will execute a request and authorization for obligation of funds through an Interagency Agreement (IAA). For more information about the process of initiating a Natural Resource Damage Assessment (NRDA) and for the regulations and procedures for making a Natural Resource Damage (NRD) claim please refer to [NPFC Natural Resource Damage Claims](#).

### **5660 Local and Tribal Government Access to the Superfund**

Local and federally recognized tribal governments may request reimbursement of cost to carry out temporary measures to protect human health and the environment without a contract or cooperative agreement. All costs for which local governments are seeking reimbursement must be consistent with the NCP and Federal cost principles outlined by the Office of Management and Budget. Reimbursements are limited to \$25,000 per hazardous substance response. In addition, reimbursement must not supplement local government funds normally provided for emergency response. States are not eligible for reimbursement from the Superfund and no state may request reimbursement on behalf of political subdivisions within the state.

The EPA will make all decisions regarding recovery of expenditure from the Superfund. All agencies expending Superfund money must submit an itemized account of all funds expended in accordance with provisions of contracts, Interagency Agreements (IAA), or Cooperative Agreements with EPA. These agreements must be in place prior to the expenditure of funds. For more information on the Local Government Reimbursement (LGR) program please refer to [EPA Local Government Reimbursement Program](#).

### **5670 Military Interdepartmental Purchase Request**

When an FOSC makes the determination that a DoD asset or DoD resources are necessary to conduct a response (i.e., US Navy SUPSALV), a Military Interdepartmental Purchase Request (MIPR), vice a PRFA, must be established. For more information about establishing a MIPR please refer to [NPFC Technical Operating Procedures - Chap 5 \(MIPR\)](#).

### **5680 Documentation and Cost Recovery**

Maintaining a thorough and complete record of response actions and expenditures is a critical element to any successful response. Keeping a thorough record aids in the recovery of costs and can be used to generate best management practices and lessons learned as well as support the restoration of natural resource injuries.

## **5681 National Contingency Plan (NCP) Documentation Requirements**

The NCP outlines broad documentation and cost recovery requirements and can be found in [40 C.F.R. 300.315](#). During significant and protracted pollution responses, the FOSC is encouraged to mobilize one of the USCG's Type 1 Documentation Unit Leaders to oversee all facets of incident-related documentation. Type 1 Documentation Unit Leaders contact information is provided in [Annex A](#).

## **5682 Cost Documentation Procedures**

Costs generated against the fund during a response will be paid by the NPFC through the line of accounting established by the FPN or CPN. Upon completion of the response, the NPFC will seek to recover those costs from the RP. Only through careful documentation of those costs and expenditures is cost recovery possible; this makes maintaining a detailed cost documentation process a critical part of any response. For specific information on cost documentation requirements and cost recovery procedures, please refer to the [NPFC Technical Operating Procedures for Incident and Cost Documentation](#).

## **5683 NPFC User Reference Guide**

The NPFC User Reference Guide is designed to serve as a reference tool during an oil discharge or hazardous substance release when the Federal On-Scene Coordinator (FOSC) is providing oversight or conducting response operations under the NCP. This guide includes all relevant Federal regulations, technical operating procedures (TOPs), forms and sample letters, and other documentation designed to make funding of recovery operations and the recovery of Federal expenditures as efficient and easy as possible. This guide is available to all interested parties and can be found at: [NPFC User Reference Guide](#).

## **5690 Oil Spill Claims**

### **5691 Claims to the OSLTF**

Claimants (individuals, corporations, and government entities) can submit claims for uncompensated removal costs or certain damage caused by an oil spill (as listed below) to the OSLTF, administrated by the NPFC, if the Responsible Party for the discharge does not satisfy their claim. The NPFC adjudicates claims and pays those with merit.

The Responsible Party can submit claims to the NPFC provided that:

- The total of all response costs and damage claims exceeds the Responsible Party's statutory limit of liability; or
- The spill was solely caused by a third party, an Act of God, or an Act of War.

The categories of uncompensated losses covered by the OSLTF are:

- Removal costs,
- Real or personal property damages,
- Loss of profits or capacity to earn,
- Loss of subsistence,
- Loss of government revenue,
- Cost of increases to public services, and
- Damages to natural resources.

Generally, claims for all costs and damages resulting from an oil pollution incident must be presented first to the Responsible Party or its guarantor. For more information about the claims process, please refer to the [NPFC Claimant Guide](#).

## **5692 NOAA Damage Assessment Procedures**

NOAA published a final rule to guide Trustees in assessing damages to natural resources from discharges of oil. The rule provides a blueprint that enables Natural Resource Trustees to focus on significant environmental injuries, to plan and implement efficient and effective restoration of the injured natural resources and services, and to encourage public and responsible party involvement in the restoration process.

Under the rule, the NRDA process is divided into three phases:

- Pre-assessment: The trustees evaluate injury and determine whether they have the authority to pursue restoration and if it is appropriate to do so.
- Restoration Planning: The trustees evaluate and quantify potential injuries and use that information to determine the appropriate type and scale of restoration actions; and
- Restoration Implementation: The trustees and/or responsible parties implement restoration, including monitoring and corrective actions.

This process is designed to rapidly restore injured natural resources and services to the condition that would have existed had the spill not occurred and to compensate the public for the losses experienced from the date of the spill until the affected natural resources and services have been recovered. For more information about this process please refer to [NOAA NRDA Process](#).

## **5700 Hazardous Substance Response**

### **5710 Introduction**

This segment of the ACP provides general guidelines for initial response actions necessary to abate, contain, control and remove the released substance and describes some of the unique issues associated with a hazardous substance release. Hazardous substance response is outlined within Subpart E of the NCP. [40 C.F.R. Part 300 Subpart E](#) establishes methods and criteria for determining the appropriate extent of response authorized by CERCLA and CWA Section 311(c). These include:

- When there is a release of a hazardous substance into the environment; or
- When there is a release into the environment of any pollutant or contaminate that may present an imminent and substantial danger to the public of the United States.

The release of hazardous substances is unique compared to an oil spill in that hazardous substances have a greater potential to impact human health. In general, oil spills are of great concern due to their potential to cause long-term damage to the environment. However, oil spills do not routinely pose an immediate threat to human life. On the contrary, hazardous substance releases can pose an immediate danger to humans when released in even the smallest quantities.

The definition of a Hazardous Substance is: Any substance designated as such by the administrator of the EPA pursuant to the CERCLA ([42 U.S.C. Sec. 9601](#) et seq.), regulated pursuant to Section 311(c) of the federal CWA ([33 U.S.C. Sec. 1321](#) et seq.), or designated by the Georgia Department of Natural Resources-Environmental Protection Division (GaDNR-EPD).

The definition of harmful quantity is: A quantity of a hazardous substance the release of which is determined to be harmful to the environment or public health or welfare or may reasonably be anticipated to present an imminent and substantial danger to the public health or welfare by the Administrator of the EPA pursuant to federal law, or designated by the GaDNR-EPD.

More information on area specific Hazardous Substance response can be found in [Annex D](#).

### **5720 Environmental Support to the FOSC**

In the event of a Spill of National Significance or pollution incident which poses a threat to public health, local, state, and national health, public officials shall be notified. For more information about environmental support available to the FOSC, please refer to [Annex DD](#).

### **5730 State Policy**

#### **5731 Georgia**

Except as provided in Chapter 40, Natural Resources Code, the GaDNR-EPD will be the state lead agency in spill response, will conduct spill response for the state, and will otherwise administer this subchapter. The GaDNR-EPD will conduct spill response and cleanup for spills and releases of hazardous substances other than oil in or threatening coastal waters according to the applicable provision of the state coastal discharge contingency plan promulgated by the commission under Section 40.053, Natural Resources Code. The GADNR-EPD will cooperate with other agencies, departments, and subdivisions of Texas and of the United States in implementing this subchapter. In the event of a release and after reasonable effort to obtain entry rights from each property owner involved, if any, the executive director of the GADNR-EPD may enter affected property to carry out necessary spill response actions.

The GADNR-EPD may issue rules necessary and convenient to enforce state regulations and conduct hazardous material spill cleanup.

Cleanup and restoration standards have been established by GADNR-EPD regulations and are based on a “pre-spill” concept of restorative action. In other words, the objective of each spill cleanup should be to return the site to pre-spill or background conditions or, if necessary, to an acceptable risk-based level of contamination. Required clean-up and restorative levels are described in 30 TAC 327.5. This cite also contains a provision for the completion of a cleanup under the Risk Reduction Rules in 30 TAC 335.8 and/or other GADNR-EPD risk-based corrective action rules.

Cleanup standards are not established for total petroleum hydrocarbons (TPH) due to the broad range of chemical constituents that make up TPH. Rather, concentrations of constituents of concern for which toxicity values have been established (e.g., benzene) should be determined and compared to health-based standards such as NIOSH or other published personal exposure limit values.

The state may have a cause of action against any responsible person for recovery of expenditures out of CERCLA and costs that would have been incurred or paid by the responsible person if the responsible person had fully carried out the duties. Such costs may include reasonable and necessary scientific studies to determine impacts of the spill, how to respond to spill impacts, costs

of attorney services, out-of-pocket costs associated with state agency actions, and costs of remedying injuries caused by reasonable cleanup activities. Regulation also enables the GADNR-EPD to assert the state's right to a cause of action for recovery of twice the costs incurred in cleaning up the spill or discharge.

## 5800 Post-spill Consultations

For actions not covered by a pre-spill consultation that are used, or are considered for use during an emergency response, the FOSC must follow ESA and/or EFH emergency response procedures and complete ESA and/or EFH consultations in collaboration with the Services once the emergency phase of the response has ended. To the extent applicable, post-spill NHPA Section 106 consultations with the SHPO (and possibly others) would also need to be completed if not initiated or completed during the emergency phase.

Additionally, the following annexes are also applicable to Endangered Species Act (ESA), Essential Fish Habitat (EFH), and National Historic Preservation Act (NHPA) mandates:

- The Wildlife Response Plan, within the Consultations Compendium, of the [RRT-4 RCP](#).
- The all-inclusive FWSEP/WRP Contact Spreadsheet, of the [RRT-4 RCP](#).
- All-inclusive Listed Species Spreadsheet, of the [RRT-4 RCP](#).

## 6000 Response Resources

The Oil Pollution Act of 1990 (OPA) amended the Federal Water Pollution Control Act (FWPCA) to require the preparation and submission of response plans by the owners or operators of certain oil-handling facilities and for certain oil-carrying tank and non-tank vessels (referred to here as plan holders). These plan holders are required to submit response plans which identify and ensure either by contract or other approved means (i.e., Letter of Intent), the availability of response resources (i.e., personnel and equipment) necessary to remove a worst case discharge (WCD), including a discharge resulting from fire or explosion, and to mitigate or prevent a substantial threat of such a discharge. Additional response resources for marine firefighting and salvage are identified in [Annex E](#).

## 6100 Oil Spill Removal Organizations (OSROs) and Equipment

### 6110 OSRO Classification Program

The U.S. Coast Guard created the voluntary OSRO classification program so that plan holders could simply list OSROs in their response plans rather than providing an extensive, detailed list of response resources. If an OSRO is *classified* by the U.S. Coast Guard, it means their capacity has been determined to be equal to, or greater than, the response capability necessary to ensure plan holder compliance with the statutory requirements. A more in-depth discussion of the classification program can be found here: [USCG OSRO Guidelines](#).

### 6120 Response Resource Inventory (RRI) database

As part of maintaining their classification, OSROs must provide detailed lists of their response resources to the Response Resource Inventory (RRI) database. The National Strike Force Coordination Center (NSFCC) administers this database, along with the OSRO classification program. The RRI database is the backbone of the classification program, and its capabilities are two-fold: a classification element and an inventory function. The classification element of the RRI database complements the Facility Response Plan and Vessel Response Plan development and

review processes by systematically classifying OSROs' response capabilities to meet the plan holders' response capability requirements. OSRO's classification levels (Maximum Most Probable Discharge and Worst-Case Discharge Tiers 1, 2 & 3) are based on its ability to meet time delivery requirements for containment boom, temporary storage capacity and skimmer capacity. Once entered into the system by the OSRO, the RRI database translates the information into an estimated daily recovery capacity (EDRC) that determines an OSRO's level of classification for each of the six various operating areas (Rivers/Canals, Great Lakes, Inland, Nearshore, Offshore, and Open Ocean) in a particular COTP zone.

The inventory function of the RRI database makes a great deal of information available to response and contingency planning personnel; it not only outlines the locations and amount of "core equipment" (boom, skimmers, temporary storage), but includes other important support equipment including vessels, dispersant application platforms, aerial oil tracking capabilities and personnel. In order to access the inventory functions of the RRI database, administrator login privileges are required. These privileges are issued by the NSFCC and are limited to members of the U.S. Coast Guard and those OSRO members designated by their company to maintain the equipment inventory. To make a request for administrative login privileges, contact the NSFCC at: [Contact NSFCC for RRI Administrative Access](#).

### **6130 Classified OSRO listings for the Marine Safety Unit Savannah COTP Zone**

The NSFCC maintains a portion of the RRI database that allows all interested parties (no administrative access required) open access to reports about a company's Mechanical, Dispersant, Marine Fighting and Salvage and Non-Floating Oil classifications. This site also provides a point of contact report (listed by name/company number) for all the OSROs in the United States. The mechanical classification reports can be viewed by company name, by USCG District, or by COTP zone and outline which operating environments the classification has been granted (Rivers/Canals, Nearshore, Open Ocean, Inland, etc.) and for which volume of discharge. To see which OSROs are classified within the Marine Safety Unit Savannah COTP Zone, please refer to: [RRI Classification and POC Reports site](#).

### **6140 Basic Ordering Agreements (BOAs)**

The U.S. Coast Guard's Commander, Operational Logistics Command (LOG), Contracting Office (LOG-9) Contingency and Emergency Support Branch (LOG-92) maintains a list of pre-established emergency response contracts known as BOAs. These contracts are established with OSROs around the country and are available for use at any time by a USCG Federal On-Scene Coordinator (FOSC). LOG-92 negotiates the terms and rates of these contracts ahead of time, enabling an OSRO to be quickly hired to provide pollution response services when the FOSC needs to conduct oil removal or hazardous substance response operations under the National Contingency Plan. While an FOSC always has the option to exercise a BOA contract, this does not preclude the hiring or contracting of a non-BOA pollution response service provider should the FOSC deem it necessary. LOG-92 contracting officers are available 24/7 to support the FOSC.

### **6150 Oil Spill Response Cooperatives and Consortiums**

There are numerous industry-funded major oil spill response cooperatives and consortiums in the United States today. Unlike a classified OSRO which is hired by a single plan holder to ensure compliance with statutory requirements, these organizations are formed to provide pollution

response services to companies from the oil and gas industry which elect to become members and pay for the coverage or service. Each consortium or cooperative makes the decision about the type and quantity of equipment they offer to their member clients. This equipment is often highly specialized and tailored to serve a specific sector of the oil and gas industry (exploration and production, or transportation, for example) and allow them to meet worst case discharge planning standards. Some examples of cooperatives and consortiums that operate in the Gulf of America include the following:

- [Clean Gulf Associates](#)
- [HWCG LLC](#)
- [Marine Well Containment Company](#)
- [Oil Spill Response Limited](#)
- [Wild Well Control](#)

## 6200 Hazardous Substance Response

**6210 Hazardous Substance Response Resources and Technical Expertise**  
*Under development.*

## 6300 Salvage and Marine Firefighting Resources

**6310 Salvage and Marine Firefighting Equipment and Technical Expertise**  
*Under development.*

## 7000 Response Technologies

### 7100 Response Technologies for Oil Spill Response

While mechanical recovery (e.g., booms, skimmers, etc.) will typically be the most widely used response option, there are several other tools available to mitigate oil spills. The NCP directs that Regional Response Teams (RRTs) and Area Committees address, as part of their planning activities, the desirability of using certain alternative response technologies when removing or controlling oil discharges. RRT-4 has developed several policy documents to address the approval and use of these chemical countermeasures. Links to these policy documents, which are all located on the [RRT-4 homepage](#), can be found in this section.

#### 7110 Dispersants

Dispersants are chemical agents (similar to soaps and detergents) that help break up an oil slick into very small droplets, sending them from the surface down into the water column. These agents are typically sprayed onto discharged oil by specially outfitted boats or aircraft. While dispersants don't remove the spilled material, they do allow the smaller dispersed particles of oil to be more easily biodegraded by the water's naturally occurring microbes. The application of this chemical countermeasure can be a critical element in preventing significant oiling of sensitive habitats during an oil spill response. Before a dispersant can be used, it must first be listed on the NCP Product Schedule (see [Sub-section 7140](#) of this document). Within RRT-4, the use of dispersants within the offshore environment has been preauthorized.

In some instances, oil discharges do not originate from sources on the surface, but rather from oil exploration, production, and/or transmission facilities located hundreds, and often thousands, of feet below them. These discharges can result from any number of casualties including loss of well

control or loss of a pipeline's integrity. In cases such as these, dispersants can be injected directly into the flow at the oil discharge's source using the technique known as Subsea Dispersant Injection (SSDI). By reducing oil droplet size at the source, SSDI reduces the amount of oil reaching the sea surface. This in turn, lowers the potential for oil to impact wildlife on the surface or to impact environmentally sensitive areas on the shore.

**Note:** Preauthorization extends only to the aerial and surface spray application of dispersants; SSDI is not preauthorized.

For the most up-to-date policy, procedures, and checklists when conducting a surface dispersant application operation in the offshore environment of the RRT-4 coastal zone (seaward starting from the ten-meter isobath or three nautical miles offshore, whichever is farthest) please refer to [RRT-4 Dispersant Pre-Approval Guidelines and Checklist](#). For the most up-to-date policy, procedures, and checklists when conducting an operation in the nearshore environment of the RRT-4 coastal zone (seaward starting at the shoreline, but shoreward of the ten-meter isobath or three nautical miles offshore, whichever is farthest from shore – i.e., shoreward from the area of preauthorization) please refer to RRT-4 Nearshore Dispersant Guidelines and Checklists (Expedited Approval Process) located within the RRT-4 Subpart J Compendium, of the [RRT-4 RCP](#).

### **7120 Burning Agents (In-Situ Burn)**

The word “in-situ” is the Latin term for “in-place.” An In-Situ Burn (ISB) refers to the initiation of a controlled burn of discharged oil as a means to mitigate the oil's harmful impacts. The fuels to feed an ISB are provided by the vapors from the spilled oil and, for those spills with impacts inshore or on land, any other organic materials with which the oil may have come into contact. Often the source of ignition is insufficient to light the oil and start the burn; in these instances, FOSCs may decide to use burning agents to help start the burn. Burning agents are defined by the NCP as “...*those additives that, through chemical or physical means, improve the combustibility of the materials to which they are applied.*” Burning agents are not required to be included on the NCP Product Schedule. In RRT-4, burning agent use has been preauthorized within the offshore environment; the terms and conditions of this preauthorization may be found (RRT-4 In-Situ Burn Policy for the Offshore Environment – May 2022) located within the RRT-4 Subpart J Compendium of the [RRT-4 RCP](#). Burning agent use has not preauthorized within the inshore/nearshore environment.

For the most up-to-date policy, procedures and checklists when conducting an in-situ burn operation in the Offshore Environment of the RRT-4 coastal zone (seaward starting three nautical miles offshore) please see RRT-4 In-Situ Burn Policy for the Offshore Environment, of the [RRT-4 RCP](#). For the most up-to-date policy, procedures and checklists when conducting an operation in the Inshore/Nearshore portion of the RRT-4 coastal zone (out to three nautical miles offshore) please refer to RRT-4 In-Situ Burn Policy located within the RRT-4 Subpart J Compendium of the [RRT-4 RCP](#).

### **7130 Surface Washing Agents (SWAs)**

SWAs are chemicals that are used to enhance oil removal from hard surfaces. They generally contain a mixture of non-polar solvent and a surfactant. The solvent dissolves into the highly viscous or weathered oil to create a less viscous and somewhat uniform liquid oil or oily mixture. The surfactant reduces the interfacial tension between the liquid oil and the surface the oil has

adhered to. Depending on environmental conditions and the combination of solvents and surfactants, the removed oil will either float or disperse. The latter may have a negative environmental impact, making SWAs with the "*lift and float*" characteristics generally preferable. SWAs cannot be used unless they are listed on the NCP Product Schedule (see Section 7140 of this document). SWA use is preauthorized by RRT-4 for "*lift and float*" products **only** for locations pre-identified within the Area Contingency Plan. Within the CGACP planning area, SWA preauthorization exits within the GACZ; please see [Annex JJ](#) for details on specific locations. The documentation on pre-spill Endangered Species Act and Essential Fish Habitat consultation with the Services is in [4210](#). For the most up-to-date policy, procedures and checklists when using SWAs within the RRT-4 coastal zone please refer to RRT-4 Surface Washing Agents (SWAs) Policy located within the RRT-4 Subpart J Compendium of the [RRT-4 RCP](#).

### **7140 NCP Product Schedule**

Subpart J of the NCP directs the EPA to prepare a schedule of spill mitigating devices and substances that may be used to remove or control oil discharges; this is known as the NCP Product Schedule. The NCP Product Schedule lists the following types of products authorized for use on oil discharges: Dispersants, Surface Washing Agents, Bioremediation Agents, Solidifiers, and Herding Agents. **Note:** Before any chemical countermeasure may be used, the FOSC must first seek RRT-4 approval through the consultation and concurrence process or have its use preauthorized. The only exception to this is when the FOSC uses the provision listed in [40 C.F.R. § 300.910\(d\)](#).

Per [40 C.F.R § 300.965](#), the listing of a product on the NCP Product Schedule does not constitute approval or recommendation of the product. The listing means only that data have been submitted to EPA as required by Subpart J of the NCP. For the most current listing of approved substances for use, please refer to the [NCP Product Schedule](#).

## **7200 Monitoring and Evaluation of Alternative Response Technologies**

### **7210 Special Monitoring of Applied Response Technologies (SMART)**

The Special Monitoring of Applied Response Technologies (SMART) protocols are a set of cooperatively designed monitoring standards utilized when conducting In-Situ Burn or Dispersant operations. SMART establishes a monitoring system for the rapid collection and reporting of real-time, scientifically based information, in order to assist the Unified Command (UC) with decision-making during In-Situ Burn or Dispersant operations. SMART recommends monitoring methods, equipment, personnel training, and command and control procedures that strike a balance between the operational demand for rapid response and the UC's need for feedback from the field.

### **7220 Dispersant Monitoring**

When making a dispersant application, the UC needs to know whether the operation is effectively dispersing the oil or not. The SMART dispersant protocols are designed to provide the UC with real-time feedback on the efficacy of the dispersant application and consist of three different levels (or tiers) of monitoring. It should be noted that the SMART dispersant protocols may be useful for evaluating the dilution and transport of the dispersed oil, but they do not monitor the fate, effects, or impacts of the dispersed oil.

The three tiers of monitoring are Tier I, Tier II and Tier III:

**Tier I** consists of visual observation by an observer to provide a general, qualitative assessment of a dispersant's effectiveness. Visual monitoring may also be enhanced by advanced sensing instruments such as infrared thermal imaging or other like devices. However, sometimes a dispersant's effectiveness is difficult to determine by visual observations alone.

**Tier II** protocols employ a monitoring team to confirm the visual observations by taking water samples and running them through a fluorometric instrument while on-scene.

**Tier III** follows Tier II procedures but also collects information on the transport and dispersion of the oil in the water column. This level of monitoring can help to verify that the dispersed oil is diluted toward background levels. Tier III is simply an expanded monitoring role and may include monitoring at multiple depths, the use of a portable water laboratory, and/or additional water sampling. It also can be moved to a sensitive resource (such as near a coral reef system) as either a protection strategy or to monitor for evidence of exposure.

### **7230 In-Situ Burn (ISB) Monitoring**

Air monitoring is an important component of any ISB operation. These measurements allow the FOSC to continuously evaluate air quality data, ensuring that human health and safety are safeguarded in real-time. Typical by-products from an in-situ burn include carbon dioxide, water vapor, soot (particulate matter), and other gaseous compounds. Of these, the soot, being comprised of very fine, carbon-based materials, is responsible for a smoke plume's dark/black appearance and poses the greatest inhalation hazard.

The SMART protocols for air monitoring are used when there is a concern that the public or response personnel may be exposed to the hazardous components of the burning oil's smoke. These monitoring operations are conducted by one or more teams, depending upon the size of the operation. Each monitoring team uses a real-time particulate monitor capable of detecting the small particulates emitted by the ISB (ten microns in diameter or smaller), a global positioning system, and other equipment required for collecting and documenting the data. Each monitoring instrument provides an instantaneous particulate concentration as well as the time-weighted average over the duration of the data collection. The readings are displayed on the instrument's screen and stored in its data logger. In addition, the SMART protocols direct that particulate concentrations be logged manually every few minutes by the monitoring team in a recorder data log.

Monitoring teams are deployed at designated areas of concern to determine ambient concentrations of particulates before the burn starts. During the burn, if the team's instruments detect high particulate concentrations or if the time weighted averages approach exceed pre-established levels, the information is passed to technical specialists within the UC for further review and possible action (i.e., personnel evacuation, termination of burn, etc.). To review the complete set of SMART protocols for ISB and Dispersant operations, please refer to [Special Monitoring of Alternative Response Technologies \(SMART\)](#).

### **7240 Alternative Response Tool Evaluation System (ARTES)**

While actively mitigating the effects of an oil discharge or, when engaging in the preparedness effort to do so, the FOSC has any number of mechanical or chemical countermeasures' use to

consider. These responses or planning efforts can often generate interest within a local community, region, or even the nation. As this interest grows, members of the general public, companies or sectors of industry can feel compelled to approach the FOSC to offer their non-conventional service or idea to help the response or preparedness effort. In these instances, the FOSC may be requested to consider using a non-conventional alternative countermeasure (a method, device, or product that hasn't been or isn't typically used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it's necessary to collect and quickly evaluate information about it.

To assist an FOSC in evaluating the efficacy of a non-conventional alternative countermeasure, a process known as the Alternative Response Tool Evaluation System (ARTES) was developed. The ARTES is designed to evaluate potential response tools on their technical merits against established, consistent criteria either during an actual incident or during pre-spill planning. Using a series of forms which examine a proposed response tool and document its properties, a designated team can rapidly evaluate it and provide feedback to the FOSC with a documented recommendation regarding its use.

Under the ARTES framework, when it has been determined that it would be appropriate for a product to be evaluated, a vendor or supplier will complete and submit the [Proposal Worksheet \(PWS\)](#); this form is designed to capture data about the product and once filled in, is provided to a review team for analysis and evaluation.

Once the vendor has filled out and submitted the PWS, it will then be reviewed by either one of two review teams depending upon whether the request for evaluation was being made during an actual spill response, or during a period of pre-spill planning. The Response Tool Subcommittee (RTS) will conduct the review during a pre-spill planning effort, and the Alternative Response Tool Team (ARTT) does so during an actual incident. To document their review and evaluation of the product and the PWS, the review team will complete a [Data Evaluation Worksheet \(DEW\)](#).

Once the evaluation has been completed and documented on the DEW, the review team then will formulate their recommendation and document it on the [Summary Evaluation Worksheet \(SEW\)](#). The SEW captures the team's recommendation of whether or not the proposed response tool should be used and is provided to the FOSC as well as to the initiator of the evaluation request (vendor).

It should be noted that that the FOSC need not wait for the ARTES recommendation when deciding whether or not to use a response tool. The ARTES is designed to help assist in the decision-making process but does not limit or prevent an FOSC from using a product they deem necessary. **Note:** Completion of the ARTES evaluation does not mean that a product is pre-approved, recommended, licensed, certified, or authorized for use during an incident.

## **7300 Response Technologies for Hazardous Substance Response** *Under development.*

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Contact Spreadsheet

Annex A  
July 2024

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

**Table of Contents**

**1000 Contact Spreadsheet Introduction ..... 1**  
    **1100 Purpose ..... 1**

## 1000 Contact Spreadsheet Introduction

The Contact Spreadsheet serves as a comprehensive collection of contact information for those federal, state, and local agencies, as well as tribal authorities, which may have jurisdiction or regulatory authority over a pollution event, or that which can provide support/expertise to a response effort. In addition, contact information for Non-Government Organizations, firefighting experts, salvage equipment providers, oil pollution response cooperatives, oil pollution response equipment providers, and members of academia who focus on issues relevant to pollution response have been included.

## 1100 Purpose

This list is not intended to be complete and will require routine maintenance and refreshing as personnel in certain positions transfer and as companies, agencies and organizations change.

The following is the link to Annex 2 Contacts.

This Page Intentionally Left Blank

Contacts Spreadsheet

Organization	Category	Sub-Category	Work	24-Hour PH	Cell	Fax	First Name	Last Name	Title	Address	Parish	Email	Bridge Waterway	Mile Marker
National Response Center	2000 Federal Agencies	US Coast Guard		(800) 424-8802		(202) 267-2165								
Marine Safety Unit Savannah	2000 Federal Agencies	US Coast Guard		(912) 652-4353		(912) 652-4180								
National Strike Force Coordination Center	2000 Federal Agencies	US Coast Guard	(252) 331-4400			(252) 331-4328								
Atlantic Strike Team	2000 Federal Agencies	US Coast Guard	(609) 724-0008	(609) 556-8376		(609) 724-0232								
Gulf Strike Team	2000 Federal Agencies	US Coast Guard		(251) 441-6601		(251) 441-6610								
D7 Marine Safety Division	2000 Federal Agencies	US Coast Guard	(305) 415-6860											
D7 Marine Safety Division Duty	2000 Federal Agencies	US Coast Guard		(305) 795-7186										
D7 Command Center (24hr)	2000 Federal Agencies	US Coast Guard		(305) 415-6800										
D7 Public Affairs	2000 Federal Agencies	US Coast Guard	(305) 415-6683											
Sector Jacksonville Public Affairs	2000 Federal Agencies	US Coast Guard	(786)393-4138				Petty Officer	Micalles						
COMDT Public Affairs (Contact through NRC)	2000 Federal Agencies	US Coast Guard		(800) 424-8802										
Marine Safety Center	2000 Federal Agencies	US Coast Guard		(202) 795-6729										
MSC DOT Daytime	2000 Federal Agencies	US Coast Guard	(202) 366-6441											
Air Station Savannah	2000 Federal Agencies	US Coast Guard		(912) 652-4646										
Sector Charleston	2000 Federal Agencies	US Coast Guard	(843) 740-7050											
Station St. Tybee	2000 Federal Agencies	US Coast Guard		(912) 786-5440										
Station Brunswick	2000 Federal Agencies	US Coast Guard		(912) 267-7999										
FEMA (24hr)	2000 Federal Agencies	FEMA		(202) 566-1600										
EPA	2000 Federal Agencies	EPA	(202) 564-2902											
National Park Service	2000 Federal Agencies	NPS	(202) 208-6843											
Department Of Interior, Atlanta, GA	2000 Federal Agencies	Department of Interior	(404) 331-4524		(404) 909-0537									
NOAA HAZMAT (Seattle WA)	2000 Federal Agencies	NOAA	(206) 526-6317											
NOAA Scientific Support Coordinator (SSC)	2000 Federal Agencies	NOAA	(305) 530-7931	(954) 684-8486	(206) 849-9923		Bradford	Benggio						
National Marine Fisheries – Endangered Species	2000 Federal Agencies	National Marine Fisheries	(727) 824-5312		(727) 824-5348		Collin	Reece						
National Marine Fisheries – Essential Fish Habitat	2000 Federal Agencies	National Marine Fisheries	(727) 824-5317		(727) 551-5736		David	Dale						
GA Environmental Protection Division	2000 Federal Agencies	GA EPD		(912)264-7284										
U.S. Fish & Wildlife Reg. Emergency Coord.	2000 Federal Agencies	US Fish & Wildlife Service		(404) 376-3035										
U.S. Fish & Wildlife Service Atlanta	2000 Federal Agencies	US Fish & Wildlife Service	(404) 895-7093											
National Wildlife Refuge, Savannah	2000 Federal Agencies	National Wildlife Refuge	(843) 784-2468											
National Wildlife Refuge, Harris Neck	2000 Federal Agencies	National Wildlife Refuge	(843) 784-2468							5000 Wildlife Drive, Townsend, GA 31331				
Georgia Environmental Protection Division	3000 State Agencies	GA EPD	(404) 657-5947	(404) 656-4863	(800) 241-4113									
Georgia Department of Natural Resources	3000 State Agencies	GA DNR	(770) 918-6408	(800) 241-4113						2070 US Highway 278 SE, Social Circle, GA 30025		rangerhotline@dnr.ga.gov		
Georgia Department of Community Affairs	3000 State Agencies	GA Office of Cultural Development	(404) 679-4840				Christopher	Nunn	Commissioner	60 Executive Park NE, Atlanta, GA 30329				
Georgia Department of Community Affairs Historic Preservation Division	3000 State Agencies	GA Office of Cultural Development	(404) 679-4840				David	Crass	Division Director	60 Executive Park NE, Atlanta, GA 30329		david.crass@dnr.ga.gov		
Georgia 4th Civil Support Team (CST)	3000 State Agencies	Georgia Army National Guard	(678) 569-3670		(770) 630-1029		Samuel	Roberts	LTC	956 Atlantic Ave, Dobbins AFB, GA 30069		samuel.l.roberts.mil@mail.mil		
Georgia Emergency Management (GEMA) Warning Point	3000 State Agencies	GEMA	(800) 879-4362		(404) 635-7200					935 United Avenue SE, Atlanta, GA 30316		openrecords@gema.ga.gov		
Savannah Chatham Metropolitan Police	4000 Local Agencies	Chatham County Emergency Contacts	(912) 651-4717	(912) 652-6500										
Chatham County Emergency Management	4000 Local Agencies	Chatham County Emergency Contacts		(912) 201-4500		(912) 201-4504	Dennis	Jones	Director	124 Bull Street, Room 140, Savannah, GA 31401				
Chatham Chemical Team (HIT)	4000 Local Agencies	Chatham County Emergency Contacts		-911										
Savannah Fire Department	4000 Local Agencies	Chatham County Emergency Contacts		(912) 651-6756		(912) 651-3195				121 E Oglethorpe Ave, Savannah, GA 31401				
Garden City Fire Department	4000 Local Agencies	Chatham County Emergency Contacts		(912) 966-7780		(912) 966-7792								
Bryan County Sheriff's Department	4000 Local Agencies	Bryan County Emergency Contacts		(912) 653-3800		(912) 653-2880				95 Sgt. Robert W. Crapse Drive, Pembroke, GA 31321				
Hazardous Chemical Team	4000 Local Agencies	Bryan County Emergency Contacts		-911										
Bryan County Emergency Medical Services	4000 Local Agencies	Bryan County Emergency Contacts		(912) 858-2799		(912) 858-2599						howell@bryan-county.org		
Camden County Fire and Rescue	4000 Local Agencies	Camden County Emergency Contacts		(912) 729-3911		(912) 729-6527				125 North Gross Rd, Kingsland, GA 31548				
Hazardous Chemical Team	4000 Local Agencies	Camden County Emergency Contacts		-911										
Camden County Emergency Management	4000 Local Agencies	Camden County Emergency Contacts		(912) 729-5602										
Effingham County Sheriff	4000 Local Agencies	Effingham County Emergency Contacts		(912) 754-3449						120 W First St Extension, Springfield, GA 31329				
Hazardous Chemical Team	4000 Local Agencies	Effingham County Emergency Contacts		-911										
Effingham County Emergency Medical Services	4000 Local Agencies	Effingham County Emergency Contacts		(912) 754-2149						285 1st St Extension, Springfield, GA 31329				
Brunswick Police Department	4000 Local Agencies	Glynn County Emergency Contacts		(912) 267-5559		(912) 267-5526								
Glynn County Sheriff's Department	4000 Local Agencies	Glynn County Emergency Contacts		(912) 554-7600		(912) 267-9171				100 Sulphur Springs Rd, Brunswick, GA 31520				
Glynn County Emergency Management	4000 Local Agencies	Glynn County Emergency Contacts	(912) 554-7735	(912) 267-5678										
Hazardous Chemical Team	4000 Local Agencies	Glynn County Emergency Contacts		-911										
Glynn County Environmental Coalition	4000 Local Agencies	Glynn County Emergency Contacts		(912) 466-0934						4472 New Jesup Highway, C, Brunswick, GA 31520		GEC@glynnenvironmental.org		
Glynn County Emergency Medical Services	4000 Local Agencies	Glynn County Emergency Contacts		(912) 554-7779		(912) 415-9282								
Hazardous Chemical Team	4000 Local Agencies	McIntosh County Emergency Contacts		-911										
McIntosh County Local Emergency Management Agency	4000 Local Agencies	McIntosh County Emergency Contacts		(912) 437-5170						1019 Production Row, Darien, GA 31305		ty.poppell@mcintoshcounty-ga.gov		
McIntosh County Sheriff	4000 Local Agencies	McIntosh County Emergency Contacts		(912) 437-6623		(912) 437-2358				12317 Georgia Hwy 251, Darien, GA 31305				
Liberty County Sheriff	4000 Local Agencies	Liberty County Emergency Contacts		(912) 876-2131		(912) 876-2179								
Hazardous Chemical Team	4000 Local Agencies	Liberty County Emergency Contacts		-911										
Liberty County Emergency Management	4000 Local Agencies	Liberty County Emergency Contacts		(912) 368-2201		(912) 876-9531								
EMS	4000 Local Agencies	Liberty County Emergency Contacts		(912) 369-9420						474 S Main St, Hinesville, GA 31313				
Skidaway Narrows	5000 Drawbridges	Chatham County	912-652-6840			912-652-6845	William	Wright	Interim Director	7226 Varnedoe Drive, Savannah, GA 31406		wewright@chathamcounty.org	AICW - Skidaway Narrows	592.9
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Savannah River	60.9
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Ocmulgee River	194.9
CSX Railroad	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Satilla River	25.7
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Big Ogeechee River	30.7
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Altamaha River	59.4
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Altamaha River	139.9
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Ocmulgee River	135.4
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Altamaha River	23.5
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Savannah River	27.4
CSX Railroad Bridge	5000 Drawbridges	CSX R/R	877-744-7279	800-232-0142									Ocmulgee River	11.8
Causton Bluff Bridges	5000 Drawbridges	GADOT	912-651-2144							630 West Boundary St, Savannah, GA 31401			AICW - Wilmington River	579.9
Jacksonville Ferry Bridge	5000 Drawbridges	GADOT	912-651-2144							630 West Boundary St, Savannah, GA 31401			Ocmulgee River	51.2
U S Highway 46	5000 Drawbridges	GADOT	912-651-2144							630 West Boundary St, Savannah, GA 31401			Oconee River	44.3
U S Highway 17	5000 Drawbridges	GADOT	912-651-2144							630 West Boundary St, Savannah, GA 31401			Savannah River	21.6
Augusta	5000 Drawbridges	GADOT	912-651-2144							630 West Boundary St, Savannah, GA 31401			Savannah River	199.6
Savannah River RR Bridge	5000 Drawbridges	Norfolk Southern Corporation	800-453-2530	800-453-2530									Savannah River	199.9
Altamaha State Waterfowl Mgmt.	6000 Sensitive Areas		(912) 262-3173				Jonie	Crosby		Brunswick, GA				
Butler Island State Wildlife Refuge	6000 Sensitive Areas									Brunswick, GA				
Bear Island Management Area	6000 Sensitive Areas		(843) 844-8957							Greenpond, SC				

Contacts Spreadsheet

Coastal Conservation Association of GA	6000 Sensitive Areas		(912) 927-0280				Hillary	Keys		Savannah , GA				
Coastal Georgia Audubon Society	6000 Sensitive Areas		(912) 634-1322				Lydia	Thompson		St. Simons Island, GA				
Cumberland Island National Seashore	6000 Sensitive Areas		(912) 882-4336				Jerry	Brumbelow		St. Mary's, GA				
Edisto Beach State Park	6000 Sensitive Areas		(843) 869-2156							Edisto Island, SC				
EPA	6000 Sensitive Areas		(404) 562-9900	(800) 424-8802						Atlanta, GA				
Fort Frederica National Monument	6000 Sensitive Areas		(912) 638-3639				Michael	Seibert		St. Simons Island, GA				
Fort McAllister State Park	6000 Sensitive Areas		(912) 727-2339				Jason	Carter		Richmond Hill, GA				
Fort Pulaski National Monument	6000 Sensitive Areas		(912) 786-5787							Savannah, GA				
GA Pacific Wildlife Mgmt. Area	6000 Sensitive Areas		(843) 784-9911				Rachael	Pearson		Brunswick, GA				
GA Wildlife Federation	6000 Sensitive Areas		(770) 787-7887				Mike	Worley		Covington, GA				
Georgia Conservancy Inc.	6000 Sensitive Areas		(912) 447-5910				Charles	McMillen		Savannah, GA				
Gray's Reef National Marine Sanctuary	6000 Sensitive Areas		(912) 598-2345				George	Sedberro		Savannah, GA				
Hunting Island State Park	6000 Sensitive Areas		(843) 838-2011				Austin	Mitchum		St. Helena, SC				
Jekyll Island State Park	6000 Sensitive Areas		(912) 635-4075				Jones	Hooks		Jekyll Island, GA				
Non-Game Endangered Wildlife Program	6000 Sensitive Areas		(478) 994-1438				Bob	Sargent		Forsyth, GA				
Ogeechee Audubon Society	6000 Sensitive Areas						Diana	Churchill		Savannah, GA				<a href="mailto:dichurch@bellsouth.net">dichurch@bellsouth.net</a>
Ossabaw Island State Heritage Preserve	6000 Sensitive Areas		(912) 344-3900				Dan	Forster		Savannah, GA				
Sapelo Island NER Reserve	6000 Sensitive Areas		(912) 485-2251				Fred	Hay		Sapelo Island, GA				
Sierra Club, Coastal Group	6000 Sensitive Areas		(404) 607-1262 x 221				Jessica	Moorhead		Atlanta, GA				
Skidaway Island State Park	6000 Sensitive Areas		(912) 598-2300		(770) 668-4059		Sam	Cox		Savannah, GA				
Pinckney Island National Refuge	6000 Sensitive Areas									Savannah, GA				
Savannah National Wildlife Refuge	6000 Sensitive Areas		(912) 313-1366				Russ	Webb		Savannah, GA				
Tybee National Wildlife Refuge	6000 Sensitive Areas									Savannah, GA				
Harris Neck National Wildlife Refuge	6000 Sensitive Areas						Holly	Gaborlault		Savannah, GA				
Blackbeard Island National Wildlife	6000 Sensitive Areas		(912) 313-4951							Savannah, GA				
Wassaw Island National Wildlife Refuge	6000 Sensitive Areas									Savannah, GA				
Wolf Island Wildlife Refuge	6000 Sensitive Areas									Townsend, GA				
Certified Marine Chemist	7000 Hazardous Materials	Met Chem Inc	(843) 745-9790							PO Box 61420, Charleston, SC 29419				
Certified Marine Chemist	7000 Hazardous Materials	Southern Marine Chemist Inc.	(813) 393-0697				Dennis (Whiff)	Weiffenback	Marine Chemist	3509 Bruton Road, Plant City, FL 33565				<a href="mailto:whisperwind@cox.net">whisperwind@cox.net</a>
Certified Marine Chemist	7000 Hazardous Materials	Marine Chemist Group	(904) 314-5484				David	Bennett		PO Box 331081, Jacksonville, FL 32233				<a href="mailto:chemist681@msn.com">chemist681@msn.com</a>
Product Specialist	7000 Hazardous Materials	Savannah Fire Department	(912) 651-6756											
National Strike Force Command Center	7000 Hazardous Materials	USCG National Strike Force	(252) 331-4400	(252) 267-3458	(252) 331-4328					1461 North Road Street, Elizabeth City, NC 27909				
Incident Management Assist Team (CG-IMAT)	7000 Hazardous Materials	USCG National Strike Force		(757) 448-5572						5505 Robin Hood Rd, Suite K, Norfolk, VA 23513				
USCG MSU Savannah	7000 Hazardous Materials	USCG MSU Savannah	(912) 652-4353											
National Strike Force Command Center	8000 Oil Spill	Decontamination	(252) 331-4400											
Army Corps of Engineers Emergency Management Division	8000 Oil Spill	Deepwater Removal	(912) 652-5431		(800) 344-1456					100 W Oglethorpe Ave, Savannah, GA 31401				<a href="mailto:cesas-eoc@usace.army.mil">cesas-eoc@usace.army.mil</a>
Army Corps of Engineers Emergency Management Division	8000 Oil Spill	Dredging Services	(912) 652-5431							100 W Oglethorpe Ave, Savannah, GA 31401				<a href="mailto:cesas-eoc@usace.army.mil">cesas-eoc@usace.army.mil</a>
Resolve Marine Group (RMG)	8000 Oil Spill	Lightering Services		(954) 764-8700										<a href="mailto:emx@resolvemarine.com">emx@resolvemarine.com</a>
NOAA Scientific Support Coordinator (USCG D7)	8000 Oil Spill	NOAA	(305) 530-7931											
NOAA Regional Environmental Officer	8000 Oil Spill	NOAA	(404) 331-4524		(215) 597-5378									
USCG Gulf Strike Team CDO	8000 Oil Spill	USCG National Strike Force		(251) 441-6601	(251) 441-6610									
USCG Atlantic Strike Team CDO	8000 Oil Spill	USCG National Strike Force	(609) 724-0008	(609) 556-9376	(609) 724-0232									
Naval Sea Systems Command	8000 Oil Spill	Salvage	(202) 781-1731	(202) 781-3889										
American Salvage Association	8000 Oil Spill	Salvage	(703) 373-2267							107 South West St, Suite 743, Alexandria, VA 22314				
Salvage Emergency Response Team	8000 Oil Spill	USCG Marine Safety Center		(202) 327-3985										<a href="mailto:SERL.duty@uscg.mil">SERL.duty@uscg.mil</a>
Moran Environmental Services Savannah Office	8000 Oil Spill	Shoreline Cleanup	(912) 232-3224		(866) 637-7282					2600 Seaboard Coastline Drive, Savannah, GA 31415				
Moran Environmental Services Jacksonville Office	8000 Oil Spill	Shoreline Cleanup	(904) 355-4164		(904) 355-4365					1961 East Adams Street, Jacksonville, FL 32202				
National Response Corporation	8000 Oil Spill	Shoreline Cleanup	(631) 224-9141	(800) 899-4672						3500 Sunrise Highway, Suite 200, Building 200, Great River, NY 11739				
Logan Divers	8000 Oil Spill	Shoreline Cleanup		(904) 731-0000						2815 St Johns Bluff Rd S, Jacksonville, FL 32246				
Main Stream Commercial Diving SE	8000 Oil Spill	Shoreline Cleanup	(843) 747-0548		(843) 747-2728					2668 Spruill Ave, Charleston, SC 29405				
Marine Spill Response Corp.	8000 Oil Spill	Shoreline Cleanup	(703) 326-5600	(800) 645-7745										
EPA Region IV	8000 Oil Spill	EPA	(404) 562-9900		(800) 241-1754	(404) 562-8174				Sam Nunn Atlanta Federal Center, 61 Forsyth St SW, Atlanta, GA 30303				
Glynn County Emergency Management Agency	9000 Law Enforcement	County	(912) 554-7826											
Chatham County Marine Patrol	9000 Law Enforcement	County	(912) 353-1004											
Chatham County Sheriff's Dept.	9000 Law Enforcement	County	(912) 652-7634											
Customs and Border Patrol	9000 Law Enforcement	Federal	(912) 232-7507		(912) 508-0962					139 Southern Blvd, Savannah, GA 31405				
Federal Bureau of Investigation	9000 Law Enforcement	Federal	(912) 790-3100											
Georgia State Patrol Troop I	9000 Law Enforcement	State	(912) 261-3990				Delmas	Boyett	Chief Dispatcher	160 Carl Alexander Way, Brunswick, GA 31525				
Savannah Ports Police Dept.	9000 Law Enforcement	City	(912) 964-3925	(912) 963 5588										
Savannah/Chatham Metro Police	9000 Law Enforcement	City	(912) 651-6675											
Bull River Yacht Club Marina	10000 Maintenance and Fueling Facilities	Gasoline, Diesel	(912) 897-7300							8005 US Hwy 80 E, Savannah, GA 31410				
Bahia Bleu Marina	10000 Maintenance and Fueling Facilities	Gasoline, Diesel	(912) 354-2283							2812 River Dr., Thunderbolt, GA 31404				
Coffee Bluff Marina Inc.	10000 Maintenance and Fueling Facilities	Gasoline	(912) 231-3628							14915 Coffee Bluff Rd, Savannah, GA 31419				
Delegal Creek Marina	10000 Maintenance and Fueling Facilities	Gasoline, Diesel	(912) 598-0023							1 Marina Dr., Savannah, GA 31411				
Fort McAllister Marina	10000 Maintenance and Fueling Facilities	Gasoline, Diesel, Full Service Repair	(912) 727-2632							3203 Fort McAllister Rd, Richmond Hill, GA 31324				
Hogans' Marina	10000 Maintenance and Fueling Facilities	Gasoline	(912) 897-3474							36 Wilmington Island Rd, Savannah, GA 31410				
Isle of Hope Marina	10000 Maintenance and Fueling Facilities	Gasoline, Diesel, Full Service Repair	(912) 354-8187							50 W Bluff Dr, Savannah, GA 31406				
Landings Harbor	10000 Maintenance and Fueling Facilities	Gasoline, Diesel, Full Service Repair	(912) 598-1901							600 Priest Landing Dr, Savannah, GA 31411				
Lee Shore Marina (couldnt identify POC)	10000 Maintenance and Fueling Facilities	Gasoline, Diesel	(921) 786 5848							1 Old US Hwy 80, Tybee Island, GA 31328				
Savannah Marina (formerly Sail Harbor Marina)	10000 Maintenance and Fueling Facilities	No Fuel	(912) 898-9504							135 Johnny Mercer Blvd, Savannah, GA 31410				
Savannah Bend Marina	10000 Maintenance and Fueling Facilities	Service Repair	(912) 897-2896							606 Wilmington Island Rd, Savannah, GA 31410				
Savannah Yacht Club	10000 Maintenance and Fueling Facilities	Gasoline, Diesel	(912) 897-3625							188 Old Tybee Rd, Savannah, GA 31404				
Thunderbolt Marina	10000 Maintenance and Fueling Facilities	Gasoline, Diesel	(912) 897-1314							730 Bradley Point Rd, Savannah, GA 31410				
Turners Creek Seafood (Remove?)	10000 Maintenance and Fueling Facilities	Gasoline, Diesel, Full Service Repair	(912) 356-3875							3124 River Dr, Savannah, GA 31404				
AJ Dockside Restaurant	10000 Maintenance and Fueling Facilities	No Fuel	(912) 897- 5151							120 Johnny Mercer Blvd, Savannah, GA 31410				
Yellow Bluff Marina Community	10000 Maintenance and Fueling Facilities	No Fuel	(912) 786-9533							135 Chatham Ave, Tybee Island, GA 31328				
(Residential community, could not identify POC)	10000 Maintenance and Fueling Facilities	Gasoline	(912) 596-0583							118 Yellow Bluff Rd, Midway, GA 31320				



---

Coastal Georgia Area  
Contingency Plan  
(CGACP)

Risk Analysis: Area Planning Scenarios

Annex B  
July 2021

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated page format and included spill probability maps.	5000	03SEP2024	JK Jones
2	Insert Table of Figures	TOC	03SEP2024	JK Jones
3				
4				
5				
6				
7				
8				
9				
10				

<b>1000 Introduction</b> .....	<b>1</b>
<b>2000 Scenario Development</b> .....	<b>1</b>
<b>2100 Average Most Probable Discharge</b> .....	<b>1</b>
<b>2200 Maximum Most Probable Discharge</b> .....	<b>1</b>
<b>2300 Worst Case Discharge</b> .....	<b>1</b>
<b>3000 Discharge and Release History</b> .....	<b>2</b>
<b>3100 Record of Worst Case Discharges</b> .....	<b>2</b>
<b>4000 Risk Assessment</b> .....	<b>2</b>
<b>4100 Possible Sources of WCD</b> .....	<b>5</b>
4101 Offshore Facilities.....	5
4102 Onshore Facilities/Pipelines/Marine Terminals.....	5
4103 Vessel Traffic.....	5
<b>4200 Spill Activity Statistics</b> .....	<b>6</b>
<b>4300 Vulnerability Analysis</b> .....	<b>6</b>
<b>4400 Planning Assumptions</b> .....	<b>7</b>
<b>4500 Meteorological Conditions</b> .....	<b>7</b>
<b>4600 Planning Scenarios</b> .....	<b>7</b>
<b>5000 Offshore Facility WCD Scenario</b> .....	<b>8</b>
<b>5100 Offshore Response</b> .....	<b>10</b>
<b>5200 Mechanical Cleanup Methods</b> .....	<b>11</b>
<b>5300 Dispersant Application</b> .....	<b>12</b>
<b>5400 In-Situ Burning</b> .....	<b>13</b>
<b>5500 Source Control/Subsea Containment</b> .....	<b>13</b>
<b>5600 Nearshore and Shoreline Protection</b> .....	<b>14</b>
5601 Mechanical Cleanup Methods.....	14
5602 Shoreline Protection.....	14
5603 Wildlife Support.....	15
<b>5700 Additional Support for a blowout lasting 120 days:</b> .....	<b>15</b>
<b>5800 WCD Overview Map</b> .....	<b>16</b>
<b>5900 WCD Launch Area – Probability Map</b> .....	<b>17</b>
Figure 1: Table of WCD Events.....	2
Figure 2: Spill History.....	6
Figure 3: Offshore WCD Criteria.....	8
Figure 4: Offshore Planning Risk History.....	9
Figure 5: Clean Up Option Limits and Constraints.....	12

## 1000 Introduction

This annex has been developed by the Federal On-Scene Coordinator (FOSC), in consultation with the Coastal Georgia Area Committee, and is based on an assessment of all potential sources of discharges in this area meeting the provisions of 40 CFR Part 300.210(c) of the National Contingency Plan. At a minimum, this will address the following area planning elements:

- Oil spill discharge and hazardous substance release history;
- A risk assessment of potential sources of discharges within the area;
- A realistic assessment of the nature and size of possible threats and resources at risk;
- Planning scenarios that provide for a Worst Case Discharge (WCD), a Maximum Most Probable Discharge (MMPD), and an Average Most Probable Discharge (AMPD) from a vessel, offshore facility (outer continental shelf activity and near shore production fields), or onshore facility (fixed and mobile) in the area, as applicable.

## 2000 Scenario Development

As required by the Oil Pollution Act of 1990, a most probable discharge, a maximum most probable discharge, and a worst case discharge are presented in this annex of the Coastal Georgia Area Contingency Plan. In addition, The Coast Guard requires an offshore WCD scenario be included in area contingency plans where offshore continental shelf activity is present. The below definitions can be found in 33 CFR Parts 154 and 155, and 40 CFR Part 300.5, as appropriate.

### 2100 Average Most Probable Discharge

The Coast Guard has determined Average Most Probable Discharge as the lesser of 50 barrels or 1% of a Worst Case Discharge for an offshore or onshore facility/pipeline/marine terminal, or the lesser of 50 barrels or 1% of cargo from a Tank Vessel during cargo transfer operations. This value was adopted for consistency with Federal Vessel and Facility Contingency Plans.

### 2200 Maximum Most Probable Discharge

The Coast Guard has defined Maximum Most Probable Discharge as the lesser of 1,200 barrels or 10% of the volume of a Worst Case Discharge for an offshore facility or onshore facility/pipeline/marine terminal; 2,500 barrels of oil for a vessel with an oil cargo capacity equal to or greater than 25,000 barrels; or 10% of the vessel's oil cargo capacity for vessels with a capacity less than 25,000 barrels for Tank Vessels. These values were adopted for consistency with Federal Vessel and Facility Contingency Plans.

### 2300 Worst Case Discharge

As defined by section 311(a) (24) of the Clean Water Act, the definition of a Worst Case Discharge in the case of a vessel is a discharge in adverse weather conditions of its entire cargo, and in the case of an offshore facility or onshore facility/pipeline/marine facility, the

largest foreseeable discharge in adverse weather conditions. This definition has been adopted for consistency with Federal Vessel and Facility Contingency Plans.

### 3000 Discharge and Release History

The table below provides an account of WCDs that occurred in the area, including substantial oil spills or hazardous substance releases which caused elements of this plan to be implemented.

### 3100 Record of Worst Case Discharges

Date	Location	Source V = vessel OSF = offshore facility ONF = onshore facility OP = Pipeline	Product	Amount (bbls/gal)	Responsible Party
08 Dec 1986	T/V Amazon Venture Garden City Container Terminal Savannah River	V/TV	#6	50,000 bbls	Unknown Initially Vessel Operator
10 Apr 1995	Powell Duffryn Terminals, Inc. (PDTI)	ONF	Commercial Bulk Liquid	240,000-420,000 gal	Powell Duffryn Terminals, Inc
08 Sep 2019	M/V Golden Ray St. Simmons Sound Brunswick, GA	V - RORO	Mixed Oil and Gas	400,000 gal	Hyundai Glovis

Figure 1: Table of WCD Events

**\*V = Vessel, \*\*OSF = Offshore Facility, ONF = Onshore Facility P = Pipeline R = Rail**

\*\* Means any structure, group of structures, equipment, or device (other than a vessel) which is used for one or more of the following purposes: Exploring for, drilling for, producing, storing, handling, transferring, processing, or transporting oil. The term excludes deep-water ports and their associated pipelines defined by the Deepwater Port Act of 1974, but include other pipelines used for one or more of these purposes. A mobile offshore drilling unit (MODU) is classified as a facility when engaged in drilling or downhole operation

### 4000 Risk Assessment

The possibility exists for a WCD to occur anywhere in the Coastal Georgia Area given the high volume of deep-draft vessels (tank and non-tank vessels), the prevalence of oil and gas support

vessels, oil and petrochemical terminals, and tug/tank barge composites. In addition, the unpredictable and sudden severe weather during transitional seasons, river fog in the winter and afternoon thunderstorms during the summer increase the risk.

### **4100 Possible Sources of WCD**

The Savannah River port complex is one of the biggest and busiest ports in the world. The region accounts for much of the country's oil refining and petrochemical production capacity, and is the world's third largest port in dry cargo volume, moving approximately 400 million tons a year. In the Coastal Georgia FOSC Zone, there are numerous scenarios that may cause a WCD: groundings, collisions, equipment failure, natural disaster, offshore facility incident, pipeline rupture or wellhead failure, and oil terminal incidents.

### **4101 Offshore Facilities**

There are no Offshore Facilities in the Coastal Georgia FOSC Zone presently. A facility includes any structure, equipment, or device, other than a vessel, which is used for oil exploration, production, storage, or transportation. Additionally, Mobile Offshore Drilling Units are classified as offshore facilities when engaged in drilling or downhole operations as defined in 30 CFR Part 254.6.

Offshore oil exploration presents the greatest potential volume oil spill. A possible WCD scenario is the uncontrolled release with unknown potential volume from a crippled drilling rig/uncontrolled wellhead for a period of over thirty days. A similar incident occurred in April 2010 with the explosion and sinking of the MODU DEEPWATER HORIZON, creating an estimated 65,000 barrel a day discharge. The wellhead was capped almost three months after the initial incident, and total discharge has been estimated at 4.9 million barrels of crude oil.

### **4102 Onshore Facilities/Pipelines/Marine Terminals**

The Coastal Georgia FOSC Zone is home to over 60 fixed facilities, including 6 major refineries, and 13 Mobile Onshore Facilities transferring oil and/or hazardous materials in bulk. Onshore fixed oil storage facilities present the greatest potential volume oil spill. A possible WCD scenario is multiple tank failures at an onshore facility during hurricane conditions. A similar incident occurred at Murphy Oil during Hurricane Katrina, discharging over 25,000 barrels of crude oil. Common products handled at the largest of these facilities include unleaded gasoline, diesel fuel, crude oil, #2 fuel oil and #6 oil.

### **4103 Vessel Traffic**

The Coastal Georgia FOSC zone is home to the Savannah and Brunswick Rivers representing two of the busiest waterways in the U, connecting the interior of the United States to markets throughout the world. In 2016, nearly 6,000 vessels 'arrived' in the Coastal Georgia FOSC Zone. Nearly 40% of those arrivals were tank vessels. Additionally, the Coastal Georgia zone is also the midway point for the Gulf Intracoastal Waterway. A significant number of towing vessels transit

the area annually. All vessel movements are carefully monitored and coordinated through the Coastal Georgia Vessel Traffic Service, but risk of collision and subsequent discharge is still present.

A WCD for a vessel is defined as loss of a vessel’s entire cargo in adverse weather conditions. There is a significant volume of oil that is transported, stored, or consumed as fuel within in the Coastal Georgia area. The largest foreseeable vessel discharge could result from a collision between two vessels.

### 4200 Spill Activity Statistics

The USCG MISLE database and Marine Safety Unit Savannah’s unit records were analyzed for the Coastal Georgia FOSC Zone. Spill incident data from 2005 to 2022 suggests that the majority of spills come from facilities, either onshore or vessels. The data further suggests that the most frequent product reported spilled in the navigable waters is oil, petroleum-based.

Source Type	CY2016	CY2015	CY2014	Total
<b>Facilities</b>	418	514	431	1363
<b>Vessel</b>	115	91	124	330
<b>Mystery Sheen</b>	168	227	239	634
<b>Other</b>	196	81	28	305
<b>Total</b>	897	913	822	<b>2632</b>

Figure 2: Spill History

### 4300 Vulnerability Analysis

The following infrastructure and natural resources could be vulnerable from the effects of a major oil spill in the area:

- Water intakes (drinking, cooling, or other)
- Businesses
- Residential areas
- Wetlands and other sensitive environments
- Fish and Wildlife
- Endangered flora and fauna
- Recreational areas
- Marine transportation system
- Utilities
- Unique habitats or historical sites
- The Geographic Response Strategies detail tactics used to protect, recover, and mitigate the effects of a WCD.

## 4400 Planning Assumptions

The following assumptions are made for the WCD planning scenarios:

- The ability to respond to a WCD will be beyond the ability of the Coastal Georgia Area Committee, the Local Community, and local spill response resources.
- A Unified Command will be established as soon as possible.
- Responders will be adequately trained in oil/hazardous substance response and will operate within the level of their training, expertise, and capabilities as described in 29 CFR Part 1910.120.
- The applicable Facility/Vessel/Pipeline/Offshore response plan will be implemented.
- A WCD scenario will draw major media and governmental interest.

## 4500 Meteorological Conditions

The Gulf of Mexico is influenced by a maritime subtropical climate controlled primarily by the clockwise circulation around the semi-permanent area of high barometric pressure commonly known as the Bermuda High. The Gulf of Mexico is located to the southwest of this center of circulation. This proximity to the high pressure system results in predominantly east to southeasterly flow in the region.

Two important classes of cyclonic storms are occasionally superimposed on this circulation pattern. During the winter months, December through March, cold fronts associated with cold continental air masses influence mainly the northern coastal areas of the Gulf of Mexico. Behind the fronts, strong north winds bring drier air into the region. Tropical cyclones may develop or migrate into the Gulf of Mexico during the warmer months. These storms may affect any area of the

Gulf of Mexico and substantially alter the local wind circulation around them. In coastal areas, the sea breeze effect may become the primary circulation feature during the summer months of May and October. In general, however, the subtropical maritime climate is the dominant feature in driving all aspects of weather in this region; as a result the climate shows very little diurnal or seasonal variation.

Tropical cyclones (hurricanes and tropical storms) are severe but infrequent, with the season extending from June 1 through November 30. Extra-tropical cyclones (low-pressure systems) occur frequently during winter and spring and are likely to produce occasional rough conditions in the area during this time. Extreme weather conditions during an actual spill may inhibit aerial surveillance of a slick and oil recovery operations.

## 4600 Planning Scenarios

Given the applicable conditions described above, the WCD, MMPD, and AMPD volumes from all potential sources is calculated and listed in the table below. The MMPD and the AMPD scenario volume is calculated based on a fixed number established for an offshore facility, an onshore facility/pipeline/marine terminal, or a percentage of the WCD rate from each potential source. For tank and non-tank vessels, the MMPD and the AMPD scenario volume is calculated based on a fixed number, a percentage of the cargo capacity, or the cargo transfer rate.

Therefore, the MMPD and the AMPD spill volumes from an offshore facility or onshore

facility/pipeline/marine terminal is calculated as:

- 1,200 barrels or 10% of the WCD volume when calculating the MMPD.
- 50 barrels or 1% of the WCD volume when calculating the AMPD.

The MMPD and the AMPD spill volume from a tank/non-tank vessel is calculated as:

- 2500 barrels with a cargo capacity greater than or equal to 25,000 barrels, or 10% of the cargo capacity when calculating the MMPD.
- The lesser of 50 barrels or 1% of cargo from the vessel during cargo transfer operations when calculating the AMPD.

### 5000 Offshore Facility WCD Scenario

Although there are numerous offshore facilities operating within the Coastal Georgia FOSC Zone, the Shell drilling operations at Mississippi Canyon Block 807 was selected as the Offshore WCD even though the facility operates in the Houma FOSC Zone. MC807 is located about 75 miles south of Venice, Louisiana in the Gulf of Mexico. The following information regarding a WCD from MC 807 has been taken from the Shell Gulf of Mexico Regional Oil Spill Response Plan.

MC 807 Drilling Operations	Calculations (BBLS)
First 24 Hours =	~ 465,000 bbls
30 Day Average (per day) =  (estimated blowout rate from the exploratory well calculated with Prosper computer model)	~365,000 bbls

Figure 3: Offshore WCD Criteria

\*There is often a very significant change in rate as time proceeds which is illustrated by the differences between 24-hour, 30-day average and volume calculated until a well is secured in a potential blow out. Especially at the very high rates that can be calculated in the Deepwater Gulf of Mexico, several reservoir phenomena combine to create this behavior. At very short times, e.g. during the first 24 hours, the pressure profile in the reservoir changes from the moment a well first starts flowing to a less abrupt pressure profile with time. As a result, the rate declines. At somewhat longer time scales, effects such as reservoir voidage and the impact of geological boundaries can cause the rate to drop continuously. These phenomena are often not as apparent at these same time scales in production wells since those rates are much lower and other mechanical factors, such as choke setting, can serve to reduce or even eliminate these effects. Simulation and material balance models can include these effects and form the basis of the BOEMRE Notice to Lessees No.2010-N06 estimated for 24-hour and 30-day rates as well as maximum duration volumes.

Applied Science Associates (ASA) conducted a deepwater blowout simulation for The Response Group to better determine subsurface and surface evaporation and dispersion rates. Below is a table outlining the applicable evaporation and dispersion quantities.

Mississippi Canyon Block 807		Calculations (BBLs)
i.	30 Day Average WCD =	~365,000 bbls
ii.	Subsurface dispersion- 25% (Water Depth + ~3,000)	- 91,000 bbls
iii.	<b>REMAINING WCD AFTER SUBSURFACE DISPERSION</b>	274,000 bbls
iv.	Surface dispersion and evaporation – 25%	- 68,000 bbls
<b>TOTAL REMAINING</b>		~ 206,000 bbls

*Figure 4: Offshore Planning Risk History*

The WCD volume of an estimated 365,000 bbls a day of crude oil poses a significant risk to Coastal Georgia FOSC Zone and the entire Gulf Region. Plaquemines Parish has been identified as the most probable/greatest threat of impact within the Gulf of Mexico in the event of a WCD from MC 807. Plaquemines Parish has a total area of 2,429 square miles, of which 845 square miles is land and 1,584 square miles is water. Plaquemines Parish includes two National Wildlife Refuges: Breton National Wildlife Refuge and Delta National Wildlife Refuge. This area is also a nesting ground for the brown pelican, an endangered species.

There are maps and status boards that outline equipment, personnel, materials, and support vessels as well as temporary storage equipment to be considered in order to cope with an initial spill of approximately 365,000 bbl a day. The list estimates individual times needed for procurement, load out, travel time to the site, and deployment.

The status boards outline the equipment that would be mobilized for a response with de-rated recovery capacity and response times. These resources would be used wherever adequate slick concentration is located, and weather permitting. Under adverse weather conditions, the primary MSRC and CGA equipment (major response vessels and skimmers) is still effective and safe in sea states of 6-8 ft. If sea conditions prohibit safe mechanical recovery efforts, then natural dispersion and airborne chemical dispersant application (visibility and wind conditions permitting) may be the only viable response option.

Shell has contracted with Marine Spill Response Corporation (MSRC), Clean Gulf Associates (CGA), and American Pollution Control Corporation (AMPOL) as primary OSROs.

Upon notification of the spill, Shell would request a partial or full mobilization of resources, including, but not limited to, dispersant aircraft and skimming vessels. The Qualified Individual, Person in Charge, Incident Commander, or designee may contact other service companies if the Unified Command deems such services necessary to the response effort.

Tables below outline equipment as well as temporary storage equipment to be considered in order to cope with an initial spill of approximately 365,000 bbls/day. The list estimates individual times

needed for procurement, load out, and travel time to the site and deployment.

Upon notification of a release and mobilization of the response, either a fixed-wing aircraft or helicopter would be dispatched as promptly as possible (considering available daylight hours, weather conditions and other safety factors) to conduct visual surveillance at the spill source. If necessary and safe, the surveillance could be supplemented through use of vessels as well. The effectiveness of many response technologies (such as in-situ burning, dispersant application, and mechanical recovery) should be enhanced through collaboration with air-based spotters, who can guide these systems to the oil concentrations and coordinate simultaneous operations (SIMOPS). Air-based spotters should be equipped with air to marine/ground communication equipment to facilitate communications with marine- and land-based response assets. Vessel locations should also be monitored in real-time using vessel-tracking technologies (such as Automated Identification System (AIS), GPS-based tracking, cell phone data, etc.), which can facilitate vessels being deployed for optimal recovery.

