



# Maryland-National Capital Region Area Contingency Plan

2021.2

**Record of Changes**

Change Number	Change Description	Section Number	Change Date
204	Added public health coordination for Safety Officer description	2200	13NOV2017
205	Removed	1135 & 1140	07MAR2018
206	Content was removed and replaced with next section content.	1305	08MAR2018
207	Content was removed and replaced with next section content.	1320-1350	08MAR2018
208	Added updated Promulgation Letter	Promulgation Letter	22FEB2022
209	Worst Case Discharge Matrix added.	9402	08MAR2023
210	Incorporated ESA Section 7 consultation information.	4802	08MAR2023
211	Updated and verify hyperlinks	3200	08MAR2023
212	Significant Spill History table added.	9401	08MAR2023
213	RRT3 ESA/EFH Biological Evaluation Guidance and Form included.	4802/ appendix 9	08MAR2023
214	Updated formatting throughout document	Full document	10JUL2023
215	Added Section 8000 Marine Firefighting	8000	10JUL2023
216	Updated Promulgation Letter	Promulgation Letter	11JUL2023
217	Removed reference to terrorism annex	1001	21JUL2023

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Homeland Security

United States  
Coast Guard



Commander  
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## MEMORANDUM

SEP 05 2023

From: D.E. O'Connell, CAPT  
CG Sector Maryland-NCR (s)

To: Distribution

Subj: PROMULGATION OF THE MARYLAND-NATIONAL CAPITAL REGION (NCR)  
AREA CONTINGENCY PLAN (ACP)

1. This memo promulgates the revised Maryland-National Capital Region Area Contingency Plan (ACP). This plan is effective immediately and supersedes previous editions of the ACP.
2. The ACP is designed to meet the requirements and intent of the National Oil and Hazardous Substances Pollution Contingency Plan, is aligned with National Response Framework, and is built around the principles of the National Incident Management System. It is designed to be used in conjunction with national, regional, and state plans, and provides guidance for a coordinated response by local, state, and federal government agencies as well as non-government partners to respond to discharges of oil and hazardous substance releases.
3. This ACP is electronic, enabling users to rapidly access a wide range of supporting documents that are linked to the ACP. For the ACP to provide maximum support, responders and members of the Area Committee, along with other port partners, must continuously update and revise the ACP based on lessons learned and/or best practices through exercises and actual responses. Response personnel shall make themselves familiar with this plan.
4. This ACP highlights the national importance of the Maryland-National Capital Region area, both environmentally and economically, and is the culmination of excellent cooperation and teamwork from the members of the Area Committee.
5. If you have any questions, please contact the Emergency Management and Force Readiness staff at (410) 576-2657 or email: [Allie.L.Lee@uscg.mil](mailto:Allie.L.Lee@uscg.mil).

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Dist: Maryland-National Capital Area Committee Members  
CGD Five (dr)


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16471  
08 Mar 2023

## MEMORANDUM

From:  S.W. Hill, LCDR  
SECTOR Maryland-NCR (sx)

To: D. E. O'Connell, CAPT   
SECTOR Maryland-NCR (s)

Subj: AREA CONTINGENCY PLAN FIVE YEAR IMPROVEMENT PLAN 2022-2026

Ref: (a) CG-MER CGNRP Pass Back Memo of 30 MAR 2022

1. **General.** This memo sets forth the 5-year Maryland-NCR Area Contingency Plan (ACP) improvement process as directed by reference (a). The ACP is a dynamic planning document and as a result may be revised as emerging risks, new priorities, and other factors arise, or as determined by the Area Committee and Sector Maryland-NCR. The purpose of this memo is intended to:

- a. Address the recommendations of the 2021 Coast Guard National Review Panel (CGNRP).
- b. Highlight additional planned areas of improvement over the next five years.

2. **2021 CGNRP Recommendations.** See reference (a) for a complete description of CGNRP recommendations. The table below summarizes CGNRP recommendations regarding the ACP and highlights intended actions and approximate timelines for addressing areas for improvement as noted by the CGNRP.

CGNRP Recommendation	Area Committee Action	Target Completion Date	Sector Notes
1. Develop Worst Case Discharge (WCD) Matrix	Complete	2023	WCD Matrix was developed and integrated to include MTR facility, vessel, and pipeline as hazardous material carried by those three modes of transportation. These encompass the largest environmental threat to the area.
2. Consider moving all detailed planning scenario data into a Risk Analysis Annex.	To be Developed	2024	Pending. Targeted for 2024.
3. Develop ESA Emergency Consultation QRG/QRC	Complete	2023	The RRT3 ESA/EFH Biological Evaluation Guidance and Form, which covers emergency consultation

			procedures has been incorporated. This document is referenced in Section 4802 and included in appendix 9.
4. Incorporate brief summary of existing Section 7 pre-spill consultations	Complete	2023	A summary of existing pre-spill consultations within Sector AOR (e.g., RRT3 Pre-authorizations for use of dispersants and in-situ burn) was incorporated into Section 4802. Additionally, emergency consultation and post spill consultations were also included in this section.
5. Incorporate ESA Post-Consultation QRG/QRC	Complete	2023	The RRT3 ESA/EFH Biological Evaluation Guidance and Form, which covers post-response consultation procedures has been incorporated. This document shall be referenced in Section 4802 and included in Appendix 9. Additionally, Post-Consultation and Emergency Consultation information has been expounded upon in section 4802.
6. Incorporate list of NMFS and USFWS Threatened and Endangered Species	Complete	2023	A NMFS and USFWS list of threatened and endangered species has been added to section 4604. The list is taken from the RRT3 RCP and is specific to Region III.
7. Consolidate the description of GRS in the base plan and provide a hyperlink to the GRS platform	Complete	2023	The link to the ERMA site with ESI layer has been verified in section 3200. The path to the site can be found embedded in the hyperlink.
8. GRS Validation	In Progress	2026	GRS validation strategy guidelines as per the MER manual as well as a detailed explanation of validation procedures and background has been included in section 3200. Validation schedule and documentation records shall be updated and included as an appendix when the enhanced guidance regarding the Coast Guard wide updated ACP architecture is promulgated. The validation appendix will be incorporated within the 5-year improvement plan.
9. Update annex titles / numbering and table of contents	In Progress	2024	To be incorporated into 2023 annual ACP update.
10. Remove text that restates regulation, policy, and doctrine found elsewhere/	In Progress	2024	To be incorporated into 2023 annual ACP update.
11. Consolidate ACP into a single document.	N/A	N/A	No action at this time. Reserved for future consideration.

3. **Future Area Committee ACP Priorities (2022 – 2026).** Below is a list of future ACP development priorities for the Maryland-NCR Area Committee:

- a. Continue to implement GRS validation processes and document findings, ensure the updates are in ERMA. Coordinate revisions to GRS as needed. 2026
  - b. Incorporate Endangered Species Act/Essential Fish Habitat Pre-Spill, Emergency, and Post-Response Consultation guidance/forms and validated species list. 2024
  - c. Incorporate GRS instructions into GRS Annex, route product through GRS Subcommittee. 2023
  - d. Update the ACP with lessons learned following the 2023 Sector Maryland-NCR PREP FSE. 2024
  - e. Create ACP Risk Analysis Annex IAW CGNRP recommendation. 2024
  - f. Include a comprehensive list of references into the 9700 section. The references will be kept on Sector Maryland-NCR and District public folders. 2025
4. **Summary.** All revisions implemented per CGNRP recommendations will be recorded in the ACP Record of Changes. The Maryland-NCR ACP will next undergo CGNRP Review in 2026.
5. My POC for this matter is MST1 Duskin Deichl, (410) 576-2582, [Duskin.A.Deichl@uscg.mil](mailto:Duskin.A.Deichl@uscg.mil).

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Distribution: Maryland-NCR AC Executive Committee

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16471  
30 Mar 2022

## MEMORANDUM

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From: R. M. Alonso, CAPT  
COMDT (CG-MER)

Reply to: CG-MER  
Attn of: Jonathan R. Smith  
(202) 372-2675

To: Distribution

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Subj: COAST GUARD NATIONAL REVIEW PANEL RESULTS FOR SECTOR  
MARYLAND-NATIONAL CAPITAL REGION AREA CONTINGENCY PLAN

Ref: (a) COMDT (CG-5RI) Memo 16471 of 28 Nov 2017  
(b) U.S. Coast Guard Marine Environmental Response and Preparedness Manual,  
COMDTINST M16000.14 (series)  
(c) COMDT (DCO) Memo 16471 of 02 Feb 2017  
(d) National Contingency Plan, 40 CFR part 300

1. **BACKGROUND.** In accordance with reference (a), CG-MER launched a new Area Contingency Plan (ACP) review and approval process, which is now formally incorporated into reference (b). This policy is a cornerstone product of the broader area contingency planning revitalization initiative outlined in reference (c). The focal points of this policy are to promote formal standards for annual updates as well as institute a Coast Guard National Review Panel (CGNRP) that addresses national consistency on a macro level and ensure our compliance with references (b) and (d). Per reference (b), every coastal ACP is reviewed by the CGNRP every five years.

2. **DISCUSSION.** The fourth CGNRP convened 24 - 26 August 2021. CGNRP members included representatives from Commandant (CG-MER), Atlantic Area, Pacific Area, National Strike Force Coordination Center, District Five, District Eight, District Thirteen, and District Fourteen. District representation on the CGNRP is on a rotational basis and changes with each CGNRP convening. The scope of the CGNRP review is to conduct a targeted and strategic review of ACPs within the context of national consistency, trends and emergent issues. The CGNRP review is intended to compliment the more comprehensive review and approval completed at the District level. The CGNRP focused on the following precepts:

- a. Worst Case Discharge Scenarios (especially pipeline and rail scenarios if applicable);
- b. Status of Endangered Species Act (ESA) compliance;
- c. Section 106 compliance (National Historic Preservation Act);
- d. Status of Geographic Response Strategies; and
- e. Overall usability of ACP.

3. **ACTION.** As one of eight ACPs reviewed by the 2021 CGNRP, the Maryland-National Capital Region ACP was evaluated in accordance with paragraph (2) above. Results of the CGNRP review for Sector Maryland-National Capital Region are provided as enclosure (1) of this memo. This memorandum (with enclosure) must be incorporated into the annual Federal On-Scene Coordinator (FOSC) update process and documented accordingly in the accompanying record of changes. Districts shall work with their units to ensure the CGNRP comments are adjudicated and any necessary ACP changes are completed within a reasonable timeframe as deemed appropriate by the District. Such completion timeframes will be commensurate with the level of effort and complexity associated with each recommendation. The CGNRP recommendations shall be incorporated into a five-year “improvement plan” that identifies the short to long-term update strategy over the five-year revision cycle and annual update process as described in reference (b). Additionally, the completion status of CGNRP recommendations detailed in enclosure (1) must be documented in the Area Committee Annual Report as required by reference (b).

4. The ACP review and approval process fills a critical role in ensuring a nationally consistent preparedness posture is maintained. CG-MER continues to pay particular attention to refining the policy and process to ensure future review efforts are optimized and efficient. CG-MER looks forward to any feedback regarding process improvement and stands ready to assist the field in overcoming any challenges it may face with respect to the ACP revision process. My point of contact is Mr. Jonathan Smith, at (202) 372-2675 or e-mail address at [Jonathan.R.Smith@uscg.mil](mailto:Jonathan.R.Smith@uscg.mil).

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Enclosure: (1) Table of CGNRP Recommendations for Sector Maryland-National Capital Region

Dist: CGD FIVE (dr)  
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**ENCLOSURE (1)**

<b>TABLE OF CGNRP RECOMMENDATIONS FOR SECTOR MARYLAND-NATIONAL CAPITAL REGION</b>		
<b>Maryland-National Capital Region Area Contingency Plan</b>		
<b>NUMBER</b>	<b>RECOMMENDATIONS</b>	<b>COMMENTS</b>
<b>1</b>	<p>A Worst Case Discharge (WCD) identification and tracking matrix should be developed and incorporated into the ACP.</p>	<p>While the Panel noted three WCD scenarios in the ACP, a WCD matrix should be developed and included into the base plan that properly inventories all WCD scenarios of concern within its AOR (the CGNRP identified Section 3301, Table 4 of the Southeast Louisiana ACP as a good example of such a matrix). Such an inventory serves as a fundamental survey of risks from all potential sources that could significantly impact federal waterways within the coastal zone. Such a matrix should denote the presence or absence of specific WCD planning scenarios (vessel, facility, rail, pipeline, etc.). <b>Note:</b> The ACP should identify unique WCD scenarios that address significant geographic variability that may exist within an AOR and the distinctive risks they may pose. When determining these distinct geographic response areas (for WCD planning purposes), consideration should be made to the uniqueness of individual response communities, operational environments, spilled product characteristics and unique political, economic and environmental sensitivities. The number of scenarios included in the plan will be highly dependent on the unique characteristics of your area, but generally speaking this will be at least three or more. If not already done so, the CGNRP recommends the Area Committee establish a risk analysis sub-committee or workgroup to assess and monitor the risk landscape within its AOR to help ensure the planning efforts and associated ACP is commensurate with current risks and identified WCDs. This basic risk analysis should serve as a cornerstone of the ACP and help guide planning efforts.</p>
<b>2</b>	<p>Consider consolidating any risk analysis information pertinent to the development of the ACP into a Risk Analysis Annex to the ACP.</p>	<p>The CGNRP recommends consolidating any detailed risk analysis documentation into a separate Risk Analysis Annex. Currently, Appendix B to reference (b) specifies Section 9400 as "Area Planning Documentation," which includes the following subsections: discharge and release history; risk assessment; planning assumptions-background information; and planning scenarios. Having the planning scenarios identified in the base plan is important, however detailed supporting documentation/discussion is best housed in a separate Annex. Of note, MER will be promulgating new instruction regarding a revised ACP architecture. A risk analysis annex will eventually be mandated per future MER Commandant Instruction.</p>

## ENCLOSURE (1)

TABLE OF CGNRP RECOMMENDATIONS FOR SECTOR MARYLAND-NATIONAL CAPITAL REGION		
Maryland-National Capital Region Area Contingency Plan		
NUMBER	RECOMMENDATIONS	COMMENTS
3	Develop a 1-2 page Quick Response Guide (QRG) for U.S. Endangered Species Act Section 7 emergency consultation within AOR.	<p>The CGNRP recognized the need for clarity in how ACPs address Endangered Species Act (ESA) Section 7 consultation requirements. To meet ESA requirements for a spill response, the FOSC may use the emergency consultation process described in the ESA regulations. Note that if Pre-Spill consultations have already been conducted with the Services (National Marine Fisheries Service, United States Fish and Wildlife Service) on specific response actions (and a formal Biological Opinion or Letter of Concurrence has been secured from the Services), consult the appropriate documents obtained from the Services regarding the need for emergency consultation. The CGNRP recommends developing a 1-2 page Emergency Consultation QRG for incorporation into the ACP as a stand-alone appendix. The QRG should provide the Federal On-scene Coordinator (FOSC) and responders basic familiarity with the overall emergency consultation process and contacts for initiating the emergency consultation in a time-sensitive response environment. The NRT NEC subcommittee and/or ESA WG can provide support for this. The FOSC is required to consult with both the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. The Department of Interior representative and NOAA Scientific Support Coordinator can help facilitate contact with the Services. The CGNRP recommends using the National Response Team’s (NRT) ESA Section 7 Emergency Consultation form on <a href="http://NRT.org">NRT.org</a> as guidance in developing this QRG. Good examples of information that may be included in a QRG can also be found in Section 4860.1 and Attachment 4 (“RRT 6 Spill Response Emergency Endangered Species Consultation”) of the South Texas Coastal Zone ACP.</p>
4	Provide a brief summary of Section 7 pre-spill consultation determinations.	<p>In conjunction with Item #3 above, include a brief list and status summary of any Section 7 pre-spill consultation products. Area Committees should work with their Regional Response Team to ensure such pre-spill consultation products are accounted for and appropriately incorporated into ACPs. If ESA Section 7 pre-spill consultations with the Services have been conducted on ANY response actions addressed in the ACP, results of such consultations should be incorporated in the ACP. For example, if a consultation requires best management practices (BMP) to protect listed and endangered species and/or critical habitat, these BMPs must be reflected by updating the ACP, for example updating the Geographic Response Strategies, while documenting any other response requirements identified during the pre-spill consultations. <b>Note:</b> If a formal Biological Opinion or Letter of Concurrence from the Services has not been secured for any particular action, the FOSC is required to follow the emergency consultation process.</p>
5	Develop a 1-2 page QRG for U.S. Endangered Species Act Section 7 Post-Response Procedures.	<p>The CGNRP recommends developing a 1-2 page QRG for incorporation into the ACP as a stand-alone appendix. The QRG should provide the FOSC a basic process for conducting Post-Response consultations with the Services pursuant to 50 CFR § 402.14. This consultation is carried out following the conclusion of emergency operations and is based on the FOSC’s determination as to whether or not emergency response actions caused (or may have caused) an adverse effect to listed and endangered species and/or critical habitat. The CGNRP recommends using the NRT’s ESA Section 7 Post Response Consultation form on <a href="http://NRT.org">NRT.org</a> as guidance in developing this QRG.</p>

## ENCLOSURE (1)

<b>TABLE OF CGNRP RECOMMENDATIONS FOR SECTOR MARYLAND-NATIONAL CAPITAL REGION</b>		
<b>Maryland-National Capital Region Area Contingency Plan</b>		
<b>NUMBER</b>	<b>RECOMMENDATIONS</b>	<b>COMMENTS</b>
<b>6</b>	Incorporate a comprehensive list of federally listed endangered or threatened species and critical habitats that may be encountered within AOR.	The CGNRP recommends a single comprehensive list be incorporated into the plan. The Panel recommends Area Committees coordinate regularly with the U.S. Fish and Wildlife Service and National Marine Fisheries Service to obtain the most recent lists of endangered or threatened species and critical habitats as part of the annual ACP update. The Panel recommends listing the appropriate agency for consultation (USFWS or NOAA/NMFS) for each federally-listed species to facilitate rapid emergency consultation. The Panel also recommends noting if there is designated critical habitat associated with particular ESA-listed species. If the Services are not represented on the Area Committee, DOI or NOAA representatives on the committee may be able to facilitate communication. A current, comprehensive list will maximize FOSC and responder awareness and better facilitate long-term visibility and tracking. This list should be dated to reflect how recently this data has been revised. The Panel identified the list of threatened and endangered species referenced in Section 10300 of the Southwest Louisiana ACP (Annex 29a of the RRT-6 RCP) as a best practice.
<b>7</b>	Consolidate the description of Geographic Response Strategies (GRS) in the base plan and provide a hyperlink to the GRS platform.	The Panel noted the description of the GRS was fragmented throughout the base plan and recommends consolidating an overview of the GRS into one section. The panel could not find a link to the GRS platform and recommends including it in this new GRS overview section to improve document navigation.
<b>8</b>	In accordance with reference (b), GRS should be appropriately validated and correspondingly documented.	The CGNRP strongly recommends that the Area Committee develop a GRS validation strategy. This validation strategy should be commensurate with risk and uncertainties as determined by the Area Committee. As per reference (b), validation levels are scalar in nature and should be discussed among subject matter experts within the Area Committee. If not already in place, it is highly recommended that a standing GRS sub-committee or workgroup be established to facilitate this process. This GRS sub-committee can assist the FOSC in meeting their obligation to validate all GRS within the AOR. The GRS validation status and strategy should be addressed in a stand-alone appendix to the ACP.
<b>9</b>	Update annex titles/numbering and table of contents.	The Panel identified inconsistencies in the labeling and numbering scheme for the annexes and recommends correcting these prior to the next annual update. The Panel also recommends adding the annexes to the table of contents in the base plan for easier navigation.
<b>10</b>	Remove text that restates regulation, policy, and doctrine found elsewhere.	The Panel recommends removing excessive text that provides legal or regulatory definitions or restates doctrine when references exist elsewhere. Where possible, incorporate such information by reference. Use of hyperlinks or in-text citations is strongly encouraged to reduce the overall size of ACPs and promote operational usability.
<b>11</b>	Combine plan sections into a single document and optimize to reduce file size.	The CGNRP recommends consolidating the plan into one document. This makes the plan easier to navigate and assists in maintaining version control as the plan is updated. To improve access and usability in the field, the CGNRP recommends reducing the resolution of maps and images contained in the plan and compressing the files while ensuring the text remains searchable.

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## 1000 Introduction

Multi-agency (i.e. governmental entities, nongovernmental organizations, industry, and the general public) and multi-discipline responses are the norm in today's environment. The ability of responders to operate within multi-agency response organizations (in particular unified and single incident command structures) is absolutely essential to minimizing loss of life, property and irrevocable damage to the environment.

Sector Maryland-NCR, the Maryland Department of the Environment, and other members of the Maryland-National Capital Region Area Committee pursue an "all-risks, all hazards" approach to emergency response planning. Members of the area committee have worked together to craft this document based on guidance from the National and Regional Response Teams and the National Response Plan.

The original mandate for an Area Contingency Plan (ACP) came about from an amendment to the Clean Water Act to strengthen pre-planning and provide for a well-coordinated response effort. The ACP defines the basis from which response operations will be conducted in response to hazardous substances, oil, and pollutants or contaminants.

The ACP has taken on even greater importance following the events of September 11, 2001. Historically, the users of this ACP have been confronted with incidents that were caused by nature (i.e. hurricane) or from the unintentional actions of individuals (i.e. grounding a vessel). In today's environment where domestic, as well as international terrorism is a greater reality, the intentional release of a hazardous substance, oil, biological agent or radiation poses unique challenges to those who respond. Unified Commanders may have to simultaneously manage protecting public health, safety, and the environment in conjunction with an ongoing and pervasive law enforcement operation.

As well as the environmental considerations, the economic and political ramifications of a significant oil or hazardous substance release within the Port of Baltimore and the National Capital Region, i.e. Washington D.C. and surrounding communities requires strong partnerships among federal, state and local governments and industry to prevent, and, if necessary, respond to incidents threatening the region.

The ACP is a blueprint that is designed to ensure that the initial actions taken in response to hazardous substance releases, oil spills, radiological, or biological incidents within the maritime environment are effectively managed from the start; however, incidents, like fingerprints, are never identical and once initial actions have been taken, Unified or Incident Commands will be required to properly assess the situation(s) at hand and tailor their strategies and tactics to match the reality of the situation.

The ACP, while specifically tailored to meet the requirements and intent of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), is aligned with the National Response Plan (NRP), and built around the core principles of the National Incident Management System (NIMS).

## 1001 How to Use This Area Contingency Plan

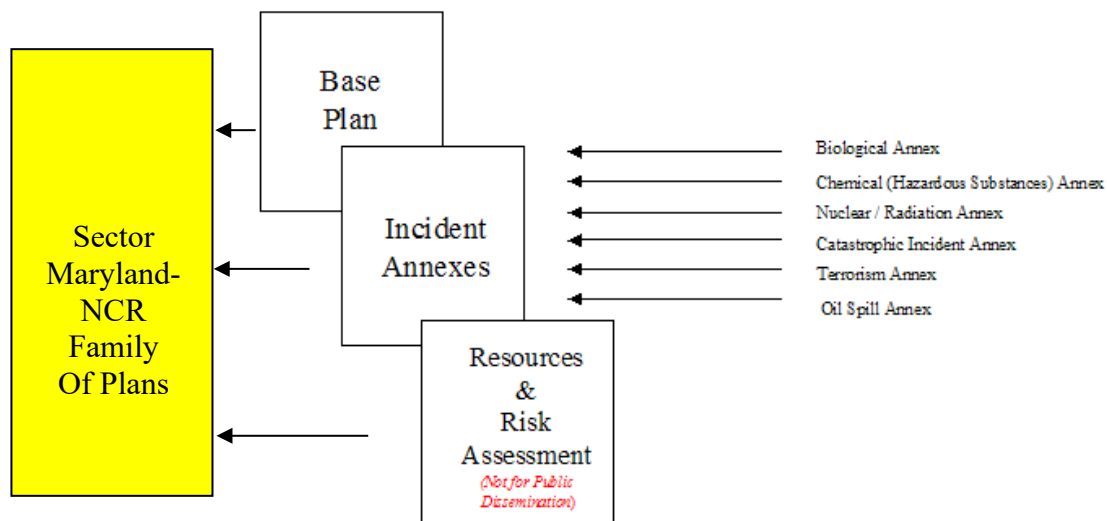
The Maryland-National Capital Region Area Contingency Plan follows the blueprint established by the National Response Plan. The base plan is designed to be used for every contingency covered in the Area Contingency Plan. In the event of a hazardous substance incident, both the Base Plan and the Hazardous Substance Incident Annex should be consulted.

Information contained in the Base Plan and Annexes is built on the foundation of the Incident Command System. For example, if you were the Incident Commander for an incident, you would first consult the Incident Commander section of the Base Plan and then go to the Hazardous Substance Incident annex or plan to see if there are any unique issues that you as the Incident Commander should consider in addition to those listed in the Base Plan.

Appropriate hyperlinks have been inserted to provide responders with sample documents or other information that may be helpful.

Throughout this document, the term Coast Guard Incident Commander is used to describe the Coast Guard Officer that has been delegated the following authorities: Captain of the Port, Federal On-scene Coordinator and Federal Maritime Security Coordinator.

**Figure 1 Area Contingency Plan Layout**



## 1002 Definitions

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

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

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

**AVERAGE MOST PROBABLE DISCHARGE (facilities)** - Means a discharge of the lesser of 50 barrels or 1 percent of the volume of the worst-case discharge.

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

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

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

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

**INCIDENT COMMANDER** – A person of authority that is the person in charge of an ICS Command Structure who has an overall responsibility for managing the incident.

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

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

**MARINE TRANSPORTATION-RELATED FACILITY (MTR facility)** - Means an onshore facility, including piping and any structure used to transfer oil to or from a vessel, subject to

regulation under 33 CFR Part 154 and any deep water port subject to regulation under 33 CFR Part 150.

**MASTER** - The Master or Captain of a merchant vessel is a licensed mariner in ultimate command of the vessel. They are responsible for its safe and efficient operation, including cargo operations, navigation, crew management and ensuring that the vessel complies with local and international laws, as well as company and flag state policies.

**MAXIMUM EXTENT PRACTICABLE (facility)** - Means the planning values derived from the planning criteria used to evaluate the response resources described in the response plan to provide the on-water recovery capability and the shoreline protection and cleanup capability to conduct response activities for a worst case discharge from a facility in adverse weather.

**MAXIMUM EXTENT PRACTICABLE (vessel)** - Means the planning values derived from the planning criteria used to evaluate the response resources described in the response plan to provide the on-water recovery capability and the shoreline protection and cleanup capability to conduct response activities for a worst case discharge from a facility in adverse weather.

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

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

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

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

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

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

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

Group II - Specific gravity less than .85 (e.g. gasoline, kerosene, Nigerian Light Crude).

Group III - Specific gravity between .85 and less than .95 (e.g. Arabian and Kuwaiti Crude).

Group IV - Specific gravity between .95 to and including 1.0 (e.g. Bunker C, #6 Fuel Oil).

Group V - Specific gravity greater than 1.0 (e.g. Carbon Black).

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

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

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

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

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

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

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

**WORST CASE DISCHARGE (facilities)** - Means:

For facilities with above ground storage, not less than 75% loss of the entire capacity of all tank(s) at the facility not having secondary containment; plus loss of the entire capacity of any single tank within a second containment system or the combined capacity of the largest group of tanks within the same secondary containment system, whichever is greater; and

For facilities with below-ground, storage supplying oil to or receiving oil from the MTR portion means the cumulative volume of all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge of each pipe is calculated as follows:

The maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipe) plus the total line marine manifold and the non-transportation-related portion of the facility.

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

## **1100 Authority**

This Area Contingency Plan is required by Title IV, Section 4202 of the Oil Pollution Act of 1990 (OPA 90) which amends Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j)) as amended by the Clean Water Act (CWA) of 1977 (33 U.S.C. 1251 et seq) to address the development of a National Planning and Response System.

This ACP is also written in conjunction with the National Oil and Hazardous Substance Pollution Contingency Plan (NCP) (40 CFR 300) and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA, 42 U.S.C. 9601), as Amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA).

As part of this National Planning and Response System, Area Committees were established for each area designated by the president. Qualified personnel from federal, state, and local agencies comprise the Area Committees. Each Area Committee is under the direction of the Federal On-Scene Coordinator (OSC) for the area, is responsible for developing their local Area Contingency Plan (ACP).

Each Area Committee is responsible for working with state and local officials to complete or include in their ACP:

- Identification of pre-planned joint response efforts
- Identification of appropriate procedures for mechanical recovery
- Identification of appropriate procedures for dispersal
- Identification of appropriate procedures for shoreline cleanup
- Identification of environmentally and economically sensitive areas
- Identification of appropriate procedures for protection of sensitive economic and environmental areas
- Identification of appropriate procedures for protection, rescue, and rehabilitation of fisheries and wildlife
- Identification of appropriate procedures to work with state and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices



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- Identification of methods to respond to non-floating oils
- Identification of high-risk hazardous substances (HAZSUB) including radiological materials within the AOR
- Identification of HAZSUB that can be used as Weapons of Mass Destruction (WMD)
- Identify and assess local, state, federal, and industry HAZSUB response capabilities
- Integrate into existing local HAZSUB response agency planning and exercise programs
- Integration of marine firefighting contingency plans
- Integration of marine salvage and lightering guidance
- Integration of endangered species guidance
- Integration essential fish habitat considerations
- Integration of national historic preservation guidance
- Integration of places of refuge guidance

Executive Order 12777 of 22 October 1991, gave the Commandant of the U.S. Coast Guard (through the Secretary of Transportation) for coastal zones<sup>1</sup> and the Administrator of the Environmental Protection Agency for the inland zones, the functions of designating areas, appointing area committee members, determining the information to be included in area contingency plans, and reviewing and approving area contingency plans.

Title IV of the Homeland Security Act, Section 402 transferred functions of the U.S. Coast Guard from the Department of Transportation to the Department of Homeland Security.

The term "coastal zone" is defined in the current NCP (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The Coast Guard has designated as areas, those portions of the Captain of the Port (COTP) zones, which are within the coastal zone, for which area committees will prepare area contingency plans. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

### **1101 Area Covered by ACP**

The ACP of the US Coast Guard (USCG) Sector Maryland-NCR is relevant to areas within the jurisdiction of the Captain of the Port (COTP) Maryland-NCR. The ACP is formatted within a framework consistent with the Incident Command System (ICS). The uniformity of plans developed according to the ICS ensures that the format of the ACP is in common with those across the nation.

### **1102 Federal & State Lead Agencies**

#### **1102.1 Federal**

- Army Corps of Engineers (ACOE)
- Coast Guard (USCG)
- Dept. of Agriculture (DOA)
- Dept. of the Army (DA)
- Dept. of Commerce (NOAA)
- Dept. of Energy (DOE)

- Dept. of Interior (DOI)
- National Park Service (NPS)
- U.S. Fish & Wildlife Service (USFWS)
- Dept. of Justice (DOJ)
- Dept. of Labor (OSHA)
- Environmental Protection Agency (EPA), Region III
- Federal Bureau of Investigation (FBI), Environmental Crimes
- Federal Emergency Management Agency (FEMA)
- Federal Highway Administration (FHA)
- General Services Administration (GSA)

### **1102.2 State/Local**

- Anne Arundel County Fire Department (AACFD)
- Baltimore City Local Emergency Planning Committee (LEPC)
- Baltimore County Fire Department (BCFD)
- Delaware Department of Natural Resources and Environmental Control (DNREC)
- DC Department of the Environment (DDOE)
- District of Columbia Fire Department (DCFD)
- Maryland Department of the Environment (MDE)
- Maryland Department of Natural Response (DNR)
- Maryland Emergency Management Agency (MEMA)
- Maryland Department of Planning (MDP)
- Maryland Port Administration (MPA)

## **1200 Geographic Boundaries**

Overview: The legal description of the Area of Responsibility for Maryland-NCR Captain of the Port (COTP) / Sector Maryland-NCR is defined in 33 CFR 3.25-15.