### 5100 Offshore Response

In the event of a WCD from Shell's MC 807 facility, offshore response strategies will include attempting to skim free floating oil utilizing available OSRO Oil Spill Response Vessels (OSRVs), Oil Spill Response Barges (OSRBs), Vessels of Opportunity (VOO), and Quick Strike OSRVs, which have a combined de-rated recovery rate of approximately 478,000 bbls/day. Temporary storage associated with the identified skimming and temporary storage equipment equals approximately 480,000 bbls. As with any spill, additional cascading response equipment would be mobilized to the site from various OSRO bases. An offshore response would consist of simultaneous operations of approved dispersant application, containment booming, mechanical recovery, and in-situ burning. In the event that an offshore response is necessary, the following strategies will be implemented:

- Mobilize capability to regain control of, and plug the well (e.g., <http://www.marinewellcontainment.com/>);
- Commence drilling relief well as a contingency;
- Mobilize mechanical recovery resources, including vessels (both OSRVs and VOOs), barges, ocean booming, skimming equipment, and spotter/surveillance aircraft. Begin deploying mechanical recovery resources as close to the source as possible to contain and collect concentrated oil in a timely and effective manner. Radio communication will be established between spotter aircraft and other surveillance systems (including AIS) with skimming vessels and barges to direct vessels to locations of concentrated oil to ensure maximum effectiveness and efficiency of mechanical recovery equipment;
- Mobilize dispersant resources to approved locations for both aerial and boat application, in areas where oil cannot be mechanically recovered. Subsea dispersant application equipment may be mobilized at the discretion of the RRT, and requires approval from the RRT. Large quantities of dispersants will likely be applied on the surface; therefore, RRT approval should be sought early in the response for ongoing use of dispersants;
- Mobilize in-situ burn resources outside the vicinity of the source to collect and burn oil in heavily concentrated locations. Fire boom will be deployed in a U-configuration;
- Mobilize offshore vessels equipped with remote sensing technologies (radar, infrared camera) to aid in night time operations and slick tracking. Remote sensing technologies assist skimming vessels in identifying thick areas of oil to enhance encounter rate;

- Maintain an effective and well-coordinated response effort to control the source of the discharge, which may involve drilling a relief well, up to the point when the Federal On-Scene Coordinator determines the response effort complete.

## 5200 Mechanical Cleanup Methods

Mechanical oil spill response uses physical barriers (boom) and mechanical devices (skimmers) to redirect and remove oil from the surface of the water. Offshore response strategies will include attempting to skim utilizing the LOUISIANA RESPONDER, MISSISSIPPI RESPONDER, CGA 200 HOSS Barge, and GULF COAST RESPONDER OSRVs, two AMPOL Response Vessels, and multiple skimming packages with a total de-rated skimming capacity of approximately 478,000 bbls. Temporary storage associated with the identified skimming and temporary storage equipment equals approximately 480,000 bbls. **SAFETY IS FIRST PRIORITY. AIR MONITORING WILL BE PUT IN PLACE AND OPERATIONS DECLARED SAFE PRIOR TO ANY CONTAINMENT/ SKIMMING ATTEMPTS.**

- Skimming systems will deploy boom in a variety of different configurations. Generally, boom will be deployed in a J-configuration in a single skimming unit, which requires only one assist vessel to attend the boom. These single skimming units will locate heavily concentrated oil, with assistance from spotters and remote sensing technologies, to enhance encounter rate and effectively recover the oil. Boom will be deployed in a U-configuration when skimming vessels or barges have access to two assist vessels. This configuration maximizes the swath width and containment capacity. Boom may be deployed in a U-configuration with an open apex to funnel oil to awaiting skimming vessels.
- VOOs equipped with skimming systems will be deployed to locations with recoverable oil. For locations with light oil that cannot be recovered mechanically, VOOs will be equipped with sorbent materials to recover light oil.
- In order to increase encounter rate, slick containment systems will be directed to locations of heavily concentrated oil by spotter aircraft and vessels with remote sensing technology. Once the oil has been contained within the booms, the oil should be directed into the path of a skimming vessel. Boom may also be configured into a U-configuration with an open apex to funnel oil to awaiting skimming vessels.
- Oil that escapes the above assets and moves shoreward will be collected by VOOs that deploy sorbent boom, collection nets, or other types of equipment that absorb surface oil. These assets will be deployed as task forces that can rapidly respond to light oil.

Operational Limitations of Response Equipment	
<b>MSRC OSRV</b>	8 foot seas
<b>VOSS System</b>	4 foot seas
<b>Expandi Boom</b>	6 foot seas, 20 knot winds
<b>Dispersants</b>	Winds more than 25 knots Visibility less than 3 NM, or Ceiling less than 1,000 ft.

Figure 5: Clean Up Option Limits and Constraints

### 5300 Dispersant Application

Depending on proximity to shore and water depth, dispersants may be a viable response option. **Use of dispersant in non-preapproved areas will require approval by RRT-4 prior to application.** Surface application of large quantities of dispersants is likely; RRT-4 approval for ongoing dispersant application should be sought in pre-approved areas as well. However, RRT-4 consultation should not delay initial surface dispersant use in pre-approved areas if appropriate. If appropriate, and approved, 4 to 5 sorties from three DC-3s will be made within the first 12-hour operating day of the response. Assuming a 1:20 application rate, 90% effectiveness, and 4 to 5 sorties per day; these aerial systems could disperse approximately 7,700 to 9,600 barrels of oil per day based on the NOAA Dispersant Planner. Additionally, there could be 3 to 4 sorties (318 gallons per sortie) from a BE90 King Air and 3 to 4 sorties (3,250 gallons per sortie) from a Hercules C-130A within the first 12-hour operating day of the response. Using a 1:20 application rate, 90% effectiveness, and assuming 3-4 sorties per day, the systems could disperse approximately 4,600 to 6,100 barrels of oil per day based on the NOAA Dispersant Planner. For continuing dispersant operations the CCA’s Aerial Dispersant Delivery System (ADDS) would be mobilized. The ADDS has a dispersant spray capability of 5,000 gallons per sortie.

Vessel dispersant application may be another available response option. If appropriate, vessel spray systems can be installed on offshore vessels of opportunity using inductor nozzles (installed on fire-water monitors), skid mounted systems, or purpose-built boom arm spray systems. Vessels can apply dispersant within the first 12-24 hours of the response and continually as directed. This is particularly effective in reducing VOCs in and around well containment operations on the surface.

Shell has contracted with Marine Well Containment Company for a subsea dispersant package. Subsea dispersant application has been found to be highly effective at reducing the amount of oil reaching the surface; however, approval is required from the RRT prior to use. Additional data collection, laboratory tests and field tests will help in facilitating the optimal application rate and

effectiveness rating. For planning purposes, Shell assumes a 1:100 application rate, at 90% effectiveness (based on accepted industry dispersant effectiveness standards), and a system flow rate of 8-11 gallons per minute (approximately 11,500 to 16,000 gallons of dispersant per day). Using these assumptions, the system has the potential to disperse approximately 24,500 to 34,000 barrels of oil per day.

### **5400 In-Situ Burning**

Open-water in-situ burning (ISB) may be used as a response strategy, depending on the circumstances of the release. ISB services may be provided by the primary OSRO. ISB operations will not be conducted without the RRT approval. If appropriate conditions exist and approvals are granted, one or multiple ISB task forces could be deployed offshore. Task forces typically consist of two to four fire teams; each with two vessels capable of towing fire boom, guide boom or tow line with either a handheld or aerially-deployed oil ignition system. At least one support/safety boat would be present during active burning operations to provide logistics, safety and monitoring support. Depending upon a number of factors, up to 4 burns per 12-hour day could be completed per ISB fire team. Most fire boom systems can be used for approximately 8-12 burns before being replaced. Fire intensity and weather will be the main determining factors for actual burns per system. Although the actual amount of oil removed per burn is dependent on many factors, recent data suggests that a typical burn might eliminate approximately 750 barrels. Based on the above assumptions, a single task force of four fire teams with the appropriate weather and safety conditions could complete four burns per day and remove up to ~12,000 bbls/day. In-situ burning nearshore and along shorelines may be a possible option based on several conditions and with appropriate approvals. In-situ burning along certain types of shorelines may be used to minimize physical damage where access is limited or if it is determined that mechanical/manual removal may cause a substantial negative impact on the environment. All safety considerations will be evaluated. In addition, Shell will assess the situation and can make notification within 48 hours of the initial spill, to begin ramping up fire boom production through contracted OSRO(s). Potential limitations should be assessed prior to ISB operations. Some limitations include atmospheric and sea conditions; oil weathering; air quality impacts; safety of response workers; and risk of secondary fires.

### **5500 Source Control/Subsea Containment**

The first source control response in a subsurface well blowout would be to activate the blowout preventers and close the well. Wild Well Control and Marine Well Containment Company (MWCC) would be notified in the event of a blowout. The first step is to determine if the blowout well can be capped and secured by bull-heading or circulating down existing tubulars. A pre-emptive relief well planning team would immediately be formed. The relief well team would locate and secure the appropriate rig(s) to conduct relief well operations, if needed. If the well cannot be capped, the relief well(s) operations would start as soon as possible. If the well can be capped but not secured, then using a snubbing or coil tubing unit for a circulating kill, drilling a relief well, or starting both operations simultaneously may be the next response options. Subsea containment resources would be mobilized in the event of an uncontrolled well blowout. Subsea containment incorporates simultaneous operations to cap or contain the flow of oil within the well, contain the oil outside of the well and collect at surface facilities or vessels and chemically disperse the oil at the well head. Refer to the Control and Containment status board for resources and response times.

## 5600 Nearshore and Shoreline Protection

If the spill went unabated, shoreline impact would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Strategies would be based upon surveillance and real time trajectories provided by Shell contractors that depict areas of potential impact given actual sea and weather conditions. Strategies from the SELACP, The Response Group and UC would be consulted to ensure that environmental and special resources would be correctly identified and prioritized to ensure optimal protection. The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances.

### 5601 Mechanical Cleanup Methods

Near shore mechanical recovery resources will be deployed to contain and collect oil prior to reaching the shoreline, minimizing the amount of oil that may impact the shoreline. In areas of shallow water, it may be possible to collect or corral the oil with ocean boom and take it to deeper water or low-current areas that have better skimmer access and higher recovery rates. Sorbent boom and snare boom may be utilized to recovery light sheens and more viscous oils.

Sorbent boom is designed primarily to absorb oil, although it can act as a protective measure against thin oil sheens under very quiet water conditions. Snare boom (pom-poms tied onto a line) is effective as a sorbent of more viscous oils under higher wave and current conditions. When used with conventional booms, sorbents can be placed outside of the boom to pick up escaping oil, or inside the boom to absorb contained oil.

### 5602 Shoreline Protection

The Response Group shoreline response guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment allowing a more effective response to site-specific circumstances. Booming strategies will be implemented to exclude oil from impacting priority resources, and may be diverted to collection areas for recovery. The following are various types of boom that may be deployed to protect the shoreline:

- **Near Shore Boom:** When oil threatens impact shoreline or marshes, this medium size boom (~18") can be deployed to deflect or contain oil, or prevent impact to sensitive areas.
- **Bottom-seal Boom:** This boom is designed for deployment in very shallow water here traditional boom may foul on the bottom during low water levels. This boom's special features allow it to conform to the substrate, so that it can continue to act as a barrier to oil during changing tides or lower water levels. Bottom seal boom uses ballast tubes that are filled with water and actually lay on the bottom to provide a seal against oil passage.

Shallow water boom is effective in higher-current areas because the shallow skirt minimizes the drag in the current.

- **Inland Boom:** Inland boom is the smallest conventional boom and is designed for deployment in very shallow water; as the draft is only 6-12 inches. It is normally deployed in more protected waters where there is little to no wave action.

### 5603 Wildlife Support

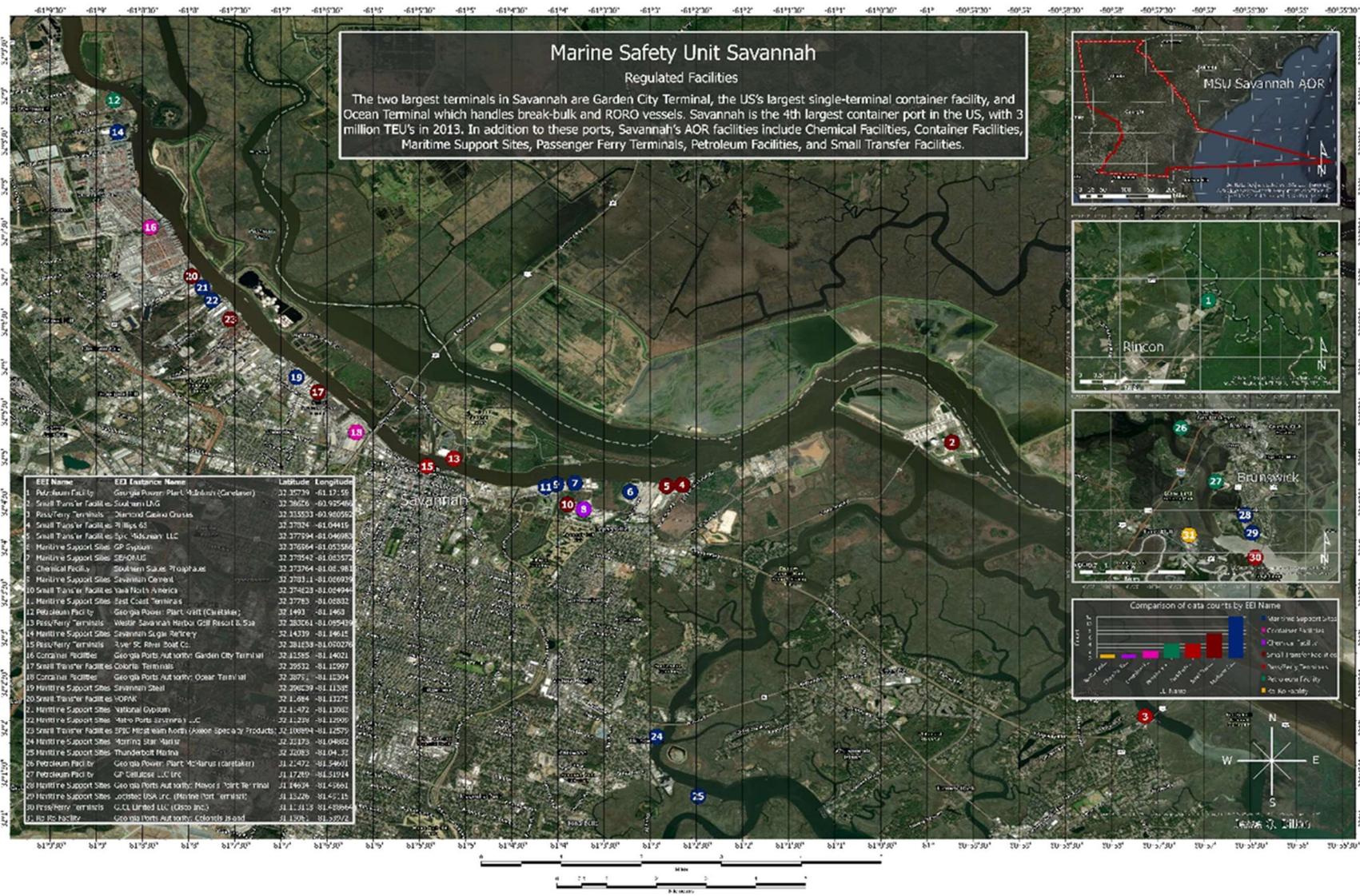
If wildlife is threatened due to a spill, MSRC and CGA have resources available for Shell, which can be utilized to protect and/or rehabilitate wildlife. Wildlife support resources are identified in the Shoreline Protection & Wildlife Support status board.

### 5700 Additional Support for a blowout lasting 120 days:

- Ocean Barge to transport recovered oil from offshore skimming systems and temporary storage barges to onshore disposal sites (identified in Area Contingency Plans and approved by the State)
- Additional OSRO personnel to relieve equipment operators
- Vessels for supporting offshore operations
- Field safety personnel
- Continued surveillance and monitoring of oil movement
- Helicopter, video cameras
- Infrared (night time spill tracking) capabilities
- Logistics needed to support equipment:
  - Parts, trailers, and mechanics to maintain skimmers and boom
  - Staging areas
  - Fueling facilities
  - Decontamination stations
  - Dispersant stockpile transported from Houston to Houma
  - Communications equipment and technicians
- Logistics needed to support responder personnel:
  - Food
  - Berthing
  - Additional clothing/PPE/safety supplies
  - Decontamination stations
  - Medical aid stations
  - Safety personnel



# 5900 WCD Launch Area – Probability Map



THIS PAGE INTENTIONALLY LEFT BLANK

---

Coastal Georgia  
Area Contingency Plan

Fish and Wildlife and Sensitive  
Environments Plan (FWSEP)

Annex C  
2021.0

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

# Coastal Georgia Area Contingency Plan 2021.0

## Table of Contents

<b>1000 INTRODUCTION</b>	<b>1</b>
1100 Purpose	1
1200 Scope	1
1300 Objectives	2
1400 Federal Mandates	4
1401 Oil Pollution Act 1990 (OPA)	4
1404 Marine Mammal Protection Act (MMPA)	6
<b>2000 IDENTIFICATION AND PRIORITIZATION OF RESOURCES AT RISK</b>	<b>7</b>
2100 Notification of Natural Resource Trustees and Other Interested Parties	7
2200 Sensitive Natural Resources	8
2201 Threatened and Endangered (T&E) Species	9
2300 Areas of Economic Significance	10
2400 Areas of Sensitive Natural and Cultural Resources	10
2500 Appropriate Response Methods for Specific Sensitive Environments and Habitats	12
<b>3000 MONITORING RESPONSE EFFECTIVENESS – MONITORING PLANS</b>	<b>12</b>
<b>4000 FISH AND WILDLIFE RESPONSE CAPABILITIES</b>	<b>13</b>
4100 Technical Expertise and Assistance	13
4200 Wildlife Protection	13
4300 Wildlife Rescue and Rehabilitation	13
4400 Health and Safety Concerns in Wildlife Rescue and Rehabilitation	13
4500 Consultation: ESA and EFH	15
4501 Department of Commerce (DOC) National Oceanic and Atmospheric Administration (NOAA)	15
4502 Department of the Interior (DOI)	16
4502.2 National Park Service (NPS)	16
4502.3 Bureau of Indian Affairs (BIA)	16
4502.4 Bureau of Safety and Environmental Enforcement (BSEE)	16
4600 National Historic Preservation Act	16
4700 Law Enforcement	17

**Coastal Georgia Area Contingency Plan 2021.0**

**5000 CULTURAL RESOURCES RESPONSE ----- 18**  
    5100 Technical Expertise and Assistance----- 18  
    5200 Cultural Resources Site Protection----- 18

**6000 INTERFACE BETWEEN THE FWSEP WITH NON- FEDERAL PLANS----- 18**

**List of Tables**

Table 1- Environmental Sensitivity Index (ESI) Tools..... 9

**List of Figures**

Figure 1: Figure 1: Relationships among Federal and Non-Federal Response Plans ..... 19

# Coastal Georgia Area Contingency Plan 2021.0

## 1000 INTRODUCTION

### 1100 Purpose

The Oil Pollution Act of 1990 (OPA), mandates that Area Contingency Plans (ACP) identify and prioritize sensitive areas and species within the area. This Fish and Wildlife and Sensitive Environments Plan (FWSEP) to the Coastal Georgia Area Contingency Plan (CG ACP) identifies sensitive areas and species and provides resources for evaluating risk, establishing protection priorities, and planning mitigation strategies. The term sensitive environments is intended to encompass a broad range of resources including but not limited to ecological resources. The goal of this FWSEP is to reduce the overall ecological, cultural, and economic impact of a spill event and impacts associated with response activities.

This FWSEP is intended for use by Federal On-Scene Coordinators (FOSC) and State On-Scene Coordinators (SOSC) during the initial phase of a spill event, to assist them in ascertaining presence and location of spill-sensitive resources, services, and users. This FWSEP does not attempt to assist the FOSC and SOSC in evaluating impacts that may result from a spill; nor does it prioritize resources for subsequent response efforts. More detailed and current data should be available from on-scene resource experts when they engage with the response. Identifying relative priorities among resources and resource uses for a particular area requires considerable coordination and discussion among resource management agencies. Prioritization must occur on an incident-specific basis.

The Wildlife Response Plan, Annex 12, is subordinate and complementary to this FWSEP.

### 1200 Scope

As required by OPA, this FWSEP establishes procedures and policies for meeting the objectives set forth in the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), and should be used to aid responders and planners in prioritizing and evaluating the effects of response techniques in various coastal and offshore environments and shoreline habitats. Below provides insight into the various components:

- Offers a general overview of the sensitive areas (including ecological and cultural) and provides the FOSC and SOSC with information to assist in identification of sensitive environments. The task of identification and prioritization of every environmentally or culturally sensitive area within the SETX and SWLA ACP planning area is not viable as incident-specific conditions may change the analysis or prioritization. Site-specific information should be obtained from the appropriate Natural Resource Trustees, other interested natural resource managers/parties and/or existing Area Committee endorsed resources. Identifying response capabilities and options before a discharge/release occurs is imperative for a coordinated, immediate, and effective response;
  - Aids in selection of appropriate spill protection, recovery, and cleanup techniques that will reduce ecological, cultural, and economic impacts;
  - Aids the Area Committee and Regional Response Team (RRT) in identifying special areas of concern. Special areas of concern may be evaluated in more detail by the AC and/or RRT
- The Oil Pollution Act of 1990 (OPA), mandates that Area Contingency Plans (ACP) identify

## Coastal Georgia Area Contingency Plan 2021.0

and prioritize sensitive areas and species within the area. This Fish and Wildlife and Sensitive Environments Plan (FWSEP) to the Coastal Georgia Area Contingency Plan (CG ACP) identifies sensitive areas and species and provides resources for evaluating risk, establishing protection priorities, and planning mitigation strategies. The term sensitive environments is intended to encompass a broad range of resources including but not limited to ecological resources. The goal of this FWSEP is to reduce the overall ecological, cultural, and economic impact of a spill event and impacts associated with response activities.

- This FWSEP is intended for use by Federal On-Scene Coordinators (FOSC) and State On-Scene Coordinators (SOSC) during the initial phase of a spill event, to assist them in ascertaining presence and location of spill-sensitive resources, services, and users. This FWSEP does not attempt to assist the FOSC and SOSC in evaluating impacts that may result from a spill; nor does it prioritize resources for subsequent response efforts. More detailed and current data should be available from on-scene resource experts when they engage with the response. Identifying relative priorities among resources and resource uses for a particular area requires considerable coordination and discussion among resource management agencies. Prioritization must occur on an incident-specific basis.
- The Wildlife Response Plan, Annex 2 of Volume 2, is subordinate and complementary to this FWSEP.
- Aids facilities in development of Facility Response Plans (FRP) required by OPA, as defined in 33 C.F.R. 154;
- Aids vessel (tank vessel and not-tank vessel) owners in development of Vessel Response Plans (VRP) required by OPA, as defined in 33 C.F.R. 151; and
- Assists Federal and State OSCs and Incident Commanders in protecting vulnerable resources, including threatened and endangered (T&E) species and designated critical habitats from the effects of response actions, and in fulfilling their consultation responsibilities under various statutory and regulatory requirements. This document also incorporates the National Historic Preservation Act requirements. To adequately define sensitive resources and their geographic locations requires use of area-specific field observations and data available from published and non-published sources. Information from federal and state resource management agencies was used to develop this document.

Data from ESI maps were used to develop this FWSEP. ESI data are available on various NOAA weblinks, as detailed in Section 2200, pg 9 of this document.

ESI data for Texas are available on the TGLO Oil Spill Planning and Response Toolkit, a decision-support resource for the spill response community, functioning as a multipurpose oil spill response tool <https://www.glo.texas.gov/ost/>.

This FWSEP and the supporting Wildlife Response Plan are important preparedness documents that support decision-making during an incident, e.g., response actions. Natural Resource Damage Assessment (NRDA) although an important statutory and regulatory requirement, is outside the scope of the FWSEP and Wildlife Response Plan. RRT-6 has developed guidance to encourage the sharing of information between the response and NRDA. [Coordinating Natural Resource Damage Assessment \(NRDA\) with Response](#), Appendix 3 of RCP Volume 4.

### 1300 Objectives

~~The NCP (40 C.F.R. 300.210(c)(4)(i)) delineates the objectives of the FWSEP. The objectives~~

## Coastal Georgia Area Contingency Plan 2021.0

have been organized into three general sections:

### 1301 Prioritize Resources at Risk

Natural resources, other sensitive resources, and the trustees for natural resources (Natural Resource Trustees) are identified in Section 2000. Agencies to be notified and consulted in establishment of incident-specific priorities for protection of these resources are identified in Annex 2. Sensitive resources identified include sensitive species (including T&E species), designated critical habitat, coastal and offshore environments, areas of cultural resources significance, and areas of economic significance, including national wildlife refuges and state wildlife management areas. (The term “cultural resources” hereafter includes those resources of historical, archaeological, and traditional cultural interest, including the regulatory term “historic properties” except where these other terms are used as names of laws, regulations, or quotations from them.)

### 1302 Determine Environmental Effects of Response and Countermeasures

Methods for determining and approving appropriate response techniques for specific environments and for monitoring effectiveness of response activities are outlined in Section 3000.

## Coastal Georgia Area Contingency Plan 2021.0

### 1303 Identify Fish and Wildlife Response Requirements

State and federal response capabilities for obtaining permits for wildlife rescue and rehabilitation are outlined below in Section 4000. The section also discusses arranging and acquiring the appropriate response equipment, personnel, mutual aid agreements, and training requirements defined by the Occupational Safety and Health Administration (OSHA) for workers and volunteers assigned to assist with fish and wildlife rescue efforts. Contact information can be found in Appendix 25 of Volume 2.

### 1400 Federal Mandates

#### 1401 Oil Pollution Act 1990 (OPA)

OPA, incorporated into the NCP, requires that a Fish and Wildlife and Sensitive Environments Plan be developed in consultation with the USFWS, the National Oceanic and Atmospheric Administration (NOAA), and other interested parties, including state fish and wildlife agencies (33 U.S.C. 1321(d)(2)(M)). The plan must include “immediate and effective protection, rescue, rehabilitation of, and minimization of risk of damage to fish and wildlife resources and habitats that are harmed or that may be jeopardized by a discharge.” Additionally, 30 C.F.R. Part 300.210(c)(4) sets forth the requirements for this plan to be an appendix to Area Contingency Plans. The FWSEP and the supporting Wildlife Response Plan (Appendix 2 of Volume 2) has been written in conjunction with other sections of the SETX and SWLA Area Contingency Plan to address the federal requirements. Certain other federal and state laws also apply to oil spill response. Of particular concern is compliance with the Migratory Bird Treaty Act, Marine Mammal Protection Act, Endangered Species Act, and state wildlife rehabilitation rules.

#### 1402 Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703-711

The MBTA protects most bird species in the United States and requires specific authorization (or exemptions) to conduct activities that may result in a “take” of migratory birds. Per 16 U.S.C. § 703(a) the definition of “take” is: “Unless and except as permitted by regulations made as hereinafter provided in this subchapter, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, offer for sale, sell, offer to barter, barter, offer to purchase, purchase, deliver for shipment, ship, export, import, cause to be shipped, exported, or imported, deliver for transportation, transport or cause to be transported, carry or cause to be carried, or receive for shipment, transportation, carriage, or export, any migratory bird, any part, nest, or egg of any such bird, or any product, whether or not manufactured, which consists, or is composed in whole or part, of any such bird or any part, nest, or egg thereof....”

Most response actions that would result in a take are permitted by issuance of a Migratory Bird Rehabilitation Permit (50 C.F.R. Part 21.31). A rehabilitation permit authorizes recovery, temporary possession, transport, and rehabilitation of oiled migratory birds. The permit provisions also allow authorized individuals to euthanize migratory birds that are medically determined to have poor prospects of survival. Permitted rehabilitators must be authorized to work on a specific oil spill incident by USFWS and the Federal On-Scene Coordinator (FOSC). USFWS policy requires spill responders to comply with the care standards outlined in *Best Practices for Migratory Bird Care During Oil Spill Response*, which is incorporated as a requirement of the SETX and SWLA Area Contingency Plan. This FWSEP and the supporting Wildlife Response Plan adopts

## Coastal Georgia Area Contingency Plan 2021.0

the operational guidelines as well as the standard of care requirements of the *Best Practices for Migratory Bird Care During Oil Spill Response*.

[http://wildpro.twycrosszoo.org/000ADOBES/OilSpill/D160best\\_practices\\_migratory\\_birds\\_oil\\_FWS.pdf](http://wildpro.twycrosszoo.org/000ADOBES/OilSpill/D160best_practices_migratory_birds_oil_FWS.pdf).

The Migratory Bird Rehabilitation Permit stipulates that “a rehabilitation permit is required 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.” However, “(ii) This permit does not authorize salvage of dead migratory birds. When dead migratory birds are discovered, a Service law enforcement officer must be notified immediately in order to coordinate the handling and collection of evidence.” The Wildlife Branch, in consultation with the trustee agencies, will develop protocols and authorizations for removing dead oiled birds for each incident. 1403 Endangered Species Act of 1973 (ESA), 16 U.S.C. 1531-1543

The [ESA](#) has strict permit requirements for the handling of federally threatened and endangered species (listed species). Permitting requirements apply (with a few exceptions) for any species listed as threatened or endangered. A Migratory Bird Rehabilitation Permit (see above) authorizes the recovery, temporary possession, transport, and rehabilitation of oiled threatened and endangered species of migratory birds with no additional ESA permits required. ESA permit/authorization is needed for other threatened and endangered species, such as manatees and sea turtles.

In the event of an oil spill or hazardous substance release, the ESA must be considered in the development of Federal response activities and actions during an oil spill response. As the spill response occurs, the FOSC must consult with the natural resource trustees as laid out in the Oil Spill Response section (5. B) of the [Inter-agency Memorandum of Agreement Regarding Oil Spill Response Activities Under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act \(ESA MOA\)](#). The Environmental Unit as outlined in the ESA MOA will address ESA Section 7 Consultation requirements. However, the Wildlife Branch will be instrumental in documenting the effects of response actions on listed species. Coordination between the Wildlife Branch and the Environmental Unit is critical to accomplishing this task.

There is an exemption under the Marine Mammal Protection Act that allows for the humane “take” of marine mammals by Federal or State employees, when operating in the course of official duties, for the health and safety of the animals or for human safety. There is no such exemption under the Endangered Species Act but, a scientific research and enhancement permit (No. 932-1489) held by NOAA’s Marine Mammal Health and Stranding Response Program covers oil spill-related actions under the MMPA and ESA for cetaceans and pinnipeds. For ESA-listed marine mammals under the jurisdiction of the USFWS (i.e., manatees, sea otters, and polar bears), the responder would need to obtain the appropriate authorization from the USFWS.

## Coastal Georgia Area Contingency Plan 2021.0

Similarly, [50 C.F.R. 17.21 \(c\)\(3\)](#) provides for federal wildlife/land management and state conservation employees/agents to take endangered wildlife without a permit if it is necessary to: (i) Aid a sick, injured or orphaned specimen; or (ii) Dispose of a dead specimen; or (iii) Salvage a dead specimen which may be useful for scientific study; or (iv) Remove specimens which constitute a demonstrable but non-immediate threat to human safety, provided that the taking is done in a humane manner; the taking may involve killing or injuring only if it has not been reasonably possible to eliminate such threat by live-capturing and releasing the specimen unharmed, in a remote area.

### 1404 Marine Mammal Protection Act (MMPA)

Under the MMPA 16 U.S.C 1379, Section 109(h)(1), federal, state, and local government officials, or persons designated under MMPA Section 112(c) by the relevant Secretaries of the Departments of the Interior or Commerce, may take marine mammals during the course of their official duties if such taking is for the protection or welfare of the mammal, the protection of public health and welfare, or the non-lethal removal of nuisance animals. The 109(h) exemption is specific to the take of a marine mammal for these purposes.

For cetaceans and pinnipeds, government contractors conducting officially authorized oiled wildlife spill response related activities and acting under the direct supervision of the Wildlife Branch Director are regarded as spill response employees and may take marine mammals *if* the Wildlife Branch *is activated* and the Wildlife Branch Director is authorized pursuant to Section 109(h) of the Marine Mammal Protection Act and implementing regulations (National Marine Fisheries Service, state wildlife agency), or is designated by the National Oceanic and Atmospheric Administration under 16 U.S.C. 1382 Section 112(c). For marine mammals under the jurisdiction of the USFWS (i.e., manatees), unless the 109(h) exemption applies, the responder must have the appropriate authorization under the MMPA and ESA (if listed) issued by the USFWS. “Take” is considered appropriate for the purposes of recovery and transport of marine mammals (alive or dead) to a designated location, rehabilitation by an authorized facility, return to the wild, or for the collection of evidence.

If wildlife response personnel are contract employees of a non-government entity and not otherwise exempted pursuant to Section 109(h) or designated under 112(c) of the Marine Mammal Protection Act, authorization to take marine mammals during spill response activities must be obtained directly from the appropriate Federal trustee agency (USFWS or NOAA National Marine Fisheries Service). Likewise, if the Wildlife Branch is not activated, authorization to take marine mammals must be obtained directly from the appropriate federal trustee agency (USFWS or NOAA National Marine Fisheries Service) pursuant to 16 U.S.C. 1382 Section 112(c).

### 1405 Magnuson-Stevens Act (MSA)

Federal action agencies which fund, permit, or carry out activities are required to consult with NOAA Fisheries regarding the potential impacts of their actions on certain trust resources including [Essential Fish Habitat \(EFH\)](#) identified and described in accordance with the [Magnuson-Stevens Fishery Conservation and Management Act \(MSA\) 50 C.F.R. 600.920\(a\)\(1\)](#).

## Coastal Georgia Area Contingency Plan 2021.0

1406 National Historic Preservation Act (NHPA)

The National Historic Preservation Act, Section 106, among other requirements, requires that “Federal agencies take into account the effects of their undertakings on “historic properties” and to provide the Advisory Council on Historic Preservation (ACHP) with a reasonable opportunity to comment.” Additionally, it requires that the Federal agency involved “consult on the Section 106 process with State Historic Preservation Offices (SHPOs)” and “Indian Tribes and Tribal Historic Preservation Offices (THPOs) (36 C.F.R. 800).

For additional guidance see the following references:

- [The Programmatic Agreement on Protection of Historic Properties During Emergency Response Under the National Oil and Hazardous Substances Pollution Contingency Plan \(referred to as the 1997 PA\)](#)
- [Inter-agency Memorandum of Agreement Regarding Oil Spill Response Activities Under the Federal Water Pollution Control Act’s National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act \(ESA MOA\).](#)
- State Specific Guidance on notification, coordination, and consultation with State Historic Preservation Office (SHPO) and Indian Tribes and Tribal Historic Preservation Office (THPO):
  - Georgia, see Appendix 3 of Volume 2.

### **2000 IDENTIFICATION AND PRIORITIZATION OF RESOURCES AT RISK**

To minimize impacts of a discharge/release on sensitive species and environments, resources should be identified prior to a spill event. The FOSC, SOSC, and Responsible Party (RP) must be aware of the sensitive environments to ensure that appropriate measures are taken to minimize effects of any response actions on ecologic and economic resources. Response strategies and protection priorities are generally identified at the Area Committee level but also depends on the type, quantity and location of the discharge/release. An understanding of the landscape, aquatic environments and habitats is imperative when selecting a particular response action. It is also important to recognize the value and importance of any cultural resources that may be affected by response actions.

### **2100 Notification of Natural Resource Trustees and Other Interested Parties**

As required by 40 C.F.R. 300.135(j)(1)(2), the FOSC shall ensure that the Natural Resource Trustees are promptly notified of discharges or releases. Further, the FOSC shall coordinate all response activities with the affected Natural Resource Trustees and, for discharges of oil, the FOSC shall consult with the Natural Resource Trustees on the appropriate removal action to be taken.

40 C.F.R. 300.135(k) states that where the FOSC becomes aware that a discharge or release may affect endangered or threatened species or their habitat, the FOSC shall consult with the Department of the Interior (DOI), or the Department of Commerce (DOC) (NOAA) and, if appropriate, the cognizant federal land managing agency.

## Coastal Georgia Area Contingency Plan 2021.0

Pursuant to [Subpart G](#) of the NCP, the following agencies have been designated as Natural Resource Trustees for the SETX and SWLA ACP planning area.

### 2101 Federal

- U.S. Department of Commerce (DOC), through the National Oceanic and Atmospheric Administration (NOAA)
- U.S. Department of the Interior (DOI), including the U.S. Fish and Wildlife Service (USFWS) and National Park Service
- U.S. Land Managing Agencies:
  - U.S. Department of Agriculture (USDA), through the United States Forest Service (USFS)
  - U.S. Department of Energy (DOE)

### 2102 Tribal

This section provides a list of the federally recognized Indian Tribes with interest in lands within the state of Georgia. A list of Tribal leaders is found in the [BIA Tribal Leaders Directory](https://www.bia.gov/tribal-leaders-directory) at <https://www.bia.gov/tribal-leaders-directory>

- [Federally recognized Indian Tribes with Interest in Georgia](#)
  - None

### 2103 State

#### 2103.1 Georgia

- Georgia Department of Natural Resources – Environmental Protection Division (GADNR-EPD)

There are additional entities with land and natural resource management interests, responsibilities, and/or expertise within and/or outside of the designated Natural Resource Trustee agencies (e.g., The Georgia State Historic Preservation Office). The Natural Resource Trustees may advise the FOSC and SOSOC of other interested agencies/parties to notify and consult with regarding removal actions and site-specific information.

### 2200 Sensitive Natural Resources

Many environmentally sensitive species and areas have been identified within the CG ACP planning area, including many coastal wildlife refuges, hatcheries, waterfowl management areas, wetland management areas, national and state parks, monuments, preserves, recreational areas, and other important resources. This information is available on the U.S. Fish and Wildlife's Information for Planning and Consultation ([IPaC](#)) online system. Although IPaC should be used, the appropriate Natural Resources Trustee(s) and/or other interested natural resource management agency/party should always be contacted to ensure incident-specific consideration are addressed. The appropriate Natural Resource Trustee(s) and/or other interested natural resource management agency/party will provide additional information, as necessary, regarding the scope and locations of sensitive areas and species.

## Coastal Georgia Area Contingency Plan 2021.0

Environmental Sensitivity Index (ESI) maps have been developed for most of the U.S. by geographic location and provide a concise summary of coastal resources that are at risk. Examples of at-risk resources include biological resources (such as birds and shellfish beds), sensitive shorelines (such as marshes and tidal flats), and human-use resources (such as public beaches and parks). ESI available at:

Table 1- Environmental Sensitivity Index (ESI) Tools

Table 1 - Environmental Sensitivity Index (ESI) Tools	Georgia
ESI Maps	<a href="#">Link</a>
Environmental Response Management Application (ERMA) Layers	<a href="#">Link</a>
NOAA - ESI Maps and GIS Data - downloadable maps and data	<a href="#">Link</a>

A Resources at Risk (RAR) geospatial data layers is under development for Georgia nearshore and inshore waters and will be made available on Home Port in the Oil Spill Planning and Response Toolkit upon completion.

### 2201 Threatened and Endangered (T&E) Species

The CG ACP planning area is home to several T&E species. For more information see the following:

- Information for Planning and Consultation ([IPaC](#)),
- U.S. Fish & Wildlife Service (USFWS) [Species List](#)
- NOAA National Marine Fisheries Service (NMFS) [Species List](#).

Each state also has a Natural Heritage Program that provides updated state and federal listings of T&E species.

- Georgia Threatened and Endangered Species [GTES](#)

#### 2202 Essential Fish Habitat (EFH)

EFH Best Management Practices (EFH BMPs) for Certain Response Activities to Accidental Discharges of Oil and Other Hazardous Materials have been prepared by NOAA Fisheries, Southeast Region, Habitat Conservation Division (HCD) to serve as EFH conservation recommendations to minimize impacts to EFH for certain, frequently utilized, emergency response activities approved by U.S. Coast Guard (USCG) and/or Environmental Protection Agency (EPA). The EFH BMPs are intended as general guidelines when response options are being considered by the USCG and/or EPA. EFH conservation recommendations are advisory and these EFH BMPs may be adapted as warranted to protect human life, prevent significant loss of property, and protection of the environment. The USCG and/or EPA should consult with the HCD after-the-fact when response activities result in unexpected or unanticipated adverse effects to habitats identified and described as EFH. The primary purpose of an after-the-fact consultation to emergency response activities will be to gather and analyze lessons-learned to inform revisions to the EFH BMPs and future response activities. EFH Best Management Practices (BMPs) are located at: <https://www.fisheries.noaa.gov/content/essential-fish-habitat-emergency-consultations-southeast>

## Coastal Georgia Area Contingency Plan 2021.0

**NOTE:** *At this time, these BMPs are not intended to satisfy any requirements of the Endangered Species Act.*

### 2300 Areas of Economic Significance

#### *Under Development*

### 2400 Areas of Sensitive Natural and Cultural Resources

As required under the 1997 *Programmatic Agreement on Protection of Historic Properties During Emergency Response under the National Oil and Hazardous Substances Contingency Plan (Programmatic Agreement)*, plans shall ensure inclusion of information on consideration of historic properties. Relevant NHPA points of contact are located in Appendix 25 of Volume 2 of this ACP.

#### 2401 Technical Expertise and Assistance

During a response, cultural resource managers/specialists can provide information on sensitive areas, technical assistance, and expertise regarding potential effects of oil on sensitive cultural environments within the impacted area. They are familiar with the area and are able to recommend the best locations for staging areas and access points. They will recommend specific measures and provide advice on response actions to be taken. They can assist in development of a monitoring plan and subsequent collection of data.

#### 2402 Cultural Resources Response

Although the NCP does not include language specific to protection of historic properties, several laws require consultation to prevent impacts on these resources. Additionally, numerous federal agencies including EPA, DOI, USCG, NOAA, DOE, DoD, and USDA signed the [\*Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan\*](#). This Agreement ensures that historic properties are taken into account in planning for and conducting emergency responses. Many states also have laws defining and protecting historic properties. Consultation with the State Historic Preservation Office (SHPO), Indian Tribes, or other state and federal land management agencies during pre-emergency response planning and/or in the course of an emergency response will enable the Federal and State OSC to avoid or minimize impacts on these important resources.

#### 2403 Cultural Resources Site Protection

When a discharge or release occurs, historic/archeological resource managers can provide timely advice on necessary measures to avoid exposure of protected sites to oil or hazardous substances, and priorities and timings of such measures. Archeological site data are protected so coordination needs to occur directly with regional/state POCs. Protective measures are often site-specific. Applicable laws and regulations governing historic property protection include, but are not limited to:

- [\*\*National Historic Preservation Act \(NHPA\) of 1966\*\*](#) – requires that federal agencies take into account the effects of their undertakings on historic properties. In addition to direct actions of the federal government, federal undertakings are projects involving a permit or license, funding, or other assistance or approval from a federal agency. Section 106 of the NHPA and its implementing regulations at [36 C.F.R. Part 800](#) lay out review procedures that ensure historic properties are considered in federal planning processes.

## Coastal Georgia Area Contingency Plan 2021.0

- [Historic Sites Act \(HSA\) of 1935](#) – established National Parks Service (NPS) as the Federal Government’s paramount historic preservation advocate.
- [Abandoned Shipwreck Act \(ASA\) of 1988](#) –the [law](#) transfers ownership and managing jurisdiction to most abandoned shipwrecks from the federal government to state governments. As a result, the title to such shipwrecks is held by the state governments or Indian tribes for the respective lands in which the shipwrecks are located; the federal government retains title to shipwrecks in federal lands and sunken U.S. warship and other shipwrecks entitled to sovereign immunity.
- [Archaeological Resources Protection Act \(ARPA\)](#) – prohibits unauthorized excavation, removal, or defacement of archaeological resources on federal and Indian lands. “Archaeological resources” are comprehensively defined to include archeological sites, structural remains, artifacts, bones, debris, etc. The ARPA imposes stiff penalties for violators and spells out permit requirements (uniform regulations jointly issued by DOI, USDA, and DoD).
- [American Indian Religious Freedom Act \(AIRFA\)](#) – is a joint Congressional resolution declaring that the U.S. Government will protect the inherent rights of Indian Tribes to free exercise of their traditional religions. Generally, this requires agencies to consult with Tribes when any action is contemplated that might affect practice of traditional religion.
- [Executive Order 13007](#) – requires agencies to avoid, to the best of their abilities, physical damage to Indian sacred sites on federal and Indian land.
- [Native American Graves Protection and Repatriation Act \(NAGPRA\)](#) – addresses responsibility for human remains and associated grave goods found on federal or tribal lands.

Response decisions should account for the relative impact of various response methods on sensitive areas. Information collected from nearby sensitive areas and utilization of spill response guidelines can aid in decision making regarding the deployment of appropriate protective measures. In a decision on a method of response, the most important consideration should be to balance effectiveness of each method available in removing spills of oil or other hazardous substance with effectiveness in protecting affected locations.

## Coastal Georgia Area Contingency Plan 2021.0

### 2500 Appropriate Response Methods for Specific Sensitive Environments and Habitats

In the CG ACP planning area, mechanical removal methods (e.g., booms, skimmers, sorbent, excavation, etc.) have been historically used and are preferred in most cases. In-situ burn and chemical dispersants also may be good alternatives or additional measures to mitigate an oil discharge. Removal of shoreline vegetation poses long-term effects to the surrounding environment such as increased shoreline erosion and turbidity.

A Best Management Practices (BMPs) geospatial data layers has been developed for Texas nearshore and inshore waters and is available on the Oil Spill Planning and Response Toolkit, <https://gisweb.glo.texas.gov/ostoolkit/index.html>

### 2600 Countermeasure Pre-authorizations

This ACP planning area falls within the RRT-4 area of responsibility. RRT-4 has considered various Alternative Response Technologies over the years; existing pre-authorizations and policies are located in Section 8000 of Volume 1.

## 3000 MONITORING RESPONSE EFFECTIVENESS – MONITORING PLANS

An oil discharge is dynamic and cleanup efforts must adapt as conditions change. Over time, the oil will spread, migrate, and undergo physical and chemical changes through natural processes. Climatic conditions may also change. A continual monitoring program is essential to ensure maximum removal of oil and protection of the environment throughout the cleanup.

The FOOSC and SOOSC, in consultation with the Natural Resource Trustees, other interested natural resource managers/parties, and the RP, will monitor effectiveness of response activities in protecting sensitive habitats and removing discharges of oil or releases of hazardous substances. The FOOSC and SOOSC will consult with Natural Resource Trustees and/or other interested natural resource managers/parties to determine need for and methods of implementing an incident-specific, long-term monitoring plan. Efforts to control, contain, and remove oil typically involve multiple methods of containment and recovery that may include booms, barriers, skimmers, sorbents, chemical agents, and manual recovery. Because each method has limitations, continued monitoring is necessary to ensure a successful cleanup. Monitoring activities may include visual observation, sampling, data collection and evaluation, and removal and replacement of saturated or defective material. Monitoring of ecological impacts associated with the response actions will also be necessary to ensure that the response does not cause more harm than good. Consultation with the appropriate agencies is essential to minimize injury to fish and wildlife and their habitats or to other sensitive environments.

Section 300.210(E) of the NCP requires that the FWSEP provide monitoring plan(s) to evaluate effectiveness of different countermeasures or removal actions in protecting the environment.

*These plans are “under development”*

## Coastal Georgia Area Contingency Plan 2021.0

### 4000 FISH AND WILDLIFE RESPONSE CAPABILITIES

The FOSC, SOSC, and RP must consult and coordinate with the appropriate Natural Resource Trustees and other interested natural resource management agencies/parties during the pre-spill planning phase and the response are essential to identify and understand potential natural resource concerns. Categories of fish and wildlife response capabilities include technical expertise and assistance, wildlife protection, wildlife rescue and rehabilitation, and health and safety concerns.

#### 4100 Technical Expertise and Assistance

During an oil spill response, Natural Resource Trustees and other interested natural resource managers/parties will provide technical assistance and expertise regarding potential effects of oil on fish and wildlife and their habitats or on other sensitive environments within the affected area. Natural Resource Trustees and interested natural resource managers/parties are familiar with the area and habitats affected, and should be able to recommend the best locations for staging areas, access points, or anchor locations. Natural Resource Trustees and interested natural resource managers/parties will recommend specific habitats where protective measures should be taken, and will provide advice on response actions to be taken. They can assist in development of a response monitoring plan and subsequent collection of data. In addition, USDA Animal and Plant Health Inspection Service Wildlife Service (APHIS-WS) has extensive operational and technical capabilities to assist with proper humane capture, handling, hazing, transport, and other issues that typically arise in spill situations. A list of USDA APHIS-WS State Offices is accessible on the [USDA APHIS Website](#). Finally, USFWS, NMFS, and the state wildlife agency will direct or oversee protection, rescue, and rehabilitation of fisheries and wildlife.

#### 4200 Wildlife Protection

Information related to wildlife protection can be found in the Wildlife Response Plan, Appendix 2 of Volume 2.

#### 4300 Wildlife Rescue and Rehabilitation

Information related to wildlife rescue and rehabilitation can be found in the Wildlife Response Plan, Appendix 2 of Volume 2.

#### 4400 Health and Safety Concerns in Wildlife Rescue and Rehabilitation

The NCP, 40 C.F.R. 300.210(c)(4)(ii)(H) states that the FWSEP will identify the minimum required OSHA/EPA training for volunteers, including those who assist with injured wildlife.

Two OSHA regulations address most of the occupational health and safety issues encountered during wildlife rescue and rehabilitation:

- The OSHA standard for Hazardous Waste Operations and Emergency Response (HAZWOPER) ([29 C.F.R. 1910.120](#)) regulates organizations or individuals involved directly in on-site (hot-zone) retrieval or clean-up efforts. In addition, each state may have its own worker safety requirements. Coordinate with the appropriate state agency to ensure these requirements are also met.
- The Hazard Communication Standard (HAZCOM) ([29 C.F.R. 1910.1200](#)), also known as

## Coastal Georgia Area Contingency Plan 2021.0

the Right-to-Know Law, requires full evaluation of all chemicals in the work place for possible physical or health hazards, and availability of all information relating to these hazards to each worker. HAZCOM does apply to rehabilitation organizations because petroleum is considered a hazard to human health.

Rehabilitation organizations are legally required to educate and protect all employees, including volunteers, in accordance with the OSHA standards. Individuals working with oiled animals need information regarding all potential hazards associated with handling said animals. The following minimum requirements should be applied to wildlife rescue and rehabilitation personnel, including volunteers:

- **Wildlife rescue and rehabilitation management personnel** – This is the core team of certified rehabilitators who will direct operations. Each individual must have 24-hours of classroom training in hazardous waste operations and emergency response and stay current with an annual 8-hour refresher training as per OSHA standard [29 C.F.R. 1910.120](#).
- **Rehabilitation facility volunteers** – These volunteers work under direction of the management team and are not allowed on scene or in the hot-zone unless additional training is provided (see retrieval volunteers). Volunteers in this category must receive 4 hours of training at the HAZWOPER Awareness level or have sufficient training or proven experience in specific competencies before they can begin work.
- **Retrieval volunteers** – These volunteers work under direction of the search and rescue management team, and are allowed on scene, but not in the hot zone. Volunteers working in this category must receive between 4 and 8 hours of HAZWOPER training (Awareness level) and an additional 8 hours of site-specific safety training before they can begin work.
- **Hot-zone retrieval of animals** – An individual conducting this must have 40 hours of classroom safety training for hazardous waste workers, and 24 hours of supervised field experience that meets OSHA guidelines, including 8 hours of annual refresher training, if applicable.

**The FOOSC, in consultation with OSHA’s representative to the RRT, as necessary, is responsible for assessing which training requirements are applicable.**

In addition to chemical hazards, mechanical, physical, and biological hazards may also be present during rescue and rehabilitation activities. Workers must be trained on site-specific hazards as well. The assigned Safety Officer should establish communication with OSHA representative at the beginning stages of a medium or large spill. Site characterization during an incident will be determined by the criteria set forth in the USCG ICS Safety Officer (SOFR) Job Aid and the Incident Management Handbook. In addition to the above, training elements may include the following:

- Facility concerns:
  - Behavior of oiled birds and turtles;
  - Proper animal restraint;
  - Personal protective equipment and clothing to protect workers from blood-borne pathogens and zoonoses;
  - Proper heavy lifting techniques;
  - Safe working practices, (e.g., no slippery or messy floors); and
  - Electrical safety.

## Coastal Georgia Area Contingency Plan 2021.0

- Field concerns (in addition to the above):
  - Climatic conditions (e.g., cold, heat);
  - Terrain;
  - Proper retrieval methods;
  - Vehicle safety (including boats);
  - Water hazards; and
  - Other response operations hazards.

Other safety concerns may apply to either the spill site or the rehabilitation facility. These concerns should be addressed on a site-specific basis.

### 4500 Consultation: ESA and EFH

The USCG, as action agency, will conduct Endangered Species Act (ESA) and Essential Fish Habitat (EFH) consultations as required by statutory and regulatory requirements.

The NRT developed and approved the following Endangered Species Act (ESA) and Essential Fish Habitat (EFH) emergency consultation documents in 2020; they are located on the [NRT website](#):

- [Section 7 of the Endangered Species Act \(ESA\) and Essential Fish Habitat \(EFH\) Emergency Consultation](#)
- [NOAA NMFS ESA Emergency Consultation Guidance](#)
- [Endangered Species Act \(ESA\) and Essential Fish Habitat \(EFH\) Post-Response Procedures](#)

The NOAA SSC and DOI Regional Environmental Officer (REO) shall be informed of any emergency response that results in the need for consultation. Additionally, both the SSC and the REO shall be copied on emergency consultation documents to ensure awareness. Relevant agency points of contact for ESA and EFH consultations are located/maintained in Appendix 25 of Volume 2.

4501 Department of Commerce (DOC) National Oceanic and Atmospheric Administration (NOAA)

The DOC, through NOAA, provides expertise on and has jurisdiction over living marine resources and their habitats, including certain threatened and endangered species. NOAA also provides information on actual and predicted meteorological, hydrological, and oceanographic conditions for marine, coastal, and inland waters. NOAA is a federal trustee for living and non-living natural resources in coastal and marine areas. Natural resources of concern to NOAA include:

- All life stages, wherever they occur, of fishery resources of the EEZ and continental shelf,
- Anadromous and catadromous species throughout their ranges, rivers and tributaries to rivers that historically or presently support an anadromous species,
- For Endangered Species Act (ESA), federally “endangered” or “threatened” species including designated critical habitat and marine mammals for which NOAA has assigned responsibility (<https://www.fisheries.noaa.gov/southeast/consultations/threatened-and-endangered-species-and-critical-habitats>),

## Coastal Georgia Area Contingency Plan 2021.0

- For Essential Fish Habitat (EFH), those actions that may adversely affect EFH. NMFS supplies an [EFH mapping tool](#) for assistance in identifying EFH.
- Tidal wetlands, salt marshes, estuaries, and other important habitat supporting fishery and marine resources,
- Living and non-living resources of the National Marine Sanctuaries and National Estuarine Research Reserves.

4502 Department of the Interior (DOI)

DOI has expertise regarding (and jurisdiction over) a variety of natural resources, federal lands, federal waters and trust responsibilities for Tribal lands. The following bureaus and offices have relevant expertise as listed.

4502.1 US Fish and Wildlife Service (USFWS)

Expertise with and jurisdiction over anadromous and certain fish and wildlife, including endangered and threatened species; migratory birds; certain marine mammals; national wildlife refuge management, waters and wetlands; contaminants affecting wildlife and their supporting habitat resources; and laboratory research facilities.

4502.2 National Park Service (NPS)

Provides biological, other natural resource and cultural resource expertise at park units.

4502.3 Bureau of Indian Affairs (BIA)

Main federal entity with the mission of meeting the federal government's trust responsibilities to federally recognized Indian Tribes, recognizing Tribal self-determination and sovereignty.

4502.4 Bureau of Safety and Environmental Enforcement (BSEE)

For the purposes of this ACP component, the BSEE Senior Marine Archaeologist, as the Federal Preservation Officer within the Office of Environmental Compliance, oversees the National Historic Preservation Act within federal waters.

### 4600 National Historic Preservation Act

The National Historic Preservation Act of 1966 (Public Law 89-665) requires agencies using federal funds to identify, evaluate, and, where significant, protect cultural resources. This Act also authorized the National Register of Historic Places. The National Park Service in the DOI administers both programs. Regulations for these programs are contained in

- 36 C.F.R. Part 60, National Register of Historic Places
- 36 C.F.R. Part 62, National Historic Landmarks Program
- 36 C.F.R. Part 63, Determinations Of Eligibility For Inclusion In The National Register Of Historic Places
- 36 C.F.R. Part 65, National Historic Landmarks Program
- 36 C.F.R. Part 800, Protection Of Historic Properties

Oil can contaminate cultural resources. Such contamination can prevent carbon dating, damage the fragile artifacts, and make restoration and preservation extremely difficult or impossible. In addition, oil spill response activities (e.g., mechanical cleanup and staging area construction) can

## Coastal Georgia Area Contingency Plan 2021.0

physically disturb or destroy artifacts and sites. The National Park Service's National Center for Preservation Technology and Training (NCPTT) in Natchitoches, Louisiana, has expertise in addressing oil contaminated resources.

The primary contact for responders seeking information and expertise on culturally sensitive areas is the State Historic Preservation Office (SHPO) for the State or the Tribal Historic Preservation Officer (THPO) for the affected tribal lands (unless the Tribe does not have a THPO, in which case the Tribe will have appointed staff to perform Section 106 reviews for the Tribe. The 1997 Programmatic Agreement contains provisions for historic properties specialists to provide field expertise. It is important that responders be aware of the types of cultural resources that they are likely to encounter while responding to an incident and that they will immediately notify the FOSC/UC in the event that these types of materials are discovered.

The CG Area Committee will regularly review response strategies to identify and revise any strategies that may adversely impact cultural resources. These resources are protected under federal, tribal and state laws.

### **4700 Law Enforcement**

The USFWS Office of Law Enforcement (OLE) is responsible for investigating suspected and alleged violations of federal wildlife laws including the Migratory Bird Treaty Act, 16 U.S.C. 703 *et seq.*; the Endangered Species Act, 16 U.S.C. 1538 *et seq.*; the Bald and Golden Eagle Protection Act, 16 USC 668a *et seq.*; the National Wildlife Refuge Act, 16 U.S.C. 668dd *et seq.*; and several others.

Wildlife injuries, mortalities, and habitat impacts resulting from spills can constitute violations of OLE-enforced laws. Special Agents of the OLE or Refuge Officers of the Division of Refuges (when USFWS lands are involved) may be required to initiate investigations during the spill response phase to document violations and collect evidence in a timely manner. These law enforcement officers will coordinate their activities with the FOSC or other on-scene law enforcement personnel. Additionally, the Special Agents/Refuge Officers will ensure that responders possess the necessary federal permits, and that wildlife-related response activities are accomplished in accordance with applicable laws and permit provisions.

Many Special Agents and Refuge Officers have detailed knowledge of the local terrain and can provide timely, site-specific information to response personnel. In many cases, the OLE and other USFWS responders have shared and similar interests, and will work cooperatively on collecting or sampling, recording, storage, transportation, and laboratory analysis of injured or dead wildlife. When necessary, additional personnel operating under guidance and direction of the OLE may be brought on scene to assist with wildlife handling or collection.

### **4800 Natural/Physical Protection Environmental Sensitivity Maps**

Environmental Sensitivity Index (ESI) Maps have been developed by multiple entities and available from several sources. ESI maps have been developed for the entire coastal regions of both Louisiana and Texas. Sources may differ but each subscribe to the NOAA standard of defining a shoreline's sensitivity to oiling, identified biological resources, and human-use resources.

## Coastal Georgia Area Contingency Plan 2021.0

Additionally, both Louisiana and Texas have developed Geographic Response Strategies (GRSs) and/or Geographic Response Plans (GRPs) through the Area Committee. Section 9000 of Volume 1 provides overview information on GRSs/GRPs. Texas has also established Priority Protection Areas (PPAs), determined jointly by agencies, resource trustees, commercial and recreational fisherman, and other special interest groups. These groups used available data to delineate areas that warrant special consideration during oil spill events. These data sources are available from the Oil Spill Planning and Response Toolkit, geospatial viewer.

<https://gisweb.glo.texas.gov/ostoolkit/index.html>

### **5000 CULTURAL RESOURCES RESPONSE**

*Under Development*

#### **5100 Technical Expertise and Assistance**

*Under Development*

#### **5200 Cultural Resources Site Protection**

*Under Development*

### **6000 INTERFACE BETWEEN THE FWSEP WITH NON- FEDERAL PLANS**

OPA requires owners or operators of certain oil-handling facilities and all applicable tank vessels and non-tank vessels (hereafter referred to as “plan holders”) to prepare and submit response plans to the USCG. The plans must outline how the plan holder will, to the maximum extent practicable, respond to a worst-case discharge (WCD), and to a substantial threat of such a discharge of oil or a hazardous substance.

The plan holder must ensure, by contract or other approved means, the availability of private personnel and equipment necessary to remove, to the maximum extent practicable, a WCD, including a discharge from a fire or explosion.

The plan holder is required to name qualified individuals who speak English and reside in the U.S., and who are available to respond 24 hours a day, with the full authority of the owner or operator to activate the response plan and contract for oil spill response services. Vessel plan holders must identify salvage and marine firefighting (SMFF) resource providers to perform the 19 required SMFF services, outlined in Subpart I of Title 33, Code of Federal Regulations (C.F.R.), part 155. Both vessel response plans (VRP) and facility response plans (FRP) must align with ACPs and the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), for response to oil discharges and hazardous substance releases. In addition to aligning with the applicable ACP and NCP, response plans must meet the requirements established in the National Planning Criteria (NPC). The NPC are the regulatory requirements in Title 33, C.F.R., parts 154 and 155.

Additionally, 30 C.F.R. 254 mandates requirements for offshore oil and natural gas exploration and production oil spill response plans (OSRPs). BSEE is responsible for review/approval of this offshore OSRPs.

## Coastal Georgia Area Contingency Plan 2021.0

All associated response plans must be consistent with the requirements of the NCP, RCP, and this ACP. USCG Marine Safety Unit (MSU) Port Arthur and MSU Lake Charles reviews and approves FRPs for compatibility with this FWSEP. Pipeline plans in the ACP planning area reviewed and approved by the Department of Transportation (DOT)/Pipeline and Hazardous Materials Safety Administration (PHMSA). USCG headquarters reviews and approves applicable vessel response plans. Figure 1 illustrates relationships among federal plans, the FWSEP, and non-federal response plans. Participation by facilities on the Area Committee is encouraged. Joint exercises will occur to test VRPs/FRPs and their interface with this FWSEP.

Figure 1: Relationships among Federal and Non-Federal Response Plans



---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Hazardous Substance Response

Annex D  
July 2024

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated format and verified hyperlinks	All	01Jul24	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

**Table of Contents**

**1000 Introduction..... 1**

**1100 Scope ..... 1**

**1200 Definition of Hazardous Substances ..... 1**

**1300 Authorities..... 2**

        1301 Federal.....2

        1302 Georgia State.....2

**2000 Command..... 3**

**2100 Hazardous Substance Incident/Unified Command Objectives ..... 3**

**2200 Criminal Incident Management ..... 3**

**2300 Notification Requirements ..... 4**

        2301 Federal.....4

        2302 Georgia State.....5

            2302.1 Hazardous Material and Explosives Control .....5

            2302.2 Georgia Emergency Management and Homeland Security Agency .....5

        2303 Public Information .....5

        2304 Health and Safety .....5

        2305 Liaison.....5

**3000 Operations ..... 6**

**3100 Sampling Assistance and Resources..... 6**

**3200 Laboratory Assistance and Resources ..... 7**

**4000 Planning ..... 8**

**4100 Coordination with other Hazardous Materials Planning ..... 8**

**4200 Natural Resource Trustees..... 8**

        4201 Federal Trustees .....8

            4201.1 Department of the Interior.....8

            4201.2 Department of Commerce .....8

            4201.3 Department of Agriculture .....9

            4201.4 Department of Defense.....9

            4201.5 Department of Energy .....9

        4202 State Trustees .....9

        4203 Tribal Trustees .....9

**4300 Air Plume Modeling ..... 9**

**4400 Transition to Long-Term Cleanup..... 10**

**4500 Disposal..... 10**

        4501 Biological Waste (WMD) .....10

**5000 Logistics ..... 11**

**5100 Emergency Response Teams..... 11**

**5200 Contractor Support ..... 11**

**6000 Finance/Administration..... 11**

**6100 Local Government Reimbursement..... 12**

**Coastal Georgia Area Contingency Plan**

**6200 Cost Documentation ..... 12**  
**7000 Additional Reference Materials..... 13**

## 1000 Introduction

While the basic Incident Command System/Unified Command (ICS/UC) is unchanged whether the response is to an oil discharge or hazardous substance release, including a Weapons of Mass Destruction (WMD) incident, there are a number of factors that are unique to hazardous substance releases. The purpose of this annex is to provide SELACP users with information specific to responses to hazardous substance releases, including WMD incidents.

Many SELAC member agencies have specific responsibilities during and following a hazardous substance incident, including a WMD or other terrorist act (chemical, biological, or radiological). The SELACP is a good general guide for interagency coordination and resources during a response to any type of oil or hazardous substance incident.

## 1100 Scope

This annex will focus on hazardous substance incidents with the following characteristics:

- Multi-agency and/or multi-jurisdictional response,
- Exceeds localized (town/city/parish/state) response capacity,
- Response exceeds one operational period,
- Release or imminent release of hazardous substances, and
- Response phase of the incident, through stabilization.

## 1200 Definition of Hazardous Substances

Before the process of planning for a hazardous substance incident response can begin, there has to be a clear understanding of the types of materials that are to be covered under this annex. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendment and Reauthorization Act (SARA) of 1986 defines hazardous substances as “hazardous waste” under the Resource Conservation and Recovery Act (RCRA), as well as hazardous substances regulated under the Clean Air Act, Clean Water Act, and the Toxic Substance 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 (RQs) are listed in 40 CFR Part 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 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 annex does not specifically deal with issues related to response to petroleum products.

## 1300 Authorities

### 1301 Federal

Federal authorities for response to hazardous substance, pollutant, or contaminant; including biological, chemical, and radiological warfare agent releases are outlined in CERCLA (42 U.S.C. 9604) and the NCP, 40 CFR Part 300. FOSCs are the federal officials predesignated by EPA and the USCG to coordinate response activities. The FOSC directs response efforts and coordinate all other response efforts at the scene of a release. As the state and local responder's gateway to the resources of the National Response System, it is the FOSC's responsibility to provide access to resources and technical assistance that may not be otherwise available to a community.

Similar to oil spills, federal response authorities are shared by the EPA and the USCG, with the EPA maintaining jurisdiction of hazardous substance releases in the inland zone and the USCG in the coastal zone. The EPA also has the lead for longer-term hazardous substance and pollutant or contaminant cleanups in the coastal zone. Responsibility for radiological responses are more complex and are dependent on the source of the release. Roles and responsibilities are outlined in the Nuclear/Radiological Annex to the National Response Framework.

### 1302 Georgia State

The Hazardous Material and Explosives Control functions are under the Georgia Department of Natural Resources – Environmental Protections Division and can be access through the Georgia Central Warning Point number 1-800-TRY-GEMA (1-800-879-4362). Under Georgia Law the Department of Public Safety and GaDNR-EPD, has the responsibility for response and investigation of all chemical emergencies occurring within the State of Georgia. GaDNR-EPD is the SOSOC for all Hazardous Substance releases.

The Georgia GEMA/HS Emergency Management and Homeland Security Agency (GEMA/HS) operates the State Emergency Operations Center (SOC). The GEMA/HSGEMA/HS serves as the state's Multi Agency Coordination Center and has the responsibility of activating the appropriate Emergency Support Functions (ESF) to support the incident, if necessary. The Georgia Emergency Operations Plan (GEOP) is an all hazards plan and establishes roles and responsibilities for state partner's ESF in disaster response. The following are GEMA/HSGEMA/HS duties relative to this plan:

- GEMA/HS maintains and staffs emergency depots, including the establishment and training of a volunteer corps;
- Maintain the GEOP;
- Assist and provide guidance (when requested) for the development and maintenance of local and inter jurisdictional disaster plans;
- Maintain a roster of trained personnel, skilled in disaster prevention, preparedness, response, and recovery;
- Provide direct emergency support to local communities in declared emergencies including spills; and
- Provide emergency notification and conference call capability with local County Emergency Operations Centers.

## 2000 Command

The complexity and jurisdictional characteristics of the incident will determine the level of involvement of Federal, state, local, and tribal agencies, the Responsible Party, and other responders. It is expected that the UC participants will be determined based on each incident. The table below outlines the State and Federal lead agency for specific incident types. Please note that this chart only shows the agency with primary authority, it does not reflect the fact that multiple agencies typically coordinate on each incident.