### **1201 Coastal Zone**

The term “Coastal Zone” is defined in the current NCP (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The U.S. Coast Guard has designated as areas, those portions of the Captain of the Port (COTP) Zones, which are within the Coastal Zone, for which Area Committees will prepare ACPs. The COTP Zones are described in U.S. Coast Guard regulations (33 CFR Part 3).

### **1202 Captain of the Port (COTP) Zone**

Sector Maryland-National Capital Region's office is located in Baltimore, MD. The boundaries of Sector Maryland-National Capital Region's Marine Inspection Zone and Captain of the Port Zone start at a point 38°01'36" N latitude, 75°14'34" W longitude; thence south east to a point 37°19'14" N latitude, 72°13'13" W longitude; thence north west to a point at 38°26'25" N latitude, 74°26'46" W longitude; thence west to the intersection of the Maryland-Delaware boundary and the coast at a point 38°27'03" N latitude, 75°02' 55" W longitude; thence west to a point 38°27'15" N latitude, 75°30'00" W longitude on the Delaware-Maryland boundary; thence proceeding along the

Delaware-Maryland boundary west to a point at 38°27'37" N latitude, 75°41'35" W longitude; thence proceeding north to the Maryland-Delaware-Pennsylvania boundary at a point 39°43'22" N latitude, 75°47'17" W longitude; thence west along the Pennsylvania-Maryland boundary to the Pennsylvania-Maryland-West Virginia boundary at a point 39°43'16" N latitude, 79°28'36" W longitude; thence south and east along the Maryland-West Virginia boundary to the intersection of the Maryland-Virginia-West Virginia boundaries at a point 39°19'17" N latitude, 77°43'08" W longitude; thence southwest along the Loudoun County, VA boundary to the intersection with Fauquier County, VA at a point 39°00'50" N latitude, 77°57'43" W longitude; thence east along the Loudoun County, VA boundary to the intersection with Prince William County, VA boundary at a point 38°56'33" N latitude, 77°39'18" W longitude; thence south along the Prince William and Fauquier County VA boundaries to the intersection of Fauquier, Prince William, and Stafford County, VA at a point 38°33'24" N latitude, 77°31'54" W longitude; thence south east to a point 38°20'30" N latitude, 77°18'14" W longitude; thence south and east along the boundary between the southern bank of the Potomac River and Stafford, King George, Westmoreland, and Northumberland Counties in Virginia to a point 37°53'11" N latitude, 76°14'15" W longitude; thence east along the Maryland-Virginia boundary as it proceeds across the Chesapeake Bay and Delmarva Peninsula to the point of origin at 38°01'36" N latitude, 75°14'34" W longitude.

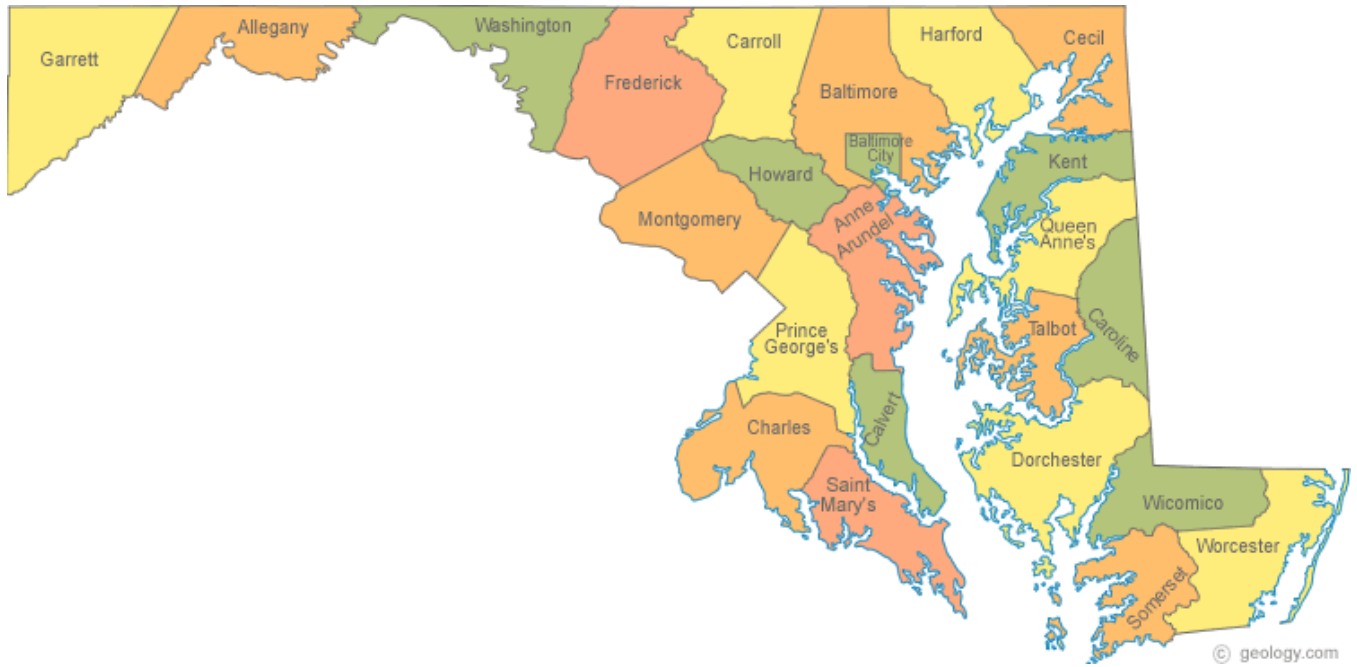
### **1203 Joint Response Policies**

For Maryland see section 1400, The National Response System (NRS).

For DC see section 1400, The National Response System (NRS).

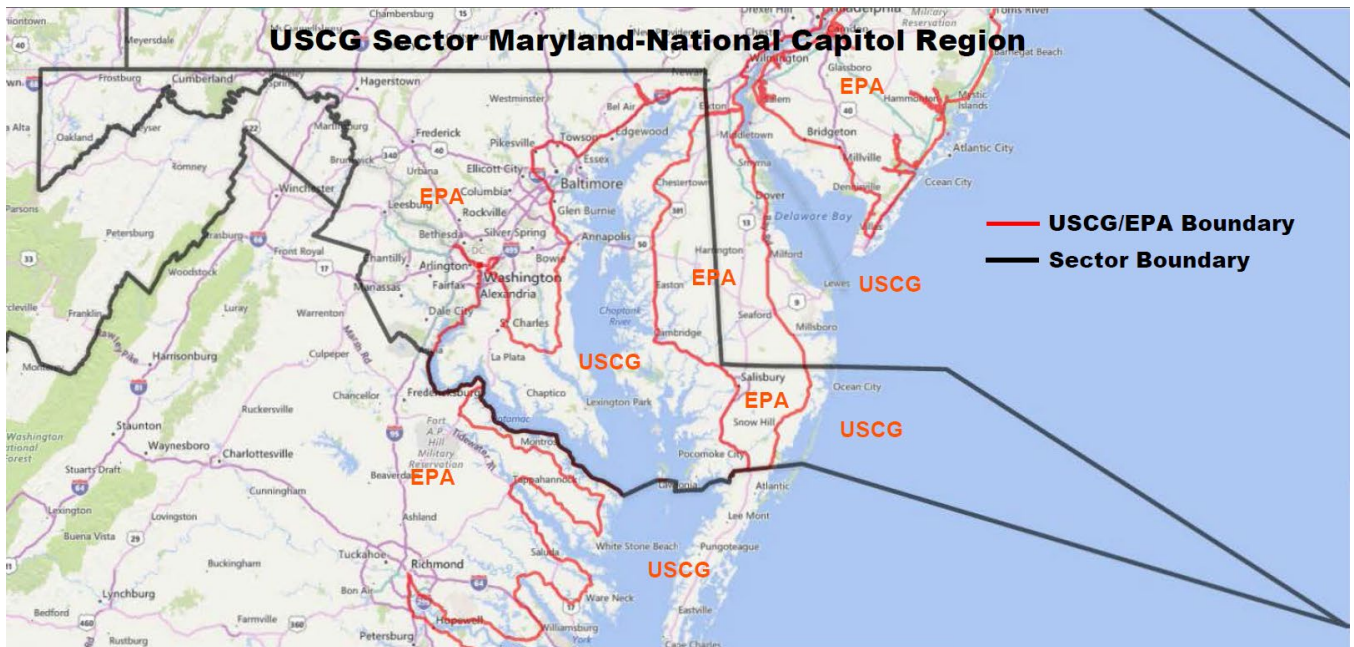
### 1204 County Boundaries

Figure 2 County Boundaries



### 1205 Geographic Area

Figure 3 Sector Maryland-NCR's AOR

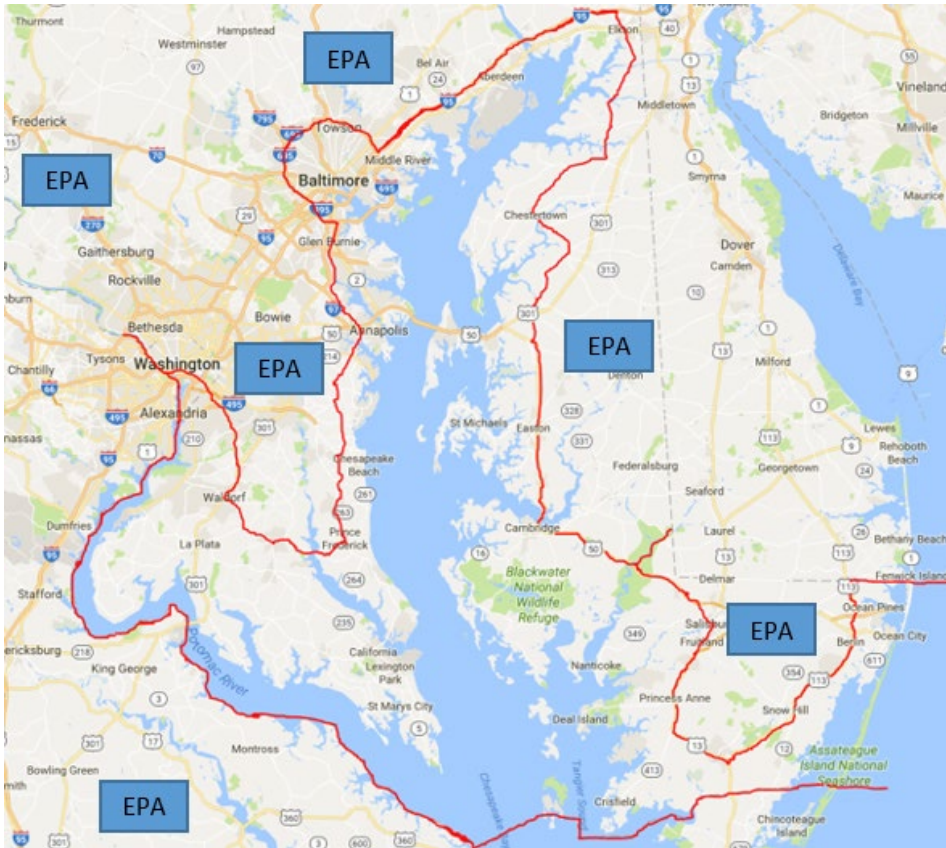


### **1206 Maryland-National Capital Region Area Committee Zone**

The Maryland-NCR Area Committee Zone is that portion of the Maryland-NCR COTP Zone located within the Coastal Zone, as defined by agreement between the U.S. Coast Guard and the EPA. The line separating the Coastal Zone from the Inland Zone runs from the west bank of the Potomac River, where it meets U.S. Interstate 495 (American Legion Bridge); then east along U.S. Interstate 495 to the east bank of the Potomac River; then south along the east bank of the Potomac River to the Arlington Memorial Bridge; then east on the Arlington Memorial Bridge to Independence Avenue; then east on Independence Avenue to 15<sup>th</sup> Street SE; then north on 15<sup>th</sup> Street SE to Bladensburg Road; then north on Bladensburg Road to New York Avenue; then east on New York Avenue to State Highway 50 continuing east on State Highway 50 to U.S. Interstate 295; then south on U.S. Interstate 295 to the Suitland Parkway; then east along the Suitland Parkway to MD State Highway 5; then south along State Highway 5 to State Highway 231; then east along State Highway 231 to State Highway 2; then north along State Highway 2 to State Highway 178; then north along State Highway 178 to State Highway 3; then north along State Highway 3 to U.S. Interstate 695; then west along U.S. Interstate 695 around the city limits of Baltimore to U.S. Interstate 95; then east on Interstate 95 to the west bank of the Susquehanna River; then north along the west bank of the Susquehanna River to the Conowingo Dam; then east along the Conowingo Dam to the East bank of the Susquehanna River; then south along the east bank of the Susquehanna River to U.S. Interstate 95; then east along U.S. Interstate 95 to the MD/DE border; then south along the MD/DE border to the south bank of the Chesapeake & Delaware Canal; then west along the south bank of the Chesapeake & Delaware Canal to MD State Highway 213; then south along State Highway 213 to State Highway 50; then south along State Highway 50 to State Highway 13; then south along State Highway 13 to the VA/MD border; then along the VA/MD border to Smith Point, VA; then northwesterly along the Maryland-Virginia boundary and the District of Columbia-Virginia boundary, as those boundaries are formed along the western bank of the Potomac River to U.S. Interstate 495 (American Legion Bridge). On the Eastern shore, the most southern end of route 13 in Maryland also extends east where route 13 meets route 113 and then north along route 113 to the Delaware border.

All spills originating from the above named highways and inland of the line described above will have EPA as the pre-designated OSC. The Maryland-NCR COTP will be the OSC for all other spills in the Maryland-NCR COTP Zone. In addition, the Maryland-NCR COTP will be the OSC for all spills originating from waterfront facilities within the city limits of Washington, DC, Cambridge, MD, and Salisbury, MD, and all hazardous chemical spills in the Maryland-NCR COTP Zone, which originate from vessels.

**Figure 4 EPA / USCG Boundaries**



### **1207 Maryland-National Capital Region Transboundary Issues**

Not applicable to this AOR.

### **1300 Area Committee**

#### **1301 Purpose**

To pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife.

#### **1302 Organization and Objectives**

The Area Committee is led by the Federal On-Scene Coordinator (FOSC) and the State On-Scene Coordinators (SOSC). Three workgroups are co-chaired by USCG Sector Maryland-NCR personnel and industry/state members. The three workgroups are (1) ACP Review Workgroup, (2) Geographic Response Strategies (GRS) Workgroup, and (3) Exercises Workgroup.

## Maryland-National Capital Region Area Contingency Plan 2021.2

In addition to government agencies, which comprise the committee, oil spill response organizations (OSROs), local industry, environmental groups, and concerned citizens participate in the committee's planning process and play a key role in area preparedness for a significant spill response.

Many member agencies of the Maryland-NCR Area Committee have specific responsibilities during and following weapons of mass destruction (WMDs) incidents or other terrorist acts. No one document or plan can serve as a response guide for a WMD/terrorist incident.

A guide for first responders to an incident involving Weapons of Mass Destruction is provided in Section 7200.

### **1303 Charter Members**

Contact information maintained by Area Committee Coordinator/Office of Emergency Management (Sector Maryland-NCR).

#### **1303.1 Federal**

- Army Corps of Engineers (ACOE)
- Coast Guard (USCG)
- Dept. of Agriculture (DOA)
- Dept. of the Army (DA)
- Dept. of Commerce (NOAA)
- Dept. of Energy (DOE)
- Dept. of Interior (DOI)
- National Park Service (NPS)
- U.S. Fish & Wildlife Service (USFWS)
- Dept. of Justice (DOJ)
- Dept. of Labor (OSHA)
- Environmental Protection Agency (EPA), Region III
- Federal Bureau of Investigation (FBI), Environmental Crimes
- Federal Emergency Management Agency (FEMA)
- Federal Highway Administration (FHA)
- General Services Administration (GSA)

#### **1303.2 State/Local**

- Anne Arundel County Fire Department (AACFD)
- Baltimore City Local Emergency Planning Committee (LEPC)
- Baltimore County Fire Department (BCFD)
- Delaware Department of Natural Resources and Environmental Control (DNREC)
- DC Department of the Environment (DDOE)
- District of Columbia Fire Department (DCFD)
- Maryland Department of the Environment (MDE)

- Maryland Department of Natural Response (DNR)
- Maryland Emergency Management Agency (MEMA)
- Maryland Department of Planning (MDP)
- Maryland Port Administration (MPA)

## **1400 The National Response System (NRS)**

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

### **1401 Brief Description (NRS)**

The NRS supports the responsibilities of the OSC, under the direction of the Federal Water Pollution Control Act's federal removal authority. The OSC 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

This three-tiered response supplies the needed trained personnel, equipment, and scientific support to complete an immediate and effective response to any oil or hazardous substance discharge.

The NRS is designed to support the OSC and facilitate responses to a discharge or threatened discharge of oil or a hazardous substance. The NRS is used for all spills, including a Spill of National Significance (SONS). When appropriate, the NRS is designed to incorporate a unified command and control support mechanism (unified command) consisting of the OSC, the State's Incident Manager, and the Responsible Party's Incident Manager. The unified command structure allows for a coordinated response effort, which takes into account the Federal, State, local and responsible party concerns and interests when implementing the response strategy. A unified command establishes a forum for open, frank discussions on problems that must be addressed by the parties with primary responsibility for oil and hazardous substance discharge removal.

### **1402 Spill of National Significance (SONS): 40 CFR 300.323**

A Spill of National Significance (SONS) is that rare, catastrophic spill event, which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of Federal, State, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the EPA can declare a SONS.



## Maryland-National Capital Region Area Contingency Plan 2021.2

The response to a SONS event must be a coordinated response that integrates the OSC's response organization with the SONS response organization.

If a discharge occurs in the coastal zone and is classified as a substantial threat to the public health or welfare of the United States (40 CFR 300.320 (a)(2)), or the necessary response effort is so complex that it requires extraordinary coordination of Federal, State, Local, and RP resources to contain and clean up the discharge, the Commandant may classify the incident as a Spill of National Significance (SONS) under the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR 300.5).

The NCP describes, in part, the Federal government's responsibility for strategic coordination and support of Federal On-Scene Coordinators (FOSC) when responding to a SONS. To meet these responsibilities, the Coast Guard may establish an Area Command.

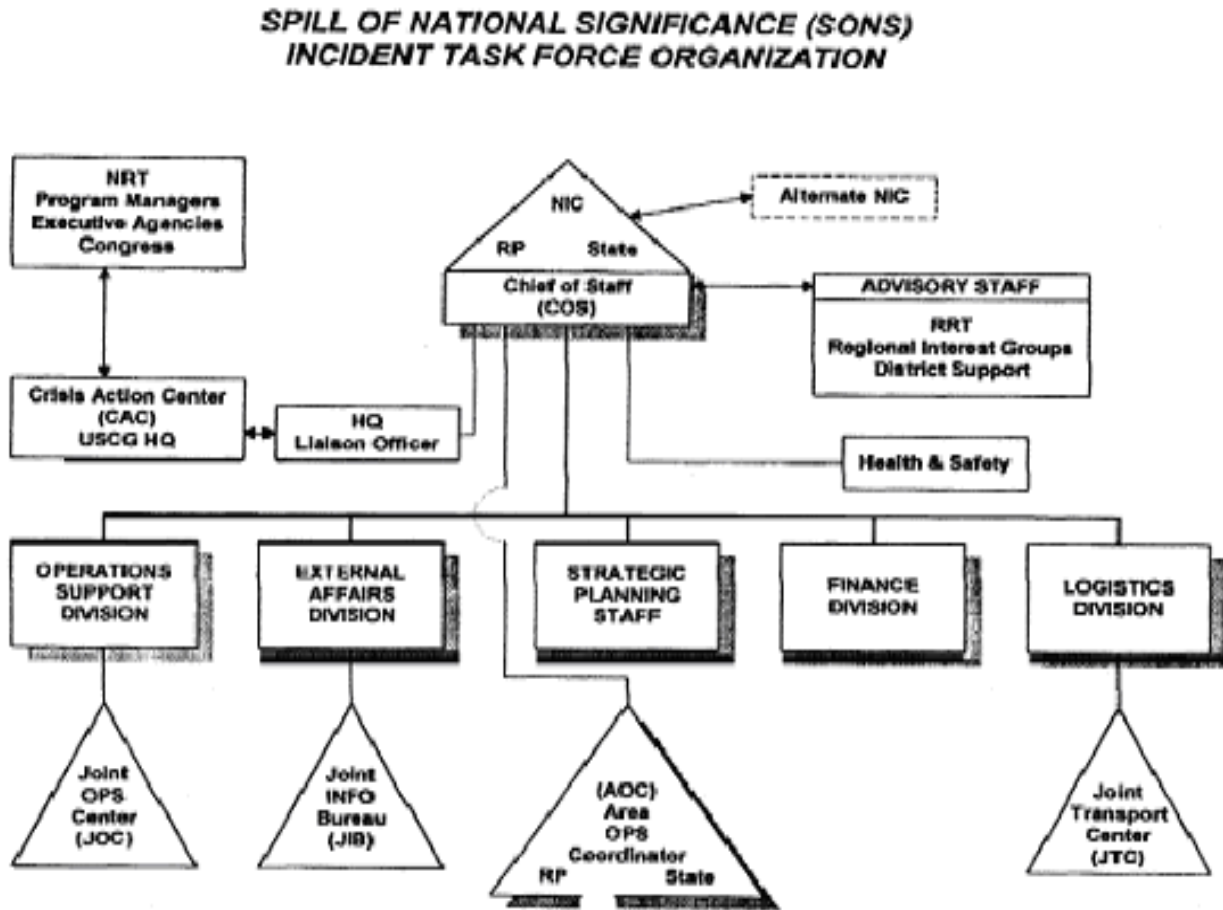
When the Commandant classifies a discharge as a SONS, the Commandant may name a National Incident Management System (NIMS) Area Commander (AC). The NIMS AC will establish an Area Command organization described in Section 1410.2 Pursuant to 40 CFR 300.323, the NIMS AC will assume the role of the FOSC in:

Communicating with affected parties and the public, and  
Providing strategic coordination of Federal, State, Local, and International resources at the national level.

This strategic coordination will involve, as appropriate, the NRT, the RRT, the Governor(s) of the affected state(s), and the mayor(s) or other chief executive(s) of local government(s). In addition, the NIMS AC will coordinate with the senior corporate management of the RP(s).

### 1402.1 SONS Response Structure

Figure 5 SONS Incident Task Force Organization



### 1402.2 SONS Declaration and National Incident Task Force (NITF) Activation

Only the Commandant of the Coast Guard or the Administrator of the EPA is empowered to declare a SONS. A SONS in the Coastal Zone would be the responsibility of the USCG, taking into account environmental risks, weather conditions, response capabilities, and the amount or potential amount of product spilled.

A Coast Guard Area or District Commander may recommend the Commandant declare a SONS for the following reasons:

- Multiple OSC zones/districts/international borders are affected
- A significant impact on or threat to the public health and welfare, wildlife, population, economy and/or property over a broad geographic area
- A protracted period of discharge and/or expected cleanup
- A significant public concern and demand for action by parties associated with the event
- The existence of or the potential for a high level of political and media interest

The NRC will notify the Commandant of a possible SONS incident. If the Commandant declares a SONS, the following actions will occur:

The National Incident Commander (NIC) will be designated  
The NIC will deploy the National Incident Task Force (NITF) Initial Response Team  
Other cognizant departments and agencies will be notified  
All pre-designated NITF personnel will be placed on immediate alert

### **1403 Regional Response Team Structure**

Refer to **40 CFR 300.115**.

Locally, within Sector Maryland-NCR's Area of Responsibility, Regional Response Team III and the Atlantic Strike Team can assist the OSC with incident management. Regional Response Team III's area of responsibility extends from the North Carolina – Virginia border, north to the Pennsylvania – New Jersey / New York State Border and from the Atlantic Ocean, west to the Ohio - West Virginia border.

#### **1403.1 Regional Response Team (RRT) III Structure**

Regional Response Team (RRT) Region III is that cognizant federal component of the National Response System for the states of West Virginia, Maryland, Delaware, the District of Columbia, and the commonwealths of Pennsylvania and Virginia. RRT III is made up of representatives from sixteen Federal departments/agencies and each of the states/commonwealths. It is co-chaired by the Chief of the Removal Branch from the EPA's regional office in Philadelphia, PA and the Chief, Marine Safety Division, of the U.S. Coast Guard's Atlantic Area/Fifth District Office located in Portsmouth, VA. It usually meets three times per year at various locations throughout the region. The applicable RRT for the VA and Coastal MD AC area of responsibility is RRT III.

RRT III is a planning, policy, and coordinating body, which does not respond directly to the scene of a spill or release. It provides assistance and advice as requested by the OSC during an incident. A thorough description of both the National Response System and the responsibilities of RRTs can be found online at.

In addition to the Executive Committee and the Inland Area Committee, RRT III currently has many active work groups.

They are:

- Spill Countermeasures Workgroup
- National Preparedness for Response Exercise Program (PREP) Exercise Workgroup
- Natural Resources Damage Assessment (NRDA) Workgroup
- Communications Workgroup
- RRT Outreach Workgroup
- Regional Contingency Plan (RCP) Rewrite Workgroup, and
- Wildlife Response Workgroup.

These workgroups are concentrating on specific areas of the RRT III goals.

#### **1404 Area Response Management System**

For incidents exceeding the response capabilities of local agencies, an Incident Command System (ICS) Area Command is established. If an Area Command is located within the with the US Coast Guard (USCG) District 5, the USCG District 5 Commander (CCGD5) fills the role of Unified Area Commander (UAC).

Such an organization is beneficial for incidents that exceed the capabilities of a local response, but do not demand national attention. In such cases, Incident Management Teams (IMT) may be called upon to augment the staff of the UAC. The UAC will have overall responsibility for the incident strategic management, including responsibilities related to strategic priorities and the allocation of critical resources. The UAC must ensure that an incident is properly managed, according to agency policy, so that response objectives are met.

#### **1405 Coordination: State/Local Emergency Planning Committees (SEPCs/LERCs)**

As required by the Superfund Amendment and Reauthorization Act (SARA), each of the Local Emergency Planning Committees (LEPCs) within this AOR have created contingency plans for responding to hazardous substance incidents. The fire department is often the lead agency for these incidents, and the person directing countermeasures is known as the Incident Commander. The plans detail response actions and resources for each particular area.

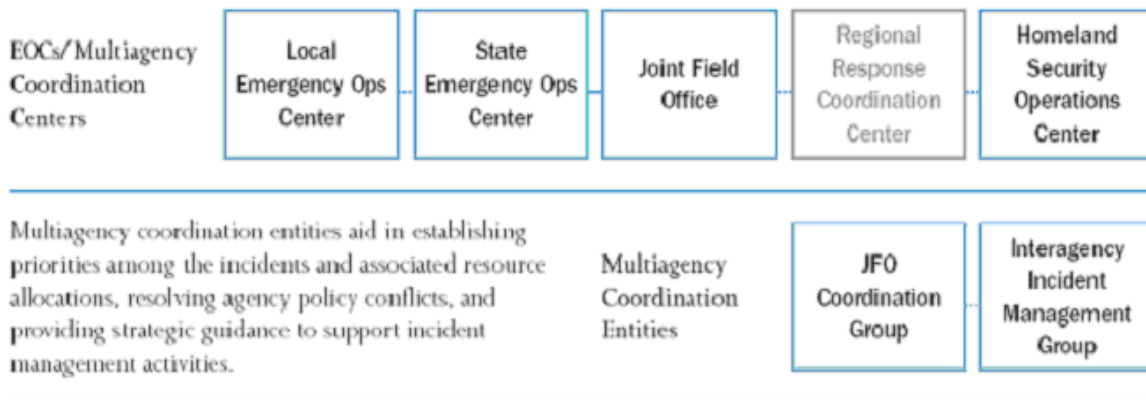
For responses involving SERC, Sector Maryland-NCR IMT assigns a liaison officer to the staff of MEMA.

#### **1406 Multi-Area Contingency Responses**

Reference Appendices Section 9500 MOUs (final numbering TBD)

Refer to 40 CFR 300.140.

**Figure 6 Multi-Agency Coordination Structure**



**1407 Role of Federal Agencies in Area Response**

United States Coast Guard and the Environmental Protection Agency are the On Scene Coordinators. A Memorandum of Understanding signed by the United States Coast Guard and Environmental Protection Agency designates specific jurisdictions.

**1408 Role of State Agencies in Area Response**

The lead state agency responsible for responding to marine spill incidents in Maryland is Maryland Department of the Environment.

The lead state agency responsible for responding to marine spill incidents in Washington D.C. is Washington Department of Energy and the Environment.

The lead state agency responsible for responding to marine spill incidents in Virginia is Virginia Department of Environmental Quality.

**1409 Role of Local Agencies in Area Response**

Any needed Incident Commanders (IC), State On-Scene Coordinators (SOSC), or Federal On-Scene Coordinators (FOSC) will be notified of the establishment of an Area Command and will report to the Unified Area Commander (UAC) upon notification.

In March 2003, the US Department of Homeland Security (DHS) was officially stood up and a number of federal agencies and portions of other departments were merged under this new umbrella organization, including:

- The United States Coast Guard
- The Federal Emergency Management Agency, and
- Portions of the Department of Health and Human Services.

The NRT's membership consists of fifteen federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents. The EPA serves as chair; and the Coast Guard serves as vice-chair of the NRT, except when activated for a specific incident.

The NRT is primarily a national planning, policy, and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC, via the RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

Refer to 40 CFR 300.110.

#### **1410 Responsible Party Role - Area Response Management System**

Under OPA 90, the Responsible Party has primary responsibility for cleanup of a discharge. The response shall be conducted in accordance with their applicable vessel or facility response plan. Section 4201(a) of OPA 90 states that an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the National Contingency Plan and the applicable response plan required. Section 4202 of OPA 90 states that these response plans shall:

Be consistent with the requirements of the National Contingency Plan and Area Contingency Plans.

Identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate Federal official and the persons providing personnel and equipment.

Identify, and ensure by contract or other means approved by the President, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge.

Describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or at the facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent the discharge, or the substantial threat of a discharge.

Be updated periodically; and be resubmitted to approval of each significant change.

Each owner or operator of a tank vessel or facility required by OPA 90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements, are located in 33 CFR Parts 154 and 155, respectively.

As defined in OPA 90, each Responsible Party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters or adjoining shorelines or the Exclusive Economic Zone is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90. Any removal activity undertaken by a Responsible Party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the Area Contingency Plan, and the applicable response plan required by OPA 90. If directed by the OSC at any time during removal activities, the Responsible Party must act accordingly.

Each Responsible Party for a vessel or facility from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980.

The Clean Water Act ("CWA"), the Oil Pollution Act of 1990 ("OPA 90"), and the Comprehensive Environmental Response, Compensation & Liability Act ("CERCLA") apply to U.S.-flag and foreign-flag vessels operating in U.S. waters. OPA 90's and CERCLA's requirements, however, vary based on the tonnage and type of vessel, while the CWA applies to all vessels. For example, under OPA 90 and CERCLA, all vessels are required to meet the reporting and spill response requirements, but only tank vessels and other vessels over 300 gross tons must demonstrate financial responsibility for potential cleanup liability, and only tank vessels must develop response plans.

Refer to the Incident Management Handbook on the [Coast Guard Homeport](#) website. Select the "Missions" tab at the top of the screen and then select "Incident Management and Preparedness" on the left side of the screen.

Refer to the Coast Guard Marine Environmental Response Manual.

Refer to 40 CFR 300.5.

### **1411 Unique State Requirements**

The US Coast Guard (USCG) has adopted the ICS in order to standardize response operations within the field of marine safety. Although a Vessel Response Plan (VRP) or Facility Response Plan (FRP) is required to have a management system compatible with the Area Contingency Plan (ACP), there is no requirement for a VRP or FRP to follow the ICS. For more information related to the ICS, including forms and manuals, refer to the USCG and FEMA resources.

For weapons of mass destruction (WMD) incidents: The responsibilities for response to a WMD incident lie with multiple agencies. RRT Region III and the Maryland-National Capital Region (NCR) Area Committee should be prepared to provide resources under the National Response System (NRS) during a response to a terrorist incident. It is possible that a major public health and environmental incident could be the result, perhaps even the intent, of this type of incident. These agencies may be needed to address critical short-term issues while a larger response infrastructure is developed under the full National Response Plan. Parallel response actions by RRT Region III and the Maryland-NCR Area Committee member agencies may be ongoing under the NRS prior to and during NRP activation.

### **1412 Incident Command System (ICS)**

The Incident Command System (ICS), defined in the National Incident Management System (NIMS), provides a standardized structure for the management of emergency operations. The ICS emergency management structure expands and contracts according to the conditions of an incident. It includes six major sections. The five sections listed below are applicable for most incidents. Each ICS Section Chief contributes to the development of an Incident Action Plan (IAP). For more information, refer to Federal Emergency Management Agency (FEMA) Incident Action Planning Guide.

### **1412.1 Incident Management Handbook**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

Section 2000 Unified Command

Section 3000 Operations Section

Section 4000 Planning Section

Section 5000 Logistics Section

Section 6000 Finance / Administration Section

The preferred incident management tool is to use the Unified Command structure wherever possible to maximize potential for a favorable outcome. The remainder of this section discusses individual roles of key incident management personnel for oil and hazardous materials emergencies.

### **1413 PREP Guidelines for ACP Exercises**

The [PREP](#) was developed to establish a workable exercise program, which meets the intent of OPA 90 for spill preparedness.

In addition, it provided a mechanism for compliance with the exercise requirements, while being economically feasible for the government and oil industry to adopt and sustain. The PREP is a unified federal effort and satisfies the exercise requirements for all federal agencies, which adheres to its guidelines. The PREP represents the minimum guidelines for ensuring adequate response preparedness. [Guidelines](#) for PREP participation became effective January 1, 1994 and with the latest revision in 2016.

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

Area Contingency Plan holders (USCG/EPA) are required to follow PREP guidelines. The NSFCC is responsible for executing the National Response System Pollution Exercise Program (NRSPEP). All Coast Guard participation in exercises will be coordinated with and/or through the NSFCC.

The types of exercises are divided into two categories: internal and external.

The internal exercises are:

- Quarterly qualified individual notification exercises
- Quarterly emergency procedures exercises for vessels and barges
- Annual emergency procedures exercises for facilities (optional)
- Annual spill management team tabletop exercises
- Semi-annual equipment deployment exercises for facility-owned equipment
- Annual equipment deployment exercises for OSRO or CO-OP equipment



All internal exercises are self-evaluated and self-certified.

The external exercises are:

- Area exercises
- Government-initiated unannounced exercises.

The PREP Guidelines outline the frequency and types of exercises plan holders should conduct to meet the exercise requirements of the appropriate response plan regulations and how plan holders can take credit for internal exercises when they respond to an actual incident. At this time, PREP addresses the exercise requirements for oil pollution response only. Regulations for hazardous materials substance releases are currently under development; and once completed, the hazardous substance exercise requirements will be incorporated into PREP.

A list of nationwide PREP exercises for the current four-year cycle is published in the Federal Register.

#### **1414 Incorporating Area Lessons Learned into ACP**

Following each response, an After Action Report will be entered into CPS and discussed at future ACMs.

#### **1415 ACP & Federal Response Plan Relationship**

The OSC periodically shall conduct drills of removal capability (including fish and wildlife response capability), without prior notice, in areas for which ACP's are required to assess the effectiveness of such plans and relevant tank vessel and facility response plans. These drills may include participation by federal, state, and local agencies, the owners and operators of vessels and facilities in the area, and private industry. The National Strike Force Coordination Center (NSFCC) will act as a clearinghouse for these exercises, participating in the development, execution, and evaluation to the fullest extent practicable, with the cognizant program managers of the USCG and EPA. Spill response exercises are a vital part of the preparation and training for actual cleanup operations. Whether on a small or grand scale, these exercises serve to:

- Open lines of communication and establish good working relationships with special forces, state, and local response groups, and other members of the response organization;
- Manifest problems with response schemes and plans to continuously hone response methods;
- Exercise the decision processes of the response organization; and;
- Familiarize personnel with the storage, deployment, and working of pollution response equipment.

#### **1416 ACP & Federal Radiological Response Plan Relationship**

Coordinate response through DOE.

## **1500 State/Local Response System**

### **1501 Federal Agency Policies**

In many cases, local government agencies have interest and can provide valuable expertise in ongoing pollution incidents. Local government involvement should be coordinated through the LEPC, the state RRT, and on-scene representatives. Additional capabilities include, but are not limited to, media/public relations, socio-economic issues, logistics, access, control and evacuation, firefighting, law enforcement, and emergency medical assistance.

### **1502 State Agency Policies**

#### **1502.1 Maryland Response System Description**

All oil and hazardous materials waste enforcement and response activities are under the direction of Maryland Department of the Environment (MDE). Their position is to intermesh with emergency services wherever required during an emergency incident involving hazardous substances. MDE recognizes the senior fire line officer or his or her designee as the Incident Commander (IC) at a hazardous substance or oil discharge incident. The MDE Response Division acts as an additional resource for the IC.

Maryland Toxic Substances Pollution and Oil Pollution, Title 26, Subtitles 8 and 10 states that:

“A person may not cause oil, toxic substances, or any other pollution to enter the water.”

Pollution is defined as:

“Every contamination or alteration of the physical, chemical, or biological properties of any waters of the State, including: change in temperature, taste, color, turbidity, odor, or the discharge or deposit of any organic matter, harmful organism, liquid, gas, solid, radioactive, or other substance into the waters as will render the waters harmful, detrimental, or injurious to public health, safety or welfare, domestic, commercial, industrial, agricultural, recreational, other legitimate beneficial uses, or livestock, wild animals, birds, fish, or other aquatic life.”

MDE is headquartered in Baltimore, Maryland and carries out enforcement of the state’s pollution laws.

The Maryland Emergency Management Agency (MEMA) provides support, resources, etc. to assist MDE during oil and hazardous substance release emergencies.

#### **1502.2 District of Columbia Response System Description**

The Department of Consumer and Regulatory Affairs, Environmental Regulation Administration carries out the enforcement of the District’s pollution laws. The Washington, D.C. Fire Department is fully equipped to handle a hazardous substance release within the District of Columbia. The fire department also has minimal resources for handling discharges of oil onto the water.

The District of Columbia Law 5-188, the Water Pollution Control Act of 1984 prohibits the discharge of any substance, which may alter or interfere with the restoration or maintenance of the chemical, physical, radiological, and biological integrity of the waters or the district, or any dredged spoil, solid waste, incinerator residue, sewage, garbage, sewage sludge, munitions, chemicals, chemical wastes, hazardous wastes, biological materials, radioactive materials, heat, wrecked or discarded equipment, rock, sand, cellar dirt, oil, gasoline, and related petroleum products, and industrial, municipal, and agricultural wastes.

### **1502.3 Virginia Response System Description**

The Virginia Department of Environmental Quality (VDEQ) enforces environmental laws and regulations in the Commonwealth of Virginia. DEQ is the lead state agency for managing the Commonwealth's response to a major oil spill after immediate threats to public safety have been abated; VDEQ is also the lead agency to determine long-term remediation actions for releases of hazardous materials. In the event of a major oil spill, VDEQ will serve as the state on-scene coordinator (SOSC). The SOSC possesses the authority to request assistance from other appropriate state agencies.

The Virginia Department of Emergency Management (VDEM) coordinates disaster response actions of state and federal agencies and provides guidance and assistance to affected local governments. If a threat to human safety exists in pollution cases, VDEM obtains and coordinates requested assistance from local governments. Direction and control of emergency response to an oil or hazardous substance incident is delegated to the local level of government.

According to §62.1-44.5.A of State Water Control Law (Va. Code §62.1-44.2 et seq.), except in compliance with a certificate issued by the Board (VDEQ), it shall be unlawful for any person to: (1) discharge into state waters sewage, industrial wastes, other wastes, or any noxious or deleterious substances; or (2) otherwise alter the physical, chemical or biological properties of state waters and make them detrimental to the public health, or to animal or aquatic life, or to the uses of such waters for domestic or industrial consumption, or for recreation, or for other uses.

### **1502.4 Delaware Response System Description**

The Department of Natural Resources and Environmental Control, Division of Environmental Control, maintains listings of commercially available resources in Delaware. The department will provide response assistance on oil and hazardous materials incidents, public health exposures, and information and advice concerning local habitat, wildlife and fisheries. The department is also responsible for enforcement of the state's pollution laws. The Delaware Department of Natural Resources & Environmental Control, headquartered in Dover, Delaware carries out enforcement of the state's pollution laws.

The Delaware Pollution Control Act of 1949, Title 7, Delaware Code, Chapters 60-64 states general water quality criteria are as follows:

“The waters shall not contain substances attributable to municipal, industrial, agricultural, or other discharges in concentrations or amounts sufficient to be adverse of harmful to water uses to be protected, or to a human, animal, aquatic and wildlife. The waters shall be free from unsightly and malodorous nuisances due to floating solids or sludge deposits, debris, oil and scum.”

### **1503 Local Agency Policies**

Local agencies will be dispatched IAW their first responder policies.

## **1600 National Policy and Doctrine**

### **1601 National Level Guiding Response Doctrine**

All responses will be governed by the National Contingency Plan (NCP), 40 CFR 300.

### **1602 Regional Level Guiding Response Doctrine**

All responses will be governed by the Regional Contingency Plan (RCP).

### **1603 Area Level Guiding Response Doctrine**

All responses will be governed by the Area Contingency Plan (ACP), edited annually.

### **1604 Public vs. Private Resource Utilization**

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

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

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

**1605 Best Response Concept**

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

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

**Figure 7 Best Practices – Part 1**

<b><u>Human Health</u></b>	<b><u>Public Communication</u></b>
No public injuries No worker injuries	Positive media coverage Positive public perception
<b><u>Natural Environment</u></b>	<b><u>Stakeholders Support</u></b>
Source of discharge minimized Source contained Sensitive areas protected Resource damage minimized	Minimize stake holder impact Stakeholders well informed Positive meetings Prompt Handling of claims
<b><u>Economy</u></b>	<b><u>Organization</u></b>
Economic impact minimized	Standard Response Mgmt System Sufficient/Efficient resources

When conducting an oil spill response, ICs and their Command and General Staffs should always consider the “Best Response” concept while managing operational and support/coordination functions.

**Figure 8 Best Practices – Part 2**

<u>Operational</u>	<u>Support/Coordination</u>
Search and Rescue	Public Information
Fire Fighting	Assisting and Cooperating Agencies
Salvage and Lightering Protection	Environmental
Shoreline recovery	Economic
On-Water recovery	Political
Dispersants	Claims
Assessment	Natural Resource Damage
In-Situ Burning	Investigations
Wildlife	Safety
Disposal	Command Post Needs
Hazardous Substance	

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

### **1606 Cleanup Assessment Protocol (How Clean is Clean?)**

Section 300.145 of the National Contingency Plan provides for the establishment of special teams to assist the FOSC in developing a Cleanup Assessment Protocol (a.k.a. determine “how clean is clean”).

The primary advisor to the FOSC in the “coastal zone” is the NOAA Scientific Support Coordinator (SSC). The NOAA SSC has access to a network of environmental experts, who can provide scientific analyses of the fate of the discharge and its short-term/long term effect of the discharge upon the environment.

During noteworthy incidents, such as the Exxon Valdez and the Morris J. Berman spills, formal protocols were developed for determining “how clean is clean”. In most cases, cleanup is considered complete when there is no longer any free-floating oil or significant soil contamination. Therefore, no formal protocol needs to be declared by the FOSC when making such a determination. In other words, the final determination shall be made by the FOSC during responses to oil or hazardous substance discharges.

#### **1606.1 Disposition of Damaged Vessel**

Once the oil/hazardous substance threat from a damaged vessel has been mitigated, response efforts shall normally cease unless the RP assumes all control over salvage and recovery efforts. The FOSC shall continue to monitor clean-up efforts.

#### **1606.2 FOSC Responsibility**

At the initial UC meeting, clean-up assessment protocols will be determined by all UC members. Once these protocols have been met, the response shall normally stand-down, even if the RP desires to continue response efforts. The RP is free to continue unilateral action in conjunction

with Natural Resource Trustees and shall continue to make reports to the FOSC/Area Committee regarding their progress.

### **1607 Dispersant Pre-Approval/Monitoring/Decision Protocol**

Consult with the NOAA Scientific Support Coordinator and the Regional Response Team (RRT III) before recommending use of dispersants and cleaning agents as a response strategy.

### **1608 In-situ Burn Approval/Monitoring/Decision Protocol**

The use of in-situ burning, as an alternative response action, is not normally authorized. Consult with the NOAA Scientific Support Coordinator and the Regional Response Team (RRT III) for further guidance.

### **1609 Bioremediation Approval/Monitoring/Decision Protocol**

The use of bioremediation or biodegradation, as an alternative response action, is not normally authorized. Consult with the NOAA Scientific Support Coordinator and the Regional Response Team (RRT III) for further guidance.

## **1610 Fish & Wildlife Acts**

### **1610.1 Fish and Wildlife Act**

The US Department of the Interior (DOI) has trustee responsibility for migratory birds under the Migratory Bird Treaty Act (MBTA) and for threatened and endangered species under the Endangered Species Act (ESA). The DOI and the US Department of Commerce (DOC) share trustee responsibility for anadromous fish under the Anadromous Fish Conservation Act (AFCA). As delegated under the DOI, it is the responsibility of the US Fish and Wildlife Service (FWS), as a manager of trust natural resources, to conserve, enhance, and protect fish, wildlife, and the habitat of such species. This role of the FWS is enhanced and formalized in the Oil Pollution Act (OPA) and the mandated amendments to the Federal Water Pollution Control Act (FWPCA). Specifically, FWS personnel are responsible for the protection of trust natural resources from the threats or injuries that may result from a release of petroleum.

### **1610.2 Migratory Bird Treaty Act**

According to the Migratory Bird Treaty Act (MBTA, 16 USC 7), for threatened and endangered species under the Endangered Species Act (16 USC 1531), it is unlawful to pursue, hunt, kill, capture, possess, buy, sell, purchase, or barter any migratory bird, including the feathers or other parts, nests, eggs, or migratory bird products. Public Law 95-616 also ratified a treaty with the Soviet Union specifying that both nations will take measures to protect identified ecosystems of special importance to migratory birds from pollution, detrimental alterations, and other environmental degradations.

### **1610.3 Marine Mammal Protection Act**

The Marine Mammal Protection Act (16 USC 31) ensures that marine mammals are maintained at, or in some cases restored to, healthy population levels. The Marine Mammal Protection Act established a moratorium on the action or attempt intended to harass, hunt, capture, or kill marine mammals. The importing of marine mammals is also prohibited except for specific regulated and permitted activities such as scientific research, public display, and the incidental take of marine mammals in the course of commercial fishing operations. Under the Marine Mammal Protection Act, jurisdiction over marine mammals is split between the US Fish and Wildlife Service (FWS) and the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration (NOAA). The FWS has jurisdiction over sea otters, polar bears, manatees, dugongs, and walrus. The NOAA has jurisdiction over all other marine mammals.

### **1610.4 Endangered Species Act**

The Endangered Species Act (ESA, 16 USC 35) is intended to conserve and recover species listed as endangered or threatened as well as the ecosystems upon which those species are dependent. An endangered species is in danger of extinction throughout all or a significant portion of its range. A threatened species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened.

### **1610.5 Fish and Wildlife Coordination Act**

The Fish and Wildlife Conservation Act (FWCA, 16 USC 49) requires a consultation with the US Fish and Wildlife Service (FWS) as well as state fish and wildlife agencies for instances in which diversions or other modifications to water bodies are proposed, authorized, permitted, or licensed by a federal agency.

### **1610.6 Bald Eagle Protection Act**

The Bald and Golden Eagle Protection Act (16 USC 5A) prohibits the taking, possession, and commerce of the bald and golden eagle. The US Fish and Wildlife Service (FWS) possesses the lead authority for the role of the Secretary of the Interior within the geographic area of the present Area Contingency Plan (ACP) to prohibit the unauthorized take or possession of the bald or golden eagle.

### **1610.7 National Wildlife Refuge System**

Directives for the administration and management of all areas, both lands and waters, are provided by the in the National Wildlife Refuge System (16 USC 5A). The US Fish and Wildlife Service (FWS) is responsible for ensuring that all uses of these areas are compatible with the purposes for which such areas were established.



### **1610.8 Anadromous Fish Conservation**

The Anadromous Fish Conservation Act (AFCA, 16 USC 9A) authorizes the Secretary of the Interior to enter into cooperative agreements with states and other organizations for the conservation, development, and enhancement of anadromous fish. The AFCA also authorizes the US Fish and Wildlife Service (FWS) to conduct research and make recommendations to the US Environmental Protection Agency (EPA) concerning the elimination or reduction of pollution substances that are detrimental to fish and wildlife in interstate and navigable waters as well as their tributaries.

### **1611 Historic Properties**

The National Historic Preservation Act requires Federal agencies to take into account the effects of response actions on historic properties when responding to spills. As the Federal official designated to coordinate and direct response actions, the Federal OSC is responsible for ensuring historic properties are appropriately considered while planning and during a spill response. Historic properties include any prehistoric or historic district, site, building, structure, or object listed in, or eligible for inclusion in, the National Register of Historic Places (36 CFR Part 60), and/or included in the Maryland Inventory of Historic Properties. The listing of these sites is not included in this plan. Some sites for which the locations are public information, are identified on maps available from Maryland Department of Natural Resources, Geographic Information Systems Division. See Section 4630.2.6 Maryland Mapping Services. While the State Historic Preservation Office (SHPO) shares data with the Maryland Department of Natural Resources Merlin website, this material only includes National Register of Historic Places sites, Easements, and Maryland Inventory of Historic Properties sites. No archaeological sites, either terrestrial or maritime/submerged, are included. The SHPO must be contacted for these data. There are presently 1565 sites in Maryland on the National Register of Historic Places and 55,812 on the Maryland Inventory of Historic Properties. National Register site locations are public information, however, the location of archaeological and some historic sites remain confidential and access to this information is through the Maryland Historical Trust contact staff only. The Maryland Historical Trust is the State Historic Preservation Office for the State of Maryland and must be contacted to determine if any historic sites are located in the area impacted by the spill or by response actions.

Most historic sites are located on land and are not likely to be impacted by spills of oil or hazardous substances. However, numerous historic and prehistoric sites are located near the water in littoral, foreshore, wetland or submerged contexts and can be adversely impacted by containment and recovery operations. Heavy equipment is particularly harmful to archeological sites and the OSC should use other methods of containment and recovery in these areas. Some historic sites are located underwater and may be damaged by an oil or hazardous substance spill. However, even underwater, the sites are more likely to be adversely impacted by containment and recovery operations than the spill itself.

Before conducting containment or recovery operations on a historic site, the OSC should contact the Maryland Historical Trust to determine the sensitivity of the site. The Maryland Historical

Trust may also be able to assist in identifying which containment and recovery techniques are least likely to impact the historic site.

**1612 FOOSC Procedure for Determining When to Activate an Historic Properties Specialist**

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

STEP 2: Determine if Historic Properties need to be considered

Does the spill or release fall into one of the categories listed in Appendix 3?

- Yes
- No

If the answer is “YES,” no other actions regarding historic protection are required.

If the answer is “NO”, proceed to Step 3.

STEP 3: To continue in accordance with the National Programmatic Agreement, activate federal On-Scene Coordinator’s Historic Properties Specialist

See Federal OSC’s list of pre-identified Historic Properties Specialists.

**Spills or Releases Categorically Excluded From Additional National Historic Preservation Act - Section 106 Compliance**

**Table 1 Spills or Releases Categorically Excluded From Additional National Historic Preservation Act**

<p>Spills/releases onto (which stay on):</p> <ul style="list-style-type: none"> <li>• Gravel pads</li> <li>• Roads (gravel or paved, not including the undeveloped right-of-way)</li> <li>• Parking areas (graded or paved)</li> <li>• Dock staging areas less than 50 years old</li> <li>• Gravel causeways</li> <li>• Artificial gravel islands</li> <li>• Drilling mats, pads, and/or berms</li> <li>• Airport runways (improved gravel strips and/or paved runways)</li> </ul>
<p>Spills/releases into (that stay in):</p> <ul style="list-style-type: none"> <li>• Lined pits; <i>e.g.</i>, drilling mud pits and reserve pits</li> <li>• Water bodies where the release/spill:             <ol style="list-style-type: none"> <li>1) will not reach land or submerged land; and</li> <li>2) will not include emergency response activities with land or submerged land-disturbing components</li> </ol> </li> <li>• Borrow pits</li> <li>• Concrete containment areas</li> </ul>
<p>Spills/releases of:</p> <ul style="list-style-type: none"> <li>• Gases (<i>e.g.</i>, chlorine gas)</li> </ul>

### **1613 Alternative Response Technology Evaluation System (ARTES)**

Alternative Response Technologies may prove to be more effective than traditional response technologies in dealing with responses to environmental incidents. A tool for evaluating these technologies is called the Alternative Response Technology Evaluation System (ARTES).

Below is an excerpt from [Regional Response Team, Region III's website](#) which has additional information on the tool:

“Optional response technologies are evaluated using the Alternative Response Tool Evaluation System (ARTES). ARTES is designed to provide On-Scene Coordinators (OSC) with a method for evaluating optional response countermeasures in advance or during an oil or chemical spill. An OSC may use the ARTES for evaluating proposed conventional but unfamiliar countermeasures as well, such as alternative sorbents. RRT III encourages ARTES use during preparedness.

The OSC can use the ARTES as a means to rapidly evaluate unfamiliar products on an incident-specific basis. During a spill, OSCs can be approached by vendors, responsible party representatives, Special Teams personnel, or members of their staff requesting that an optional cleanup countermeasure be considered. This optional countermeasure could be another viable "tool" for the OSC to use during a spill. The ARTES provides an evaluation program that will help the OSC and Regional Response Team (RRT) decide whether to use such less familiar cleanup tools.

The ARTES evaluates a response tool on its technical merits and not economic factors...”

The ARTES process requires the FOSC to submit a formal request to RRT III's Spill Countermeasures Workgroup for evaluation of an alternative response technologies proposal. An Alternative Response Technologies Team, comprised of members of the workgroup, will utilize the following evaluation tools in making its final determination on whether the proposed technology is acceptable and will meet the workgroup's goals:

- Operational Needs Survey
- Proposal Worksheet
- Data Evaluation Worksheet
- Evaluation Summary Worksheet 1

ARTES can be found on the Internet at [ARTES](#).

### **1614 Specialized Monitoring of Applied Response Technology (SMART)**

SMART establishes a monitoring system for rapid collection and reporting of real-time, scientifically based information, in order to assist the Unified Command with decision-making during in situ burning or dispersant operations. SMART recommends monitoring methods, equipment, personnel training, and command and control procedures that strike a balance between the operational demand for rapid response and the Unified Command's need for feedback from the field in order to make informed decisions.

SMART is not limited to oil spills. It can be adapted to hazardous substance responses where particulate air emission should be monitored, and to hydrocarbon-based chemical spills into fresh or marine water.

For more information about the SMART system, please visit: [SMART website](#).

### **1615 Vessel Removal for Environmental Protection**

To carry out his/her responsibilities, the COTP has the authority, under 14 USC 88 (b), to render aid and save life and property in the event of a marine-related emergency (including fire), within the capability of available Coast Guard resources. In addition, the COTP has been delegated authority under the Ports and Waterways Act (33 USC 1223-1225) to direct the anchoring, mooring, or movement of a vessel; to specify times of vessel entry, movement, or departure to, from, or through ports, harbors, or other waters; to restrict vessels operation in hazardous conditions to vessels which have particular operating characteristics or capabilities; or to 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.

Additionally, under the Clean Water Act, the Coast Guard COTP, as the pre-designated On Scene Coordinator for pollution discharge response and removal, may coordinate and direct all public and private efforts directed at removal or elimination of imminent and substantial threats to the environment. Among the actions that may be taken, are the immediate removal and disposal of vessels, structures, and/or floating debris. The Intervention on the High Seas Act (33 USC 1471) extends the Coast Guard's authority to take similar preemptive or corrective action onto the high seas (i.e., beyond the 12-mile territorial sea).

Specifically, it authorizes the Commandant of the Coast Guard to take such measures on the high seas as may be necessary to prevent, mitigate, or eliminate grave and imminent danger to the coastline or related interests from pollution or threat of pollution of the sea by oil, following a maritime casualty or acts related to such a casualty which may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant. The COTP, through the District Commander, should relay any recommendation to take such action to Commandant. Policy for this recommendation is located in the Marine Environmental Response Manual COMDTINST16000.14A Appendix K.

## **2000 Command**

### **2100 Unified Command**

The Unified Command (UC) structure aggregates the Incident Command (IC) of all engaged organizations to enable the cooperative coordination of an effective integrated response. Within a UC, each representative must possess a statutory authority or legal obligation to conduct response actions. Additionally, each government representative must also possess jurisdictional authority within the affected area. Each UC participant contributes to decisions and planning while also performing the duties associated with their role or jurisdiction. The UC is responsible for overall management of an incident. The UC directs incident activities including the development and implementation of incident priorities and objectives. The UC also approves the order and release of resources, and members of a UC may also include representatives from other public or private organizations that are able to provide substantial support.

#### **2101 Managing Incidents - Unified Command**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

Refer to the Coast Guard Marine Environmental Response Manual.

#### **2102 Filling Unified Command Positions**

The Unified Command (UC) for the Area of Responsibility (AOR) of the US Coast Guard (USCG) Sector Maryland-NCR typically consists of, but is not limited to, representatives of the USCG, the Maryland Emergency Management Agency (MEMA), Maryland Department of the Environment (MDE) the Responsible Party (RP), and any county emergency managers or representatives from other federal or state agencies with interests in the incident or substantial support resources.

#### **2103 Response Personnel Designations**

ICS trained and experienced personnel are identified for all potential positions needed to respond to AMPD, MMPD, and WCD. The NIMS/ICS structure shall be used for all response efforts. All agencies assigning personnel to an incident are expected to provide personnel with the appropriate training and qualification to fill their assigned roles. If appropriate qualified personnel are unavailable for the incident level, agencies shall report that information to the Regional Response Team (RRT) for sourcing from national level Incident Management Assistance Teams.

All partner agencies are expected to maintain a list or watch quarter station bill of qualified response personnel suitable for assignment on a continual basis. To the greatest extent possible position should be filled with appropriately qualified, pre-identified people.

### **2104 Area ICS Command & General Staff**

UC should consist of FOSC, State Representatives, and RP. RPs should provide public affairs PIOs.

### **2105 Available Job Aids for UC Positions**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

### **2106 Federal Representative**

- 1) The OSC is the pre-designated Federal official responsible for ensuring immediate and effective response to a discharge or threatened discharge of oil or a hazardous substance, except when terrorism or criminal activity has occurred or is suspected. The U.S. Coast Guard designates OSCs for the U.S. Coastal Zones, while the EPA designates OSCs for the U.S. Inland Zones, as delineated by 40 CFR 300.
- 2) The first Federal official affiliated with an NRT member agency to arrive at the scene of a discharge, should coordinate activities under the NCP and is authorized to initiate, in consultation with the OSC, any necessary actions normally carried out by the OSC until the arrival of the pre-designated OSC. This official may initiate Federal Fund-financed actions, but only as authorized by the OSC.
- 3) Where appropriate, the OSC shall establish a UC consisting of the FOSC, the SOSC, and the RP Incident Manager. The OSC is responsible for assigning individuals from within the response community (federal, state, local or private), as necessary, to fill the designated positions in the Incident Command System / Unified Command Structure; a single individual may fill several of the designated positions. These assignments will be based on the nature of the spill and the need for extensive manning.
- 4) Responsibilities of the OSC can be found in 40 CFR 300.120.

### **2107 State Representative**

The State OSC is responsible to ensure all pertinent resource, cultural, archaeological, environmental, and economic issues are discussed and decisions within the UC are based on sound, state specific information. This individual must be empowered to make timely decisions with minimal internal agency consultation. However, technical specialists will be utilized to ensure sound decisions in the event of limited expertise.

The State Representatives for this Area Committee are:

- MDE & DNR
- DOEE (DC)
- VA DEQ

## **2108 Responsible Party (RP) Representative**

Refer to the Incident Management Handbook on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

Refer to the Coast Guard Marine Environmental Response Manual.

Refer to 40 CFR 300.5.

## **2109 Guidance for Setting Response Objectives**

The Unified Command will agree upon response objectives early in the response (4-24 Hours).

### **2109.1 Job-Aids**

Refer to the Incident Management Handbook Chapters 4 & 20 on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

### **2109.2 General Response Priorities (NCP)**

The Unified Command will agree upon response priorities early in the response (4-24 Hours). Refer to Chapter 15 of the Incident Management Handbook for a list of recommended priorities.

Reference 40 CFR 300. The general response priorities of the NCP shall include:

Notification. Assessment. Containment. Countermeasures. Cleanup. Disposal. Documentation and Cost Recovery.

### **2109.3 Objectives**

#### ***2109.3.1 0-4 Hours***

- Confirm spill.
- Secure spill source.
- Evaluate the extent of incident.
- Dispatch resources to scene.
- FOSC Representative reports to site.
- Conduct notification of all concerned local, county, state, and federal agencies.
- Mobilize cleanup contractor as possible.
- Section Chiefs will organize their section's objectives as detailed in the Incident Management Handbook.

#### ***2109.3.2 4-24 Hours***

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- Continue gathering information on the extent of the spill.
- Implement ICS/UCS.
- Begin relocation of Incident Command functions from Incident Command Post at scene to a suitable Unified Command Post (when identified).
- Command and General Staffs meet and develop initial response strategies and objectives.
- Unified Commanders meet to establish relationships, develop overall response objectives, identify funding methods, and confirm media relations approach.
- Liaison officer will initiate contact with local municipalities, opening dialogue and establishing a communication conduit.
- Safety Officer will develop first draft of the Site Specific Safety and Health Plan, by coordinating with contractor and government plans.
- Information Officer will prepare first press release, establish Joint Public Information Center, and organize first media briefing.
- Section Chiefs will organize their section's objectives as detailed in the Incident Management Handbook.