	<b>Oil</b>	<b>HazMat</b>	<b>Biological</b>	<b>Radiological</b>	<b>Disaster</b>
<b>Georgia</b>	GaDNR-EPD	GaDNR-EPD	GaDNR-EPD	GaDNR-EPD	GaDNR-EPD
<b>Federal</b>	EPA/USCG	EPA/USCG/ DoD	EPA/USCG	EPA/USCG/ DOE/DoD/NRC/ NASA	FEMA

The USCG has developed an All-Hazards Incident Management Handbook which provides some guidance as to organizational set-up and roles/responsibilities for hazardous substances as well as mass-casualty incidents. These are found in Chapter 15 (Multiagency Coordination under the NRF), Chapter 19 (Mass Casualty/Mass Rescue), Chapter 20 (Oil Spill), and Chapter 21 (Hazardous Substance) of the [USCG Incident Management Handbook \(IMH\)](#).

## 2100 Hazardous Substance Incident/Unified Command Objectives

Primary Unified Command objectives:

- Identify the hazards;
- Isolate the hazard area, and secure the source;
- Protect the safety of the public and responders;
- Mitigate impact(s) to the environment;
- Remove contamination; and
- Activate response plans.

Other possible Unified Command objectives:

- Assess the threat of release;
- Environmental monitoring;
- Sample and forensic evidence collection/analysis.

## 2200 Criminal Incident Management

At the onset of a response it is often unclear whether the cause of a release was accidental or criminal. Local responders will likely be the first to arrive on scene to assess the situation and possibly take initial response measures to contain or stop the release.

In instances where criminal activity is suspected, coordination is required between law enforcement, who view the incident as a crime scene, and other first responders who view the

incident as a hazardous substance release or a disaster site. Although protection of life remains paramount, the protection and processing of the crime scene is imperative so perpetrators can be identified and apprehended. These dynamic objectives will be accounted for by forming a Unified Command with the applicable law enforcement agencies.

Since 9/11/01, much attention has been given to terrorist incidents. A nuclear, biological, or chemical WMD type terrorist incident is inherently a hazardous substance release with a criminal investigation component. As such, it should be responded to under the National Response Framework (NRF). The Terrorism Incident Law Enforcement and Investigation Annex to the NRF also provides guidance on response to criminal incidents with significant impacts. A terrorist incident will always be treated as a federal crime scene, thus giving the Federal Bureau of Investigation (FBI) and local/state law enforcement agencies the initial lead in each response. Be aware that the FBI can activate federal resources to assist in the response activities.

The UC responding to an incident where terrorism is involved must be acutely aware of the unique nature of the Federal Government's response mechanisms for these types of incidents. HSPD-5 gave DHS the lead federal role for coordinating federal support to a state and local response; however, nothing in the NRF changes legal authorities or responsibilities outlined in other federal, state, or local laws and regulations. The UC may find themselves working with DHS, FBI, FEMA, or a number of other federal agencies under the NRF.

If a responder suspects terrorism, the FBI and local/state law enforcement must be notified as soon as possible. Given available evidence, statements, scenario, and intelligence; the FBI/Law Enforcement agencies will make the determination on whether the incident is credible. The FOSC may be approached by the law enforcement agencies to assist in obtaining initial investigative samples to confirm their "credible threat" determination if local sampling resources are not identified or available.

The FOSC should share all available and applicable information with the law enforcement agencies to assist them in making these determinations.

## 2300 Notification Requirements

### 2301 Federal

Releases of CERCLA hazardous substances, in quantities equal to or greater than their reportable quantity (RQ), are subject to reporting to the National Response Center under CERCLA, 40 CFR Part 300.125(c). Such releases are also subject to state and local reporting under Section 304 of SARA Title III (Emergency Planning and Community Right to Know Act (EPCRA)). CERCLA hazardous substances, and their RQs, are listed in 40 CFR Part 302.4. CERCLA and EPCRA RQs may also be found in the EPA's "List of Lists" at [EPA NEPIS](#). Radionuclides listed under CERCLA are provided in a separate list, with RQs in Curies.

While there are no statutory reporting requirements for releases of pollutants or contaminants for terrorist-related threats; the National Response Center will accept all reports of potential terrorist incidents and pass the report along to the appropriate agencies. All emergencies should also be immediately reported to 911 to activate local law enforcement and response resources.

## 2302 Georgia State

To report incidents involving hazardous materials, call the Georgia State Warning Point Hotline at 1-800-TRY-GEMA (1-800-879-4362). Additionally, resource requests are typically routed through WEBEOC for documentation purposes and resource allocation.

### 2302.1 Hazardous Material and Explosives Control

The Hazardous Material and Explosives Control functions are handled under the Georgia Department of Public Safety and the Georgia Department of Natural Resources - Environmental Protection Division (GaDNR-EPD). These departments have the responsibility for response and investigation of all chemical emergencies occurring within the State of Georgia. GaDNR-EPD is the SOSOC for all Hazardous Substance releases.

### 2302.2 Georgia Emergency Management and Homeland Security Agency

The Georgia Emergency Management and Homeland Security Agency (GEMA/HS) operates the State Operations Center (SOC). The GEMA/HS serves as the state's Multi Agency Coordination Center and has the responsibility of activating the appropriate Emergency Support Functions (ESF) to support the incident. The Georgia Emergency Operations Plan (GEOP) is an all hazards plan and establishes roles and responsibilities for state partners ESF in disaster response.

## 2303 Public Information

For the most update public information management strategies, best practices and job aids, follow the protocols and procedures outlined in the [National Response Team \(NRT\) Joint Information Center \(JIC\) Model](#).

## 2304 Health and Safety

Follow requirements of 29 CFR Part 1910.120. For hazardous substance specific information please see Section 7000 of this annex for reference materials to learn where you can find information specific to health and safety during hazardous substance incidents.

## 2305 Liaison

The following is a list of potential stakeholders who may be involved in addition to the agencies who are typically involved in an oil spill.

- Local/State hazmat and health departments;
- Local/State Emergency Management Agencies;
- Bomb squads or DoD Explosive Ordinance Detachments;
- Department of Health and Human Services (HHS), Centers for Disease Control and Prevention (CDC), or Agency for Toxic Substances and Disease Registry (ATSDR);
- Nuclear Regulatory Commission (NRC) or DOE;
- Department of Agriculture (USDA);
- National Guard Civil Support Teams;
- Private Sector Clean-up Companies;
- Laboratories/Transportable Laboratories; and/or
- Other stakeholders identified in this plan or other local plans.

### 3000 Operations

Operational 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, operational activities can be grouped into the following general steps:

- Determine threat to human health and the environment;
- Notification;
- Evacuate/shelter-in-place;
- Communicate the hazard warning to others;
- Removal of victims to safe area;
- Observe signs and symptoms of casualties;
- Determine extent of contamination;
- Establishment of exclusion, contamination reduction, and support zones;
- Control access to the area;
- Determine the contaminant/hazards involved;
- Control/stop further releases;
- Initiate decontamination procedures for response personnel/equipment;
- Sample water/soil/air/product;
- Contain material already released; and
- Implement countermeasures.

### 3100 Sampling Assistance and Resources

The following agencies can provide onsite 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 Warfare Agents (WMD), and Radiation (RAD).

Entity	Location	Phone Number	Capabilities
<b>Federal</b>			
US EPA- Region 4	Atlanta, GA	(800) 424-8802	TIC, WMD, RAD
CG Gulf Strike Team	Mobile, AL	(251) 441-6601	TIC, WMD, RAD
FBI Hazardous Materials Response Unit	Washington, D.C.	(202) 324-3000	TIC, WMD, RAD
<b>Georgia State</b>			
National Guard 4th Civil Support Team	Marietta, GA	(800) 879-4362	TIC, WMD, RAD

For a complete listing, see the following link to the: [Hazardous Materials Response Special Teams Capabilities and Contact Handbook](#).

## 3200 Laboratory Assistance and Resources

The following laboratory resources and networks can be used to identify appropriate sampling techniques, analytical methods, and available laboratories for the analysis of samples from various matrices:

Laboratory Source	Description	Contact/Info
<b>Centers for Disease Control and Prevention</b>	Laboratory Response Network (LRN) - A collaborative effort of federal, state, military, and private labs to aid in response efforts of a TIC, WMD, or RAD event.	800-232-4636 <a href="http://www.bt.cdc.gov/lrn">http://www.bt.cdc.gov/lrn</a>
<b>EPA Environment Response Laboratory Network (ERLN)</b>	A network of agency, State environmental, commercial and other Federal laboratories who will provide integrated, rapid analysis using standardized diagnostic protocols, and procedures.	<a href="https://www.epa.gov/emergency-response/environmental-response-laboratory-network">https://www.epa.gov/emergency-response/environmental-response-laboratory-network</a>
<b>EPA Laboratory Compendium</b>	Network of EPA national labs, state public health, and private labs to aid in a water security event, in addition to TIC, WMD, and RAD events.	703-818-4200 <a href="https://www.epa.gov/emergency-response/erln-lab-compendium-fact-sheet">https://www.epa.gov/emergency-response/erln-lab-compendium-fact-sheet</a>
<b>Association of Public Health Laboratories (APHL)</b>	State Public Health Laboratories-Emergency Contact Directory.	<a href="http://www.aphl.org/AboutAPHL/contactus/Pages/default.aspx">http://www.aphl.org/AboutAPHL/contactus/Pages/default.aspx</a>
<b>National Environmental Laboratory Accreditation Program (NELAP)</b>	Current listing of accredited environmental labs and their primary accreditation body, in addition to types of sample media the labs can analyze.	<a href="http://www.nelac-institute.org/accred-labs.php">http://www.nelac-institute.org/accred-labs.php</a> <a href="http://www.nelac-institute.org/content/NELAP/accred-bodies.php">http://www.nelac-institute.org/content/NELAP/accred-bodies.php</a>
<b>National Environmental Method Index (NEMI)</b>	Search all chemical, biological, microbial, toxicity, and physical methods in NEMI.	<a href="https://www.nemi.gov/home/">https://www.nemi.gov/home/</a>
<b>EPA Method Collection</b>	Standard Analytical Methods (SAMs) for environmental measurement and regional EPA laboratory contact information.	<a href="http://www.epa.gov/fem/methcollectns.hrm">http://www.epa.gov/fem/methcollectns.hrm</a>

## 4000 Planning

### 4100 Coordination with other Hazardous Materials Planning

Planning for hazardous substance response happens at a number of levels throughout the SELAC's area of responsibility. As a result of the SARA Title III requirements, State Emergency Response Commissions (SERCs), and Local Emergency Planning Committees (LEPCs),. The purpose of these groups is to develop local emergency response plans, participate in exercises to ensure preparedness at the local level, and arrange for training for local responders. In addition, local departments of emergency management (or similar groups) may assist with these functions as well as notification of hazardous substance incidents. The federal government provides very limited funding to SERCs, and LEPCs, and through the Hazardous Materials Emergency Preparedness grant program. The level of SERC, and LEPC activity varies widely from across the region. The emergency management positions vary and may be a Department of Emergency Management, Emergency Services, Civil Defense, or Disaster Services.

The SELACP serves as the primary response planning document for the federal and state response agencies in the SELAC boundaries.

### 4200 Natural Resource Trustees

The following list outlines the Trustees for natural resources designated in Subpart G of the NCP, and provides a brief description of the resources that may be potentially impacted as a result of an oil spill or hazardous material release. Natural resources include land, fish, wildlife, biota, water, ground water, drinking water supplies, and other such resources. This list is provided for informational purposes and is not intended to be all-inclusive.

#### 4201 Federal Trustees

##### 4201.1 Department of the Interior

Through the Bureau of Indian Affairs, Bureau of Land Management, Bureau of Reclamation, Fish and Wildlife Service, National Park Service, Bureau of Ocean Energy Management, Bureau of Safety and Environmental Enforcement, this department are the trustees for:

- Migratory birds and certain anadromous fish, endangered species, and marine mammals and their supporting ecosystems;
- Federally owned minerals;
- Federally managed water resources;
- Natural and cultural resources located on, over, or under land administered by DOI through its component bureaus;
- National Parks, National Wildlife Refuges, National Landscape Conservation Areas, etc; and
- Those natural resources for which an Indian tribe would otherwise act as trustee in those cases where the United States acts on behalf of the Indian tribe.

##### 4201.2 Department of Commerce

Through the National Oceanic and Atmospheric Administration, this department are trustees for:

- Marine fishery resources and certain anadromous fish, endangered species, and marine mammals and their supporting ecosystem;
- National Marine Sanctuaries; and
- National Estuarine Reserves.

### **4201.3 Department of Agriculture**

Through the U.S. Forest Service, this department is the trustee for any natural and cultural resources located on, over, or under land administered by USFS.

### **4201.4 Department of Defense**

The DoD is the trustee for any natural and cultural resources located on, over, and under land administered by the DoD.

### **4201.5 Department of Energy**

The DOE is the trustee for any natural and cultural resources located on, over, and under land administered by the DOE.

## **4202 State Trustees**

All unauthorized discharges or releases of pollutants within Louisiana must be immediately reported to the Louisiana Emergency Hazardous Materials Hotline, 1-877-925-6595. The SOSC is responsible for notification to State Natural Resource Trustees. A complete list of the State Natural Resource Trustees can be found in the Louisiana State Oil Spill Contingency Plan.

## **4203 Tribal Trustees**

Tribes with reservations and/or usual and accustomed hunting or fishing grounds within the state of Georgia applicable to this plan, must be notified by the Federal On-Scene Coordinator in the event an incident may impact or threaten to impact any of their resources. Since boundaries for usual and accustomed hunting and fishing grounds may be complicated, it is recommended that the Department of the Interior and/or the Bureau of Indian Affairs (BIA) be consulted to ensure proper notifications are made. Tribes must also be notified if there may be potential impact from a spill or spill response operations to any tribal cultural resources. Again, DOI and BIA may assist in identification of tribes for notification; however, it remains the FOSC's responsibility to make all proper notifications to tribes.

## **4300 Air Plume Modeling**

The National Response Framework designated 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 from 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. An IMAAC fact sheet can be downloaded here: <https://narac.llnl.gov/>.

Emergency IMAAC assistance can be requested through IMAAC Operations at 925-424-6465 or through the DHS National Operations Center at 202-282-8101.

The CAMEO Suite of applications (CAMEO - Computer-Aided Management of Emergency Operations, ALOHA - Aerial Locations of Hazardous Atmospheres, and MARPLOT - Mapping Application for Response, Planning, and Local Operational Tasks) is designed to allow the user to plan for and respond to hazardous substance incidents.

The CAMEO Chemical Database has identification information and response recommendations for thousands of chemicals commonly transported in the United States. CAMEO also includes 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: <https://www.epa.gov/cameo>.

ALOHA can predict the movement of hazardous substances in the atmosphere and display this on a digital map via MARPLOT. ALOHA has almost a thousand chemicals in its database. MARPLOT uses electronic maps created by the Bureau of Census that cover the entire country and can be downloaded for free as part of the CAMEO software suite mentioned above. Local HazMat Teams are often proficient with ALOHA modeling.

### 4400 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 clean-up/remedial 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/remedial clean-up actions are:

- Evaluate clean-up/decontamination options;
- Implement cleanup alternatives; and
- Long-term monitoring or remediation of impacted area, if necessary.

### 4500 Disposal

A number of different hazardous wastes may be generated as a result of an incident. The Responsible Party or lead agency must address proper disposal of the wastes in accordance with the Resource Conservation and Recovery Act (RCRA), the NCP, and the CGACP, state, and local regulations. See Annex 14 (Disposal) of this plan for Georgia State Disposal Guidelines. Options for disposal of material connected to the emergency response action will be addressed by the State with support by the federal agencies for those agents, substances, or radioactive materials that need special care.

### 4501 Biological Waste (WMD)

The need to dispose of material contaminated with biological agents is rare, and therefore standard protocols do not exist. Often it is possible to neutralize the biological agent, after which the

material may be treated as non-hazardous garbage. The appropriate disposal method for biological waste will be dependent on the specific situation, and will be influenced by politics. It will require consultation between local, state, and federal partners as well as agreement from the disposal site operator.

### **5000 Logistics**

#### **5100 Emergency Response Teams**

Information regarding Hazardous Materials Response Teams available to the FOSC can be found in Section 5000 (Support Available to the FOSC) of Volume 1 of this plan.

#### **5200 Contractor Support**

There are a number of contractors in Georgia with expertise in responding to hazardous substance releases. It is essential that any contractor retained have the appropriate training to meet the OSHA 29 CFR Part 1910.120 health and safety requirements and be capable of responding in the appropriate level of protection.

### **6000 Finance/Administration**

There are a number of federal and state funding sources that may be accessed to pay for costs incurred at an incident. These sources are set up as funding mechanisms in the event that the responsible party is unable/unwilling to provide funding of response actions. Access to these funding sources is possible through the federal or state agency that is responsible for administering the fund.

Under CERCLA, the Hazardous Substance Response Trust Fund (Superfund) was established to pay for cleanup of releases of hazardous substances and uncontrolled hazardous waste sites. The EPA manages and administers this fund. In order for a response/clean-up to be initiated using the Superfund, there must be a release or the threat of release of a CERCLA hazardous substance, pollutant, or contaminant. The release must cause a threat to public health or welfare or the environment based on the criteria outlined in the NCP, 40 CFR Part 300.415(b)(2). Pollutants or contaminants must meet a higher threshold of posing an “imminent and substantial endangerment” to human health or the environment. The FOSC makes these determinations.

The NCP 40 CFR Part 300.415(b)(2) criteria for accessing the Superfund:

- Actual or potential exposure to nearby human populations, animals, or the food chain from hazardous substances or pollutants or contaminants;
- Actual or potential contamination of drinking water supplies or sensitive ecosystems;
- Hazardous substance or pollutants or contaminants in drums, barrels, tanks, or other bulk storage containers, that may pose a threat of a release;
- High levels of hazardous substances or pollutants or contaminants in soils largely at or near the surface, that may migrate;
- Weather conditions that may cause hazardous substances or pollutants or contaminants to or be released;

- Threat of fire or explosion;
- The availability of other appropriate federal or state response mechanisms to respond to the release; and
- Other situations or factors that may pose threats to public health or welfare of the United States or the environment.

## 6100 Local Government Reimbursement

Local authorities (county, city, municipality, township, or tribe) may apply for reimbursement of costs incurred in response to an incident through the EPA, which administers the Superfund. States are specifically excluded from seeking reimbursement from the Superfund. Local governments are eligible for reimbursement up to \$25,000 per incident for costs such as overtime charges, response contractors, equipment purchased for the response, and replacement of damaged equipment. The EPA may accept only one request for reimbursement for each hazardous substance release incident. EPA cannot reimburse for costs previously budgeted for by the local government. More information for the Local Government Reimbursement (LGR) program may be obtained by calling EPA's LGR Helpline at: (800)431-9209 or visiting the following link:

<https://www.epa.gov/emergency-response/local-governments-reimbursement-program>

## 6200 Cost Documentation

All entities and agencies should document the full range of costs in responding to an incident. It may not be clear at the onset of an incident how costs might be recovered; it is important that records are accurate and complete.

Upon completion of all site activities and/or completion of each phase of an incident, the FOSC may be responsible for submitting letters and/or reports to other agencies. Also, those responders and agencies that accessed fund sources must provide written documentation and information to support the cost incurred. Costs must be fully and accurately documented throughout a response. Cost documentation should provide the source and circumstance of the release, the identity of the Responsible Parties, the response actions taken, accurate accounting of federal, state, or private party costs incurred for response actions, impacts, and potential impacts to the public health and welfare and the environment.

## 7000 Additional Reference Materials

Information Source	Description	Web Link
<b>Code of Federal Regulations</b>	29 CFR - Labor	Titles can be found online at the following web address: <a href="https://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR">https://www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR</a>
	33 CFR - Navigation and Navigable Waters	
	40 CFR - Protection of the Environment	
	40 CFR 300 - NCP	
	49 CFR - Transportation	
<b>Safety</b>	NIOSH Manual of Analytical Methods	<a href="http://www.cdc.gov/niosh/docs/2003-154">http://www.cdc.gov/niosh/docs/2003-154</a>
	OSHA Guidance Manual for Hazardous Waste Site Activities	<a href="http://www.osha.gov/Publications/complinks/OSHG-HazWaste/4agency.html">http://www.osha.gov/Publications/complinks/OSHG-HazWaste/4agency.html</a>
	Agency for Toxic Substances & Disease Registry (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.	<a href="http://www.atsdr.cdc.gov/MMG/index.asp">http://www.atsdr.cdc.gov/MMG/index.asp</a>
<b>Chemical Properties</b>	Centers for Disease Control and Prevention (CDC) Chemical Specific Information	<a href="http://emergency.cdc.gov/agent/agentlistchem.asp">http://emergency.cdc.gov/agent/agentlistchem.asp</a>
	ATSDR Chemical Specific 2-Page Info Sheet	<a href="http://www.atsdr.cdc.gov/toxfaqs/index.asp">http://www.atsdr.cdc.gov/toxfaqs/index.asp</a>
	NIOSH Pocket Guide to Chemical Hazards	<a href="http://www.cdc.gov/niosh/npg/">http://www.cdc.gov/niosh/npg/</a>
	ACGIH TLVs and BEIs	<a href="http://www.acgih.org/tlv-bei-guidelines/policies-procedures-presentations/overview">http://www.acgih.org/tlv-bei-guidelines/policies-procedures-presentations/overview</a>

<b>First Responder References</b>	The Merck Index	<a href="https://www.rsc.org/merck-index?e=1">https://www.rsc.org/merck-index?e=1</a>
	EPA OCS Blue Book- A collection of field related resources	<a href="http://www.epaosc.org/_bluebook/bluebook.asp">http://www.epaosc.org/_bluebook/bluebook.asp</a>
	CSX Transportation Emergency Response to Railroad Incidents	<a href="http://csxhazmat.kor-tx.com/">http://csxhazmat.kor-tx.com/</a>
	DOT Emergency Response Guidebook (Note: This is generally updated every 4 years).	<a href="http://www.phmsa.dot.gov/hazmat/library/erg">http://www.phmsa.dot.gov/hazmat/library/erg</a>
	ATSDR - HazMat Emergency Preparedness Training and Tools for Responders	<a href="http://www.atsdr.cdc.gov/hazmat-emergency-preparedness.html">http://www.atsdr.cdc.gov/hazmat-emergency-preparedness.html</a>
<b>Military References</b>	USAMRIID Medical Management of Chemical Casualties Handbook	<a href="http://www.usamriid.army.mil/education/instruct.htm">http://www.usamriid.army.mil/education/instruct.htm</a>
	USAMRIID Medical Management of Biological Casualties	
	Textbook of Military Medicine (TMM)	
	Defense against Toxin Weapons Manual	

This Page Intentionally Left Blank

---

Coastal Georgia  
Area Contingency Plan

Marine Firefighting Plan

ANNEX E

## Coastal Georgia Area Contingency Plan

### Record of Changes

Change Number	Change Description	Section Number	Change Date	Name
1	Updated Table of Figures and added area charts, MFF asset lists.	All Sections	04Sep2024	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

# Coastal Georgia Area Contingency Plan

## Table of Contents

<b>1000 Introduction</b> .....	<b>1</b>
<b>1100 Purpose</b> .....	<b>1</b>
<b>1101 Area of Responsibility</b> .....	<b>1</b>
<b>1102 Counties</b> .....	<b>3</b>
<b>1103 COTP Zone Overview and Deepwater Ports</b> .....	<b>3</b>
<b>1200 Scope</b> .....	<b>4</b>
<b>1201 Scenario 1 Commercial Vessel Fire Moored at Commercial Facility:</b> .....	<b>6</b>
<b>1202 Scenario 2 Commercial Vessel Fire Underway</b> .....	<b>8</b>
<b>1203 Scenario 3 Commercial Vessel Fire Offshore/Anchored:</b> .....	<b>10</b>
<b>1204 Scenario 4 Commercial Vessel Fire – No Vessel Response Plan:</b> .....	<b>12</b>
<b>1300 Procedures for Reviewing, Updating, and Exercising</b> .....	<b>14</b>
<b>1301 Training and Exercises</b> .....	<b>14</b>
1301.1 Training .....	14
1301.2 Exercises.....	14
<b>1302 Plan Assumptions</b> .....	<b>14</b>
<b>1303 Notifications</b> .....	<b>15</b>
1303.1 Notifications of Hazardous Conditions.....	15
<b>1304 Plan Update</b> .....	<b>16</b>
<b>2000 Agencies, Authorities, and Responsibilities</b> .....	<b>17</b>
<b>2100 Federal</b> .....	<b>17</b>
<b>2101 Coast Guard Policy and Authority</b> .....	<b>17</b>
2101.1 Coast Guard Policy .....	17
2101.2 Coast Guard Fire Fighting .....	17
2101.3 Coast Guard Federal On-Scene Coordinator/Captain of the Port .....	17
2101.4 CG Marine Safety Center Salvage Engineering Response Team (SERT).....	18
2101.5 CG National Strike Force .....	18
<b>2200 Other Federal Agencies</b> .....	<b>19</b>
2202.1 U.S. Army Corp of Engineers.....	19
2202.2 Navy Supervisor of Salvage .....	19
2202.3 National Oceanic and Atmospheric Administration .....	19
2202.4 Federal Emergency Management Agency .....	19
2202.5 U.S. Department of Transportation.....	19
2202.6 National Transportation Safety Board.....	19
2202.7 Federal Bureau of Investigation.....	20
2202.8 National Weather Service .....	20
<b>2300 State and Local Governments</b> .....	<b>20</b>
<b>2301 Georgia Department of Environmental Protection</b> .....	<b>20</b>
<b>2400 Responsible Party</b> .....	<b>20</b>
<b>2401 Vessels</b> .....	<b>20</b>
2401.1 Primary Marine Firefighting Resource Provider .....	21

## Coastal Georgia Area Contingency Plan

<b>2402 Waterfront Facilities</b> .....	<b>22</b>
<b>2500 Coastal Georgia Area Committees</b> .....	<b>22</b>
<b>2501 Marine Firefighting Subcommittees</b> .....	<b>22</b>
<b>3000 Marine Firefighting Incident Response Organization</b> .....	<b>24</b>
<b>3100 Incident Command</b> .....	<b>24</b>
<b>3200 Unified Command</b> .....	<b>24</b>
<b>3300 Incident Organization</b> .....	<b>25</b>
<b>3400 Incident Priorities</b> .....	<b>26</b>
<b>3500 Role of Responsible Party in Unified Command</b> .....	<b>27</b>
<b>3600 Public Affairs Considerations</b> .....	<b>27</b>
<b>3601 Joint Information Centers (JICs)</b> .....	<b>27</b>
<b>3602 Social Media</b> .....	<b>27</b>
3602.1 Facebook.....	28
3602.2 Twitter.....	28
<b>3603 Public Affairs Support</b> .....	<b>28</b>
<b>4000 Planning</b> .....	<b>29</b>
<b>4100 Initial Notification Actions</b> .....	<b>29</b>
<b>4200 Vessel Types</b> .....	<b>29</b>
<b>4201 Vessel Types and Operational Considerations</b> .....	<b>29</b>
4201.1 Roll on / Roll off (Ro/Ro) Vessels.....	30
4201.2 Container Vessels.....	31
4201.3 Tank Vessels.....	32
4201.4 Tank Barges.....	33
4201.5 Bulk Vessels.....	34
4201.6 Break Bulk Vessels.....	35
4201.7 Passenger Vessels.....	36
.....	36
Definitions:.....	36
<b>4300 Local Cargoes of Concern</b> .....	<b>37</b>
<b>4301 Electronic Drive Vehicles (EDV)</b> .....	<b>37</b>
<b>4302 LNG as Primary Fuel or Cargo</b> .....	<b>38</b>
4302.1 LNG Firefighting Considerations.....	39
<b>4305 Explosive Cargoes</b> .....	<b>39</b>
<b>4400 Initial Marine Firefighting Objectives</b> .....	<b>40</b>
<b>4500 Vessel Movement and Control</b> .....	<b>40</b>
<b>4600 Salvage Response Considerations</b> .....	<b>41</b>
<b>4700 MTS Recovery Considerations</b> .....	<b>41</b>
<b>4800 Environmental Considerations</b> .....	<b>41</b>
<b>4900 Marine Firefighting Concerns</b> .....	<b>42</b>

## Coastal Georgia Area Contingency Plan

<b>4901 Vessel Stability and Water Discipline</b> .....	<b>42</b>
<b>4902 Vessel Access</b> .....	<b>42</b>
<b>4903 Air Supplies and Firefighter Fatigue</b> .....	<b>43</b>
<b>5000 Operations</b> .....	<b>44</b>
<b>5100 Notification and Interagency Coordination</b> .....	<b>45</b>
<b>5101 Initial Notification</b> .....	<b>45</b>
Fire.....	46
<b>5102 Agency Coordination</b> .....	<b>46</b>
<b>5200 Initial Response Organization</b> .....	<b>46</b>
Coastal Georgia Area Contingency Plan .....	47
<b>5300 Incident Communications</b> .....	<b>48</b>
<b>5301 Shoreside Communications</b> .....	<b>48</b>
<b>5302 Marine Communications</b> .....	<b>48</b>
<b>5303 Air Operation Communications</b> .....	<b>48</b>
<b>5304 Additional Tactical Communications</b> .....	<b>48</b>
<b>5400 Basic Marine Firefighting Priorities</b> .....	<b>48</b>
<b>5401 Initial Response Priorities</b> .....	<b>48</b>
<b>5402 Vessel and Facility Priorities</b> .....	<b>48</b>
<b>5403 Movement of a Burning Vessel</b> .....	<b>48</b>
5403.1 Decision to Allow a Burning Vessel to Enter or Move within the Port.....	49
5403.2 Authorization to Enter Port.....	50
5403.3 Denial of Entry .....	50
<b>5500 Mooring, Anchorage, and Grounding Site Selection</b> .....	<b>50</b>
Port of Savannah.....	51
Port of Brunswick .....	52
<b>5501 Port of Savannah</b> .....	<b>52</b>
PORT OF SAVANNAH: MARINE FIREFIGHTING AREA .....	53
ZONE BRAVO .....	56
<b>5502 Port of Brunswick</b> .....	<b>57</b>
Port Brunswick: MARINE FIREFIGHTING ZONE Alpha.....	58
<b>5503 Port of Darien</b> .....	<b>60</b>
<b>5600 Integration of Commercial Marine Firefighting Service</b> .....	<b>60</b>
<b>5700 Activation of Mutual Aid Agreement or Special Forces</b> .....	<b>60</b>
<b>5800 Transition of Response Actions</b> .....	<b>61</b>
<b>5900 Investigations</b> .....	<b>62</b>
<b>5901 Investigation Requirements</b> .....	<b>62</b>
5901.1 Marine Casualty Designation.....	62
5901.2 Major Marine Casualty and Reporting .....	62
5901.3 Drug and Alcohol Testing Requirements .....	62
<b>5902 Investigation Priorities</b> .....	<b>63</b>

## Coastal Georgia Area Contingency Plan

5902.1 Evidence Preservation/Collection .....	63
5902.2 Multi-Media Documentation .....	63
<b>5903 Coordination with Other Investigation Agencies .....</b>	<b>64</b>
5903.1 Federal .....	64
5903.2 State .....	64
5903.3 Local.....	64
<b>6000 Logistics.....</b>	<b>65</b>
<b>7000 Finance .....</b>	<b>65</b>
<b>7100 Protection and Indemnity (P&amp;I) Insurance .....</b>	<b>65</b>
<b>7200 Federal Funding .....</b>	<b>65</b>
<b>8000 Appendices .....</b>	<b>66</b>
<b>Appendix 1 Initial Notification Checklist .....</b>	<b>66</b>
<b>Appendix 2 Marine Firefighting Response and Equipment Timeline.....</b>	<b>69</b>
<b>Appendix 3 Marine Firefighting Response Checklist.....</b>	<b>70</b>
<b>Appendix 4 SERT Response Checklist .....</b>	<b>73</b>
Basic Vessel Information:.....	73
Vessel Response Plan (VRP):.....	73
Vessel Cargo:.....	74
Pollution: .....	75
Primary Contact Information*:	75
<b>Appendix 5 Vessel Response Plan Access Procedures .....</b>	<b>77</b>
<b>Appendix 6 Vessel Movement Checklist.....</b>	<b>80</b>
<b>Appendix 7 Agency Contact Information .....</b>	<b>83</b>
<b>7101 Federal Agencies .....</b>	<b>83</b>
<b>7102 State Agencies.....</b>	<b>86</b>
<b>7103 Port Assets .....</b>	<b>87</b>
<b>7104 National-Regional-Local Salvage/MFF Service Providers.....</b>	<b>88</b>
7104.1 National List .....	88
7104.2 Local / Regional List .....	88
<b>Appendix 8 Example Incident Action Plan .....</b>	<b>90</b>
<b>8.1 Port of Savannah Generic Incident Action Plan.....</b>	<b>90</b>
<b>8.2 Port Brunswick Generic Incident Action Plan.....</b>	<b>90</b>
<b>Appendix 9 USCG Marine Safety Unit Savannah Initial Response Checklists .....</b>	<b>91</b>
Initial Deployment Checklist.....	92
Response Department Initial Deployment Checklist.....	93
Figure 1: COTP Zone Savannah.....	2
Figure 2: USCG/EPA Boundary Line.....	2
Figure 3: SMFF Requirements Based on Vessel Type .....	21
Figure 4: Marine FF Resource Provider Timelines.....	22
Figure 5: Notional Initial Response Organization .....	25
Figure 6: Notional Unified Command Organization .....	26

## Coastal Georgia Area Contingency Plan

Figure 7: Roll On/Roll Off Ships (RO/RO) Model.....	30
Figure 8: Container Ship Model.....	31
Figure 9: Tank Vessel Model.....	32
Figure 10: Tank Barge Model.....	33
Figure 11: Dry Bulk Ship Model .....	34
Figure 12: Break Bulk Vessel Model.....	35
Figure 13: Passenger Vessel .....	36
Figure 14: Initial Response Organization Example .....	47
Figure 15: Port of Savannah Chart.....	53
Figure 16: Lower Savannah River Facility Chart .....	54
Figure 17: Savannah River Marine Firefighting Resources.....	55
Figure 18: Upper Savannah River Facility Chart.....	56
Figure 19: Brunswick River Chart.....	57
Figure 20: Brunswick River Facility Chart.....	58

## 1000 Introduction

### 1100 Purpose

This plan provides a planning and coordination framework for marine firefighting response activities needed to protect public health and safety, ensure a coordinated approach to all marine firefighting activities, and facilitate the recovery of the United States (U.S.) Marine Transportation System (MTS) following a Transportation Security Incident or Marine Casualty.

This plan identifies and relies upon existing authorities, procedures, policies, funding mechanisms, sources of technical expertise, and marine firefighting resources for incident management of a large-scale marine firefighting response operation. This plan does not create new policy or change existing USCG marine firefighting policy, nor does it in any way substitute for the laws, regulations, and funding mechanisms that apply in any given situation.

This plan consolidates polices, responsibilities, and procedures for effective coordination of Federal, State, and local responders and should be used in conjunction with existing state, local, and commercial contingency, and resource mobilization plans. This plan is not intended to supersede any existing mutual aid agreements. Incident scenarios are provided only to present possible courses of action during incident response and are not designed to limit an Incident Commander (IC) or UC setting its own specific objectives to address the unique challenges of an incident.

### 1101 Area of Responsibility

---

COTP Zone Savannah (Figure 1): Corresponds with the limits as quoted below from the Code of Federal Regulations, Title 33, Section 3.35-15. “The boundaries of the MSU Savannah Marine Inspection and Captain of the Port Zones start near the eastern tip of Oyster Bed Island at latitude 32°02’23” N, longitude 80°53’06” W, proceeding west along the northern bank and then north along the eastern bank of the Savannah River to the intersection of the South Carolina-Georgia boundary with the Federal dam at the southern end of Hartwell Reservoir, at latitude 34°21’30” N, longitude 82°49’15” W; thence north along the South Carolina-Georgia boundary to the intersection of the North Carolina-South Carolina-Georgia boundaries; thence west along the Georgia-North Carolina boundary and continuing west along the Georgia-Tennessee boundary to the intersection of the Georgia-Tennessee-Alabama boundaries; thence south along the Georgia-Alabama boundary to latitude 32°53’00” N; thence southeast to the eastern bank of the Flint River at latitude 32°20’00” N; thence south along the eastern bank of the Flint River and continuing south along the eastern shore of Seminole Lake to latitude 30°45’57” N, longitude 84°45’00” W; thence south along longitude 84°45’00” W to the Florida boundary; thence east along the Florida-Georgia boundary to longitude 82°15’00” W; thence north to latitude 30°50’00” N, longitude 82°15’00” W; thence east to the outermost extent of the EEZ at latitude 30°50’00” N, longitude 76°09’54” W; thence northwest to latitude 32°03’06” N, longitude 80°45’00” W; thence southwest to the point of origin. The boundary includes all the waters of the Savannah River including adjacent waterfront facilities in South Carolina.”

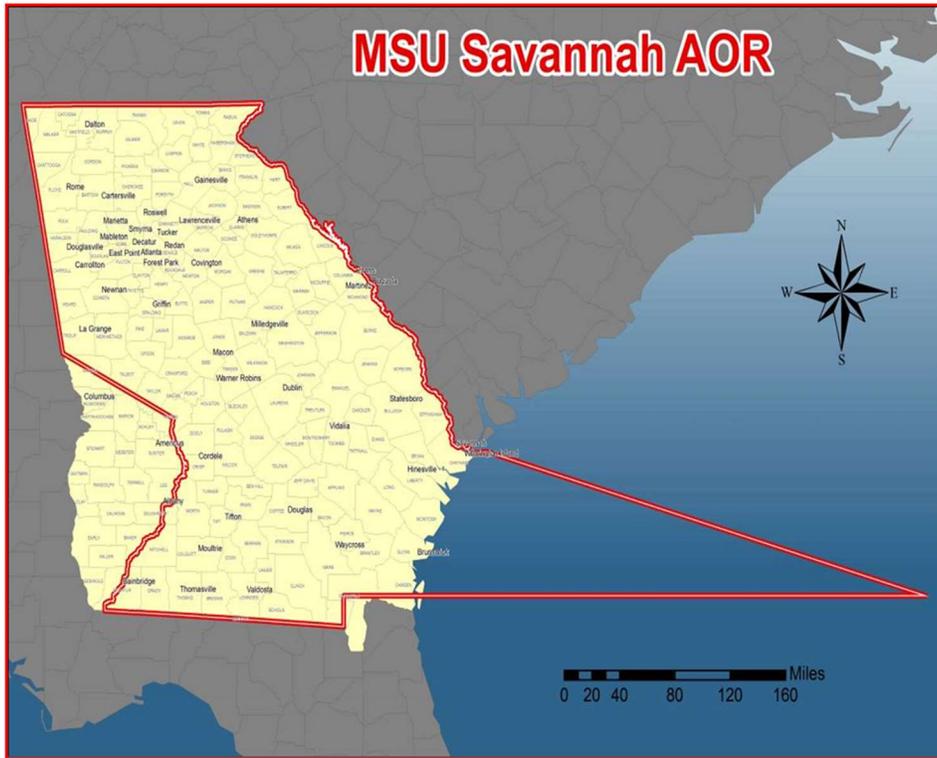


Figure 1: COTP Zone Savannah



Figure 2: USCG/EPA Boundary Line

## 1102 Counties

The Georgia counties covered by this Annex are as follows:

- Chatham County
- Bryan County
- Liberty County
- McIntosh County
- Glynn County
- Camden County

## 1103 COTP Zone Overview and Deepwater Ports

There are two deep-water ports within the COTP Savannah Zone that this plan addresses. These ports are:

- Port of Savannah, and
- Port of Brunswick

The port area descriptions below provide a general overview of cargo types, priorities, and vessels that rely on a functional marine transportation system. Although referencing Economic Impact Studies for key labor, revenue and commodity statistics, it is strongly recommended that any user of the MTSRP ensure that the most current economic measurements are available when providing for media or senior leadership reporting.

**1103.1 Port of Savannah:** The Ports of Savannah and Brunswick provide a substantial amount of income to Georgia. Savannah's port facilities are approximately 16nm from the Atlantic Ocean at the mouth of the Savannah River. The Savannah River channel has been dredged from its previous depth of 42 ft. (12.8 meters) to 48 ft. (14.6 meters) at mean low water, with a 500 ft. wide channel, in order to accommodate the next generation of deep-draft vessels. As a result of this long, narrow waterway, the port is partially susceptible to impact from any event, natural or man-made, which in turn may close the river. The statewide economic impact of Georgia's ports continues to see growth and expansion in import activity. This enabled Georgia Ports Authority (GPA), to support nearly 500,000 jobs across the state, a number which continues to grow annually. We were also able to grow the economic impact to \$122 billion in port-related commerce. Through solid support from new and existing customers, Savannah remains the nation's fastest growing container port, a distinction held for the past 10 years.

The Port of Savannah is a gateway to rail and road distribution networks that offer efficient and reliable intermodal access to markets across the U.S. Southeast and Midwest and is served by two class-I rail services: Norfolk Southern railroad and CSX Transportation. Close proximity to I-16 and I-95 provides a direct route to Atlanta, which is the 9th largest metropolitan area in the United States as well as the country's largest transportation hub. Within 1-5 days of Savannah lies 70% of the U.S. Population, or 215 million consumers. With the most container ship services in the South Atlantic, on-terminal rail and direct interstate access, Savannah connects cargo owners to the world without the port congestion that can mean supply chain uncertainty.

**1103.2 Port of Brunswick:** The Port of Brunswick is poised to become the top auto and machinery port in the U.S., with 264 acres of land for development according to Georgia Ports Authority. In fiscal year 2023, Colonel’s Island Terminal in Brunswick grew Ro/Ro volumes by 18 percent, to more than 705,000 units of autos and heavy machinery, moving both into and out of the port. The Port of Brunswick served 610 vessel calls in FY2023, representing an increase of 11 percent over the year prior. Colonel’s Island handled 495 of those ships.

“Brunswick’s gateway port model features four on-site auto processors, room for customers to grow their business with three available parcels of land totaling 264 acres and direct access to Interstate 95 for car carrier and machinery trucks. With on-terminal rail, Brunswick offers the fastest East Coast rail connections to inland markets.” The port also features a new fumigation facility onsite which is the largest facility of its size for autos and machinery.

To accommodate growing volumes, the Port of Brunswick is undergoing improvements totaling more than \$262 million. Construction has recently been completed on 350,000 square feet of near-dock warehousing that serves auto and machinery processing on the north side of Colonel’s Island Terminal. Three additional buildings representing 290,000 square feet and 122 acres of Roll-on/Roll-off cargo storage space are under construction on the south side of the island.

## 1200 Scope

The Marine Firefighting Annex to the Area Contingency Plan does not provide detailed operational guidance on every potential marine firefighting response operation that may occur. Factors such as vessel type, vessel location, cargo, regulatory requirements, resources available, and fuel/cargo amounts all have a significant impact on a coordinated, effective marine firefighting response.

**This plan does not address recreational fires, marina fires, or smaller-scale marine firefighting events that do not present a significant threat to public health, safety and welfare or potential of a disruption of the MTS.**

## Coastal Georgia Area Contingency Plan

Using basic scenarios to establish context for the marine firefighting scope, this plan will provide limited tactical guidance, recommended objectives, concepts for the response organization, and potential marine firefighting strategies that fall into four general categories:

1. Commercial vessel fire while moored at a port terminal. Responsible Party known and meets requirement of 33 CFR Part 155 Subpart I.
2. Commercial vessel fire while underway entering the port. Responsible Party known and meets requirement of 33 CFR Part 155 Subpart I.
3. Commercial vessel fire offshore or while at offshore anchorage area. Responsible Party known and meets requirement of 33 CFR Part 155 Subpart I.
4. Commercial vessel fire while underway. Responsible Party known and does NOT meet requirements of 33 CFR Part 155 Subpart I.

## **1201 Scenario 1 Commercial Vessel Fire Moored at Commercial Facility:**

*The M/V ANYVESSEL, a 700' RoRo vessel loading used vehicles for transport to Africa experienced a vehicle fire on Deck 7 that did not trigger any alarm and was not identified for up to 20 minutes. After initial discovery, the standard vessel firefighting protocols were activated including [initial notification](#) to the local fire department using the 9-1-1 system.*

*The initial firefighting efforts by the crew were unsuccessful and fixed fire systems activated in response to the fire were also unsuccessful. The crew was forced to withdraw from the vessel as the fire spread to multiple decks and exceeded the firefighting capability of the crew and vessel systems.*

*The local fire department, including marine fire boats, responded, established an initial Incident Command organization and assumed control as Incident Commander. An initial size-up was conducted and the support of the local CG Captain of the Port determined to be necessary to support waterside security and provide vessel subject matter expertise. Upon receiving notification, the CG Captain of the Port requested deployment of 2 smallboats from the CG Station to establish a Safety Zone and deployed representatives from the Prevention Department for vessel-specific support to the Incident Commander and the Incident Management Division personnel from the Response Department to assess potential pollution response requirements.*

**Based on the vessel size, type, and fuel capacity the provisions of the Vessel Response Plan Geographic Specific Annex for Marine Firefighting and Salvage were determined to be applicable to this incident.**

*While the Incident Commander was leading emergency response activities on-scene, a Unified Command was established at a safe location on the terminal with the local fire department, USCG Captain of the Port, GA Department of Env Protection, facility representatives, and the Responsible Party (currently vessel Master and Chief Engineer) with the following initial marine firefighting objectives considered:*

- *Ensure the safety of the vessel crew, first responders, and preserve public health.*
- *Determine any risk to any adjacent vessels or operations at the terminal.*
- *Contain the fire to the extent possible without spreading to upper or lower decks or adjacent vessels / operations.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside and pier side.*
- *Coordinate a complete inventory of all vehicles and vehicle types, fuel onboard the vessel and tank locations.*
- *Assessment of the status of the existing vessel systems (electrical, propulsion.)*
- *Coordinate with US CBP and vessel agent for foreign crew-management.*
- *Initiate a complete structural assessment to include essential engineering calculations. Draft readings fore/aft will be essential to all engineering and stability calculations. Coordinate assessment data with CG SERT.*
- *Initiate contact and coordination with the vessel's identified marine firefighting service provider and integrate resources when arrived.*

- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*
- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Initiate the requirement to develop an incident-specific salvage plan for COTP review and approval in accordance with the Salvage Response Plan.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the first Unified Command Incident Action Plan. These lines of effort include:*

- *The Fire and Rescue agency will lead all marine firefighting efforts shoreside and waterside and provide emergency medical support for first responders. Additional waterside marine firefighting assets have been requested / directed to the site to include local commercial tugs and DoD assets with fire suppression equipment and capabilities.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified and a Staging Manager assigned.*
- *The Coast Guard will provide the Fire and Rescue response organization with naval engineering subject-matter expertise on the vessel systems, design structure, engineering calculations, in addition to providing waterside security and environmental protection leadership. The Coast Guard will open/access the Oil Spill Liability Trust Fund to provide funding for firefighting support efforts directly related to the prevention of discharge of oil into the navigable waters of the U.S. to include funding authorizations for municipal fire, commercial towing vessels, and DoD assets as necessary.*
- *The responsible party will formally activate their pre-determined marine firefighting contractor and salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I. The USCG and Fire Rescue agencies have agreed to integrate the service-provider resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

## 1202 Scenario 2 Commercial Vessel Fire Underway

*The M/V BULK CARRIER was inbound to the port with sand/rock/aggregate transiting through the port entrance jetties when a fire was reported in the engine room. Initial response actions were taken by the vessel crew in accordance with the vessel procedures/fire plan using both manual and automated fire systems.*

*The Chief Engineer and First Mate reported that a high-pressure fuel line was compromised and determined to be the cause of the fire. The engineers and firefighting crews are unable to secure the source of the fuel and the fire is near an out-of-control status. The Master and Bar Pilot determined that the continued navigation of the vessel to the destination terminal is no longer a safe strategy and, for the safety of the crew and vessel, the decision was made to anchor/ground the vessel in a pre-determined port location in accordance with the Sector Marine Firefighting Plan.*

**Based on the vessel size, type, and fuel capacity,, the provisions of the Vessel Response Plan Geographic Specific Annex for Marine Firefighting and Salvage were determined to be applicable to this incident.**

*The vessel safely anchored in one of the port's pre-determined anchorage locations. All fixed firefighting systems to the engine compartment were activated. The vessel's firefighting crews were unable to actively fight the fire in the engine space due to safety considerations. Under the Master's direction all non-essential crews are preparing to use the lifeboats for evacuation. The local fire department marine unit with primary responsibility in this zone is on-scene, acting as initial Incident Commander, and is deploying cooling water to the hull in specific areas as directed by the vessel's Master.*

*A Unified Command was established at one of the pre-determined sites with the local fire department, USCG Captain of the Port, GA Department of Env Protection, and the Responsible Party (currently the vessels' commercial firefighting service provider via telephone) with the initial marine firefighting objectives established:*

- *Ensure the safety of the vessel crew and first responders and preserve public health.*
- *Contain the fire to the extent possible without spreading to upper or lower decks.*
- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside.*
- *Coordinate with US CBP and vessel agent for evacuated foreign crew-management.*
- *Coordinate a complete inventory of all fuel/petroleum onboard the vessel and tank locations.*
- *Conduct complete assessment of the status of the existing vessel systems (electrical, propulsion).*
- *Initiate a complete structural assessment and engineering calculations. Draft readings fore/aft will be essential to all engineering and stability calculations. Coordinate assessment data with CG SERT.*

## Coastal Georgia Area Contingency Plan

- *Initiate contact and coordination with the vessel's pre-identified and contracted marine firefighting service provider and plan to integrate resources upon arrival.*
- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*
- *Initiate the requirement to develop an incident-specific salvage plan for COTP review and approval in accordance with the Salvage Response Plan.*
- *Develop options to consider movement of the burning vessel to an alternative location if necessary.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the Incident Action Plan. These lines of effort include:*

- *The Fire and Rescue agency will lead all marine firefighting efforts waterside and provide emergency medical support for first responders. Additional waterside marine firefighting assets have been requested / directed to the site to include local commercial tugs and DoD assets with fire suppression equipment/capabilities.*
- *The Coast Guard will provide the Fire and Rescue response organization with naval engineering subject-matter expertise on the vessel systems, design structure, engineering calculations, in addition to providing waterside security and environmental protection leadership. The Coast Guard will open/access the Oil Spill Liability Trust Fund to provide funding for firefighting efforts directly related to the prevention of a discharge of oil into the navigable waters of the U.S. to include funding for CG Special Forces and funding authorizations for municipal fire agencies, commercial towing vessels, and DoD assets.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified and a Staging Manager assigned.*
- *The responsible party will formally activate their pre-determined marine firefighting contractor and salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I. The USCG and Fire Rescue agencies have agreed to integrate their resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

### **1203 Scenario 3 Commercial Vessel Fire Offshore/Anchored:**

*The M/V BIGSHIP, a 900' post-Panamax vessel with 9,000 containers was anchored offshore awaiting berth space in the port. The vessel is an LNG-fueled vessel for primary propulsion in addition to diesel engines for conventional secondary propulsion.*

*A fire was reported in a mid-tier container bay that was determined to contain flammable / hazardous materials. The vessel crew initiated initial response actions but due to the location and intensity of the fire were unable to control the spread of the fire to adjacent containers. Numerous containers caught fire resulting in a major on-deck fire incident. The vessel fire systems are fully operational and allowed the crew to provide cooling to container bays fore and aft of the fire but were unable to safely access cargo holds/compartments beneath the container bay. The fire has spread to lower decks. Unable to safely continue marine firefighting operations, the Master ordered the evacuation of all non-essential personnel in lifeboats and notified the Coast Guard via Ch. 16 and local municipal fire agencies requesting support.*

*The vessel is located 10 nautical miles offshore. This area is outside of the jurisdiction of the municipal marine fire units who have only one vessel that can safely operate in an offshore environment. This vessel has deployed under the authorization of the local municipal fire department chief and will provide cooling support only, within the safe operating limits of the vessel. The US Coast Guard Captain of the Port is the initial Incident Commander for the incident.*

*A Unified Command was soon established at the local Marine Safety Unit consisting of the USCG, local fire agency, responsible party representative (telephonic or Master/Ch. Mate), State representation, and destination terminal representative. The initial marine firefighting objectives were established:*

- *Ensure the safety of the vessel crew and first responders, and preserve public health.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside as long as offshore conditions allow.*
- *Coordinate with US CBP and vessel agent to develop a complete inventory of all containers and fuel onboard the vessel and tank / container locations.*
- *Coordinate with US CBP and vessel agent for foreign crew-management.*
- *Assessment of the status of the existing vessel systems (electrical, propulsion).*
- *Initiate a complete structural assessment and engineering calculations. Draft readings fore/aft will be essential to all engineering and stability calculations. Coordinate assessment data with CG SERT.*
- *Initiate contact and coordination with the vessel's identified marine firefighting service provider and integrate resources when arrived.*
- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*
- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Initiate the requirement to develop an incident-specific salvage plan for COTP review and approval in accordance with the Salvage Response Plan.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the Incident Action Plan. These lines of effort include:*

- *Offshore conditions permitting, the Fire and Rescue agency will support waterside cooling support only and provide emergency medical transport and support for arriving commercial service providers. Additional waterside marine firefighting assets have been requested / directed to the site to include local commercial tugs and DoD assets. Assets to be under the direction / control of the on-scene Incident Commander.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified.*
- *The Coast Guard will coordinate with the Responsible Party's marine firefighting service provider with CG's subject-matter naval engineering expertise on the vessel systems, design structure, engineering calculations, in addition to providing waterside security and environmental protection leadership. The Coast Guard will open/access the Oil Spill Liability Trust Fund to provide funding for firefighting support efforts to prevent the discharge of oil into the navigable waters of the U.S. to include funding authorizations for municipal fire, commercial towing vessels, and DoD assets. The Coast Guard will also establish a Safety Zone applicable to the scenario and coordinate an additional no-fly zone with the FAA.*
- *The responsible party will formally activate their pre-determined marine firefighting contractor and salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I. The USCG and Fire Rescue agencies have agreed to integrate their resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

## 1204 Scenario 4 Commercial Vessel Fire – No Vessel Response Plan:

*The 450' container barge NONAME was under tow and transiting thru the port entrance jetties when the vessel crew noted a major fire in containers on the aft end of the vessel. The towing vessel master contacted the Coast Guard via Ch. 16 and local fire department via the 9-1-1 emergency system to report the fire and request support.*

*The municipal fire department dispatched its fireboat and assumed Incident Commander role as the first on scene. The CG Station deployed two smallboats to provide onsite assessment support and waterside safety around the vessel. The master requested from the CG a safe location to place the vessel either via anchor or tug to maintain position and allow for more aggressive firefighting operations. The Sector Command Center relayed the location of the pre-determined location for anchor/grounding in the port as noted in the MFF Annex to the ACP and directed the vessel there for additional support.*

**Based on the vessel size, type, and fuel capacity, the requirement for a Vessel Response Plan Geographic Specific Annex for Marine Firefighting and Salvage was determined to **NOT** be applicable to this incident.**

*The owner/operator of the barge was notified but has no pre-identified response contractor and is not required by regulation to have a pre-approved salvage and marine firefighting plan. The owner/operator is requesting recommendations from the CG on service providers.*

*The towing vessel moved the vessel into the pre-determined anchorage location within the port and has deployed members of the tug crew to the barge to deploy at least one forward anchor. The towing vessel is maintaining the barge position until it is unsafe to conduct operations.*

*The fire department fireboat is providing waterside support but will not deploy personnel to the barge. The fireboat monitors can reach the adjacent containers for cooling but are insufficient to extinguish the fire.*

*A Unified Command was established at the destination terminal consisting of the USCG, local fire agency, and responsible party representative, State representation, and destination terminal representative. The initial marine firefighting objectives were established:*

- *Ensure the safety of the first responders and preserve public health.*
- *Maintain hull integrity with the use of high-volume water systems cooling the hull from waterside.*
- *Coordinate with US CBP, owner, and vessel agent to develop a complete inventory of all container locations.*
- *Initiate a complete structural assessment and engineering calculations via the CG SERT. Draft readings fore/aft will be essential to all engineering and stability calculations.*
- *Initiate initial environmental protection strategies based on the cargo type and location of the vessel in accordance with the Area Contingency Plan.*

- *Initiate assessment of the impact of a burning/anchored vessel on the Marine Transportation System in accordance with the Marine Transportation System Recovery Plan.*
- *Initiate the requirement for the owner/operator to develop an incident-specific salvage plan for COTP review and approval in accordance with the Sector Salvage Response Plan.*
- *Initiate coordination with the destination terminal to bring the barge to the terminal to support continued marine firefighting operations and reduce the risk to the waterway and commercial activities in the port.*

*During the initial Unified Command meeting, clear lines of effort were established to be further refined with the development of the Incident Action Plan. These lines of effort include:*

- *The Fire and Rescue agency will support waterside cooling efforts and assess potential to provide onboard firefighting support if the vessel is moved to a port terminal.*
- *A pre-determined staging area for arriving equipment and personnel applicable to this marine firefighting zone was identified and established. A Staging Manager was assigned.*
- *The Coast Guard will:*
  - *Coordinate with the Responsible Party to contract with a professional marine firefighting service provider.*
  - *Coordinate with USCG SERT for incident specific information on vessel construction, structural risk, and load calculations.*
  - *Establish a Safety Zone applicable to the scenario and provide enforcement assets.*
- *The USCG and Fire Rescue agencies have agreed to integrate their resources to develop a unified Incident Action Plan to coordinate all initial and future response actions on site at the established Incident Command Post. The responsible party will respond and comply with all USCG directives. Refer to [Section 3300](#) for Initial Incident Command and Unified Command organization concepts for this scenario.*

Marine Firefighting Plan content essential to this scenario:

1. [Initial Notification](#)
2. [List of Objectives](#)
3. [Vessel Types and Strategies](#)
4. [Marine Firefighting Zone Information](#)
5. [Unified Command Organization](#)
6. [Owner/Operator Requirements](#)
7. [Marine Firefighting Support Service Timeline](#)
8. [SERT Emergency Response Checklist](#)

## 1300 Procedures for Reviewing, Updating, and Exercising

This plan is a living document and will continue to evolve, reflecting lessons learned from application, training, and exercises. The Coast Guard COTP Savannah is responsible for maintaining this plan by either consecutively numbering plan amendments or by issuing full plan revisions. Stakeholders should review and make recommendations to update this plan after each tabletop, full-scale exercise, marine firefighting incident, or salvage incident.

### 1301 Training and Exercises

#### 1301.1 Training

In 1996, the National Fire Protection Association developed NFPA Guide 1405, Guide for Land-Based Firefighters That Response to Marine Vessel Fires, at the request of and in cooperation with the Coast Guard. NFPA 1405 identifies the elements of a comprehensive marine firefighting response program including, but not limited to, vessel familiarization, training considerations, pre-fire planning, and special hazards that enable land-based fire fighters to extinguish vessel fires safely and efficiently.

Within the Marine Safety Unit Savannah AOR, the following marine firefighting training programs are in place:

**Georgia:** No public marine firefighting training services available.

**E Central Florida:** Port Canaveral Maritime Academy  
8970 Columbia Rd.  
Cape Canaveral, FL 32920  
(321) 783-4424  
<http://ccvfd.org/port-canaveral-maritime-training-academy.html>

**Regional:** Resolve Maritime Academy  
1510 SE 17<sup>th</sup> St.  
Fort Lauderdale, FL 33316  
(954) 463-9195  
<https://Resolveacademy.com>

#### 1301.2 Exercises

Proper training and exercises are necessary to ensure smooth coordination and good working relationships in the event of an actual fire or incident. Realistic exercises also demonstrate the capabilities of the various organizations involved and reveal possible conflicts or weaknesses in the plan. This Annex to the Area Contingency Plan should be exercised at least triennially or as part of other exercise programs to ensure familiarity with established procedures, capabilities, and Incident / Unified Command expectations.

### 1302 Plan Assumptions

The following assumptions provide the foundation for the all-hazards approach to marine firefighting response missions and successful implementation of this plan:

- Initial notification of a vessel fire will originate with the vessel or facility and follow normal vessel emergency notification protocols.
- Protection of human life and health are the most important considerations in any response plan development and execution.
- Maintaining continuity of port operations and facilitating commerce in the port area are critical considerations.
- It is in the best interest of all to increase safety by establishing and improving communications among all response agencies including port stakeholders.
- The National Oil and Hazardous Material Contingency Plan, National Response Framework, Salvage Response Plan, MTS Recovery Plan, and other response plans may be activated for the purpose of response and crisis management.
- Although local USCG units are not equipped to fight fires, the COTP is mandated with protecting and mitigating damage to vessels, ports and waterways within the COTP Zone.
- There will be competing demands for security, response and recovery resources during incidents as they increase in scope, scale and complexity.
- The Alert Warning System (AWS) and HOMEPORT will be used as the primary means of communication with key stakeholders.
- Port coordination teams will be convened as needed in Georgia for the development of courses of action and strategies necessary to address all hazard operational needs. These teams, when activated, will provide the Captain of the Port with unfiltered recommendations, resource support, and review of recommended strategies affecting the MTS.

### 1303 Notifications

This plan assumes that marine fire notifications will follow established protocols including the use of the marine band emergency communication (Ch. 16 VHF) and the use of the 911 Emergency System. The receiving agency will follow established protocols to ensure that the appropriate municipal, state, and other federal agencies as applicable are notified. [Appendix 1](#) to this plan is an example of an Initial Notification Checklist for vessel fires. Additional information on Initial Notifications and initial response objectives and priorities can be found in [Section 5100](#) of this plan.

#### 1303.1 Notifications of Hazardous Conditions

Federal regulations require owners, agents, masters, operators, or persons in charge immediately notify the nearest USCG Sector, Marine Safety Unit, or Marine Inspection Office whenever a hazardous condition caused by the vessel, or its operation has occurred. Specifics for this reporting requirement can be found in 33 CFR 160.216. In addition, when the hazardous condition involves cargo loss or jettison, the initial notification required must include:

- Description of the cargo, substances involved and type of packaging
- Number lost
- Date/time of the incident
- Location of the incident including on scene weather conditions
- Circumstances of the incident

In addition to the notification of hazardous condition described above, the owner, agent, master, operator, or person in charge must also submit a written report within 5 days of any marine

## Coastal Georgia Area Contingency Plan

casualty required to be reported under 46 CFR 4.05-10. The report must be provided on form CG-2692 Report of Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty and the appropriate addendum. The requirement to report marine casualties includes:

- An unintended grounding or an unintended strike of (allision with) a bridge;
- An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of the vessel;
- A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
- A loss of life;
- An injury that requires professional medical treatment (beyond first aid) and, if the person is engage or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties;
- Any occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry docking, or demurrage.
- An occurrence involving significant harm to the environment.

### 1304 Plan Update

The Marine Firefighting Annex contains current information as provided by the Coastal Georgia Marine Firefighting Subcommittee and agency policies.

Suggestions for improvement and changes to this plan are encouraged. The Coast Guard Captain of the Port is responsible for maintenance and updates to this plan on the following cycle:

- Quadrennial – A full plan rewrite and promulgation will occur. Marine Safety Unit Savannah Emergency Response and Force Readiness (EMFR) Department will review changes required by CG Policy coordinate input and review with the Coastal Georgia Area Committee
- Annual – An annual update to the plan will occur each calendar year to include any changes provided or recommended by the Marine Firefighting Subcommittee or changes to existing policy/procedures for marine firefighting.

Updated versions of the Marine Firefighting Annex to the Area Contingency Plan will be placed on Homeport and all required agencies will receive update notifications via e-mail or AWS Alert if necessary.

## 2000 Agencies, Authorities, and Responsibilities

### 2100 Federal

#### 2101 Coast Guard Policy and Authority

##### 2101.1 Coast Guard Policy

The USCG cannot delegate its statutory authorities and shall not delegate mission responsibilities to state and local agencies. Marine Safety Unit Savannah shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places Sector military personnel under the command of any persons not part of the Federal military establishment. USCG forces and personnel will only be subject to the authority of their superiors in the within the chain of command or the COTP may delegate authorities as necessary.

##### 2101.2 Coast Guard Fire Fighting

The USCG has no specific statutory responsibility to fight marine fires; but the COTP is charged with the responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within the COTP's area of jurisdiction. This broad authority allows the COTP to:

- Direct the anchoring, mooring, or movement of a vessel;
- Specify times of vessel entry, movement, or departure to, from, or through ports, harbors, or other waters;
- Restrict vessel operations in hazardous areas; and
- Direct the handling, loading, discharge, storage, and movement; including emergency removal, control, and disposition of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

An agency charged with providing fire protection for any property of the United States may enter into reciprocal agreements with state and local firefighting organizations to provide for mutual aid. Further, an agency which provides that emergency assistance may be rendered in the absence of reciprocal agreements, when it is determined by the head of that agency to be in the best interest of the United States.

The USCG has traditionally provided firefighting equipment and training to protect its vessels and property. Occasionally, Coast Guard units are called upon to provide assistance at fires on board vessels and at waterfront facilities. For more detailed information regarding the USCG's policy and firefighting capabilities, see the U.S. Coast Guard Addendum to the U.S. Search and Rescue Supplement (NSS) to the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR).

##### 2101.3 Coast Guard Federal On-Scene Coordinator/Captain of the Port

**Primary member of the Unified Command.** The Marine Safety Unit Savannah FOSC/COTP will provide on-scene representatives that are familiar with shipboard construction, layout, common firefighting systems, and vessel stability. FOSC/COTP authority can be exercised as necessary to maintain safety of the port, associated waterways, and maritime related facilities.

## Coastal Georgia Area Contingency Plan

The degree to which that authority will be exercised will depend on a number of factors but will generally be based on the nature of the incident, the degree of danger posed to the port and the information provided through the establishment of a Unified Command.

The COTP authority extends over the land-side areas of all waterfront facilities such as shipyards, terminals, piers, and wharves. Their responsibilities include:

- Coordinate firefighting and salvage activities under a Unified Command.
- Coordinate all Coast Guard forces and equipment responding to the incident.
- Coordinate port safety and vessel traffic management with maritime industry representatives.
- Control vessel traffic as necessary to minimize the adverse impact of the incident on marine traffic and to facilitate firefighting and/or salvage operations.
- Establish safety or security zones as necessary.
- Provide information on the involved waterfront facilities.
- Provide information on the location of hazardous materials on the vessel or at the facility, if available.
- Provide technical data on ship's construction and stability.
- Respond to oil discharges or hazardous substance releases. Actual removal may be delayed until firefighting and/or salvage operations are complete; however, containment and protective measures should be implemented immediately.
- Evaluate relocating moored and anchored vessels in vicinity of salvage operation; and
- Alert owner/operators of terminals and/or vessels at risk.

The COTP/FOSC's primary concern in responding to a vessel or facility fire is to ensure the safety of life and protection of the environment. Secondary concerns include vessel traffic and preserving property. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. COTPs shall work closely with other Coast Guard units, municipal fire departments, vessel and facility owners, and operators, mutual aid groups and other interested organizations to ensure planning in each ports' Area Contingency Plan for the COTP Zone in accordance with federal law and Coast Guard regulations.

### **2101.4 CG Marine Safety Center Salvage Engineering Response Team (SERT)**

The U.S. Coast Guard's Marine Safety Center Salvage Engineering Response Team (SERT) is on call to provide immediate salvage engineering support to the COTP/FOSC in response to a variety of vessel casualties. Specifically, SERT can assist the COTP/FOSC to manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty.

### **2101.5 CG National Strike Force**

The National Strike Force (NSF) provides highly trained, experienced personnel and specialized equipment to the Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The National Strike Force Strike Teams will not participate in marine firefighting operations but provide support safety, salvage plan development, environmental response, and equipment evaluation where/when requested.

## **2200 Other Federal Agencies**

### **2202.1 U.S. Army Corp of Engineers**

The U.S. Army Corp of Engineers (USACE) serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. The USACE arranges for and conducts hydrographic surveys, assessments of navigation conditions, and dredging. The USACE also has funding and authority that may be applicable for salvage operations, removing wrecks from federal navigable channels, and more limited authority to address obstructions that pose hazards to navigation.

### **2202.2 Navy Supervisor of Salvage**

The Navy Supervisor of Salvage (SUPSALV) is the Department of Defense's principal source of salvage expertise. SUPSALV will provide technical, operational, and emergency response support to the US Navy, DoD, and other federal agencies, with engineering and marine salvage expertise, pollution response support, diving, and underwater ship husbandry.

### **2202.3 National Oceanic and Atmospheric Administration**

The National Oceanic and Atmospheric Administration (NOAA) provides scientific support for response and contingency planning in coastal and marine areas, including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil and hazardous substances. NOAA Scientific Support Coordinators (SSCs) will become part of the Command Staff upon request and activation of an Incident or Unified Command organization. In addition, NOAA provides expertise on living marine resources and their habitats, including endangered species, marine mammals, and National Marine Sanctuaries.

### **2202.4 Federal Emergency Management Agency**

The Federal Emergency Management Agency (FEMA) provides advice and assistance to the FOSC on coordinating civil emergency planning and mitigation efforts with other federal agencies, state and local governments, and the private sector. FEMA's Mobile Emergency Response System (MERS) also provides extensive rapid deployment mobile communications capabilities for use in oil/ hazardous substance response on a not-to-interfere basis with other emergent situations. A 2005 MOU between FEMA and the CG describes support outside of the scope of the Stafford Act. In the event of a major disaster declaration or emergency determination by the President, FEMA will coordinate all federal disaster or emergency action with the FOSC.