### *2109.3.3 24-48 Hours*

- Transit from immediate operations driven response posture to a pre-planned operations response posture. By the second day, all concerned should appreciate a good understanding of the extent of the spill and overall objectives.
- Expand ICS/UCS as necessary.
- Command and General Staffs implement daily meeting cycles to ensure information flow. As a minimum, these meetings should include:
  - 1) Situation Briefing detailing projected daily operational period achievements and shortfalls, and projected shifts in planning to accommodate such shortfalls. (These briefings are informative in nature and not intended as decision meeting.)
  - 2) Tactical meetings create the blueprint for tactical deployment during the next operational period. In preparation, Section Chiefs take the information outlined in situation briefings and assess work progress against incident objectives. The Section Chiefs then jointly develop primary and alternative strategies for meeting these objectives, to be considered at the next planning meeting.
  - 3) Planning meetings develop incident objectives, strategies, and tactics, as well as, identify resource needs for next operational period. Immediately following these meetings, attendees prepare their assigned components for the Incident Action Plan (IAP) for the approval of the UC.
  - 4) Operations Briefings convey the IAP to the oncoming shift.
- Liaison Officer will maintain contact with affected municipalities ensuring their needs and concerns are passed to Unified Commanders.
- Safety Officer refines the Site Specific Safety and Health Plan ensuring that all personnel are appropriately briefed.
- Information Officer continues media liaison activities and preparing press releases.



- Section Chiefs will organize their section's objectives as detailed in the Incident Management Handbook.

## **2200 Safety**

### **2201 On-Site Hazard Categorization & Prioritization**

Refer to the Incident Management Handbook (IMH) and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

In addition to the description in the IMH, the Safety Officer should collaborate with public health experts to establish protocols and engage “public health champions” to encourage prioritization of public health in spill response at the national level. The protection of community health and well-being in response priorities and integrating relevant community health and well-being values in preparedness and mitigation efforts are a must. An ICS objective on community health and well-being should be included in response efforts. Operational guidance should be developed for accessing other response frameworks’ Emergency Support Functions (ESFs) relevant to community health. Net benefit analysis should be utilized to evaluate all available response options and pre-authorizing response tools, such as dispersants, to streamline decision making related to community health and well-being. Frameworks and models for incorporating community health and well-being into response exist for other hazards (e.g., infectious disease outbreaks, severe weather, and nuclear emergencies). These could serve as useful starting models for spill response. ASPR’s Technical Assistance Center could help facilitate reciprocal communication during smaller events and improve oil spill response science. Adapting the U.S. Department of Homeland Security’s use of science and technology advisory groups (which include public health) could help institutionalize resources and link them to incident command during a response.

### **2202 Site Safety Plan Development**

Any on-site hazards will be operationally evaluated and prioritized utilizing the National Response Priorities set forth in 40 CFR 300.317.

Refer to the Incident Management Handbook on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

The Site Safety Plan must meet the requirements of 29 CFR 1910.1200 and 40 CFR 300.150.

At a minimum, the plan should include health and safety hazard analysis for each site, task or operation with a comprehensive operations work plan. This should address personnel training requirements, personal protective equipment selection criteria, and confined space entry procedures. In addition, it should detail an air monitoring plan, site control measures, and the format for pre-entry and pre-operations briefings.

The site safety plan will require information from all of the contractors, the RP, the federal and state agencies involved.

An ICS compatible Site Safety Plan Forms and Specific Hazard Attachment may be used to create the Site Safety Plan.

## **2300 Information**

The Public Information Officer (PIO) is responsible for the development and release of information to the media and public. A single PIO is assigned for each incident, including those operating under a Unified Command (UC) and multi-jurisdiction incidents. However, the PIO may request assistants is necessary. In certain cases, UC may also establish a Joint Information Center (JIC) for the coordination of communications with the public. During an incident all media inquiries should be referred to the PIO or the JIC as appropriate. For information related to the Public Information Assist Team (PIAT), refer to the Appendix (APP-PIAT). Additional information

### **2301 Joint Information Center (JIC)**

A Joint Information System (JIS) integrates incident information and public affairs into a cohesive organization designed to provide consistent, coordinated, accurate, accessible, timely, and complete information during crisis or incident operations. The Joint Information Center (JIC) is a central location that facilitates the operation of a JIS. A JIC is a facility, established within or near the location of the Unified Command (UC), where the Public Information Officer (PIO) and staff can coordinate and provide information related to the incident to the public, media, and other agencies. The JIC is normally staffed with representatives designated by the Federal On-Scene Coordinator (FOSC), the State On-Scene Coordinator (SOSC), and the Responsible Party (RP).

#### **2301.1 JIC Organization & Coordination**

During incidents where media activity is expected to be significant, e.g. Incidents of National Significance, medium and major spills, or incidents that occur in areas of economic or environmental importance, the Public Information Officer (PIO) should establish a Joint Information Center (JIC) as soon as practicable. Incidents that occur in Baltimore Harbor and in the National Capital Region would, given the region's significant economic and political importance, necessitate early establishment of a Joint Information Center.

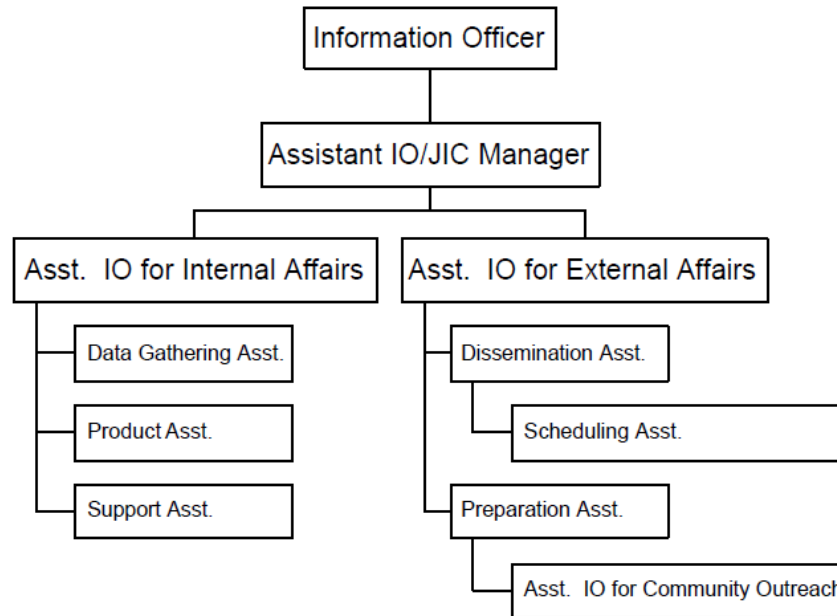
Assistance with establishing a Joint Information Center can be provided by the Coast Guard's Public Information Assist Team, one of the Coast Guard's Special Teams supported by the National Strike Force Coordination Center in Elizabeth City, NC.

## 2301.2 JIC Organization Chart

Figure 9 Large JIC

Large JIC

18 to 36 people should staff this JIC.



## 2301.3 JIC Job-Aid

Refer to the Incident Management Handbook and the JIC Manual Coast Guard ICS Job Aid on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

## 2302 Media Contacts

### 2302.1 Wire Services

Associated Press (410) 837-8315  
E-Mail Address: [feedback@thewire.ap.org](mailto:feedback@thewire.ap.org)  
Web Address: <https://www.ap.org/media-center/>

United Press International – World Headquarters (202) 898-8000  
E-Mail: [webmaster@upi.com](mailto:webmaster@upi.com) or [tips@upi.com](mailto:tips@upi.com)  
Web: <https://www.upi.com/contact.htm>

### 2302.2 Newspapers

Maryland-National Capital Region Area Contingency Plan 2021.2

**2302.2.1 Regional Newspapers – Maryland**

**Annapolis**

The Capital (aka Hometown Annapolis) (410) 268-5000

**Baltimore**

Baltimore Business Journal (410) 576-1161  
Baltimore Chronicle (410) 243-4141  
Baltimore City Paper (410) 523-2300  
Baltimore Sun (410) 332-6000  
Baltimore Times (410) 366-3900  
The Daily Record (410) 752-3849  
East Baltimore Guide (410) 732-6600

**Bel Air**

The Aegis (410) 838-4400

**Berlin**

Ocean Pines Gazette (410) 641-0039

**Cumberland**

Cumberland Times-News (301) 722-4600

**Deale Bay**

Deale Bay Weekly (410) 867-0304

**Dundalk**

Dundalk Eagle (410) 288-6060

**Easton**

The Star Democrat (410) 822-1500

**Elkton**

Cecil Whig (410) 398-3311

**Emmitsburg**

Emmitsburg Dispatch (301) 447-3039

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**Frederick**

Frederick News-Post (301) 662-1177

**Gaithersburg**

Gazette Newspapers (301) 948-3120

**Hagerstown**

The Herald-Mail (301) 733-5134

**Lanham**

The Prince George's Journal (301) 731-8300

**Oakland**

The Republican Newspaper (301) 746-8223

**Ocean City**

Maryland Times-Press (410) 213-9442

**Ocean Pines**

Ocean Pines Gazette (410) 641-0039

**Pocomoke City**

Worcester Co Messenger (410) 957-1700

**Princess Anne**

Princess Anne Somerset Herald (410) 651-1600

**Rockville**

The Montgomery Journal (703) 560-4000

**Salisbury**

The Daily Times (410) 749-7172

**Upper Marlboro**

Prince George's Post (301) 627-0900

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### **Westminster**

Carroll County Times	(410) 848-4400
Community Times	(410) 875-5449

### ***2302.2.2 Regional Newspapers – District of Columbia***

The Beam	(301) 921-2800
Roll Call	(202) 824-6800
The Common Denominator	(202) 635-6397
The Hill	(202) 628-8500
Town Hall	(202) 608-6099
Business Journal	(703) 875-2200
City Paper	(202) 332-2100
Washington Post	(703) 469-2500
Washington Times	(202) 636-3000

### ***2302.2.3 Regional Newspapers – Virginia***

The Connection Newspapers	(703) 917-6444
Falls Church News-Press	(703) 532-3267
Potomac News	(703) 878-8000
Fort McNair/Myer Pentagon	(301) 921-2800
The Journal Newspapers	(703) 560-4000

## **2302.3 Radio Stations**

### ***2302.3.1 Baltimore, MD***

WBAL-AM	1090 AM	(410) 467-9225
WCAO-AM	600 AM	(410) 366-7600
WCBM-AM	680 AM	(410) 922-6680
WERQ-FM	92.3 FM	(410) 332-8200
WIYY-FM	97.9 FM	(410) 889-0098
WJHU-FM	88.1 FM	(410) 235-1660
WLIF-FM	101.9 FM	(410) 296-1019
WNAV-AM	1430 AM	(410) 269-0730
WPOC-FM	93.1 FM	(410) 366-7600
WQSR-FM	102.7 FM	(410) 825-1000
WRBS-FM	95.1 FM	(410) 247-4100
WRNR-FM	103.1 FM	(410) 626-0103
WTMD-FM	89.7 FM	(410) 830-8938
WTTR-AM	1470 AM	(410) 876-1515
WWMX-FM	106.5 FM	(410) 825-1065
WXFB-FM	104.3 FM	(410) 366-7600
WXYV-FM	105.7 FM	(410) 825-5400
WYRE-AM	810 AM	(410) 295-0722
WZBA-FM	100.7 FM	(410) 771-8484

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**2302.3.2 Cambridge, MD**

WCEM-AM	1240AM	(410) 228-4800
WCEM-FM	106.3FM	(410) 228-4800

**2302.3.3 Cumberland, MD**

WDZN-FM	100.1FM	(888) 327-7018
WNTR-AM	1230AM	(301) 759-3600
WROG-FM	102.9FM	(301) 777-5400
WTBO-AM	1450AM	(301) 722-6666

**2302.3.4 Easton, MD**

WCEI-FM	96.7FM	(410) 822-3301
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**2302.3.5 Frederick, MD**

WAFY-FM	103.1FM	(301) 620-7700
WFRE-FM	99.9 FM	(301) 663-4181
WFMD-AM	930 AM	(301) 663-4181

**2302.3.6 Hagerstown, MD - Chambersburg, PA**

WARX-FM	106.9FM	(301) 733-4500
WAYZ-FM	104.7FM	(717) 597-9200
WCHA-AM	800 AM	(888) 237-6449
WEPM-AM	1340 AM	(304) 263-8868
WLTF-FM	97.5FM	(304) 263-8868

**2302.3.7 Hurlock, MD**

WAAI-FM	100.9 FM	(410) 228-4800
WTDK-FM	107.1 FM	(410) 228-4800

**2302.3.8 Salisbury-Ocean City MD**

WGMD-FM	92.7 FM	(302) 945-2050
<a href="#">WICO-AM</a>	1320 AM	(410) 219-3500
<a href="#">WKHI / WJNE-FM</a>	107.5 / 103.5 FM	(866) 292-LITE
<a href="#">WOCQ-FM</a>	103.9 FM	(410) 641-0001
<a href="#">WOSC-FM</a>	95.9 FM	(410) 860-2345
<a href="#">WQHQ-FM</a>	104.7 FM	(410) 742-1923
<a href="#">WQJZ-FM</a>	97.1 FM	(410) 219-3500
<a href="#">WRXS-FM</a>	106.9 FM	(410) 352-0001
<a href="#">WSBY-FM</a>	98.9 FM	(410) 860-2200
<a href="#">WTGM -AM</a>	960 AM	(410) 742-1923

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<a href="#">WWFG-FM</a>	99.9 FM	(410) 860-2200
<a href="#">WXPZ-FM</a>	101.3 FM	(302) 424-1013
<a href="#">WYUS-AM</a>	930 AM	(302) 422-7575
<a href="#">WZBH-FM</a>	93.5 FM	(302) 856-2567
<a href="#">WZEB-FM</a>	101.7 FM	(302) 856-2567

### ***2302.3.9 Washington DC Radio Stations***

WABS-AM	780 AM	(703) 807-2266
WACA-AM	1540 AM	(301) 942-3050
WARW-FM	94.7 FM	(301) 984-6000
WASH-FM	97.1 FM	(301) 255-4311
WAVA-FM	105.1 FM	(301) 468-1800
WBIG-FM	100.3 FM	(410) 269-0700
WBIS-AM	1190 AM	(301) 588-6200
WBPS-FM	94.3 FM	(301) 299-7026
WCTN-AM	950 AM	(703) 273-4000
WDCT-AM	1310 AM	(703) 532-1220
WFAX-AM	1220 AM	(301) 663-4337
WGMS-FM	103.5 FM	(301) 891-4200
WGTS-FM	91.9 FM	(301) 306-0991
WHFS-FM	99.1 FM	(202) 806-3500
WHUR-FM	96.3 FM	(301) 468-9429
WIHT-FM	99.5 FM	(301) 419-2122
WILC-AM	900 AM	(410) 825-5400
WJFK-AM	1300 AM	(202) 686-3100
WJZW-FM	105.9 FM	(202) 686-3100
WMAL-AM	630 AM	(800) 505-0098
WMZQ-FM	98.7 FM	(202) 588-0999
WPFW-FM	89.3 FM	(202) 432-9595
WPGC-AM	1580 AM	(202) 432-9595
WPGC-FM	95.5 FM	(202) 686-3100
WRQX-FM	107.3 FM	(301) 231-7798
WTEM-AM	980 AM	(301) 587-4900
WTNT-AM	570 AM	(202) 895-5000
WTOP-AM	1500 AM	(202) 895-5000
WTOP-FM	107.7 FM	(703) 532-0400
WUST-AM	1120 AM	(301) 587-7100
WWDC-FM	101.1 FM	(301) 587-4900
WWRC-AM	1260 AM	(703) 522-1041

### **2302.4 Television**

#### ***2302.4.1 Maryland Television Stations***

##### **Annapolis**

WMPT	PBS-22	(410) 356-5600 (410) 581-4338
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**Baltimore**

WBFF	FOX-45	(410) 467-4545 (410) 467-8854
WBAL	NBC-11	(410) 467-3000
WJZ	CBS-13	(410) 466-0013
WMAR	ABC-2	(410) 377-2222
WMPB	PBS-67	(410) 356-5600
WNUV	WB-54	(410) 467-8854
WUTB	UPN-24	(410) 358-2400

**Salisbury Television Stations**

WMDT	ABC-47	(410) 742-5767
WBOC	CBS-16 & UPN-21	(410)749-2361
WCPB	PBS-28	(410)356-5600

**Frederick**

WFPT	PBS-62	(410)356-5600
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***2302.4.2 Washington, DC Television Stations***

WBDC	WB-50	(202) 965-5050
WRC	NBC-4	(202) 895-0263 (202) 885-5022
WETA	PBS-13	(703) 998-2600 (703) 824-8343
WDCA	UPN-20	(301) 986-9322 (301) 654-3517
WJLA	ABC-7	(202) 364-7777 (202) 364-1943
WUSA	CBS-9	(202) 895-5500 (202) 363-9734
WTTG	FOX-5	(202) 244-5151 (202) 362-0860

***2302.4.3 Virginia Television Stations***

**For more information about Virginia TV Stations visit:**

**<http://www.w9wi.com/tvdb/states/va.htm>**

## **2400 Liaison**

Incidents that are multi-jurisdictional or involve multiple organizations may require the establishment of the Liaison Officer (LOFR) position within the staff of the Unified Command (UC). A single primary LOFR is assigned for each incident, and this individual coordinates the liaison network, including any Assisting and Cooperating Agency Representatives (AREP). The LOFR may also appoint Assistant Liaison Officers (ALOF) as necessary. The LOFR is a conduit of information and assistance between organizations, but authority is often not delegated to this position for decisions related to the participation of any organization. However, the UC may assign additional responsibilities and authorities to the LOFR.

### **2401 Investigations**

The National Transportation Safety Board (NTSB) often investigates accidents resulting in large oil or hazardous substance discharges.

Federal and state investigators do not typically participate in the Unified Command (UC). Although they may report to participants of the UC, investigators should remain separate to avoid both the introduction of bias into the investigation and the introduction of conflict into the response operations. However, investigators should coordinate their activities with the Liaison Officer (LOFR) to minimize any interference between the investigation and response operations. For additional guidance regarding the functions of investigations within the National Incident Management System (NIMS), refer to the resources provided by the Federal Emergency Management Agency (FEMA).

#### **2401.1 US Coast Guard Investigative Service**

Agents of the US Coast Guard (USCG) Investigative Service (CGIS) are available to conduct an investigation regarding a potential criminal violation of environmental laws enforced by the USCG. The CGIS should be notified of 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 the prosecution of criminal cases. Agents of the CGIS regularly work with other federal, state, and local law enforcement agencies. This collaboration frequently provide information related violations of environmental laws and ongoing criminal investigations. A request for the services of a CGIS agent must be submitted via the USCG District 5 Commander (CCGD5). Oral requests should be followed by written confirmation. For more information, refer to resources provided by the USCG Office of Investigations and Casualty Analysis (CG-INV). The phone number provided relates to the CGIS Department for Sector Maryland-NCR.

##### ***2401.1.1 USCG Office of Investigations and Casualty Analysis (CG-INV)***

Unless expressly directed by the Chief of the CGIS or a higher authority, the CGIS will not conduct an environmental crime investigation in a USCG Captain of the Port (COTP) Area of Responsibility (AOR) without first notifying and thereafter coordinating with the COTP. Likewise, the COTP should avoid committing the USCG to participation in criminal

investigations, either solely or in coordination with other enforcement agencies, without first consulting the CCGD7 to ensure appropriate coordination with the 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. Finally, once a case is accepted for criminal investigation by the CGIS, agents of the CGIS are required to follow the procedures outlined in the USCG Investigative Service Roles and Responsibilities (COMDTINST M5520.5F).

### **2401.2 US Environmental Protection Agency Criminal Investigations**

The Criminal Investigation Division (CID) of the US Environmental Protection Agency (EPA) investigates allegations of criminal activity prohibited by environmental statutes. Special Agents of the CID are sworn federal law enforcement officers with statutory authority to conduct investigations, make arrests, and serve or execute a warrant for any federal crime. The following list includes some examples of the activities investigated by the CID.

### **2401.3 National Transportation Safety Board**

The National Transportation Safety Board (NTSB) is an independent Federal agency dedicated to promotion of aviation, railroad, highway, marine, pipeline, and Hazardous Materials (HAZMAT) safety. This agency is mandated, under the Independent Safety Board Act (ISBA), to investigate and determine the probable causes of transportation incidents. The NTSB also issues safety recommendations, studies transportation safety issues, and evaluates the safety of government agencies involved in transportation. Additionally, the NTSB makes its actions and decisions public through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews. For more information, refer to NTSB resources.

In accordance with federal regulations (46 CFR 4.40-15) as well as the Memorandum of Understanding (MOU) between the NTSB and the US Coast Guard (USCG), the NTSB shall conduct the investigation of certain marine vessel casualties. With the exception of preliminary assessments, a separate casualty investigation will not be conducted, nor will parties in interest be designated, by the USCG. Although such investigations are conducted by the NTSB, the USCG will participate fully as a cooperating party. The Officer in Charge of Marine Inspections (OCMI) of the NTSB should maintain daily contact with and the NTSB should maintain daily contact with the USCG Office of Investigations and Casualty Analysis (CG-INV) during the investigation.

## **2402 Federal/State/Local Trustees**

### **2402.1 Resource Trustees Contact List**

See section 9200 for a list of Federal, State, and Local Resource Trustees.

### **2402.2 Points of Interest covered by Resource Trustees**

Eastern Shore:

- Assateague Island

Baltimore:

- Fort McHenry

Washington DC

- Malloys Bay
- Mount Vernon

Tangier Sound

- Smith Island

The Natural Resource Trustee will notify the U.S. Coast Guard of the LAT as soon as possible after an oil spill.

As required by E.O. 12777 (October 22, 1991), the Federal Natural Resource Trustee must select a LAT. Depending on the resources at risk and other relative factors, it might be appropriate for the LAT to be a non-federal agency. In such cases, the Federal Natural Resource Trustees would still select a Federal LAT for the purpose of coordination with the representatives of the Oil Spill Liability Trust Fund (OSLTF) to initiate the damage assessment. The LAT will coordinate all other damage assessment activities.

The Natural Resource Trustees may execute a general Memorandum of Agreement (MOA) to coordinate their damage assessment and restoration activities. Among other things, the MOA will identify trustees, establish criteria for selecting a LAT, and provide procedures for decision making and handling any monetary recovery efforts.

***2402.2.1 Contacts with Responsible Party (RP)***

The RP should be the primary funding source for the Natural Resource Damage Assessment (NRDA). The trustees will need early access to representatives of the RP to determine the availability of funding, personnel, and equipment for damage assessment activities. The LAT will notify the appropriate U.S. Coast Guard representative and advise that a meeting will be arranged between the Natural Resource Trustees and the RP's representative. When the RP is unknown, contacting the RP is not feasible, or the RP is unwilling or unable to provide funds, the LAT may request funding from the OSLTF.

***2402.2.2 Lead Administrative Trustee Access to the Oil Spill Liability Trust Fund (OSLTF)***

The Federal LAT may submit a request for initiation of a NRDA to the National Pollution Funds Center (NPFC) to secure a funding obligation following an oil spill. The request must include: the amount requested, the plan for fund use, an estimated completion date, an agreement for subrogation of all cost recovery actions, an agreement to comply with NPFC documentation requirements, and a certification of lead trustee status. Based on the request for initiation, an Interagency Agreement (IAG) will be executed for each OPA incident, establishing the amount of funds authorized for initiation. The NPFC will assign a document control number to track costs.

The Federal LAT is responsible for documenting expenditures and submitting the documentation to the NPFC. In order for the trustee agencies to be funded for their activities all operations must be conducted in compliance with the procedures set forth by the NPFC in the Technical Operating Procedures (TOPS) for Resource Documentation Guidelines for Natural Resource Trustees.

The Federal LAT is expected to manage the funds available for initiation of NRDA. Whenever it appears that actual costs may exceed the amount of the IAG, the Federal LAT should promptly request supplemental funding in the same manner as the original request. Until the IAG is amended to reflect supplemental funding, the Federal LAT (if not the LAT) will work with the LAT to prevent exceeding the obligated amount.

### **2402.3 Agency Representatives**

In many incidents involving multiple jurisdictions, an agency or jurisdiction will send a representative to assist in coordination efforts.

An Agency Representative is an individual assigned to an incident from an assisting or cooperating agency, who has been delegated authority to make decisions on matters affecting that agency's participation at the incident. Agency Representatives report to the Liaison Officer or to the Incident Commander in the absence of the Liaison Officer. Refer to the Incident Management Handbook for Agency Representative list of duties.

### **2403 Multi-Agency Coordination System (MACS)**

Managed by MEMA, MACS are utilized to effectively manage resource assignment and tactical resources assigned to an incident. WebEOC shall typically be used as the coordination mechanism between different jurisdictions.

### **2404 Stakeholders**

At the start of each incident at the UC meeting, the UC shall work to proactively identify and contact all potential stakeholders. The Unified Command shall make every effort to engage them in the response process through external engagement by the PIO or involvement by the Liaison Officers. Stakeholders should be identified as early as practical within an incident. Each incident will have different stakeholders, determined by the specifics of the event. Factors such as the location and area impacted by the spill, as well as the physical and chemical properties of the spilled product will impact the stakeholders interested in any given incident.

### **2405 Natural Resource Damage Assessment (NRDA) Representative**

The NRDA Representative is responsible for coordinating NRDA needs and activities of the trustee team within the ICS spill response operations. This includes close coordination with the Liaison Officer for obtaining timely information on the spill and injuries to natural resources. The representative will coordinate NRDA or injury determination activities. Read the Incident Management Handbook for a list of duties for the NRDA Representative.

**2406 Liaison Job-Aid**

Refer to the Incident Management Handbook in Chapter 6 on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

## **3000 Operations**

The IC/UC will determine the need for a separate Operations Section at an incident or event. Until Operations is established as a separate section, the IC/UC will have direct control of tactical resources.

### **3100 Operations Section Organization**

#### **3101 ICS Operations Section Description**

The Operations Section is led by the Operations Section Chief (OSC). The OSC manages tactical operations in support of a primary mission. The OSC may designate one or more deputies (DOSC), and such designees must possess qualifications in common with the OSC. For more information regarding the role of the OSC, refer to Federal Emergency Management Agency (FEMA) All-Hazards Operations Section Chief Position Task Book and the US Coast Guard (USCG) Incident Management Handbook (IMH: COMDTPUB P3120.17B).

#### **3102 Operations Organization**

The organizational structure of the Operations Section can be found in the [USCG IMH](#) as well as the [Operations Section Chief \(OSC\) Job Aid](#)

#### **3103 Operations Section Job-Aid**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

#### **3104 Wildlife Volunteers**

While wildlife response will bring many ad-hoc responders to the scene, responders who are untrained pose a risk to the impact of wildlife and should not be utilized in direct wildlife contact. Refer to Use of Volunteers in Oil Spill Responses Appendices for further information.

The full Volunteer Management Plan is available on the Coast Guard Homeport website. Refer to the [Coast Guard Homeport](#) website. Navigate the website by selecting “Port Directory” tab at the top of the screen and then select “Maryland-NCR.” Under the “Contingency Plans” heading, select the Volunteer Management Plan.

## **3200 Recovery & Protection**

Responsible for overseeing and implementing the protection, containment, and cleanup activities established in the Incident Action Plan. If applicable, the Recovery and Protection Branch Director reports to the Operations Section Chief.

General strategies for response to all hazards in the Sector Maryland-NCR AOR will follow the below response priorities.

- Protect People (human life and health);
- Protect Environment (minimize ecological impacts);
- Protect Property (minimize public impacts);
- Protect Economy (minimize economic impacts)

Within the response framework are a set of Geographic Response Strategies (GRS) that have been created in conjunction with the Environmental Sensitivity Index Maps (ESI's). GRS's include pre-designated booming and response strategies that need to be periodically validated in accordance with the USCG MER manual.

#### Background on Tiered GRS Validations

The tiered process to approaching GRS validations is illustrated in Table 4-1 (Chapter 4, Section C [3] [h]) of the U.S. Coast Guard Marine Environmental Response and Preparedness Manual, COMDTINST M16000.14A. The purpose of the tiered validation process is to verify response strategies in one geographic area to a specified degree of certainty.

The validation program involves a multi-tiered prioritization matrix that is as follows:

#### 5 Tier Validation Process

- Tier 1 validations are completed by subject matter experts in an office or workshop setting.
- Tier 2 validations are completed through deployment of subject matter experts to a specified geographic area to conduct visual inspection of operational environment.
- Tier 3 validations are completed through deployment of identified equipment to verify its performance in the specified operating environment.
- Tier 4 validations are completed through deployment of all appropriate response personnel and equipment under and area full scale exercise setting.
- Tier 5 validations are completed through deployment of all appropriate response personnel and equipment for an actual incident.

Although GRSs 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 are developed using neutral weather conditions and mean-average tidal data and assume an incident response location. The scenarios for a pollution incident are nearly limitless; every spill is different and there are no absolutes. As a result, GRS 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.

Sector Maryland-National Capital Region Incident Management Division is responsible for the maintenance and recurring validation of Maryland GRSs. The division maintains a log of



validations and updates to the GRSs. The FOSC reviews the validation of GRSs on an annual basis in conjunction with the annual report submission.

The response must use all necessary containment and removal tactics in a coordinated manner to ensure a timely, effective response that minimizes adverse impact to the environment. Sector Maryland-NCR detailed response strategies can be found utilizing the Coast Guard's mandated Common Operating Picture (COP) - Environmental Response Management Application (ERMA) – Atlantic. Consolidated access to the Area's Geographic Response Plans can also be found at ERMA as well.

[ERMA ESI / GRS Maps](#)

### **3201 Identifying Protection Strategies**

During each triennial plan review, the Area Committee will review the established Geographic Response Strategies (GRS). The Process will begin by establishing a GRS working group for each geographic region within the Area (Baltimore / Eastern Shore / Tangier Sound / South Bay / Potomac River / Washington DC). Each working group will be composed of a Coast Guard Representative, representative from State and local environmental agencies, and interested trustees. The Working Groups will begin by reviewing the most current Environmentally Sensitivity Index promulgated by NOAA and previous GRS for that region. Utilizing the Average Most Probable and Worst Case Discharge Scenarios relevant for each region, working group members will identify the environmental, cultural, economic, human use, and other areas of concern warranting protection.

Working Groups will evaluate the real-world threats utilizing those geographic areas to determine protection strategies. Each working group will provide a written charter identifying the response priorities and risks within their geographic region.

In drafting GRS, working groups shall evaluate the protection strategies without regard to availability of resources. However, response strategies identified should adequately balance the risk of environmental harm, the protection offered by the selected strategy, the hazards to response personnel in deploying the protection strategies.

Refer to basic booming strategies for information concerning specific locations for containment and protection.

- Diversion Booming
- Containment Booming
- Exclusion Booming
- Cascading Booming
- Chevron Booming

The Containment and Cleanup Checkoff List assists in determining the best strategy for containing the spill and conducting a timely, effective cleanup. See [Section 9140 Checkoff List for Containment and Cleanup](#).

### **3202 Sensitive Site Protection Process**

During a Response, the Incident Commander/Unified Command shall utilize all available information about the impacted area to determine protection priorities during a response. The IC/UC shall evaluate the Working Group charters to evaluate the pre-identified risks and protection strategies and evaluate their efficacy during the current evolution. At a minimum, the IC/UC shall incorporate examinations of the ESI, trustee feedback, Endangered Species evaluations, Historic Preservation concerns, and technical specialist feedback about the spilled product. The command shall evaluate all pre-identified GRS and implement the strategies to the greatest extent consistent with real world conditions.

### **3203 On-Water Recovery**

On-Water Recovery strategies have been evaluated for bodies of water within the area, and documented on the appropriate Geographic Response Strategies. These strategies encompass deployment tactics (e.g., boom, skimmer deployment, and interoperability), proposed equipment and personnel resources, logistics coordination, special considerations, proposed containment and protection options, and proposed clean-up options; which are validated through operational tests and updated periodically. The plans also address storage of the recovered oil (e.g., onboard skimming vessels, storage tanks, storage at staging areas, etc.).

#### **3203.1 Recovery Options**

Many mechanical options exist for on water recovery of oil, including but not limited to, dispersants, in-situ burn, skimming, and absorbent use.

The NOAA site for [Emergency Response to Oil Spills](#) is a great reference for the various response options.

GRS maps provide a guide for equipment options and tactics for each area. Each spill site should be evaluated by the Federal and State On-Scene Coordinator or their representatives to apply the most effective recovery options based on real time conditions and equipment availability.

#### **3203.2 Storage and Disposal**

With on-water recovery, storage capability is limited by equipment used. Prior to recovery operations a disposal plan should be developed. All product recovered will have to be transferred to a shore based storage facility. The Logistics Section should assist in the coordination of product transfer.

### **3204 Sensitive Site Shoreline Recovery**

Shoreline Protection Strategies have been established for all Sensitive Sites identified within the area within the Geographic Response Strategies. These strategies encompass cleanup tactics, proposed equipment and personnel resources, logistics coordination, special considerations, proposed containment and protection options, and proposed clean-up options; which are validated through operational tests and updated periodically. The plans also address (if applicable) Pre-Beach

clean-up and temporary storage of recovered debris. GRSs for each area identify Shoreline Sensitive Sites.

### **3205 Area Philosophy on Recovery Strategies**

#### **3205.1 1-4**

It is the responsibility of the UC to determine how to best go about determining the priorities of areas and strategies used for recovery based upon information from Trustees. For example SCAT teams will be used to determine scope of oiling of effected areas.

Lead Administrative Natural Resource Trustees will be involved with the SSC (Scientific Support Coordinator) and Environmental Unit leader who take the concerns to the UC via the Planning Section Chief and those concerns being worked into the IAP. Also NRDA liaisons, working closely with the Liaison Officer, and Planning and Operations Sections are the main conduit for effective information sharing.

The SSC will work with the Lead Administrative Natural Resource Trustees to ensure coordination between damage assessment data collection efforts and data collected in support of response efforts.

The NRDA division at the NPFC will be the point of contact for funding of initiation of damage assessment injuries to natural resources.

### **3206 Disposal**

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

The Storage and Disposal Checkoff List identifies several storage and disposal issues, which need to be addressed. Appendix VI to Annex E of this plan details the various laws pertaining to storage and disposal of waste materials.

In dealing with oil spills, one of the main problems encountered is what to do with the waste materials once the cleanup has begun. When dealing with the method of disposal, there are three main areas of concern; ecology, logistics, and finance.

Some considerations for disposal are:

- What further effects or risks are going to occur due to relocation of the waste material? Ideally, the goal is to dispose of the material without any further hazard generated or further impacts to the environment, including air, surface water, ground water, and soils.
- How can waste be safely moved from the site to the disposal and /or treatment area?
- What is the availability of the machinery needed for removal?

- What is the capacity of the disposal and/or treatment facility?
- How much is it going to cost to dispose of the waste?
- What are the possibilities of recycling the wastes into a useful product to help offset the disposal cost?
- State and Local disposal approvals and permits.
- Procedures for obtaining waivers, exemptions, and authorizations associated with handling or transporting waste material.

Waste material generally fall into one of the following categories:

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

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

### **3206.1 Potential Disposal Methods**

#### ***3206.1.1 Recovered Liquid Waste***

- 1) Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes.
- 2) Recycling (recovery in settling tanks, used oil recyclers).
- 3) High temperature incineration.
- 4) Evaporation of light ends.
- 5) Oxidation.
- 6) Biodegradation.
- 7) Open burning where permitted.
- 8) Use as fuel.

#### ***3206.1.2 Contaminated Sorbents and Debris***

- 1) Disposal in accordance with 40 C.F.R. 262.20-23 for RCRA wastes.
- 2) Incineration at waste-to-energy facilities.
- 3) Soil thermal treatment facilities (special conditions apply).
- 4) Class I permitted municipal waste landfill.

#### ***3206.1.3 Contaminated Soils***

- 1) Disposal in accordance with 40 C.F.R. 262.20-26 for RCRA wastes.
- 2) Soil thermal treatment facilities.
- 3) Incineration at waste-to-energy facilities.

### **3206.2 Waste Disposal Site Selection**

Maryland Department of the Environmental (MDE) is responsible for determining the eligibility of facilities to use general permits for soil thermal treatment and used oil recycling. MDE also issues permits for landfilling, air pollutant emissions, hazardous waste treatment, storage and disposal, and for the registration and/or certification of used oil transporters, collection facilities and recyclers. The MDE Waste Management Division regulates the handling, storage, and testing of petroleum contaminated soil, solid waste, and hazardous waste. Oil spill wastes may be disposed of at permitted facilities (federal, state and local) authorized by the EPA and MDE. During federalized spills, it is the responsibility of the FOSC to ensure that waste resulting from a spill is handled properly.

For information on regulatory requirements associated with hazardous waste, call the Hazardous Waste Program at (410) 537-3345.

### **3206.3 Waste Characterization**

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

### **3206.4 RCRA Regulated Waste**

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

### **3206.5 Non-RCRA Regulated Wastes**

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

#### ***3206.5.1 Used Oil Recyclers***

Used oil recyclers can process recovered oil and oil/water mixtures into reusable products. Used oil recycle facilities must possess an MDE Oil Operations Permit. For specific requirements, see Section 26.10.15 of the Code of Maryland Regulations.

### ***3206.5.2 Waste-to-Energy Incinerators***

Waste-to-Energy (WTE) Incinerators produce energy from the incineration of municipal solid wastes. Depending on the nature of the material to be disposed of, WTE facilities may be a viable option for disposal of oil debris and/or soils. WTE facilities must have a permit from MDE. For specific requirements, see Section 26.04.07.25 of the Code of Maryland Regulations.

### ***3206.5.3 Soil Treatment Facilities (STF's)***

Soil Treatment Facilities (STF's) remove petroleum contaminants from soil, resulting in clean soil for various uses. STF's are an option for petroleum contaminated soils, provided that the soils are not classified as a hazardous waste as defined in 40 CFR 261. STF's must have a MDE Oil Operations Permit. For specific requirements, see Section 26.10.13 of the Code of Maryland Regulations.

### ***3206.5.4 Land Filling***

Land filling of soil and debris, which is non-hazardous and non-saturated in a lined Class I landfill in an acceptable disposal option. Landfills must be permitted by the MDE. Decisions regarding acceptance of wastes are at the discretion of the landfill operator. Laboratory analysis of waste may be required prior to acceptance. For specific requirements, see Section 26.04.07 of the Code of Maryland Regulations. In some cases, treatment of petroleum-contaminated soil may include "land farming." This process involves spreading the soil in a thin layer over an impermeable liner or surface. The contaminant reduction is caused by a combination of volatilization, biodegradation, and photo degradation.

### ***3206.5.5 Contact Water***

Contact water is any water that has come in contact or is contaminated with oil. While the RP is expected to provide sufficient containment, collection, and storage resources, the disposal of excess contact water may become necessary if a lack of storage capacity is available in order to ensure an efficient response. The OSC/UC should consider the disposal of contact water as a last resort. The RRT has guidance and checklists to assist the OSC/UC in deciding upon procedures, standards, and monitoring protocols. RRT approval is not required for the disposal of contact water, but State approval is required.

### ***3206.5.6 Decanting Policy***

The Unified Command must approve any request for decanting that arises during a response. Large quantities of oily fluids are typically generated during an oil spill response. These fluids include the products of skimming and vacuuming operations, and are usually mostly water. Oil recovery operations can continue only as long as there is some place to store the recovered fluids. Once the field storage capacity is reached, skimming operations must terminate until additional storage is provided.

Recovered oil and water mixtures will typically separate into distinct phases when left in a quiescent state. When separation occurs the relatively clean water phase can be siphoned or decanted back to the recovery point with minimal, if any impact. Decanting therefore increases the effective on-site storage capacity and equipment operating time.

Because this process risks discharge of oil already recovered, it must be done carefully. Typically decanting water is discharged into a secondary storage container or into a boomed area where any accidentally discharged oil can be contained and recovered. In addition to vacuum trucks, recovered oil may be temporarily stored and decanted in the field using other containers including:

- Tank trucks
- Portable tanks
- Portable bladders
- Oil field fractionation tanks
- Lined pits
- Rail Cars

Decanting oil within the Commonwealth of Virginia requires a permit from the Department of Environmental Quality. The responsible party and UC/IC should work closely with the DEQ representative to ensure all requirements are met.

Decanting oil within the State of Maryland requires approval from the Maryland Department of the Environment. The responsible party and UC/IC should work closely with the MDE representative to ensure all requirements are met.

Refer to Regional Response Team III for decanting guidance. (hyperlink the highlighted area; link: [https://www.nrt.org/site/region\\_list.aspx?region=3](https://www.nrt.org/site/region_list.aspx?region=3))

### **3207 Waste Management and Temporary Storage Options**

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

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

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

#### **3207.1 Waste Management Plan**

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

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

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

## **3208 Decontamination**

### **3208.1 Personnel**

Decontamination is not an automatic or inevitable response to an incident. Whether or not to initiate decontamination procedures will depend on the assessment of the nature of the incident by first responders. A first responder, who does not properly decontaminate him/herself, may potentially contaminate his/her co-workers and family.

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

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

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

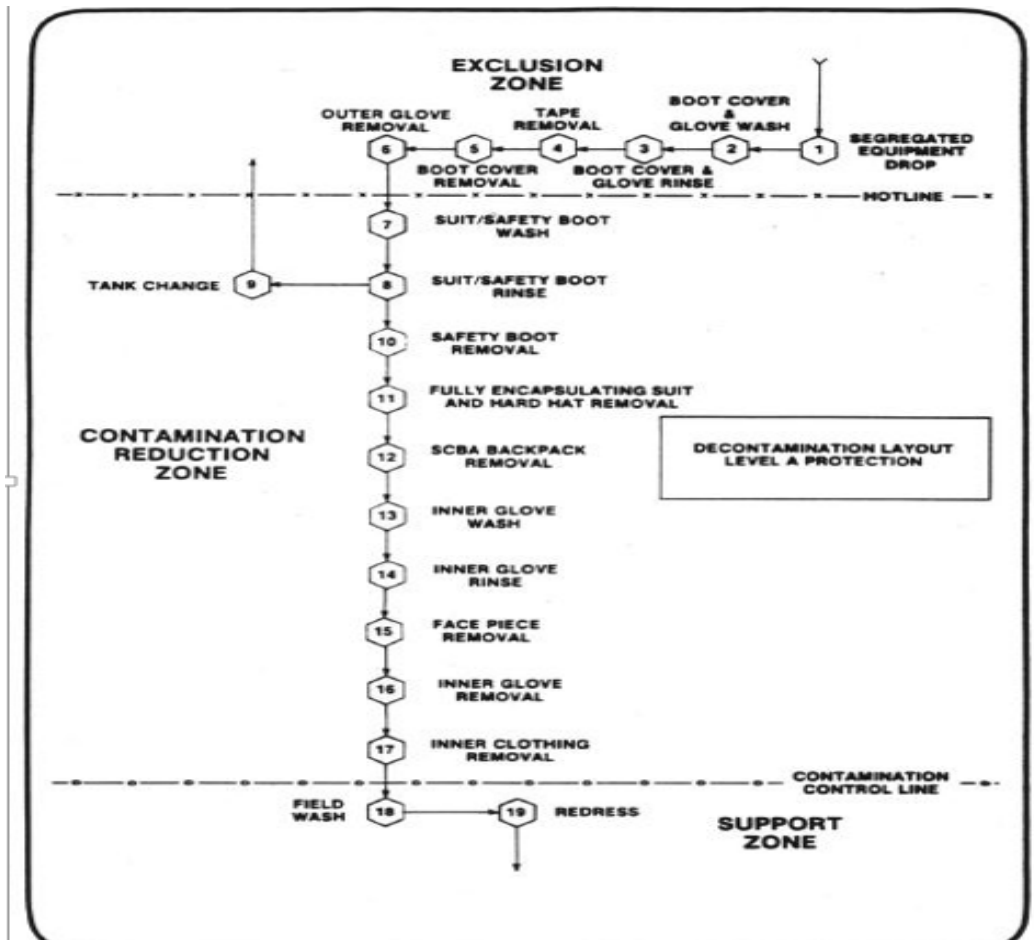
### **3208.2 Equipment**

Equipment decontamination may be necessary to prevent the spread of oil from contaminated areas to uncontaminated areas, such as the movement of a vessel from a work site to a marina to moor up. Decontamination will also be necessary as vessels and other equipment are demobilized. The OSC shall ensure that decontamination is addressed and a plan is developed and implemented if necessary. In the event that contaminated vessels call upon the COTP zone, refer to the SECMDNCR Decon Priority Decision Matrix –Draft (Created 05JUL07 and updated 25AUG16)



**Sample Decontamination Plan**

**Figure 10 Sample Decontamination Plan**



**3209 Dispersant Use**

Dispersants are specially designed oil spill control products that are composed of detergent-like surfactants in low toxicity solvents. Dispersants do not remove oil from the water, but instead break the oil slick into small droplets, allowing these droplets to disperse into the water to be further broken down by natural processes. Dispersion of oil into the water column occurs naturally in untreated spills; dispersants speed up this process. Dispersants also prevent the oil droplets from coming back together as another surface slick. Dispersed oil is less likely to stick to birds and other animals, shoreline rocks, and vegetation. The effects of the rapidly diluted dispersed oil must be weighed against the effects of that oil if it were allowed to impact the shoreline and wildlife. Dispersant use for spill control is regulated by Subpart J of the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300.900). NCP Subpart J also requires the EPA to prepare a schedule of dispersants and other chemicals, if any, which may be used in carrying out the NCP. Dispersants approved for use under this ACP are any of those listed in the NCP Product Schedule (40 CFR 300.910).

The Region III Response Team provides technical and procedural guidance for the use of dispersants. On August 1, 1990 a proposal to incorporate the Dispersant Employment Evaluation Plan (DEEP) into the Regional Contingency Plan (RCP) was presented by the work group and unanimously accepted by the RRT. It is now included in Annex XI of the RCP. The DEEP is intended to be a guideline that assists decision-makers in their evaluation of the complex considerations of dispersant use. The following information is taken directly from the DEEP.

It is the policy of the Region III RRT that it is preferable to attempt to remove spilled oil from the environment rather than distribute it throughout the water column. Therefore, the potential use of dispersants in this region will be restricted as follows:

**OFFSHORE MARINE SITUATIONS:** Dispersants may be considered as a response tool in offshore marine situations, where significant diffusion is predicted to occur before the dispersed oil reaches area of less than 40 feet of water. In these situations, the dispersant will not be the only response tool, but strategically employed in those areas where physical containment could not occur in time to protect a sensitive area of concern.

**NEAR SHORE AND ESTUARINE SITUATIONS:** In near shore and estuarine situations, the use of dispersants will be reserved for those situations of extreme risk such as; where physical containment could not be effected and dispersants would reduce an imminent threat to an important species or distinct population of fish, wildlife or other biota, or to reduce catastrophic economic impacts.

Where any of the above conditions exist, the OSC will consult the concurrence network as described in Section 4 of the RCP. In all cases of dispersant use, a consistent, logical program of monitoring dispersant effectiveness and effects is required. Where hazards to human life exist, the regulations in sub-part J of the NCP apply and the OSC may authorize dispersant use without regional concurrence network approval.

Currently, there are no pre-approved areas for dispersant use anywhere within Maryland or Virginia State waters. State waters are defined as the Chesapeake Bay and its tributaries and waters within 3 miles seaward of the baseline from which the territorial sea is measured.

The Region III RCP requires that the states with jurisdiction over the affected waters must concur with proposals to use dispersants. The summaries of the dispersant use policies for the states in the COTP Maryland-NCR zone will be included in the ACP when they are made available by the states.

Region III Response Team policy governs the use of dispersants in Sector Maryland-NCR's FOSC zone. This policy can be found at: [https://www.nrt.org/site/site\\_profile.aspx?site\\_id=35](https://www.nrt.org/site/site_profile.aspx?site_id=35).

### **3209.1 Dispersant Options**

A product must be listed on the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) **Subpart J Product Schedule (40 CFR 300.900)** before it can be used for oil spill cleanup. RRTs convene to determine the appropriateness of using an oil spill cleanup technology at a particular oil spill site.

If approved for use, the Operations Section Chief shall consult with the Scientific Support Coordinator to determine the best method of application and for how long.

### **3209.2 Dispersant Response Plan Worksheet**

Refer to the Region III Response Team Dispersant Employment Evaluation Plan (DEEP) for checklists or surveys which must be completed before seeking approval. Refer to the Dispersant Response Plan Worksheet provided by Coast Guard Headquarters.

### **3209.3 Pre-authorized Zones**

As outlined in RRT III's Dispersant Employment Evaluation Plan (DEEP) and Dispersant Policy Memorandum of Understanding (MOU), RRT III has provided preauthorization in specific zones and expedited approval procedures in other areas for the use of dispersants. This policy applies to the Federal Region III portion of the designated zones in the geographic areas of responsibility for COTP Maryland-NCR. The Region III jurisdiction is divided into 4 zones (see Figure 11):

- Zone A = limited preauthorization
- Zone 1 = advanced preauthorization
- Zone 2 = trial application
- Zone 3 = no use, except in emergency situations

Major aspects of the MOU and the DEEP are summarized in the following matrix:

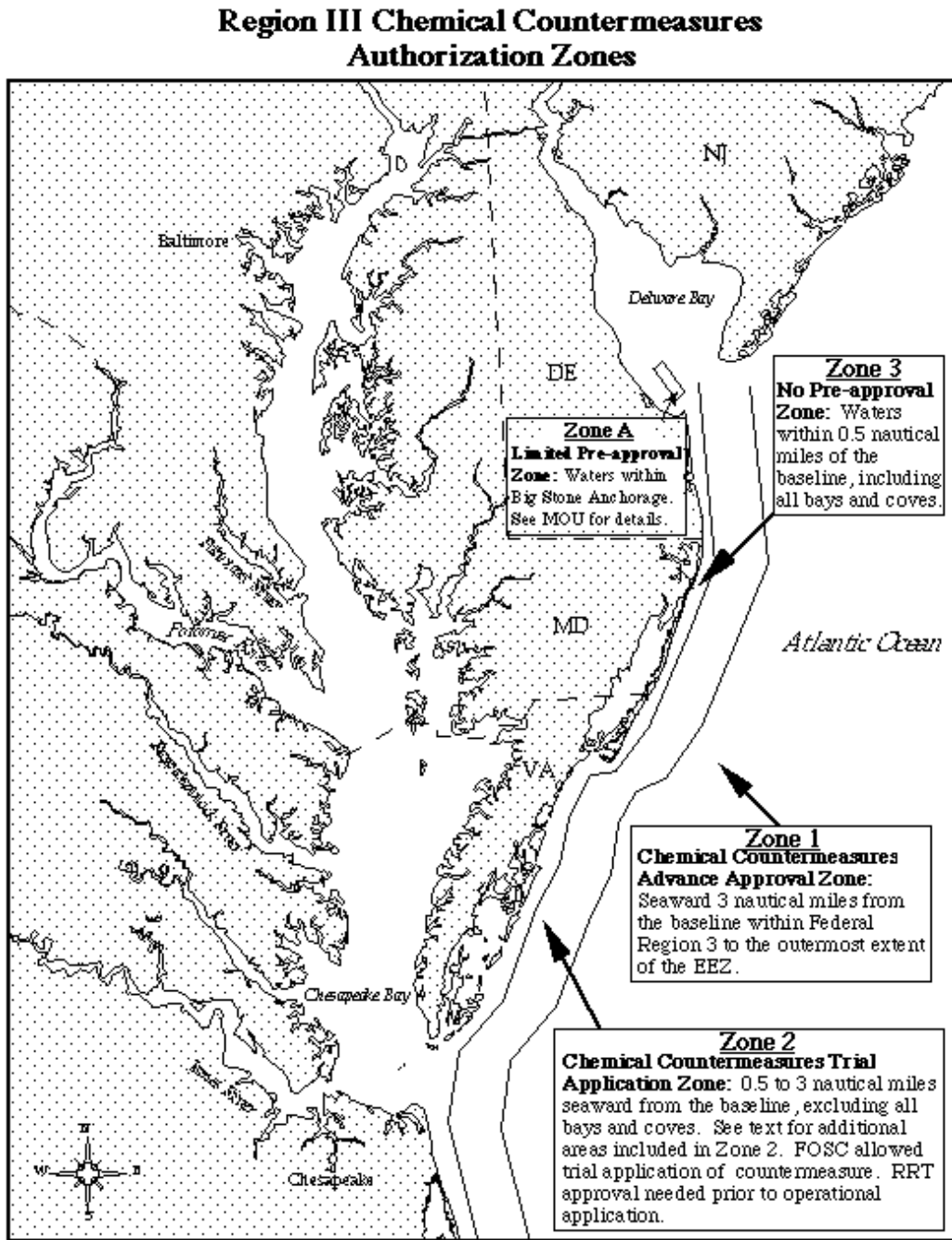
Chemical Countermeasures Pre-Approval MOU for RRT III (coastal Delaware, Maryland, Virginia)

Reference: Philadelphia Area MOU (See the MOU for additional details)

- |               |  |
|---------------|--|
| <b>Zone A</b> | Pre-approval for trial use only on spills 50 bbls or less, or on portions 50 bbls or less of larger spills, on waters within Big Stone Beach Anchorage in the Delaware Bay area. Trustees and states must be notified of the decisions to deploy.  |
| <b>Zone 1</b> | Chemical Countermeasures area approved in advance for any size spill in this zone, which is 3 NM seaward of the shoreline within Federal Region 3 to the outermost of the EEZ. Use MOU-Annex 2 checklist to make the use/non-use decision.   |
| <b>Zone 2</b> | Chemical countermeasures may be approved for trial Application Zone, 0.5 to 3 nm seaward of the shoreline or greater than 40 feet deep, excluding bays and coves (except Zone A). FOSC can only authorize a trial application of countermeasures (only on spills 50 bbls or less, or on portions 50 bbls or less of larger spills, subject to provisions of Annex III), without concurrence. For operational application, FOSC must communicate with MOU signatory representatives; concurrence/non-concurrence decision is limited to within 4 hours after agency communication has been established. Use MOU-Annex 2 checklist to make the use/non-use decision. |
| <b>Zone 3</b> | No pre-approval is granted on waters within 0.5 nm of shoreline or less than 40 feet deep, include all bays and coves. Case-by-case approval may be obtained if agency   |

concurrence is obtained; concurrence/non-concurrence decision is limited to within 4 hours after agency communication has been established. Trial applications only on spills 50 bbls or less, or on portions 50 bbls or less of larger spills may be authorized subject to Annex III provisions and agency concurrence; concurrence/nonconcurrency decision is limited to within 4 hours after agency communication has been established.

Figure 11 Region III Chemical Countermeasures Authorization Zones



**Figure 1**

Memorandum of Understanding concerning Preauthorization of  
Chemical Countermeasures in Federal Region III.

IT IS STRESSED THAT USE OF DISPERSANTS IS STRICTLY FORBIDDEN UNLESS AUTHORIZED BY THE FOSC. VIOLATORS ARE SUBJECT TO CIVIL PENALTIES.

### **3209.4 SMART Protocol**

RRT III requires that the application of dispersants be monitored while the operation is underway. Region III has adopted Special Monitoring of Advanced Response Technologies (SMART) as the program that will be implemented whenever a dispersant operation is authorized in Region III. SMART establishes monitoring protocols for advanced or optional response technologies used in an oil spill. However, those operations will not be delayed pending availability of personnel or equipment needed to operate SMART.

#### ***3209.4.1 Decision Protocol***

##### **3209.4.1.1 Basic Reasoning**

Follow the basic sequence of logic to consider using applied technologies during an incident:

- Decide if the applied dispersant application might provide value?
- Decide if the FOSC has the authority to use it within its useful timeframe?
- If so, can it be here in time?
- If so, does it have application requirements that exceed the window of opportunity?
- If not, does it have unacceptable environmental, health and safety risks associated with its use?
- If it has special operational requirements, is there an identified specialist (technical contact) who can provide timely advice on its effective use?

Figure 12 provides a flowchart to use when deciding whether to use dispersants or other chemical countermeasures. Below are decision process flow chart definitions to be used with Figure 12.

##### **3209.4.1.2 Decision Process Flow Chart Definitions**

1. U.S. Navigable Waters [taken from 40 CFR part 300 as defined by 40 CFR 110.1] means the waters of the U.S. including the territorial seas. This term includes:
  - A. All waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
  - B. Interstate waters, including interstate wetlands;
  - C. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, and wetlands, the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce including any such waters:
    1. That are or could be used by interstate or foreign travelers for recreational or other purposes;
    2. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce;
    3. That are used or could be used for industrial purposes by industries in interstate commerce;
  - D. All impoundments of waters otherwise defined as navigable waters under this section; 1-29

- E. Tributaries of waters identified in paragraphs (a) through (d) of this definition, including adjacent wetlands; and
  - F. Wetlands adjacent to waters identified in paragraphs (a) through (e) of this definition; provided, that waste treatment systems (other than cooling ponds meeting the criteria of this paragraph) are not waters of the US.
2. Operational Monitoring (a.k.a. effectiveness monitoring) is defined by Pond et al., (1997) as monitoring that "provides qualitative information, through visual observations [or other specified method] by trained personnel in real-time, during the actual response, to influence operational decision-making."

Effects monitoring (a.k.a. long-term data gathering) is defined as data that "provides quantitative information on the use of [a product] and the real effects following a spill to influence planning and future research" (Pond et al., 1997). The longer time (weeks, or even months) involved with obtaining results from effects monitoring dictates that sampling should not be used to influence incident-specific decision-making. However, response and trustee agencies should begin gathering effects monitoring data as soon as practicable. Effects monitoring information collection is a long-term process and the results are typically not available in real-time to affect decision-making.

During a response, operational personnel need to be able to ensure the success of a response technique, and in particular, be able to direct, redirect, or discontinue the use of the response technique. Operational monitoring could be as simple as visually monitoring the effectiveness of a particular boom. Is it placed correctly? Is it functioning as expected? Is there any oil remaining to be captured with the particular boom? Or as complete as using Tier 3 SMART protocols for dispersant use or in situ burn monitoring.

Please refer to the following website for additional SMART information:  
<https://response.restoration.noaa.gov/smart>

3. Applied technologies are defined in this Selection Guide as:

**Table 2 Definition of Applied Technologies in the Selection Guide**

<b>Products</b>	<b>Strategies</b>
Alternative sorbents	Fast-water Booming Strategies
Bioremediation agents	Non-floating Oil Strategies
Dispersants	Oil-in-ice Response Strategies
Elasticity Modifiers**	Water Intake Monitoring Strategies
Emulsion Treating Agents	Wildlife Response Strategies
Fire-fighting Foams*	
In situ Burning on Land	
In situ Burning in Inland Waters	
Shoreline Pre-treatment Agents**	
Solidifiers	
Surface Collecting Agents**	
Surface Washing Agents	

\* Not required to be listed on the NCP Product Schedule.

\*\* As of this publication, there were no products listed on the NCP Product Schedule for these product categories.

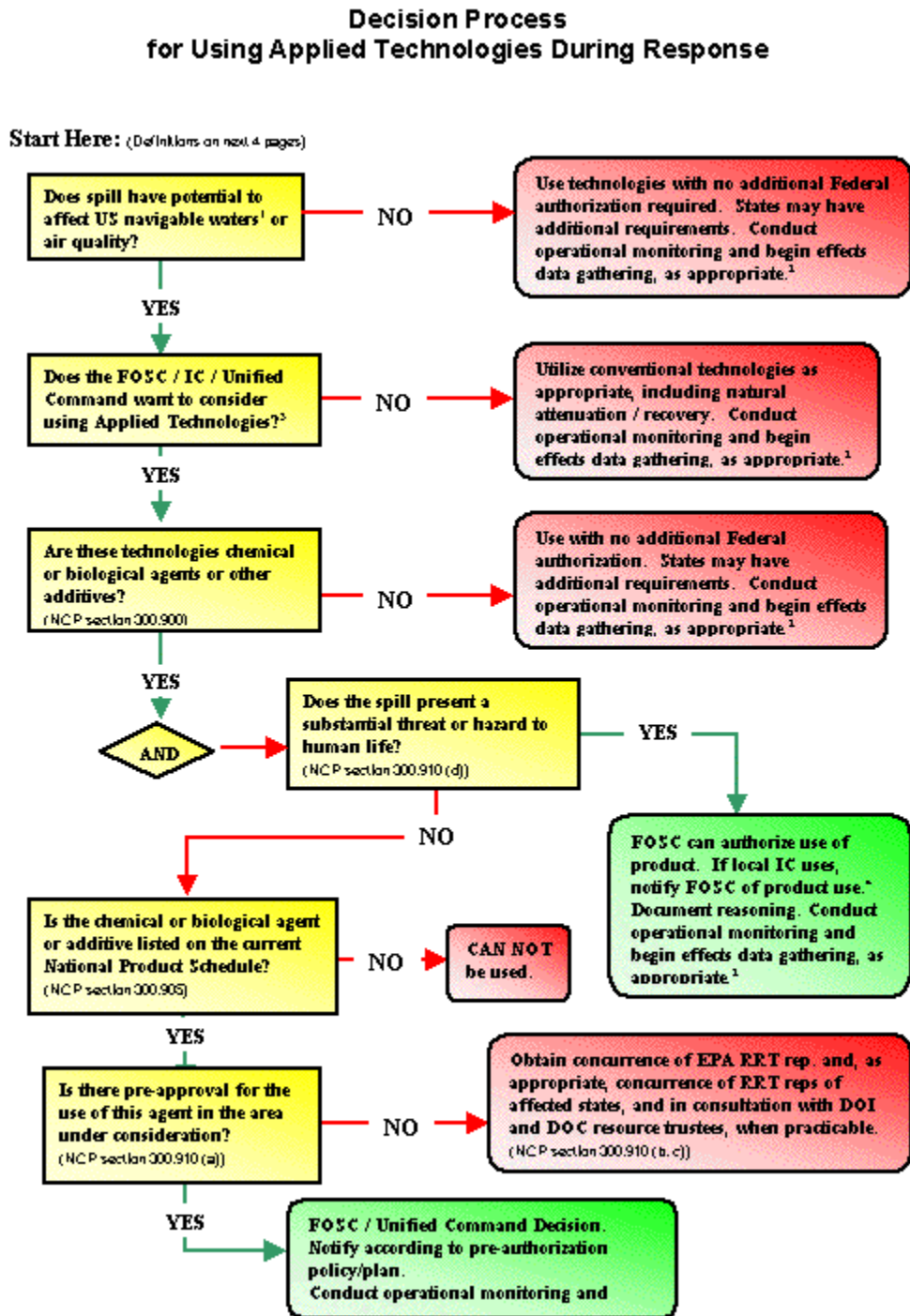
4. 4. FOSC: "The FOSC may authorize the use of any dispersant ... other chemical agent ... including products not listed on the NCP Product Schedule, without obtaining the concurrence of the EPA representative to the RRT when, in the judgment of the OSC, the use of the product is necessary to substantially reduce a hazard to human life..." (NCP section 300.910 (d)) Please note that, even though non-listed products can be used, listed products should be used whenever possible.

#### **3209.4.1.3 FOSC Decision-Making Exception**

Decisions for public safety issues for fires are under the purview of the lead public emergency response agency. Fire Departments and HAZMAT teams have the authority to "hose down" a spill using a chemical countermeasure if they determine that the spilled oil could cause an explosion and/or threaten human health. However, the use of an applied product, even in a situation designed to prevent or reduce the threat to human health and safety, requires that the lead emergency response agency notify the FOSC of this use.