### **2202.5 U.S. Department of Transportation**

The U.S. Department of Transportation (DOT) provides response expertise pertaining to transportation of oil or hazardous substances by all modes of transport.

### **2202.6 National Transportation Safety Board**

The National Transportation Safety Board (NTSB) has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism.

### 2202.7 Federal Bureau of Investigation

The Federal Bureau of Investigation (FBI) has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

### 2207.8 National Weather Service

The National Weather Service is tasked with providing weather forecasts, warnings of hazardous weather, and other weather-related products to organizations and the public for the purposes of protection, safety, and general information. The National Weather Service field offices in Jacksonville, Florida and Melbourne, Florida will integrate into the Incident Management Team to provide incident-specific weather information, plume trajectory modeling, and tide/current data to support marine firefighting operations. National Weather Service support and contact information can be found in [Section 7101](#) of this plan.

## 2300 State and Local Governments

### 2301 Georgia Department of Environmental Protection

**Primary member of the Unified Command.** In the State of Georgia, oil spills in the coastal zone are the responsibility of the Georgia Department of Natural Resources – Environmental Protection Division (GaDNR-EPD) and the State Scientific Support Coordinator (SOSC). It is the policy of the State to assist the Federal On-Scene Coordinator in response to pollutant spills in Georgia, including air monitoring and water sampling when required. No State funds shall be expended for the removal of a coastal pollutant until federal funds have been used to the maximum extent possible or until federal authorities have declined to expend federal funds in a cleanup effort. It is the policy of the State to respond immediately to all oil spills, control the source of any oil spill, and to contain any discharge to the maximum extent possible.

### 2400 Responsible Party

**Primary member of the Unified Command.** Under normal circumstances the primary responsibility for taking or arranging action to resolve a marine firefighting incident resides with the vessel's crew and owner/operator of the vessel or terminal.

In the case of a marine fire incident, the responsible party (RP) must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the facility and coordinate all activities with the appropriate federal, state, and local agencies and do so in accordance with any pre-approved response plan. If an RP cannot be identified, or the acting RP fails to adequately respond, the USCG Federal On-scene Coordinator (FOSC) may take control of a particular aspect of, or the entire response within FOSC's jurisdiction and authorities.

### 2401 Vessels

As a provision of the Oil Pollution Act of 1990, all tank vessels carrying oil as cargo and all commercial vessels over 400 gross tons carrying oil as fuel for main propulsion must develop and maintain a Vessel Response Plan (VRP) for pollution response. In addition to general pollution response requirements, several classes of vessels must identify, and in many cases, have contracts in place for marine firefighting and salvage response services while the vessel is operating within 50 miles of the United States.

Table 1 is a breakdown of the regulatory- required services and contracts required based on vessel type.

Vessel Type	Fuel Capacity	Salvage	Emergency Lightering	Firefighting
<b>Tank Vessel</b>	Any	<b>Identified in VRP &amp; Under Contract</b>	<b>Identified in VRP &amp; Under Contract</b>	<b>Identified in VRP &amp; Under Contract</b>
<b>Nontank Vessel</b>	2,500 bbls or greater	<b>Identified in VRP &amp; Under Contract</b>	<b>Identified in VRP &amp; Under Contract</b>	<b>Identified in VRP &amp; Under Contract</b>
<b>Nontank Vessel</b>	Less than 2,500 bbls but greater than 250 bbls	Identified in VRP	Identified in VRP	Identified in VRP
<b>Nontank Vessel</b>	Less than 250 bbls	Identified in VRP	<b>Not Required</b>	<b>Not Required</b>

Figure 3: SMFF Requirements Based on Vessel Type

In the case of a vessel fire or salvage operation, the Responsible Party is the vessel’s Owner, Operator, Master, or Designees. The vessel’s Master or Designee will maintain control over the vessel, crew, and passengers unless otherwise directed by the COTP. The presence of any Federal, State, and/or Local agencies does not relieve the vessel’s Master of command or responsibility for overall safety on the vessel.

The Master of a vessel should not normally countermand any orders given by fire fighters in the performance of firefighting activities unless the action taken or planned clearly endangers the safety of the vessel or crew. The Master, Officers, and Crew of the vessel shall assist in firefighting and salvage operations in accordance with the VRP and salvage company point of contact. The Master shall be the liaison between the Incident Commander/Unified Command and the Crew. The Master shall furnish, if possible, the Incident Commander/Unified Command with any information requested. The Master should provide the Incident Commander/Unified Command with members of the crew to act as guides. The Master shall control the actions of the crew. In the absence of the Master, the Chief Mate or Chief Engineer is expected to represent the vessel.

**2401.1 Primary Marine Firefighting Resource Provider**

The marine firefighting (and salvage) resource provider is a Coast Guard required private organization with specialized expertise and resources that should be used by the initial response organization. Federal regulations require the commercial service provider to integrate their staff and resources into an established Incident Command or Unified Command structure. While multiple marine firefighting and salvage resources may be listed in Vessel Response Plan, the Primary Resource Provider as identified in the VRP will be the point of contact for the Responsible Party, the FOOSC, and the Unified Command, in matters related to specific salvage and firefighting resources and services listed in the Vessel Response Plan. [Appendix 2](#) to this

Annex is a complete list of the Salvage and Marine Firefighting (SMFF) Services and Response timeframes. Note that the times are planning standards only and not to be considered performance standards. Any deviation from using the listed/approved service provider must be submitted in writing to and approved by the CG Captain of the Port.

<b>Marine Firefighting</b>	<i>At Pier (hours)</i>	<b>CONUS: Nearshore Nearshore area; inland waters; Great Lakes; and OCONUS: &gt;12 Miles from COTP City (Hours)</b>	<b>CONUS Offshore: Offshore area; and OCONUS: &lt; or = 50 miles from COTP City (Hours)</b>
<i>Assessment &amp; Planning:</i>			
<b>Remote assessment and consultation</b>	1	1	1
<b>On site fire assessment</b>	2	6	12
<i>Fire Suppression:</i>			
<b>External firefighting teams</b>	4	8	12
<b>External vessel firefighting systems</b>	4	12	18

Figure 4: Marine FF Resource Provider Timelines

## 2402 Waterfront Facilities

In the case of a Waterfront Facility, the Responsible Party is the Owner or Operator of the involved Waterfront Facility. The Responsible Party will normally be represented in a Unified Command through a facility designated “Incident Commander”. The waterfront facility owner or operator will maintain control over facility operations and access control. The presence of federal, state, and local agencies does not relieve the facility Owner or Operator of responsibility for the overall safety of the facility or its personnel.

## 2500 Coastal Georgia Area Committees

The Coastal Georgia Area Committee is an emergency response, preparedness, and planning body made up of Federal, State, and Local agency representatives. Under the direction of the Coastal Georgia FOSC, the Area Contingency Plan, when implemented in conjunction with the National Contingency Plan (NCP), will be adequate to respond to and coordinate initial response activities associated with a marine firefighting operation and subsequent environmental protection activities to prevent or respond to a discharge of oil or release of a hazardous material or substance into the navigable waters of the United States.

### 2501 Marine Firefighting Subcommittees

The COTP/FOSC, under the Coastal Georgia Area Committee, has established and convened a Marine Firefighting Subcommittee to formulate a strategic plan to prepare for, respond to, and mitigate shipboard fires within the Port of Jacksonville. The Subcommittee brings together appropriately experienced representatives within the FOSC/COTP Zone to continually assess risks to the ports, document the variety of resources available to respond to an incident, determine appropriate risk mitigation strategies, and develop, revise, and implement the appropriate local plans.

The Subcommittee may also serve as a mechanism by which threats are communicated to port stakeholders and other Committees (i.e. Area Maritime Security Committee, Local Emergency Planning Committees, and the Harbor Safety Committee).

The objectives of the Subcommittee include:

- Assisting in the development, review, and update of this annex, aimed at maintaining acceptable risk levels during normal operations and during incidents.
- Assisting with a comprehensive Risk Assessment to determine the appropriate location to conduct marine firefighting operations. These assessments must detail the threats, vulnerabilities, and consequences associated with each port area within a COTP/FOSC zone.
- Soliciting stakeholder recommendations for continuing improvements of response measures.
- Promoting effective incident response measures that maintain or enhance operational efficiencies and minimize impact to legitimate trade.
- Supporting the design and execution of marine firefighting exercises.

## **3000 Marine Firefighting Incident Response Organization**

The complexity, scope, and potential consequences of a marine fire incident requires a coordinated effort between all MTS users and local state and federal agencies. This effort requires open communication, enhanced awareness of potential threats and coordinated procedures for preparedness, prevention, protection, response, and recovery. In compliance with Homeland Security Presidential Directive 5, the National Incident Management System (NIMS), specifically the Incident Command System (ICS), is the required incident management system used by federal, state, and local response organizations and other involved parties to manage marine firefighting incidents meeting the applicability of this plan.

A major waterfront facility or vessel fire will involve response teams and assets from federal, state, and local agencies as well as those provided by the responsible party. The nature, location, or response phase of the incident will be the deciding element in determining which agency assumes overall command or lead agency in a Unified Command. Overall command or lead agency must be determined as early as possible in the incident to ensure the effective use of personnel and equipment.

### **3100 Incident Command**

The highest-ranking municipal fire service officer present will normally serve as the initial Incident Commander. Transfer of leadership within this IC organization may be required based on the size of the incident, arrival of senior leadership to assume command, resources on scene, and jurisdiction. The USCG Captain of the Port will not assume control of firefighting operations when the appropriate and qualified leadership is present and has assumed operational control.

### **3200 Unified Command**

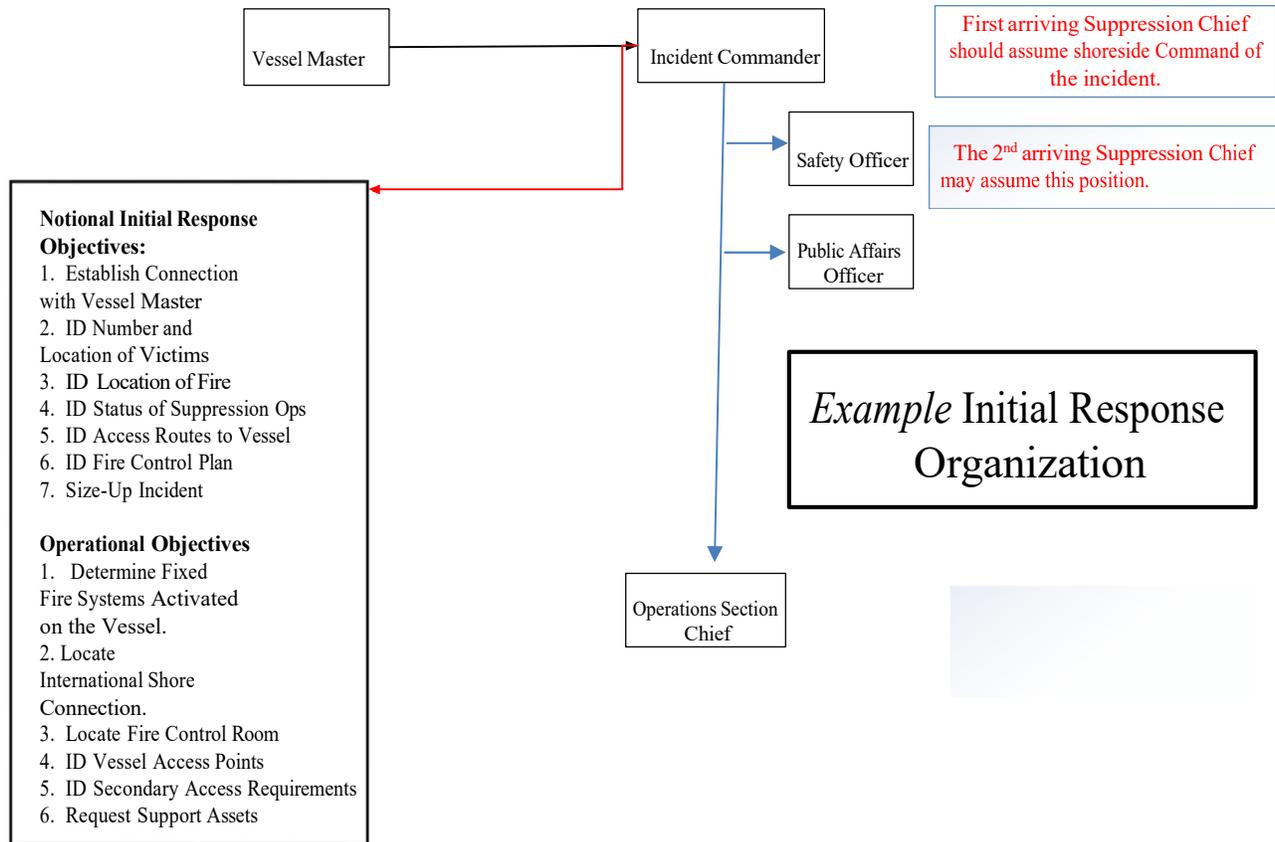
In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a Unified Command with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a Unified Command structure is called for when an incident occurs that crosses jurisdictional boundaries, involves various government levels (e.g. federal, state, local), impacts functional responsibilities, or a combination thereof. Such circumstances would pertain for almost any fire at a facility or a vessel at pier side or anchorage located in the MSU Savannah COTP Zone because of similar responsibilities of local fire departments, other emergency response organizations, and the Coast Guard for the saving of life, the environment, and property.

Incident Actions Plans (IAPs) will be prepared by the Unified Command, as appropriate, to the situation and in accordance with the National Incident Management System/Incident Command System protocols. Pre-incident IAP templates located in Appendix 8 may be developed, adapted, and applied, as available and appropriate to the incident.

### 3300 Incident Organization

The Incident Command structure developed for the initial response phase of a marine firefighting operation will be smaller than a Unified Command structure formed upon the arrival of supporting agencies and resources. The following Incident/Unified Command organizations are provided for reference only and display the potential positions that may support complex and extended response organizations.

Figure 5: Notional Initial Response Organization



When responding to a commercial vessel fire the first arriving municipal fire department representative should ensure that the U.S. Coast Guard has been contacted and request support for:

- Vessel-specific subject matter expertise.
- Establishment of an appropriate limited access area (Safety Zone).
- Identification of the applicability of the Salvage and Marine Firefighting regulations and the resource provider.

As resources and support agencies arrive, consideration should be given to establishing a Unified Command (UC). The UC construct will link and the responding agencies and organization to the incident and provides a forum to make essential decisions and allocate/identify resources essential to the strategic needs of the response. Members of the UC must have the statutory authority or legal obligation for response operations and have jurisdiction in the affected area(s).

Responsible for the overall management of the response, UC membership should not only be at the Command level but extend throughout the organization. Development or transition to a UC organization should not interrupt ongoing emergency response activities currently underway.

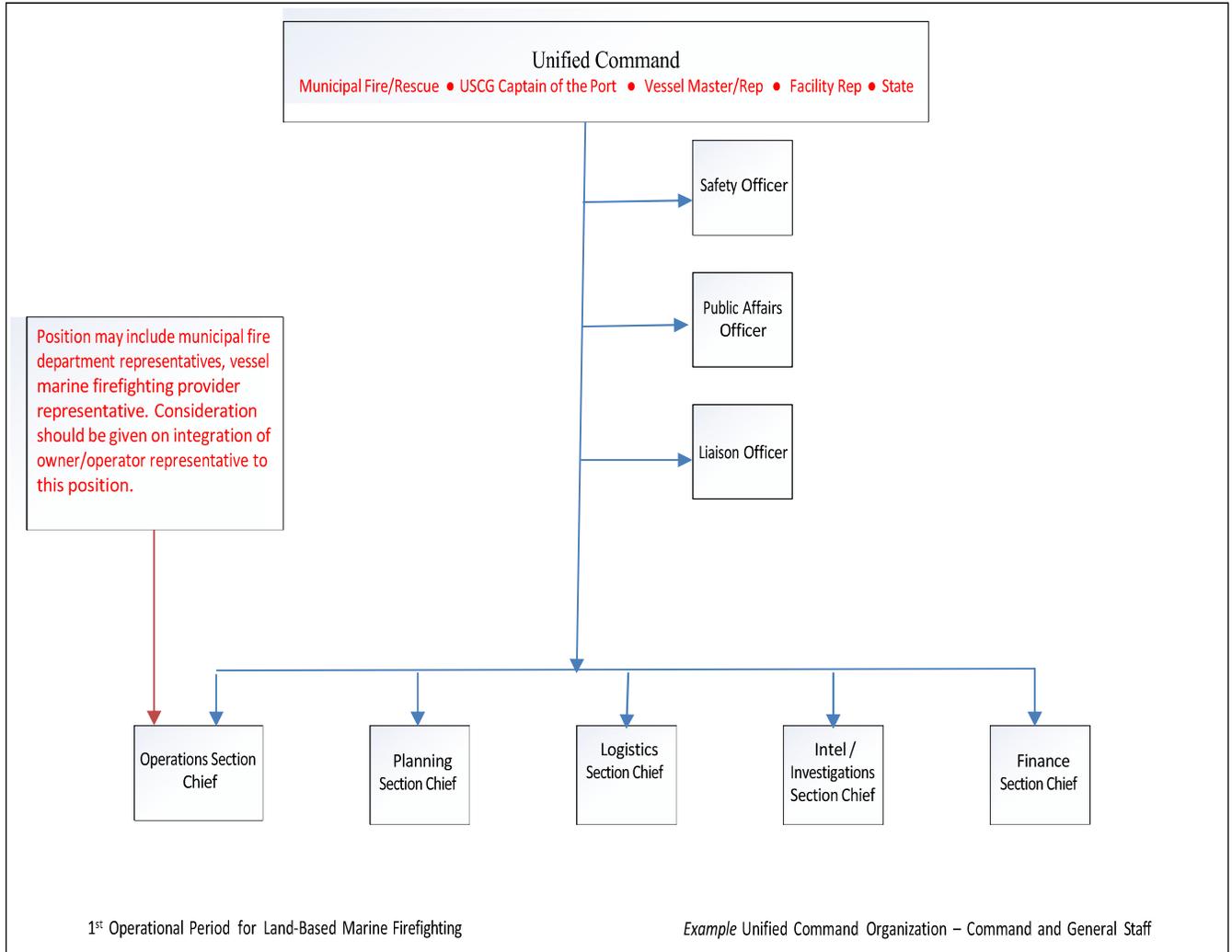


Figure 6: Notional Unified Command Organization

### 3400 Incident Priorities

Marine firefighting priorities are incident specific however most will include one or more of the following priorities:

- Selection of the marine firefighting location
- Account for and coordinate with multiple agencies
- Limit access to vessel or terminal to essential agencies
- Confine fire to specific space, deck, or to the vessel
- Account for vessel trim and stability
- Consider logistical issues to include arrival of additional agencies and assets, firefighting agent resources, communications, and public messaging
- Consider public health and safety including potential evacuation of threatened populated areas.

## **3500 Role of Responsible Party in Unified Command**

The presence of local fire fighters or USCG personnel does not relieve the Master or Owner/Operator of command or transfer their responsibility for overall safety on the vessel or facility. However, the Master should not normally countermand any orders given by local fire fighters in the performance of firefighting activities onboard the vessel or facility, unless the action taken or planned clearly endangers the safety of the vessel's safety and crew

[Section 2400](#) provides a detailed breakdown of the role of the Responsible Party (RP) for marine firefighting operations including regulatory requirements. The role of the RP may be represented by the vessel Master, the Qualified Individual (QI) as noted in the Vessel Response Plan (VRP), or the commercial marine firefighting service provider as noted in the VRP. Under no circumstances does this representation relieve the owner/operator from any liability for taking appropriate actions in response to a shipboard fire or terminal fire.

## **3600 Public Affairs Considerations**

The need to create, distribute, and continually update the status of marine firefighting response operations, including any impact on the MTS and any ongoing recovery operations, is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for its cargoes. It is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.

Based on the type of scenario, the lead spokesperson may be a representative of the owner/operator, the USCG Federal On Scene Coordinator, a representative of the Corps of Engineers, or a representative of the Florida Department of Environmental Protection. In all cases where a Unified Command has been established including a Joint Information Center (JIC), all public messaging will be routed through this ICS function.

### **3601 Joint Information Centers (JICs)**

A *JIC* will be activated during most marine firefighting response incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG IMH, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-Five; NIMS 2008 and the National Response Team model JIC guidance.

### **3602 Social Media**

Coast Guard Seventh District Public Affairs Detachment (PADET) supports Marine Safety Unit Savannah and the IC/UC in developing and disseminating public information regarding the status of the MTS following standard press-release practices and with social media. However, collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding the status of marine firefighting operations, essential public safety information, MTS status and recovery efforts is appropriately reviewed and approved by the designated Public Information Officer (PIO) before posting. All posts must first be made using the following authorized social media accounts or, if created, the

## Coastal Georgia Area Contingency Plan

designated social media accounts created for the response. The following authorized and pre-established social media accounts for the Coast Guard will be used:

### 3602.1 Facebook

<https://www.facebook.com/USCoastGuardSoutheast> There are several thousand followers on Facebook. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs.

*Marine Safety Unit Savannah Facebook:* <https://www.facebook.com/USCGMSUSavannah> This site is managed by the Marine Safety Unit Savannah Unit Public Affairs Officer.

### 3602.2 Twitter

<https://twitter.com/USCG Southeast> There are several thousand followers on Twitter, including multiple media outlets. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs Specialists.

## 3603 Public Affairs Support

Local support is available 24/7 and requested via Coast Guard Seventh District PADET Marine Safety Unit Savannah. The Sector Command Center will notify the Supervisor, PADET Jacksonville as per standing directives.

**3603.1 District Public Affairs:** During Type II and Type I Complex Incidents an enhanced Public Affairs presence will be required. The Coast Guard Seventh District Public Affairs Officer will determine the appropriate personnel and location for this support.

**3603.2 Public Information Assist Team (PIAT):** The PIAT is a special force available to the Coast Guard via the NSF. The PIAT can assist in establishing a JIC, and providing additional Public Affairs trained personnel and equipment.

## 4000 Planning

When the Incident Command is established, a Planning Section should be established as soon as possible near the Command Post for the purpose of collecting, evaluating, and disseminating tactical information on the incident. The arriving technical specialists and subject-matter experts from other response agencies will coordinate their support via the Planning Section and may include such expertise as vessel design, stability, salvage, environmental response, and management of the MTS. Additional duties or assignments within Planning may include full documentation and maintenance of the incident records, resource documentation, and the chronological progression of the incident.

## 4100 Initial Notification Actions

Expedient notification to all essential parties of an actual or reported marine fire is essential to the initial response. Upon receipt of a notification, it is incumbent on the receiving agency to establish the necessary facts/data to support additional notifications to the appropriate agencies and the correct deployment of resources to the scene. [Section 5100](#) to this plan provides detailed Initial Notification procedures and recommendations for agencies to consider or include in their notification procedures.

## 4200 Vessel Types

The type of vessel and its cargo will often dictate the level of response required, specialized resources necessary to respond, and the types of hazards/procedures to be considered during the emergency response phase. Vessels may be classified/defined based on their propulsion (self-propelled or barge), registration (foreign flagged or U.S. flag), or service/cargo type. Additionally, applicability to various international safety conventions such as SOLAS will also determine the minimum standards for crew and safety equipment/procedures on the vessels.

In all cases the U.S. Coast Guard should be consulted and represented in various capacities within the Incident/Unified Command to clarify and support operational decisions based on the vessel type.

### 4201 Vessel Types and Operational Considerations

One of the important factors in determining the response strategy for a shipboard fire is the vessel type. The major types of vessels that operate with the Marine Safety Unit Savannah AOR include:

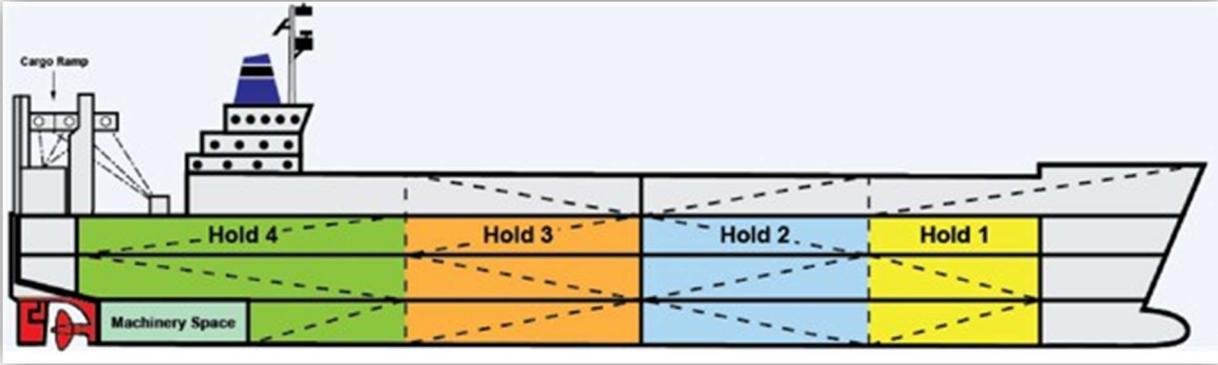
- Roll on Roll Off (Ro/Ro) Vessels
- Container Vessels
- Tank Vessels
- Tank Barges
- Bulk Vessels
- Break Bulk Vessels
- High-Capacity Passenger Vessels

[Section 4300](#) provides general guidance on local cargoes of concern that directly relate to the vessel types described in this section.

#### 4201.1 Roll on / Roll off (Ro/Ro) Vessels

Roll-on/Roll-off vessels normally consist of several decks to maximize the loading of motor vehicles. Access to the various decks can be established through cargo loading ramps and side ports. Vehicles are often stored near other vehicles, with minimal room to maneuver for firefighting operations. Vessels of this type may normally have external hulls with high freeboard which may further complicate access, maneuvering the vessel in extreme weather conditions, and staging equipment. Vessels of this type will normally have fixed fire systems (sprinkler/CO2) in the cargo deck areas which are normally a primary first response option. In addition, these vessel types have fixed, high volume ventilation systems that will become a factor in all marine firefighting strategies.

**Roll On / Roll Off Ships (Ro/Ro)**  
**Purpose:** Designed as vehicle carriers or as combination vehicle/container/break bulk carriers.



The diagram illustrates the internal layout of a Roll On / Roll Off Ship (Ro/Ro) Model. It shows a side view of the ship's hull with four holds labeled Hold 1, Hold 2, Hold 3, and Hold 4, and a Machinery Space. The holds are connected by a series of ramps, and the ship has a large wind-sail area at the stern. A Cargo Ramp is also shown at the bow.

- Large holds are connected by a series of ramps.
- Holds and individual decks can be isolated by the closure of large watertight doors.
- Uses a built-in ramp to drive vehicles on and off the ship.
- The arrangement of holds and levels is dependent on type of cargo the vessel is designed to carry.
- Vessels vary in design. Depending on design and construction, the vessel may have a large wind-sail area that could impact navigation or emergency response activities.

Figure 7: Roll On/Roll Off Ships (RO/RO) Model

### 4201.2 Container Vessels

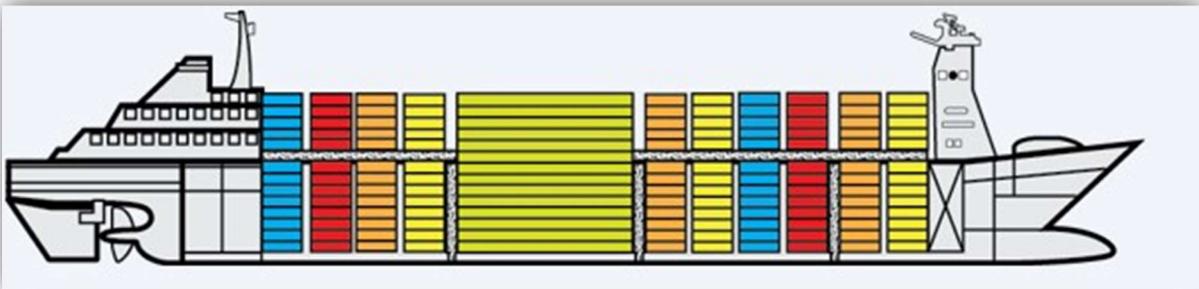
Container vessels vary in size and number of containers, or twenty-foot equivalent units, (TEUs) that can be transported. However, there are some normal factors to consider for vessels of this type. Containers can be stowed both above and below deck depending on the vessel configuration. Containers may include sizes from 20' to 40', may be refrigerated, and may be tank configuration carrying various hazardous materials. The stowage plan and Dangerous Cargo Manifest, if available, are essential documents to reference during marine firefighting operations. Additional strategies may include:

- If the container is on-deck (topside), control of a fire inside a container is often achieved through application of the firefighting agent directly into the container. Means of access for application vary based on container location and structure. Vessels may have specialized firefighting gear designed for piercing container shells for application.
- If the containers are below deck the firefighting attack strategy is similar. If access cannot be achieved due to personnel safety or other factors, the use of a fixed system within the cargo hold should be considered.
- As containers are in a cellular storage configuration it is likely that adjacent containers may also require either direct firefighting or cooling. Consideration and understanding of the cargo hazards within proximity to the fire should be part of the overall firefighting strategy.

**Container vessels conducting cargo operations as part of a military outload operation at Blount Island Terminal or USMC Blount Island may include Class 1.1 or Class 1.2 explosives. Coordination with the vessel representatives and the U.S. Coast Guard Captain of the Port is essential to the safety of first responders and to ensure the appropriate marine firefighting strategies are considered.**

#### Container Ships

**Purpose:** Designed to carry all of its cargo in unitized 20' and 40' containers.



- Cargo system requires full cellular stowage capability
- **On deck:** A lashing system of wires and/ or cables secure containers in place
- **Below deck:** Uses guides in the holds to secure the containers without damage

Figure 8: Container Ship Model

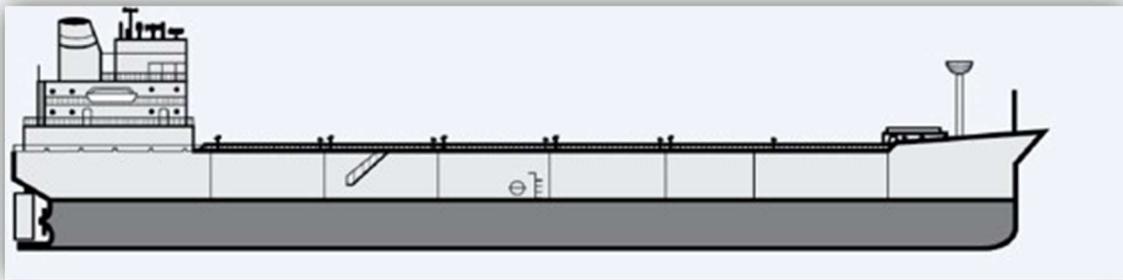
### 4201.3 Tank Vessels

Tank vessels are self-propelled vessels designed to carry bulk liquid cargoes in very large quantities and are considered in most ports to be a worst-case scenario for vessel fires and subsequent pollution incidents. These vessels include complex tank arrangements, piping systems, several automated and manual firefighting systems, and more, that must be taken into consideration when developing a marine firefighting strategy. The U.S. Coast Guard Captain of the Port can provide highly qualified subject matter experts to provide essential guidance on vessel systems, construction, design, and capability.

Tank vessels are often very large, deep draft vessels and can enter or depart on very specific tide cycles. Products carried in NE and E Central Florida will range from refined products such as gasoline and diesel to more hazardous bulk liquid cargoes.

#### Tank Vessels

**Purpose:** A self-propelled vessel designed to carry bulk liquid cargoes in bulk in large quantities.



- Virtually the entire vessel has tank spaces for carrying cargo, fuel oil, or ballast.
- Potential hazards (such as fire, explosion, or pollution) are associated with tank ships, so vessels are designed and constructed with special features to safely load, carry, and off-load cargo.

#### Tank Vessel Types:

- **Crude oil tankers:** Carry large quantities of crude oil; largest tankers (some in excess of 1200')
- **Product carriers:** Carry petroleum products other than crude oil, i.e. refined fuels such as gasoline, diesel, kerosene, aviation fuels.
- **Chemical tankers:** Carry a number of different chemical products or hazardous materials at the same time in relatively small quantities: normally smaller tankers.

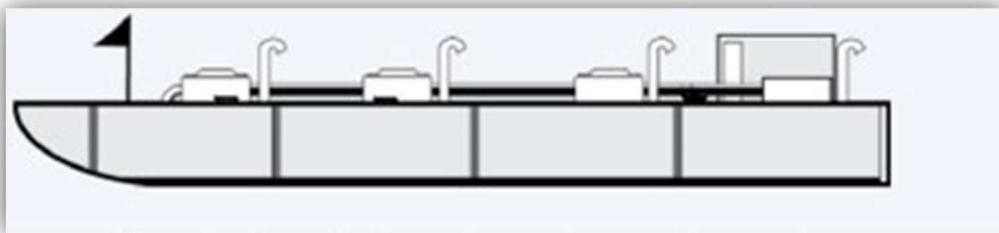
Figure 9: Tank Vessel Model

### 4201.4 Tank Barges

Tank barges are purpose-built, non-self-propelled vessels designed to carry a number of different bulk liquid cargoes depending on design and certification. These vessels must be towed or pushed and are normally not considered to be deep draft vessels. The vessels include complex cargo piping, pumping, ventilation, and generator systems that must be considered when developing marine firefighting strategies. Some tank barges may have fixed firefighting systems depending on the cargo type. Cargo types in coastal Georgia ports may include refined products such as gasoline and diesel, aviation fuel, and Liquefied Natural Gas (LNG). Numbers and locations of tanks vary based on vessel design but normally run port, center, and starboard and extending fore/aft on the vessel. The U.S. Coast Guard Captain of the Port can provide highly qualified subject matter experts to provide essential guidance on vessel systems, construction, design, and capability.

#### Tank Barges

**Purpose:** A vessel designed to carry bulk liquid cargoes. Unlike a tank ship, it is normally pushed from place to place by towing vessel, rather than self-propelled.



- Virtually the entire barge has tank spaces for carrying cargo.
- Depending on the design and construction, barge may carry oil and petroleum products, chemicals, or certain liquefied gases, i.e. LNG.
- Typically unmanned.

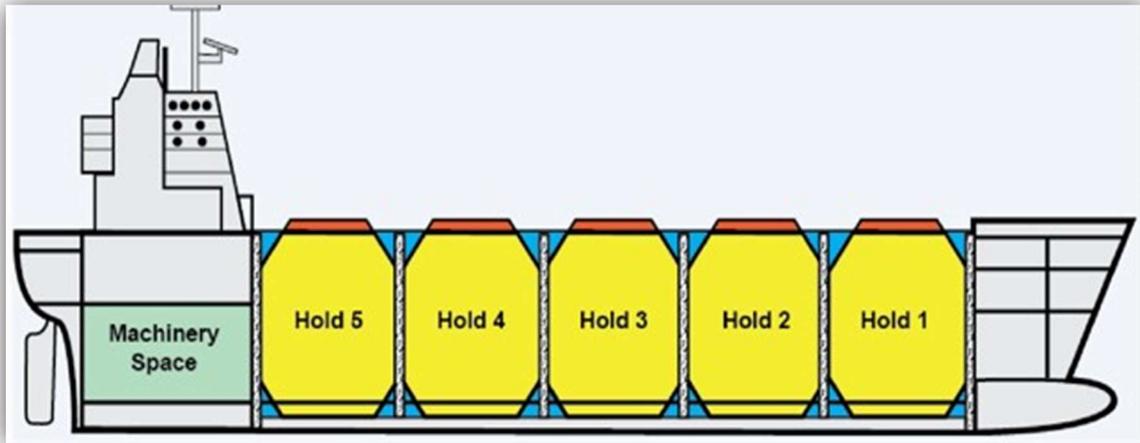
*Figure 10: Tank Barge Model*

### 4201.5 Bulk Vessels

Bulk vessels / dry bulk vessels may typically transport cargoes such as grain, coal, iron ore, aggregate, and more. Hazards such as spontaneous combustion, dust explosions, shifting of cargo and instability of cargo must be taken into consideration. These vessel types may also have large deck openings/hatches that require onboard equipment to remove. Cargo handling equipment (conveyor) may also increase the degree of difficulty in movement on the main decks.

#### Dry Bulk Ships

**Purpose:** Designed to carry products ranging from food stuffs (such as grains and rice) to hazardous materials (such as coal and bauxite) in bulk quantities.



- Once cargo is loaded, hatch covers are lowered into place by hydraulic arms to protect the cargo and provide for watertight integrity of the vessel.
- Access to cargo hold through hatches located adjacent to each cargo hatch. Ladders for access to lower hold for inspection and repair.
- The sloping sides allow cargo to settle in the middle of the hold.
- Some vessels are equipped with self-unloading conveyor belt arrangements for off-loading. Other vessels use shore-side conveyor systems.
- Holds carrying foods such as grains are fumigated to prevent insect damage. Do NOT enter a fumigated hold.
- There is a possibility of engulfment by the cargo. Do NOT walk on any dry-bulk cargo.

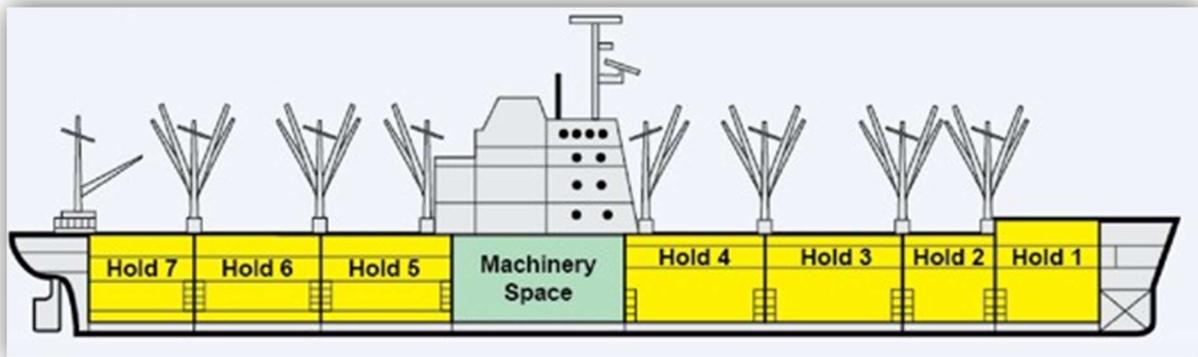
Figure 11: Dry Bulk Ship Model

### 4201.6 Break Bulk Vessels

These vessel types are similar in some respects to the dry bulk vessels in that the cargoes may be stowed in large cargo holds with large openings and hatch covers. Cargoes may include smaller parcels, bags, barrels, and may contain wood dunnage to separate the cargoes. Hazardous materials may often be carried onboard vessels of this type.

#### Break Bulk Ships

**Purpose:** Designed as a general-purpose vessel able to carry virtually any type of cargo (also known as just a “cargo ship”).



- Cargo Holds vary in size depending on the vessel size and design type.
- Cargo Holds subdivided into cargo spaces (a.k.a. compartments).
- By using decks, the compartments can be identified by location and purpose.
- Lumber, called dunnage, normally used to secure cargo within each hold or compartment.

Figure 12: Break Bulk Vessel Model

## 4201.7 Passenger Vessels

Figure 13: Passenger Vessel

Includes cruise ships, passenger and/or vehicle ferries, etc.



### **Definitions:**

**Passenger Vessel:** In accordance with 46 USC 2101, a US-flagged vessel greater than 100 gross tons, carrying more than 12 passengers including at least 1 passenger for hire is considered a passenger vessel.

**Passenger:** Every person other than the master and members of the crew or persons employed or engaged in any capacity on board a vessel in the business of that vessel.

**Notes:** High-Capacity Passenger Vessels are constructed with numerous decks/compartments, smaller passageways, entertainment spaces, and facilities similar to luxury hotel venues. The fire-loads will be exponentially increased due to the construction materials used. These vessels are highly regulated under international standards and include complex marine firefighting and ventilation systems to prevent or reduce the spread of the fire from its origin. Subject matter expertise will be required by the Coast Guard and the designated vessel response organization representatives to ensure full awareness of the vessel design, systems, and capabilities. Crew members will be widely diverse from multiple countries and language differences may affect clear communications.

Depending on location, a mass rescue operation may either supersede or be conducted in parallel with the firefighting operation. It is essential to coordinate all activities within a Unified Command organization and clearly define responsibility, authority, and resource allocation.

## 4300 Local Cargoes of Concern

There are numerous cargoes via vessel throughout the Marine Safety Unit Savannah AOR in containerized, bulk, liquid bulk, or break-bulk form. As the list is too extensive to address, some of the newer emerging hazards that may have significant effect on the municipal fire department response procedures involve the recent introduction of low-flashpoint fuels for vessels, increased shipments of electric drive vehicles (EDV), liquefied natural gas as a primary propulsion or in bulk for bunkering operations, and Class 1.1 and 1.2 explosives.

The information contained below for EDV, LNG, and Explosive cargoes describe general hazards only and should not be relied upon as the definitive response safety resource. Additional research and tactical preparation are the responsibility of each responding agency.

### 4301 Electronic Drive Vehicles (EDV)

The dominant battery rechargeable battery in EDVs are Lithium-ion batteries. The technology continues to evolve in the EDV batteries, so it is incumbent on the local municipal fire departments and first response organizations to utilize the most recent hazard information available. EDVs may fall into four primary categories:

- Hybrid electric vehicles (HEV)
- Plug-in hybrid electric vehicles (PHEV)
- Extended range electric vehicles (EREV)
- Battery electric vehicles (BEV)

The predominant threats to first responders on a marine fire event containing EDVs include the requirement to use large quantities of water (up to 3k gallons) for a single vehicle fire, threat of electrocution, and threat of thermal runaway or re-ignition well after the fire has been declared extinguished.

The Electric Vehicle Safety Training Organization and National Fire Protection Association recommend three initial response actions for EDV fires:

- **Identify** the drive system in use to discern whether the vehicle is an internal combustion engine or EDV. This can be done via some of the vehicle badges, labels, the instrumentation, or the use of orange high-voltage cables. ***General Warning - Never cut orange high voltage (HV), or yellow or blue medium voltage (MV) cabling. Never touch damaged or submerged HV or MV cables or components.***
- **Immobilize** the vehicle. EDVs often have no indication whether they are powered ON or OFF and accidental movement of the vehicle is a threat to first responders. Chock wheels, set an emergency brake, and ensure the vehicle is in Park. ***General Warning – Lack of engine noise in most hybrid and electric vehicles does not mean that the vehicle is OFF.***
- **Disable** the vehicle. Ensure the ignition is OFF and, if equipped with a proximity key, move at least 16' away from the vehicle to prevent unintended activation of the

electronic systems. ***General Warning – Silent movement or instant restart capability exists until the vehicle is fully shut down.***

The use of water remains the primary extinguishing agent for EDV fires as this is the best means to reduce the heat associated with the batteries and prevent re-ignition. Although large volumes may be required, because EDV batteries are encased in protective cases located in enclosed compartments the water may not be reaching the area or areas desired. Extreme caution must be taken when accessing these areas for extinguishing battery fires.

Firefighters have no indication as to whether stranded energy remains in the battery cells after a fire. For this reason, extreme caution is recommended including limiting the use of penetrating tools to access certain parts of the vehicle for extinguishing as this may expose the firefighters to possible shock/electrocution if unintentional contact is made with high voltage cabling or powered systems.

### **4302 LNG as Primary Fuel or Cargo**

Liquefied Natural Gas (LNG) is natural gas that has been cooled to -260F changing form from liquid to gas that is 1/600<sup>th</sup> of its original volume. LNG is rapidly increasing in use as the primary fuel for propulsion on several cargo and high-capacity passenger vessels within the Marine Safety Unit Savannah AOR. The rapid change in vessel design and increased commercial use has also resulted in the increase of LNG bunkering operations using purpose-designed barges certificated for LNG bunkering/transport as well as bunkering operations from LNG mobile facilities (tank trucks).

LNG Vessels operate at the following terminals in the Marine Safety Unit Savannah AOR:

- Kinder Morgan LNG (Savannah)
- Ocean Terminal (Savannah)
- Garden City Terminal (Savannah)
- Colonels Island (Brunswick)

LNG fires onboard a vessel present unique challenges to municipal firefighters and the vessel crew. In most cases, vessels must comply with international safety and design conventions and U.S. standards for LNG vessels that include specific requirements for firefighting systems and crew training.

Safety Equipment requirements for vessels, including shipboard firefighting equipment, systems, and training standards will vary based on the ship design, flag state, and construction. In general, vessels using LNG as the primary propulsion also have standard fuel propulsion system as a secondary means. These vessels will normally require dry chemical equipment or systems for LNG emergency response operations as well as CO<sub>2</sub> and water firefighting systems. LNG bunker barges will require dry chemical equipment or systems. **As each vessel is unique in design specifics, the municipal fire agency should coordinate with the Coast Guard to determine the vessel requirements and capabilities and coordinate firefighting efforts with the vessel crew and licensed mariners who are familiar with the systems and qualified to**

**provide subject matter expertise.** Rapid integration of these subject matter experts into the initial ICS organization is highly encouraged.

### **4302.1 LNG Firefighting Considerations**

As a liquid, LNG will not burn. When the liquid becomes a vapor and mixes with air in a very specific range it will burn. LNG is flammable when the vapor concentrations reach between 5-15% by volume in air. LNG vapor clouds will burn but will not detonate. The LNG in insulated fuel and cargo tanks is cooled to transport in a liquid form. When the liquid escapes the container or has been heated to the correct temperature the liquid will vaporize and become a flammable gas. This process can become a violent reaction and generate extreme heat if the liquefied gas comes into direct contact in large quantities with water. The primary risk to firefighters in response to LNG fires are exposure to extreme heat associated with LNG fires and burns resulting from contact with LNG in a liquid state. If the LNG in liquid form comes in contact with the vessel structure, i.e., hull or other piping/fittings, the extreme cold temperature of the liquid may result in a rapid deterioration and failure of the steel or other materials, presenting a risk of additional tank failure, hull failures/cracks, or critical vessel system disruptions.

Extinguishing agents for LNG fires include dry chemical, water, and inert gas. Dry chemical and inert gas as extinguishing agents can be used to reduce the vapor load or remove the oxygen as a component of the fire, however, neither extinguishing agent provides a heat reduction capability for the hull or adjoining tanks/compartments. The use of water in conjunction with dry chemical is recommended for surface cooling however care must be taken not to break the vapor barrier provided by the dry chemical.

Basic LNG firefighting procedures are similar in most cases to those of other hydrocarbon fires. Generally, firefighters should consider basic techniques including:

- Isolation and containment of the source of the fire
- Cooling with water the surfaces under radiation heat or areas that flames are encroaching
- Consider distance zones for the protection of unprotected buildings or staging personnel and equipment. LNG fires produce substantial heat. The movement of a vessel with LNG may become a decision factor for the Incident or Unified Command.

### **4305 Explosive Cargoes**

For maritime operations, 49 CFR Part 173.50 defines *explosive* as any substance or article, including a device, which is designed to function by explosion (*i.e.*, an extremely rapid release of gas and heat) or which, by chemical reaction within itself, is able to function in a similar manner even if not designed to function by explosion, unless the substance or article is otherwise classed under the provisions of this subchapter. The term includes a pyrotechnic substance or article, unless the substance or article is otherwise classed under the provisions of this subchapter.

The transfer of explosives to or from a vessel in the Marine Safety Unit Savannah AOR are permitted operations by CG Marine Safety Unit Savannah for Class 1.1 explosives and Class 1.2 explosives and can occur only on authorized facilities. The Class 1.1 and 1.2 explosives, the most hazardous of the six classes of explosives, are categories that risk a mass explosion of the entire load

instantaneously or have a projection hazard. Shipment of these cargo types require strict adherence to cargo stowage, segregation, and documentation. First response organizations must be aware of these dangerous cargoes and appropriately prepare for response operations. Some of the essential information to consider during the initial size-up include:

**Dangerous Cargo Manifest:** provided by the vessel crew, this manifest will provide the type and location of the Class 1.1 or 1.2 explosives, the type of packaging, and information on adjacent cargoes within the compartment.

**Application and Permit to Handle Hazardous Materials (CG-4260):** A Coast Guard permit to handle Class 1.1 and 1.2 explosives. Issuance of a CG-4260 for explosive cargo handling requires a physical safety inspection of the vessel and facility and often includes notification to the local municipal fire department prior to operations. This permit includes an Explosive Safe Quantity Distance (ESQD) that describes the safe ranges for personnel and adjacent vessels based on the net explosive weight (NEW) being loaded or discharged.

Operations involving Class 1.1 and 1.2 explosives will often occur at JAXPORT Blount Island commercial terminal, the USMC Blount Island Command military facility, JAXPORT Talleyrand, and at the Naval Ordnance Test Unit in Port Canaveral, FL. It is essential that the initial Incident Commander requests support from CG Marine Safety Unit Savannah for the purpose of:

- Providing specifics on the Permit to Handle Hazardous Materials including stowage locations, established safe distance requirements, and emergency contact information.
- Establishing and enforcing the appropriately sized Safety Zone.
- Vessel design and system design expertise.
- Support key decision-making including potential movement of the vessel.

### 4400 Initial Marine Firefighting Objectives

Incident objectives may vary depending on the vessel type, location, and threat to public health/safety/environment. Some basic initial over-arching objectives may include:

- Personnel Safety for marine firefighting will be taken into consideration during all phases of the operations.
- Initiate firefighting operations to contain and extinguish the fire
- Coordinate and support firefighting activities
- Conduct damage/stability assessment of the vessel
- Integrate vessel commercial service providers into the response organization.

### 4500 Vessel Movement and Control

The Captain of the Port may be requested to direct the movement of a vessel, including requiring departure or preventing port entry, to support firefighting operations or to prevent additional damage or threat to public health and safety, port infrastructure, environment, or the marine transportation system. Response planning must take into consideration several factors to support

a risk-based decision made within the Incident or Unified Command structure. [Section 5403](#) of this plan provides operational decision-making guidance and recommendations. In addition, [Appendix 7](#) to this plan provides a Vessel Movement Checklist template for use within the Incident/Unified Command.

## 4600 Salvage Response Considerations

Refer to the *Marine Safety Unit Savannah Salvage Response Plan (SRP)* for salvage specific information including:

- Salvage Incident Typing
- Basic Salvage Scenarios for Marine Safety Unit Savannah AOR
- Salvage Regulation Requirements
- Service Provider Requirements
- Incident Command / Unified Command Organization
- Incident Specific Salvage Plan Development and Review
- Salvage Resources (Federal, State, and Local)

## 4700 MTS Recovery Considerations

There are multiple Marine Transportation System (MTS) infrastructures and systems throughout the Marine Safety Unit Savannah COTP Zone, including:

- Bodies of water and rivers, surrounding waterfronts and significant navigable waterways in Marine Safety Unit Savannah COTP Zone.
- Transportation modes, water intakes and infrastructure.
- Vessel, cargo and facility interfaces and associated waterfront areas.
- Vessel traffic in the port (type and volume);
- Ports located within Marine Safety Unit Savannah COTP Zone.
- Port operations critical to significant local area non-maritime functions, services, or activities.

For complete details and guidance on MTS Recovery in the Marine Safety Unit Savannah COTP Zone refer to the *Marine Safety Unit Savannah MTS Recovery Plan*.

## 4800 Environmental Considerations

The Environmental Unit is responsible for environmental matters associated with the response; including strategic assessment, oil spill trajectory modeling, identifying natural resources at risk, and environmental monitoring and permitting. Technical Specialists frequently assigned to the Environmental Unit may include sampling, response technologies, trajectory analysis, weather forecasts, shoreline cleanup assessment, historical/cultural resources, and waste disposal. The Environmental Unit also participates in the vessel movement decision process, assessing potential impacts to endangered and threatened species, environmentally sensitive sites, and commercial fishing stocks, and identifying potential mitigation strategies.

The Environmental Unit is typically staffed with wildlife biologists from Georgia Department of Natural Resources - Environmental Protection Division, Federal Fish and Wildlife and supported by NOAA Scientific Support Coordinators. Additional Environmental Unit information can be

found in Sections 5000 and Section 6000 of the Area Contingency Plan and the CG Incident Management Handbook under Chapter 8 and in [Annex 2](#) of the CGACP.

### **4900 Marine Firefighting Concerns**

The initial Incident Commander will be required to consider multiple risk pathways for response personnel as the initial size-up is conducted and the first response strategies are implemented. As the emergency response phase transitions into an extended response with a robust Incident Command organization in place, the following must be considered for operational planning to ensure the safety of the first responders/crew and the vessel.

#### **4901 Vessel Stability and Water Discipline**

Vessel stability during firefighting efforts must be a major concern as the risk of capsizing or sinking the vessel. If one of the major tactics is to use large quantities of water for firefighting operations, there must be a clearly defined process to monitor the vessel draft marks to gauge any possible threat to the vessel stability and take appropriate actions including suspension of firefighting efforts combined with dewatering or ballasting down.

Failure to consider stability may cause one of the following unintended consequences:

- Safe movement around the vessel for response personnel may be impeded.
- Disruption of any applied foam blanket
- Unintentional opening of fire doors or ability to close fire doors impacted/rendered impossible.
- Operational loss of vessel machinery or automatic dewatering systems

Additional factors that may affect stability include:

- Free surface effect of all liquids on board
- Integrity of watertight boundaries during flooding
- Integrity of the hull
- Status of voids or double-bottoms (i.e. empty/full)

The Incident Commander should leverage the Coast Guard Salvage Engineering Response Team ([SERT](#)) via the local CG representative on-scene to provide technical advice on stability, flooding, and dewatering. Additional authorization for overboard discharge of firefighting water may be required by the Florida Department of Environmental Protection to ensure any contact water does not introduce a pollution threat into the navigable waters of the United States.

#### **4902 Vessel Access**

Vessels moored at a terminal have limited access points which will often be via temporary ladder-gangways affixed to the vessel. This access point may be blocked by the fire so it is imperative that the initial incident size-up conducted by the Incident Commander consider the use of a secondary means for entry including requesting aerial ladders or other special equipment in the fire department inventory. Access and egress points for responders should be considered.

Vessels at anchorage or at sea will present additional access challenges for firefighting personnel. Access points and safety of personnel using the vessel gangway or pilot doors must be carefully considered. Openings through the hull, i.e. pilot doors, present a threat of an uncontrolled flooding point should the vessel stability become compromised. Any decision for accessing the vessel while at anchor or at sea must be coordinated with the vessel Master and the Coast Guard.

### **4903 Air Supplies and Firefighter Fatigue**

Shipboard firefighting requiring entry into internal spaces on the vessel results in an extremely high rate of breathing air use for Self-Contained Breathing Apparatus (SCBA). Having sufficient SCBA bottles or a self-contained SCBA filling station/unit is essential to ensure sustained firefighting operations and should be considered during the initial size-up and for extended operational periods.

With this extended capability for sustained firefighting with SCBA apparatus comes the potential for firefighter fatigue. The Safety Officer or other designated representative must consider the crew rest periods or relief personnel if the operational period extends across several days.

## 5000 Operations

Initial marine firefighting response operations will be the responsibility of the owner/operator of the vessel, platform, or facility. Owners and operators of vessels or facilities must develop their own contingency plans to respond to marine fires.

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training, authority, and capabilities. If firefighting resources are not trained or capable of handling a marine fire, they can take appropriate measures to prevent the fire from spreading to nearby exposures. The USCG cannot contract mutual aid organizations for vessel, platform, or facility owners/operators. Facility owners and operators must take additional steps to limit the spread of fire to or from their facility and any vessels docked nearby.

The USCG will provide assistance as available including:

- Active participation within a Unified Command;
- Establishing and enforcing Safety Zones around the vessel or terminal;
- Rerouting or restricting vessel traffic;
- Issuing appropriate urgent marine broadcasts;
- Assistance with search and rescue or medical evacuation;
- Deployment of USCG resources;
- Pollution response.
- Management of the recovery of the MTS

The Savannah COTP will be prepared to continue in the role of FOSC (within the Unified Command) and OCMI upon conclusion of firefighting operations to oversee salvage operations or pollution response as may be necessary. Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the Incident Commander or Unified Command (or the Responsible Party).

The Master of the Vessel may deny local firefighters access to his vessel. He /She will then utilize the vessel resources to control and fight the fire. If the USCG determines that the Master's efforts are inadequate, actions may be taken to ensure and compel a proper response. In all cases the Owner/Operator must act in accordance with the approved Vessel Response Plan if applicable and only deviate with the express authorization of the COTP Savannah. The designated Incident Commander or Unified Command will direct employment of responding resources. Firefighting resources will be employed based on:

- Rescue/life safety
- Location and extent of fire
- Class of fire and cargo involved
- Potential impact on local community
- Additional exposure concerns (facilities, vessels, docks, structures, etc.)
- Possibility of explosion
- Stability of the vessel or platform
- Hazard to crew or other resources at location
- Weather forecast

- Maneuverability of vessel;
- Effects on bridges which must be transited
- Alternatives if the vessel is not allowed entry to or movement within a port.

The MSU Savannah COTP or representative of the COTP serving within the Operations Section will direct the employment of USCG resources (small boats, air assets, USCG Special Forces, etc.) in accordance with established policies and the needs of the Incident Commander or Unified Command. Other responding agencies will report to the IC/UC for assignment of duties. The Master of the Vessel or Platform supervisor will:

- Implement the initial response based on the fire control plan of the vessel or platform.
- Establish communications, both internal and external. Ensure that proper notifications are made to the appropriate fire department or contractor and the Coast Guard. 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 platform.
- Coordinate the efforts of shipboard or platform fire teams in responding to the fire.
- Decide if it is necessary to abandon ship/platform. If the crew is ordered to abandon ship/platform, the master or supervisor will ensure that the proper procedures are carried out and that the Coast Guard is immediately notified. The IC/UC will then coordinate the firefighting operations of all responding agencies.

## 5100 Notification and Interagency Coordination

### 5101 Initial Notification

As noted in Section 1302, initial notification of the incident may originate from the vessel via radio, via telephone, via the facility via telephone, or a witness via telephone. This plan assumes that a comprehensive notification system will include multiple agencies on the notification list and ensure the appropriate risk factors are provided to the initial response organization.

**Vessels shall make every attempt to contact local municipal authorities via landline or cell phone by dialing 911. In the event that a foreign flagged vessel does not have access to the domestic or cellular telephone system, the vessel shall notify the Coast Guard Sector Charleston Command Center on VHF Channel 16. Sector Charleston will then immediately relay this notification to the appropriate county 911 communications center. It is incumbent on all agencies who receive initial notification to verify that essential stakeholders have all been notified.**

Following a report of an incident, certain initial information must be provided by the reporting source to deploy the appropriate marine firefighting leadership and equipment. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. [Appendix 1](#) to this plan is an example of a Marine Firefighting Notification Checklist that may be adopted by agencies to use. Most of the essential ship design particulars for marine firefighting may be retrieved from the vessel's Fire Plan and the Vessel Response Plan (VRP). A Coordination with vessel responders as identified in the

VRP is crucial to obtaining this information promptly. At a minimum the following information should be provided during an initial notification:

### Fire

- Vessel Name and Location
- Vessel Specifics (Vessel Type, major Cargoes)
- Status of the crew
- Capability to safely navigate the vessel (if underway)
- Status of shipboard fire pumps
- Status of fixed firefighting systems
- Ongoing crew firefighting actions being taken
- Risk of further damage to vessel
- Status of emergency electrical systems
- Availability of firefighting resources
- Relative stability of the vessel
- Status of dewatering systems
- Intentions

Agencies should be prepared to respond to additional requests for information or clarification of the initial reporting criteria to ensure the appropriate response representatives and resources are deployed to the scene.

### 5102 Agency Coordination

The first senior fire agency representative arriving on scene will assume the role as Incident Commander (IC). The IC will initiate a size-up of the situation and determine the need for additional assistance including U.S. Coast Guard, Georgia Department of Natural Resources - Environmental Protection Division, local law enforcement agency support, and support from the terminal operator.

The IC should be prepared to integrate these agencies into the response organization to provide essential subject-matter expertise on matters of vessel design, capability, and systems; terminal systems; support in limiting access to public or identifying threats to public health and safety, and immediate environmental threats.

### 5200 Initial Response Organization

[Section 3000](#) to this Annex provides a notional representation of the initial response organization and includes recommendations for basic objectives for the first members to arrive on-scene.

The initial command structure established on scene will be small but provides a necessary and effective leadership presence to establish the scope of the incident and make necessary priority decisions. Figure 5-1 is an example of an initial Incident Command organization. For landside marine fire responses, the local municipal fire department representatives will normally assume the position of Incident Commander until a Unified Command has been established. For waterborne marine fire responses, the Captain of the Port representative will normally assume the role of Incident Commander until an Incident or Unified Command organization has been established (as appropriate).

## Coastal Georgia Area Contingency Plan

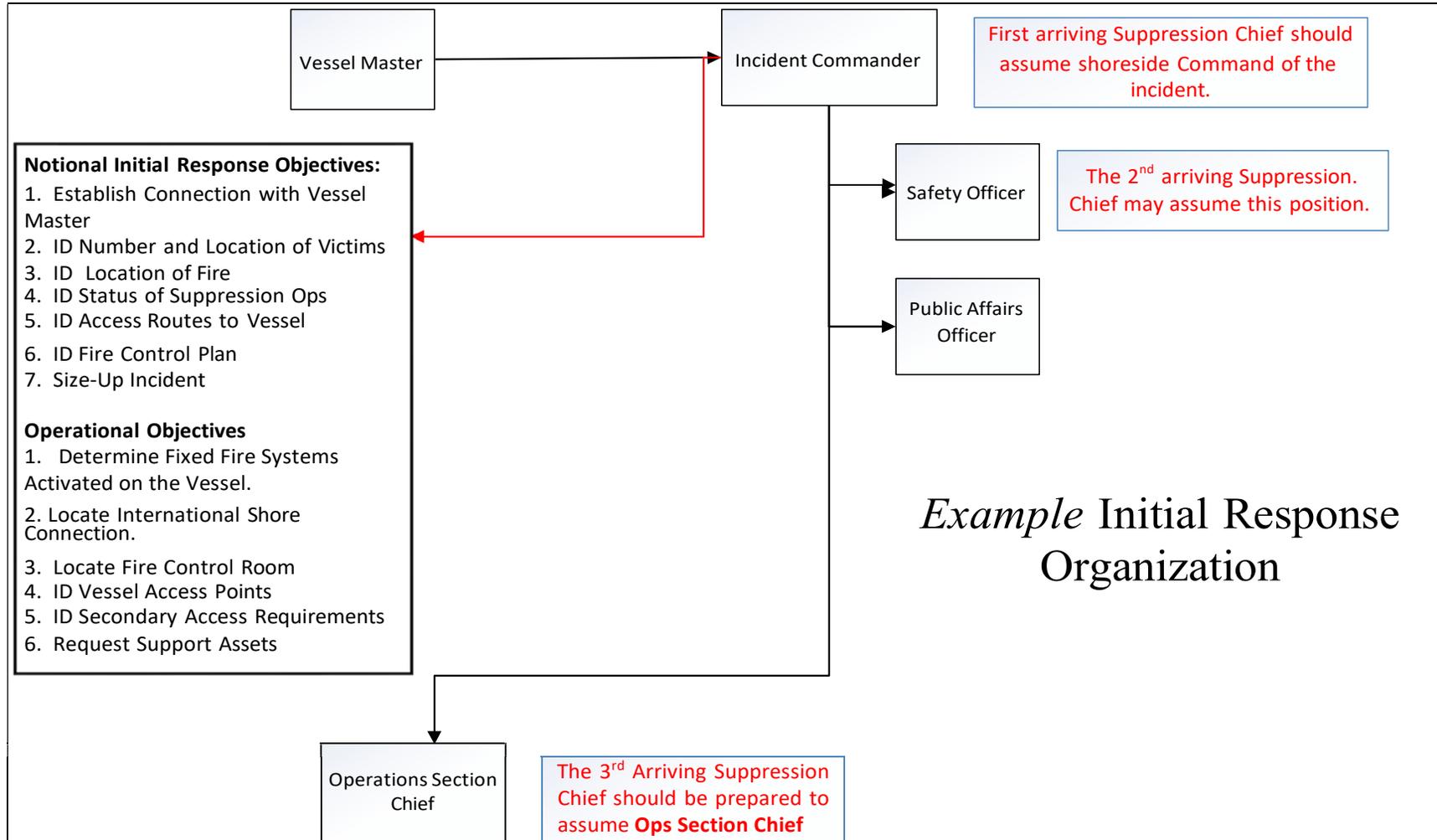


Figure 14: Initial Response Organization Example

## 5300 Incident Communications

Interoperable and pre-identified communication protocols are established for the initial emergency phase and will be expanded as the Unified Command establishes full oversight of the marine firefighting operation and standard Communication mission assignment and frequencies are established within the Incident Action Plan (ICS-205 Incident Radio Communications Plan).

### 5301 Shoreside Communications

Position / Role	Channel	Frequency
TBD		

### 5302 Marine Communications

Position / Role	Channel	Frequency
Safety Frequency	06	156.300 MHz
Bridge to Bridge	13	156.650 MHz
Distress/Emergency	16	156.800 MHz
Alternate Tactical	21	157.050 MHz
Primary MFF Frequency	22A	157.100MHz
Primary SAR Tactical Frequency	23A	157.150 MHz
Primary Pollution Frequency	81A	157.175 MHz

### 5303 Air Operation Communications

Position / Role	Channel	Frequency
AOPS	Air to Air	123.025 MHz
Air to Surface	21A	157.050 MHz
Sector Command Centers	345	

### 5304 Additional Tactical Communications

Position / Role	Channel	Frequency
TBD – Incident Specific		

## 5400 Basic Marine Firefighting Priorities

This section is not considered a complete tactical guide for marine firefighting activities but is provided as a menu of options to consider for initial response actions. A checklist version of the objective and priority recommendations in this section can be found in [Appendix 3](#).

### **5401 Initial Response Priorities**

The initial operational response actions for the vessel crew, local/municipal first response organizations, and the U.S. Coast Guard will be based on the following strategic objectives:

- Rescue/Life Safety
- Protection of Exposures (facilities, vessels, docks, structures, etc.)
- Containment, Extinguishment, and Property Conservation
- Fire Salvage and Overhaul
- Environmental Protection

The location, size, and type of fire will not be a static situation so flexibility in the adjustment of priorities will have to be considered.

### **5402 Vessel and Facility Priorities**

Following the strategic objectives established for the response, tactical priorities for vessel and facility marine firefighting response may include:

- Establishment of a command post and appropriate implementation of ICS/Unified Command and verification that all stakeholders have been notified.
- A complete size-up to determine potential for rescue operations and what is burning (class of fire and materials involved).
- Establish Staging Area and Staging Manager
- Contact appropriate marine firefighting, environmental response, and marine salvage contractors (as necessary by Owner/Operator or COTP if necessary);
- Determine status of the vessel crew and ongoing firefighting operations.
- Determination as to whether the fire main system is operating and the location of other firefighting resources on board.
- Obtaining the fire control plan of the vessel, platform, or facility.
- Hose lines taken aboard vessels should be large hose lines (4" to 6") with reducers for smaller hand lines and sufficient international shore connections (as appropriate);
- Maintaining two separate gangways to the vessel, one for personnel access and the other distinctly to serve as a hose conduit or support.
- Determination as to whether the ventilation system is operable or what portions of the ventilation system are open/closed. If not operational, portable equipment may be required.
- Consider need for additional lighting resources to support 24/7 operations.
- Planning for additional equipment to arrive on scene during early stages of the response. Direct as appropriate to staging areas for arriving equipment.
- Recognition that a language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.

### **5403 Movement of a Burning Vessel**

A crucial decision that must be made by the COTP is whether a burning vessel should be allowed to enter or move within the port. Types of vessel movements that may be required in an emergency include movement from sea to an anchorage or a pier; from an anchorage to a pier; from a pier to an anchorage; grounding a vessel; or scuttling a vessel offshore.

**5403.1 Decision to Allow a Burning Vessel to Enter or Move within the Port**

The success or failure of shipboard firefighting may be determined by the vessel location. If the vessel is remotely located, in a port terminal/pier with limited access for shoreside operations, or otherwise inaccessible, the COTP may have to evaluate the risk of movement. Due to the limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter or move within a port.

There are numerous considerations that the COTP should evaluate when faced with the decision of whether or not to allow a burning vessel to enter or move within a port. The following information should be gathered and considered prior to making such a decision:

- Location of Fire
- Status of Fire (Contained / Under Control)
- Status of shipboard firefighting equipment
- Status of Crew
- Navigability of Vessel
- Cargo Specifics
- Potential for Explosion
- Potential of Sinking or Capsizing
- Emergency Towing Availability
- Effect on Bridges During Transit
- Potential to Spread to Other Vessels or Facility
- Firefighting Resources Available at Destination Terminal
- Risk or Threat if Remaining at Current Position
- Pollution Potential
- Concurrence of Pilots, Docking Master, Terminal Operator, and Unified Command

The above considerations should be investigated by the IC/UC by physical examination of the vessel and cargo manifest before the vessel is allowed to enter port or move within the port. The COTP will consult with the IC/UC and the membership of the regional Port Coordination Team to evaluate all risk factors.

In addition, the FOOSC/COTP, in coordination with the USCG Seventh District, and the Region IV Regional Response Team (RRT), shall assess the pollution risks and determine whether the vessel will be allowed to proceed to sea to reduce the risk of the pollution hazards.

A checklist style version of the above factors is included as [Appendix 7](#) to this plan.

### **5403.2 Authorization to Enter Port**

Entry to port or movement of the vessel may only be permitted by the COTP, in writing, to the owner/operator or their representatives (if applicable) when all parties are in agreement and:

- The fire is already contained or under control.
- There exists little likelihood that the fire would spread.
- A greater possibility exists that fire could and would be readily extinguished with available equipment in port before encountering any secondary hazards of explosion or spread of fire.
- All relevant and available parties have been consulted.

### **5403.3 Denial of Entry**

Entry to port of movement may be denied by the COTP, in writing, to the owner/operator or their representatives (if applicable) when:

- There is greater danger that the fire will spread to other port facilities or vessels.
- The likelihood of the vessel sinking or capsizing within a navigation channel, and becoming an obstruction exists.
- The vessel may become derelict.
- Unfavorable weather conditions preclude either the safe movement of the vessel under complete control or would hamper firefighting (high winds, fog, strong currents, etc.);
- Risk of a serious pollution incident by oil or hazardous substances exists.

Additional considerations:

- Safety Broadcast and Notice to Mariners.
- Ordering the movement of other vessels or cargo that may be impacted.
- Locating the vessel to best facilitate the use of available resources.

## **5500 Mooring, Anchorage, and Grounding Site Selection**

There are several legal authorities available to the Coast Guard Captain of the Port to supervise or control the movement of any vessel within the territorial waters of the United States when such actions are necessary to ensure the safety of the public health and welfare or to prevent damage or injury to the vessel or waterfront facility.

When choosing mooring, anchoring, or grounding locations, similar risk factors will be considered, as well as the effects on safe navigation and minimizing the risk to surrounding communities and to the environment. The possibility of the vessel sinking or becoming a derelict is very real and could result in a greater harm to the marine transportation system than the loss of a single vessel. The initial considerations are:

- Bottom material - Soft enough so that the ship's hull will not be ruptured.
- Water depth - Shallow enough so that the vessel could not sink below the main deck, yet deep enough so that fire boats, salvage barges, and tugs can approach; tides and other river level fluctuations must be considered.
- Area - Accessibility to firefighting, spill response, and salvage assets.

## Coastal Georgia Area Contingency Plan

The location and suitability of boat ramps and piers to be used as staging areas must also be evaluated when considering grounding or anchoring sites.

Based on risk assessments conducted by the Marine Firefighting Subcommittees in NE and East Central Florida in CY-2022, the Area Committee has identified areas that have been assessed and determined to provide the lowest level of risk to the public health, safety of the crew, possible disruption to the MTS, and prevent unnecessary risk to the environment.

### Port of Savannah

Marine Firefighting Zone	Port Area	Latitude	Longitude	Risk Assessment Results
<b>Alpha</b>	Atlantic Ocean / Offshore Anchorage			Low Risk
<b>Bravo</b>	TBD			Low Risk

Equipment incident assignment for vessel fires in the Port of Savannah include the equipment listed below. Additional equipment may be directed to the scene as necessary and in accordance with resource share agreements with surrounding counties and DoD.

Equipment, Personnel or Apparatus	Number
Standard Engines	4
Ladder Apparatus	1
Fire Rescue	1
Rescue Chief	1
Safety Office	1

**Port of Brunswick**

Marine Firefighting Zone	Port Area	Latitude	Longitude	Risk Assessment Results
<b>Alpha</b>	Atlantic Ocean / Offshore Anchorage	31.118333	-81.483611	Low Risk
<b>Bravo</b>	TBD			

Each port in the Marine Safety Unit Savannah AOR has been segmented into Marine Firefighting Zones that begin from offshore locations (Zone Alpha) to areas inside of the Demarcation Line (Zones Bravo thru Zulu as necessary).

Each Zone will include the pre-determined mooring and anchorage locations as well as additional area-specific information to assist in the decision-making process. This information will include necessary information about the primary fire station likely to respond, planned Equipment Staging areas, environmentally sensitive area considerations, public health and welfare considerations, and any critical communications or location-specific information.

**5501 Port of Savannah**

The following Marine Firefighting Zones for Anchoring and Mooring have been identified for the **Port of Savannah**:

Marine Firefighting Zone	Mooring Area	Anchorage Area	Additional Information
<b>ZONE Alpha</b> <i>Offshore to the Savannah River Entrance</i>	N/A	<b>Offshore Anchorage Areas East and North East of the Channel Entrance</b>	There may be vessels awaiting entry into the Port of Savannah. Coordination with the Savannah Pilots is essential for determining the optimal location in the designated offshore locations.
<b>ZONE Bravo</b> <i>Savannah River Entrance west to the Houlihan Bridge</i>	TBD	N/A	Minimal opportunities for turning or anchorage of vessels in distress. Shore based firefighting resources only with on-water response via Marine 1 and FIFI 1 tug assets.

**PORT OF SAVANNAH: MARINE FIREFIGHTING AREA**

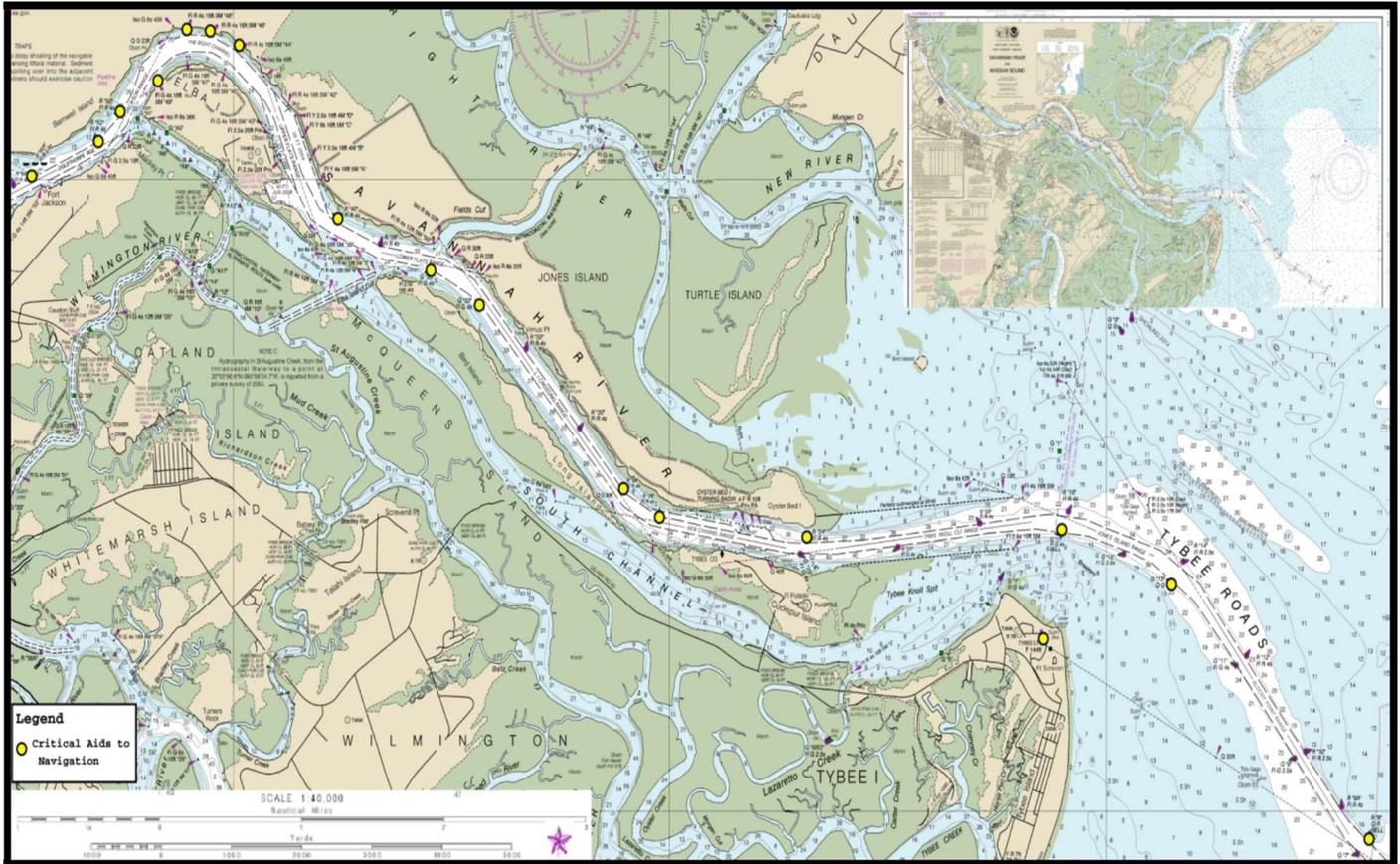


Figure 15: Port of Savannah Chart

The Port of Savannah, Georgia (Port ID # 16923, UN Locator Code USSAV) includes all waters and adjacent waterfront from the entrance of the Savannah River upstream to the US Route 17 (Houlihan) Highway Bridge located at river mile 21.3 including the cities of Savannah, Garden City, and Port Wentworth. The Savannah River is navigable for deep-draft vessels to the upper end of Savannah Harbor, 19 miles above the outer ends of the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance.

The Port is located on the south bank of Savannah River about 15 miles above the outer end of the jetties, is the second-largest city and chief port of the State of Georgia. It is a leading southern port for container movements (3rd nationally) and is the main distributing point for the surrounding country. The water-borne commerce is of a widely varied nature. Imports include containerized items, petroleum products, sugar, lumber, cement, gypsum, fertilizer materials, nonferrous ores, textiles, plywood, molten sulfur, chemicals, agricultural machinery and iron and steel products.

Exports include containerized items, petroleum products, kaolin clay, wood pulp, vegetable oil, peanuts, grain, naval stores, paper products, tall oil, oil seeds, scrap iron and agricultural machinery.

**ZONE ALPHA:**

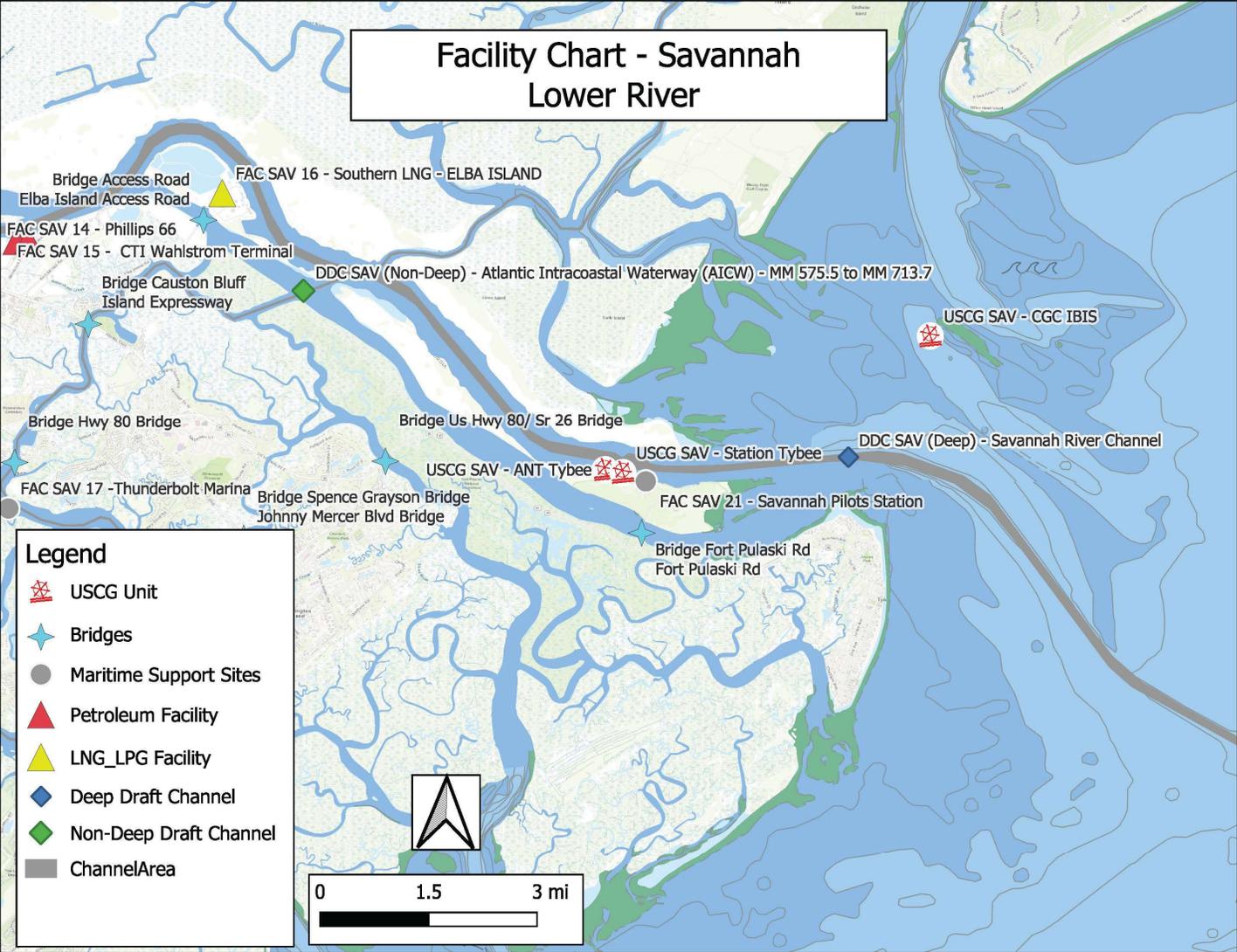


Figure 16: Lower Savannah River Facility Chart

Vessels on approach or within **ZONE Alpha** – designated from the sea buoy of the Savannah River entrance west to Elba Island), may be directed by the Captain of the Port to an offshore anchorage area (based on accessibility and vessel draft) E and NE of the Savannah River entrance. This area provides sufficient depth for anchorage, low risk for public safety, reduced risk of environmental impact, and does not present a significant threat to the safe passage of vessels or commerce.

Primary Fire Station	Equipment Staging Areas	Priority Environmental Protection Areas	Additional Information
<p><b>Savannah Fire Station 3</b></p> <p>Primary Fire Boat is Marine 1 All Hazards Vessel</p> <p>6000 GPM capability</p> <p>Tanker: Avg. 1200 -1500 GPM</p> <p><b>FIFI Systems: (ON-Water Tug)</b></p> <p><b>1.FiFi Class 2 System, 7200m3/h</b> Diesel Engine Driven Fire Pumps: 2X3600m3/h Fire Monitors:4X1800m3/h@150m or 3x2400m3/h Remote Control System</p> <p><b>2.FiFi Class 1 System, 2400m3/h</b> Diesel Engine Driven Fire Pumps: 2X1200m3/h or one 2400m3/h Fire Monitors:2X1200m3/h@120m Remote Control System</p> <p><b>3.FiFi 1/2 System , 1200m3/h</b> Diesel Engine Driven Fire pumps: 1200m3/h Fire Monitors:2X600m3/h@120m or 1X1200m3/h@120m Remote Control System</p>	<ul style="list-style-type: none"> <li>Staging for Marine 1 is Savannah Public Boat Dock.</li> </ul> <p><b>Alternate Sites:</b></p> <ul style="list-style-type: none"> <li>USCG Station Tybee</li> </ul>	<ul style="list-style-type: none"> <li>Sea Turtle Nesting Beaches are located on Tybee Island Beach</li> <li><b>Priority A:</b> Huguenot Inlet, Haulover Creek, &amp; Little Talbot Island</li> </ul> <p>See GRS Map <a href="#">GA 4-6</a> ESI's for more information.</p>	<p>Fireboat response time to this zone is 25-30 minutes. Offshore sea conditions may affect response time or ability to respond.</p> <p>See Appendix 6 (Vessel Movement Checklist) for consideration on bringing a vessel from Zone Alpha into the port for marine firefighting operations.</p> <p>FIFI Tugs available in Savannah and Brunswick</p>

Figure 17: Savannah River Marine Firefighting Resources

ZONE BRAVO

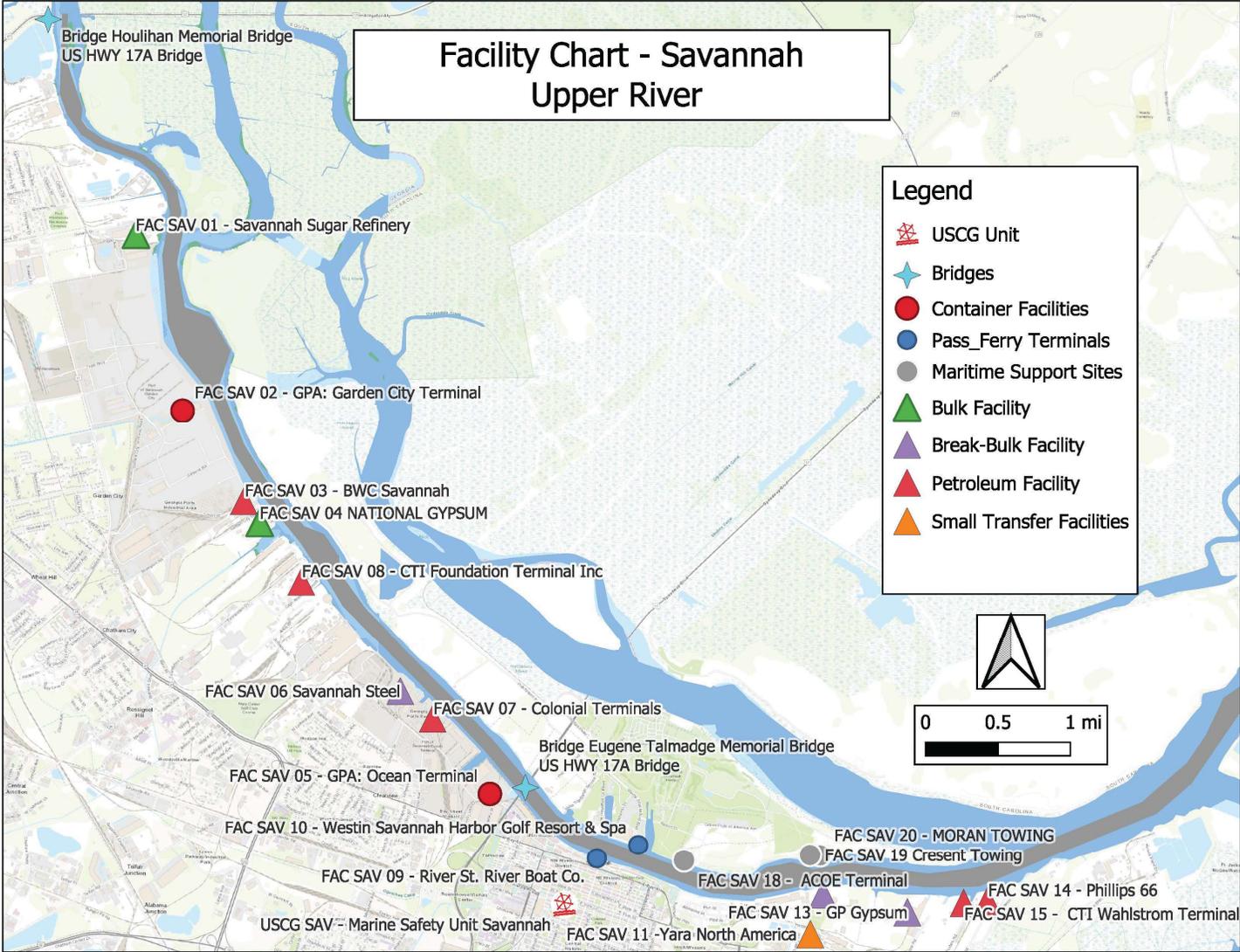


Figure 18: Upper Savannah River Facility Chart

## 5502 Port of Brunswick

The following Marine Firefighting Zones for Anchoring and Mooring have been identified for the Port of Brunswick:

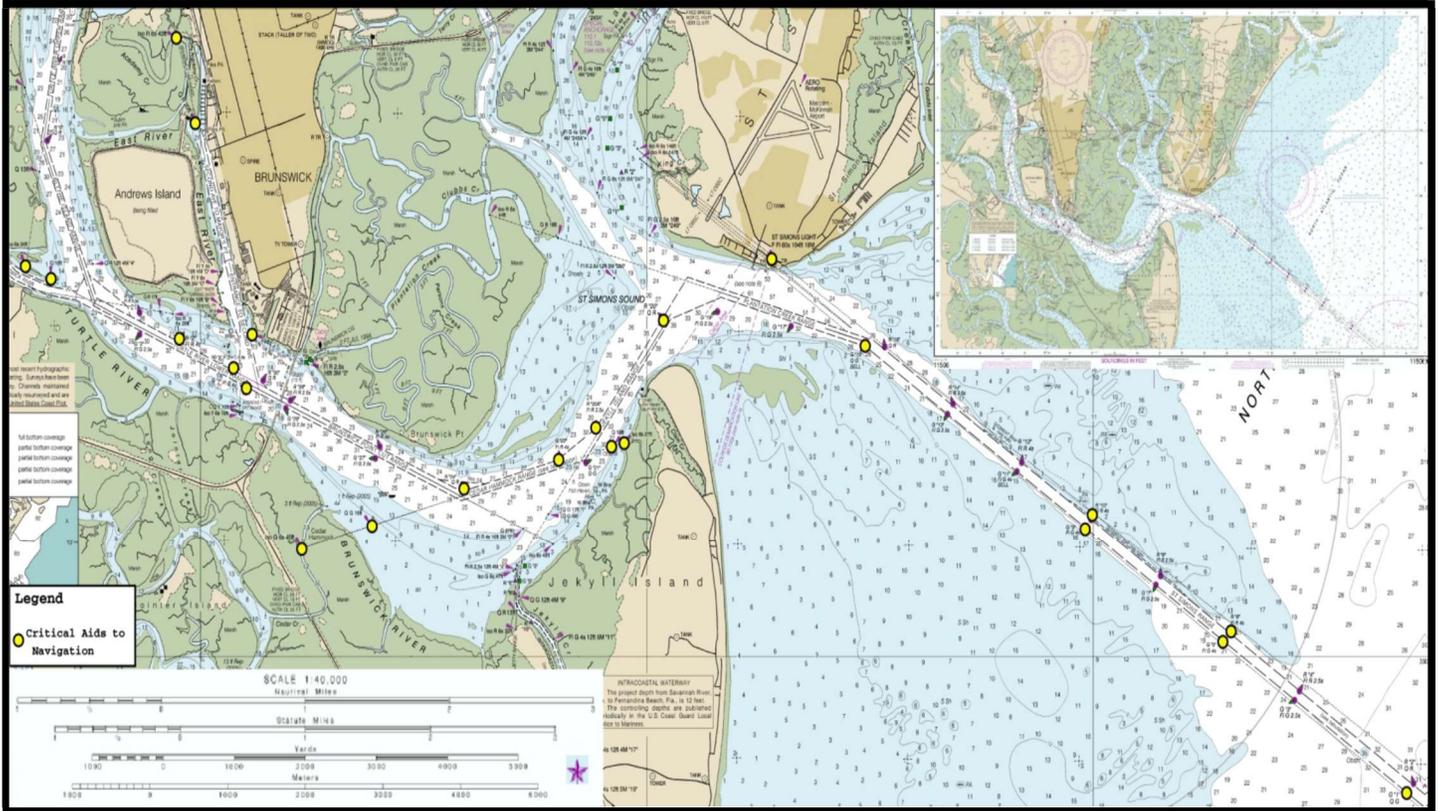


Figure 19: Brunswick River Chart

The Port of Brunswick, Georgia (Port ID # 12623; UN Locator Code USSSI) includes all waters and adjacent waterfront from the entrance of the South Brunswick River about 7.3 miles east of the Sidney Lanier Bridge to about 6.7 miles above the Sidney Lanier Bridge. The Port of Brunswick is on the eastern bank of East River and Academy Creek opposite Andrews Island, 7.5 miles above St. Simons Light. It is 4.5 miles west of the Intracoastal Waterway route, which connects it with ports to the north and south. The city is the second-largest port of commercial importance in Georgia. It is 104 miles south of Savannah and 82 miles north of Jacksonville by coastwise routes. The principal commodities handled in the port are seafood, wood pulp, wood pellets, salt, chicken feed, petroleum products, fertilizer, chemicals and roll on/roll off cargo of all types. The Brunswick River provides access for oceangoing vessels to the city of Brunswick and is divided into two branches by Andrews Island. The southern branch is known as the Turtle River and the northern branch, where the city of Brunswick is located, is known as the East River.

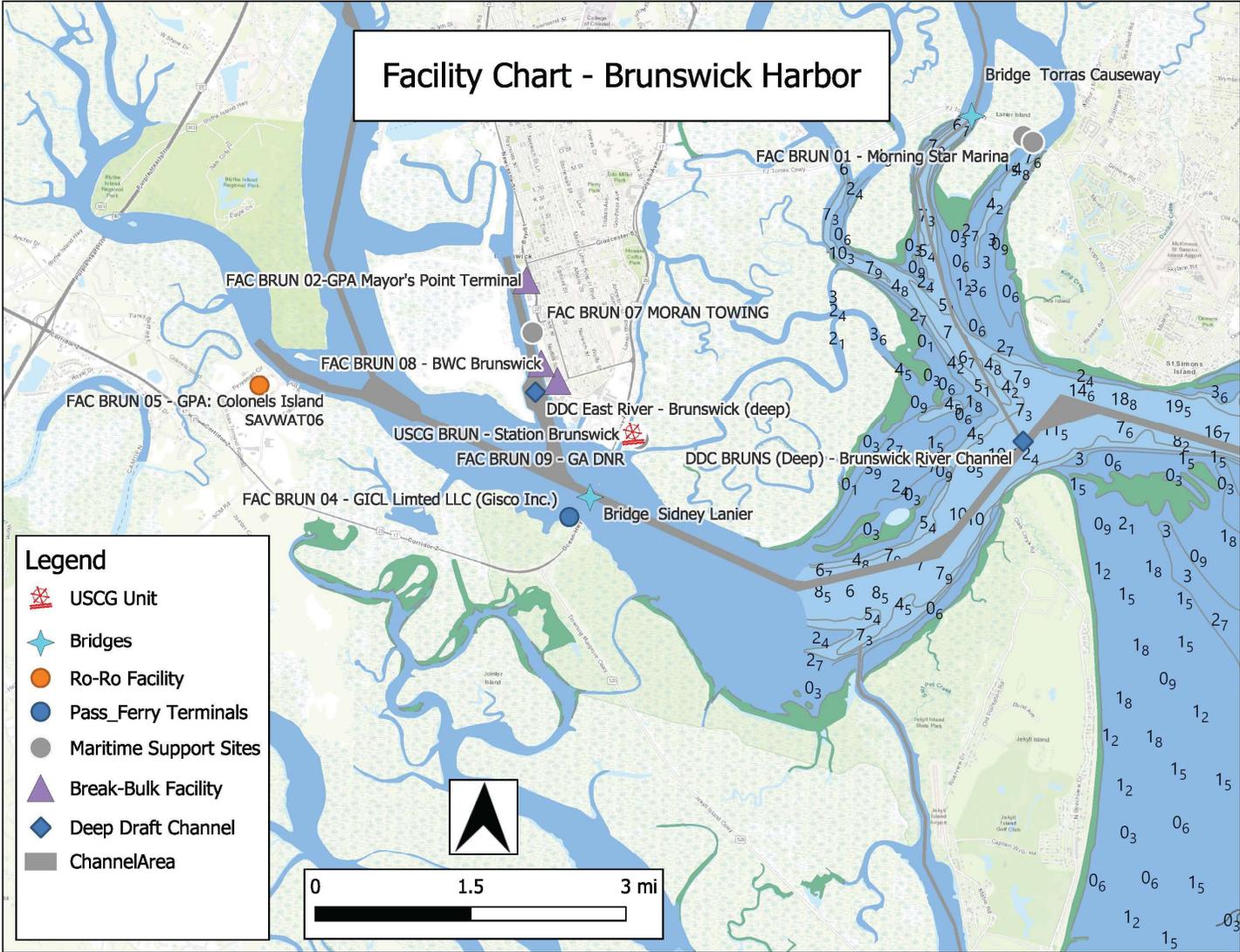


Figure 20: Brunswick River Facility Chart

**Port Brunswick: MARINE FIREFIGHTING ZONE Alpha**

Vessels on approach or within ZONE Alpha may be directed to **the pre-designated anchorage area outside of the Brunswick River Entrance Channel**. This area provides sufficient depth for anchorage, low risk for public safety and environmental impact, and does not restrict the safe passage of vessels or commerce. Vessels committed to the channel and unable to safely navigate to the pre-designated anchorage area may receive additional direction from the Brunswick Pilots or the U. S. Coast Guard COTP.

## Coastal Georgia Area Contingency Plan

Marine Firefighting Zone ALPHA	Staging Areas	Priority Environmental Protection Areas	Additional Information
TBD	Station Brunswick	SeaTurtle Nesting throughout entire GRS.  See GRS GA-29 ESI for more information.	Offshore transit limited to wx and in-port operations requiring presence of CFR vessels.  Extinguishing support only offshore. Will not embark personnel. Able to provide communication support and platform for IC if required.

Additional resources available in to support marine firefighting operations in Marine Firefighting Zone ALPHA are noted below.

Vessel	Capabilities	Additional Information

Additional Mutual Aid Resources from Florida.

Vessel	Capabilities	Additional Information
ELIZABETH S	3K GPM water only. Able to provide offshore external cooling only	Response Time > 2.5hours unless engaged.
ECAMBIA	7500 GPM water only.	Response Time > 2.5hours unless engaged.
ST. JOHNS	7500 GPM water only. Able to provide offshore external cooling only.	Response Time > 2.5hours unless engaged.
CHRISTINE S	3500 GPM water only. Able to provide offshore external cooling only.	Response Time > 2.5hours unless engaged.

**5503 Port of Darien**

To be developed.

**5600 Integration of Commercial Marine Firefighting Service**

Marine firefighting services required/provided by the owner/operator under the provisions of 33 CFR Part 154 will be integrated into the Unified Command at Command Staff, Branch, and Div/Group levels as necessary. The Planning Section Chief is responsible for the appropriate assignment of the service representatives, resource tracking, and coordinating development of the Incident Action Plan.

**5700 Activation of Mutual Aid Agreement or Special Forces**

To be developed

## **5800 Transition of Response Actions**

The Incident Commander or Unified Command will determine when emergency firefighting operations are no longer required after consulting with the On-Scene Incident Commander / Operations Section Chief. This must be a carefully considered decision as this action may result in the shift of firefighting resources away from the scene. Shipboard firefighting operations may take several days and with multiple decks/compartments potentially impacted, there are numerous opportunities for re-flash. Prior to declaration of the end of firefighting operations, the shipboard spaces should be restricted until certified safe for entry by a Marine Chemist. The IC/UC will be responsible for the declaration that the vessel and all essential internal compartments/voids/spaces are safe for entry upon completion of the response.

After the fire has been declared extinguished the focus of the IC/UC will shift to other roles including environmental response, salvage, investigation, and the recovery and restoration of the marine transportation system. Municipal firefighters may retain an operational role/position in this new phase, providing essential responder safety support where required but will likely transition out of the leadership, planning, and logistic support positions.

## 5900 Investigations

### 5901 Investigation Requirements

#### 5901.1 Marine Casualty Designation

Maritime fires are categorized as a marine casualty and therefore are subject to the maritime casualty investigation regulations under 46 CFR Part 4 and the policies and procedures set forth in the USCG Marine Safety Manual Volume 5 (COMDTINST 16000.10A). A fire becomes a reportable marine casualty requiring investigation actions only by **THE DESIGNATION BY A QUALIFIED INVESTIGATING OFFICER** under the following conditions as per 46 CFR 4.05-1:

1. Causes or is the cause of an unintended grounding or allision with a bridge or intended grounded or allision which causes a hazard to navigation, the environment, or safety of the vessel.
2. Causes or is the cause of a loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel.
3. Causes any occurrence which material and adversely affecting the vessels seaworthiness or fitness for service.
4. Causes loss of life.
5. Causes an injury beyond first aid medical treatment.
6. Property damage to include labor and material costs in excess of \$75,000.
7. Causes pollution or other significant harm to the environment.

#### 5901.2 Major Marine Casualty and Reporting

Maritime fires should follow normal reporting procedures set forth by MSM Vol. 5 and unit local policy, however special attention should be given to the major marine casualty requirements due to a maritime fire's higher damage/threat potential. A maritime fire becomes a major marine casualty under the following conditions:

1. Causes loss of six or more lives
2. Loss of a mechanically propelled vessel of 100 gross tons or more
3. Property damage initially estimated at \$500,000 or more
4. Cause of a serious threat as determined by Commandant and concurred with by NTSB Chairman to life, property, or the environment by hazardous materials.

Major maritime casualties have additional time sensitive reporting requirements to the Commandant, National Response Center (NRC), and the National Transportation Safety Bureau (NTSB). Please refer to Appendix 1, notifications, and unit QRC for more details and procedures on making these notifications.

#### 5901.3 Drug and Alcohol Testing Requirements

Drug and alcohol testing for those directly involved in maritime casualties is required when an investigation is designated a serious marine incident which is defined as follows:

1. One or more deaths
2. Injury to crew, passenger, or other person which requires professional medical attention beyond first aid

3. Damage to property in excess to \$200,000
4. Actual or constructive loss of vessel subject to inspection
5. Actual or constructive loss of self-propelled vessel not subject to inspection but over 100 gross tons
6. Discharge of 10,000 gallons or more of oil or a reportable quantity of a hazardous substance

It is important to note that the marine employer for the employees directly involved in the fire must be the one to direct the drug and alcohol testing. Coast Guard personnel should avoid directing vessel personnel to perform drug and alcohol testing if possible. The Coast Guard may designate people as directly involved and have the marine employee direct them for testing.

## 5902 Investigation Priorities

### 5902.1 Evidence Preservation/Collection

The preservation and collection of evidence during a maritime fire casualty presents more challenges than most other types of maritime casualties. The very nature of the fire and the method for controlling and extinguishing it are destructive and tend to destroy valuable evidence. Additionally, the scene of the casualty tends to remain hazardous long after the fire is extinguished and can cause other hazardous conditions and events such as pollution or other hazardous material releases. It's because of all these factors that the investigation or evidence collection are afterthoughts to the incident response teams and sometimes critical evidence can be lost. To prevent this, the following types of evidence items should be prioritized as soon as practical:

1. Perishable Data Recording Devices: The best examples are Voyage Data Recorders and chart plotters. These are data recorders with limited storage space and may, if given too much time, overwrite the valuable data. The process to extract the data may be as easy as hooking up a USB or could be more complex and require a technical specialist. However, if the data recorder can be recovered prior to an overwrite operation, the data on the device can typically be preserved until such time it can be extracted for investigative purposes.
2. Witness Statements: The memories of witnesses tend to be good for a few days, but after a week details begin to be lost. Potential involvement of lawyers and company representatives could also influence or alter their recollections. Witnesses need to be secured and interviewed as soon as practical in order to preserve valuable firsthand accounts of the fire and events that led up to it.
3. Unofficial Logs and Records: Many vessels have a number of rough logs or other types of unofficial logs and record books they use prior to putting information into the official logs. These logs and records tend to “disappear” after major events where a crew or company could be held liable and should, if found, seized, and kept for evidence.

### 5902.2 Multi-Media Documentation

Any kind of digital or other multi-media data that needs to be collected for evidence should follow normal evidence collection procedures with a few added procedures. First, for all password protected devices, attempt to get the password from the vessel or company if possible.

This makes the extracting of the data faster and can speed up the return of the device to the vessel or company. All electronic devices seized as evidence should have its location noted and then be immediately turned off and unplugged to prevent remote wiping of the data. Ideally, get a crewmember to shut down the device for you and note its disposition on the evidence tag or chain of custody. Finally, do not look at the data on the device without permission from the company. This behavior has been ruled on in the past as a violation of reasonable privacy. Therefore, permission is needed to access electronic devices such as computers.

### **5903 Coordination with Other Investigation Agencies**

#### **5903.1 Federal**

The primary federal agencies that Coast Guard personnel may interact with during a maritime fire casualty will be the National Transportation Safety Bureau (NTSB) and the Occupational Safety and Health Administration (OSHA). The Coast Guard can freely share investigative materials and information with these agencies.

1. NTSB: An independent federal agency with investigative authority into all national transportation system incidents. The NTSB are informed of all maritime casualties that are designated major marine casualties, casualties involving public and non-public vessels with one fatality or a property damage of \$75,000, or a Commandant designated serious threat. The Coast Guard can perform investigations on behalf the NTSB or work in conjunction with the NTSB on an investigation.
2. OSHA: Federal Agency which oversees safety and health of workers based of the Occupational Safety and Health Act of 1970. The Coast Guard typically coordinate with OSHA when a maritime casualty involves workers on maritime facilities, such as a large fire on cargo vessel at a container terminal. They may co-lead maritime fire casualties on vessels or may lead any fire casualty investigations which started on a maritime facility.

#### **5903.2 State**

State law enforcement may also be involved in assisting or may be an interested party in maritime fire casualty investigations. Specifically, the Georgia Department of Natural Resources – Environmental Protection Division (GaDNR-EPD) may assist in maritime fire investigations which happen in Georgia waters and endanger the public or the environment. Personnel should be careful in what information to divulge to state agencies and should rely on Public Affairs Officer or Freedom of Information Act (FOIA) Officer when sharing investigation materials and information with state agencies.

#### **5903.3 Local**

Both local law enforcement and fire departments may be involved with the maritime fire and the investigation that follows. Local fire departments particularly may be relied upon for their fire investigation expertise to help track the fire back to its source. Despite this, like with the state agencies, Coast Guard personnel should not freely share investigation details with agencies other than federal agencies and should go through Public Affairs Officer or the FOIA officer before sharing investigation materials and information.

After a fire involving a vessel or a facility, several agencies may become involved in an

investigation to determine a cause.

## **6000 Logistics**

The IC/UC is responsible for organizing and staffing the Planning Section. It is preferred that these resources are the combined talents of the vessel, platform, or facility personnel; local firefighting resources; contractor personnel; and federal, state, and local agencies.

## **7000 Finance**

The owner/operator of the source of fire (facility, vessel, or platform) 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, a more unified Finance/Administration Section may be established.

## **7100 Protection and Indemnity (P&I) Insurance**

Large commercial vessels and barges typically have Protection and Indemnity (P&I) Insurance to cover instances that result in salvage. This insurance provides coverage to ship-owner and characters against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance.

## **7200 Federal Funding**

A marine fire may lead to the release of harmful quantities of oil or hazardous substances. Dependent on the severity of the fire, the FOSC 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 in many cases to prevent a discharge or release into the environment.

In the most severe of circumstances, it may be appropriate for the FOSC to consider funding municipal and commercial firefighting resources to prevent the discharge of oil or release of hazardous substances if the Responsible Party has not taken adequate or appropriate actions. See section 6000 of the NE and E Central Florida Area Contingency Plan for accessing either the OSLTF or CERCLA funds.

## 8000 Appendices

### Appendix 1 Initial Notification Checklist

Initial information			
Name of Reporting Person:		Phone: ( ) -	Address:
Reporting Person's Relationship to Incident (check box):  <input type="checkbox"/> Agent <input type="checkbox"/> Master/CEO <input type="checkbox"/> Work Party title: _____ <input type="checkbox"/> Other: _____			
Nature of Incident (check box):  <input type="checkbox"/> Vessel Fire <input type="checkbox"/> Facility Fire <input type="checkbox"/> Explosion <input type="checkbox"/> Collision <input type="checkbox"/> Other: _____			
Location of Incident			
Latitude:		Longitude:	
Facility / Marina / Pier Name:		Address:	
Vessel Fire			
Vessel Name:		Call Sign:	Exact location of fire (i.e., compartment, deck.)
Agent Name:		Agent Phone: ( ) -	Vessel Flag:
Marina:	Berth:	Anchorage:	Address (if applicable):
Facility Fire (If Structure is on Fire)			
Facility Name:		Exact location of fire on facility:	
Facility Phone: ( ) -		Address (if applicable):	

<b>Fire and Safety Information</b>	
<b>Fire Details</b>	
Status of fire (circle one): <b>Extinguished    Contained    Out of Control</b>	Class of Fire (check one): <input type="checkbox"/> Alpha (paper, wood, etc.) <input type="checkbox"/> Bravo (fuels) <input type="checkbox"/> Charlie (electrical) <input type="checkbox"/> Delta (metals)
Firefighting Efforts (check box): <input type="checkbox"/> None taken at time of report <input type="checkbox"/> In progress with vessel/facility crew <input type="checkbox"/> In progress with outside assistance Specify: _____ _____	Source of fire (check box): Source known? <input type="checkbox"/> No <input type="checkbox"/> Yes Source Secured? <input type="checkbox"/> No <input type="checkbox"/> Yes
Shipboard/Facility Firefighting Systems: Type(s) Available: _____ Type(s) Expended: _____ _____ _____ Remaining Resources: _____	
<b>Safety Information</b>	
Personnel Status (check boxes): Are there any personnel casualties? <input type="checkbox"/> Yes <input type="checkbox"/> No Are there any personnel missing or trapped? <input type="checkbox"/> Yes <input type="checkbox"/> No Location(s): _____ _____ Are there any injured personnel? <input type="checkbox"/> Yes <input type="checkbox"/> No Injuries: _____ _____ Are there any deaths? <input type="checkbox"/> Yes <input type="checkbox"/> No	MEDIVAC requested? <input type="checkbox"/> Yes  <input type="checkbox"/> No

<b>Vessel Status:</b> Can the vessel maneuver? <input type="checkbox"/> Yes <input type="checkbox"/> No	Does the Master wish to anchor/moor the vessel? <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Surrounding Area Hazards</b>	
Cargo information:  Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _ Type: _____ Quantity: _____ Distance from fire: _____ Location: _	
Nearby Vessels/Facilities:  Type: _____ Name: _____ Distance from fire: _____ Type: _____ Name: _____ Distance from fire: _____ Type: _____ Name: _____ Distance from fire: _____ Type: _____ Name: _____ Distance from fire: _____	

## Appendix 2 Marine Firefighting Response and Equipment Timeline

Service	Location of Incident Response Activity Timeframe		
		CONUS: Nearshore Nearshore area; inland waters; Great Lakes; and OCONUS: >12 Miles from COTP City (Hours)	CONUS Offshore: Offshore area; and OCONUS: < or = 50 miles from COTP City (Hours)
<b>(1) Salvage</b>			
<i>Assessment &amp; Survey:</i>			
1. Remote assessment and consultation		1	2
2. Begin assessment of structural stability		3	3
3. On-site salvage assessment		6	12
4. Assessment of structural ability		12	18
5. Hull and bottom survey		12	18
<i>Stabilization:</i>			
6. Emergency towing		12	18
7. Salvage Plan		16	22
8. External emergency transfer operations		18	24
9. Emergency lightering		18	24
10. Other refloating methods		18	24
11. Making temporary repairs		18	24
12. Diving services support		18	24
<i>Specialized Salvage Operations:</i>			
12. Special salvage operations		18	24
14. Subsurface product removal		72	84
15. Heavy lift <sup>1</sup>		<i>Estimated</i>	<i>Estimated</i>
<b>(2) Marine Firefighting</b>			
<i>Assessment &amp; Planning:</i>			
16. Remote assessment and consultation	1	1	1
17. On site fire assessment	2	6	12
<i>Fire Suppression:</i>			
18. External firefighting teams	4	8	12
19. External vessel firefighting systems	4	12	18
<sup>1</sup> Heavy lift services are not required to have definite hours for a response time. The plan holder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services.			

### Appendix 3 Marine Firefighting Response Checklist

This checklist is not designed to supersede any existing agency policies or procedures and is provided for information use only. *Annex C to the NFPA 1405 Guide for Land-Based Fire Departments That Respond to Marine Vessel Fires* provides an expanded list of recommendations that may be developed into local municipal fire department checklists.

Initial Notification	
<input type="checkbox"/> Determine Vessel Type	<input type="checkbox"/> Determine Location (Marine Firefighting Zone)
<input type="checkbox"/> Note Time of Day	<input type="checkbox"/> Note Weather/Wind/Tide Conditions
<input type="checkbox"/> Consider Additional Alarm Information	<input type="checkbox"/> Resources in Initial Alarm
<input type="checkbox"/> Note Initial Response Resources Ordered	<input type="checkbox"/> Note any report of injuries to crew or terminal employees

Deployment to Incident	
<input type="checkbox"/> Initiate Size-Up of Incident	<input type="checkbox"/> Anticipate and Prepare for arrival of U.S. Coast Guard, law enforcement agency, and other government agency support.
<input type="checkbox"/> Determine Communication Needs (Waterborne Frequencies; LE Frequencies; Fire Apparatus Freq.)	<input type="checkbox"/> Review any Pre-fire Survey information on vessel for vessel or terminal. Consider additional contingency plan consultations required (environmental, salvage, mass rescue).

On Scene Considerations	
<input type="checkbox"/> Incident Location	<input type="checkbox"/> Rescue Requirements
<input type="checkbox"/> Public and First Responder Exposure Risk	<input type="checkbox"/> Assumption of Incident Command
<input type="checkbox"/> Identify Command Post Location	<input type="checkbox"/> Identify Staging Area Location and identify Staging Manager / staging responsibilities
<input type="checkbox"/> Assign Operations Chief	<input type="checkbox"/> Assign Safety Officer
<input type="checkbox"/> Assess need and type of additional assistance	<input type="checkbox"/> Request specialized equipment (marine fireboats; HAZMAT Teams; air units)
<input type="checkbox"/> Isolate and secure response zones/area	<input type="checkbox"/> Integrate arriving agencies / organizations into specialized areas of the Incident Command

## Coastal Georgia Area Contingency Plan

<b>On Scene Considerations</b>	
<input type="checkbox"/> Establish shoreside control (local law enforcement)	<input type="checkbox"/> Establish waterside control (U.S. Coast Guard or State/local maritime law enforcement agencies)
<input type="checkbox"/> Perform Initial Actions to contain fire location	<input type="checkbox"/> Initiate Protection Cooling
<input type="checkbox"/> Assess and move adjacent vessels or equipment under threat	<input type="checkbox"/> Secure / Isolate cargo operations, i.e. liquid cargo xfer hoses
<input type="checkbox"/> Determine type of incident (fire, explosion, hazardous material release, collision)	<input type="checkbox"/> Establish Medical Triage and Transport Location/Protocols.

<b>Vessel Systems and Vessel Specific Information</b>	
<input type="checkbox"/> Account for Vessel Crew	<input type="checkbox"/> Consult with Master / Chief Engineer / First Officer
<input type="checkbox"/> Determine Vessel Arrangement (Accommodation Spaces; Galley; Engineering Spaces ;)	<input type="checkbox"/> Identify Points of Entry to Vessel. Identify additional specialized entry equipment required.
<input type="checkbox"/> Determine condition of cargo, liquid cargoes/fuel; ballast tanks.	<input type="checkbox"/> Account for potential vessel stability issues and cause.
<input type="checkbox"/> Note essential watertight zones within vessel	<input type="checkbox"/> Account for ventilation system status and vent conditions (open-closed)
<input type="checkbox"/> Coordinate with vessel Engineer Determine on status of mechanical systems including Dewatering Systems; Generators; Main Engines; Ventilation; Communication; Inert Gas (if applicable); Smoke/Fire Detection; Cargo Handling Gear	

<b>Water Supply Options</b>	
<input type="checkbox"/> Identify hydrant location, capacity flow, and size.	<input type="checkbox"/> Identify need for supplemental water sources (waterside and landside supply)
<input type="checkbox"/> Coordinate assessment of vessel fire-main system (condition and control valve location)	<input type="checkbox"/> Identify location and retrieve International Shore Tie Connection
<input type="checkbox"/> Identify number, location, and status of vessel fire pump(s)	<input type="checkbox"/> Identify locations of vessel fire stations and standard equipment dedicated to each location
<input type="checkbox"/> Develop plan for shore to ship hose configurations	<input type="checkbox"/> Identify need for apparatus to provide hose to vessel or act as standpipe for supply.

## Coastal Georgia Area Contingency Plan

Strategies and Objectives	
<ul style="list-style-type: none"> <li>□ Consider mobilization of resources to accomplish objectives including arrival times, resources responding, resources available in reserve.</li> </ul>	<ul style="list-style-type: none"> <li>□ Assign arriving CG Resources to Operations and Planning Section to provide vessel subject matter expertise, coordinate waterside security and support, leverage COTP Authority where required, and initiate a Unified Command.</li> </ul>
<ul style="list-style-type: none"> <li>□ Additional material resource needs to be considered include location/amounts of foam / CO2 / Nitrogen and the location-response times</li> </ul>	<ul style="list-style-type: none"> <li>□ Integrate vessel marine firefighting service representative and salvage representative into Operations Section to provide firefighting support, stability and vessel design subject matter expertise, and awareness of commercial equipment enroute.</li> </ul>
<ul style="list-style-type: none"> <li>□ Identify need for specialized cargo handling equipment and marine licensing requirements if applicable</li> </ul>	<ul style="list-style-type: none"> <li>□ Assign Communications Officer to develop initial communications plan to include multi-agency frequency list, Command and Control protocols.</li> </ul>
<ul style="list-style-type: none"> <li>□ Identify Operations that will extend into the next operational period. Prepare for transition to a Unified Command organization and development of an Incident Action Plan.</li> </ul>	<ul style="list-style-type: none"> <li>□ Consider requirements of a fire investigation team and casualty investigation team. Evidence collection and integrity protocols should be considered.</li> </ul>

## Appendix 4 SERT Response Checklist

SERT Rapid Salvage Survey Form (Page 1 of 4)

**Instructions:** Initial contact with the SERT Duty Officer should be made by phone at (202) 327-3985. The Duty Officer will provide initial assessment of the casualty and guide requests for additional information. If requested, fill this sheet out as completely as possible with the information available. However, items marked with an asterisk (\*) are the most critical for initial action, and should also be as accurate as possible. Once completed, e-mail the form as an attachment to: [sert.duty@uscg.mil](mailto:sert.duty@uscg.mil).

### Basic Vessel Information:

Vessel name\*: \_\_\_\_\_ Official Number: \_\_\_\_\_

Classification Society: \_\_\_\_\_ Length (B.P.)\*: \_\_\_\_\_ Beam\*: \_\_\_\_\_  
 Depth\*: \_\_\_\_\_

Full load draft\*: \_\_\_\_\_ Service speed: \_\_\_\_\_ (if known)

Vessel type\*:  Bulk carrier  LPG/LNG carrier  OBO carrier  Product carrier  
 Crude carrier  Container ship  RO/RO ship  Break-bulk ship  
 Barge carrier  Barge with rake  Barge w/o rake  
 Other: \_\_\_\_\_

### Vessel Response Plan (VRP):

Does the vessel have a VRP? \_\_\_\_\_ Has the VRP been activated? \_\_\_\_\_  
 Who is the designated SMFF provider on the VRP? \_\_\_\_\_ (if known)

### Type of Casualty: (check all that apply)

Grounding  Sinking  Capsizing   
 Collision/Allision  
 Flooding  Fire/explosion  Oil/HAZMAT spill   
 Structural Damage  
 Other: \_\_\_\_\_

Date/Time of Casualty\*: \_\_\_\_\_

Position\*: Latitude \_\_\_\_\_  
 Longitude \_\_\_\_\_

**SERT Rapid Salvage Survey Form (Page 2 of 4)**

**Vessel drafts\*:** (as accurate as possible)

Pre-Casualty Drafts* Date/Time Taken: _____			Post-Casualty Drafts* Date/Time Taken: _____	
<i>Port</i>	<i>Starboard</i>		<i>Port</i>	<i>Starboard</i>
		<i>Forward</i>		
		<i>Midships</i>		
		<i>Aft</i>		

**Bottom Type\*:** (for grounding or sinking, check all that apply)

- Mud/silt     
  Sand     
  Gravel     
  Rock     
  Coral

**Water Depth Information\*:** (for grounding or sinking)

Tides (if applicable): Time/height at time of casualty (if known):

Time/height at next high tide: \_\_\_\_\_

Time/height at next low tide: \_\_\_\_\_

River height or lake level trend (if applicable): \_\_\_\_\_

**Vessel Damage\*:** (if applicable)

Flooding:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Structural Damage:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Vessel Cargo:**

Cargo type and quantity:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Cargo damage, loss, hazards:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

SERT Rapid Salvage Survey Form (Page 3 of 4)

Pollution:

Reported pollution, oil spill:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Fuel oil type and quantity:

\_\_\_\_\_  
\_\_\_\_\_

Initial SERT Assistance Required: (check all that apply)

- Ground reaction, force to free, refloating analysis
- Stability analysis                       Structural analysis                       Damage, oil outflow analysis
- Salvage/refloating plan review                       Lifting/rigging plan review
- Other: \_\_\_\_\_  Any/all of the above (as required)

Documentation Available: (if known, check all that apply)

- General Arrangement Plan                       Trim & Stability Book
- Capacity Plan, Deadweight Scale
- Structural Drawings (Midship Section Plan, Shell Expansion Plan, Deck Plans)
- Other: \_\_\_\_\_

Onboard Loading Computer: (if known)

- CARGOMAX (HECSALV)                       GLM (GHS)                       NAPA
- Other: \_\_\_\_\_  None/unknown

Additional Information: (if applicable)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Primary Contact Information\*:

Name: \_\_\_\_\_ Phone: (mobile) \_\_\_\_\_  
Organization: \_\_\_\_\_ Email: \_\_\_\_\_

**SERT Rapid Salvage Survey Form (Page 4 of 4)**

**Secondary Point of Contact: (if applicable)**

Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Phone (mobile): \_\_\_\_\_ E-mail: \_\_\_\_\_

**SERT Contact Information (24/7):**

SERT Duty Officer Cell Phone: (202)327-3985

SERT Duty Officer E-mail: [sert.duty@uscg.mil](mailto:sert.duty@uscg.mil)

\*Please scan or save completed form, then e-mail as attachment to: [sert.duty@uscg.mil](mailto:sert.duty@uscg.mil)

The Rapid Salvage Survey form is also available in a fillable PDF format on the Sector Jacksonville Public Drive and at the following link: [Marine Safety Center - SERT \(uscg.mil\)](#)

USCG MSC SERT (REV 01/18)

## Appendix 5 Vessel Response Plan Access Procedures

It is essential for the initial response team members to understand the applicability of VRP regulations, the planning factors required for certain services and equipment, and other essential information. This section will briefly describe the process for accessing required VRP information and the essential information necessary to establish initial assessment and survey strategies, site stabilization considerations, and specialized operations such as heavy lift or subsurface operations.

The COTP can access essential VRP information from the USCG Marine Safety Center, who has streamlined the process to obtain VRP information and availability using *Homeport*.

*Figure 5-1* is a VRP Express Guide for Homeport users. The VRP Express is a program developed to aid both Coast Guard and industry partners in managing, tracking, and viewing Vessel Response Plans. The purpose of the job aid is to give Coast Guard and initial responders a quick access guide to reference VRPs during a response Incident.



## VRP EXPRESS

United States Coast Guard

VRP Express is a program developed to aid both the Coast Guard and our industry partners in managing, tracking, and viewing Vessel Response Plans along with United States SOPEP's and SMPEP's. The purpose of this job aid is to give Coast Guard responders a quick access guide to reference VRPs during a response incident.

SMFF core GSAs are available to the Coast Guard at: VRP 59061—Donjon Smit Americas; VRP 45081—Donjon Smit; VRP 45101—Resolve; VRP 76016—RORC; VRP 45121—T&T Salvage; VRP 66061—FOUO SMFF Information

*VRP EXPRESS Quick Reference Card*
*Click images to open full size*
<https://homeport.uscg.mil>

### I) VRP STATUS BOARD: Vessel Response Plan Search



To search for a Vessel Response Plan, SOPEP, or SMPEP, use the following steps: *To view uploaded plans (Section IV) you will need to be logged into Homeport.*

- 1) Open Homeport using the following site: <https://homeport.uscg.mil>
- 2) Under the "Missions" tab select "VRP Status Board"

\* These steps will open the VRP Search page.

The search page will allow the user to search by plan number, vessel name, IMO Number, and Official Number. Search by plan number whenever possible for best results

### II) VESSEL RESPONSE PLAN SEARCH:

There are many ways to use the Vessel Response Plan Search page to locate a vessel. The below example shows the easiest and most affective way. Use the following steps to locate the plans a vessel might be associated with: (Continuing previous steps)

- 3) Change the "Result Listing" from "Vessels" to "Plans"
- 4) Enter one of the following: Plan Number, Vessel Name, IMO Number, or Official Number
- 5) Then select "Search"

Search results : Criteria—Official Number (628503)

Plan #	Plan Holder	Plan Preparer	Status	Plan Exp Date	Plan Type
20165	Ingram Barge Company	INGRAM BARGE COMPANY	Authorized	11/08/2023	Tank

### III) VRP DETAILS / VIEWING APPROVAL LETTERS:

(Continuing previous steps)

- 6) Select desired plan to view the plan details;
- 7) Scroll down to the list of vessels to view the Approval Letter or select the vessels name to view the details / list of authorized zones

Vessels Total Vessels: 441 | Total Authorized: 441

Show 25 entries Search: ID 648

Vessel Name	IMO Number	Official Number	Status	Vsl Type	VRP Type	Worst Case Discharge	VRP Approval	Interim Dpe
ID 648		628503	Authorized	Tank Barge	TANK (Primary)	1088.00 barrels	TANK Approval	

### IV) LOCATING / VIEWING UPLOADED PLANS:

All plans being revised or resubmitted are submitted electronically or scanned to electronic format. Once submitted, we upload the document into VRP EXPRESS.

*Reminder: To view an uploaded plan you must first login to Homeport in step 1. Under "My Homeport" select "Advanced VRP Search" then proceed to follow steps 3 through 6 to view the plan details*

- 8) Scroll down to the VRP Tools and select "View Plan"

VRP Tools

- 9) Go to Step 2 on the General Tab and click the highlighted plan to save



This guide provides quick reference information for some VRP EXPRESS functionality. If you have any questions concerning VRP EXPRESS please contact the VRP Help Desk at (202) 372-1005 or email us at [VRP@uscg.mil](mailto:VRP@uscg.mil).

**V) LOCATING / VIEWING VESSEL DETAILS & DIAGRAMS:**

As plans are formatted differently, sometimes diagrams are added as attachments instead of being within the plan. If the diagrams are NOT found in the uploaded plan saved in Step #9, return to the View Plan screen opened in Step #8 and follow the below.

10) Select the "Vessels" tab on the left menu  
 11) Click "VIEW" for the desired Vessel

Hard Copy VRP #78312	Associated Vessels		
General			
<b>Vessels</b>	2 Vessels, 2 Approved		
GSA	<input type="button" value="SAVE &amp; CONTINUE"/>		
IMO	VSC Status	in VRP	Vessel Name
Submission	<input type="button" value="VIEW"/>	YES	SLNC CORSICA

12) Go to Step 2 of the Vessel Specific Information

Hard Copy VSC		
Step 1	<b>Step 2</b>	Step 3
Verify the Vessel's Principal Characteristics.		

13) Scroll to the bottom and click the highlighted diagrams to save

Verification Document Upload 1

Verification Document Upload 2

**VD) LOCATING / VIEWING REMOTE ZONE CONTRACTS:**

Some COTP Zones require contracts, certifications, or APC documentation. These documents are uploaded to the GSA section of VRP Express. To access, return to the View Plan screen from Step #9 and follow the below.

14) Select the "GSA" tab on the left menu  
 15) Select "VIEW" for the desired COTP

<input type="button" value="VIEW"/> Identifies an Authorized COTP	<input type="button" value="VIEW"/> Identifies a Not Authorized COTP
Hard Copy VRP #70567	<input type="button" value="VIEW"/> CORPUS CHRISTI
General	<input type="button" value="VIEW"/> DELAWARE BAY
Vessels	<input type="button" value="VIEW"/> GUAM
<b>GSA</b>	<input type="button" value="VIEW"/> HAMPTON ROADS
Submission	<input type="button" value="VIEW"/> HONOLULU

16) Go to Step 5 of the Geographic Specific Information

Zone Name  
 GUAM COTP ZONE

Step 1	Step 2	Step 3	Step 4	<b>Step 5</b>	Step 6	Step 7
--------	--------	--------	--------	---------------	--------	--------

17) Scroll to the bottom and click the highlighted documents to save

This Zone requires a contract

Upload the Alternate Planning Criteria endorsement (if requested)

This guide provides quick reference information for some VRP EXPRESS functionality. If you have any questions concerning VRP EXPRESS please contact the VRP Help Desk at (202) 372-1005 or email us at VRP@uscg.mil.

Figure 5-1 VRP Express Quick Ref Guide

## Appendix 6 Vessel Movement Checklist

Decision Factor	Additional Info	Yes	No	Reviewer Comments
Is the current location of the vessel safe or will it allow access for a sustained multi-agency firefighting effort?	Used to determine full scope of the incident and potential for expansion.	<input type="checkbox"/>	<input type="checkbox"/>	
Is the shipboard firefighting equipment operational and sufficient to support firefighting operations?	Used to determine if movement to a location for additional support is necessary.	<input type="checkbox"/>	<input type="checkbox"/>	
What is the class and nature of the cargo?	Determines potential for additional threat or risk to public, environment, or MTS.			
Is there a potential for explosion onboard the vessel due to cargo or fuel?	Determines potential secondary incident onboard the vessel and threatens safe transit to location.	<input type="checkbox"/>	<input type="checkbox"/>	
Is the current location hazardous to crew or public health/safety?	Determines need to move vessel to ensure greater public safety.	<input type="checkbox"/>	<input type="checkbox"/>	
Is the forecasted wx sufficiently safe to move the vessel during the planned period?	Determines safety of the vessel and supporting resources during a movement.	<input type="checkbox"/>	<input type="checkbox"/>	
Is the vessel able to maneuver on its own power/systems?	Determines if additional resources would be required.	<input type="checkbox"/>	<input type="checkbox"/>	
Are there assist tugs available and willing to support?		<input type="checkbox"/>	<input type="checkbox"/>	
Does the vessel have to transit under bridges to arrive at the intended location?		<input type="checkbox"/>	<input type="checkbox"/>	
Is there a potential to spread the fire to the receiving facility or structures?	Determines type, scope, and complexity of the vessel fire.	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a potential for sinking during transit?	Determines stability and structural safety.	<input type="checkbox"/>	<input type="checkbox"/>	
Is there a potential for pollution?		<input type="checkbox"/>	<input type="checkbox"/>	
List consequences if the vessel is not allowed to enter port or move.				

Coordinate a review of this checklist with the members of the Unified Command and the appropriate Port Coordination Teams in Georgia.

## Appendix 7 Agency Contact Information

### 7101 Federal Agencies

AGENCY	LOCATION	CONTACT	ASSETS
Federal Emergency Management Agency (FEMA) Region IV	Location Info	Non-Emergency #	Asset Type(s)
U.S. Bureau of Immigration and Customs Enforcement (ICE)	<b>13077 Veveras Drive Jacksonville, FL 32258</b>	(904) 288-4600	
U.S. Bureau of Customs and Border Protection (CBP)	10426 Alta Drive Jacksonville, FL 32226	(904) 714-3100	
U.S. Marshals Service	300 N Hogan Street Jacksonville, FL 32202	(904) 301-6670	
Federal Bureau of Investigations (FBI)	6061 Gate Parkway N Jacksonville, FL 32256	(904) 248-7000	
U.S. Coast Guard (Local)	D7	<b>(305) 415-6800</b>	
	Marine Safety Unit Savannah	(912) 652-4353	
	MSD Port Canaveral	<b>(321)784-6780</b>	
	Station Mayport	<b>(904) 564-7500</b>	
	USCG Auxiliary Flotilla #s		
U.S. Coast Guard (National)	Gulf Strike Team Mobile, AL	(251) 441-6601	
	District Response Advisory Team (DRAT) District Seven NE and E Central Florida,	<b>(305) 415-6820</b>	
	District Seven Public Affairs Office (PAO)	<b>(305) 415-6683</b>	

**Coastal Georgia Area Contingency Plan**

<b>AGENCY</b>	<b>LOCATION</b>	<b>CONTACT</b>	<b>ASSETS</b>
	Public Info Assist Team NSFCC - PIAT 1461 US Highway 17 N Elizabeth City, NC 27909	(252)267-3458	
<b>Railroads:</b>	Location Info	Non-Emergency #	Asset Type(s)
Norfolk Southern	650 W. Peachtree Street NW Atlanta, GA 30308	855-667-3655	
CSX	1590 Marietta Blvd. NW Atlanta, GA 30318	877-744-7279	
U.S. Environmental Protection Agency (EPA) Response & Prevention Branch			
EPA Region # Public Affairs	Atlanta, GA	(404) 562-9183	
EPA Branch Offices	Florida Outpost	Bryan Vasser Cell (404) 205-9183 Chris Russell Cell: (850) 274-1575	
US Navy	Mayport	(904) 270-5334	
	NOTU	(321) 783-4777	
	Kings Bay	(912) 573-2263	
U.S. Army Corps of Engineers		(GA) Matt Collins (912) 652-5433 (FL)Lisa Holland (904) 232-1059	
National Weather Service	NE Georgia through NE and E Central FL Counties	<a href="https://www.weather.gov/spot/request">https://www.weather.gov/spot/request</a>	<b>Will provide weather and marine modeling support for Marine Fires, SAR, Pollution</b>

## Coastal Georgia Area Contingency Plan

AGENCY	LOCATION	CONTACT	ASSETS
National Oceanic and Atmospheric Administration	Location for Agency within AOR or National	Non-Emergency #	Asset Type
	263 13 <sup>th</sup> Ave S Saint Petersburg, FL 33712	Mr. Kevin Kirsch Phone: (727) 551-5619	
	NOAA Scientific Support Coordinator (SSC) Seventh Coast Guard District	Mr. Bradford Benggio Phone: (954) 684-8486 Cell: (305) 530-7931	Advanced Plume/Trajectory Modeling
	NOAA Discharge and Release Trajectory Modeling 7600 Sand Point Way, NE		
Bureau of Safety and Environmental Enforcement	1201 Elmwood Park Blvd New Orleans, LA, 70123	(504) 736-2595	
Department of Energy (DOE) Nuclear Regulatory Commission		(800) 368-5642	

7102 State Agencies

AGENCY	LOCATION	CONTACT	ASSETS
State Agency Name	City/Address	Telephone	Asset Type
Georgia Department of Natural Resources – Environmental Protection Division (GaDNR-EPD)	2 Martin Luther King Jr. Drive S.E. Suite 1252 East Atlanta, GA 30334	(800) 241-4113 Mark Williams – Commissioner (404) 656-3500	
Georgia Department of Transportation	One Georgia Center 600 W. Peachtree NW Atlanta, GA 30308	(404) 631-1990	

7103 Port Assets

PORT	Marine Firefighting Asset	Gallons Per Minute	Location	Response Time
Port of Savannah		GPM		
		GPM		
		GPM		
		Varies		Varies
		Varies		Varies *Request via Port Ops
Port Brunswick				

**7104 National-Regional-Local Salvage/MFF Service Providers**

**7104.1 National List**

<b>REGIONAL / NATIONAL MFF / SALVAGE RESOURCE SERVICE PROVIDERS</b>		
<b>Agency</b>	<b>Website</b>	<b>24 Hour Contact Number</b>
<b>Donjon Smit Americas</b>	<a href="http://www.donjon-smit.com">www.donjon-smit.com</a>	703-299-0081
<b>Donjon Smit</b>	<a href="http://www.donjon-smit.com">www.donjon-smit.com</a>	703-299-0081
<b>Resolve</b>	<a href="http://www.resolvemarine.com">www.resolvemarine.com</a>	954-764-8700
<b>RORC</b>	<a href="http://www.RapidOceanResponse.com">www.RapidOceanResponse.com</a>	833-767-7672
<b>T&amp;T Salvage</b>	<a href="http://www.ttsalvage.com">www.ttsalvage.com</a>	713-534-0700
<b>Global Diving and Salvage</b>	<a href="http://CommercialDivingServicesCompany.com">Commercial Diving Services Company   Global Diving &amp; Salvage (gdiving.com)</a>	800-441-3483
<b>American Salvage Assoc.</b>	<a href="http://AmericanSalvageAssociation.com">American Salvage Association</a>	703-373-2267

**7104.2 Local / Regional List**

<b>LOCAL RESOURCE LIST FOR ENVIRONMENTAL, COMMERCIAL DIVING, SALVAGE, AND MARINE CHAMIST SERVICES</b>		
<b>Agency</b>	<b>Website</b>	<b>24 Hour Contact Number</b>
<b>Cliff Berry</b>	<a href="http://CliffBerryInc.com">Cliff Berry, Inc. - Environmental Services &amp; Waste Management (cliffberryinc.com)</a>	800-899-7745
<b>Beyel Brothers Marine Services</b>	<a href="http://BeyelBrothers.com">Beyel Brothers - Crane, Rigging, Heavy Haul &amp; Marine Services</a>	321-632-2000
<b>Cross State Towing</b>	N/A	904-745-1603
<b>Dixie Towing</b>	<a href="http://Home-StJohnsMarineGroup.com">Home - St. Johns Marine Group (stjmarinegroup.com)</a>	904-251-3707
<b>E.N. Bisso Canaveral, Inc. AKA PetChem</b>	<a href="http://ENBisso.com">E.N. Bisso &amp; Son, Inc.   Gulfport Towing in Gulfport, Mississippi (enbisso.com)</a>	504-861-1303
<b>Mainstream Commercial Divers (formerly MER Commercial Diving and Eason Commercial Diving)</b>	<a href="http://CommercialDivingMarineConstruction.com">Commercial Diving &amp; Marine Construction   Mainstream Commercial Diving (mainstreamdivers.com)</a>	888-233-5338

**Coastal Georgia Area Contingency Plan**

<b>LOCAL RESOURCE LIST FOR ENVIRONMENTAL, COMMERCIAL DIVING, SALVAGE, AND MARINE CHAMIST SERVICES</b>		
<b>Moran Environmental</b>	<a href="#">Emergency Spill Response Teams   Moran Environmental Recovery</a>	888-233-5338
<b>Lewis Diving &amp; Salvage</b>		
<b>Logan Diving</b>	<a href="#">Home : Logan Diving &amp; Salvage</a>	904-731-0000
<b>McAllister Towing</b>	<a href="#">Jacksonville - McAllister Towing &amp; Transportation</a>	904-751-6228
<b>Moran Environmental</b>	<a href="#">Emergency Spill Response Teams   Moran Environmental Recovery</a>	888-233-5338
<b>Moran Towing</b>	<a href="#">Moran Towing Jacksonville, Florida   Jacksonville, FL (morantug.com)</a>	904-757-6900
<b>Seabulk Towing</b>	<a href="#">Homepage :: Seabulk (seabulkgroup.com)</a>	833-727-4536
<b>NRC (formerly SWS)</b>	<a href="#">Emergency Response Archives - National Response Corporation (nrcc.com)</a>	800-899-4672
<b>David Bennett, Marine Chemist Company, Inc.</b>	<a href="#">About Us (marinechemistco.com)</a>	904-314-5484
<b>Doyle Smith, Southern Marine Chemists</b>	N/A	904-607-4940
<b>Marine Chemist Assoc.</b>	<a href="#">Find a Chemist - Marine Chemist Association</a>	

## **Appendix 8 Example Incident Action Plan**

### **8.1 Port of Savannah Generic Incident Action Plan**

To Be Developed

### **8.2 Port Brunswick Generic Incident Action Plan**

To Be Developed

## **Appendix 9 USCG Marine Safety Unit Savannah Initial Response Checklists**

The initial actions taken by Marine Safety Unit Savannah Prevention and Response Department personnel in response to a report of a commercial vessel fire are essential to a coordinated response with the municipal fire department leading the first response actions on-scene.