Figure 12 Decision Process for Using Applied Technologies during Response



### **3209.5 Types of Equipment Required**

Types of equipment required for utilizing dispersants are:

Aerial application:

- Spray Equipped Aircraft (DC-3, DC-4, C-130);
- Helicopters; and
- Air tractor.

Vessel application:

- Fire monitor arrangements; and
- Large deck layouts for dispersant totes.

### **3210 In-Situ Burn (ISB)**

In-situ burning means the controlled burning of oil "in place." The In-Situ Burn Memorandum of Understanding among the state and federal agencies who have decision authority as defined in the National Contingency Plan (Part 300.910) and dated January 1998, establishes RRT III policy and outlines on-water areas which have been pre-authorized for conditional in-situ burning (Figure 14). It also provides protocols, which apply to the use of all burning operations under the Endangered Species Act. In addition, the policy contains equipment lists, a decision tree, and an in-situ burning application checklist. RRT III developed additional guidance in 2003 to supplement the existing MOU for use of in-situ burning as a spill response countermeasure. Major aspects of the MOU and Guidance document are summarized below.

Region III Response Team in the RCP and specific RRT III ISB guidance provides technical and procedural guidance for the use of in-situ burn. The Area Committee's entire zone lies in what is considered a "Zone B" status. Zone B status is given to those areas which lie within state territorial boundaries, are designated as marine reserves, National Marine Sanctuaries, National or State Wildlife Refuges, units of the National Park Service, or proposed or designated Critical Habitats, or are considered coast wetlands, including submerged algae or sea grass beds. Zone B requires case-by-case approval of ISB by the RRT III. The RRT III will respond to the OSC's request for authorization to conduct ISB in Zone B within 4 hours from the time of notification. If the RRT has not responded within 4 hours, the OSC may conduct ISB.

RRT III requires that in-situ burning be monitored while the operation is underway through employment of the SMART protocol.

The National Oceanic and Atmospheric Administration (NOAA) has online [job aids for spill countermeasures](#):

National Oceanic and Atmospheric Administration (NOAA):

<https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/response-tools/response-tools-oil-spills.html>

Selection Guide for Oil Spill Response Countermeasures:

Maryland-National Capital Region Area Contingency Plan 2021.2

<https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/response-tools/selection-guide-oil-spill-response-countermeasures>

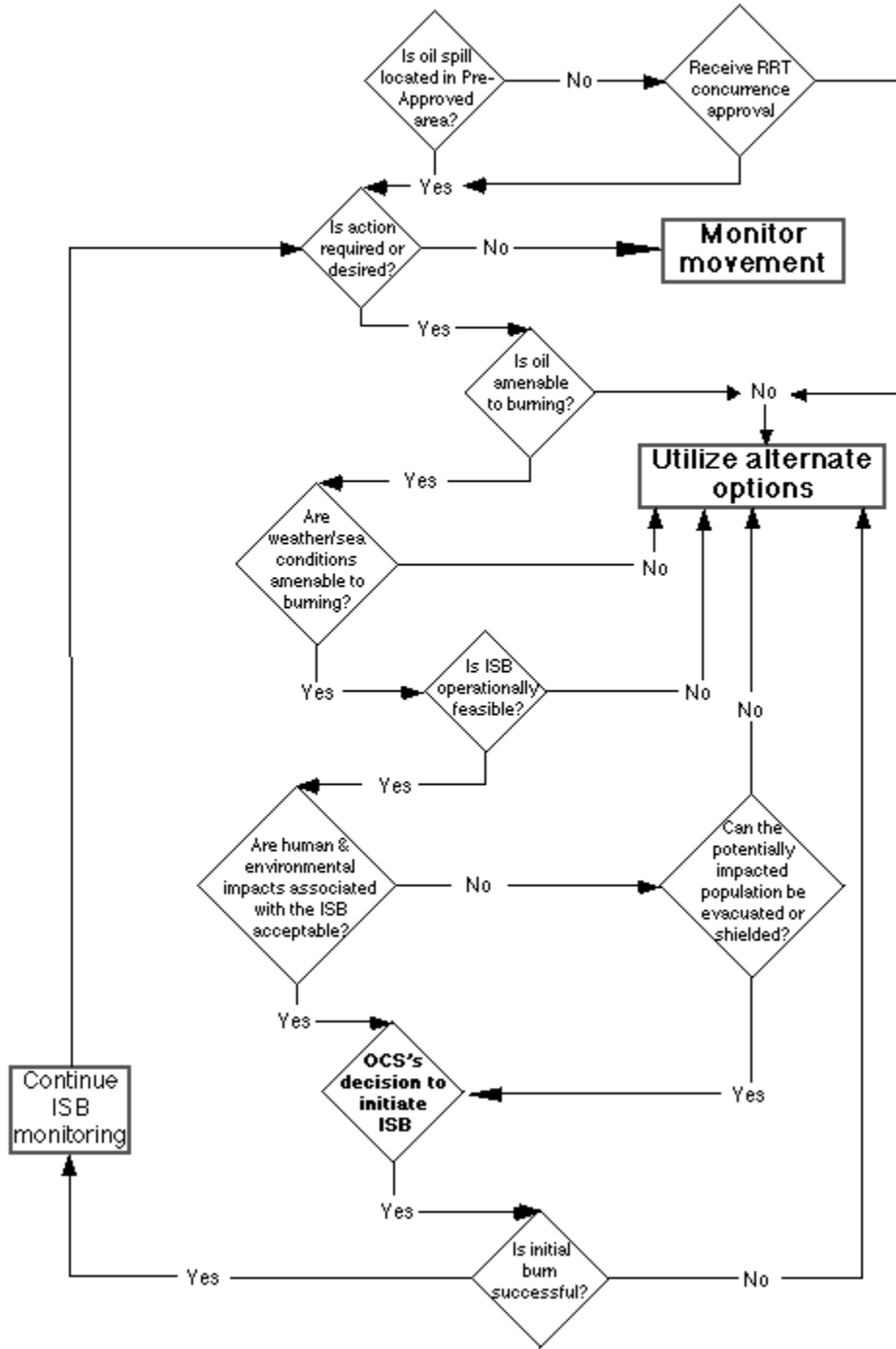
NOAA Office of Response and Restoration In Situ Burning Guidance

<https://response.restoration.noaa.gov/ISB>

3210.1 ISB Options

Figure 13 Regional Response Team II In-Situ Burning Decision Flow Chart

Regional Response Team II  
In-Situ Burning Decision Flow Chart



**3210.2 ISB Checklists**

**3210.3 Preauthorized Zones**

Pre-authorization for the use of on-water in-situ burning by the FOSC in response to coastal oil discharges within the jurisdiction of the RRT III are zone-specific. In-situ burns on land areas would also require prior authorization; no pre-authorization policy for burning on land currently exists. As outlined in the In-Situ Burn MOU between RRT III signatories, the RRT III holds jurisdiction for approval of in-situ burn countermeasures as follows:

Zone A = pre-authorized for open water in situ burning

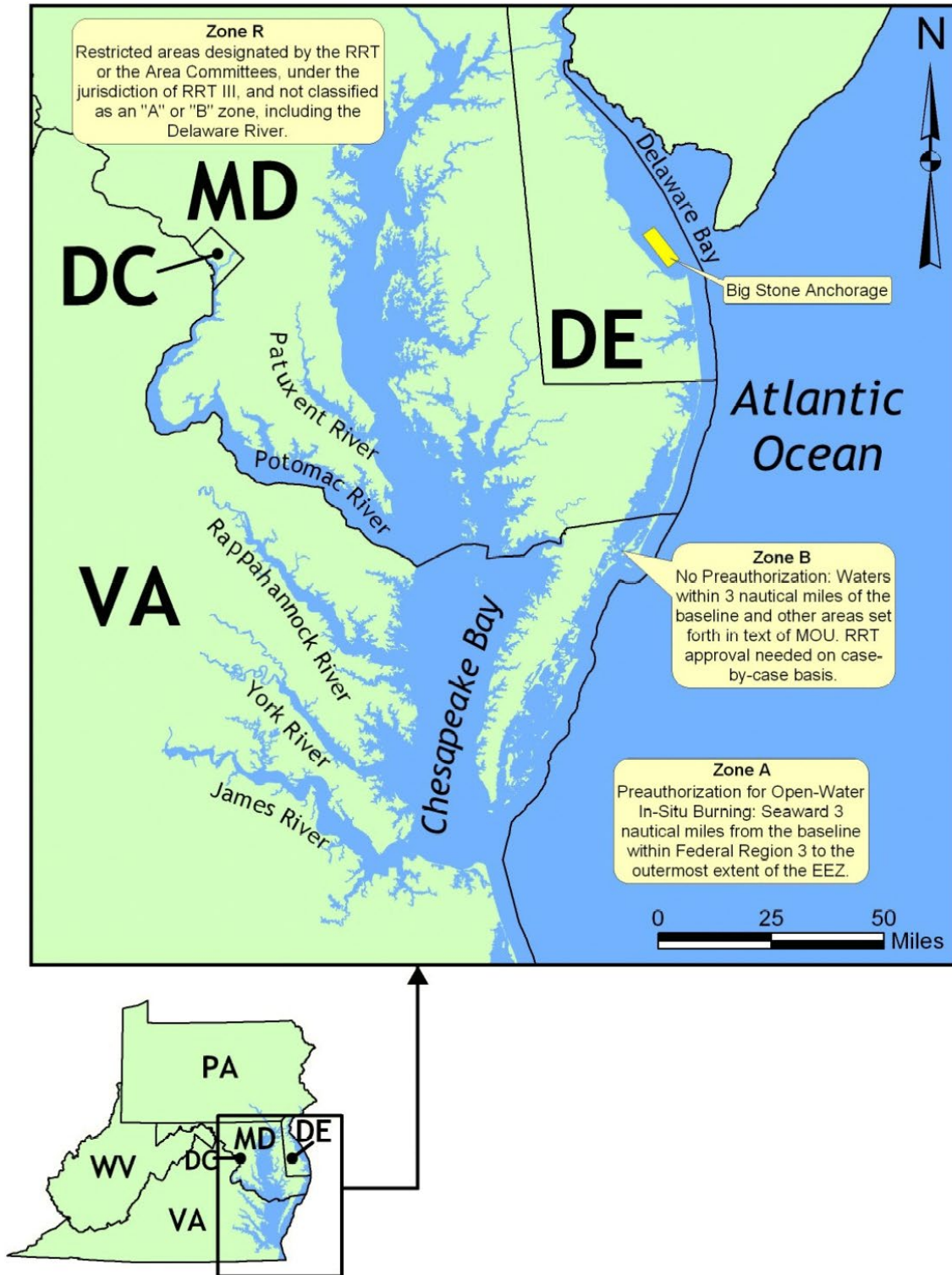
Zone B = waters requiring case-by-case

Zone R = restricted zones

**Table 3 In situ Burning Pre-Approval in coastal RRT III**

<b>In situ Burning Pre-Approval in coastal RRT III (Delaware, Maryland, Virginia)</b>
Reference: RRT III Pre-authorization for Use of In situ Burning MOU
Zone A: Preauthorization for Open-Water In-Situ Burning, seaward 3 NM from the shoreline baseline within Federal Region 3 to the outermost extent of the EEZ.
Zone B: No Preauthorization, waters within 3 NM of the shoreline baseline and other areas set forth in text of MOU. RRT approval needed on case-by-case basis. See the MOU for additional details.
Zone R: No in-situ burning operations will be conducted in an "R" zone unless (1) it is necessary to prevent an immediate risk to human health and safety, (2) an emergency modification of this agreement is made on an incident-specific basis.

Figure 14 RRT III In-Situ Burn Authorization Zones



### **3210.4 Types of Equipment Required**

If ISB equipment is required the FOSC will consult with appropriate Subject Matter Experts through the RRT network to determine this requirement. The GRP was developed to generally cover the first 24 hours of the emergency response, with the understanding that this phase of the response may be much shorter or longer, depending on the incident. Refer to the GRP for further guidance with respect to emergency measures to mitigate further damage to the environment.

The MOST CURRENT list of resources required for this response can be found in the United States Coast Guard Response Resource Inventory System. Link: <https://cgrri.uscg.mil/logon.aspx?ReturnUrl=%2f>

### **3211 Bioremediation**

RRT III's policy is that bioremediation is an appropriate response option to speed recovery of areas affected by oil pollution and reduce the threat of additional or prolonged impacts to human health and natural resources. Their policy does not support the use of bioremediation in open, flowing waters (e.g., coastal waters, large lakes, rivers), or the use of genetically engineered microbes.

#### Approval Protocol

RRT III authorizes the case-by-case use of bioremediation in coastal areas in the MOU for Use of Chemical Countermeasures. The policy derived from this MOU authorizes expedited procedures for obtaining authorization to use bioremediation in coastal areas only and does not address use for inland areas.

#### Decision Protocol

In general, appropriate conditions for use of bioremediation are:

- As a polishing technique after other methods have been used to remove free product and gross contamination;
- When further oil removal is likely to be destructive, ineffective, or cost-prohibitive;
- When nutrients are limiting rates of natural biodegradation; and
- When indigenous hydrocarbon degraders capable of degrading hydrocarbons are present in low concentrations.

To implement bioremediation, an incident-specific plan will need to be developed which addresses items in the Region III Guidance for Using Bioremediation to Treat Oil Pollution (generic guidance will be contained in Selection Guide for Oil Spill Applied Technologies Volume II). This Region III guidance outlines recommended operational procedures.

**Table 4 Bioremediation for RRT III Delaware, Maryland, Virginia**

Bioremediation for RRT III Delaware, Maryland, Virginia	
Reference: MOU for Use of Chemical Countermeasures in RRT III Region III Alternative Response Tool Evaluation System (ARTES)Special Monitoring of Advanced Response Technologies (SMART)Selection Guide for Oil Spill Applied Technologies Volume II – Operations Plans	
Existing MOU	Provides for expedited case-by-case decision making for biological additives (not an emergency type of technology)
Evaluation/Selection of bioremediation Agents	ARTES
Guidance for Use	Selection Guide Volume II Decision Tools (flow chart and application form) Feasibility Assessment Criteria Health and Safety Concerns
Monitoring SMART protocol, if appropriate, plus additional guidance in Volume I of the Selection Guide. Also, see monitoring parameters in the Bioremediation Plan in Volume II of the Selection Guide.	

Guidelines for the use of bioremediation techniques can be found at:  
GUIDELINES FOR THE BIOREMEDIATION OF MARINE SHORELINES AND FRESHWATER WETLANDS ((add hyperlink to the highlighted area; link: [https://www.nrt.org/sites/2/files/EPA\\_marine\\_bioremediation.pdf](https://www.nrt.org/sites/2/files/EPA_marine_bioremediation.pdf))

#### Monitoring Protocol

RRT III requires that bioremediation be monitored while the operation is underway through employment of the SMART protocol.

#### **3212 Resource Details**

Sections 3209, 3210, and 3211 have resource details listed in section 5400.

#### **3213 Surface Washing Agents**

Surface Washing agents are not preauthorized and RRT approval would need to be gained before use on a case by case basis.

#### **3214 Surface Collecting Agents**

Surface Collecting agents are not preauthorized and RRT approval would need to be gained before use on a case by case basis.

#### **3215 Extreme Weather Response**



All environmental conditions are assessed by the Unified Command Safety Officer and a risk analysis will be conducted to determine if operations are safe to continue.

### **3215.1 Ice Conditions**

Conditions of the waterways are determined by the Waterways Division at the Sector. Vessel restrictions are based upon the guidance and requirements issued from that department.

### **3215.2 Heavy Seas**

All environmental conditions are assessed by the Unified Command Safety Officer and a risk analysis will be conducted to determine if operations are safe to continue.

## **3300 Emergency Response**

### **3301 Search and Rescue (SAR)**

The primary goal of SAR efforts is to assist persons or property in actual or potential distress. SAR activity occurs within a well-defined response system comprised of federal, state, and local actors. Sector Maryland-NCR shall normally assume SAR Mission Coordinator (SMC) for all maritime SAR incidents in the Upper Chesapeake Bay and its tributaries. SAR activities may be supported by other suitable federal, state, local, or non-governmental agencies as available. The Sector Maryland-NCR Command Center is the primary coordinating entity for all such activity.

### **3302 Salvage/Source Control**

The primary objectives in any salvage response are to protect and minimize damage to life, environment, property, and marine transportation infrastructure. The type, size and complexity of the marine casualty will dictate the salvage response objectives set by the Unified Command. Common marine casualties include; Hull or Machinery Damage, Stranding or Grounding, Collision, Fire and Explosion, Allision, and Stress Fractures. Early activation of a vessel's response plan, initial assessment and survey of the marine casualty, and deployment of appropriate response resources are essential.

Refer Section 8000 for further information.

### **3302.1 Assessment and Survey**

Following the report of a marine casualty certain critical information is necessary for decision making by the UC. Critical information may include, but is not limited to:

- Safety of ship's personnel
- Pollution impact
- Discharged
- Type
- Quantity
- Potential for discharge

- Vessel Location
- Latitude and longitude
- Proximity to hazard
- Vessel
- Description of damage and the situation
- Pre-casualty drafts and trim
- Post-casualty drafts and trim
- Operability of propulsion and steering systems
- Ability to maintain communications
- Status of ground tackle
- Liquid level of all tanks (e.g. fuel, ballast, cargo, etc.)
- Operability of firefighting and electrical generation systems
- Risk of further damage to the vessel
- Environmental
- On-scene weather and sea conditions
- Forecasted weather and sea conditions
- Tides and current
- Nature of the seafloor and/or shoreline (soft, rocky, etc.)
- Water depth

### **3302.2 Stabilization**

Stabilization includes steps taken to limit or prevent further damage to life, environment, property, and marine transportation infrastructure. Steps to be taken are casualty specific and dependent on the critical information obtained during the assessment and survey.

### **3302.3 Specialized Salvage Operations**

The marine casualty salvage response often exceeds the capabilities of the response organizations and responsible party. Subject matter experts available for specialized salvage operations include:

- US Coast Guard Salvage Engineering Response Team (SERT)
- US Navy Supervisor of Salvage (SUPSALV).
- US Coast Guard Atlantic Strike Team
- American Salvage Association
- Commercial Salvor

### **3302.4 Types of Equipment Required**

The type of salvage equipment will be determined by the type, size and complexity of the marine casualty. Subject matter experts previously listed may assist the UC in determining salvage equipment required.

### **3302.5 Salvage Guidelines**

Search and rescue (SAR) will have priority. Subsequent to any SAR efforts, the pollution response efforts and salvage efforts may be conducted concurrently. The UC will prioritize actions when interference between salvage and pollution response efforts cannot be eliminated.

### **3303 Marine Firefighting**

Refer to Section 8000 - Marine Firefighting for further information.

### **3304 Hazardous Materials**

See [Section 7000 Hazardous Materials](#)

### **3305 Law Enforcement**

#### **3305.1 Perimeter/Crowd/Traffic/Beach Control**

For public safety and security for each spill incident, State Police will take the lead for perimeter, crowd, traffic and beach control in accordance with Emergency Support Function #13. Supplemental assistance could be obtained from USCG or local Police, Fire, and EMS units. Main objective is to ensure a safe and secure environment through Law Enforcement and related security and protection operations for people and communities located within affected areas and also for response personnel engaged in lifesaving and life-sustaining operations. On scene Law Enforcement would provide and maintain on-scene security and meet the protection needs of the affected population over a geographically dispersed area while eliminating or mitigating the risk of further damage to person, property, and the environment.

#### **3305.2 Safety/Security Zones**

To ensure the appropriate actions are taken for each spill incident, response personnel for each spill incident in the Maryland & Potomac Area should contact appropriate Sector Command Center and Waterways Management Division personnel for possible use of, and COTP approval for, an emergency safety or security zone. The process for establishing an emergency safety or security zone is outlined in the "Implement Safety/Security Zone" Quick Response Card (QRC) maintained at the Sector Command Center.

## **3400 Air Operations**

### **3401 Aerial Dispersant Surveillance**

Specific to dispersant applications, surveillance is responsible for directing and coordinating air operations missions to apply dispersants and conduct oil spill tracking, observation, and remote sensing.

### 3401.1 Spotter Aircraft

The Spotter Aircraft Position or “Spotter” is physically located in an aircraft. The Spotter is a person who “spots” or controls, guides, or lines up the sprayer aircraft or vessels over the spill target. Because a dispersant application can be made by both vessels and aircraft, the Spotter would maintain tactical control over both types of delivery systems. The Spotter is in charge of the dispersant operation on scene. Because dispersant operations can be executed in multiple geographic areas due to the spreading and breakup of the slick, multiple spotter aircraft may be needed (one for each spray aircraft).

### 3401.2 Monitor Aircraft

The monitor aircraft or vessel or the "monitor" is primarily responsible for monitoring the effectiveness of the dispersant operation through aerial observation in aircraft and through the use of fluorometers on board vessels to sample the dispersed oil. Effectiveness monitoring is concerned primarily with determining whether the dispersant was properly applied and how the dispersant is affecting the oil.

### 3401.3 Observation Aircraft

The observation aircraft or vessels "observers" are platforms and persons specifically assigned to observe the dispersant operation. Their observer status should be authorized by the Unified Command on the basis of their position as a stakeholder in the outcome of the operation. Observers might include corporate officials, agency representatives, political officials, scientists, trustees, interest group representatives, and so forth.

Refer to the Incident Management Handbook on the Coast Guard Homeport website for Oil Spill Aerial Observer information. On the [Coast Guard Homeport](#) website, select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

## 3402 Aerial Dispersant Application

Below is a list of commercial providers of aerial dispersant application.

**Table 5 Aerial Dispersant Capability**

Name of Supplier/ Location	Contact Information	Equipment
Air Response, Inc. Mesa, AZ	Richard Packard (480) 844-0800	1 DC-4 airplane equipped with 2,000 capacity in-line spray system
Clean Harbors Environmental Services <a href="https://www.cleanharbors.com/">https://www.cleanharbors.com/</a>	Edison, NJ (800) 645-8265	COREXIT 9527: 1,375 G in 55G drums in trailer 1 workboat spray system1 220G helo bucket

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Name of Supplier/ Location	Contact Information	Equipment
Delaware Bay & River Co-Op Lewes, DE	Gene Johnson (302) 645-7861	COREXIT 9527: 1,650G in 55G drums 1 VOSS spray system 1 TC3 helo bucket
Airborne Support, Inc. Houma, LA	Howard Barker Brad Barker (985) 851-6391	COREXIT 9527G DC-4 plane W/24,000G cap DC-3 plane w/1,200G and 1,000G cap Twin engine spotter plane Assoc'd loading pumps
Farwest/Biegert Aviation, Inc. Chandler, AZ	Jim Jefferies David Berry (520) 796-2400	2 ADDS-PACK systems Ancillary pumping equipment
Clean Caribbean Co-Op Port Everglades, FL <a href="https://www.cleancaribbean.org/">https://www.cleancaribbean.org/</a>	Skip Przelomski (954) 983-9880	COREXIT 9527 5,000G in bulk tank; 55G drums COREXIT 9500 15,840G in 55G drums 1 ADDS-PACK Unit 2 VOSS spray systems 2 helo spray buckets
Emergency Aerial Dispersants Consortium (Agricultural spraying aircraft)	(207) 665-2362 Email: <a href="mailto:vervision@aol.com">vervision@aol.com</a>	AT-802 Aircraft - can fly up to 200 mi- offshore -810 gal. Capacity - COREXIT 9500
MSRC		
Clean Seas, Carpinteria, CA	(800) 982-1948 (805) 684-3838	COREXIT 9527 11,000G in 55G drums 2 90G helo buckets
NALCO/Exxon Energy Chemicals LP Sugarland, TX	Steve Sears- Material Control Manager (281) 263-7404 Cell Phone (281) 782-9780 Main Office (281) 263-7000	COREXIT 9527 200,000G in 55G drums COREXIT 9500 stored 55G drums
NRC Miami, FL <a href="https://nrcc.com/">https://nrcc.com/</a>	Bob Grim (305) 379-1625	COREXIT 9527 5,000G in 55G drums
X Products and Services, Inc. Colorado Springs, CO	John Kuipers (719) 576-8047	SX-100 4,840G in 55G drums
CISPRI-Cook Inlet Spill Response Prevention and Response Inc. North Kenai, AK	Victoria Askin (907) 776-7406 Main Office	COREXIT 9527 11,275G in 55G drums 2 helo buckets

**3403 Procedures for Temporary Flight Restrictions**

Due to the presence of three major and several regional airports in this area, it is necessary to be aware of possible interference with airspace even for a 'routine over-flight'. In all cases, the Federal Aviation Administration (FAA) and/or nearest airport that could be affected should be contacted.

NOTAMS or similar advisories can be posted/broadcasted by the FAA to alert aviators of possible environmental hazards. Likewise, response personnel and media engaged in assessment or follow-up surveillance of a spill site, need to be fully aware of FAA or DOD controlled airspace and any hazards or restrictions that may exist.

Links for more info:

- Washington, DC Area Airports: <https://www.mwaa.com>
- BWI Airport: <https://www.bwiairport.com/>
- FAA Air Traffic Control Command Center: <https://www.fly.faa.gov/flyfaa/usmap.jsp>
- Temporary Flight Restrictions & Daily Advisories: <https://pilotweb.nas.faa.gov/>

### **3404 Permanent Area Restrictions**

As a result of the events of September 11, 2001, the FAA and Department of Defense have intensified their efforts to monitor and restrict air traffic within the Baltimore and Metropolitan Washington, DC air corridors. Several permanent area flight restriction zones have been expanded or established, including the Washington, DC Metropolitan Area Flight Restricted Zone (FRZ) and the Air Defense Identification Zone since September 11, 2001. In addition, additional temporary flight restrictions may be imposed during Special Security Events or Incidents of Regional or National Significance. Emergency responders should monitor appropriate aircraft warning frequencies and [Notices to Airmen \(NOTAMs\)](#) for the latest information.

For further information, please visit the following websites:

FAA's Pilot Web Site:

<https://pilotweb.nas.faa.gov/distribution/atccsc.html>

A Pilot's Guide to Understanding Restrictions in Today's National Airspace System:  
[https://www.faa.gov/pilots/safety/notams\\_tfr/media/tfrweb.pdf](https://www.faa.gov/pilots/safety/notams_tfr/media/tfrweb.pdf)

In addition, there are flight space restrictions elsewhere within the Area Committee zone, please consult FAA's PilotWeb site.

#### **3404.1 Air Support**

The Air Support Group Supervisor is responsible for supporting and managing Helibase and Helispot operations and maintaining liaison with Fixed-winged air bases. This includes:

- Providing fuel and other supplies
- Providing maintenance and repair of helicopters
- Keeping records of helicopter activity
- Providing enforcement of safety regulations.

These major functions are performed at Helibases and Helispots. Helicopters during landing, takeoff, and while grounded, are under the control of the Air Support Group's Helibase or Helispot managers. The Air Support Group Supervisor reports to the Air Operations Branch Director.

**3405 Airports/Helibases**

The following lists the airports of the COTP zone by county. Imbedded in the listings are further hyperlinks to homepages for the airports, which contain additional information about each field including size, contact info, and the availability of fuel.