While the Coast Guard does not actively conduct marine firefighting operations the Captain of the Port can bring significant support with subject matter expertise on vessel design and systems, expertise in regulatory requirements, and a broad authority to compel certain actions to support operations. This checklist should be reviewed for accuracy after each use to ensure new procedures or considerations are addressed future response activities.

The local Department checklists do not supersede the Marine Fire QRC maintained by the CG Marine Safety Unit Savannah Command Center which provides essential initial reporting information necessary to support the risk-based decisions made by Prevention and Response Department leadership on the deployment of personnel and assets to a report of a marine fire.

U.S.C.G Marine Safety Unit Savannah

Marine Firefighting

Initial Deployment Checklist

Response Phase	Prevention Department Rep Actions	
<b>Initial Notification</b>	Determine Vessel Name and Official Number	
	Determine Vessel Type and Cargo	
	Determine Applicability of Marine Firefighting Requirements in Vessel Response Plan	
	Determine Crew Make-up and Licensing Requirements	
	Determine Adjacent Vessels (if applicable) and Scheduled Arrivals	
	Determine Need for WWM Intervention (Safety Zone Establishment, Restricted Port Movements)	
	Assemble Appropriate Gear (Camera, Communication, Clothing)	
<b>Arrival On Scene</b>	Confirm Vessel Name, Location, and Official Number	
	Check In With Incident Commander	
	Review ICS-201 Incident Brief (or similar form/briefing process). Identify the Status of the following: <ul style="list-style-type: none"> <li>▪ Crew Accountability</li> <li>▪ Fixed Systems Activated</li> <li>▪ Ventilation Systems and Status</li> <li>▪ Bridge Control</li> <li>▪ Main Engines and Electrical System</li> <li>▪ Inert Gas System (if applicable)</li> <li>▪ Fire Main and Fire Pump</li> <li>▪ Adjacent Vessels or Infrastructure</li> <li>▪ Security at the Terminal or Vessel</li> </ul>	
	Take Draft Readings Fore / Aft. Start 30 min. scheduled readings	
	Complete SERT Rapid Salvage Survey Form	
	Photograph Vessel and Document Condition Upon Arrival. Focus on the following areas: <ul style="list-style-type: none"> <li>▪ Smoke (location and color)</li> <li>▪ Decks Involved</li> <li>▪ Visual Status of Openings (Hatches, Watertight Doors, Access Areas)</li> <li>▪ Draft Marks</li> <li>▪ Hull Discolorations</li> </ul>	
	Integrate with Operations Section Positions. Provide guidance on proposed tactics including information on the following: <ul style="list-style-type: none"> <li>▪ Ventilation and Ventilation System Considerations</li> <li>▪ Watertight Doors, Bulkheads, and Fire Boundaries</li> <li>▪ Stability Concerns with Excessive Water as Extinguishing Agent</li> <li>▪ Risk to Firefighters (Confined Space; Fixed CO2 or HALON System Activation; Cargo Hatch Openings; Tank Vents; Location of Vessel Fire Plan)</li> </ul>	
	Integrate with Fire Marshall (If On Scene) or other investigative body. Establish foundation for investigation including evidence collection, documentation, etc.	
	Assess Limited Access Areas Established and Assets On Scene	

**Coastal Georgia Area Contingency Plan**

**U.S. Coast Guard Marine Safety Unit  
Savannah Marine Firefighting  
Response Department Initial Deployment Checklist**

<b>Response Phase</b>	<b>Response Department Rep Actions</b>	
<b>Initial Notification</b>	Determine Vessel Name and Official Number	
	Determine Search and Rescue Needs or Reports	
	Determine and Classify Potential Pollution Threat	
	Determine Applicability for VRP Requirements and Pollution Response Resource Provider	
	Validate Notification of All Appropriate State and Local Agencies	
	Ensure STA (Savannah/Brunswick) has Deployed Assets for SAR or Waterside Safety Enforcement	
	Identify Required Protection Strategies in ACP / Sensitive Area Index	
	Assemble Appropriate Gear (Camera, Communication, Clothing)	
	Access the OSLF, CERCLA, or Both as Applicable	
<b>Arrival On Scene</b>	Confirm Vessel Name, Location, and Official Number	
	Check In With Incident Commander or Operations Section Chief	
	Review ICS-201 Incident Brief (or similar form/briefing process). Identify the Status of the following: <ul style="list-style-type: none"> <li>▪ Crew Accountability</li> <li>▪ Waterside Safety Area Requested and Enforced</li> <li>▪ CG Waterside Assets On Scene</li> <li>▪ Waterside Communication Frequencies</li> </ul>	
	Assume Position as Waterside Group Supervisor (If Requested by IC)	
	Identify and Integrate with Rescue Div/Group (SAR) if established	
	Integrate with Pollution Response Contractor if present	
	Determine Need for Special Forces. <ul style="list-style-type: none"> <li>▪ National Strike Force</li> <li>▪ NOA Scientific Support</li> <li>▪ USN SUPSALV (Pollution)</li> <li>▪ NPFC (Case Manager)</li> </ul>	
	Assess Need for PRFA for Municipal Firefighting and/or MIPR for Department of Defense Support. Make appropriate recommendations to FOSC.	
	Assess firefighting water use and overboard pumping. Evaluate if additional State approval is required.	
	Identify Staging Area(s) for Pollution Response Equipment.	

# Coastal Georgia Area Contingency Plan (CG ACP)

## Planning and Response Tools

Annex F  
May 2024

---

Record of Changes

<b>Change Number</b>	<b>Change Description</b>	<b>Part Number</b>	<b>Change Date</b>	<b>Name</b>
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

## Table of Contents

1000 Introduction .....	1
2000 Purpose .....	1
3000 Scope .....	1

## 1000 Introduction

Planning and Response Tools, contains Quick Response Cards (QRCs), checklists, and other necessary job aids and documents to assist emergency management preparedness specialists and response personnel; all items are “grab and go” for ease of use. In addition to this brief overview, the accompanying spreadsheet provides a central repository for numerous tools to support personnel in planning for or responding to an oil discharge or hazardous substance release within the CG ACP planning area. To maximize efficiency, all tools are hyperlinked and incorporated by reference into this ACP.

## 2000 Purpose

Incidents involving oil and hazardous substances require planning and response personnel to mobilize resources and develop objectives, strategies, and tactics to mitigate the impact to the community and environment. Planning and response operations involve many tools, which will inform decision makers on the next course of action. The magnitude of the incident, environmental conditions, and discharge/release status are just a few of the factors one must consider before selecting the appropriate combination of tools to use.

Additionally, to be successful in the mitigation of oil discharges and hazardous substance releases, emergency preparedness and planning activities must take place well in advance of an incident. There are many tools for responders including training opportunities, lessons learned from previous incidents and exercises, and education on relevant policy and procedures.

## 3000 Scope

In the accompanying spreadsheet, you will find some of the tools and other resources available to assist emergency planners and responders in their development of preparedness initiatives, response objectives, strategies, and tactics. This list, while extensive, is not all inclusive.

Beside the name of each tool (*hyperlinked as appropriate*) on the spreadsheet, you will find a brief description, purpose, and requirements for use of the tool. Some tools [*denoted with an asterisk (\*)*] will require a username, password, and periodic log-in for continuous use. If you encounter trouble using the links provided, it is recommended that you right click on the link, edit hyperlink and copy and paste the Uniform Resource Locator (URL) into your browser to access the website. The following is a link to the [Planning and Response Tools Excel Spreadsheet](#) which is housed on the RRT-4 website.

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Voluntary Organizations Active in Disaster

Annex G  
July 2024

---

## Coastal Georgia Area Contingency Plan

### Record of Changes

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated hyperlinks, POC and annex format.	1000, 2200	01Jul2024	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

# Coastal Georgia Area Contingency Plan

## Table of Contents

<b>1000 Introduction.....</b>	<b>1</b>
<b>1100 Use of Volunteers during a Pollution Incident.....</b>	<b>1</b>
1101 Accounts Specialist.....	1
1102 Administrative Coordinator/Office Manager.....	2
1103 Command Center Administrative Specialist.....	2
1104 Communications Specialist.....	2
1105 Computer Operator.....	2
1106 Crowd Control/Site Security.....	2
1107 Data Entry Specialist.....	3
1108 Documentation Unit Worker.....	3
1109 Driver.....	3
1110 Equipment Repair Technician.....	4
1111 File Clerk/Office Assistant.....	4
1112 First Aid Responder.....	4
1113 Food Unit Worker.....	5
1114 Housing/Lodging Assistant.....	5
1115 Information Management Assistant.....	5
1116 Interpreter.....	6
1117 Interviewer.....	6
1118 Liaison Chief.....	6
1119 Medical Unit Worker.....	6
1120 Orientation and Training Coordinator.....	7
1121 Personnel Support.....	7
1122 Photographer.....	7
1123 Public Information Assistant.....	8
1124 Pre-Impact Beach Cleanup/Surveillance.....	8
1125 Receptionist.....	8
1126 Runner/Courier.....	8
1127 Safety Officer Assistant.....	9
1128 Scheduler/Time Card Assistant.....	9
1129 Supply Assistant.....	9
1130 Technical Support Specialist.....	10
1131 Traffic Monitor.....	10
1132 Training Assistant.....	10
1133 Transportation Assistant.....	10
1134 Volunteer Supervisor.....	11
1135 Wildlife Notification.....	11
1136 Wildlife Recovery and Rehabilitation.....	11
1137 Wildlife Rehabilitation Facility Maintenance Specialist.....	11
1138 Wildlife Rehabilitation Facility Support Specialist.....	12
<b>2000 Volunteer Management and Coordination Resources.....</b>	<b>12</b>
<b>2100 Volunteer Memorandum of Understanding (MOU).....</b>	<b>12</b>
<b>2200 State of Georgia Volunteer Coordinators.....</b>	<b>12</b>
<b>2300 Volunteer Solicitation Press Release.....</b>	<b>13</b>
<b>2400 Volunteer Request Form.....</b>	<b>14</b>
<b>2500 Volunteer Registration Form.....</b>	<b>15</b>
<b>2600 Volunteer Timesheet.....</b>	<b>16</b>

## 1000 Introduction

The demands of an incident may exceed the resources of government organizations. Volunteers can support response efforts in many ways, but the use of volunteers during an oil spill response is not automatic. Volunteer use requires deliberate planning and an organized effort to ensure that the use of volunteers benefits the response effort and is done so safely and within existing authorities.

This annex provides access to the National Response Team (NRT) Use of Volunteers Guidelines for Oil Spills which outlines in detail how the FOSC may use the services of volunteers during a response. The use of volunteers must be in accordance with statutory authorities and other applicable laws. The Incident Command/Unified Command should make the volunteer use decision on a case-by-case basis, weighing the interests of the local volunteer community and benefits of volunteer efforts against health and safety concerns, resources needed for volunteer supervision and training, liability concerns, and other relevant issues. The NRT Use of Volunteers Guidelines for Oil Spills was developed in response to incident lessons learned and contains information, examples, and tools to help with everything from coordination and outreach, to organization and oversight, and also includes tips on avoiding some of the potential issues associated with utilizing a volunteer workforce. Though this document is comprehensive in nature, it is a guidance document and was not designed to preclude any existing laws or agency-specific policies. For these resources and guidance please refer to the [National Response Team \(NRT\) Use of Volunteers Guidelines for Oil Spills](#).

This annex also includes locally developed tools, a volunteer assignment guide as well as other volunteer coordination resource listings

## 1100 Use of Volunteers during a Pollution Incident

The following is a pre-established list of how volunteers may be utilized during an incident; the UC may however need to perform a risk-benefit analysis in order to determine if properly trained volunteers may be used for tasks not specified on this list. At a minimum, all volunteers are required to attend a 2-hour Workplace Health and Safety Training and Site Safety Training, prior to conducting any work. In addition to the various possible volunteer assignments listed are include requisite skill sets and training requirements associated with each of the positions.

### 1101 Accounts Specialist

#### Responsibilities:

- Maintains files and accounts of expenses attributable to the volunteer effort
- Communicates with Finance Section to determine accounting needs and system to be used

#### Skills Required:

- Must be detail oriented; experienced with 10-key data entry and be familiar with common computer software accounting and spreadsheet systems

#### Training Required:

- 2-Hour Workplace Health and Safety Training, Site Safety

## Coastal Georgia Area Contingency Plan

### **1102 Administrative Coordinator/Office Manager**

#### Responsibilities:

- Oversees office administration activities
- Supervises work of file and data specialists
- Oversees development, maintenance and accuracy of computer and paper files of volunteer records
- Procures and distributes reports and provides updates to the VUL as required

#### Skills Required:

- Good working knowledge of computer work processing and spreadsheet software, as well as excellent organizational, supervisory, and communication skills.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1103 Command Center Administrative Specialist**

#### Responsibilities:

- Provides backup and supplemental skills for IC/UC Command Center staff.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1104 Communications Specialist**

#### Responsibilities:

- Established and maintains the volunteer communication plan
- Tests and sustains communication equipment and bulletin board
- Compiles updates of volunteer needs

#### Skills Required:

- Public communications background with knowledge of local communications and systems preferred.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1105 Computer Operator**

#### Responsibilities:

- Enter personnel information into established computer database

#### Skills Required:

- Familiarity with computer use.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### **1106 Crowd Control/Site Security**

#### Responsibilities:

- Work in cooperation with law enforcement officers to set up police barricades as long as the work does not involve physical contact with onlookers
- Oversee access points to ensure only authorized persons enter and habitat is protected

## Coastal Georgia Area Contingency Plan

- Boat operators direct other vessels away from contaminated areas while allowing work vessels in. (Boat operators will not be allowed in the hot zone.)
- Boat operators transport assessment teams or cleanup crews in areas outside the hot zone
- Direct volunteers to appropriate information sites

### Skills Required:

- Experience in oil and storm-spotting and law enforcement preferred. Experience in boat operations if applicable. Must be able to lift 35 lbs.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## 1107 Data Entry Specialist

### Responsibilities:

- Enters information into established computer databases(s)

### Skills Required:

- Familiarity with computer use. Particular software may be taught on the job if necessary.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## 1108 Documentation Unit Worker

### Responsibilities:

- Maintains accurate, up-to-date volunteer related files
- Maintains and store documentation which includes reports, training, communication logs, injury claims, situation status reports, and documentation from the following Volunteer Unit entities: Interviewer, Liaison Chief, Medical Unit Worker, Orientation and Training Coordinator, Photographer, PIO, Safety Officer Assistant, Scheduler/Time Card Assistant.
- Ensures each section is maintaining and providing appropriate documents (including volunteer signatures)
- Receives, complies, and organizes all volunteer-related paperwork and training
- Stores files for legal, analytical, and historical purposes.
- Provides duplication and copying services for all other sections

### Skills Required:

- Excellent organizational, filing, copying; and communication skills. Must be detail oriented.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## 1109 Driver

### Responsibilities:

- Provides ground transportation services as needed; may transport people using a sedan or van
- May transport wildlife and wildlife food to various facilities or sites by truck

## Coastal Georgia Area Contingency Plan

- Loads and unloads coolers used to transport animal food
- Picks up food from suppliers and delivers to facilities
- Keeps vehicle bed clean (if applicable)
- Required to have current driver's license, clean driving record, and proof of insurance

### Training Required:

- Site Safety, 4-Hour HAZWOPER Awareness Level

## **1110 Equipment Repair Technician**

### Responsibilities:

- Maintains and repairs vehicles and response equipment after decontamination

### Skills Required:

- A background in mechanics as applicable. Must be able to lift 35 lbs.

### Training Required:

- Site Safety, 4-Hour HAZWOPER Awareness Level.

## **1111 File Clerk/Office Assistant**

### Responsibilities:

- Performs general office tasks
- Files documents in office as appropriate
- Prepares outgoing memos and mail
- Sends and receives faxes
- Makes photocopies

### Skills Required:

- Telephone skills, word processing, and development of graphic presentations. Computer spreadsheet/database experience is desirable but not required.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## **1112 First Aid Responder**

### Responsibilities:

- Provides emergency first aid for volunteers and other responders

### Skills Required:

- Current First Aid Certification.

### Training Required:

- 2-Hour Workplace Health and Safety (If the Volunteer will be acting as a First Aid Responder in the Warm or Hot Zone shall be trained 24-Hour HAZWOPER) Site Safety.

## Coastal Georgia Area Contingency Plan

### 1113 Food Unit Worker

#### Responsibilities:

- Supplies food and water for responders (outside the hot zone) and volunteers, including those in remote locations
- Sets up and breaks down refreshment stations for responders outside the hot zone

#### Skills Required:

- Experience in the food industry/catering preferred. Current State Food Handler's Permit required. Must be able to lift 35 lbs. All driving responsibilities require current driver's license, clean driving record, and proof of insurance (if personal vehicle is used).

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1114 Housing/Lodging Assistant

#### Responsibilities:

- Works with the Facilities Unit of the Logistics Section to identify housing for volunteers; receives housing requests
- Procures and distributes housing materials (sleeping bags, blankets, tents), if necessary
- Makes housing assignments and maintains expense records related to housing.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1115 Information Management Assistant

#### Responsibilities:

- Coordinates and insures adequate information technology is provided for volunteer management
- Oversees operation of phone bank
- Matches volunteers to volunteer agencies in conjunction with the interviewer and Scheduler/Time Card Assistant
- Works with the Communications Specialist and File Clerk/ Office Assistant
- Ensures the utilization of data entry procedures to expedite information-sharing

#### Skills Required:

- Knowledge of information management technologies. Familiarity with computers, job-related applications, and phone skills.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## Coastal Georgia Area Contingency Plan

### 1116 Interpreter

#### Responsibilities:

- Interprets/translates within the Volunteer Unit as needed
- May assist the UC

#### Skills Required:

- Credentials from an organization such as the American Consortium of Certified Interpreters preferred, but not necessary. Ability to speak, read, and write applicable languages preferred.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1117 Interviewer

#### Responsibilities:

- Works with the Volunteer Unit, processing volunteers who arrive in the area or persons referred to the Volunteer Unit by a local agency
- Establishes rapport with prospective volunteers to appropriate tasks or jobs based on their experience and current volunteer job needs in the response effort

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1118 Liaison Chief

#### Responsibilities:

- Serves as a contact point between the Volunteer Officer, Volunteer Coordinator, or Volunteer Unit Leader and agencies in need of volunteers
- Distributes Volunteer Request Forms to entities that may request volunteers
- Relays requests for volunteers to the Volunteer Officer, Volunteer Coordinator, or Volunteer Unit Leader
- Works with the Interviewer to determine volunteer placement, the Orientation and Training Coordinator to ensure applicable training, and the Scheduler/Time Card Assistant to determine volunteer availability
- Provides copies of Volunteer Request Forms to the Documentation Unit Worker

#### Skills Required:

- Must be detail-oriented with good communication skills and possess a strong command of the English language.

#### Training Requirements:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS 700.

### 1119 Medical Unit Worker

#### Responsibilities:

- Works with the Safety Officer Assistant and the Medical Unit Leader in the Logistic Section
- Responsible for developing the Volunteer Medical Plan, procedures for managing medical emergencies, providing medical aid when necessary, and assisting Finance/Administration with processing injury-related claims

## Coastal Georgia Area Contingency Plan

- Work as a First Aid Responder dispatcher
- Transports sick or injured personnel
- Provides copies of all signed volunteer injury-related documentation to the Documentation Unit Worker

### Skills Required:

- Current First Aid and CPR Certification. Must be able to lift 35 lbs. Certified Emergency Medical Services Technicians preferred. Automated external defibrillator training preferred. All driving responsibilities require current driver's license, clean driving record, and proof of insurance (if personal vehicle is used). Experience in hospital administration or a related field preferred.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## 1120 Orientation and Training Coordinator

### Responsibilities:

- Upon receipt of volunteer placement information from the Interviewer, ensures all training requirements are fulfilled
- Receives signed Volunteer Waiver and Release of Liability Forms
- Coordinated training and orientation sessions with the help of the Training Assistant
- Ensures all Health and Safety requirements are met
- Provides copies of all signed training documentation and Release of Liability Forms to the Documentation Unit Worker.

### Skills Required:

- Knowledge of applicable laws, regulations, and training requirements. A working knowledge of the Volunteer Plan (can be trained on-site). Must be detail-oriented with good communication skills and possess a strong command of the English language.

### Training Requirements:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## 1121 Personnel Support

### Responsibilities:

- Provides messages and other general coordination support activities for responders and volunteers such as doing laundry

### Training Required:

- 2-Hour Workplace Health and Safety Site Safety.

## 1122 Photographer

### Responsibilities:

- Provides photographic coverage of the incident for data collection, historic documentation, and future training purposes

### Skills Required:

- Experience with still photography and/or handheld video photography is required. Experience with photographing wildlife, preferably in documentary and fast action settings is desirable.

## Coastal Georgia Area Contingency Plan

### Equipment Required:

- Personal photographic equipment.

### Training Required:

- 24-Hour HAZWOPER, Site Safety.

## **1123 Public Information Assistant**

### Responsibilities:

- Formulates and releases information of volunteer activities to the PIO
- Prepares volunteer press releases as needed
- Ensures all press releases are approved through the UC and the PIO before being released to the public
- Organizes materials for use in media briefings/ press releases
- Provides all press releases to Documentation Unit Worker

### Skills Required:

- Experience in communications, journalism, or public relations with project leader responsibility preferred. Strong written and oral presentation skills.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1124 Pre-Impact Beach Cleanup/Surveillance**

### Responsibilities:

- Conducts pre-impact shoreline debris removal (removes non-oiled debris and trash prior to oiling)
- Patrols outside the known hot zone for potential strikes
- Reports stranded or free-floating oil to the Safety Officer Assistant and leave the area immediately. (Volunteers are not allowed in the hot zone)
- Works as a field observer, including beach conditions and weather surveillance
- Relays information concerning oiled wildlife and hazing effectiveness to wildlife services

### Skills Required:

- Must be able to lift 35 lbs. Experience in oil and storm-spotting preferred.

### Training Required:

- Site Safety, 4-Hour HAZWOPER Awareness Level.

## **1125 Receptionist**

### Responsibilities:

- Greets personnel arriving at ICP and directs them through the processing stages

### Training Required:

- 2-Hour Health and Safety, Site Safety

## **1126 Runner/Courier**

### Responsibilities:

- Shuttles messages and materials among incident locations, such as between the ICP to other spill response sites

## Coastal Georgia Area Contingency Plan

### Skills Required:

- Must possess a valid driver's license, clean driving record, and proof of insurance.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## **1127 Safety Officer Assistant**

### Responsibilities:

- Works with the Medical Unit Worker(s) and Safety Officer
- Assists in developing Site Safety Plans
- Ensures proper PPE distribution through the Supply Assistant
- Ensures volunteer adherence to both the Medical Plan and the Site Safety Plans
- Ensures Volunteer Emergency Action Plans are completed and readily available
- Ensures volunteers know how to report injuries
- Documents volunteer injuries
- Addresses safety concerns.
- Provides copies of volunteer signed documentation to the Documentation Unit Leader

### Skills Required:

- Familiarity with the Medical Plan, Emergency Action Plans, and Site Safety Plans. Excellent writing and organizational skills. Current first aid and CPR certification preferred. Experience in a safety-related field desirable.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700.

## **1128 Scheduler/Time Card Assistant**

### Responsibilities:

- Assures maintenance of sign-in and sign-out records for volunteers and responders
- Ensures that all volunteers and responders on site are properly cleared and trained (and are not exceeding scheduled hours, in accordance with the UC guidance)
- Develops and monitors scheduling to ensure that sufficient volunteers are on hand at all times, according to the needs of the sites, facilities and staff

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety

## **1129 Supply Assistant**

### Responsibilities:

- Assists with identification of logistical requirements with issue and control of personal equipment and supplies to volunteers and potentially responders.

### Skills Required:

- Experience in ordering, issuing, and stocking, accounting for, maintenance, and recovery of equipment and supplies from user personnel.

### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## Coastal Georgia Area Contingency Plan

### 1130 Technical Support Specialist

This position is opened only upon request from the Scientific Support Coordinator (SSC) or Environmental Unit Leader.

#### Responsibilities:

- Supports the SSC
- Identifies environmentally sensitive areas, species of concern, and pertinent cultural/historical resources
- Provides GIS/mapping and computer support, weather forecasts, and current and tide data to help determine spill trajectory, fate, and impacts

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, IS100 and IS700. Additional training is task-specific and to be determined by the SSC

### 1131 Traffic Monitor

#### Responsibilities:

- Oversees site access points to ensure only authorized persons enter, ensures habitat protection.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1132 Training Assistant

#### Responsibilities:

- Coordinates required trainings, arranges for class presentations by trainers, oversees audiovisual equipment and programming, schedules volunteer training sessions.

#### Skills Required:

- Excellent organizational and communications skills.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

### 1133 Transportation Assistant

#### Responsibilities:

- Works with the Transportation Unit of the Logistics Section to determine volunteer transportation needs including frequency, routing, and type of transportation (car, van, truck, commercial shuttle, bus)
- Determines volunteer drop-off and pick-up schedules for multiple sites; coordinates and verifies appropriate volunteer driver authorizations
- Monitors vehicle condition and maintenance among vehicles assigned to volunteer use, in accordance with the guidance of the UC and maintains appropriate vehicle use records

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## Coastal Georgia Area Contingency Plan

### 1134 Volunteer Supervisor

#### Responsibilities:

- Monitors volunteers to ensure they are following health and safety practices.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety, additional trainings may apply depending on volunteer supervisory assignment. At a minimum the Volunteer Supervisor must be trained at or above the level of the volunteer workforce being supervised.

### 1135 Wildlife Notification

#### Responsibilities:

- See Pre-Impact Beach Cleanup/Surveillance
- As part of beach control activity, notify wildlife services, USFWS and LWLF of injured wildlife and hazing effectiveness (Volunteers are not allowed to handle or transport wildlife without proper certification.)
- Urges public to avoid areas and wildlife that are affected as untrained people can cause further damage to the environment and stress on wildlife.

#### Skills Required:

- Experience with wildlife and background in the natural sciences preferred.

#### Training Requirements:

- Site Safety, 4-Hour HAZWOPER Awareness Level.

### 1136 Wildlife Recovery and Rehabilitation

Wildlife recovery and rehabilitation organizations generally manage their own database of trained volunteers that operate outside the scope of this plan. Therefore, volunteers in this area are only utilized if wildlife services exhaust resources. Approval from the USFWS and LDWF and the lead wildlife response organization is needed before volunteers are assigned any position in wildlife recovery, rehabilitation, or release. Volunteers **are not** allowed to handle or transport wildlife without proper certification. Annex 28a of the RRT-6 RCP addresses all relevant Wildlife Response Plan protocols within the LA and TX coastal zone.

### 1137 Wildlife Rehabilitation Facility Maintenance Specialist

#### Responsibilities:

- May include carpentry, air conditioning, plumbing, welding, and electrical support to the wildlife rehabilitation facility as requested
- Involves pool/cage construction and maintenance. Volunteers are not allowed to handle or transport wildlife without proper certification

#### Skills Required:

- Skills applicable to maintenance task. Must be able to lift 35 lbs.

#### Training Required:

- 2-Hour Workplace Health and Safety, Site Safety.

## Coastal Georgia Area Contingency Plan

### 1138 Wildlife Rehabilitation Facility Support Specialist

#### Responsibilities:

- Cleans animal pens and holding areas
- Moves and cleans equipment as needed
- Prepares food and feeds wildlife. Volunteers are not allowed to handle or transport wildlife.
- Washes vehicles, washes and folds towels used for drying animals, and cleans and disinfects carrying cages and other animal capture and transport equipment following decontamination.
- Follows established protocols

#### Skills Required:

- Experience with wildlife and background in the natural sciences preferred. Custodial experience preferred. Must be able to lift 35 lbs.

#### Training Required:

- Site Safety, 4-Hour HAZWOPER Awareness Level

## 2000 Volunteer Management and Coordination Resources

The following tools and contacts are intended to help solicit, recruit, assign and manage a cadre of volunteers during a pollution response incident. Additional resources, tools and job aids can be found in the [National Response Team \(NRT\) Use of Volunteers Guidelines for Oil Spills](#).

## 2100 Volunteer Memorandum of Understanding (MOU)

This MOU between the USCG, EPA and the Corporation for National and Community Service (CNCS) outlining the responsibilities of each agency in developing and supporting a volunteer management program following an oil or hazardous substance pollution incident. For further details, please refer to the [USCG-EPA-CNCS MOU](#).

## 2200 State of Georgia Volunteer Coordinators

### Community Recovery Manager and Volunteers Organizations Active in Disasters (VOAD) Liaison

Contact: Stella Kim, Manager  
Phone: (404) 372-5001  
Fax: (XXX)  
Email: [stella.kim@gema.ga.gov](mailto:stella.kim@gema.ga.gov)

Contact: Chatham Emergency Manager  
Volunteer Outreach and VOAD Coordinator  
Phone: (912) 201-4500  
Email: [clsawyer@chathamcounty.org](mailto:clsawyer@chathamcounty.org)  
Website: [Chatham Emergency Management Agency - Home Page](#)

## Coastal Georgia Area Contingency Plan

### 2300 Volunteer Solicitation Press Release

This sample press release should be revised to accommodate the specific details of an incident and should specifically outline the skill sets needed from a volunteer workforce. As an incident and the status of volunteer utilization changes, the Volunteer Officer, Volunteer Coordinator, or the Volunteer Unit Leader should prepare additional press releases and present them to the UC and the PIO or JIC Manager for approval for editing and distribution to the media.

(City Name) –In response to the approximate \_\_\_\_\_ -gallon oil spill in/at \_\_\_\_\_, the Unified Command has activated the Volunteer Hotline #: 800-XXX-XXXX. Hotline staff will record the caller’s name, telephone number, availability, and applicable skills or training. The caller will be informed if or when volunteers will be utilized for spill response and briefed on other event-specific information as needed.

Federal, State, and local governments have determined what tasks are appropriate for volunteer effort, have identified and pre-trained an existing group of volunteers statewide, and have developed a system to activate those volunteers. The system will be activated if the Unified Command at the spill decides that volunteers are needed for the response effort. At that time a volunteer operations center will be established. If additional volunteers are needed, the hotline listing will be publicized through the news media.

The public is advised to stay away from the spill site, as their presence can hamper clean-up efforts and increase danger factors. Oil is a hazardous material, and to work in or near the oil, one is required to complete 8 to 40 hours of training in Hazardous Waste Operations and Emergency Response (HAZWOPER). Additionally, for the safety of both the public and animals, only trained wildlife specialists should attempt to handle oiled wildlife.

The public can help at this by reporting any oiled animals to the Oiled Wildlife Hotline #: 800-XXX-XXXX (not the volunteer hotline #). Trained professional entities that focus on individual oiled animals and their survival after an oil spill will be notified. Modern technology, properly equipped facilities, and new rehabilitation protocols standardize care throughout the State, increasing wildlife survival rates. Wild animals’ survival rates increase with a decrease of human contact.

Please call the Volunteer Hotline number for frequent updates.

Note: All press releases must be approved by the Unified Command/PIO before statements are released to the media/public.

Coastal Georgia Area Contingency Plan

2400 Volunteer Request Form

Date/Time: \_\_\_\_\_

Requesting Organization/ Agency/Unit: \_\_\_\_\_

Name of Contact: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

VOLUNTEER NEEDS

Total Number of Volunteers Needed: \_\_\_\_\_

Job Title/Description: \_\_\_\_\_

Duties	Experience/ Skills	Training Provided?

Equipment/Special Clothing Needs: \_\_\_\_\_

Description of Training to be Provided: \_\_\_\_\_

Job Location: \_\_\_\_\_

Date/ Time Volunteers Needed: \_\_\_\_\_

Please Check if Available: Restrooms \_\_\_\_\_ Parking \_\_\_\_\_

Safety Equipment \_\_\_\_\_ Telephone \_\_\_\_\_

Transportation to Work Site \_\_\_\_\_

Volunteer(s) should report to the following person for additional training/instruction:

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Location: \_\_\_\_\_

For Office Use Only

Follow up date & time: \_\_\_\_\_

Follow up action: \_\_\_\_\_

Position(s) filled? \_\_\_\_\_

Volunteer Name(s): \_\_\_\_\_

## Coastal Georgia Area Contingency Plan

### 2500 Volunteer Registration Form

If this document is retained and filed by a federal agency, do NOT file by name or other personally identifiable information of the volunteer. Doing so may be a violation of the Privacy Act, 5 U.S.C. 552a.

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Phone (day): \_\_\_\_\_ (eve.) \_\_\_\_\_ (fax): \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

Age (must be over 18): \_\_\_\_\_

Present employer: \_\_\_\_\_ Occupation: \_\_\_\_\_

Availability: \_\_\_\_\_

Do you have a current Driver's License? \_\_\_\_\_

Are you affiliated with any response organization/volunteer group? If so, which?  
\_\_\_\_\_

Are you in good health and not pregnant? \_\_\_\_\_

Do you suffer from any heart or respiratory condition? \_\_\_\_\_

Are you able to lift 35 lbs? \_\_\_\_\_

Health Insurance Provider/Contact information: \_\_\_\_\_

Do you speak any language other than English? \_\_\_\_\_

Are you certified in any of the following? \_\_\_\_\_ Certification Type/Agency\* Exp. Date

Bird Rescue/Rehab.: \_\_\_\_\_

Hazmat/HAZWOPER: \_\_\_\_\_

First Aid/CPR: \_\_\_\_\_

Coast Guard licenses: \_\_\_\_\_

ICS Training: \_\_\_\_\_

Other training/experience: \_\_\_\_\_

Oil spill experience: \_\_\_\_\_

Placement Preference

Wildlife Rehabilitation Center: \_\_\_\_\_

Pre-impact Beach Cleanup/Surveillance: \_\_\_\_\_

Administrative/Clerical \_\_\_\_\_ Basic Needs/Logistics \_\_\_\_\_

Technical \_\_\_\_\_ Mechanical \_\_\_\_\_ Public Relations \_\_\_\_\_

Other: \_\_\_\_\_

Geographic area preference: \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_

Phone (day and eve.) \_\_\_\_\_

Address: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_



This Page Intentionally Left Blank

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

ESF 10 Protocols: Natural Disaster  
Response Plan-GA

Annex H  
July 2021

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

**Table of Contents**

**1000 Introduction..... 1**

**2000 Funding Authorities..... 1**

**2100 FEMA Mission Assignments..... 1**

**2200 Oil Spill Liability Trust Fund..... 2**

**2300 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)..... 2**

**3000 ICS Positions..... 3**

**3100 Operations Section..... 3**

        3101 Hazard Evaluation Group (HEG)/Branch. ....3

            The Hazard Evaluation (HEG) Group/Branch .....3

        3102 Oil/Hazmat Groups .....4

            The Oil/Hazmat Groups .....4

**3200 Planning Section ..... 4**

        3201 NRC Dispatch Unit .....4

        3202 Data Management Unit (DMU) .....4

        3203 Geographic Information System (GIS) Services Unit (GSU) .....5

        3204 Display Processor (DPRO).....5

        3205 Other Units.....5

**4000 Data Management Plan ..... 5**

**4100 Summary ..... 5**

**4200 Procedures for Field Data Documentation..... 6**

        4201 Data Fields and Valid Values.....6

        4202 Unique Identifier .....6

        4203 Latitude and Longitude .....6

        4204 Photo Documentation.....7

        4205 Aerial Team Procedures.....7

        4206 Surface Team Procedures.....7

        4207 Procedures for Processing Field Data .....7

**4300 Data Flow..... 8**

        4301 Task Forces Debrief.....8

**4400 Data Fields and Valid Values ..... 9**

**5000 Surface Hazard Evaluation Form ..... 12**

**6000 Aerial Hazard Evaluation Form..... 13**

**7000 Operational Strategy for Oil Releases..... 14**

**7100 Summary ..... 14**

**7200 Marsh Operations Plan ..... 14**

**8000 Operational Strategy for Orphaned Containers..... 15**

**8100 Summary ..... 15**

**8200 Response Phases..... 16**

        8201 Assessment.....16

        8202 Investigations .....16

        8203 Operational Planning.....16

**Coastal Georgia Area Contingency Plan**

**8300 Preferred Response Options ..... 17**  
    8301 Leaking Container.....17  
    8301 Damaged Container (not leaking) .....17  
    8301 Undamaged Container.....17

**9000 Operational Strategy for Orphaned Containers..... 18**  
    **9100 Summary ..... 18**  
    **9200 End Point Criteria for Oil..... 18**  
    **9300 End Point Criteria for Containers ..... 18**  
    **9400 Target Closure ..... 19**

**10000 Best Management Practices (BMPs) for the Protection of Sensitive Ecological and Cultural Resources..... 19**  
    **10100 Summary ..... 19**  
    **10200 All Personnel ..... 19**  
    **10300 All Field Operations ..... 19**  
        10301 Cultural Resource Protection .....19  
        10302 Natural Resource Protection.....20  
    **10400 Specific Response Activities ..... 20**  
        10401 Aerial Operations .....20  
        10402 Open-Water Operations.....20  
        10403 Land Based Operations .....21  
        10404 Marsh Operations.....21  
    **10500 Target Closure ..... 22**

**11000 Target Site Inspection Form ..... 24**

### 1000 Introduction

Oil and chemical production and storage facilities in southeastern Louisiana are susceptible to dangerous hurricanes and severe weather. More than 30 hurricanes have passed close to the Louisiana coastal zone in the last century, causing severe damage from wind and storm surge. On average, a tropical storm or hurricane is expected to strike somewhere along Louisiana's coast about once a year. Louisiana's flat coastal zone makes tropical storms and hurricanes especially dangerous. Storm surge pushed by an approaching hurricane can reach heights of more than 20 feet and spread far inland, devastating anything in its path. After a hurricane, access to most of southeastern Louisiana is very difficult as the roads and supporting infrastructure are either flooded or destroyed by the storm. High water, waterways closures, and obstructions, in what were deemed as safe navigable waters prior to the hurricane, eliminate many conventional transportation methods.

Unlike most oil discharges and chemical releases, where there is a single point source at one location from which the spill spreads, the pollution associated with hurricanes and tropical storms are usually widespread throughout more than 2,500 square miles of southeastern Louisiana, due to wide distribution of oil and chemical production activities within the State. In addition to pollution from production facilities, oil storage tanks, and pipelines, there will typically be smaller discharges of refined oil products such as diesel fuel and gasoline from fishing vessels, small fuel storage tanks, as well as trucks and automobiles. In addition to the massive amounts of oil spilled, the total destruction caused by a storm can leave tens of thousands of containers of industrial hazardous materials and household hazardous waste dispersed throughout the area.

Pollution response, under the umbrella of the National Response Framework (NRF), will be successful because of the plans, capabilities, and partnerships forged in accordance with the National Contingency Plan (NCP), combined with the effective use of the Incident Command System (ICS). However, the NCP should not get lost in the shuffle of the massive federal, state and local response associated with the full implementation of the NRF.

One of the most essential keys to successfully responding to a natural disaster is effective management of large amounts of discrete pollution targets at one time. Incident management teams must ensure that the data management tools selected can be continuously changed or updated to suit the dynamic information needs of the response and be scalable.

### 2000 Funding Authorities

#### 2100 FEMA Mission Assignments

When a natural disaster is of such magnitude that a State government's resources are overwhelmed, the State may request Federal response assistance to supplement ongoing disaster relief activities. The reimbursement of Federal agency expended funds in support of Federal Emergency Management Agency (FEMA) disaster relief efforts is permitted when support is provided under a Mission Assignment (MA). A MA is a work order issued to a Federal agency by FEMA directing the completion of a specific task, and citing funding, management controls, and guidance. Although most agencies assigned a MA will be reimbursed for their efforts, the possibility exists under the Stafford Act that FEMA can task agencies without expectation of reimbursement. MAs are directives issued by FEMA; they are not contracts or Interagency Agreements (IAAs) but they

are an agreement between FEMA and the responding agencies. In most cases, MAs are issued only for assistance under the Stafford Act, not for assistance provided that would normally fall under an agency's independent authorities or responsibilities. For example, the Coast Guard would not receive an MA for search and rescue activities conducted offshore after a hurricane because this would be a mission conducted under the Coast Guard's statutory authority.

MAs are typically assigned by FEMA to address actions required under one of the 15 different Emergency Support Functions (ESFs) described in the NRF. The NRF establishes a comprehensive all-hazards approach to enhance the ability of the Federal government to manage domestic incidents. Consequently, the ESFs are categorized around the major response and recovery functions associated with an incident, such as ESF 1 – Transportation, ESF 9 – Search and Rescue, and ESF 10 – Oil and Hazardous Materials. The Coast Guard has primary for ESF 9 and ESF 10. Therefore, the Coast Guard may receive tasking by FEMA under several MAs for different ESFs; e.g. an air station launches a helicopter to provide damage assessments for FEMA (ESF-5 Emergency Management) and launches a second helicopter to provide transportation (ESF-7 Logistics Management and Resource Support) for disaster personnel and supplies.

### 2200 Oil Spill Liability Trust Fund

The (OSLTF) pays for removal costs and damages resulting from oil spills or substantial threats of oil spills to navigable waters of the United States. The OSLTF is used for costs not directly paid by the polluter, referred to as the responsible party (RP). The fund is also used to pay, costs to respond to "mystery spills," for which the source has not been identified. Since mystery spills are anticipated before a storm impacts southeast Louisiana, it's likely the FOSC will have a relatively small OSLTF funding stream open to get contracted resources deployed as quickly possible after the storm passes. The ceiling limit on this OSLTF project will vary depending on the needs of the response and how soon a mission assignment can be issued to take over the costs. It's likely that responsible parties, natural resource trustees and other third parties will submit claims against the OSLTF after the storm.

### 2300 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA enables Federal agencies to respond immediately to hazardous substance releases and contamination problems that pose a threat to public health and the environment. Removal costs are recovered from the RP(s) by EPA. Post-storm, the threat to public health will be prevalent as citizens return to their parishes after the flooded and impacted areas are accessible, and orphaned containers have been deposited in yards, schools and playgrounds, places of employment, and various other locations easily accessible to the general population. Threats to the environment exist when orphaned containers are deposited into the wetlands, wildlife refuges, and many other sensitive ecosystems. Additional threats include releases from chemical facilities, chemical transfer facilities, and various other facilities that use, produce, transport, or have a supply of hazardous substances. The Superfund was designed to address discrete incidents and not multiple chemical releases across a large region. Hence, the full impact of hazardous substances to the public and the environment cannot be ascertained in totality with limited CERCLA funding. For HAZMAT, an ESF-10 mission assignment is *critical* to completing a comprehensive needs

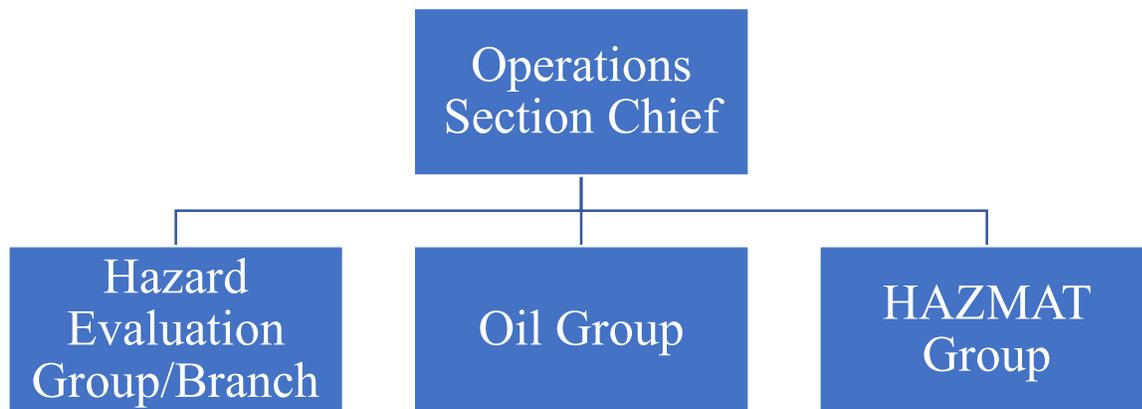
assessment and mitigating all actual and potential releases of hazardous substances that are an imminent and substantial threat to the coastal zone.

The highest priority HAZMAT targets will be those that are actively leaking, an imminent threat to public health or welfare and/or have actual or potential impact to navigable waterway. Where the responsible parties are known, an effort initially shall be made, to the extent practicable, to determine whether they can and will perform the necessary removal action promptly and properly.

### 3000 ICS Positions

Oil and hazardous material data needs to be collected into a central response database in order to track all targets for prioritization, management of resources and situational awareness. The following positions play a critical role in the collection and dissemination of target data for operational decision making.

### 3100 Operations Section



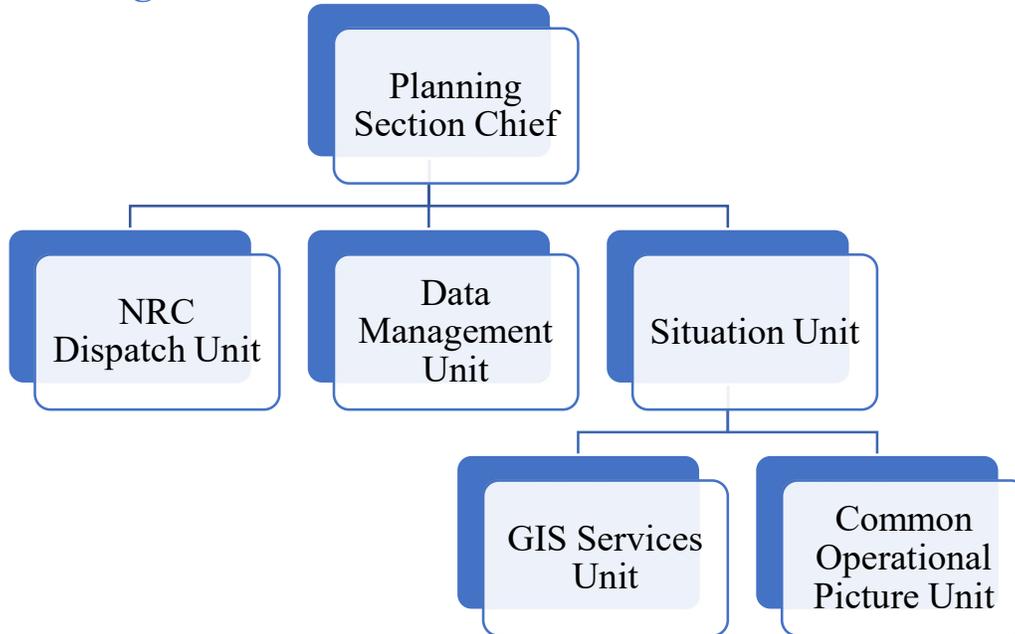
#### 3101 Hazard Evaluation Group (HEG)/Branch.

The Hazard Evaluation (HEG) Group/Branch evaluates the impacted areas to determine the magnitude of the event, map the geographical boundaries of the event, and identify immediate threats to public health and the environment during the initial phase of a response. The HEG Group will determine the most heavily impacted areas, assess critical infrastructure (e.g. public water supplies and wastewater treatment facilities) and facilities for damage. Any active releases and discharges will be reported back to command as quickly as practicable. A secondary function is to identify locations for Incident Command Post (ICP), Forward Operating Bases (FOB) and determine operational challenges (roadways destroyed and areas of flooding, etc). Once the initial assessments are complete, the HEG conducts detailed evaluation and documentation of oil and hazardous material targets to direct ground forces and determine operational requirements. As the response dictates, HEG members will merge with other Operation Section branches or transition to SCAT teams in the Environmental Unit to utilize their situational knowledge.

### 3102 Oil/Hazmat Groups

The Oil/Hazmat Groups are responsible for ensuring that oil discharges and hazmat releases are properly mitigated and/or recovered. Each group will have their own supervisor.

### 3200 Planning Section



#### 3201 NRC Dispatch Unit

The NRC Dispatch Unit (NRC Dispatch) is located within the Planning Section and works in close coordination with the Data Management Unit (DMU). The NRC Dispatch is responsible for monitoring the NRC inbox and conducting initial investigations on all reported discharges/releases reported via the NRC. After investigation, the NRC will prioritize the targets and refer the information to the DMU for further clarification/prioritization. Sources of information outside Operations Section (Command Center, SCAT, entities outside official response, etc.), will debrief with the NRC Dispatch Unit and NRC Dispatch Unit will ensure all information is reported to the NRC (1-800-424-8802). The NRC Dispatch may encourage secondary reporters to call/report to the NRC; however, the ultimate responsibility lies with the NRC Dispatch Unit. The NRC Dispatch Unit will debrief with all sources of information outside Operations Section and conduct data entry into the response database. The NRC Dispatch Unit will be staffed with Coast Guard members. These members must be proficient in data entry as well as competent in performing thorough initial investigations.

#### 3202 Data Management Unit (DMU)

The Data Management Unit (DMU) is within the Planning Section and is responsible for compiling data submitted by field teams, disseminating information to end users, generating reports and overall management of the response database. The Data Management Unit is not responsible for data entry or primary Quality Assurance and Quality Control (QA/QC).

The Operations Section and NRC Dispatch Unit must take ownership over data entry and work with the Data Management Unit to ensure their work is being captured correctly. When the DMU receives information of new oil and hazardous material targets/threats, the information will also be referred to the NRC Dispatch Unit for proper reporting. Operations Section will have several DMU members attached to them to ensure field personnel properly input data and QA/QC is conducted prior to submission to DMU.

The DMU will work hours similar to Operation Section to ensure cohesive flow of data from field to the SOD, some offsetting of hours may be necessary to avoid burnout and optimize usage of man hours. When down time exists, cooperation with NRC Dispatch Unit should occur.

### **3203 Geographic Information System (GIS) Services Unit (GSU)**

The Geographic Information Systems (GIS) Services Unit (GSU) is subordinate to Situation Unit (SIT) and provides mapping services, such as generating maps for field teams, supplying the Common Operational Picture (COP) and managing GPS/photographic data from field teams. GSU will be staffed by two NOAA GIS technicians and at least one USCG person with familiarity with GIS and/or COP. The GSU Leader and Deputy will work 1200 to 2400 to handle the data flow. The NOAA member of DMU can handle GIS demands during morning hours. The COP Manager will work similar hours to Situation Unit Leader and support the proper usage of the COP during briefings.

### **3204 Display Processor (DPRO)**

The Display Processor (DPRO) is subordinate to the Situation Unit Leader (SITL) and manages incident status information obtain from FOBS, resource status reports, photographs, videos and other imagery. Provide the overall Common Operational Picture by developing required displays in accordance with time limits for completion. This includes GIS information, demographic information, incident projection data, etc.

### **3205 Other Units**

Other Units that can contribute valuable field data to the response (i.e. SCAT, Wildlife, and NGO's) should work directly with the NRC Dispatch Unit to ensure proper inputting/updating of data. The NRC Dispatch Unit will ensure that submissions are incorporated into the response database by the Data Management Unit. These other contributors should not go directly to the DMU.

## **4000 Data Management Plan**

### **4100 Summary**

The pollution response component of a natural disaster response presents a set of challenges unlike other pollution responses. The pollution threats are numerous and spread over a large geographic area. The multitude of pollution targets can be from a variety of sources, including wellheads, facilities, orphan containers or vessels. Effective data management is critical during a multi-target response in order to ensure appropriate use of resources. The follow document is to help ensure the success of data management during a natural disaster response.

## 4200 Procedures for Field Data Documentation

Field documentation is critical for the success of any response, either for a single barrel of oil being discharged by a vessel or for a large scale Type 1 incident. The command cannot make sound decisions without sound data flowing from the field. To that end, the field personnel are responsible for ensuring quality data is being captured in the field

### 4201 Data Fields and Valid Values

Data fields are the pre-determined pieces of information that the response wants to capture and valid values are the acceptable inputs for those data fields. Agreement on the data fields and their valid values is critical to ensure the response is getting the data it needs to make decisions. Once an agreement is reached, the field data collection forms, response database and other deliverables are created to meet the needs of the response. The data fields and valid values discussed within this plan are considered a minimum description of oil and hazardous material target and does not alleviate the need for traditional investigation, SCAT, reporting to NRC and required documentation of a target. The data fields, valid values and resulting products are intended to capture baseline data for Unified Command and Operations Section to properly manage their resources and mitigate oil and hazardous material threats during a post-natural disaster response with multiple targets.

### 4202 Unique Identifier

A unique identifier is an alpha-numeric label identifies a particular target for tracking purposes. The NRC number usually plays this role, but during a post-natural disaster response, an NRC number might not be immediately available. As a gap fill, a temporary unique identifier for each target shall be assigned in the following format: YYYYMMDD\_Team Name\_Daily Number. For example: 20121006\_HEG2\_002 = the second target found by HEG Team 2 on Oct 06, 2012.

The unique identifier should not change over time and should not change as teams subsequently visit the same target. After the first assessment, if a team goes back out or the item is mitigated they should be referencing the unique identifier. For continuity and ease of identification, if field teams can, they should mark the target (with a sticker, hanging tag or spray paint) so that any team visiting the target will know that this target was previously assessed and has been assigned a unique identifier. When a target's unique identifier changes from the temporary unique identifier to the primary NRC number, this update should be reflected on the labeling of the target itself. The temporary unique identifier, primary NRC number and secondary NRC number(s) will be listed in the database for cross reference purposes.

### 4203 Latitude and Longitude

Obtain a latitude/longitude point with a satellite enabled GPS unit for observed discharges or releases at facilities, vessels or other sources. If the oil and hazardous material target covers an area (not a single point location) obtain lat/long points that outline the target. Make certain that the GPS unit is set to use "WGS84" as the horizontal datum, set to read coordinates in decimal degrees (dd.ddddd) and Auto Tracking is turned on. Documentation needs latitude/longitude to 5 decimal points. The safest location for observing an oil and hazardous material target is upwind.

All personnel must verify all lat/long position data by comparing observations against satellite imagery by means of GIS application (Google Earth, ERMA, EnterpriseGIS, SONRIS, Response Manager, etc.). This step, when combined with data entry, is time consuming and field personnel should return to ICP/FOB early enough in day to ensure sufficient time is dedicated to data entry and QA/QC.

### **4204 Photo Documentation**

Prior to departure to field, ensure that camera is set to local time and spare batteries are available. A clear photo of GPS unit with the time (in 24-hr, hh:mm:ss format) taken at the beginning of operations will allow for geo-referencing of photos by using the Track Log from GPS unit.

It is more important to take a few good photos instead of many useless photos. Utilization of photo scales, recognizable landmarks and “the rule of thirds” will help ensure photos are useful to an audience that is crammed in command post or is not on-scene.

### **4205 Aerial Team Procedures**

The Aerial Team could consist of a Rapid Needs Assessment Task Force or a Hazard Evaluation Group Task Force. Aerial Assessment Teams are not expected to conduct detailed documentation of targets, but are expected to capture critical data for decision makers. A special form with limited data entry has been created to reduce the data collection requirements and expedite the assessment process. Data that aerial assessment teams will be capturing are primarily nature of oil versus hazardous material, source, location, and size of affected area.

### **4206 Surface Team Procedures**

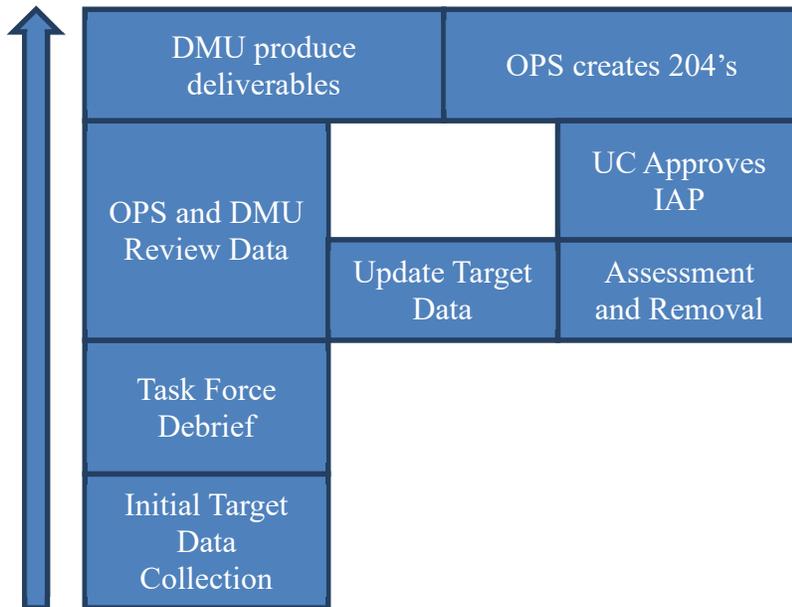
The Surface Assessment Team (ground and/or water) and other group task forces will conduct more detailed documentation and complete a more thorough field data collection process because ground assets generally travel slower and have more time to make detailed observations. The field data collection forms will contain most all the data fields.

### **4207 Procedures for Processing Field Data**

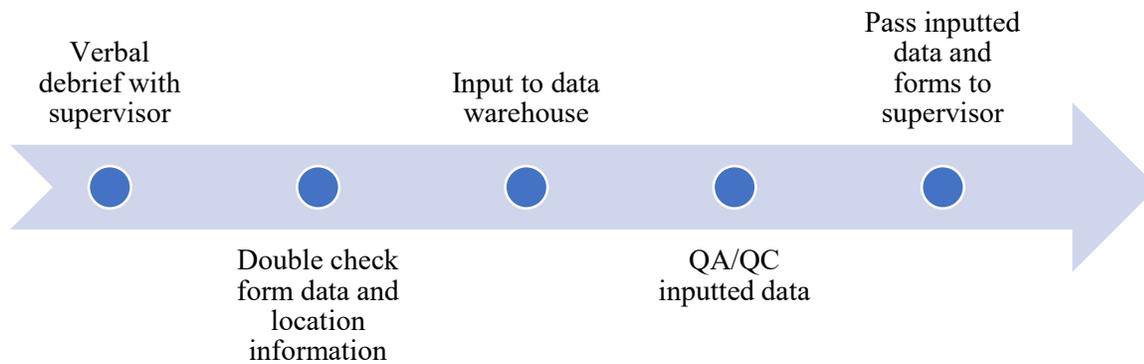
The most challenging aspect of data processing is ensuring that the incoming data is of high quality. In order to overcome this challenge, it has to be emphasized to field personnel the importance of thorough observations and proper documentation. The quality of the incoming data will directly affect the quality of the deliverables that the Unified Command, Section Chiefs and other decision makers will be using to manage the response. The illustrations below illustrate the general flow of data from the field to decision makers. Refer to the diagram below.

Please note that the two data cycles described in Section 4300 of this annex intersect at “OPS Chief reviews data.”

### 4300 Data Flow



### 4301 Task Forces Debrief



Task Forces are the eyes and ears in the field for the response and collect invaluable data not only about targets, but also about operational challenges and recommendations. This acquired knowledge needs to be debriefed to their respective supervisor and inputted into the response database for processing. The team leader is responsible for initial data entry and initial QA/QC of data because they are the experts about their own field observations. Generally, the team leader is the most experienced member of the team.

### 4400 Data Fields and Valid Values

The following table describes the data fields and valid values for Louisiana Natural Disaster Response Plan - Marine Environmental Response. The data fields and valid values in this table define the jargon utilized during the response to ensure clear communication. The response database and associated forms are built around these data fields and valid values. The data fields and valid values establish a minimum description of a target and DOES NOT alleviate the need for traditional investigation, SCAT, reporting to NRC and required documentation of a target. These data fields, valid values and resulting products are intended to capture minimum data for Unified Command to properly manage their resources and mitigate pollution threats during a post-natural disaster response with multiple pollution targets.

<b>Data Field</b>	<b>Format</b>	<b>Valid Values</b>
Date Initially Assessed	YYYYMMDD	Date that target was first discovered
Field Team Initially Assessed	AAA0	Three letters and one number – the field team which discovered target
Daily Number	Three digit number	000 to 999, resets each day for each team
Date Updated	YYYYMMDD	Date that entry to spreadsheet is modified, this will allow for tracking the timeline of changes to target information
Field Team Updated	AAA0	Three letters and one number – tracking which field team has provided updated information about target
Location Name	BLANK BAYOU	Waterway, street, landmark, etc
Responsible Party	BLANK ENERGY	When known
Target Latitude	DD.DDDDDD	Positive Number, 0 to 90
Target Longitude	DD.DDDDDD	Negative Number, 0 to 180
Grid	A00	One letter and two numbers
Hazardous Category <b>Not explicitly in form</b>	OIL or HAZ	To delineate for OPS
HAZ Type <b>Only for HAZ targets (CERCLA)</b>	Three letter code	DRM = Drum CYL = Cylinder TOT = Tote BCK = Bucket TNK = Tank FAC = Facility <b>DBL = Debris Line (not a single target)</b>
HAZ Count <b>Only for HAZ targets (CERCLA)</b>	Number	Number, or approximate number, of HAZ targets within a debris field or contained within the specified target

**Coastal Georgia Area Contingency Plan**

<b>Data Field</b>	<b>Format</b>	<b>Valid Values</b>
Oil Type <b>Only for oil targets (OPA 90)</b>	Three letter code	VSL = Vessel PPL = Pipeline FAC = Facility WHD = Wellhead SHN = Sheen UNK = Unknown, Mystery Source
% Coverage <b>Only for oil targets (OPA 90)</b>	Percentage of area being covered by product	Percentage of oil within the given length, width
Length <b>For 2D targets</b>	Number in feet	For debris fields and oil targets
Width <b>For 2D targets</b>	Number in Feet	For debris field and oil targets
Capacity	Number in Gallons	5, 55, 250, 1000, UNK, Worst Case Discharge
Discharge/Release Amount	Number in Gallons, lbs, cubic meters <b>1 Oil Barrel = 42 US gallons</b>	50, 100, 10000, UNK – units of measure need to be noted!
Condition	Three letter code	DNO = Damage-No Discharge/Release DDR = Damaged-discharge/release NOD = No damage FIR = Fire EMG = Emergency UNK = Unknown

**Coastal Georgia Area Contingency Plan**

<b>Data Field</b>	<b>Format</b>	<b>Valid Values</b>
Status	Three letter code Color designation is for target maps	<u>RED</u> FAR = Further Assessment Required RP = Requires RP action SOP = Requires Special Ops  <u>YELLOW</u> MIT = Mitigation underway RDY = Ready for stakeholder site visit and sign off  <u>GREEN</u> INF = Item not found REF = Refer to other agency (and agency is noted in comments) LIP = leave in place and no further action NFA = No Further Action REM = Removed and brought to pad RRP = Removed by RP DIS = Disposed SGN = closed by stakeholder site visit and sign off
Concurrence	Drop-down	<i>No Concurrence (No Sign-off)</i> <i>No Further Action (Signed-off)</i> <i>Referred to Regulatory Agency (Signed-off)</i> <i>Unfounded (Signed-off)</i>
Concurrence Note	Comment Box	Notes about concurrence
Action Taken	Text Box	Details to support the chosen STATUS
Recommendations	Text Box	Recommendation for mitigation
Resource Needs	Text Box	Supporting the recommendations
Comments	Text Box	Catch all for other data
Photographs	Text Box	For listing the names of photographs associated with target
Primary NRC Number	123456	This should have only one value and used as the primary NRC number
Support NRC Number(s)	123456	This is a listing of other NRC numbers associated with this one target i.e. 123456, 234567, 345678, 987654

## 5000 Surface Hazard Evaluation Form

Field Team:		TIME - 24hr Format	
Date (YYYYMMDD):		Start:	End:
Evaluation by: Foot / Boat / Airboat / Helicopter / Plane		Weather: Sun / Cloud / Fog / Rain / Snow / Windy	
Start Latitude:		Start Longitude:	
End Latitude:		End Longitude:	
Name	Organization	Phone	
<b>Unique Identifier:</b> (i.e. 20130801 HEB1 002)			
<b>Date (YYYYMMDD):</b>	<b>Team Name (ABC#)</b>	<b>Daily Seq Number:</b>	
Latitude (dd.dxxxxx):	Grid:		
Longitude (dd.dxxxxx):	Responsible Party:		
Location Description:	<b>HAZ Type:</b>	<b>Oil Type:</b>	
	<b>HAZ Count:</b>	<b>% Coverage:</b>	
Capacity: gallons/lbs/cubic meters			
Discharge/Release gallons/lbs/cu m	Amount:	Length: feet	Width: feet
Condition:	Status		
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	
<b>Unique Identifier:</b> (i.e. 20130801 HEB1 002)			
<b>Date (YYYYMMDD):</b>	<b>Team Name (ABC#)</b>	<b>Daily Seq Number:</b>	
Latitude (dd.dxxxxx):	Grid:		
Longitude (dd.dxxxxx):	Responsible Party:		
Location Description:	<b>HAZ Type:</b>	<b>Oil Type:</b>	
	<b>HAZ Count:</b>	<b>Oil % Distr:</b>	
Capacity: gallons/lbs/cu m			
Discharge/Release gallons/lbs/cu m	Amount:	Length: feet	Width: feet
Condition:	Status		
Action Taken:			
Recommendations:		Resource Needs:	
Comments:		Photographs:	
Primary NRC:		Support NRC:	

## 6000 Aerial Hazard Evaluation Form

Field Team:		TIME - 24hr Format	
Date (YYYYMMDD):		Start:	End:
Evaluation by: Foot / Boat / Airboat / Helicopter / Plane		Weather: Sun / Cloud / Fog / Rain / Snow / Windy	
Start Latitude:		Start Longitude:	
End Latitude:		End Longitude:	
Name	Organization	Phone	
<b>Unique Identifier:</b> (i.e. 20130801 HEB1 002)			
<b>Date (YYYYMMDD):</b>	<b>Team Name (ABC#)</b>	<b>Daily Seq Number:</b>	
Latitude (dd.dxxxxx):	Grid:		
Longitude (dd.dxxxxx):	Responsible Party:		
Location Description:	<b>HAZ Type:</b>	<b>Oil Type:</b>	
	<b>HAZ Count:</b>	<b>% Coverage:</b>	
Capacity: gallons/lbs/cu m			
Discharge/ReleaseAmount: gallons/lbs/etc	Length: feet	Width: feet	
Condition:	Status		
Action Taken:			
Recommendations:	Resource Needs:		
Comments:	Photographs:		
Primary NRC:	Support NRC:		
<b>Unique Identifier:</b> (i.e. 20130801 HEB1 002)			
<b>Date (YYYYMMDD):</b>	<b>Team Name (ABC#)</b>	<b>Daily Seq Number:</b>	
Latitude (dd.dxxxxx):	Grid:		
Longitude (dd.dxxxxx):	Responsible Party:		
Location Description:	<b>HAZ Type:</b>	<b>Oil Type:</b>	
	<b>HAZ Count:</b>	<b>Oil % Distr:</b>	
Capacity: gallons/lbs/cu m			
Discharge/Release Amount: gallons/lbs/cu m	Length: feet	Width: feet	
Condition:	Status		
Action Taken:			
Recommendations:	Resource Needs:		
Comments:	Photographs:		
Primary NRC:	Support NRC:		

## 7000 Operational Strategy for Oil Releases

### 7100 Summary

This guidance is developed under the Natural Disaster Subcommittee of the SEL and SCL Area Committees to ensure net environmental benefit during natural disaster response operations. This document focuses primarily on oil releases into marshes, but similar practices should be adapted for chemical releases. If the techniques below are not applicable to non-oil release, then consult with the Environmental Unit for target review and recommendations.