**Table 6 Maryland Airports**

<b>County</b>	<b>Airport(s) / Landing Area(s)</b>	<b>Phone</b>
Anne Arundel County	Baltimore Washington Int'l	410-859-7111
	Lee Airport	410-956-1280
Baltimore County	Martin State Airport	410-682-8810
Caroline County	Ridgely Airport	410-923-3660
Charles County	Maryland Airport	301-283-6202 301-375-7337/7606
Cecil County	Claremont Airport	410-398-0234
Dorchester County	Cambridge - Dorchester Regional Airport	410-228-4571
Harford County	Harford County Airport	410-836-2828
	Fallston Airport	410-877-9889
Prince Georges County	Andrews Air Force Base	301-981-3411/1110
	College Park	301-864-5844
	Hyde Field/ Washington Executive Airpark	301-297-7290
	Potomac Airfield	301-248-5720
	Freeway Airport	301-390-6424
Queen Anne's County	Kentmorr Airport	410-643-1785
	Bay Bridge Airport	410-643-4364
Somerset County	Crisfield - Somerset County Airport	410-968-3062
St. Mary's County	St. Mary's County Regional Airport	301-373-2101
Talbot County	Easton/ Newman Field Airport	410-770-8055
Washington D.C.	Ronald Reagan Int'l Airport	703-417-8000

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County	Airport(s) / Landing Area(s)	Phone
Wicomico County	Bennett Airport (private grass runway)	410-859-7137 410-859-7065
	Bayland Aviation – Refueling At Salisbury-Ocean City Wicomico Regional <a href="http://baylandaviation.com/index.html">http://baylandaviation.com/index.html</a>	410-749-0323
	Salisbury-Ocean City Wicomico Regional Airport (capable of landing up to 757s)	410-548-4827
Worcester County	Ocean City Municipal Airport	410-213-2471

**3406 Helispots / Overflight Information**

**Table 7 Helispots / Overflight Information**

City	Facility Name	ARP Latitude	ARP Longitude
ABERDEEN	RITE AID DISTRIBUTION CENTER	39-27-12.3900N	076-12-33.8300W
ANNAPOLIS	ANNE ARUNDEL MEDICAL CENTER	38-59-19.0000N	076-31-54.0000W
ARBUTUS	SECURITY FORD	39-14-45.3840N	076-40-33.8880W
BALTIMORE	MONTEBELLO FILTRATION PLANT	39-20-10.0000N	076-35-12.0000W
BALTIMORE	GREEN TERRACE	39-24-09.3850N	076-30-17.8710W
BALTIMORE	UNIVERSITY OF MARYLAND SHOCK TRAUMA CENTER	39-17-19.3850N	076-37-32.8830W
BALTIMORE	SINAI HOSPITAL	39-21-07.3830N	076-39-41.8910W
BALTIMORE	FRANKLIN SQUARE HOSPITAL CENTER	39-21-02.0000N	076-28-35.0000W
BALTIMORE	SINAI II	39-21-28.0000N	076-39-45.0000W
BALTIMORE	JOHN HOPKINS - BAYVIEW	39-17-28.9000N	076-32-46.5500W
BALTIMORE	MARRIOTT PARKING GARAGE "ROOFTOP"	39-16-59.7000N	076-36-07.0800W
BALTIMORE	ST. AGNES HEALTH CARE	39-16-14.8000N	076-40-23.0800W
BALTIMORE	PIER 7	39-16-20.0000N	076-34-18.0000W
BALTIMORE	THE JOHNS HOPKINS HOSPITAL	39-17-50.3850N	076-35-35.8790W



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City	Facility Name	ARP Latitude	ARP Longitude
BALTIMORE	BALTIMORE POLICE DEPARTMENT	39-17-25.3850N	076-36-26.8800W
BEL AIR	UPPER CHESAPEAKE MEDICAL CENTER	39-31-20.9900N	076-19-35.9900W
BELTSVILLE	BELTSVILLE SHOP	39-03-00.3930N	076-53-25.9040W
BETHESDA	SUBURBAN	38-59-50.3950N	077-06-35.9220W
BROOKLANDVILLE	BROOKLANDVILLE	39-25-00.0000N	076-40-40.0000W
CAMBRIDGE	DORCHESTER GENERAL HOSPITAL	38-34-18.4270N	076-04-03.7830W
CHESAPEAKE CITY	CHESAPEAKE CITY	39-31-05.0400N	075-49-17.2200W
CHESTERTOWN	CHESTER RIVER MEDICAL CENTER	39-19-04.3980N	076-03-49.8090W
CHEVERLY	PRINCE GEORGE'S HOSPITAL CENTER	38-55-49.0000N	076-55-15.0000W
CLINTON	SOUTHERN MD HOSPITAL CENTER	38-44-53.0000N	076-52-38.0000W
COLUMBIA	HOWARD COUNTY GENERAL HOSPITAL	39-12-52.3830N	076-53-10.9090W
COLUMBIA	AEROSPACE TECH CENTER	39-14-11.3830N	076-49-33.9050W
CRISFIELD	MCCREADY MEMORIAL HOSPITAL	37-58-00.0000N	075-51-58.7570W
CUMBERLAND	WESTERN MARYLAND REGIONAL MEDICAL CENTER	39-38-48.9000N	078-43-55.9200W
EAGLE HARBOR	CHALK POINT GENERATING STA	38-33-23.4360N	076-41-33.8670W
EASTON	MEMORIAL HOSPITAL	38-46-20.0000N	076-04-19.0000W
EMMITSBURG	NAT'L EMERGENCY TRAINING CNTR	39-41-06.0000N	077-19-06.0000W
FORT DETRICK(FREDERICK)	FORT DETRICK HELIPAD	39-26-11.3660N	077-25-13.9470W
FORT RITCHIE	FORT RITCHIE	39-42-00.3430N	077-29-58.9620W
FORT WASHINGTON	FORT WASHINGTON MEDICAL CENTER	38-43-40.2000N	076-59-31.7500W
FREDERICK	GRIMES PROPERTIES	39-24-30.3670N	077-23-09.9460W
FREDERICK	FREDERICK MEMORIAL HOSPITAL	39-25-18.0000N	077-24-51.0000W

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<b>City</b>	<b>Facility Name</b>	<b>ARP Latitude</b>	<b>ARP Longitude</b>
GAITHERSBURG	IBM	39-09- 12.3850N	077-12- 59.9350W
GLEN BURNIE	TAR COVE	39-08- 42.3930N	076-30- 04.8620W
GLEN BURNIE	BALTIMORE WASHINGTON MEDICAL CENTER	39-08- 15.3910N	076-37- 23.8780W
HAGERSTOWN	WASHINGTON COUNTY HOSPITAL	39-38- 14.3460N	077-42- 52.9740W
HAGERSTOWN	CRAIG COMPANY	39-38- 30.3450N	077-44- 58.9770W
HAGERSTOWN	ALLEGHENY POWER- HAGERSTOWN CORP CTR	39-35- 57.0000N	077-45- 50.0000W
HAVRE DE GRACE	GREGORY MAY	39-31- 56.0227N	076-06- 12.9839W
HUNT VALLEY	PHH	39-29- 39.0000N	076-39- 24.0000W
JACKSONVILLE	MRS BOZMAN	39-32- 58.3800N	076-33- 45.8830W
LA PLATA	CIVISTA MEDICAL CENTER	38-31- 42.6000N	076-58- 28.0000W
LAUREL	CITIZENS BANK HEADQUARTERS	39-05- 13.3900N	076-53- 49.9060W
LAUREL	LAUREL REGIONAL HOSPITAL	39-05- 15.3910N	076-52- 53.9040W
LAYTONSVILLE	FEDERAL SUPPORT CENTER	39-11- 31.3830N	077-06- 23.9270W
LEONARDTOWN	ST. MARY'S HOSPITAL EAST	38-18- 05.4000N	076-38- 12.6000W
LEONARDTOWN	ST. MARY'S HOSPITAL	38-18- 00.4500N	076-38- 13.8500W
LINTHICUM HEIGHTS	MARITIME INSTITUTE	39-12- 40.3860N	076-40- 18.8860W
LUSBY	CLNG COVE POINT	38-23- 30.4440N	076-24- 28.8200W
NEW CARROLLTON	METROPLEX	38-56- 46.4000N	076-52- 05.9000W
OAKLAND	GARRETT COUNTY MEMORIAL HOSPITAL	39-24- 47.3470N	079-24- 04.1600W
OCEAN CITY	HOOPERS	38-18- 41.4140N	075-07- 13.6660W
OCEAN CITY	65TH STREET	38-23- 21.4100N	075-04- 19.6600W
OLNEY	NORWOOD	39-07- 38.0000N	077-01- 21.0000W

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<b>City</b>	<b>Facility Name</b>	<b>ARP Latitude</b>	<b>ARP Longitude</b>
PRINCE FREDERICK	CALVERT MEMORIAL HOSPITAL	38-33-39.0000N	076-35-45.5000W
QUEENSTOWN	THE ASPEN INSTITUTE	38-54-33.4100N	076-07-10.8030W
RANDALLSTOWN	NORTHWEST HOSPITAL	39-21-32.3800N	076-46-53.9070W
ROCKVILLE	SHADY GROVE ADVENTIST HOSPITAL	39-05-53.3890N	077-11-48.9310W
SALISBURY	PENINSULA RGNL MEDICAL CENTER	38-21-00.0000N	075-35-00.0000W
SILVER SPRING	DOW JONES & CO. INC.	39-02-47.3930N	076-59-00.9140W
STEVENSON	BERG'S FIELD	39-24-40.3810N	076-42-58.9020W
TAKOMA PARK	WASHINGTON ADVENTIST HOSPITAL	38-59-09.4200N	077-00-06.9300W
TANEYTOWN	EVAPCO	39-39-13.3580N	077-11-00.9400W
TOWSON	BLACK & DECKER/PARKING LOT 2	39-23-56.3840N	076-35-17.8830W
TOWSON	ST JOSEPH HOSPITAL	39-23-18.0000N	076-36-36.0000W
WESTMINSTER	CARROLL HOSPITAL CENTER	39-33-31.0000N	076-59-27.0000W
WORTON	NUODEX INC.	39-15-10.3920N	076-05-03.8090W

**3407 List of Certified Helos/Aircraft Providers**

**Table 8 Mass Rescue Operation Supplemental Checksheet**

**Mass Rescue Operation Supplemental Checksheet**

**HELO RESOURCES** (Within range, as needed, up to 500 miles)  
*To augment high readiness and traditionally used resources*

Static Data for planning (update/keep current)

For the Port/AOR of: Sector Maryland-NCR							
OWNER & POC (24 hour Contact #)	NUMBER OF AVAILABLE HELO(s) BY TYPE	RESPONSE TIME	ENDURANCE (hrs)	HOISTING CAPABILITY (Y/N)	PAX CAPACITY	DATE LAST UPDATED	COMMS FREQS/COMMENTS
Maryland State Police 410-783-7525	(11) HH-65C (8) AW-139	Depends	2.5	YES	6	18 APR 17	VHF FM25-90MH
NAS Patuxent River 301-342-3743	(4) MH60S	Depends	2	YES	4	18 APR 17	VHF
VA Airborne Search and Rescue Unit 866-246-9552	4 (2) Bell Jet and (2) Robinson	Depends	2.5-3	NO	5	18 APR 17	VHF
U.S. Park Police 202-690-0768	Bell412EP Bell412SP Bell206L3	Depends	2-2.5	YES	8	18 APR 17	VHF
Baltimore County PD 410-887-0280	(3) AS350 ASTARS	Depends	2-2.5	YES	4	18 APR 17	VHF
Baltimore City PD 443-984-7042	(4) EC Eurocopters	Depends	3	NO	3	18 APR 17	VHF
Anne Arundel PD 410-222-0053	(1) Bell 407 (2) OH58	Depends	2	NO	7	18 APR 17	VHF

**3408 Fuel/Maintenance Sources**

See 3405 for list of Airports with fuel sources.

**3409 Air Traffic Control Procedures**

The FAA and MD Aviation Administration are two sources of information that can be helpful. OPS Section Chief shall ensure air space deconfliction. Consider use of Temporary Flight Restrictions (TFR) if required.

**3500 Staging Areas**

Staging Areas serve as a location where incident personnel and equipment are assigned awaiting tactical assignment. Staging areas are managed by the OSC.

### 3501 Pre-identified Staging Areas

There are numerous location throughout the region that could serve as Staging Areas for a major response, some examples include:

Fort Armistead Park	Anne Arundel County ADC Map #4
Sandy Point State Park	Anne Arundel County ADC Map #22
CG Yard	Anne Arundel County ADC Map #3
Patuxent River NAS	St. Mary's County ADC Map #19
Naval Station Annapolis	Anne Arundel County ADC Map #21
Aberdeen Proving Ground	Harford County ADC Maps #25-30
Station Stillpond	
Ocean City Fisherman's Marina	Kent County ADC Map #1
Outten Road, Snow Hill, MD	
End of Route 113 Snow Hill, MD	
Salisbury Airport	Wicomico County ADC Map #23

#### 3501.1 Major Waterways

With many bays, rivers, and inlets, the Maryland-National Capitol Region is filled with major and minor waterways, including:

Online Charts: <https://oceanservice.noaa.gov/facts/find-charts.html>

**Table 9 Major Waterways**

<b>Waterway</b>	<b>NOAA Chart #</b>
Anacostia River	12289
Annapolis Harbor	12283
Baltimore Harbor	12281
Chesapeake and Delaware (C&D) Canal	12277
Chesapeake Bay	12280
Chester River	12272
Choptank River	12266, 12268
Elk River	12274
Magothy River	12282
Nanticoke River	12261
Patapsco River	12281, 12278
Patuxent River	12264
Potomac River	12285-12289
Sassafras River	12274
Severn River	12282
South River	12270
Susquehanna River	12280
Wicomico River	12261

### **3502 Acquiring/Ensuring Security at Staging Areas**

In the initial phases, security at staging areas or other incident locations should be coordinated through local law enforcement. For long-term events, logistics may contract with local security providers.

### **3600 Wildlife**

Refer to the Wildlife Annex and the National Park Service Annex for details.

#### **3601 Fish and Wildlife Prioritization**

Refer to the Wildlife Annex for details.

#### **3602 Fish and Wildlife Identification**

Refer to the Wildlife Annex for details.

#### **3603 Fish and Wildlife Removal**

Refer to the Wildlife Annex for details.

#### **3604 Wildlife Recovery Operations/Procedures**

Refer to the Wildlife Annex for details.

#### **3605 Fish and Wildlife Protection**

Refer to the Wildlife Annex for details.

##### **3605.1 Carcass Retrieval and Processing**

Refer to the Wildlife Annex for details.

##### **3605.2 Wildlife Rehabilitation**

Refer to the Wildlife Annex for details.

## **4000 Planning**

### **4100 Planning Section**

The Planning Section is responsible for the collection, evaluation, and dissemination of tactical information related to the incident, and for the preparation and documentation of Action Plans. The section also maintains information on the current and forecasted situation, and the status of resources assigned to the incident, which includes the Situation, Resource, Documentation, Demobilization Units, and the Technical Specialists.

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

#### **4101 Planning Section / Planning Cycle Guide**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

#### **4102 Planning Section Objectives and Organization**

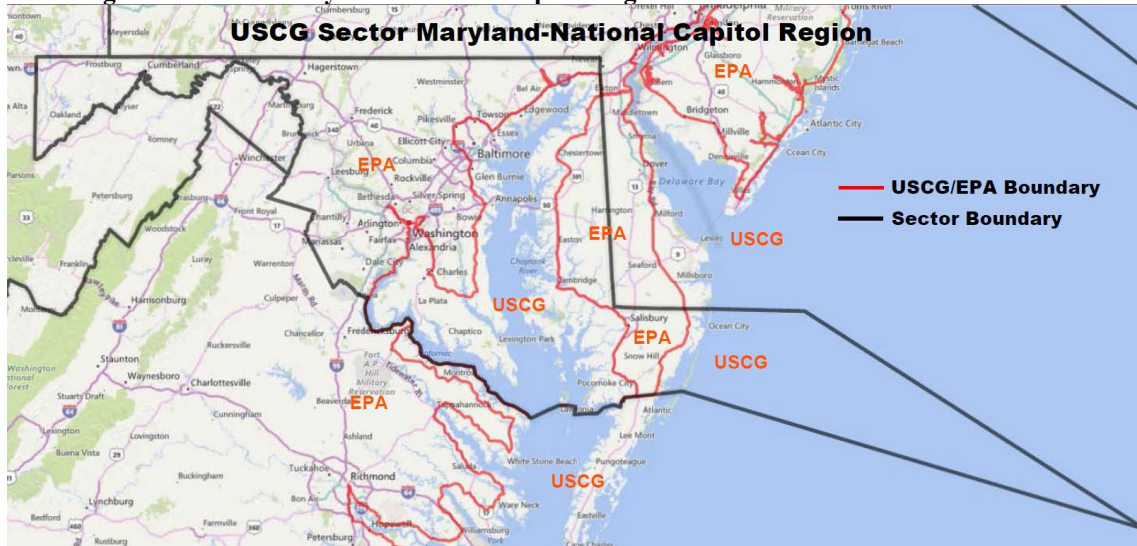
Planning Section objectives and organization can be found in both the USCG IMH as well as the [Planning Section Chief Job-Aid](#).

### **4200 Situation**

Situation Unit Leader (SITL) works directly for the PSC. For SITL objectives, responsibilities, and organization refer to the [Situation Unit Leader Job Aid](#).

## 4201 Chart of Area

Figure 15 Sector Maryland-National Capital Region / EPA Area Committee Zone



## 4202 Weather/Tides/Currents

Seasonal weather patterns may affect the planning and operational aspects of a response. Detailed weather information and forecasts can be obtained from a variety of sources, including the National Weather Service.

For tides and currents, Internet sites will not give accurate enough information; only Thomas Point Light's station is listed. The Sector Maryland-National Capital Region's Command Center can provide excellent data with many more substations for calculations. The Command Center can be reached 24 hours per day at (410)-576-2525.

<https://oceanservice.noaa.gov/facts/find-tides-currents.html#tides>

## 4203 Obtaining Display Equipment

Sector Maryland-NCR maintains an inventory of display equipment that may be utilized when necessary for a response. If further display equipment is required District Five maintains additional equipment that can be requested.

## 4204 Procedures for Use of On-Scene Command and Control

On-scene command and control procedures shall utilize the structure and guidance set forth in the Incident Management Handbook.



## **4300 Resources**

The Resources Unit is responsible for the status of all resources (primary and support) at an incident. This is achieved through the development and maintenance of a master list of all resources used during the event.

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

### **4301 Resource Management Procedures**

Refer to the USCG IMH as well as [Resource Unit Leader Job Aid](#) for RESL objectives, responsibilities, and organization.

### **4302 IAP Development/Sample IAP**

The PSC shall develop an IAP for every operational period. Sample IAPs may be found in IMSS.

### **4303 Volunteer Support**

The availability and logistics of all required support services must be examined prior to employing volunteers. Food, safety equipment, supervision, transportation, decontamination, and scheduling must all be provided. Generally, it is expected that the volunteer organization will provide for, or at a minimum coordinate, the provision of these services for their volunteers. Support cost, documentation needs, accountability, and potential enforcement issues must be considered prior to deployment of volunteers.

For additional information reference the Sector Maryland-NCR Volunteer Plan.

#### **4303.1 Assistance Options**

Volunteers can come from a wide variety of backgrounds and work experiences and may be fully integrated into the command structure.

#### **4303.2 Assignment**

Volunteers will be assigned based on expertise and interest. For safety, liability, and management reasons, individual volunteers will not be used during hazardous material or WMD incidents. Volunteer organizations are subject to the following policy:

The volunteer organizations must be structured and self-sustaining, such as the Red Cross or Salvation Army. This includes a manager or supervisor, and they must meet the state and OSHA requirements for the area they will be employed and for the position which they will fill. The National Contingency Plan (40 CFR 300), Appendix E, paragraph 6.0, addresses the use of

volunteers and Occupational Health and Safety Administration pamphlet OSHA 3172 outlines the training required.

Due to the logistical requirements of managing volunteers, the response organization must be large enough to support volunteer participation. The likely spill/release scenario that volunteer organizations will be employed is a Maximum Most Probable incident. There may also be an existing state program to administer assistance. In addition, the assignments provided will generally be low risk. For example, assistance in the command post, logistics, staging areas and check-in require relatively little training and are low risk activities. In certain circumstances, volunteers may be used for higher risk activities such as wildlife cleaning or pre-cleaning beaches. These activities, however, require specialized training and in some cases licensing.

In many cases, the Responsible Party (RP) is responsible for the funding of the spill/release response. In this active role, it is critical that their concerns and limitations on using volunteer organizations are considered. Often RP's are hesitant to utilize volunteers due to liability and legal considerations. However, the advantages and disadvantages will be discussed and decided upon by the Unified Command, with advice from legal representatives.

### **4303.3 Coordination**

The Liaison Officer (LOFR) will coordinate volunteer activity. The LOFR will require a Volunteer Coordinator to work with the manager or supervisor of the volunteer organizations. The Volunteer Coordinator is part of the Planning Section and reports to the Resource Unit Leader. The volunteer organization's representative will be responsible for their scheduling and filling of the positions, in cooperation with the Volunteer Coordinator. Once accepted by the unified command, the volunteer organization will be assigned to a specific branch or unit.

### **4303.4 Training**

Volunteer organizations must have a roster and list of any training or qualifications held by their volunteers. This information will be collected and volunteers will be called upon for assistance as needs are identified.

Those volunteers, who will be involved in the post-emergency response phases of an oil spill, will need hazardous materials awareness training. OSHA regulations and 29 CFR 1900.120 dictate that post-emergency response workers have 40 hours of HAZWOPER training. These 40 hours of training would be difficult and expensive to set up for volunteers. Instead, volunteers can fall under a "De Minimis" exception. Under OSHA Directive CPL 2-2.51 and OSHA Standards Interpretation and Compliance Letters (dated 02/13/1992), "a minimum of four hours [of training] would be appropriate in most situations." The criteria for De Minimis is:

- The job site is in an area where a qualified person has decided that the exposure potential is expected to remain under Permissible Exposure Limits (PEL),
- Health risks from skin absorption are minimal,
- Workers have been trained on procedures in the event of an emergency and hazards associated with the hazardous substances in their workplace,

- Workers have completed training including topics such as decontamination procedures, heat stress, hypothermia, water safety, and operating procedures, and,
- Supervisors have received a minimum of 24 hours of training.

Potential sources for the four hours of hazardous materials awareness training include the Responsible Party, Maryland Department of the Environment (whose qualified trainers will be heavily involved in spill response), the EPA, the South Baltimore Mutual Assistance Plan (SBIMAP), Anne Arundel County, Baltimore City, Baltimore County, Howard County, Prince George's County, Montgomery County, or Maryland Fire and Rescue Institute (MFRI).

#### **4304 Volunteer Job-Aids**

The full Volunteer Management Plan is available on the Coast Guard Homeport website. Refer to the [Coast Guard Homeport](#) website. Navigate the website by selecting “Port Directory” tab at the top of the screen and then select “Maryland-NCR.” Under the “Contingency Plans” heading, select the Area Contingency Plan.

#### **4400 Documentation**

The Documentation Unit is essential to properly collecting, organizing, and maintaining custody of materials during and following the incident response.

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

#### **4401 Administrative File Organization & Maintenance**

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

#### **4402 Services Provided**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

#### **4500 Demobilization Unit**

The demobilization unit is responsible for developing the Incident Demobilization Plan, and assisting sections and units in ensuring that an orderly, safe, and cost effective demobilization of personnel and equipment is accomplished from the incident.

### **4501 Developing a Demobilization Plan**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen.

### **4502 Sample Demobilization Plan**

Refer to the [Coast Guard Homeport](#) website under “ICS Forms” to download a sample demobilization plan.

## **4600 Environmental**

### **4601 Environmentally Sensitive Areas, Environmental Sensitivity Index (ESI) Maps, Geographic Response Strategies (GRS)**

#### **4602 Identification & Prioritization of Environmentally Sensitive Sites**

The Port of Baltimore area of jurisdiction is divided into eight sectors to facilitate identification and prioritization of sensitive environmental and economic resources targeted for protection following a spill event. Identification of resources and strategies for protecting sensitive resources are described by each sector in Figures 4-9 to 4-23. The OSC must also take historic properties into account when responding to spills. Historic properties include any prehistoric district, site, building, structure, or object included in, or eligible for inclusion on the National Register. [Section 4610 Historic Properties](#) contains more information. Section 4630 Local Contacts provide contacts, resources, and references related to the protection of sensitive environmental and economic resources and historic properties. The cultural resource information in this section is dynamic and may not be current and so should not be substituted for contacting the Maryland Historical Trust (SHPO) for the most recent data.

The primary reference used to identify sensitive environmental and economic resources is the Geographic Response Strategies (GRS) which contains [Environmental Sensitivity Index \(ESI\) maps](#) which were produced as an atlas for the National Oceanic and Atmospheric Administration (NOAA) to aid in sensitive resource identification during oil spills. The GRS also includes booming strategies for selected, high-risk, cells which are identified on the overall index map in the plan. For additional information on how to use the GRS refer to the GRS User Guide. The categories of resources listed in the atlas are divided into high, medium, and low priorities for protection based on their sensitivity to oiling, ability to be cleaned, length of time, and cost of recovery. Short descriptions of resource characteristics (e.g., shoreline types, wildlife habitats, area characteristics) are included. A general discussion of prioritization is provided for each sector. During an actual spill this information can, and often should, be supplemented with information in the desktop resources and through the local and regional contacts.

The eight sectors delineated for this portion of the plan are:

- Baltimore Harbor/Patapsco River
- Upper Bay/Susquehanna River/Elk River/Sassafras River
- Craighill Angle/Chester River

- Middle Bay/Eastern Bay/Choptank River/Severn River
- Lower Bay/Tangier Sound
- Patuxent River
- Potomac / Anacostia River
- Atlantic Coastal Zone

#### 4603 Characteristics of Environmentally Sensitive Sites

The following is a comprehensive list of Endangered Species present in the mid-Atlantic area

##### 4603.1 Fish

<b>Common Name</b>	<b>Scientific Name</b>	<b>Distinct Population Segment (DPS) Status</b>
<u>Atlantic Salmon</u>	<i>Salmo salar</i>	<b>Chesapeake Bay - Endangered</b>
<u>Atlantic Sturgeon</u>	<i>Acipenser oxyrinchus oxyrinchus</i>	<b>Chesapeake Bay - Endangered</b>
<u>Shortnose Sturgeon</u>	<i>Acipenser brevirostrum</i>	<b>Endangered</b>
<u>Giant Manta Ray</u>	( <i>Manta birostris</i> )	Threatened
<u>Oceanic Whitetip Shark</u>	( <i>Carcharhinus longimanus</i> )	Threatened

##### 4603.2 Whales

<b>Common Name</b>	<b>Scientific Name</b>	<b>Status</b>
<u>Blue Whale</u>	<i>Balaenoptera musculus</i>	<b>Endangered</b>
<u>Fin Whale</u>	<i>Balaenoptera physalus</i>	Endangered
<u>North Atlantic Right Whale</u>	<i>Eubalaena glacialis</i>	Endangered
<u>Sei Whale</u>	<i>Balaenoptera borealis</i>	<b>Endangered</b>
<u>Sperm Whale</u>	<i>Physeter macrocephalus</i>	<b>Endangered</b>

**4603.3 Sea Turtles**

<b>Common Name</b>	<b>Scientific Name</b>	<b>Distinct Population Segment (DPS) Status</b>
<u>Green Sea Turtle</u>	<i>Chelonia mydas</i>	<b>North Atlantic - Threatened</b>
<u>Hawksbill Sea Turtle</u>	<i>Eretmochelys imbricata</i>	Endangered
<u>Kemp's Ridley Sea Turtle</u>	<i>Lepidochelys kempii</i>	Endangered
<u>Leatherback Sea Turtle</u>	<i>Dermochelys coriacea</i>	<b>Endangered</b>
<u>Loggerhead Sea Turtle</u>	<i>Caretta caretta</i>	Northwest Atlantic Ocean - Threatened

Refer to the Geographic Response Strategies (GRS) which contains [Environmental Sensitivity Index \(ESI\) maps](#) . **These ESI maps include characteristics of all relevant sensitive sites.**

**4604 Sensitive/Endangered Species Locations**

ESA Listed Species Maps

<https://www.greateratlantic.fisheries.noaa.gov/protected/section7/listing/index.html>

The NOAA/NMFS ESA point of contacts are:

Greater Atlantic Regional Fisheries Office (978) 282-8480

National Marine Fisheries Service

Protected Resources Division

55 Great Republic Drive

Gloucester, MA 01930

Contact: Julie Crocker

[julie.crocker@noaa.gov](mailto:julie.crocker@noaa.gov)

and/or

Contact: Daniel Maroone

(978) 282-8465

[daniel.marrone@noaa.gov](mailto:daniel.marrone@noaa.gov)

For Marine Mammal Related Issues (Dead or alive strandings, entanglement issues, not ESA coordination)

NOAA Fisheries Office: (978) 282-8478

U.S. Department of Commerce Mobile: (978) 559-1781

Maryland-National Capital Region Area Contingency Plan 2021.2

Greater Atlantic Regional Fisheries Office

Contact: Mendy Garron, CVT

Marine Mammal Response Coordinator

[mendy.garron@noaa.gov](mailto:mendy.garron@noaa.gov)

[www.nmfs.noaa.gov](http://www.nmfs.noaa.gov)

U.S. Fish and Wildlife Service

177 Admiral Cochrane Drive

Annapolis, Maryland 21401-7307

Contacts: Peter McGowan (410) 573-4523

Mary Ratnaswamy (410) 573-4541

<https://www.fws.gov/>

Maryland Department of Natural Resources

Wildlife and Natural Heritage Program (410) 260-8540

Tawes State Office Building, E-1

580 Taylor Avenue

Annapolis, Maryland 21401

Wildlife & Heritage Program (410) 827-8612 x104

Contact: Pete Jayne

Maryland Department of Natural Resources

Wye Mills Work Center

PO Box 68

Wye Mills, MD 21679

Wildlife & Heritage Program - Wildlife Response

Contact: David Heilmeier (cell) (410) 610-0539

Maryland Department of Natural Resources (emergency only)

Southern Regional Service Center

6904 Hallowing Lane

Prince Frederick, MD 20678

Marine/Estuarine Fisheries

Contact: Lynn Fegley, Assistant Director for Estuarine and Marine Fisheries

Fisheries Division (410) 260-8285

Tawes State Office Building B-2

580 Taylor Avenue

Annapolis, MD 21401

<https://www.dnr.state.md.us/fisheries>

Freshwater Fisheries

Contact: Steve Early

Tawes State Office Building B-2 (410) 226-5193

580 Taylor Avenue

Annapolis, MD 21401

<https://dnr.maryland.gov/fisheries/Pages/default.aspx>

National Marine Fisheries Service Northeast Region Hotline: 1-800-853-1964  
Contact: Andy Cohen (978)-281-9213  
One Blackburn Drive  
Gloucester, MA 01930  
<https://www.greateratlantic.fisheries.noaa.gov/>

#### **4605 Historical Site Information**

Maryland Historical Trust  
100 Community Place  
Crownsville, Maryland 21032-2032  
<https://mht.maryland.gov>

For Standing Structures: Marcia Miller, Chief, Office of Research, Survey and Registration (ORSR)

Email: [marcia.miller@maryland.gov](mailto:marcia.miller@maryland.gov) (410) 514-7646

For Archeological Sites: Dennis Curry, Chief Archaeologist (410) 514-7664

Email: [dennis.curry@maryland.gov](mailto:dennis.curry@maryland.gov)

For Maritime/Underwater Sites: Susan Langley, State Underwater Archaeologist (410) 514-7662

E-mail: [susan.langley@maryland.gov](mailto:susan.langley@maryland.gov) (cell/text/SMS) (410) 353-8777

#### **4605.1 MEDUSA website**

The official repository for the Maryland Inventory of Historic Properties (MIHP), which includes both architectural resources and archeological sites. The database includes records for the National Register of Historic Places (NRHP) properties in Maryland, determinations of eligibility (DOE) records, and records for properties in the Maryland Historic Preservation Easement program.

<https://mht.maryland.gov/secure/medusa/>

#### **4606 Historic Properties**

The National Historic Preservation Act requires Federal agencies to take into account the effects of response actions on historic properties when responding to spills. As the Federal official designated to coordinate and direct response actions, the Federal OSC is responsible for ensuring historic properties are appropriately considered while planning and during a spill response. Historic properties include any prehistoric or historic district, site, building, structure, or object listed in, or eligible for inclusion in, the National Register of Historic Places (36 CFR Part 60), and/or included in the Maryland Inventory of Historic Properties. The listing of these sites is not included in this plan. Some sites for which the locations are public information, are identified on maps available from Maryland Department of Natural Resources, Geographic Information Systems Division. See Section 4630.2.6 Maryland Mapping Services. While the State Historic Preservation Office (SHPO) shares data with the Maryland Department of Natural Resources Merlin website, this material only includes National Register of Historic Places sites, Easements, and Maryland Inventory of Historic Properties sites. No archaeological sites, either terrestrial or maritime/submerged, are included. The SHPO must be contacted for these data. There are



presently 1565 sites in Maryland on the National Register of Historic Places and 55,812 on the Maryland Inventory of Historic Properties. National Register site locations are public information, however, the location of archaeological and some historic sites remain confidential and access to this information is through the Maryland Historical Trust contact staff only. The Maryland Historical Trust is the State Historic Preservation Office for the State of Maryland and must be contacted to determine if any historic sites are located in the area impacted by the spill or by response actions.

Most historic sites are located on land and are not likely to be impacted by spills of oil or hazardous substances. However, numerous historic and prehistoric sites are located near the water in littoral, foreshore, wetland or submerged contexts and can be adversely impacted by containment and recovery operations. Heavy equipment is particularly harmful to archeological sites and the OSC should use other methods of containment and recovery in these areas. Some historic sites are located underwater and may be damaged by an oil or hazardous substance spill. However, even underwater, the sites are more likely to be adversely impacted by containment and recovery operations than the spill itself.

Before conducting containment or recovery operations on a historic site, the OSC should contact the Maryland Historical Trust to determine the sensitivity of the site. The Maryland Historical Trust may also be able to assist in identifying which containment and recovery techniques are least likely to impact the historic site. See [Section 4730.1 Cultural and Historic Properties](#) for more information.

#### **4607 Economically Sensitive Sites & Maritime Infrastructure Recovery**

Note: The following text was obtained from DHS' [Maritime Infrastructure Recovery Plan](#) issued in April of 2006.

The Maritime Infrastructure Recovery Plan (MIRP) is based on the following planning assumptions and considerations:

Implementation of the MIRP is based on the occurrence of a TSI, which has impaired or threatens to impair the loading/offloading or movement of vessels and disrupts the flow of commerce;

This plan assumes that a TSI has been declared and that elements of the National Response System have been convened and are available to make recommendations regarding the restoration of cargo flow and maritime infrastructure recovery;

Recovery operations are based on risk management principles—100% security of the MTS cannot be guaranteed before or following an incident;

The goals of decision makers utilizing the MIRP are to:

- Facilitate achieving the optimum balance between ports and waterways security and the recovery of maritime transportation capabilities,
- Maximize the Maritime Transportation System's (MTS) continued operational equilibrium,

- Minimize disruption to the U. S. economy from unnecessarily constrained cargo flow;

Infrastructure refers to the Maritime Transportation System (MTS) and those facilities, structures, and assets vital to the Nation's ports (33 CFR 101.105);

Use of the phrase "recovery or restoration of cargo flow" refers to recovery of goods, wares, and merchandise (33CFR 101.105) and restoration of maritime transportation capabilities in the MTS. Additionally, when referring to either recovery or restoration of cargo flow, the phrase includes recovery management associated with passenger vessel activity;

The MIRP will be implemented with awareness of the initial measured and targeted response and recovery actions exercised by senior U.S. Coast Guard and Customs and Border Protection officials;

A basic assumption of the plan is that the MTS should not be shut down as an automatic response to a maritime security incident;

The plan includes next steps/recommendations to assess reserve or excess port handling capacity at ports in North America (including both Canada and Mexico) and at other ports outside of North America. The capacity of a port is the level at which the port can move cargo and passengers through the Maritime Transportation System, including the ability to safely and securely load and unload cargo and passengers and accommodate inter-modal operations;

"Minimizing damage (i.e., physical infrastructure damage) from attacks within the Maritime Domain" is covered under separate preparedness and incident response plans and, therefore, is not addressed in the MIRP;

Key public and private maritime sector stakeholder inputs were considered in the development of the MIRP;

Planners will consult with the private sector to ensure meaningful, up-to-date decision-making information for federal officials; and

Periodically, this section will be updated as required to incorporate new Presidential Directives, legislative changes, and procedural changes based on lessons learned from exercises and actual events.