### 7200 Marsh Operations Plan

Aggressive cleanup of free product releases in marshes may actually cause greater long-term damage than the pollutant itself. Any physical cleanup activities in marsh areas must comply with the follow items to prevent unacceptably high collateral damage to marsh vegetation and entrainment or entrapment of oil product into sediments:

- Any foot traffic access to the marshes shall avoid oiled grasses and sediments and utilize one-way-in and one-way-out traffic with walking boards in travel lanes and crosswalks on the marsh.
- All treatment operations in the marshes will be done on the walking boards, without direct foot traffic in the marsh. Walking boards should not be placed in un-oiled marsh areas or landward of the oiled wrack line, and no foot traffic or other entry by response personnel or equipment should occur in these un-oiled areas unless approved by the Unified Command.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on the fringe of the marsh, avoiding landing directly on top of the marsh grasses as much as possible.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.

Sorbent boom should be staked along the front edge of oiled marsh for passive recovery of sheens. These sorbents must be inspected and replaced routinely. Best professional judgment by the Environmental Unit should be used to determine if further treatment or cleanup would provide net environmental benefit or might delay, rather than accelerate, recovery of the vegetation. This judgment should be based on fact, past studies or data from previous oil spills.

Oiled vegetative wrack at the water's edge can be manually picked up and removed with hand tools such as shovels, rakes, and pitchforks. Wrack in the marsh interior should not be removed, even near the source, unless heavily oiled with the potential to cause sheen or substantial contact risk to wildlife.

Pooled oil in areas that are difficult to access because of water depth may potentially be collected from a shallow skiff or airboat by using sorbent pads or vacuum systems with duck bills or other applicable and approved methods.

Low-pressure, high-volume flushing can be utilized by operations to mobilize oil from marsh and into a containment boom with sorbent tubes and/or collection system. The Environmental Unit is to be notified if this technique is desirable and to be utilized.

Cleanup is expected to progress in three phases:

Phase 1 – Source Control and Removal Phase that focuses on containment, recovery of mobile oil, and initial shoreline cleanup (e.g., bulk oil removal/gross decontamination).

Phase 2 – Managed Recovery Phase that consists of any final cleanup activities to mitigate residual pollution. The Managed Recovery Phase would typically include oil recovery using sorbent booms, demobilization and cleaning of equipment no longer needed, and final disposal issues. Although generally reduced, the Managed Recovery Phase still requires Federal and State oversight to ensure that all threats to the environment, as well as, public health and safety are minimized.

Phase 3 – Natural recovery and restoration. No additional cleanup or active mitigation is required. Once any and all remaining booms, sorbents, cleanup materials, and response waste (if any) has been removed, the site will be left for natural recovery and closure and sign-off procedures will be implemented.

The overall cleanup objective is to minimize or eliminate threats to wildlife and natural resources while avoiding doing more harm than good. Site-specific guidance for each cleanup division grid may be generated by the Environmental Unit.

The defined cleanup criteria may not be applicable (or even achievable) at all sites. Best professional judgment and the consensus of the Environmental Unit should be used to assess when the cleanup meets the above objectives. There may be additional requirements defined by private landowners or municipal managers, and such requirements may be outside the scope of the Unified Command.

## 8000 Operational Strategy for Orphaned Containers

### 8100 Summary

As a result of a natural disaster, the Louisiana coastal zone can be littered with numerous drums, cylinders, tanks, and other containers that contain crude oil, refined petroleum products, chemicals and other hazardous materials (HAZMAT). Many of these items are stranded in and adjacent to residential communities, but many others are stranded in adjacent coastal habitats that are accessed and utilized by the public. Most of these items are classified as orphaned, or abandoned, and are a threat to public health and safety because of the potential for direct exposure or secondary contamination. Additional concerns include the unknown nature of many of the contents. Changing weather conditions or exposure to fires may cause releases that would result in increased public risk and possible need for evacuations.

To mitigate the threat posed by orphaned drums and hazardous materials, field operations will include a wide range of response activities and techniques. Because of the geographic extent of operations, the development of Forward Operating Base(s) may be essential to enhancing operational effectiveness. The goal of all recovery operations will be to minimize the risk to the public, and the responders, while minimizing the environmental impact of the response operations

overall. Any orphan container that can be accessed by field response teams would also be accessible to the public and therefore constitutes a potential threat to public health and safety.

### **8200 Response Phases**

There are several phases to the orphaned drum and hazardous material container removal project: Assessment, Investigation, Operational Planning, Oil/Hazardous Material Removal and Disposal.

#### **8201 Assessment**

This includes ground and aerial surveillance using small boats, airboats, airplanes and helicopters to identify and chart suspected threats. Aerial photographs will be correlated with recorded GPS overflight track lines for mapping and display in ERMA. Identified hazardous material and oil pollution related debris will be classified as drum, tank, cylinder, container, or other and prioritized by: no damage, damaged no spill, damaged leaking, or could not discern. The reconnaissance information will be used to develop situational awareness as to the scope of the problem and to direct future field activities.

#### **8202 Investigations**

This phase relates to large orphan containers that have a known and viable industry owner. One objective of the investigation process is to attempt to contact the suspected owner to coordinate removal and any required pollution response under the owner's funding.

#### **8203 Operational Planning**

This phase includes charting suspected targets using a GIS system, development of operational tactics, and any required natural resource trustee consultations. Technical experts and appropriate spill response guides such as the Emergency Response Guide (ERG), Safety Data Sheets (SDSs), Chemical Hazards Response Information System (CHRIS), and Computer-Aided Management of Emergency Operations (CAMEO) reference resources should be consulted during operational planning to ensure a safe and properly mitigated response.

Actual oil or hazardous material removal will be conducted in a safe manner. Based on mitigation options available, consideration will be given to that which results in the least environmental impact, i.e., "do no more harm than good".

## 8300 Preferred Response Options

### 8301 Leaking Container

Container is leaking and there is an observable spill of oil/hazardous material:

- 1) Non-Oil/HAZMAT responders should only function in the First Responder role – identify threat, secure area with caution tape, and notify appropriate response team for technical support.
- 2) Secure leak if it can be done safely.
- 3) Mitigate and recover spilled material using appropriate technology and qualified Oil/HAZMAT personnel.
- 4) Remove gross environmental contamination using appropriate technology.
- 5) Recover contents by a transfer to drum or other temporary storage container.
- 6) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 7) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat damage. Ensure the container is properly cleaned, marked and documented if left.

### 8301 Damaged Container (not leaking)

Container is damaged, but not leaking:

- 1) For damaged drums and smaller containers, consider over-packing and removal.
- 2) Recover contents by transfer to a drum or other temporary storage container.
- 3) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 4) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat injury. Ensure the container is properly cleaned, marked and documented if left in the environment.

### 8301 Undamaged Container

Container is undamaged and structurally sound:

- 1) Recover the container intact and transport to staging area for disposition if feasible.
- 2) Recover contents by transfer to a drum or other temporary storage container.
- 3) Recover lightered, partially evacuated, or partially empty container to remove threat of residual Oil/HAZMAT contents.
- 4) Leave lightered, partially evacuated, or partially empty container in place if removal would create unacceptable habitat injury.
- 5) Consider leaving container and contents in place if inaccessible or access with heavy equipment would result in unacceptable habit damage relative to Oil/HAZMAT risk. Ensure the container is properly cleaned, marked and documented if left.

Because of the variability in habitat and accessibility, each container or accumulations of orphan containers along a debris line might require a unique recovery project using a different assemblage

of field equipment. Hazardous Household Waste (HHW) may be recovered by orphaned drum and orphan container recovery teams at sites where field activities are being conducted.

Disposal for the field component of this operation is limited to transferring the material to one of the established disposal staging areas. Final disposal of collected Oil/HAZMAT debris is outside of the scope of this document. As previously stated, all orphan containers that pose a risk to public health and safety will be removed unless the risk for habitat damage exceeds the benefit of removal.

## 9000 Operational Strategy for Orphaned Containers

### 9100 Summary

These guidelines establish target endpoints for cleanup operations for pollution targets, including free product release and containerized product. Because all releases are unique and present distinct cleanup challenges, these endpoints may be amended to address as yet unforeseen circumstances and do not constitute shoreline restoration or full recovery criteria, which may be addressed through a longer-term process. These endpoints define the conclusion of cleanup operations while attempting to minimize overall impact (including those from operations) to sensitive resources.

### 9200 End Point Criteria for Oil

- Oiled shorelines shall be free of recoverable product and not produce continuous sheen under normal weather and tidal conditions.
- There shall be no recoverable oiled debris.
- Oil stain or sporadic coat on vegetation and large immobile debris that does not produce continuous sheen and is not a contact risk to wildlife may be allowed to weather and degrade naturally. If the decision is to allow oil stain or sporadic coat to degrade naturally, monitoring of the area must occur.
- Oil stain or coat may still be present if best professional judgment of the Environmental Unit Leader (as defined below) determines that further recovery will not produce environmental benefit. Such residual oiling would be allowed to degrade naturally. If the decision is to allow oil stain or coat to degrade naturally, monitoring of the area must occur.

### 9300 End Point Criteria for Containers

- An orphan container that poses actual or potential imminent or substantial threat to a navigable waterway will be removed, unless removal will cause undue harm to sensitive resources as is determined by the Environmental Unit Leader, using best professional judgment.
- Leaving an orphan container in place will be determined on a case-by-case basis to ensure net environmental benefit and shall be properly cleaned and identified, including documented coordinates.
- Responsible Party is identified and assumes responsibility for removal.

## 9400 Target Closure

A joint site visit or an administrative review by Unified Command will be acceptable for Target closure. A joint site visit shall be made by an assessment team consisting of representatives of the Unified Command, natural resource trustees and, when possible, a parish representative. Incident-specific cleanup assessment and inspection forms will be generated to track progress. The FOSC and SOSC will sign off each target as having met the endpoints based upon the administrative review or on the observations and recommendations of the assessment team.

Sign off on endpoints does not constitute any acknowledgment that damages to natural resources caused by this incident have been adequately addressed.

It is recognized that the above endpoints may not be applicable (or achievable) at all sites. Best professional judgment and the consensus of federal, state and, if applicable, the RP's environmental consultants (identified herein as "Environmental Unit") should be used to assess when the cleanup meets the above objectives. The Environmental Unit Leader for these endpoints will be a representative of Louisiana. If a responsible party exists for a given target, there may be additional requirements defined by private landowners or municipal managers, and such requirements may be outside the scope of the Unified Command.

## 10000 Best Management Practices (BMPs) for the Protection of Sensitive Ecological and Cultural Resources

### 10100 Summary

All operations shall be conducted with the overarching philosophy of "do no more harm than good". Many of the following BMPs are provided for the protection of Federal & State protected species and other sensitive resources. For species identification, refer to the "EU Guidance on Threatened/Endangered Species".

### 10200 All Personnel

- Watch for and avoid collisions with wildlife. Report all distressed or dead wildlife to Wildlife Rehab Task Force
- Report any distressed or dead sea turtles or marine mammals
- Remove all personal & Response trash or anything that would attract wildlife to work areas

### 10300 All Field Operations

#### 10301 Cultural Resource Protection

- Any Native American graves or burials must be reported to the State Historic Preservation Office
- Native American and historic-era artifacts (e.g. pot shards & arrowheads) must not be collected.
- When activity occurs within 250 meters of a sensitive cultural resource as indicated by EU, a qualified archaeologist or other qualified historic preservation professional must be present to monitor the work.

### **10302 Natural Resource Protection**

- Do not disturb wildlife or habitat (including foraging or nesting areas).
- Report any distressed or dead sea turtles or marine mammals to the stranding networks:
  - Report sea turtles to 225-765-2377
  - Report dolphins to 1-877-WHALEHELP (1-877-942-5343)
- Perform site visits & work from waterway, paved surfaces or existing roadways whenever possible to minimize impacts to sensitive habitats.
- Select vehicles and equipment which are least likely to disturb soils/sediments and keep loading to a minimum to reduce ground pressure (on unpaved surfaces).
- Sensitive, non-ecological sites (i.e. cultural, historical, pipelines, water control structures, etc.) must be avoided unless otherwise authorized. EU will identify sensitive sites in the vicinity of actionable targets, though all field personnel should take care when transiting to and from actionable targets.
- Avoid minimize the release of contaminants from orphaned containers into critical habitat and other aquatic areas.
- Removal of orphan pollution containers from sensitive habitats may require specialized operations to minimize impacts. Such operations shall be closely coordinated with Environmental Unit.

### **10400 Specific Response Activities**

#### **10401 Aerial Operations**

- Avoid hovering or landing aircraft in/near posted bird sites or areas with high bird concentrations.
- No flights below 500 feet over Wildlife Refuges, Management Areas, bird rookeries or National Parks.

#### **10402 Open-Water Operations**

- Do not block major egress points in channels, rivers, passes, and bays.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.
- All vessel approaches to the marshes shall be limited to grounding the bow of the vessel on the fringe of the marsh, avoiding landing directly on top of the marsh grasses as much as possible.
- Special Use Permits are required for conducting Air Boat operations in National Wildlife Refuges and State of Louisiana Wildlife Management Areas. Contact EU to ensure proper permits have been obtained.
- If using Air Boats, maintain a distance of 1,000 feet from critical habitats, rookeries, and/or other high bird use areas to minimize disturbance.
- Monitor boom, lines & underwater equipment regularly to prevent fish/wildlife entanglement/entrapment.
- If a sea turtle or marine mammal is observed trapped or entangled in a boom, line, or anchoring systems, open the boom to free the animal and notify the Wildlife Branch & Environmental Unit.
- Watch for and avoid collisions with sea turtles and dolphins.

### **10403 Land Based Operations**

- Minimize ground-disturbing activities to as small an area as feasible to complete the task.
- Avoid posted/marked or other high bird use areas and minimize activities in critical habitat areas for Endangered Species.
- When working on/near sand beaches, do not disturb Piping Plovers.

### **10404 Marsh Operations**

Protect marsh vegetation & associated soils by doing the following:

- Maximize use of open water, dikes, existing roads and trails and stay away from undisturbed marsh. Access routes should be planned to minimize impacts to the environment.
- Do not create unnatural ruts, channels, dikes or drainage routes and do not re-use previously made tracks.
- Use care around bank and shoreline crossings at canals, natural water bodies and ditches.
- Avoid disturbing vegetation, marsh soils, or peat with foot traffic/boats/equipment.
- Travel corridors should be as narrow as possible with designed turn around area. Stay within designated access or travel lanes when present.
- Minimize removal of clean sediment, seaweed and natural debris. Replace removed materials, if practical.
- Use low-pressure tire vehicles (e.g. ATVs, Gators) when practical and consult with the EU to minimize impact
- Avoid posted/marked or other high bird use areas and minimize activities in critical habitat areas for Endangered Species.
- Activities that may require removal of forested and shrub or scrub habitat should be minimized
- Any foot traffic access to the marshes shall avoid oiled grasses and sediments and utilize one-way-in and one-way-out traffic with walking boards in travel lanes and crosswalks on the marsh.
- All foot traffic in oiled marshes will be done on the walking boards, with no direct foot traffic in the marsh. Walking boards should not be placed in un-oiled marsh areas, and no foot traffic or other entry by response personnel or equipment should occur in these un-oiled areas unless approved by the Unified Command.
- If pollution target location is inaccessible or access with heavy equipment would result in unacceptable habitat damage relative to that posed by the pollution threat, then specialized operations may be needed to minimize impacts. Such operations shall be closely coordinated with Environmental Unit.
- Water channels shall be used for navigation through the marshes. Under no circumstances shall vessels run over the top of or across the marsh grasses. Stopping or landing a vessel on top of the marshes is prohibited.

## 10500 Target Closure

The Unified Command recognizes the importance of partnerships with trust resource agencies and the stewardship of the environment. The procedures below are intended to expedite target closure and sign-off process while allowing opportunity for trustee input.

The Operations Section will use their professional judgment to apply the appropriate status (open or closed) to a target in the database. Once a target is set to be closed, that target will be routed to the Environmental Unit via spreadsheet summary for review. The Environmental Unit will determine if concurrence with closed status exists by approved methods. If concurrence does not exist, recommendations for further action will be provided to Operations Section. If concurrence exists, then the database will be updated to reflect change and supporting documentation completed.

The acceptable methods for achieving concurrence on closure status of a target may include administrative decision, aerial inspection or site inspection. The Environmental Unit will use their best professional judgment to determine the risk of a target and an appropriate method for achieving concurrence.

### For HAZMAT Targets

- Low risk targets will achieve concurrence by administrative decision, provided collected field observations and data can sufficiently justify concurrence
- Potentially high risk targets may require aerial inspection or site inspection to achieve concurrence.

### For Oil Targets

- Any target that threatened or impacted navigable waters per National Contingency Plan (40CFR300.3), may require an aerial or site inspection to achieve concurrence.

To support proper documentation of the above closure and concurrence process, the database will contain fields to capture such information. “Status” is a field that tracks operational status and is described in Data Management Plan. “Concurrence” is a field that tracks the consensus on target closure between Operations Section, Environmental Unit, Unified Command and supporting resource agencies. An additional field, “Concurrence Comment,” will capture any additional information that will ensure thorough documentation. The following table lists the valid values for “Concurrence” with definitions and examples.

## Coastal Georgia Area Contingency Plan

<b>Concurrence</b>	<b>Definition</b>	<b>Example</b>
<i>No Concurrence (No Sign-off)</i>	UC has determined that clean up endpoints have not been met and additional cleanup is required	-Operations determines that cleanup endpoints have been met, but UC determines otherwise
<i>No Further Action (Signed-off)</i>	UC determines that no further action is required and cleanup endpoints have been met	- UC concurs that endpoint has been met for a given target -Orphan container left in place in a satisfactory condition
<i>Referred to Regulatory Agency (Signed-off)</i>	UC determines that another agency is better suited to take responsibility for the target based on authority and jurisdiction and notes agency in comments field. Target responsibility is handed off.	-LDEQ assumes responsibility for target -USFWS, LDWF, LDEQ and/or Corps of Engineers
<i>Unfounded (Signed-off)</i>	Target lacks the minimum information to be further investigated	-Unsubstantiated reports -No lat/long info -No known pollution threat

NOTE: For initialization of “Concurrence” field, each entry will be populated with No Concurrence (Pending) and this will be the default value for new entries.

All targets on graphical representations shall conform to the following convention:

- All targets Open and No Sign-off will be shaded red
- All targets Closed and No Sign-off will be shaded blue
- All targets Closed and Signed-off will be shaded green
- All oil targets will be a circle with a black border and black dot in the centroid
- All HAZMAT targets will be a triangle with a black border and black dot in the centroid

## 11000 Target Site Inspection Form

<b>1. GENERAL INFORMATION</b>		Date (ddmmyy)	Time (24hrs Local Time)	Tide Height LMH
Site Name:				
SCAT Division/Grids:				
Inspection By: Foot -Airboat -Boat -Other			Sun- Clouds- Fog -Rain- Snow -Windy	
<b>2. INSPECTION TEAM</b>	Name	, Organization	, and Signature	
<b>3. Grids</b>	Description of Shoreline Surveyed:			
<b>4 SHORELINE TYPES</b>	Select Primary (P) and Secondary (S) Habitat Types Present			
	Marsh or Wetlands (includes Floating Marsh)		Manmade Structures	
	Tidal Flats/Mud Flats		Wave-cut Scarps	
	Shell or Mixed Sand & Shell Beaches		Other:	
<b>5 CLEANUP ENDPOINTS</b>	<b>REFER TO ENDPOINTS (09 SEPTEMBER 2012)</b>			
Yes No				
Has Operations remediated the target such that all endpoints been reached?				
If no, please explain:				
Other oiling conditions or observations:				
<b>6 RECOMMENDATIONS</b>				
Yes No Recommend Additional Active Cleanup (Stage 1). Comments:				
Yes No Recommend continued maintenance of passive sorbent recovery for sheens (Stage 2). Comments:				
Yes No Site meets the interim cleanup endpoints (Stage 3). Recommend natural recovery for residual pollution.				
Photos taken? Yes – No Additional Comments: Yes – No (if yes, see attached)				

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Unconventional Oil Response

Annex L  
July 2021

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

## Table of Contents

<b>Table of Contents</b> .....	<b>ii</b>
<b>1000 Introduction to Unconventional Oil Response Plan</b> .....	<b>1</b>
<b>1100 Pre-Incident</b> .....	<b>1</b>
<b>1200 Training Opportunities</b> .....	<b>1</b>
<b>1300 Exercises</b> .....	<b>1</b>
<b>2000 Initial Phase</b> .....	<b>1</b>
<b>2100 Potential Hazards</b> .....	<b>2</b>
<b>3000 Initiation of Action</b> .....	<b>3</b>
<b>3100 Evacuation of an Area</b> .....	<b>3</b>
<b>3200 Emergency Response Actions</b> .....	<b>4</b>
3201 Fire .....	4
3202 Spill .....	5
3203 Boom Deployment .....	5
<b>4000 Containment, Countermeasures, and Cleanup Phase</b> .....	<b>5</b>
<b>5000 References</b> .....	<b>6</b>

## 1000 Introduction to Unconventional Oil Response Plan

### 1100 Pre-Incident

Recent events have brought this new threat to the attention of only portions of the response community. Many areas still lack the awareness or experience related to responding to incidents involving unconventional oils. Furthermore, responders may be unfamiliar with the parties potentially involved in an incident and their associated responsibilities, capabilities and resources. Therefore, similar to all hazard scenarios, all stakeholders must meet, communicate, plan, train, and practice/exercise accordingly.

### 1200 Training Opportunities

The previously mentioned ambiguities surrounding unconventional oils and the Coast Guard's unfamiliarity with responding to incidents involving rail transportation requires additional training for Coast Guard responders. Suggested training opportunities include:

- Crude by Rail (PER-327) Source: Security & Emergency Response Training Center (FEMA Funded); on-line version available; [www.sertc.org](http://www.sertc.org)
- Tank Car Specialist (PER-290), source: Security & Emergency Response Training Center (FEMA Funded); [www.sertc.org](http://www.sertc.org)
- HAZMAT Incident Response (MS-503), source Environmental Protection Agency (Coast Guard TQC Funded); [www.tracenetpetaluma.com/tqc/school](http://www.tracenetpetaluma.com/tqc/school)
- Oil Spill Control (MS-505), source Texas Engineering Extension Service (Coast Guard TQC Funded); [www.tracenetpetaluma.com/tqc/school](http://www.tracenetpetaluma.com/tqc/school)

### 1300 Exercises

Until the level of knowledge and proficiency is adequate, multiple exercises involving stakeholders should be conducted. Afterwards, an annual exercise involving key stakeholders will be appropriate. It is very important to include the shippers and carriers (railroads) in these exercises.

## 2000 Initial Phase

Incidents involving more volatile unconventional oils such as Eagle Ford or Bakken crude oils should be approached and managed as hazardous material incidents [2]. For incidents involving unconventional oils, the preliminary assessment is complicated due to a variety of issues.

Oil produced in shale formations can vary greatly from each geographic region and even within the same formation [1]. Therefore, unconventional oil transported on the same unit train may have hazard variations amongst carloads.

Tank cars carrying unconventional crude oil can also be found in manifest trains, which carry multiple commodities [2]. Therefore, responders must consider the potential impact of tank cars containing other hazardous commodities with tank cars carrying unconventional crude oils [2].

Currently, unconventional oils whether a more volatile Eagle Ford or more stable Black Wax oil, are transported under the shipping name "Petroleum Crude Oil" and UN1267. This leaves responders with ambiguities and a false sense of security when assessing the threat. Furthermore, companies associated with the transportation of unconventional oils may use generalized crude oil

safety data sheets (SDS), formerly Material Safety Data Sheets (MSDS), which may not include specific product hazards for the exact oil being transported [1]. Therefore, it is paramount responders carefully consider the incident-specific product(s) and recognize hazard variations may exist [1].

Responders can determine what specific commodities and associated hazards may be involved in an incident by obtaining shipping papers such as the train consist, contacting the shippers or rail carriers' emergency contact number, and obtaining product specific SDSs (i.e. Black Wax, Eagle Ford, or Bakken SDS). The conductor will have the complete train consist immediately available [2]. The origination facility will also have actual lab sampling of the specific product makeup. Additionally, field observations of placards, labels, container shapes, and marking from a safe distance can provide and validate information. Traditional response advisors such as the National Oceanic and Atmospheric Administration's (NOAA) Scientific Support Coordinator (SSC), Coast Guard's National Strike Force, and Environmental Protection Agency's Environmental Response Team should also be consulted for assistance with hazard assessment and risk evaluation.

The risks of personnel intervening directly in the incident should be evaluated. Limitations of people and resources available on site should be considered. The level of risk is influenced by not limited to; the hazardous nature of the material involved including sub-components, quantity of material involved, status of container(s) and breach/release scenarios, proximity of exposure, nature of terrain, and availability of resources such as adequate foam supply [2].

### 2100 Potential Hazards

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. Below is generalized information provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]:

- Highly flammable, will be easily ignited by heat, sparks, or flames.
- Vapors may form explosive mixtures with air.
- Vapors may travel to source of ignition and flash back.
- Most vapors are heavier than air. The vapors will spread along ground and collect in low or confined areas.
- Run-off to sewer may create fire or explosion hazards
- Container may explode when heated
- Many liquids are lighter than water

The following questions from the Region 6 LEPC may aid responder in estimating the potential impact [2]:

- What is the proximity to people, property, and the environment?
- Is the container(s) and or product on fire?
- Are other tank cars at risk?
- Do you have the capability of successfully controlling the fire spread?
- Has the container been breached and is product releasing?
- Where will the container and its contents likely travel?
- How and when will the contents get there?
- What harm will occur when the contents (plume, slick, etc...) get there?
- What is the actual amount spilled and the maximum spill potential?

### 3000 Initiation of Action

Based on the results of the preliminary assessment, if adequate resources are not present, they must be requested/ordered immediately. Air monitoring for the applicable flammable and toxic concentrations should be started as soon as possible. A comprehensive air monitoring plan should be developed to ensure the safety of all personnel involved and help facilitate operations.

Initial site management and control is crucial [2]. The incident area must be isolated and secured, including the evacuation of or sheltering in place of any people at risk. Ignition sources must also be secured or removed. Appropriate secure perimeters and entry control points should be established to prevent unauthorized personnel from entering the site [2]. Tape, barricades, traffic cones, or fire service/law enforcement resources can be used to establish and maintain perimeters [2]. The location of the restricted area should be communicated to all personnel operating on scene and the public through public communication systems, such as safety broadcasts [2]. The Emergency Response Guide can be used to provide initial guidance for the aforementioned actions [2].

### 3100 Evacuation of an Area

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. In addition, environmental factors such as weather, topography, and surrounding physical structures must be taken into consideration. Consult NOAA SSC for refinements to initial evacuation area and hot zone. Below is generalized information provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]:

- For a large spill consider initial downwind evacuation for at least 1000', and
- If rail car or tank car is involved in fire, isolate for 1/2 mile in all direction; also consider initial evacuation for 1/2 mile in all directions

The incident site assessment should begin from a safe distance; upwind, uphill, upstream etc... The specifics of each incident must be considered, however as a general rule: the more volatile material in the unconventional crude oil may be present in high concentrations, which creates an inhalation hazard [2]. Furthermore, products of combustion may also include toxic constituents [2]. Therefore, responders should wear self-contained breathing apparatuses (SCBAs) to avoid

potential exposure. Deviations from the aforementioned will be dictated based on the Incident Commander and Safety Officers assessment of air monitoring results and other situational factors.

An Incident Command Post should be established as soon as possible outside of the impacted area [2]. Furthermore, a Unified Command (UC) should be established consisting of those agencies and organizations, which have legal or jurisdictional responsibilities [2]. The Incident Commander should consider additional support and resources from regional, state, or federal partners [2]. In addition, non-emergency local, regional, and municipal entities may play a role and need to be integrated into the command structure (i.e. public works, transportation department) [2].

### 3200 Emergency Response Actions

#### 3201 Fire

As note earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. Below are some generalized, scenario based response actions provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]. In the event of a:

- **Small Fire:**
  - Use dry chemical, CO<sub>2</sub>, water spray or regular foam
- **Large Fire:**
  - Provide water spray, fog, or regular foam
  - Do not use straight streams (can create slop-over)
  - Move containers from fire area, if possible without risk
- **Fire involving Tank or Car/Trailer Loads:**
  - Fight fire from maximum distance or use unmanned hose holders or monitor nozzles
  - Cool containers with flooding quantities of water until well after fire is out
  - Withdraw immediately in case of rising sound from venting safety devices or discoloration of tank(s)
  - Always stay away from tanks engulfed in fire
  - For massive fire, use unmanned hose holders or monitor nozzles; if this is NOT possible, withdraw from area and let burn

Remember that all of these products have very low flash points and the use of water spray when fighting fire may be inefficient. For mixtures containing alcohol or polar solvent, alcohol-resistant foam may be more effective.

Runoff from fire-fighting should be prevented from entering storm/sewer systems and sensitive areas [2]. Proper authorities should be notified of potentially contaminated water [2]. Runoff may be flammable and/or toxic and should be contained, treated, and disposed of in accordance with applicable laws and regulations [2].

### 3202 Spill

As noted earlier, responders must carefully consider the incident-specific product(s) and situation while also recognizing hazard variations may exist. Below are some generalized, scenario based response actions provided by the Emergency Response Guide number 128 for UN1267, Petroleum Crude Oil [3]. In the event of a spill or a leak:

- Eliminate all ignition sources (no smoking, flares, sparks or flame in immediate area)
- All equipment used when handling the product must be grounded
- Do not touch or walk through spilled material.
- Stop leak if you can do without risk.
- Prevent entry into waterways, sewers, basements or confined areas.
- A vapor suppressing foam may be used to reduce vapors.
- Absorb or cover with dry earth, sand, or other non-combustible material and transfer to containers.
- Use clean non-sparking tools to collect absorbed material.
- For large spill, dike far ahead of liquid spill for later disposal

When enacting any strategies such as berms or dikes that will potentially collect or concentrate the spilled material; the trade-off between spill mitigation and the associated increased exposure and flammability hazards from the collected concentration of material/vapors must be considered. NOAA SCCs can be contacted to provide guidance.

### 3203 Boom Deployment

Initial booming strategies should include exclusion and diversion, keeping oil from sensitive areas, water intakes, and preventing the material and its associated vapors from collecting in confined areas such as under piers, wharfs, and docks.

## 4000 Containment, Countermeasures, and Cleanup Phase

The timing and status of the overall incident will dictate post-emergent containment, countermeasures, and cleanup strategies and tactics. Pivotal benchmarks may include extinguishment of fire with no re-flash risks and safe air monitoring results/readings.

Post-fire, smaller spills without fire, or after the lighter volatile portions of the unconventional oils have evaporated (dependent on quantity spilled and environmental factors) response methods for conventional crude oil incidents may be similarly (not exactly) utilized. Based on air monitoring results, if the threat of hazardous vapors concentrations (exposure or flammability) through containment and/or collection of material is minimal or not present, then booming strategies such as containment or diversion to collection areas may be deployed.

Additionally, the selection of response equipment both manual and mechanical such as skimmers, vacuum trucks, and absorbent/adsorbents can be utilized similarly to conventional crude oil response guidelines and standards. However, as previously mentioned, the incident specific situation and information should ultimately dictate the response strategies and tactics selection. As such, unconventional oils such as Bakken and Eagle Ford are naturally highly dispersible. These oils will submerge into the water column rendering water booming and skimming operations ineffective. On smaller canals or land-based incidents the use of berms or man-made collection

points/pools may be appropriate. The use of under-flow dam may also be appropriate depending on the type of oil or its fate/reaction.

Alternative response technologies such as dispersant, in-situ burn, surface washing agents, bioremediation, solidifiers, and herding agents may be considered. However, as noted earlier, unconventional oils exhibit properties different than conventional crude oil. Therefore application of the aforementioned alternative response technologies may be ineffective. For example, a very high percentage of unconventional oils such as Bakken and Eagle Ford disperses naturally into the water column. As a result, use of dispersants is typically not beneficial. Additionally, in-situ burning is typically not recommended for the more volatile unconventional oils such as Bakken or Eagle Ford because the fire may become hard to control. On the other hand, burning of oil sands may be an option; however the efficacy is limited if weathered.

### 5000 References

- [1] Gulf Strike Team (2014) Bulletin Supplement; Responder Awareness – North American Crude Oil Shipments
- [2] Mason, S. & Gafford, H. (2015) Region 6 LEPC Update Volume 28, No.2 February 2015
- [3] Transport Canada, U.S. DOT, Secretariat for Communications and Transport & Chemistry Information Center for Emergencies (2012). Emergency Response Guide

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Consultations: State Historical  
Preservation Officer (SHPO)

Annex M  
July 2022

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

**1000 Introduction..... 1**  
    **1100 Purpose ..... 1**  
    **1200 Background..... 1**  
**2000 Action ..... 1**  
**3000 SHPO Interactions..... 2**  
    **3100 Example 1 ..... 2**  
    **3200 Example 2..... 2**

List of Tables

**Table 1 Contact Info .....Error! Bookmark not defined.**

## 1000 Introduction

### 1100 Purpose

This Annex outlines the relationship between the Georgia State Historical Preservation Office (SHPO) and the U.S. Coast Guard (USCG) as it relates to notification, coordination and consultation under the National Historic Preservation Act, Section 106.

### 1200 Background

The National Historic Preservation Act, Section 106, among other requirements, requires that “Federal agencies take into account the effects of their undertakings on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) with a reasonable opportunity to comment.” Additionally, it requires that the Federal agency involved “consult on the Section 106 process with State Historic Preservation Offices (SHPO)” (36 CFR 800).

Within Georgia, each of the two USCG Federal On-Scene Coordinators (FOSC) within the coastal zone, are required to ensure timely notification to the SHPO. The required notification, and follow-on coordination and/or consultation, applies to any USCG approved *response actions* involving oil discharge or hazardous substance mitigation activities within the coastal zone. The three USCG FOSCs are:

- Sector Charleston
- Marine Safety Unit Savannah

## 2000 Action

In the event of an oil spill that itself, or its associated response actions, may reasonably impact cultural resources within the State of Georgia, and which involve response actions being overseen by the USCG, the appropriate USCG FOSC, or their representative, will be responsible for *initiating contact* with the GA SHPO, conveying to the SHPO the location of the impacted/potential impacted area, and the types and locations of associated response actions. The Divisions of Archaeology and Historic Preservation within the Office of Cultural Development together serve as the SHPO staff for the State of Georgia and are responsible for the protection of cultural resources (such as historic structures, cemeteries, and archeological sites) across Georgia. In this initial contact, the USCG FOSC, or their representative, will inform the SHPO of the location of the actual spill and/or potential actions associated with the response. The SHPO will make the determination whether these actions threaten any cultural resource and whether there is a necessity for formal consultation.

If the SHPO determines that no known cultural resources exist, or there is minimal risk, the SHPO will provide their determination in the form of an email back to the FOSC, or their representative. This documentation will be provided to the Environmental Unit, if established, and filed within the incident-specific documentation. Additionally, as the federal action agency within the coastal zone, the USCG FOSC, or designated representative, must ensure that all SHPO determinations are filed within the unit-specific administrative record. This SHPO determination may describe conditions, locations, or actions, which if realized, may result in the necessity for formal consultation with the SHPO along with any guidance regarding unknown resources.

If the SHPO determines that the described activities may potentially, or in fact will impact any cultural resources, the SHPO will immediately notify the Federal On-Scene Coordinator (FOSC) or designated representative so the USCG can initiate formal consultation per (36 CFR 800). Other State agencies such as the Louisiana Oil Spill Coordinator's Office (LOSCO) may be included/updated on **the consultation process but the consultation MUST be federally undertaken between the FOSC and the SHPO**. As mentioned earlier, the USCG FOSC, or designated representative, must ensure that all relevant consultation documents are filed within the unit-specific administrative record.

### 3000 SHPO Interactions

#### 3100 Example 1

A designated USCG FOSC representative contacted the Georgia SHPO representative to inform of a spill and potential response actions, which involved booming activities along the Savannah River near Fort Pulaski. Due to the possibility of response actions affecting unknown historic properties, the FOSC representative initiated contact with the SHPO, as is standard practice.

The SHPO responded to the FOSC representative via email after reviewing all documentation with a simple email stating that "This area does not have any recorded archeological sites so there is no concern for booming." The USCG FOSC representative filed this information within the unit-specific administrative record. No further coordination was necessary with the SHPO.

#### 3200 Example 2

A designated USCG FOSC representative contacted the GA SHPO representative to inform of an oil spill associated **mitigation operations related to a sunken vessel removal in the Savannah River near Fort Jackson**. Upon review of information and materials conveyed by the USCG FOSC, the SHPO determined that an archaeological site was known to be in the area and might be impacted by the response actions.

The USCG, as the lead federal agency, continued to work with the GA SHPO on implementing appropriate best management practices to minimize effects. Upon completion, the USCG FOSC, or designated representative, ensured that all Section 106 consultation documents are filed within the unit-specific administrative record.

**Coastal Georgia Area Contingency Plan**

<b>Table 1 Contact Info - SHPO</b>				
<b>Agency</b>	<b>Name</b>	<b>Title</b>	<b>Email</b>	<b>24-hr</b>
GA Office of Cultural Development	Christopher Nunn,	State Archeologist, SHPO Emergency Response Coordinator (lead contact) Commissioner, Georgia Department of Community Affairs	Commissioner @ Georgia Department of Administrative Services	404-679-4840
GA Office of Cultural Development	Deputy: Dr. David Crass	Division Director  Historic Preservation Division /DSHPO	david.crass@dnr.ga.gov	404-679-4840

This Page Intentionally Left Blank

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Shoreline Cleanup Methods

Annex AA  
April 2024

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated terminology and validated hyperlinks	All	03SEP2024	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

**Table of Contents**

**1000 Introduction..... 1**

**2000 Major Shoreline Types ..... 1**

**2100 Shoreline Type Definitions ..... 1**

        2101 Coastal Structures..... 1

        2102 Bluffs..... 2

        2103 Fine Sand Beaches ..... 2

        2104 Coarse Sand Beaches..... 3

        2105 Shell Beaches ..... 3

        2106 Perched Sand Beaches..... 3

        2107 Perched Shell Beaches..... 4

        2108 Sandy Tidal Flats..... 4

        2109 Muddy Tidal Flats ..... 4

        2110 Swamps ..... 5

        2111 Fresh Marshes ..... 5

        2112 Salt Marshes ..... 5

**2200 Shoreline Types in Georgia ..... 6**

**2300 Shoreline Sensitivities and Cleanup Concerns ..... 7**

**3000 Cleanup Method Decision-Making Guidance ..... 8**

**3100 Cleanup Factors ..... 8**

        3101 Type of substrate ..... 8

        3102 Amount of oil contamination..... 9

        3103 Type of oil..... 9

        3104 Depth of oil contamination in the sediments ..... 9

        3105 Type of oil contamination ..... 9

        3106 Shoreline exposure ..... 9

        3107 Trafficability of equipment on shoreline ..... 9

        3108 Environmental sensitivity of contaminated shoreline..... 9

**3200 Cleanup Methods ..... 10**

**3300 Physical Properties of Different Types of Spilled Oil ..... 13**

**3400 Shoreline Cleanup Matrices for Various Oils/Shorelines..... 14**

        3401 Shoreline Cleanup – Very Light Oil..... 14

        3402 Shoreline Cleanup – Light Oil..... 15

        3403 Shoreline Cleanup – Medium Oil..... 16

        3404 Shoreline Cleanup – Heavy Oil..... 17

**List of Tables**

Table 1: Shoreline Types in Georgia.....6

Table 2: Shoreline Sensitivities, Oil Behavior and Cleanup Concerns.....7

Table 3: Shoreline Cleanup Descriptions ..... 10

Table 4: Physical Properties of Various Oil Types..... 13

Table 5: Shoreline Cleanup Matrix – Very Light Oil..... 14

Table 6: Shoreline Cleanup Matrix – Light Oil..... 15

Table 7: Shoreline Cleanup Matrix – Medium Oil ..... 16

Table 8: Shoreline Cleanup Matrix – Heavy Oil ..... 17

## 1000 Introduction

The best cleanup method for a particular shoreline segment will be determined during the shoreline assessment process. Teams will usually visit each contaminated shoreline segment and inventory the geological and ecological resources in order to select the most appropriate cleanup method(s). This annex provides shoreline cleanup matrices for use in the selection process of a particular cleanup method(s).

## 2000 Major Shoreline Types

A total of 12 types of shorelines were identified for the purposes of oil spill cleanup recommendations in the Northern Gulf of Mexico. Table 1 lists the 12 types of shorelines and their physical and biological characteristics. Each shoreline type describes the nature of the land/water interface and intertidal zone. Each shoreline type is not intended to represent a coastal landform, although in some cases a shoreline type may be a landform. From the perspective of developing a relevant oil spill shoreline classification, all coastal landforms have shorelines. A knowledge of the coastal landform shoreline is important for trafficability, access, habitat sensitivity, oil behavior, and cleanup method selection. In all cases, spilled oil that reaches the shoreline impacts the intertidal zone, in some cases storms can disperse the oil onto subaerial surfaces. This is the reasoning used in developing the shoreline classification specifically for oil spill cleanup assessment and operations focused on the intertidal zone. The following sections describe each of the 12 shoreline types, providing information on physical characteristics, distribution, sediment texture, and landform associations within coastal Louisiana. There may be some cases where different shoreline types overlap. This overlapping structure occurs when a coastal landform has multiple shoreline types. An example of this is a protruding river delta where freshwater marsh and forested swamps are fronted by muddy tidal flats. Overlap may also be a function of seasonal variability, a summer fine sand beach versus a winter fine sand perched beach. Similar shoreline types are faced with similar response strategies and cleanup methods. On a shoreline cleanup operation, the knowledge of the types and amounts of shoreline oiled will allow you to accurately forecast manpower and logistical needs rapidly and accurately. Table 2 lists the sensitivity, oil behavior, and cleanup concerns for the 12 shoreline types found in Louisiana.

## 2100 Shoreline Type Definitions

### 2101 Coastal Structures

The coastal structure classification describes the variety of man-made hard structures that can be found on the shoreline. This classification includes seawalls, jetties, breakwaters, groins, piers, port facilities, pipelines, and oil and gas facilities. The typical construction material and texture include rock, steel, wood, and concrete.

- Seawalls are coastal protection structures built parallel to shore and constructed of rock or concrete rip rap, concrete textiles, wood or concrete wall, or just debris and junk such as old cars.
- Jetties are shore-normal navigation structures typically built of rock rip rap.
- Breakwaters are shore-parallel, segmented seawalls that are placed in the surf to retard coastal erosion. Breakwaters are built of rock rip rap and wood.

- Groins are short, shore-normal coastal structures that extend from the shoreline into the surf zone in order to trap sediment and slow coastal erosion. The typical construction material is wood.
- Piers describe shore-normal and shore-parallel structures that provide a working platform extending from the shore. The typical construction technique is wood or concrete pilings supporting a deck.
- Port facility is used to describe major developed waterfronts built of seawalls, piers, and other coastal structure types. The primary construction materials include steel, rock, wood, and concrete.
- Numerous pipelines make landfall and associated with them are typically a small timber or rock seawall protecting the dredging access area.
- Oil and gas facilities occur throughout the area and consist of platforms, tank farms, production plants and more. Primary construction materials are steel, concrete wood, and rock.

The environmental sensitivity of coastal structures is low because of the limited habitat these features create and the amount of animal and plant colonization they attract. Oil typically coats these structures and the sparse plant and animal life associated with them. Oil penetration is limited to surface roughness features and cracks. Some of the major cleanup concerns are logistics and the recovery of treated oil. This environment typically can handle the use of intrusive cleanup techniques such as low- and high-pressure wash.

### **2102 Bluffs**

The bluff classification is used to describe a shoreline backed by an eroding bluff and fronted by a narrow sand beach. The bluff erodes by slope failure and wave undercutting. Narrow beaches are a mixture of fine and coarse sand as well as organic debris. In many cases, the slope failure process deposits trees, shrubs, scrubs, and man-made features such as roads and homes onto the shoreline. The fringing beaches tend to be moderately sloping with a distinct storm berm and multiple nearshore bars on a shallow platform. One major bluff shoreline can be found in coastal Louisiana at Cote Blanche Island in West Cote Blanche Bay.

The environmental sensitivity of this shoreline type is low due to limited plant and animal colonization. Oil typically stains the sediments and the nearshore debris. The sediment penetration potential is low due to a high-water table. Some of the cleanup concerns center on poor access and trafficability.

### **2103 Fine Sand Beaches**

The fine sand beach classification describes beaches with low slopes and a grain size of 0.0625 to 0.200 mm. These beaches can be natural or man-made. Generally, there is always a low percentage of shells and shell hash. Typical beach widths are 20 – 100 m.

Fine sand beaches have a low sensitivity to oil spill impacts and cleanup methods. Oil typically stains and cover the beach sands. The penetration is low to moderate depending on the water table and the position of the oiling on the shoreline. A major environmental concern during beach cleanup is the protection of the dune habitat from the cleanup operations. Fine sand beaches typically have poor access, but good trafficability. Fine sand beaches are relatively easier to clean

in contrast to marshes. Large volumes of stained sand and debris can be generated by beach cleanup.

### **2104 Coarse Sand Beaches**

The coarse sand beach classification describes beaches with moderate slopes and grain of 0.2 – 0.4 mm. These beaches can be natural or man-made. Generally, there is always a low percentage of shells and shell hash. Typical beach widths are 10 – 50 m. There are no true coarse sand beaches in Louisiana due to the character of the sediment load in the Mississippi River. The coarse sand shoreline type is included here, for completeness because the 12 shoreline types apply to the northern Gulf of Mexico.

The environmental sensitivity of coarse sand beaches is low due to the limited animal and vegetation population. Spilled oil typically stains and coats coarse grain beach sands. Sediment penetration on coarse grain beaches is moderate/high depending on the water table and the location of oil deposition. A major environmental concern is the protection of the dune habitat from cleanup operations. The trafficability of this shoreline type is less than fine sand beaches because the bearing strength is lower, and this type of sand builds steep beach faces. Access is typically poor.

### **2105 Shell Beaches**

The shell beach classification is used to describe shoreline types comprised almost entirely of shell. The shell material may be in the form of shell hash or whole shells. The sources for the shells include the nearshore zone or back barrier areas. The major shell shorelines are found on the Mississippi River chenier and delta plains. Typically, in Louisiana, shell beaches form where coastal erosion is reworking former back barrier environments containing *rangia cuneata* and oyster reefs. Shell beaches form extremely steep beach faces because of the coarse shell fragments and whole shells making up the shoreline.

The environmental sensitivity of shell beaches is moderate due to the use of this shoreline by estuarine organisms and extensive wash over terrace development. Oil typically stains and coats the shell hash and whole shells comprising the beach. The oil penetration is high due to the porous beach character created by the shell material. This beach type quickly turns into an asphalt pavement under heavy oiling conditions. Shell beaches have poor trafficability due to the low bearing strength and steep beach face. Shell beaches usually have poor access in Louisiana.

### **2106 Perched Sand Beaches**

The perched sand beach classification is used to describe a shoreline type where a thin sand beach (fine or coarse) overlies a fresh marsh or salt marsh with an eroded marsh platform outcropping in the surf zone. This shoreline type is common in the Mississippi River chenier and delta plains. Perched sand beaches can occur as a continuous straight shoreline or as a series of contiguous pocket beaches. Organic and shell debris is common to this shoreline type. Where the marsh platform outcrops on the shoreline, it can become revegetated by marsh grass. Perched sand beaches are erosional. It is the erosion of a marsh shoreline that produces a thin low prism of sand that overlies the eroded marsh outcrop.

The environmental sensitivity of perched sand beaches is moderate due to the presence of wetland habitat. Oil typically coats and covers sediment and vegetation. The sediment penetration potential is low/moderate depending on the water table level and sediment thickness. A major environmental

concern in the cleanup of wetland habitat associated with perched sand beaches. This shoreline type is characterized by poor trafficability and access.

### **2107 Perched Shell Beaches**

The perched shell beach classification is used to describe a shoreline type where a thin shell beach overlies a fresh or salt marsh with an eroded marsh platform outcropping in the surf zone. This shoreline type is common in the Mississippi River chenier and delta plains. Perched shell beaches can occur as a continuous straight shoreline or as a series of contiguous pocket beaches. Organic debris is common to this shoreline type. Where the marsh platform outcrops on the shoreline, it can become revegetated by marsh grass. Shell beaches are erosional. It is the erosion of a marsh shoreline that produces a thin prism of shell material that overlies the eroded marsh outcrop.

The environmental sensitivity of perched shell beaches is moderate due to the presence of wetland habitat. Oil typically coats and covers sediment and vegetation. The sediment penetration potential is moderate/high depending on the water table level and sediment thickness. A major environmental concern is the cleanup of wetland habitat associated with perched shell beaches. This shoreline type is characterized by poor trafficability and access.

### **2108 Sandy Tidal Flats**

The sandy tidal flat classification is used to describe shoreline types comprised of broad intertidal areas consisting of fine and coarse grain sand and minor amounts of shell hash. The mean grain-size ranges between 0.0625 mm and 0.4 mm. Sandy tidal flats are typically found in association with barrier island and tidal inlet systems. Sandy tidal flats are submerged during each tidal cycle. At low-tide, a typical sandy tidal flat may be 100 – 200 m wide. The most common sandy tidal flat occurrences are associated with flood-tidal deltas, recurved spits, and back barrier areas. Salt marsh vegetation often develops along the upper intertidal areas of sand flats. Due to the low tidal flat gradient, slight changes in water levels can produce significant shoreline changes. Low water levels can expose extensive tidal flat areas to oiling.

The environmental sensitivity of sandy tidal flats is moderate due to the presence of wetland habitat. Oil typically stains and covers sediment and vegetation. The oil penetration potential is low/moderate depending on the water level and the location of oil deposition. The trafficability of sandy tidal flats is moderate/good depending on substrate character. Major environmental concerns related to cleanup include the protection and cleanup of wetland habitat and further subsurface contamination due to trampling and equipment movement. Tidal flat access in Louisiana is typically poor.

### **2109 Muddy Tidal Flats**

The muddy tidal flat classification is used to describe shoreline types comprised of broad intertidal areas consisting of mud and minor amounts of shell hash. The grain size is finer than 0.0625 mm. Muddy tidal flats are typically found in association with prograding river mouths. Muddy tidal flats are soft, dynamic shorelines rich in newly developing habitat. Mudflats located at prograding river mouths are vegetated by willow tree and sugar cane swamps. Prograding mudflats on the coast are vegetated by lush growths of salt marsh.

The environmental sensitivity of muddy tidal flats is high due to presence of developing wetland habitat. Oil usually coats and covers sediment and vegetation. The sediment penetration potential is low due to the high water table and water content in the sediment. The major environmental concern associated with muddy tidal flats is the damage done by the cleanup of wetland habitats as well as their protection from cleanup operations. Both access and trafficability of muddy tidal flats is poor. The potential exists for further contamination of subsurface sediments due to trampling and equipment movement.

### **2110 Swamps**

The swamp classification describes shoreline types that are comprised of scrubs, shrubs, evergreen trees, and hardwood forested wetlands. This shoreline type is essentially a flooded forest. This shoreline type is common in the river valleys of the chenier plain, and the interior areas of the delta plain. The sediments within the interior swamps tend to be silty clay and contain a large amount of organic debris.

The environmental sensitivity is high for swamps because of the presence of wetland habitat. Oil usually coats and covers the sediment and vegetation. The sediment penetration potential is low due to the high-water table and the water content of the sediments. A major environmental concern is that the cleanup may be more damaging than the oil itself. The access and trafficability of swamps are poor due to the soft sediment and the presence of dense tree growth.

### **2111 Fresh Marshes**

The fresh marsh classification is used to describe shoreline types found in the coastal interior. Freshwater marshes include floating aquatic mats, vascular submerged vegetation, needle and broad leaved deciduous scrubs and shrubs, and broad leaved evergreen scrubs and shrubs. The sediments are highly organic and muddy. Fresh marshes are characterized by high biodiversity and rich wetland habitat. This shoreline type is found within the river valleys that dissect the chenier plain as well as between the individual ridges. On the delta plain, freshwater marshes occur in the upper reaches of individual delta complexes as well as along tributary courses.

The environmental sensitivity of fresh marshes is high because of the presence of wetland habitat. Oil usually coats and covers the sediment and vegetation. The sediment penetration potential is low due to the high water table and water content of the sediments. A major environmental concern about fresh marsh is that the cleanup can be more damaging than the oil itself, left alone. Access to fresh marshes is typically poor due to the soft sediment. Trafficability of fresh marsh is poor due to the soft sediment. Access is typically poor in Louisiana.

### **2112 Salt Marshes**

The saltwater marsh classification describes shoreline types that are wet grasslands vegetated by salt-tolerant species. This shoreline type includes saline, brackish, and intermediate marsh types. Saltwater marshes are extensive throughout the outer fringe of the chenier and delta.

The environmental sensitivity is high for salt marsh because of the presence of wetland habitat. Oil usually coats and covers the sediment and vegetation. The sediment penetration potential is low/moderate due to the high-water table and water content of the sediment. A major

environmental concern is that the cleanup may be more damaging than the oil itself. The trafficability of salt marsh is poor. Access is typically poor in Louisiana.

## 2200 Shoreline Types in Georgia

**Table 1: Shoreline Types in Georgia**  
**Shoreline Types in Coastal Georgia**

	Type	Description	Texture	Vegetation
1	Coastal Structures	Man-made structures for coastal transportation and protection; includes sea walls, jetties, groins, bulkheads, pipelines, breakwaters	Concrete, Rock, Wood, Steel	None
2	Bluffs	Unconsolidation bluffs experiencing erosion by slope failure and wave undercutting; relief ranges 2m – 50m; narrow fringe beach	Fine sand, Coarse sand	None
3	Fine Sand Beach	Fine sand beach with low sloping beach face	Fine sand, Shell hash	None
4	Coarse Sand Beach	Coarse sand beach with moderate sloping beach face	Coarse sand, Shell hash	None
5	Shell Beach	Shell beach with steeply sloping beach face	Broken shells, Shell hash, Fine sand, Coarse sand	None
6	Perched Sand Beach	Narrow and thin beach resting on outcropping marsh deposits; moderately sloping beach face with an erosional scarp	Broken shells, Shell hash, Fine sand, Coarse sand	Salt marsh, Fresh marsh
7	Perched Shell Beach	Narrow and thin beach resting on outcropping marsh deposits; moderately sloping beach face with an erosional scarp	Broken shells, Shell hash, Fine sand, Coarse sand	Salt marsh, Fresh marsh
8	Sandy Tidal Flat	Sandy tidal flats associated with tidal inlet systems; low gradient surface	Shell hash, Fine sand, Coarse sand	Salt marsh, Fresh marsh
9	Muddy Tidal Flat	Muddy tidal flats associated with tidal inlet systems; low gradient surface	Clay, Silt, Shell hash	Salt marsh, Fresh marsh, Forested swamp
10	Swamp	Forested freshwater wetland of evergreen and hardwood trees	Wood, Clay, Silt	Tree, Shrub, Scrub
11	Fresh Marsh	Grass wetlands associated with river deltas and interior coastal areas	Clay, Silt, Organic	Floating aquatic mats. Submerged vegetation. Deciduous scrubs and shrubs. Evergreen scrubs and shrubs
12	Salt Marsh	Grass wetlands vegetated by salt-tolerant species; includes saline, brackish, and intermediate marsh	Clay, Silt, Fine sand, Organic	Deciduous grasses, Scrubs, and Shrubs; Submerged vegetation

2300 Shoreline Sensitivities and Cleanup Concerns

Table 2: Shoreline Sensitivities, Oil Behavior and Cleanup Concerns

Sensitivity, Oil Behavior, and Cleanup Concerns				
	Type	Sensitivity	Oil Behavior	Cleanup Concerns
1	Coastal Structures	Low	Coats structure Little penetration	Low biodiversity and biomass Logistically difficult Recovery of treated oil
2	Bluffs	Low	Coats sediment Low permeability	Low biodiversity and biomass Poor trafficability Poor access
3	Fine Sand Beach	Low	Coats sediment Low permeability	Low biodiversity and biomass Stained sediment Good trafficability Poor access Existing dune habitat
4	Coarse Sand Beach	Low	Coats sediment Moderate/high sediment permeability	Low biodiversity and biomass Stained sediment Moderate trafficability Poor access Existing dune habitat
5	Shell Beach	Medium	Coats sediment High sediment penetration	Moderate biodiversity and biomass Stained sediments Poor trafficability Poor access
6	Perched Sand Beach	Moderate	Coats sediment Coats marsh outcrop Low/moderate sediment penetration	Moderate biodiversity and biomass Stained sediments Poor trafficability Poor access Existing wetland habitat
7	Perched Shell Beach	Moderate	Coats sediment Coats marsh outcrop High sediment penetration	Moderate biodiversity and biomass Stained sediments Poor trafficability Poor access Existing wetland habitat
8	Sandy Tidal Flat	Moderate	Coats sediment Coats vegetation Low/moderate sediment penetration	High biodiversity and biomass Stained sediment Stained vegetation Moderate/good traffic ability Poor access Existing wetland habitat
9	Muddy Tidal Flat	High	Coats sediment Coats vegetation Low sediment penetration	High biodiversity and biomass Stained sediment Stained vegetation Poor trafficability Poor access Existing wetland habitat

Sensitivity, Oil Behavior, and Cleanup Concerns				
	Type	Sensitivity	Oil Behavior	Cleanup Concerns
10	Swamp	High	Coats sediment Coats vegetation Low sediment penetration	High biodiversity and biomass Stained sediment Stained vegetation Poor trafficability Poor access Existing wetland habitat
11	Fresh Marsh	High	Coats sediment Coats vegetation Low sediment penetration	High biodiversity and biomass Stained sediment Stained vegetation Poor trafficability Poor access
12	Salt Marsh	High	Coats sediment Coats vegetation Low/moderate sediment penetration	High biodiversity and biomass Stained sediment Stained vegetation Poor trafficability Poor access

### 3000 Cleanup Method Decision-Making Guidance

The matrices contained in this section show which shoreline cleanup methods have been considered for the 12 shoreline types described in Section 2100 of this annex. Four matrices have been constructed for the major categories of oil (very light, light, medium, and heavy) and are shown in Tables 5-8 in Section 3400 of this annex. The shoreline cleanup methods are described in Section 3200 of this annex. Each matrix in Section 3400 can be used as a cleanup advisory tool.

The matrices are only a general guide for cleanup method selection and should be used in conjunction with field observation and scientific advice, and practical experience. The countermeasures listed are not necessarily the best under all circumstances, and any listed technique may need to be used in conjunction with other techniques. The FOSC has the responsibility and authority to determine which cleanup methods are appropriate for the various situations encountered.

Selection of a specific cleanup method to be used is based upon the degree of oil contamination, shoreline types, and the presence of sensitive resources. Extremely sensitive areas are limited to manual cleanup methods. It is important to note that the primary goal of the implementation of the cleanup method is the removal of oil from the shoreline with no further injury or destruction to the environment.

### 3100 Cleanup Factors

Selection of the proper cleanup method for a particular shoreline type is controlled by the major variables listed below.

#### 3101 Type of substrate

The type of substrate making up the oiled shoreline controls penetration and persistence. Oil cannot penetrate rock surfaces except where cracks and crevices exist. Typically, fine-grained, poorly

sorted sediments resist oil penetration and coarse-grained, well-sorted sediments experience deeper oil penetration.

### **3102 Amount of oil contamination**

The amount of oil contamination affects the level of manpower needed for cleanup and the selection of the cleanup methods. Small spills tend to rely on manual methods and large spills tend to rely on mechanical methods or, occasionally, chemical agents.

### **3103 Type of oil**

The type of oil controls persistence, penetration and cleanup difficulty. Table 4 lists the physical, chemical and toxicological properties of different types of oil. Table 5 lists the pertinent cleanup attributes of the four major oil types.

### **3104 Depth of oil contamination in the sediments**

The depth of oil contamination controls the selection of cleanup methods. Surface contamination is easier to remove and will typically require only manual or washing methods. Deeper substrate penetration usually requires mechanical or biochemical methods.

### **3105 Type of oil contamination**

The type of oil contamination affects the level of effort and method. The range of primary oil morphology or contamination includes film, coating, tar balls, mousse and asphalt.

### **3106 Shoreline exposure**

The degree of exposure of the contaminated shoreline to waves and currents controls the oil persistence and the decision to cleanup. High energy shorelines tend to clean naturally and low energy shorelines tend to require cleanup activities.

### **3107 Trafficability of equipment on shoreline**

Shoreline trafficability controls the selection between manual, mechanical, and biochemical methods. Areas of low-bearing capacity and poor access typically rely on manual and biochemical methods. Areas of high-bearing capacity and good access also allow for mechanical methods. However, areas with good-bearing and poor access can also be candidates for mechanical cleanup.

### **3108 Environmental sensitivity of contaminated shoreline**

The sensitivity of the contaminated shoreline is the most important factor in the development of cleanup recommendations. Shorelines of low productivity and biomass can withstand the more intrusive cleanup methods such as pressure washing. Shorelines of high productivity and biomass are very sensitive to intrusive cleanup methods; in many cases the cleanup is more damaging than the natural recovery.

### 3200 Cleanup Methods

Table 3 below provides cleanup recommendations within the framework of the distribution of habitat types found in the northern Gulf of Mexico. For each cleanup method, the technique is described, shoreline applications are discussed, and the environmental concerns identified.

**Table 3: Shoreline Cleanup Descriptions**

<b>Shoreline Cleanup Descriptions</b>			
<b>Technique</b>	<b>Technique Description</b>	<b>Primary Use</b>	<b>Potential Environmental Effects</b>
<b>I. Natural Recovery</b>			
No Action	Allow natural processes to degrade and disperse stranded oil.	Used on heavily exposed and/or light to moderately oiled beaches to avoid additional impacts created by cleanup.	Potential toxic and physical effects of remaining oil. Persistent oil can inhibit recolonization.
<b>II. Manual Recovery</b>			
Removal	Oil and oiled sediments or debris are removed by hand using shovels, rakes, trowels, sorbents, putty knives, etc.	Used on shorelines with light or sporadic oil conditions or where access is limited.	Foot traffic may crush organisms and some organisms may be removed from the substrate/sediments.
Passive Collection	Lengths of snare or sorbent boom are anchored along the shoreline just downslope of the oiled area to collect the oil as it is flushed by tidal wave action.	Used to remove a small amount of mobile oil that are continually released from oiled shorelines.	No significant effects.
Vegetation Cutting	Oiled vegetation is cut by hand, collected, and placed into plastic bags or containers for disposal	Used on heavily vegetated shorelines or marsh/estuarine environments to remove heavily oiled vegetation.	Heavy foot traffic can crush organisms and cause root damage in marshes.
<b>III. Mechanical Recovery</b>			
Heavy Equipment	Heavy equipment (backhoe, loader, motor grader, elevating scraper, dump truck, etc.) is used for excavating and offsite transfer of oiled sediments.	Used on finer sediment beaches to remove heavily oiled surface and near-surface sediments.	Removes shallow burrowing organisms and reduces beach stability, creating erosion potential.
<b>IV. Washing</b>			
Flooding	A perforated header pipe or hose is placed at the top of the beach through which large quantities of sea water are pumped, flushing the oil	Used on medium to coarse sediment beaches to remove oil from the interstices and pore spaces.	Potential for impacting previously clean lower intertidal or adjacent areas. Unrecovered oil can remain toxic to organisms.

<b>Shoreline Cleanup Descriptions</b>			
<b>Technique</b>	<b>Technique Description</b>	<b>Primary Use</b>	<b>Potential Environmental Effects</b>
	out into the water for containment and recovery.		
Lower Pressure	Ambient or heated seawater is pumped through hoses at low to medium pressure to agitate sediments and flush oil back into water for containment and recovery. Typically used in conjunction with Flooding.	Used on medium to coarse sediment beaches to remove oil from the interstices and pore spaces.	Can remove some organisms from the substrate or cause adverse thermal effects.
High Pressure	High pressure ambient or heated water streams remove oil from substrate or hard surfaces where it is channeled to recovery areas.	Used to remove oil coatings from boulders, rock, man-made structures, and other solid surfaces.	Removes most organisms from the substrate. Potential for impacting previously clean lower intertidal or adjacent areas.
Steam	Steam is applied to oiled surfaces to loosen and remove oil where it is channeled to a recovery area.	Used to remove sticky, viscous, and weathered oil coatings from solid surfaces (boulders, rock, man-made structures).	Removes some organisms and thermal effects can cause substantial mortality.
Sand Blasting	Sand in a high-velocity air stream is applied to oiled surfaces to remove the oil. The oiled sand is typically recovered manually.	Used to remove thin residues of weathered oil from man-made structures, rocks, or other soiled surfaces.	Removes all organisms from surface. Unrecovered oil can be toxic to downslope organisms.
<b>V. Vacuum</b>			
Suction	Vacuum truck or suction pump is positioned near pooled oil and oil is recovered via suction hose. Portable skimmers are positioned within containment booms or in areas of oil concentrations to recover the oil	Used to pick up oil on shorelines where pools have formed in natural or manmade depressions, or from water surfaces in backwater or contained areas	Vacuumping can remove some organisms. No significant effects from skimmer use
<b>VI. Sediment Reworking</b>			
Washing	Oiled sediments are evacuated and put through a bath or continuous feed washing unit with the cleaned sediments returned to the beach.	Used on moderate to heavily oiled, medium sediment, sheltered beaches to remove oil without a net sediment loss.	Loss of organisms in removed sediments, some loss of finer- grained materials and temporary destabilization of beach.

<b>Shoreline Cleanup Descriptions</b>			
<b>Technique</b>	<b>Technique Description</b>	<b>Primary Use</b>	<b>Potential Environmental Effects</b>
Relocation	Heavy equipment is used to transfer oiled sediments from the supra-tidal and top of the upper-intertidal zones to the middle of the upper-tidal zone.	Used on exposed, light to moderately oiled cobble/pebble beaches to enhance natural cleaning processes and prevent potential erosion problems associated with sediment removal.	Potential for remobilizing oil and impacting adjacent areas. Adversely affects organisms inhabiting the relocated sediments and in the relocation area.
Tilling	Tractor fitted with tines or ripper blades is used to till the near surface sediments in the oiled area.	Used on low amenity, medium to fine sediment beaches with light to moderate oil conditions to break up surface and/or expose subsurface oil to natural degradation processes.	Disturbs shallow burrowing organisms. Can mix oil deeper into sediments.
<b>VII. Combustion</b>			
In-Situ Burn	Oiled debris is collected and piled in a central location and burned. Ignition device or fluids and portable fans can be used to facilitate burning.	Used on beaches with significant quantities of heavily oiled logs, driftwood, and debris.	Temporary degradation in local air quality. Organisms in the vicinity of burn pile may suffer adverse thermal effects.
<b>VIII. Biochemical Recovery</b>			
Chemical Treatment	Chemical “beach cleaning” agents are applied to the oiled sediments, a “pre-soak” followed by water flushing. Agents may also be mixed in with the flush water.	Used on viscous, sticky, and weathered oils to reduce adhesion to coarse sediments and aid in removal by flushing.	Some agents may be mildly toxic to biota. Potential for impacting previously clean lower-intertidal and adjacent areas.
In-Situ Bioremediation	Liquid or granular fertilizer is applied to oiled area to stimulate growth of naturally occurring oil-metabolizing microbes.	Used on light to moderately oiled, medium to coarse sediment shorelines to enhance microbial degradation of the oil.	Some fertilizers can be toxic to organisms when first applied. Algal blooms are possible in protected areas.

### 3300 Physical Properties of Different Types of Spilled Oil

Table 4 below describes the physical and toxicological characteristics of different types of spilled oil.

**Table 4: Physical Properties of Various Oil Types**

Oil Type	Physical/Chemical Properties	Toxicological Properties
<p><u>Light Oils</u></p> <ul style="list-style-type: none"> <li>- Jet fuels</li> <li>- Gasoline</li> <li>- Diesel</li> <li>- No. 2 fuel oils</li> <li>- Light crudes</li> </ul>	<ul style="list-style-type: none"> <li>- Spread rapidly</li> <li>- High evaporation and solubility rates</li> <li>- Tend to form unstable emulsions</li> <li>- Very toxic to biota when fresh</li> <li>- May penetrate substrate</li> <li>- Can be removed by low pressure flushing</li> </ul>	<ul style="list-style-type: none"> <li>- Acute toxicity is related to the content and concentration of the aromatic fractions.</li> <li>- Aromatic fractions are very toxic due to the presence primarily of naphthalene compounds and, to a lesser extent, benzene compounds.</li> <li>- Heavy molecular weight compounds are immediately less toxic, but may be chronically toxic since many are either known or potential carcinogens.</li> <li>- Acute toxicity of individual aromatic fractions will vary among species due to differences in the rate of uptake and rate of release of these compounds.</li> <li>- Mangroves and marsh plants may be chronically affected due to penetration and persistence of aromatic compounds in sediments.</li> </ul>
<p><u>Medium Oils</u></p> <ul style="list-style-type: none"> <li>- Most crudes</li> </ul>	<ul style="list-style-type: none"> <li>- Moderate to high viscosity</li> <li>- Toxicity variable depending on light fraction</li> <li>- In tropical climates, rapid evaporation and solution form less toxic weathered residue with toxicity due to more smothering</li> <li>- Tend to form stable emulsions under high physical energy conditions</li> <li>- Variable penetration, a function of substrate grain size</li> <li>- High potential for sinking after weathering and uptake of sediment</li> <li>- Generally removable from water surface when fresh</li> <li>- Weather to tar balls and tarry residue</li> </ul>	<ul style="list-style-type: none"> <li>- Acute and chronic toxicity in marine organisms is likely to result from:               <ol style="list-style-type: none"> <li>1. Mechanical or physical coverage – oil completely smothering organism causing death.</li> <li>2. Chemical toxicity – results from the exposure of very toxic aromatic fractions of the oil to marine organisms.</li> <li>3. A combination of mechanical or physical coverage and chemical toxicity.</li> </ol> </li> <li>- Mechanical or physical smothering causing acute toxicity in many marine organisms and chronic toxicity in many marine plants (especially mangroves).</li> </ul>
<p><u>Heavy Oils</u></p> <ul style="list-style-type: none"> <li>- Heavy crude oil</li> <li>- No. 6 fuel</li> <li>- Bunker crude</li> <li>- Asphalt</li> <li>- Waste fuel</li> </ul>	<ul style="list-style-type: none"> <li>- Form tarry lumps at ambient temperatures</li> <li>- Non-spreading</li> <li>- Relatively non-toxic due to substrate</li> <li>- May soften and flow when exposed to the sun</li> <li>- Cannot be recovered from water surface with most cleanup equipment</li> <li>- Easily removed manually from beaches</li> </ul>	<ul style="list-style-type: none"> <li>- Acute and chronic toxicity occurs more from smothering effects than from chemical toxicity, due to the small proportion of toxic aromatic reactions found in heavy, residual oils</li> <li>- Toxicity is more common in marine plants (especially mangroves) and sedentary organisms than in mobile organisms</li> <li>- Acute and chronic toxicity also results from the thermal stress, due to the elevation of temperature in oiled habitats.</li> </ul>

**3400 Shoreline Cleanup Matrices for Various Oils/Shorelines**  
**3401 Shoreline Cleanup – Very Light Oil**

**Table 5: Shoreline Cleanup Matrix – Very Light Oil**

SHORELINE CLEANUP MATRIX Very Light Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand Beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	A	A	A	A	A	A	A	A	A	A	A	A
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal	X	P	P	P	P	P	P	P	X	X	X	X
Manual Sorbent Application	A	P	P	P	P	X	X	X	X	X	X	X
Manual Scraping	X	P	P	P	X	P	X	P	X	X	X	X
Manual Vegetation Cutting	X	X	X	X	X	X	X	X	X	X	X	X
Motor Grader/Elevating Scraper	X	P	P	P	P	X	X	X	X	X	X	X
Elevating Scraper	X	P	P	P	P	X	X	X	X	X	X	X
Motor Grader/Front-End Loader	X	P	P	P	P	X	X	X	X	X	X	X
Front-End Loader: Rubber Tired or Tracked	X	P	P	P	P	X	X	X	X	X	X	X
Bulldozer: Rubber-Tired Front End Loader	X	P	P	P	P	X	X	X	X	X	X	X
Backhoe	X	P	P	P	P	X	X	X	X	X	X	X
Beach Cleaner	X	P	P	P	P	X	X	X	X	X	X	X
Dragline/Clamshell	X	P	P	P	P	X	X	X	X	X	X	X
Cold Water Deluge Flooding	A	P	P	P	P	P	P	P	P	A	A	A
Low Pressure Cold Water Washing	A	X	P	P	P	X	X	X	X	A	A	A
High Pressure Cold Water Washing	A	X	X	X	X	X	X	X	X	X	X	X
Low Pressure Hot Water Washing	A	X	P	P	P	X	X	X	X	X	X	X
High Pressure Hot Water Washing	A	X	X	X	X	X	X	X	X	X	X	X
Steam Cleaning	A	X	X	X	X	X	X	X	X	X	X	X
Sand Blasting	A	X	X	X	X	X	X	X	X	X	X	X
Vacuum	A	P	P	P	P	P	P	P	P	P	P	P
Trenching/Vacuum	X	P	P	P	P	X	X	P	X	X	X	X
Sediment Removal, Cleaning, and Replacement	X	X	X	X	X	X	X	X	X	X	X	X
Push Contaminated Substrate into Surf	X	X	X	X	X	X	X	X	X	X	X	X
Pavement Breakup	X	X	X	X	X	X	X	X	X	X	X	X
Disc into Substrates	X	X	X	X	X	X	X	X	X	X	X	X
Burning †	X	X	X	X	X	X	X	X	X	X	X	X
Chemical Oil Stabilization †	X	X	X	X	X	X	X	X	X	X	X	X
Chemical Protection of Beaches †	X	X	X	X	X	X	X	X	X	X	X	X
Chemical Cleaning of Beaches †	X	X	X	X	X	X	X	X	X	X	X	X
Nutrient Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
A	Advised - Method which best achieves the goal of minimizing destruction or injury to the environment.											
P	Possible - Viable and possibly useful but may result in limited adverse effects to the environment.											
X	Do Not Use											
†	Requires RRT approval											

3402 Shoreline Cleanup – Light Oil

Table 6: Shoreline Cleanup Matrix – Light Oil

SHORELINE CLEANUP MATRIX Light Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand Beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal	X	P	P	P	P	P	P	P	X	X	X	X
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	P	A	A
Manual Scraping	A	P	A	A	P	P	P	P	P	X	X	X
Manual Vegetation Cutting	X	X	X	X	X	X	X	X	X	X	P	P
Motor Grader/Elevating Scraper	X	P	A	A	P	P	P	P	X	X	X	X
Elevating Scraper	X	P	A	A	P	P	P	P	X	X	X	X
Motor Grader/Front-End Loader	X	P	A	A	P	P	P	P	X	X	X	X
Front-End Loader: Rubber Tired or Tracked	X	P	A	A	P	P	P	P	X	X	X	X
Bulldozer: Rubber-Tired Front End Loader	X	P	A	A	P	P	P	P	X	X	X	X
Backhoe	X	P	A	A	P	P	P	P	X	X	X	X
Beach Cleaner	X	P	A	A	P	P	P	P	X	X	X	X
Dragline/Clamshell	X	P	A	A	P	P	P	P	X	X	X	X
Cold Water Deluge Flooding	A	P	A	A	P	P	P	P	X	A	A	A
Low Pressure Cold Water Washing	A	A	A	A	P	P	P	P	X	P	P	P
High Pressure Cold Water Washing	A	X	X	P	X	X	X	P	X	P	P	P
Low Pressure Hot Water Washing	A	P	P	P	P	P	P	P	X	X	X	X
High Pressure Hot Water Washing	A	X	X	P	X	X	X	P	X	X	X	X
Steam Cleaning	A	X	X	X	X	X	X	X	X	X	X	X
Sand Blasting	A	X	X	X	X	X	X	X	X	X	X	X
Vacuum	A	P	P	P	P	P	P	P	P	P	P	P
Trenching/Vacuum	X	P	P	P	P	X	X	P	X	X	X	X
Sediment Removal, Cleaning, and Replacement	X	X	P	P	X	X	X	X	X	X	X	X
Push Contaminated Substrate into Surf	X	X	P	P	P	X	X	X	X	X	X	X
Pavement Breakup	X	X	P	P	P	X	X	X	X	X	X	X
Disc into Substrates	X	X	P	P	X	X	X	X	X	X	X	X
Burning †	X	X	X	X	X	X	X	X	X	X	X	X
Chemical Oil Stabilization †	X	X	X	X	X	X	X	X	X	X	X	X
Chemical Protection of Beaches †	X	X	X	X	X	X	X	X	X	X	X	X
Chemical Cleaning of Beaches †	X	X	X	X	X	X	X	X	X	X	X	X
Nutrient Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
A	Advised - Method which best achieves the goal of minimizing destruction or injury to the environment.											
P	Possible - Viable and possibly useful but may result in limited adverse effects to the environment.											
X	Do Not Use											
†	Requires RRT approval											

3403 Shoreline Cleanup – Medium Oil

Table 7: Shoreline Cleanup Matrix – Medium Oil

SHORELINE CLEANUP MATRIX Medium Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand Beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal	X	P	P	P	P	P	P	P	X	X	X	X
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	A	A	A
Manual Scraping	A	P	A	A	P	P	P	P	P	X	X	X
Manual Vegetation Cutting	X	X	X	X	X	X	X	X	X	P	P	P
Motor Grader/Elevating Scraper	X	P	A	A	P	P	P	P	X	X	X	X
Elevating Scraper	X	P	A	A	P	P	P	P	X	X	X	X
Motor Grader/Front-End Loader	X	P	A	A	P	P	P	P	X	X	X	X
Front-End Loader: Rubber Tired or Tracked	X	P	A	A	P	P	P	P	X	X	X	X
Bulldozer: Rubber-Tired Front End Loader	X	P	A	A	P	P	P	P	X	X	X	X
Backhoe	X	P	A	A	P	P	P	P	X	X	X	X
Beach Cleaner	X	P	A	A	P	P	P	P	X	X	X	X
Dragline/Clamshell	X	P	A	A	P	P	P	P	X	X	X	X
Cold Water Deluge Flooding	A	A	A	A	P	P	P	P	P	A	A	A
Low Pressure Cold Water Washing	A	P	P	P	P	P	P	P	X	P	P	P
High Pressure Cold Water Washing	A	X	X	P	X	X	X	P	X	X	X	X
Low Pressure Hot Water Washing	A	P	P	P	P	P	P	P	X	X	X	X
High Pressure Hot Water Washing	A	X	X	P	X	X	X	P	X	X	X	X
Steam Cleaning	A	X	X	X	X	X	X	X	X	X	X	X
Sand Blasting	A	X	X	X	X	X	X	X	X	X	X	X
Vacuum	A	P	A	A	P	P	P	P	P	P	P	P
Trenching/Vacuum	X	P	P	A	P	X	X	P	X	X	X	X
Sediment Removal, Cleaning, and Replacement	X	X	P	P	X	X	X	X	X	X	X	X
Push Contaminated Substrate into Surf	X	X	P	P	P	X	X	X	X	X	X	X
Pavement Breakup	X	X	P	P	P	X	X	X	X	X	X	X
Disc into Substrates	X	X	P	P	X	X	X	X	X	X	X	X
Burning †	P	P	P	P	P	X	X	X	X	X	P	P
Chemical Oil Stabilization †	P	P	P	P	P	P	P	P	X	X	X	X
Chemical Protection of Beaches †	A	P	P	P	P	P	P	X	X	P	P	P
Chemical Cleaning of Beaches †	A	P	P	P	P	P	P	X	X	P	P	P
Nutrient Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
A	Advised - Method which best achieves the goal of minimizing destruction or injury to the environment.											
P	Possible - Viable and possibly useful but may result in limited adverse effects to the environment.											
X	Do Not Use											
†	Requires RRT approval											

3404 Shoreline Cleanup – Heavy Oil

Table 8: Shoreline Cleanup Matrix – Heavy Oil

SHORELINE CLEANUP MATRIX Heavy Oil	SHORELINE TYPES											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand Beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
CLEANUP METHOD	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal	X	P	P	P	P	P	P	P	X	X	X	X
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	A	A	A
Manual Scraping	A	P	A	A	P	P	P	P	P	X	X	X
Manual Vegetation Cutting	X	X	X	X	X	X	X	X	X	P	P	P
Motor Grader/Elevating Scraper	X	P	A	A	P	P	P	P	X	X	X	X
Elevating Scraper	X	P	A	A	P	P	P	P	X	X	X	X
Motor Grader/Front-End Loader	X	P	A	A	P	P	P	P	X	X	X	X
Front-End Loader: Rubber Tired or Tracked	X	P	A	A	P	P	P	P	X	X	X	X
Bulldozer: Rubber-Tired Front End Loader	X	P	A	A	P	P	P	P	X	X	X	X
Backhoe	X	P	A	A	P	P	P	P	X	X	X	X
Beach Cleaner	X	P	A	A	P	P	P	P	X	X	X	X
Dragline/Clamshell	X	P	A	A	P	P	P	P	X	X	X	X
Cold Water Deluge Flooding	A	A	A	A	P	P	P	P	P	A	A	A
Low Pressure Cold Water Washing	A	P	P	P	P	P	P	P	X	P	P	P
High Pressure Cold Water Washing	A	X	X	P	X	X	X	P	X	X	X	X
Low Pressure Hot Water Washing	A	P	P	P	P	P	P	P	X	X	X	X
High Pressure Hot Water Washing	A	X	X	P	X	X	X	P	X	X	X	X
Steam Cleaning	A	X	X	X	X	X	X	X	X	X	X	X
Sand Blasting	A	X	X	X	X	X	X	X	X	X	X	X
Vacuum	A	P	A	A	P	P	P	P	P	P	P	P
Trenching/Vacuum	X	P	P	A	P	X	X	P	X	X	X	X
Sediment Removal, Cleaning, and Replacement	X	X	P	P	X	X	X	X	X	X	X	X
Push Contaminated Substrate into Surf	X	X	P	P	P	X	X	X	X	X	X	X
Pavement Breakup	X	X	P	P	P	X	X	X	X	X	X	X
Disc into Substrates	X	X	P	P	X	X	X	X	X	X	X	X
Burning †	P	P	P	P	P	X	X	X	X	X	P	P
Chemical Oil Stabilization †	P	P	P	P	P	P	P	P	X	X	X	X
Chemical Protection of Beaches †	A	P	P	P	P	P	P	X	X	P	P	P
Chemical Cleaning of Beaches †	A	P	P	P	P	P	P	X	X	P	P	P
Nutrient Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment †	P	P	P	P	P	P	P	P	P	P	P	P
A	Advised - Method which best achieves the goal of minimizing destruction or injury to the environment.											
P	Possible - Viable and possibly useful but may result in limited adverse effects to the environment.											
X	Do Not Use											
†	Requires RRT approval											

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Places of Refuge Policy

Annex BB  
July 2024

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated TOC and check lists	All	03SEP2024	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

**1000 Introduction..... 1**

**1100 Purpose ..... 1**

**1200 Definitions..... 2**

**1300 Jurisdiction..... 2**

**1400 Management Structure to Address Places of Refuge ..... 3**

**2000 Decision Making Process..... 4**

**2100 Step 1..... 4**

**2200 Step 2..... 4**

**2300 Step 3..... 5**

**2400 Step 4..... 6**

**2500 Step 5..... 8**

**2600 Step 6..... 8**

**3000 Area List of Potential Stakeholders..... 8**

**4000 Template for Responding to Requests for Places of Refuge ..... 9**

**4100 General Information..... 9**

**4200 Choosing a Place of Refuge..... 10**

        4201 Docks and Piers..... 10

        4202 Anchorage and Moorings ..... 10

        4203 Beaching Sites..... 11

## 1000 Introduction

A ship in need of assistance may require a temporary place of refuge with adequate water depth for lightering or repairs in order to protect the marine environment. Ships may need to be brought into a harbor, anchored, or moored in protected waters, or temporarily beached in order to safely make repairs and stop the loss of oil or other hazardous substances. Disabled ships need to be repaired to resume safe navigation and prevent a shipwreck resulting in the loss of fuel and/or cargo. If leaking ships are not repaired, spilled oil and hazardous substances may affect the public health, environmental resources, and shorelines.

There is no single place of refuge for all ships and all situations. Decisions relating to Places of Refuge encompass a wide range of security, environmental, social, economic, and operational issues that vary according to each situation, including the environmental sensitivity and protected status of the areas within or adjacent to a potential place of refuge. The initial decision to permit a ship to seek a place of refuge, as well as the decisions and actions implementing that decision, are based upon an assessment of the risk factors involved and the exercise of sound judgment and discretion.

Places of Refuge are sites that could be used for a disabled or damaged ship needing shelter for repairs. While information on potential sites may be pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Selection of a place of refuge by the U.S. Coast Guard Captain of the Port in consultation with other Federal agencies, State, Tribal, and Local governments, and other stakeholders will always be made on a case-by-case basis. If time allows the Captain of the Port will activate a Unified Command under the Incident Command System (ICS) to address a request for a place of refuge.

When a Place of Refuge incident occurs that is likely to involve more than one Area Contingency Plan, existing cross-jurisdictional protocols will be activate.

This section incorporates a decision-making process for Masters to use when requesting a place of refuge. The guidelines in this section incorporate the Guidelines on Places of Refuge for Ships in need of Assistance adopted by the International Maritime Organization (IMO) and assume use of ICS to manage the incident.

When safety of life is involved, existing search and rescue conventions and protocols should be used. When a ship is in need of assistance, but safety of life is not involved, these guidelines should be followed to evaluate whether a ship should remain in the same position, continue on its voyage, be brought into a place of refuge, taken out to sea, or intentionally scuttled in deep water.

## 1100 Purpose

The purpose of this annex is to provide a decision-making process for response to requests for Places of Refuge; and to apply existing procedures for coordinated trans-boundary and trans-jurisdictional decision-making when necessary, in responding to a request for the same.

## 1200 Definitions

*Ship in need of assistance* means a ship in a situation, apart from one requiring rescue of persons on board, which could lead to loss of the vessel or an environmental or navigational hazard.

A *ship* is defined as any vessel (self-propelled or non-self-propelled) that can be used for the commercial carriage of cargo or passengers, as well as non-commercial applications, including but not limited to freight ships, tank ships, deck barges, tank barges, and large yachts.

*Place of refuge* means a place where a ship in need of assistance can take action to stabilize its condition, reduce the hazards to navigation, and to protect human life and the environment. Places of Refuge can be man-made harbors, port, natural embayment, or offshore waters.

*MAS* means a Maritime Assistance Service, as defined in the International Maritime Organization's resolution. PLEASE NOTE: In the US and Canada, the United States Coast Guard and the Canadian Coast Guard respectively are the agencies responsible for receiving reports and serving as the point of contact for the shipmaster while notifying reports and serving as the point of contact for the shipmaster while notifying other agencies in the event of an incident.

*Guidelines* mean each of the decision-making guidelines and matter set forth above and below. Notwithstanding any such word as "may," "should," "will," "must," or "shall" these guidelines are intended solely as factors that may be considered during the execution and implementation of any such decisions.

*Force Majeure* is a doctrine of international law, which confers limited legal immunity upon vessels which are forced to seek refuge or repairs within the jurisdiction of another nation due to uncontrollable external forces or conditions. This limited immunity prohibits coastal state enforcement of its laws, which were breached due to the vessel's entry under force majeure.

## 1300 Jurisdiction

Under 33 CFR Part 6.04, the U.S. Coast Guard Captain of the Port (COTP) has authority to order ships into and out of ports, harbors, and embayment in order to protect the public, the environment and maritime commerce. The COTP is the designated Federal On-Scene Coordinator (FOSC) for the U.S. coastal zone as per the National Contingency Plan (NCP), 40 CFR part 300. There may be some maritime homeland security situation where the COTP, acting as the Federal Maritime Security Coordinator (FMSC), may have access to Sensitive Security Information (SSI) and/or classified information (not readily shareable with other stakeholders) that may impact the final disposition of a vessel requesting "Force Majeure" or permitting a vessel to seek a place of refuge or approval of a salvage plan. These circumstances are dealt with on a case-by-case basis and information shared with other agencies is on a "need to know" basis.

The State of Louisiana has the authority to represent and protect State interests for incidents within State waters. The State has jurisdiction over state-owned shoreline and in near-shore waters out to three miles.

Local governments or port authorities may have authority over near-shore waters including ports and harbors. If so, a local government or port representative may serve as a Local On-Scene Coordinator per the SELACP.

Natural Resource agencies have authority to manage their lands, marine areas, wildlife, habitat, and natural resources as mandated in their laws and regulations. Natural Resource agencies fill position in ICS and provide resource information to the UC. In addition, Natural Resource agencies are member of the Region VI Regional Response Team (RRT).

Tribal governments may own land and have fishing rights in marine areas that could be impacted by a ship seeking a place of refuge. If so, a tribal government representative(s) may fill position in ICS or may serve as a Local On-Scene Coordinator per the SELACP.

The Master of the ship has control of the ship and is responsible for requesting a place of refuge from the COTP. The Master provides details on the status of the ship and justification for needing a place of refuge in accordance with the IMO Guidelines on Places of Refuge.

### **1400 Management Structure to Address Places of Refuge**

If time allows, the COTP should consult with appropriate federal, state, and local stakeholders via the RRT or other appropriate mechanism to address a request for a place of refuge. A Unified Command (UC) may be activated as required. The UC should provide an opportunity for consultation with resource agencies, tribal governments, local authorities, and other stakeholders as appropriate. Technical specialists, such as marine engineers, maritime pilots, vessel inspectors/surveyors, or salvors may be activated to assist in managing the incident. The UC should utilize the checklists provided in this manual, based on pre-identified information whenever available, to determine the risk associated with the request. Once identified, an analysis should be performed balancing the public and environmental risks with the risks to the ship and the ship/cargo owner in order to decide is and where to move a ship in need of assistance.

If there is not time to activate a UC or the RRT, the COTP should make the decision whether to grant or deny the request for a place of refuge. To the extent possible, the COTP should use the checklists provided in this annex, and reference pre-identified potential Places of Refuge to select an appropriate site. Following the decision, the COTP should immediately notify appropriate stakeholders.

This annex provides a template for pre-identified information to support the decision-making checklists below, consistent with section 3.5-3.6 of the IMO Guidelines on Places of Refuge for Ships in Need of Assistance.

## 2000 Decision Making Process

The COTP, in consultation with the UC and if available the RRT, should perform an objective analysis of the advantages and disadvantages of allowing or not allowing a ship in need of assistance to proceed to a place of refuge. This analysis should identify the potential environmental, social, economic, and security impacts at the site. The COTP will consider these multiple factors to determine the appropriate course of action to prevent and mitigate the short- and long-term impacts to public health and the environment, local commerce, the ship and the ship/cargo owners.

The COTP should evaluate consequences to the vessel and the environment:

- If the ship remains in the same position
- If the ship continues on its voyage
- If the ship reached a place of refuge
- If the ship is taken out to sea or
- If the ship is intentionally scuttled in deep water.

The decision-making process should evaluate each of these options using the following steps to determine if a ship in need of assistance should be granted a place of refuge. These steps are not in prioritized order, but should be addressed as part of a total assessment for each of the five options above.

## 2100 Step 1

The Master of the vessel, or his/her representative (the operating company and/or salvor), should request a place of refuge from the appropriate COTP. The Master should provide as much information as possible, including:

- The status of the ship. Crew, passengers, and weather
- Medical issues, deaths, or needs of assistance and the specific assistance required
- Intended actions and potential consequences if the request for a Place of Refuge is denied
- If the ship is flooding, whether the pumping system is operable and is keeping up with the flooding rate
- Status of vessel steering, propulsion, and firefighting capability
- The steps already taken to mitigate the problem, and results
- What needs or requirements will the ship have once in a place of refuge and
- Status of notifications completed by Master: i.e. owners/operators/agents/Qualified Individuals/Class Society, etc.

## 2200 Step 2

When time allows, the COTP should consult with appropriate agencies via the RRT to address the issue and activate a UC when the situation dictates. If there is not time to consult with partner agencies, the COTP should grant or deny the request for a place of refuge, and inform the State, other concerned agencies, and appropriate stakeholders at the earliest time to determine if any protective measures are required.

### 2300 Step 3

In either case, the COTP or UC should:

- Require the vessel Master, owner/operator, or agent; Qualified Individual etc. to contract with a salvor and oil spill response organization (OSRO), or another specialized contractor if this has not already been done
- As the situation dictates, establish a command post and prepare to initiate a response
- If the vessel is drifting, determine its trajectory to shore and potential impact sites
- Notify the Federal Bureau of Investigation (FBI) Intelligence Coordination Center or the DHS Homeland Security Operations Center if there are any security concerns
- When appropriate and if time allows, dispatch an inspection team with expertise appropriate to the situation to board the ship and evaluate conditions, depending on risk, sea conditions, security risk, nature of distress etc.
- Confer with the USCG MSC Ship Salvage Group, the vessel owners or naval architects.

In addition, the following factors will be evaluated to determine if the ship in need of assistance should remain in the same position, continue on its voyage, be taken out to sea, intentionally scuttled, or be directed to a place of refuge.

#### **Human Health & Safety**

- Safety and Health condition of those on board as well as risk to public safety

#### **Environment**

- The environmental consequences of staying put, continuing on its voyage, being taken out to sea, being intentionally scuttled in deep water, or going to a place of refuge (reference Step 5 below)

#### **Ship Status & Risk Factors**

- The type and size of the ship
- The status/seaworthiness of the ship, in particular buoyancy, stability, structural integrity, availability of propulsion and power generation, docking ability, progressive deterioration, etc.
- Types, quantities, hazards, and condition of petroleum products, hazardous substances, and/or other cargo onboard
- The impending threat to the ship or need for a pilot
- Weather conditions and forecasts
- The Master's ability to navigate the ship or need for a pilot
- Distance and estimated time to reach a place of refuge
- Vessel traffic in the area where the ship is currently located
- Mitigation measures already taken
- Determine crew status, health, staffing levels, etc.

#### **Response & Salvage Resources**

- Availability or rescue tugs/tow vessels of sufficient size and power to aid the ship in distress
- Salvage and spill response resources on-scene with the ship and available during transit

- Vessel traffic in the potential destination area
- Access to a pier or dock with repair facilities
- Whether salvage and lightering can safely be performed at each alternative location

**Other Command Management Factors**

- Provisions of financial security and insurance by the ship owner/operator
- Agreement by the Master and owner/operator of the ship to the proposals of the COTP/UC
- Public expectations and media outreach
- Capability of Master to detain crew on board until cleared by Customs and Border Protection and the USCG

**2400 Step 4**

If the COTP/UC determines that the risks are generally acceptable to direct a ship into a place of refuge, the following factors should be further evaluated to determine a specific place.

**Human Health & Safety**

- Assessment of human factors, including crew fatigue and overall health
- Safety of persons at or near the place of refuge with regard to risks of explosion, fire, and pollution
- Security concerns associated with a port or harbor area
- Available emergency response capabilities and evacuation routes and facilities
- Available fire-fighting and police capabilities

**Environment**

- Potential environmental and cultural impacts of pollution (reference Step 5 below) or the response to a pollution incident
- Existing resource protection strategies and availability or response resources to implement the strategies
- Status of potential Place of Refuge (protection status, commercial area, near population centers)

**Port or Anchorage Area Criteria**

- The type and size of the ship in relation to the size of the place of refuge
- Adequate water depth to accommodate the ship
- Navigational approach, including vessel traffic and associated risks
- Pilotage requirements
- Tides and currents
- Seasonal conditions
- Anchoring ground or suitable docking facilities
- Availability of repair facilities such as dry docks, workshops, and cranes
- Military operations in vicinity
- Availability of cargo transfer and storage facilities
- Land/Air access
- Weather and sea state including prevailing winds
- Requirements from port authorities, area landowners/managers

- Are the proposed activities specifically prohibited and/or are there permitting or notification requirements that need to be followed

**Beaching Site Criteria**

- Depth of water, not covering vessel deck
- The type of shore bottom
- Navigational approach and pilotage requirements
- Seasonal conditions
- The openness of the site to ocean waves/currents
- Land and/or air access
- Prevailing wind patterns and forecasts
- Tidal range
- Vessel stability and structure for beaching

**Economic Factors**

- Potential economic impacts of pollution
- Potential disruptions to other port operations or marine commerce
- Potential impacts on local fisheries, commercial fisheries, and/or natural resources exposed on the transit route
- Economic impact of the decision on the ship owner/operator and the cargo owner
- Economic impact related to loss of natural resources, area quality and recreational use

**Response, Salvage, Firefighting, and Repair Resources**

- Available salvage and spill response resources
- Available firefighting resources
- Availability or appropriate and compatible lightering equipment and receiving vessels
- Availability of product storage (e.g., tank barge, shore-side storage tank, other ships)
- Availability of skilled labor and trained personnel
- Access to repair equipment and facilities
- Salvage and response vessel access to the Place of Refuge

**Other Command Management Factors**

- Liability, insurance, and compensation issues and limits
- Requirements of jurisdictional authorities for financial responsibility and bonding
- Required notifications such as maritime pilots, Immigration, Customs, and security
- Transitional or trans-jurisdictional coordination agreements/plans, if applicable
- Public expectations and media outreach

## 2500 Step 5

To protect environmental, historic, and cultural resources, the COTP/UC should determine the presence of and proximity to the following for any Place of Refuge location:

- Resources at risk such as threatened or endangered species, seasonal breeding locations, or designated critical habitat
- Essential fish habitat
- Mari cultural/aquaculture facilities
- Other priority sensitive areas, including cultural and historic properties
- Other resources, lands and/or waters with special designations
- Offshore fisheries
- Near shore fisheries
- Subsistence use patterns and treaties
- Recreation/tourism information
- Spill trajectories

## 2600 Step 6

After the final analysis has been completed and a decision made, the COTP or UC through a formal document (such as a Decision Memo), should ensure that other authorities and stakeholders are appropriately informed.

## 3000 Area List of Potential Stakeholders

The SELAC should ensure that current contact information is available through the committee members for the categories listed below:

- Federal On-Scene Coordinator
- State On-Scene Coordinator
- Federal Natural Resource Trustees
- State Natural Resource Trustees
- Federally-Recognized Tribes or First Nations
- Land Owners/Land Managers in addition to trustees identified above
  - Local (e.g., parish/municipal) governments
  - Potentially impacted facility owners
  - Port Authorities
- Other Stakeholders or Agencies
  - Regional Citizen Advisory Councils or other appropriate public interest groups
  - Harbor Safety Committees
  - Selected commercial operator (e.g., fish hatcheries, agriculture sires)
  - Immigration, Customs, the Federal Bureau of Investigation, the Department of Homeland Security, and the Federal Emergency Management Agency
  - Maritime pilot groups serving the area
  - Center of Disease Control/State and Local Health Departments

## 4000 Template for Responding to Requests for Places of Refuge

Ideally, the SELAC should gather information on all potential Places of Refuge within the boundaries of the committee.

This annex provides a template for the collection of general information on the planning as well as specific information on sites such as docks and piers, anchorages and moorings, and possible beaching sites. The checklists in this template support the decision-making checklist in the Places of Refuge Manual by providing for the advance collection of information and are therefore crucial to expediting decision-making.

While information on possible sites may be pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Selection of a place of refuge by the COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis.

A workgroup may be established to pre-identify information on coastal port or places that will give the COTP valuable information on a decision to choose a Place of Refuge in an emergency situation. The workgroup may include representatives from the USCG, the State, Local and Natural Resource Agencies, and marine pilots associations. In addition, native tribes and other interested and knowledgeable stakeholders should be invited to participate.

### 4100 General Information

- [ ] Casualty risk associated with the routine vessel traffic routes in the planning area
- [ ] Availability of rescue tugs/tow vessels of sufficient size and power to aid in the vessel in distress and predicted arrival times
- [ ] Salvage, lightering, firefighting, and spill response resources available to this jurisdiction, including delivery times
- [ ] Transnational or trans-jurisdictional coordination agreements/plans, if applicable
- [ ] Shorelines likely to be impacted either during transits to a place of refuge or if refuge is denied:
  - [ ] Shoreline names and locations as appropriate
  - [ ] Shoreline types and generally acceptable cleaning methods
- [ ] Description of sensitive resources/areas along the coastlines likely to be impacted, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [ ] Existing resource protection strategies
- [ ] General wind/wave/current information and source for real-time tide/wind/wave/current information
- [ ] Seasonal conditions
- [ ] Potential risks to populations along the coasts with regard to explosion, fire and pollution; availability of evacuation routes
- [ ] General information on coastal vessel traffic patterns
- [ ] Other pertinent information

## 4200 Choosing a Place of Refuge

### 4201 Docks and Piers

For each site determine:

- Site number (to correspond to map/chart showing location)
- Site name
- Site location
- Water depth at mean low tide
- Beach/shoreline types and generally
- Bottom types
- General wind/wave/current information
- Openness of the site to ocean waves/currents
- Source for real-time tide/wind/wave/current information
- Seasonal conditions
- Standard navigational approach, including vessel traffic patterns and associate risks
- Pilotage requirements
- Nearby port operations and potential impacts
- Brief description of port facilities
- Brief description of repair facilities/capabilities/skilled labor
- Availability or cargo transfer and storage facilities
- Land and/or air access
- Risk to persons at or near the location with regard to explosion, fire, and pollution; availability or evacuation routes
- Description of sensitive resources/areas at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- Existing resource protection strategies
- Availability of salvage, spill response, and emergency response resource including police and firefighting
- Security measures in place
- Requirements for permission from area landowners/managers
- Financial assurance requirements of port authorities
- Liability and compensation issues and limits
- Required notification such as Immigration or Customs
- Identification of Stakeholders including 24/7 contact information
- Other pertinent information

### 4202 Anchorage and Moorings

For each site determine:

- Site number (to correspond to map/chart showing location)
- Site name
- Site location (descriptive and lat/long coordinates)
- Water depths at mean low tide
- Beach/shoreline types and generally accepted cleaning methods
- Bottom types

- ] General wind/wave/current information
- ] Openness of the site to ocean waves/currents
- ] Source for real-time tide/wind/wave/current information
- ] Seasonal conditions
- ] Standard navigational approach, including vessel traffic and associated risks
- ] Pilotage requirements
- ] Nearby port operations, if any, and potential impacts
- ] Brief description of the facilities (if any)
- ] Availability of cargo transfer and storage vessels
- ] Land and/or air access
- ] Risks to persons at or near the location with regard to explosion, fire, and pollution; availability of evacuation routes
- ] Description of sensitive resources/area at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- ] Existing resource protection strategies
- ] Availability of salvage, spill response, and emergency response resource, including police and firefighting, and their potential access to the site
- ] Security measures in place
- ] Requirements for permission from area landowners/managers, is applicable
- ] Financial accordance requirements of local port authorities, is applicable
- ] Liability and compensation issues and limits
- ] Required notifications such as Immigration or Customs
- ] Identification of stakeholders including 24/7 contact information
- ] Other pertinent information

### 4203 Beaching Sites

For each site determine:

- ] Site number (to correspond to map/chart showing location)
- ] Site name
- ] Site location (descriptive and lat/long coordinates)
- ] Water depths at mean low tide
- ] Beach/shoreline types and generally accepted cleaning methods
- ] Bottom types
- ] General wind/wave/current information
- ] Openness of the site to ocean waves/currents
- ] Source for real-time tide/wind/wave/current information
- ] Seasonal conditions
- ] Standard navigational approach, including vessel traffic and associated risks
- ] Pilotage requirements
- ] Nearby port operations, if any, and potential impacts
- ] Brief description of the facilities (if any)
- ] Availability of cargo transfer and storage vessels
- ] Land and/or air access
- ] Risks to persons at or near the location with regard to explosion, fire, and pollution; availability of evacuation routes

## Coastal Georgia Area Contingency Plan

- [ ] Description of sensitive resources/area at the site and along potential access routes to that site, including fisheries, aquaculture sites, cultural and historic sites, Threatened and Endangered species, subsistence use, recreation/tourism, or specially designated lands or waters
- [ ] Existing resource protection strategies
- [ ] Availability of salvage, spill response, and emergency response resource, including police and firefighting, and their potential access to the site
- [ ] Security measures in place
- [ ] Requirements for permission from area landowners/managers, is applicable
- [ ] Financial accordance requirements of local port authorities, is applicable
- [ ] Liability and compensation issues and limits
- [ ] Required notifications such as Immigration or Customs
- [ ] Identification of stakeholders including 24/7 contact information
- [ ] Other pertinent information

THIS PAGE INTENTIONALLY LEFT BLANK

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Health and Safety Plan

Annex CC  
April 2024

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated Annex Format	All	15Apr2024	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

Table of Contents

**1000 Introduction..... 1**  
    1100 Purpose ..... 1  
**2000 Health and Safety..... 1**  
    2100 Federal Health and Safety Guidance ..... 1  
    2200 Louisiana State Health and Safety Guidance..... 2  
**3000 Safety Officer Advance Planning ..... 2**  
    3100 Site Safety and Health Plans..... 2  
    3200 ICS Compatible Site Safety and Health Plan..... 2  
    3300 Development..... 3  
**4000 Emergency Safety and Response Plan (SSP-A)..... 3**  
    4100 Preparation..... 3  
    4200 Distribution ..... 3  
    4300 SSP-A Instructions ..... 4  
**5000 Site Safety Plan (SSP-B) ..... 5**  
    5100 Preparation..... 5  
    5200 Distribution ..... 5  
    5300 SSP-B Instructions..... 6  
**6000 Site Map for Site Safety Plan (SSP-C) ..... 6**  
    6100 Preparation..... 6  
    6200 Distribution ..... 6  
    6300 SSP-C Instructions ..... 7  
**7000 Emergency Response Plan (ICS Form 208D)..... 7**  
    7100 Preparation..... 7  
    7200 Distribution ..... 7  
    7300 ICS Form 208D Instructions..... 8  
**8000 Daily Air Monitoring Log (SSP-E)..... 8**  
    8100 Preparation..... 8  
    8200 SSP-E Instructions..... 9  
**9000 Personal Protective Equipment (SSP-F)..... 9**  
    9100 Preparation..... 9  
    9200 Distribution ..... 9  
    9300 SSP-F Instructions..... 10  
**10000 Decontamination Form (SSP-G)..... 10**

**Coastal Georgia Area Contingency Plan**

**10100 Preparation..... 10**  
**10200 Distribution ..... 11**  
**10300 SSP-G Instructions ..... 11**  
**11000 Site Safety Enforcement Log (SSP-H)..... 11**  
**11100 Preparation..... 11**  
**11200 Distribution ..... 12**  
**11300 SSP-H Instructions ..... 12**  
**12000 Worker Acknowledgement Form (SSP-I) ..... 12**  
**12100 Preparation..... 12**  
**12200 Distribution ..... 12**  
**12300 SSP-I Instructions..... 13**  
**13000 Emergency Safety and Response Plan Compliance Checklist (SSP-J)..... 13**  
**13100 Preparation..... 13**  
**13200 Distribution ..... 13**  
**13300 SSP-J Instructions ..... 14**  
**14000 HAZWOPER 1910.120 Compliance Checklist (SSP-K) ..... 14**  
**14100 Preparation..... 14**  
**14200 Distribution ..... 14**  
**14300 SSP-K Instructions ..... 15**  
**15000 HAZWOPER 1910.120 Drum Compliance Checklist (SSP-L) ..... 15**  
**15100 Preparation..... 15**  
**15200 Distribution ..... 15**  
**15300 SSP-L Instructions..... 16**  
**16000 Site Safety Plan Attachments (SSP-ATTACH #)..... 16**  
**16100 Preparation..... 16**  
**16200 Distribution ..... 16**

## 1000 Introduction

This annex was developed to provide Federal and State health and safety guidance for oil/hazardous substance incidents within the boundaries of the Coastal Georgia Area Committee (CGACP)'s area of responsibility.

## 1100 Purpose

The purpose of health and safety efforts conducted during an environmental emergency are to ensure the protection of the responders, clean-up crews and the public from the possible hazards. The guidance contained in this policy document is intended to assist Safety Officers to establish, manage, and operate a safe spill response to the reported incident.

## 2000 Health and Safety

### 2100 Federal Health and Safety Guidance

Federal and state government employees, private industry employees, and other contract personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The Occupational Safety and Health (OSH) Act was enacted December 29, 1970 and granted authority to the Secretary of Labor to promulgate, modify, and revoke safety and health standards. The primary federal regulations for hazardous waste operations and emergency response are found in 29 CFR Part 1910.120. This regulation specifies the safety and health requirements for employees involved in clean-up operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations apply to both emergency response and post-emergency response clean-up of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than CERCLA, encompassing all materials listed in 49 CFR Part 172. Thus, most oils and oil spill responses are covered by these regulations. Response policies shall be consistent with federal regulations.

The Occupational Safety and Health Administration (OSHA) classifies an area impacted by oil as an uncontrolled hazardous waste site. The role of the site safety and health supervisor is to assess the site, determine the safety and health hazards present, and determine if Federal OSHA regulations apply. If an OSHA field compliance officer is on scene, he/she should be consulted to determine the applicability of OSHA regulations. Disputes should be referred to the Department of Labor representative of the RRT.

One key provision of the OSH Act provided 50/50 funding to those states that developed their own state program, which is at least as effective as the federal program in providing safe and healthful employment. The State of Louisiana does not have a federally approved state managed program; therefore, all workers involved with oil spill response activities must comply with the federal regulations.

## 2200 Louisiana State Health and Safety Guidance

Federal regulations specify minimum training levels for responders to hazardous substance incidents. OSHA enforces the requirements for federal and private workers. State and local employees must follow the same regulations.

## 3000 Safety Officer Advance Planning

The incident Safety Officer (SOFR) will need personnel and equipment very quickly in the event of an incident. It would be beneficial to have preset lists of resources, equipment, personal protective equipment (PPE), and personnel for a large incident that could be tailored for smaller incidents. This will allow the SOFR to get a request into the Logistics Section quickly while the SOFR begins to tackle the chaotic issues at the beginning of an incident. A go-kit with information resources preprinted (or on an accessible storage device) and safety and detection equipment would increase the response effectiveness of the SOFR. A good Site Safety and Health plan (see below) form that the SOFR is familiar with will be a good guide/checklist to cover the safety issues of an incident and quickly develop the site safety plan. Pre-planning is critical to allow the SOFR to respond quickly to the needs of the personnel responding to an incident.

## 3100 Site Safety and Health Plans

The following plans can be used as a general guide to facilitate rapid development of site safety and health plans during spill response. They are NON-MANDATORY guidelines intended to support appropriate site-specific planning. They were developed for response personnel involved in EMERGENCY and/or POST-EMERGENCY operations and may not provide sufficient detail for long-term remedial sites.

A generic site safety and health plan is provided for oil/hazardous substance responses along with a PROPOSED ASTM STANDARD Site Safety and Health Plan for oil spill response. Both documents provide a set of attachments that should be used as needed. The generic and proposed ASTM standard site safety plans are not intended to satisfy all requirements for written procedures. A site-specific site safety and health plan must be backed up by other documents that add more detailed information, which may not be needed in the field (i.e., a site safety and health program, a respiratory protection program, or a medical monitoring program).

## 3200 ICS Compatible Site Safety and Health Plan

The Site Safety and Health Plan, ICS Form 208, is designed for use during ICS responses. It is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (29 CFR Part 1910.120). The plan avoids the duplication found between many other site safety plans and certain ICS forms. It is also in a format familiar to users of ICS. Although primarily designed for oil and hazardous substance incidents, the plan can be used from all hazard situations. The most up-to-date ICS compatible Site Safety and Health Plan, ICS Form 208 can be found at the USCG Homeport internet site <http://homeport.uscg.mil/mycg/portal/ep/home.do>, click on library, click on Incident Command System and click on [Coast Guard ICS Forms \(Individual\)](#).

### **3300 Development**

The ICS compatible Site Safety and Health Plan was initiated at USCG Headquarters, Office of Response in 1998. Several Coast Guard personnel were involved in the development and review of the plan. The plan was then reviewed and refined by industry representatives.

### **4000 Emergency Safety and Response Plan (SSP-A)**

The Emergency Safety and Response Plan provides the SOFR and ICS personnel a plan for safe guarding personnel during the initial emergency phase of the response. It is only used during the emergency phase of the response, which is defined as a situation involving an uncontrolled release/discharge. It is also intended to meet the requirements of the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulation, 29 CFR Part 1910.120.

### **4100 Preparation**

The SOFR or his/her designated staff starts the Emergency Site Safety and Response Plan. They initially address the hazards common to all operations involved in the response (initial site characterization). Outside support organizations must be contacted to ensure the plan is consistent with other plans (local, state, other federal plans). Form SSP-G need not be completed if this form is used. When the operation proceeds into the post-emergency phase (site stabilized and clean-up operations begun) forms SSP-B and SSP-G should be used. For large incidents, the Emergency Site Safety and Response Plan complements the Incident Action Plan. For smaller incidents, the Emergency Site Safety and Response Plan complements ICS Form 201.

### **4200 Distribution**

The Emergency Safety and Response Plan is completed by the SOFR and forwarded to the Planning Section Chief. Copies are made and attached to the Assignment List(s), ICS Form 204. The Operations Section Chief, Directors, Supervisors, or Leaders get a copy of the plan. They must ensure it is available on site for all personnel to review. The SOFR is responsible for ensuring that the Emergency Site Safety and Response Plan properly addresses the hazards of the operation. The SOFR accomplishes this through on-site enforcement and feedback to the operational units.

**4300 SSP-A Instructions**

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Attachments	Enter attachments. Safety Data Sheets are mandatory under 1910.120. Safe Work Practices may also be attached.
5	Organization	List the personnel responsible for these positions. IC and SOFR are mandatory.
6	Physical Hazards & Protection	Check off the physical hazards at the site. Identify the major tasks involved in the response (skimming, lightering, overpacking, etc.). Check off the controls that would be used to safeguard workers from the physical hazards for each major task.
7	Chemicals	List the chemicals involved in the response. Chemicals may be listed numerically. Check off hazards, potential health effects, pathway of dispersion, and exposure route to the chemical. Numbers corresponding to the chemical may be entered into the check blocks to differentiate. Check off PPE to be used. Identify the type of PPE selected (i.e., gloves: butyl rubber).
8	Instruments	Indicate the instruments used for monitoring. List the action levels adjacent to the instruments used. Identify the chemicals being monitored. List the physical parameters of the chemicals. Use a separate form for additional chemicals monitored.
9	Decontamination	Check off the decontamination steps to be used. Numbers may be entered to indicate the preferred sequence. Identify any intervening steps necessary on the form or in a separate attachment.
10	Site Maps	Draw a rough site map. Ensure all the information listed is identified on the map.
11	Potential Emergencies	Identify any potential emergencies that may occur. If none, so state. Check off the appropriate alarms that may be used. Identify emergency prevention and evacuation procedures in the space provided or on a separate attached sheet.
12	Communications	Indicate type of site communications (phone, radio). Indicate phone numbers for frequencies for the command, tactical, and entry functions.
13	Site Security	Identify the personnel assigned. Identify security procedures in the space provided or on a separate attached sheet. Identify the equipment needed to support security operations.
14	Emergency Medical	Identify the personnel assigned. Identify emergency medical procedures in the space provided or on a separate attached sheet. Identify equipment needed to support security operations.
15	Prepared by:	Enter the name and position of the person completing the worksheet.
16	Date/time briefed	Enter the date/time document was briefed to the appropriate workers and by whom.

## 5000 Site Safety Plan (SSP-B)

The Site Safety Plan provides the SOFR and ICS personnel a plan for safeguarding personnel during the post-emergency phase of an incident. The post-emergency phase is when the situation is stabilized and cleanup operations have begun. SSP-B is intended to meet the requirements of the HAZWOPER regulation, 29 CFR Part 1910.120.

## 5100 Preparation

The SOFR or his/her designated staff starts the Site Safety Plan. They initially address the hazards common to all operations involved in the response (initial site characterization). The plan is reproduced and, as a minimum, sent to ICS Group/Division Supervisors. They amend it according to unique job or on-scene hazards with support from the SOFR and/or his/her staff (detailed site characterization). The plan is continuously updated to address changing conditions. During the first hours of the response, where most response functions are in the emergency phase, the SOFR may choose to use the Emergency Safety and Response Plan (SSP-A) in place of the Site Safety Plan. For large incidents, the SSP-B compliments the Incident Action Plan. For smaller incidents, the SSP-B compliments ICS Form 201. The SOFR is encouraged to use the HAZWOPER Compliance Checklist (Form SSP-K) to ensure the Incident Action Plan and the 201 address the requirements and all other pertinent ICS forms (203, 205, 206, etc.) are completed.

## 5200 Distribution

The initial Site Safety Plan completed by the SOFR is forwarded to the Planning Section Chief. Copies are made and attached to the Assignments List(s), ICS Form 104. The Operations Section Chief, Directors, Supervisors, or Leaders get a copy and make on-site amendments specific to their operation. They ensure it is available on-site for all personnel to review. The SOFR provides personnel from his/her staff to assist in the detailed site characterization. The SOFR is responsible for ensuring the Site Safety Plan for each assignment properly addresses hazards of that assignment. The SOFR shall ensure completion of the Worker Acknowledgement Form (SSP-I). The SOFR accomplishes this through on site enforcement and feedback to operational units.

## 5300 SSP-B Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Safety Officer	Enter the name of the Safety Officer and means of contact.
5	Group/Division Sup Strike Team/TF Leader	The Supervisor/leader who receives this form will enter their name here.
6	Location & size of site	Enter the geographical location of the site and the approximate square area.
7	Site Accessibility	Check the block(s) if the site is accessible by land, water, air, etc.
8	For Emergency Contact	Enter the name and way to contact the individual who handles emergencies.
9	Attachments	Enter attachments. Safety Data Sheets are mandatory under 1910.120. Safe Work Practices may also be attached.
10	Job/Task Activity	Enter Job/Task & Activities, list hazards, list potential injury and health effects, check exposure routes and identify controls. If more detail is needed for controls, provided attachments.
11	Prepared by	Enter the name and position of the person completing the worksheet.
12	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom.

## 6000 Site Map for Site Safety Plan (SSP-C)

The Site Map for the Site Safety Plan is required by 29 CFR Part 1910.120. It provides, in one place, a visual description of the site, which can help ICS personnel locate hazards, identify evacuation routes, and places of refuge.

## 6100 Preparation

The Site Map for the Site Safety Plan can be completed by the SOFR, his/her staff, or by ICS personnel (Group Supervisors, Task Force/Strike Team Leaders) working at a site with unique and specific hazards. One or several maps may be developed, depending on the size of the incident and the uniqueness of the hazards. The key is to ensure that the workers using the map(s) can clearly identify the work zones, locations, of hazards, evacuation routes and places of refuge.

## 6200 Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution route.

## 6300 SSP-C Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignments applies.
4	Safety Officer	Enter Safety Officer name and means of contact.
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here.
6	Location & size of site	Enter the geographical location of the site and the approximate square area.
7	Site Accessibility	Check the block(s) if the site is accessible by land, water, air, etc.
8	For Emergency Contact	Enter the name and way to contact the individual who handles emergencies.
9	Include	Ensure the map includes the listed items provided in this block.
10	Prepared by	Enter the name and position of the person completing the worksheet.
11	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom.

## 7000 Emergency Response Plan (ICS Form 208D)

The Emergency Response Plan provides information on measures to be taken in the event of an emergency. It is used in conjunction with the Site Safety Plan (Form SSP-B). It is required by 29 CFR Part 1910.120.

### 7100 Preparation

The SOFR, his/her staff member if the Site Supervisor/Leader prepares the Emergency Response Plan. A copy of the Medical Plan (ICS Form 206) shall always be attached to this form.

### 7200 Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

## 7300 ICS Form 208D Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Safety Officer	Enter the name of the Safety Officer and means of contact.
5	Supervisors/Leader	The Supervisor/Leader who receives this form will enter their name here.
6	Location & size of site	Enter the geographical location of the site and the approximate square area.
7	Emergency Contact	Enter the name and way to contact the individual who handles emergencies.
8	Attachments	Enter attachments. ICS Form 206 must be included.
9	Emergency Alarm	Enter a description of the sound of the emergency alarm and its location.
10	Backup Alarm	Enter a description of the sound of the emergency alarm and its location.
11	Emergency Hand Signals	Enter the emergency hand signals to be used.
12	Emergency Personal Protective Equipment	Enter the emergency PPE that may be needed in the event of an emergency.
13	Emergency Notification Procedures	Enter the procedures for notifying the appropriate personnel and organizations in the event of an emergency.
14	Places of Refuge	Enter by name the place of refuge personnel can go to in the event of an emergency.
15	Emergency Decon & Evacuation Steps	Enter emergency decontamination steps and evacuation procedures.
16	Site Security Measures	Enter site security measures needed for emergencies.
17	Prepared by	Enter the name and position of the person completing the worksheet.
18	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom.

## 8000 Daily Air Monitoring Log (SSP-E)

The Daily Air Monitoring Log provides documentation of air monitoring conducted during an incident. The log is supplement to the Site Safety Plan (SSP-B). It is only required when performing air monitoring operations. The information used from the log can help update the Site Safety Plan.

## 8100 Preparation

Persons conducting monitoring complete the Daily Air Monitoring Log. Normally these are air-monitoring units under the Site Safety Officer. If there is a decision not to monitor during a spill, the reasons must be available on site, readily available and briefed to all impacted ICS personnel.

## 8200 SSP-E Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident.
2	Date/Time Prepared	Enter date (month, day, year) prepared.
3	Operational Period	Enter the time interval for which the assignment applies.
4	Safety Officer	Enter the name of the Safety Officer and means of contact.
5	Location & size of site	Enter the geographical location of the site and the approximate square area.
6	Hazards of concern	Enter the hazards being monitored.
7	Action Levels	Enter the hazards being monitored.
8	Weather	Enter weather information. Ensure units of measure are listed. Include wind direction and wind speed.
9	Air Monitoring Data	Enter the instruments type and number, persons monitoring, results with appropriate units, location of reading, date and time of reading, interferences and comments. Detection limits of the instruments used should be captured in 9.g, interferences and comments.
10	Safety Officer Review	The Safety Officer must review and sign the form.

## 9000 Personal Protective Equipment (SSP-F)

The Personal Protective Equipment (PPE) Form is a list of PPE to be used in operations. The listing of PPE is required by 29 CFR Part 1910.120.

### 9100 Preparation

The PPE form is completed by the SOFR, or his/her staff. PPE common to all ICS Operations personnel is addressed first. Jobs with unique PPE requirements (i.e. fall protection) are addressed next. When the form is delivered on site, the ICS Director, Supervisor, or Leader may amend the list to ensure personnel are adequately protected from job hazards. It must be completed prior to the onset of any operation, unless addressed elsewhere by Standard Operating Procedures.

### 9200 Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

## 9300 SSP-F Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time Prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Enter the name of the Safety Officer and means of contact
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Location & size of site	Enter the geographical location of the site and the approximate square area
7	Hazard(s) Addressed	Enter the hazards that need to be safeguarded against
8	For emergencies Contact	Enter the name and way to contact the individual who handles emergencies
9	Equipment	List the equipment needed to address the hazards. If pre-designed Safe Work Practices are used, indicate here and attach form
10	References consulted	List the references used in making the selection of PPE
11	Inspection procedures	Enter the procedures for inspecting PPE prior to donning. If pre-designed Safe Work Practices are used, indicate here and attach to form
12	Donning Procedures	Enter the procedures for putting on the PPE. If pre-designed Safe Work Practices are used, indicate here and attach to form
13	Doffing Procedures	Enter the information for removing the PPE. Of pre-designed Safe Work Practices are used, indicate here and attach to form
14	Limitations and Precautions	List the limitations and precautions when using PPE. Include the maximum time using PPE. Heat Stress concerns, psychomotor skill detraction and other factors
15	Prepared by	Enter the name as position of the person completing the worksheet
16	Briefed on _____ by	Enter the date/time the document was briefed to the appropriate workers and by whom

## 10000 Decontamination Form (SSP-G)

The Decontamination Form provides information on how workers can avoid contamination and how to get decontaminated. It is a supplemental form to the Site Safety Plan.

### 10100 Preparation

The Decontamination Form can be completed by the SOFR, and member of his/her staff, or by the Group/Division Supervisor, Task Force/Strike Team Leader on the site.

### 10200 Distribution

This form must be located with the Site Safety Plan (SSP-B). It therefore follows the same distribution.

### 10300 SSP-G Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time Prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Enter the Safety Officer name and contact info
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Location & size of site	Enter the geographical location of the site and the approximate square area
7	For emergencies Contact	Enter the name and way to contact the individual who handles emergencies
8	Hazard(s) Addressed	Enter the hazards that need to be safeguarded against
9	Equipment	List the equipment needed to address the hazards. If pre-designed Safe Work Practices are used, indicate here and attach form
10	References consulted	List the references used in selecting PPE
11	Contamination Avoidance Practices	Enter procedures for personnel to avoid contamination. If pre-designed Safe Work Practices are used, indicate there and attach to form
12	Decon Diagram	Draw a diagram for the decontamination operation. If pre-designed Safe Work Practices are used, indicate here and attach to form
13	Decon Steps	List the decontamination steps
14	Prepared by	Enter the name and position of the person completing the worksheet
15	Briefed on ____ by	Enter the date/time the document was briefed to the appropriate workers and by whom

### 11000 Site Safety Enforcement Log (SSP-H)

The Site Safety Plan Enforcement Log is used to help enforce safety during an incident.

#### 11100 Preparation

The SOFR and/or his/her staff complete the Site Safety Plan Enforcement Log. The log is completed as Safety personnel are on scene reviewing the site. It should be completed at a minimum once per day, depending on the size of the incident. Enough should be completed to ensure that site safety is being adequately enforced.

### 11200 Distribution

The Site Safety Enforcement Log, when completed, is delivered to the SOFR. The SOFR can use the form to amend the Site Safety Plan (SSP-A or B).

### 11300 SSP-H Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time Prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Enter Safety Officer name and contact info
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Emergencies Contact	Enter name and way to contact the individual who handles emergencies
7	Attachment	List any attached supporting documentation
8	Job/Task Activity	Enter only those Job Task/activated for which a deficiency is noted
8a	Hazards	Enter the hazards not being sufficiently addressed
8b	Deficiency	Enter the deficiency
8c	Action Taken	Enter corrective action taken to address deficiency
8d	Safety Plan Amended?	Enter whether the onsite safety plan was amended
8e	Signature of Supervisor/Leader	Ensure the Supervisor/Leader signs the form to acknowledge the deficiency
9	Prepared by	Enter the name and position of the person completing the worksheet
10	Briefed on ___ by	Enter the date/time the document was briefed to the appropriate workers and by whom

### 12000 Worker Acknowledgement Form (SSP-I)

The Worker Acknowledgement form is used to document workers who have received safety briefings.

#### 12100 Preparation

Those personnel responsible for conduction safety briefings complete this form initially. Once the briefings are completed, workers who were briefed print their name, sign, date, and indicate the time of the briefing.

#### 12200 Distribution

This form is returned to the SOFR or designated representative at the end of each operational period.

### 12300 SSP-I Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Site Location	Indicate the location where the briefings are held
3	Attachment	Indicate any attachments used as part of the briefings
4	Type of briefing	Check the block next to the type of briefing
5	Presented by	Enter the name of the person conducting the briefing
6	Date	Enter the date of the briefing
7	Time	Enter the time of the briefing
8	Worker Name	Workers receiving the briefing print their name, sign, date, and enter the time they acknowledge the briefing

### 13000 Emergency Safety and Response Plan Compliance Checklist (SSP-J)

The purpose of the Emergency Safety and Response Plan 1910.120 Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAZWOPER. It also identifies how from SSP-J can be used to satisfy the HAZWOPER requirements. This checklist is an optional form.

#### 13100 Preparation

The Emergency Safety and Response Compliance Checklist is completed by the SOFR or his/her staff as frequent as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP-H). The Site Safety Plan Forms (A-G) best meet some of the requirements. The Incident Action Plan is suited to address other requirements, and the SOFR should ensure the IAP addresses them. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

#### 13200 Distribution

The SOFR should maintain the Emergency Safety and Response Plan 1910.120 Compliance Checklist.

### 13300 SSP-J Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
5	Location of site	Enter site location
6	Cites	These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included
7	Requirements	This lists the requirements in a question format. Some require documentation or action
8	ICS Form	List this requirements covered in SSP-A
9	Check Block	Enter the check if the site satisfies the requirement
10	Comments	This provides additional information on the requirement. The user may also enter comments
11	Prepared by	Enter the name and position of the person completing the worksheet

### 14000 HAZWOPER 1910.120 Compliance Checklist (SSP-K)

The purpose of the HAZWOPER 1910.120 Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAZWOPER. It also identified how other ICS forms can be used to satisfy the HAZWOPER requirements. This is an optional form.

#### 14100 Preparation

The HAZWOPER 1910.120 Compliance Checklist is completed by the SOFR or his/her staff as frequently as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP\_H). The Site Safety Plan Forms (A-G) best meet some of the requirements. The Incident Action Plan is suited to address other requirements, and the SOFR should ensure the IAP addresses them. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

#### 14200 Distribution

The HAZWOPER 1910.120 Compliance Checklist should be maintained by the SOFR.

## 14300 SSP-K Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
5	Location of site	Enter site location
6	Cites	These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included
7	Requirements	This lists the requirements in a question format. Some require documentation or some form of action.
8	ICS Form	List those ICS Forms that cover the requirement. <b>IAP designations mean it should be covered in the IAP, it does not guarantee it is covered. The SOFR must ensure this</b>
9	Check Block	Enter the check if the site satisfies the requirement
10	Comments	This provides additional information on the requirement. The user may also enter comments
11	Prepared by	Enter the name and position of the person completing the worksheet

## 15000 HAZWOPER 1910.120 Drum Compliance Checklist (SSP-L)

The purpose of the HAZWOPER 1910.120 Drum Compliance Checklist is to ensure that incident response operations are in compliance with 29 CFR Part 1910.120, HAWOPER whenever drums are encountered during an incident. This is an optional form.

### 15100 Preparation

The HAZWOPER 1910.120 Drum Compliance Checklist is completed by the SOFR of his/her staff as frequently as necessary whenever the SOFR wants to ensure regulatory compliance. It is best used in conjunction with the Site Safety Plan Enforcement Log (SSP-H). This Site Safety Plan Forms (A-G) best meet some of the requirements. Other requirements are performance based and are best evaluated on scene by the SOFR or his/her staff.

### 15200 Distribution

The HAZWOPER 1910.120 Drum Compliance Checklist should be maintained by the SOFR.

## 15300 SSP-L Instructions

#	Title	Instructions
1	Incident Name	Print the name assigned to the incident
2	Date/Time prepared	Enter date (month, day, year) prepared
3	Operational Period	Enter the time interval for which the assignment applies
4	Safety Officer	Name of the SOFR and contact info
5	Supervisor/Leader	The Supervisor/Leader who receives this form will enter their name here
6	Location & Size of the site	Enter the geographical location of the site and the approximate square area
7	Emergencies Contact	Enter the name and way to contact the individual who handles emergencies
8	Note	<u>Tanks and vaults</u> should also be treated in the same manner as described in the checklist (1910.120(j)(9))
9	Cites	These are the regulatory cites within 1910.120. The major headings are highlighted in bold. Informational cites or cites that are duplicative are not included
10	Requirements	This lists the requirements in a question format. Some require documentation or some form of action
11	Check Block	Enter the check if the site satisfies the requirement
12	Comments	This provides additional information on the requirement. The user may also enter comments
13	Prepared by	Enter the name and position of the person completing the worksheet

## 16000 Site Safety Plan Attachments (SSP-ATTACH #)

The Site Safety Plan attachments provide ready-made safe work practices for the SOFR and ICS Personnel. They are optional documents designed to assist the SOFR in communicating and enforcing control of safety hazards. They were derived from the U.S. Coast Guard's National Strike Force's Guide for Developing Oil Spill Site Safety Plans (NSFCCINST N16465.2).

### 16100 Preparation

The SSP-Attachments require little to no preparation. Some of them have blank sections (due to information changing) that are required to be filled in by the SOFR or his/her staff. The SOFR is encouraged to use the format presented by the attachments for developing his/her own additional safe work practices.

### 16200 Distribution

These forms must be located with the Site Safety Plan (SSP-A/B); therefore, following the same distribution.

**THIS PAGE INTENTIONALLY LEFT BLANK**

---

Coastal Georgia  
Area Contingency Plan  
(CGACP)

Environmental Health Support Guidance

Annex DD  
July 2024

---

**Record of Changes**

<b>Change Number</b>	<b>Change Description</b>	<b>Section Number</b>	<b>Change Date</b>	<b>Name</b>
1	Updated Annex Format and verified links	All	01Jul2024	JK Jones
2				
3				
4				
5				
6				
7				
8				
9				
10				

**Table of Contents**

**1000 Introduction..... 1**  
**2000 Notifications..... 2**  
**3000 Federal support under the NCP ..... 2**  
**4000 State Specific Notes ..... 3**  
    **4100 Georgia ..... 3**

### 1000 Introduction

When a disaster event occurs within the environment, to include a significant oil discharge, chemical/hazardous substance release, explosion or fire that impacts the health of the community or has the potential to impact the health of the community from contaminants, it is critical that Unified Command identify and incorporate the local health authority within the command structure.

In most States, the public health authority is the State Health Department or its designee. Unique to coastal Regional Response Team 6, Louisiana is identified as a “home rule” state, meaning, the local health authority is the lead during a response event. The local health authority has the ability to invite the State Health Authority and/or Federal Health Agencies for support. As such, it’s important to identify the “local health authority” that’s responsible for providing environmental health support to the impacted citizens in their tribal community, parish, county, or city. As previously mentioned, each State has a designated “State Health Authority” that can also play a vital role in environmental health support to its citizens. In order to involve the State Health Authority in an incident in a “home rule” state, the local health authority *must* request assistance from the State Health Authority. This invitation to include the State Health Authority may or may not occur depending on the size and scope of the incident.

During the initial emergency phase of a pollution incident, the Federal On-Scene Coordinator (FOSC) or designated representative should contact the [Poison Control Center at 800-222-1222](tel:800-222-1222) to discuss/receive initial environmental health support. The FOSC should provide the Poison Control Center (PCC) with any information related to the event (hazard information, product spilled, quantity spilled, Safety Data Sheet, certificate of analysis, impacted media, location of event, occupational impacts, community impacts). When the PCC is actively engaged, they can produce a Situation Report on calls received and guidance to the community to include hospitals, the media, clinicians and health authorities. The Centers for Disease Control and Prevention (CDC) recognizes the Poison Control Centers as a public health authority. **Note:** 911 call centers transfer any environmental health calls directly to the Poison Control Center.

Please see below links to local and state health authorities for GA.

- **Link to local health authorities for Georgia:** [Georgia Department of Public Health](#)
- **Link to Coastal Health District:** [GA Coastal Health District](#)

The Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR) headquarters are in Atlanta, GA. The two Centers within the CDC that would be most closely involved in oil pollution events would be the National Center for Environmental Health (NCEH) and the National Institute for Occupational Safety and Health (NIOSH). NIOSH may also become involved in an incident at the request of the Occupational Safety and Health Administration (OSHA).

## Coastal Georgia Area Contingency Plan

The ATSDR has Regional Offices located within each of the 10 EPA Regional Offices. Staffing consists of a Regional Director and several Regional Representatives. The ATSDR is the lead federal health agency for chemical spills. The ATSDR can provide consultation to the FOSC (EPA/U.S. Coast Guard) on-site, by phone or through email. Because the ATSDR has relationships with the State Health Departments, they can support inclusion within Unified Command. The ATSDR can provide technical review of data and coordination and collaboration with both the State health agencies and local health authority. The ATSDR can also directly collaborate with the Poison Control Centers.

Both CDC and ATSDR can coordinate with other federal health agencies mentioned in the National Contingency Plan (40 CFR 300.175) as necessary. Both agencies can provide environmental health support to the FOSC during an emergency response incident to include:

- 1) Technical assistance in the environmental health and toxicology areas of the response and recovery phase of the incident
- 2) Analysis/evaluation of the human health implications of environmental data
- 3) Public Health Messaging
- 4) Coordination with Poison Control Centers
- 5) Coordination with State, Local, Territorial, and Tribal (SLTT) public health authorities
- 6) Information for healthcare providers on the substances involved
- 7) Assistance with response worker health and safety issues
- 8) In person press conference support

### 2000 Notifications

- **Primary / Initial: Poison Control Center at 800-222-1222**
- Local Health Authority: Specific to each COTP zone
- State Health Authority: Specific to LA

### 3000 Federal support under the NCP

The CDC Emergency Operations Center is staffed 24/7 and can be reached at: 770-488-7100 or Email: [eocreport@cdc.gov](mailto:eocreport@cdc.gov)

- Primary agency for oil (CDC/NCEH)
- Primary agency for hazardous substances (ATSDR)

Ask the CDC Watch Stander to connect you with the ATSDR or NCEH Duty Officer.

Although environmental health support can be provided remotely, the USCG FOSC has the option to request on site CDC and/or ATSDR presence. This request is formalized via a Pollution Removal Funding Authorization (PRFA). This option was most recently executed during the Bayport Channel Collision incident in Sector Houston-Galveston in May 2019. The primary CDC team role included inviting the local health authority, State Health Authority, review of environmental data, public messaging, and collaboration with the Poison Control Center.

**4000 State Specific Notes**

**4100 Georgia**

Georgia has a centralized coastal health district office located in Brunswick, GA. In the scenario of environmental concern/spill, the GA Department of Health (GDH) is made aware through the National Response Center report. Based on the scope, scale, and chemical of concern, the Coastal Health District brings in the Regional Office of Public Health (OPH) Medical Director as well as the Section for Environmental Epidemiology and Toxicology (SEET). Based on scope/scale of the event, the issue can be elevated to Emergency Preparedness and the State Health Officer. The Poison Control Center is closely tied into the process, especially for chemicals of concern that may require their expertise and assistance on the shaping of the consequence management plan.

Based on the event, the health authority should be included to support the FOSC and should be included within Unified Command.

Public Health Department  
400 Mall Blvd G, Savannah, GA 31406  
(912) 644-5200

**This Page Intentionally Left Blank**