#### **4608 Maryland Water Intakes/Supply**

In addition to water intakes listed on the ESI maps, MDE controls the permits for private water intakes as well.

Maryland Department of the Environment  
Water Supply (866) 633-4686  
2500 Broening Highway

Baltimore, Maryland 21224

Water intake information can be found in the Water Intakes folder. This information is currently in shape file format and needs to be viewed through an ArcMap compatible viewer.

#### **4609 Recreational Areas/Marinas**

Sector Maryland – NCR Incident Management Division maintains a list of recreational areas / marinas within the Sector AOR. This list is visible as a data layer within ERMA, and contains the contact information and spill response equipment located at each marina.

#### **4610 Identification of Fisheries/Hatcheries/Aquaculture Facilities**

##### **4610.1 Waterfowl Concentration Areas**

U.S. Fish and Wildlife Service

Contacts: Doug Forsell (410) 573-4560

Sherry Krest (410) 573-4525

Peter McGowan (410) 573-4523

177 Admiral Cochran Drive

Annapolis, Maryland 21401-7307

<https://www.fws.gov/>

Maryland Department of Natural Resources

Wildlife and Natural Heritage Program (410) 260-8540

Tawes State Office Building, E-1

580 Taylor Avenue

Annapolis, Maryland 21401

##### **4610.2 Marine/Estuarine Fisheries Information**

Maryland Department of Natural Resources

Fishing and Boating Service (410) 260-8260

Tawes State Office Building, E-1

580 Taylor Avenue

Annapolis, Maryland 21401

##### **4610.3 Freshwater Fisheries Information**

Maryland Department of Natural Resources

Freshwater Fisheries (301) 888-2423

Contact: Mary Groves, Cedarville Visitors Center

Maryland Department of Natural Resources,

(410) 260-8281

Fisheries Service  
Contact: Eric Schwaab  
Tawes Building B-2  
580 Taylor Avenue  
Annapolis, Maryland 21401

**4611 Site Summary Map: Maryland Mapping Services**

Maryland Department of Natural Resources  
Geographic Information Systems Division (410) 260-8985  
Chesapeake and Coastal Watershed Service (fax) (410) 260-8759  
Tawes State Office Building E-2  
580 Taylor Avenue  
Annapolis, Maryland 21401

Kenneth Miller (x8751) (410) 260-8751  
[kenmiller@dnr.state.md.us](mailto:kenmiller@dnr.state.md.us)

Bill Burgess (410) 260-8755  
[wburgess@dnr.state.md.us](mailto:wburgess@dnr.state.md.us)

Maps can be generated on-line depicting environmental, historic, and political resources - at MERLIN Online - [www.mdmerlin.net](http://www.mdmerlin.net). An Internet connection capable of at least 56K download speeds is recommended.

**4612 Local Contacts and Resources/Stakeholders/Trustees**

The following local contacts can be used to obtain additional information on sensitive areas in each of the sectors listed below:

**4612.1 Baltimore Harbor/Patapsco River:**

South Baltimore Industrial Mutual Aid Plan  
Contact: Craig Childress (Triumvirate Environmental) (410)-636-3700

**4612.2 Craighill Angle/Chester River:**

Eastern Neck National Wildlife Refuge (410) 639-7056  
1730 Eastern Neck Rd  
Rock Hall, Maryland 21661  
[https://www.fws.gov/refuge/Eastern\\_Neck/](https://www.fws.gov/refuge/Eastern_Neck/)

**4612.3 Middle Bay/Eastern Bay/Choptank River/Severn River**

Maryland Department of Natural Resources (410) 827-8612  
Wye Mills Work Center  
P.O. Box 68  
Wye Mills, Maryland 21679  
<https://www.dnr.state.md.us/>

**4612.4 Lower Bay/Tangier Sound**

Blackwater National Wildlife Refuge (410) 228-2692  
2145 Key Wallace Drive  
Cambridge, Maryland 21613  
<https://www.friendsofblackwater.org/>

**4612.5 Potomac River**

Mason Neck National Wildlife Refuge (703) 490-4979  
14344 Jefferson Davis Highway  
Woodbridge, Virginia 22191  
[https://www.fws.gov/refuge/mason\\_neck/](https://www.fws.gov/refuge/mason_neck/)

**4612.6 National Park Service**

National Capital Region (202) 208-6843  
1100 Ohio Drive, SW (202) 610-7500  
Washington, DC 20242 (301) 714-2235  
<https://www.nps.gov/ncro/>

Virginia Department of Environmental Quality's Northern Regional Office (703)583-3800  
13901 Crown CT  
Woodbridge, Virginia 22193  
<https://www.deq.virginia.gov/>

Virginia Department of Game and Inland Fisheries (804) 640-2380  
4016 West Broad Street  
Richmond, VA 23230  
<https://www.dgif.virginia.gov>  
Contact: Ernie Aschenbach - Assistant Director, Bureau of  
Wildlife Resources (804) 367-2733  
[ernie.aschenbach@dgif.virginia.gov](mailto:ernie.aschenbach@dgif.virginia.gov)

DGIF's 24/7 central dispatch:

(804) 367-1258

## **4700 Technical Specialist**

Technical specialists are advisors within the Planning Section with special skills needed to support an incident. Technical specialists may be assigned anywhere in the ICS structure, however, and often advise the FOSC/SOSC/RPIC directly on certain issues.

### **4701 Technical Support Role**

Technical support for a response can be found with certain advisors with special skills needed to support an incident. Technical specialists may be assigned anywhere in the ICS structure, but are typically assigned to the Environmental Unit.

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport website](#). Select the "Library" tab at the top of the screen and then select "Incident Command System" on the left side of the screen.

### **4702 Technical Specialist Sources**

#### **4702.1 Hazardous Materials**

##### ***4702.1.1 Product Specialist***

##### ***4702.1.2 Certified Marine Chemist***

The Marine Chemist Association is an independent professional organization composed of chemists certified by the National Fire Protection Association in accordance with published rules. The Association originated in May 1938, as the Marine Chemists' Subsection of the NFPA, Marine Section. Upon termination of the Marine Section in 1948, the present Association was organized for the following purposes:

- To promote the science of, and improve the method of evaluation and eliminating health, fire, and explosion hazards in marine and associated industries
- To obtain and circulate information relative to these hazards and other information regarding the professional and ethical activities of its members.
- To enhance the general welfare of its members by promoting a closer relationship with all concerned industry and regulatory bodies.

The [United States Coast Guard](#) and the [Occupational Safety and Health Administration](#) require that a certificate issued by a Marine Chemist must be obtained before hot work or fire producing operations can be carried out in certain spaces aboard a marine vessel. The appropriate U.S. Coast Guard Regulations are contained in 46 CFR 35.01-1(c)(1), 71.60-1(c)(1), 91.50-1(c)(1), 167.30-10(c)(1), and 189.50-1(c)(1). The appropriate OSHA regulations are contained in 29 CFR 1915.14.

In complying with both the U.S. Coast Guard and OSHA regulations, the Marine Chemist 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 Marine Chemist is able to 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 materials.

UPPER CHESAPEAKE CHEMIST COMPANY

401 Poplar Grove Place

Bel Air, MD 21014-2768

B (800) 382-7447

C (410) 960-5450

F (410) 838-5238

[marchem632@gmail.com](mailto:marchem632@gmail.com)

***4702.1.3 Certified Industrial Hygienist***

An Industrial Hygienist (IH) is a professional who is dedicated to the health and well-being of the worker. Typically, this would have an IH evaluating the health effects of chemicals or noise in a work place.. The IH professional traditionally has gained knowledge though a combination of education, training, and experience. Ideally, this knowledge is used to anticipate when a hazardous condition could occur to cause an adverse health effect on workers or the environment. Failing that, the IH must be able to recognize conditions that could lead to adverse health effects to workers or a community population.

American Board of Industrial Hygiene:

The American Board of Industrial Hygiene (ABIH®), a not-for-profit corporation, was organized to improve the practice and educational standards of the profession of Industrial Hygiene.

The activities that carry out this purpose include:

- To receive and process applications for examinations, and to evaluate the education and experience qualifications of the applicants for such examinations.
- To grant and issue to qualified persons, who pass the Board's certification examination, certificates acknowledging their competence in Industrial Hygiene or aspects thereof, and to revoke for cause certificates so granted or issued.
- To provide for maintenance of certification by requiring submission of evidence of continued professional qualifications by the holders of certificates in the Comprehensive Practice or Chemical Practice of Industrial Hygiene.
- To maintain a record of certificates granted by the Board.
- To furnish to the public, and to interested persons or organizations, a roster of those persons in good standing, having special training, knowledge and competence in Industrial Hygiene as evidenced by certification granted by the corporation.

Web Site: <https://www.abih.org/>

## **4702.2 Oil**

### ***4702.2.1 Scientific Support Coordinator (SSC)***

The SSC, a NOAA employee, provides scientific support for response and contingency planning in coastal and marine areas. The SSC assists in:

- Assessing the hazards that may be involved.
- Predicts of movement and dispersion of oil and hazardous substances through trajectory modeling.
- Provides information on the sensitivity of coastal environments to oil and hazardous substances and associated cleanup and mitigation methods.
- Provides expertise on living marine resources and their habitats, including endangered species, marine mammals and National Marine Sanctuary ecosystems.
- Provides information on actual and predicted meteorological, hydrological, ice, and oceanographic conditions for marine, coastal, and inland waters, and tide and circulation data for coastal and territorial waters.

In certain situations, the SSC could act as the Environmental Unit Leader. SSC support for the Upper Chesapeake Estuary area is provided by the U.S. Coast Guard 5<sup>th</sup> District.

### ***4702.2.2 Lightering***

Please refer to Section 8000 for the latest guidance on Marine Salvage and Lightering issues.

### ***4702.2.3 Salvage***

Please refer to Section 8000 for the latest guidance on Marine Salvage and Lightering issues.

### ***4702.2.4 Shoreline Cleanup Assessment***

Shoreline Cleanup and Assessment Technique (SCAT) is a systematic method for surveying an affected shoreline after an oil spill. The SCAT method originated during the response to the 1989 *Exxon Valdez* oil spill, when responders needed a systematic way to document the spill's impacts on many miles of affected shoreline. The SCAT approach uses standardized terminology to document shoreline oiling conditions. SCAT is designed to support decision-making for shoreline cleanup. It is flexible in its scale of surveys and in the detail of datasets collected. SCAT is a regular part of the oil spill response. SCAT surveys begin early in the response to assess initial shoreline conditions, and ideally continue to work in advance of operational cleanup. Surveys continue during the response to verify shoreline oiling, cleanup effectiveness, and eventually, to conduct final evaluations of shorelines to ensure they meet cleanup endpoints.

NOAA has a Shoreline Assessment Job Aid, which can aid the response organization in determining the extent of damage along various types of shoreline.

Web Site: <https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/shoreline-cleanup-and-assessment-technique-scat.html>



#### ***4702.2.5 Natural Resource Damage Assessment***

Oil spill incidents of significance initially lead to two primary actions: a response to contain and clean up the spilled petroleum product(s), and an assessment of the injuries to natural resources caused by the pollutant. The Oil Pollution Act of 1990 (OPA 90) authorizes Federal Resource Trustees (Department of Agriculture, Department of Commerce, Department of Defense, Department of Energy, Department of the Interior), State Resource Trustees (designated by the governor of each state), federally recognized Indian tribes, and foreign trustees to seek compensation for injuries to natural resources caused by a discharge of oil.

The National Oceanic and Atmospheric Administration (NOAA) has updated DOI's regulations for Natural Resource Damage Assessment (NRDA) resulting from discharge of oil. These regulations supersede the DOI NRDA regulations for oil spills. It is also important to understand the procedures set forth in the DOI Rules because CERCLA shall still apply to oil spills in which the oil is mixed with hazardous substance activities. Any assessment of damages prepared in accordance with the regulations being promulgated by NOAA shall have the force and effect of a rebuttable presumption on behalf of the trustees. RP's then have the initial burden of disproving the assessment.

Under OPA 90, the RP is liable for damages, including natural resource damages, resulting from a discharge of oil into marine waters of a State. Natural resource damages, therefore, can be sought through federal or state law or both, but may be claimed only once. Double recovery is not permitted, and hence it is imperative in spills of significance that Federal and State trustees coordinate claims for natural resources damages. The monetary damages are compensatory rather than punitive in nature.

#### ***4702.2.6 Specialized Monitoring of Applied Response Technologies (SMART)***

SMART is used to scientifically monitor the use of dispersants, other chemical countermeasures, or in-situ burns. These operations however, because of their time sensitivity shall not be delayed pending the arrival of SMART monitoring equipment or personnel.

SMART is used to collect scientific information for the Unified Command to provide a measurement of success in the operation and to improve the knowledge about non-mechanical recovery procedures.

Documents for SMART can be found at: [https://www.nrt.org/site/region\\_list.aspx?region=3](https://www.nrt.org/site/region_list.aspx?region=3).

#### ***4702.2.7 Response Technologies (Dispersant, ISB, Bioremediation, Mechanical)***

Regional Response Teams III and IV have developed a [Selection Guide for Oil Spill Response Countermeasures](#). This selection tool will be useful to both the Unified Command and the Planning Section during a response. The guide is a step-by-step process to determine which categories of technologies and specific products and strategies that might be employed during a response.

The steps are:

1. Determine if the situation is on inland waters, adjacent lands, or coastal waters.
2. Using the matrix for the location, consider the response phase, the oil type, volume of oil, the weather conditions, the decision authorities (i.e. RRT requirements), monitoring considerations, and miscellaneous considerations to identify potential strategies or products.
3. Review the potential strategies or products in depth. A description of the strategy or product includes: the availability of the product, application requirements, health and safety issues, operational constraints, environmental concerns, waste generation, disposal issues, and resources for technical support, are included for better comparison of the specific products and strategies.
4. Select the product(s) or strategy(s). A detailed table format allows for comparison of toxicity data, operational considerations, fresh or saltwater usage, cost information, amount availability, etc.

#### ***4702.2.8 Decontamination***

Decontamination is the systematic removal of hazardous materials from exposure victims, emergency responders, equipment, and the environment. Persons responding to hazardous substance releases may become contaminated in a number of ways including:

- Contacting vapors, gases, mists, or particulates in the air.
- Being splashed by materials while sampling or opening containers.
- Walking through puddles of liquids or sitting or kneeling on contaminated soil.
- Using contaminated instruments or equipment.

Thorough and efficient decontamination is essential for successfully managing an oil spill, hazardous substance release, or nuclear/radiological releases. The scope and methods of the necessary decontamination effort will be determined for each situation by the products involved, the size and nature of the releases, and the number of people affected.

The type of decontamination required and responsibility for performing decontamination depend on the amount and type of chemical or material involved. Decontamination will be handled in accordance with the incident-specific decontamination plan developed by the Safety Officer.

#### ***4702.2.9 Dredging***

The Federal technical expert for dredging operations and projects is the US Army Corps of Engineers; who shall be contacted for any operations requiring dredging along the shore or within a navigable channel.

#### ***4702.2.10 Deepwater Removal***

Any deep-water removal shall be coordinated in conjunction with the Navy Salvage Supervisor (SUPSALV). The nearest SUPSALV location to Sector Maryland-NCR is in Norfolk, VA.

**For more information or to contact NAVSUPSALV, please refer to the address and phone number below:**

ESSM Base

U. S. Naval Supply Center (757) 268-6250

Cheatham Annex

Williamsburg, VA 23185

[https://www.cnic.navy.mil/regions/cnrma/installations/nws\\_yorktown/cheatham\\_annex/about.html](https://www.cnic.navy.mil/regions/cnrma/installations/nws_yorktown/cheatham_annex/about.html)

#### ***4702.2.11 Heavy Lift***

Engineering determinations for the safety of heavy lift operations can be obtained from NAVSUPSALV as well as via the US Coast Guard Salvage Emergency Response Team. However, all heavy lift equipment must be contracted from commercial sources.

### **4702.3 Generic**

#### ***4702.3.1 Cultural and Historic Properties***

##### **4702.3.1.1 National Register of Historic Places**

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the register or eligible for inclusion in the register, and on, or eligible for inclusion, in the Maryland Inventory of Historic Properties, include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Park Service administers the National Register, which is part of the U.S. Department of the Interior.

##### **4702.3.1.2 Maryland Department of Planning (MDP), Division of Historical and Cultural Programs**

The Maryland Department of Planning (formerly MDP) is dedicated to providing the citizens and communities of Maryland with responsive, compassionate, fair, and efficient service. Through the diversity of its programs and the commitment of its employees, MDP continues to find new and innovative ways to meet its objectives: revitalizing communities, encouraging homeownership, increasing the supply of affordable housing, preserving Maryland's cultural heritage, and providing outstanding customer service.

MDP's Division of Historical and Cultural Programs fall under the Maryland Historical Trust (MHT/SHPO) and is charged with identifying, studying, evaluating, preserving, protecting, and interpreting Maryland's significant prehistoric and historic sites, districts, structures, cultural landscapes, heritage areas, and cultural objects and artifacts, as well as less tangible human and community traditions. [Section 4610 Historic Properties](#) contains more information.

### ***4702.3.2 Legal***

#### **4702.3.2.1 U.S. Department of Justice**

The U.S. Department of Justice provides the highest level of legal advice within the Federal Government. The Environment and Natural Resources Division (ENRD) is responsible for litigation ranging from: protection of endangered species, to global climate change, to cleaning up the nation's hazardous waste sites. Nearly one-half of the Division's lawyers enforce the nation's civil and criminal environmental laws and the health and environment of all Americans. The Division also defends environmental challenges to government programs and activities.

It represents the United States in all matters concerning the protection, use, and development of the nation's natural resources and public lands, wildlife protection, Native American rights and claims, and the acquisition of federal property.

#### **4702.3.2.2 U.S. Coast Guard - Atlantic Area Legal Division**

The Atlantic Area Legal Division offers legal support within the U.S. Coast Guard. The Chief of the Legal Division is the principle legal advisor and Staff Judge Advocate to Commander, Atlantic Area/Fifth District/Maritime Defense Zone Atlantic, Commander Shore Infrastructure Logistics Command, their respective staffs, and subordinate units.

#### **4702.3.2.3 Maryland Office of the Attorney General**

The main functions of the Maryland Office of the Attorney General are to have general charge, supervision, and direction of the legal business of the State and to act as legal advisor and representative of the major departments, various boards, commission, officials and institutions of State Government. The Attorney General is the legal advisor to virtually every agency in each of the three branches of Maryland's government.

### ***4702.3.3 Chaplain***

Chaplain shall be incorporated into the incident command structure, when appropriate.

### ***4702.3.4 Public Health***

#### **4702.3.4.1 U.S. Department of Health and Human Services**

The Department of Health and Human Services (USDHHS) is the U.S. government's principal agency for protecting the health of all Americans and providing essential human services, especially for those who are least able to help themselves. The USDHHS will work to support the Maryland Department of Health and Mental Hygiene.

#### **4702.3.4.2 Maryland Department of the Health and Mental Hygiene**

The mission of the Maryland Department of Health and Mental Hygiene (MDHMH) is; to protect and promote the public health by creating healthy people in healthy communities, to strengthen partnerships between state and local governments, the business community and all health care providers in Maryland and, to build a world class organization grounded in the principles of quality and learning, accountability, cultural sensitivity and efficiency. The MDHMH issues public health alerts and works with the Maryland Department of the Environment to issue alerts as necessary for fisheries closures or warnings.

#### ***4702.3.5 Human Resources***

##### **4702.3.5.1 Maryland Department of Human Resources**

The Maryland Department of Human Resources (DHR) serves families and individuals in need of temporary economic assistance and vulnerable children and adults seeking protection from abuse or neglect. Operating through 24 local Departments of Social Services, DHR is responsible for the administration of all major social service programs across the State. Today, DHR encompasses five administrations: Childcare, Social Services, Family Investment, Child Support Enforcement, and Community Services.

#### ***4702.3.6 Critical Incident Stress Management***

The Coast Guard maintains a list of trained CISM peers who can be integrated into a response as needed.

#### ***4702.3.7 Law Enforcement***

Many federal, state, and local governmental agencies work together during a law enforcement situation. Federal, state, and local agencies with have both distinct and complementary jurisdictions.

#### ***4702.3.8 Search and Rescue***

Many federal, state, and local governmental agencies work together during a Search and Rescue (SAR) situation. While the U.S. Coast Guard is ultimately responsible for SAR on the navigable waterways of the United States, it relies heavily upon state and local assets to successfully resolve cases, with minimal loss of life.

#### ***4702.3.9 Marine Fire***

The Mid-Chesapeake Marine Emergency Response Group (MCMERG) will provide valuable contact information and additional resources in the event of a marine fire or marine casualty.

## **4800 Permits & Consultation**

#### **4801 Fish and Wildlife Permits**

Refer to the Wildlife Annex for information on permits.

#### **4802 Endangered Species Act (ESA) Consultations**

The Regional Response Team III (RRT3) ESA and Essential Fish Habitat (EFH) Biological Evaluation (BE) Guidance and Form for U.S. Coast Guard Fifth District Coastal Zone can be found in Annex 5 of this plan.

Under ESA Section 7(a)(2), Federal agencies are required to consult on actions that may affect listed species and/or habitat. Similarly, the National Contingency Plan requires the Department of the Interior and Department of Commerce participate in the spill planning process, provide technical expertise to the FOSC during a spill response, and facilitate compliance with ESA in both instances. In 2001, a Memorandum of Agreement was signed by the USFWS, USCG, EPA, and NOAA regarding oil spill planning and response activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act.

There are three environmental consultation categories:

##### **4802.1 Pre-spill Consultation**

This is required for an Action Agency (USCG within the coastal zone) to engage the Services (USFWS and NMFS) on the potential affects for *all* potential response actions that may be implemented during the emergency response.

- Dispersants USFWS from 1994
- Dispersants NMFS from 1995

##### **4802.2 Emergency Consultation**

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* 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.

- State Historic Preservation Office (SHPO) Notification, Coordination and Consultation (Federal/State of Maryland Guidance).
- Endangered Species Act (ESA) and Essential Fish Habitat (EFH) Form (for emergency consultations, pre-spill consultations and post-response procedures), Annex 6 & 9 of the RRT-3 RCP.

##### **4802.3 Post-response Consultation**

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.

In addition to the annexes listed under emergency consultation, the following annexes are also applicable to Endangered Species Act (ESA), Essential Fish Habitat (EFH), or National Historic Preservation Act (NHPA):

- The Wildlife Response Plan, pages 15-20 of the RRT-3 RCP.
- The all-inclusive FWSEP/WRP Contact Spreadsheet, appendix 1 of the RRT-3 RCP.
- The all-inclusive Listed Species Spreadsheet, Appendix 9 of the RRT-3 RCP.

#### **4803 F&WS and NMFS Consultations**

Contact information for F&WS and NMFS consultations is listed in the Wildlife Annex.

#### **4804 Vessel Removal / Disposal**

Coast Guard policy regarding vessel removal, destruction, and/or dumping can be found in MER Manual Ch. 10 and MER Manual Appendix K Vessel Destruction Process. Vessel Removal/Destruction under Federal Water Pollution Control Act or Comprehensive Environmental Response Compensation & Liability Act.

#### **4805 Dredging Permits**

Engage with Army Corps. of Engineers and Prevention Department Head for more information.

#### **4806 Decanting Procedures**

Requires RRT approval.

## 5000 Logistics

### 5100 Logistics Section Organization

#### 5101 Logistics Section Description

The Logistics Section is responsible for providing facilities, all services and materials needed for the incident. The Incident Commander will determine the need to establish a Logistics Section for the incident. A more detailed description of the Logistics Section organization, responsibilities and objectives can be found in chapter 10 of the Incident Management Handbook.

#### 5102 Logistics Section Job-Aid

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen. The job aid is also available on the USCG IMH mobile application.

## 5200 Support

### 5201 Support Directory

Notify proper federal and state agencies corresponding with the location and scope of the spill incident.

#### 5201.1 Federal Agencies:

_____	National Response Center	(800) 424-8802	(24 Hrs)
_____	District Response Group / RRT Activation	(757) 398-6321	(24 Hrs)
_____	USCG Sector Maryland-National Capital Region	(410) 576-2693	(24 Hrs)
_____	USCG Sector Field Office Eastern Shore	(757) 336-6511	(24 Hrs)
_____	USCG Atlantic Area Command Center	(757) 398-6231	(24 Hrs)
_____	Atlantic Strike Team	(609) 724-0008	(Voice)
_____	NOAA SSC (Frank Csulak)	(732) 371-1005	(24 Hrs)
_____	USFWS Chesapeake Bay Field Office	(410) 573-4523	(Voice)
_____	EPA Region III	(215) 814-3255	(24 Hrs)
_____	DOI - OEPC (Lindy Nelson)	(215) 266-5155	(24 Hrs)
_____	NOAA - Damage Assessment Ctr (Frank Csulak)	(732) 371-1005	(24 Hrs)

#### 5201.2 State Agencies:

_____	County/City Fire Department of Affected Area		
_____	MD Emergency Management Agency	(410) 517-3600	
_____	PA DEP	(717) 787-4343	(24 Hrs)



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_____ DE DNREC	(302) 739-3694	
_____ MDE (Emergency Response Div.)	(866) 633-4686	(24 Hrs)
_____ MD Port Administration (Safety Ops.)	(410) 631-5223	
_____ DC Dept of Consumer Affairs	(202) 727-7000	
_____ DC Dept of Emergency Preparedness	(202) 727-6161	(24 Hrs)
_____ VA Dept of Environmental Quality (via Virginia EOC)	(800) 468-8892	(24 Hrs)
_____ Chesapeake Bay Environmental Coalition Hotline (Federal and State Law Enforcement)	(800) 377-5879	(24 Hrs)

### 5202 Oil Response Assets

National Strike Force Coordination Center (NSFCC) can be referenced for further information. Reference the response resource inventory at <https://www.dco.uscg.mil/Our-Organization/National-Strike-Force/NSF-Coordination-Center/>

#### 5202.1 BOA Contractor's within Sector Maryland-NCR AOR

An up-to-date listing of our BOA contractors may be found at the following web address:  
<https://www.uscg.mil/SILC/emergency.asp>

Clean Harbors (410) 244-8200  
1910 Russell St.  
Baltimore, MD 21230  
<https://www.cleanharbors.com>

ACV Enviro formerly Clean Venture, Inc. (410) 368-9170  
2931 Whittington Avenue  
Baltimore, MD 21230

Perma-Fix of Maryland, Inc. (800) 404-8037  
(Subsidiary of Triumvirate Environmental Inc.)  
5700 Raynor Ave  
Linthicum Heights, MD 21090

Tri-County Industries (301) 772-6229  
5135 Frolich lane  
Hyattsville, MD 20781

Guardian (302) 834-1000  
1280 Porter Road (800) 345-4395  
Bear, DE 19701

Miller Environmental Group, Inc. (631) 369-4900 x 241  
538 Edwards Ave. (631) 369-4909 fax  
Calverton, NY 11933  
Attn: Mr. George Wallace  
[gwallace@millerenv.com](mailto:gwallace@millerenv.com)

<https://www.millervenv.com>

Miller Environmental - Local Office:

Baltimore Metro Operations (410) 631-9193  
4616 Newgate Ave Fax: (410) 631-9197  
Baltimore, MD 21224  
POC: Ron Sewell  
[rsewell@millervenv.com](mailto:rsewell@millervenv.com)

**5202.2 Response Equipment:**

(1) Project Manager	(2) Supervisors
(8) Hazmat Technicians	(20) Temp Labor Workers
(1) 5,460- Gallon Vacuum Trucks	(2) 3,000- Gallon Vacuum Trucks
(1) HAZMAT Response Unit	(1) Spill Response Trailer
(1) Guzzler Air Vacuum Trucks	(1) Roll-Off Truck
(3) 20-yard Roll-Off Containers	(1) 20,000-Gallon Frac Tanks
(2) Sets of Confined Space Entry Equipment	(2) Response Trucks – Fully Loaded
(3) High-Pressure, Hot-Water Washing Units	(2) 24' - 34' Workboats
(2) 12' – 18' Outboard Workboats	3,000 feet Containment Boom
(1) Complete Set of Air Monitoring Equipment	(6) Sets of Level A & B PPE
(2) Oil Skimming Systems	(2) All Terrain Vehicles

National Response Corporation

Main Office 24 Hrs: (800) 899-4672  
3500 Sunrise Highway, Suite T-103 (631) 224-9141  
Great River, NY 11739  
<http://www.nrcc.com/>

Local Office  
3300 Child St  
Baltimore, MD 21226

Marine Pollution Control  
3300 Child St  
Baltimore, MD 21226

**5202.3 Other Contractors within Maryland**

Maryland Liquid Waste, Inc. (410) 239-8962  
3814 Maple Grove Road  
Manchester, MD 21102

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Hepaco (410) 636-3800  
23 Stahl Point Road  
Baltimore, MD 21226  
<https://www.hepaco.com/>

A2Z Environmental Group (410) 679-8877  
500 Pulaski Highway  
Joppa, MD 21085  
<https://www.a2zgroup.com/>

**5202.4 Virginia Contractors**

Environmental Options (540) 483-3920  
720 Energy Boulevard  
Rocky Mount, VA 24151

Hepaco (757) 543-5718  
1301 Marsh Street  
Norfolk, VA 23523\  
<https://www.hepaco.com/>

Petrochem Recovery Svcs. (757) 627-8791  
635 Maltby Avenue  
Norfolk, VA 23504

**5202.5 National Contractors**

Marine Spill Response Corporation (732) 417-0500  
120 Fieldcrest Avenue  
Edison, NJ 08837  
<https://www.msrmc.org>

National Response Corporation 24 Hrs: (631) 224-9141  
3500 Sunrise Highway, Suite T-103  
Great River, NY 11739

Delaware Bay and River Cooperative (302) 645-7861  
700 Pilottown Road  
Lewes, DE 19958

**5202.6 Dispersants**

For guidance reference Section 3209.

**5202.7 Response Resource Inventory**

Response Resource Inventory (RRI) is an information system that provides a comprehensive list of equipment, companies, organizations, and personnel that are available to clean up oil and other hazardous material in the water.

The following website contains additional information about the RRI:

<https://www.dco.uscg.mil/Our-Organization/National-Strike-Force/NSF-Coordination-Center/>

To access the RRI, please contact the National Strike Force Coordination Center (NSFCC) at: (252) 331-6000, ext 3036.

#### Oil Spill Removal Organizations (OSROs)

The National Strike Force Coordination Center in Elizabeth City, NC maintains and updates annually a listing of current OSROs and their equipment.

<https://cgri.uscg.mil/UserReports/WebClassificationReport.aspx>

Guidelines and additional OSRO listings are downloadable from the Internet at:

<https://cgri.uscg.mil/UserReports/WebClassificationReport.aspx>

### **5202.8 In-Situ Burning**

For guidance reference Section 3210.

### **5203 Hazardous Substance Response Assets**

Reference the response resource inventory at [URG \(uscg.mil\)](http://urg.uscg.mil).

### **5204 Federal and Private out of area WCD spill resources**

#### **5204.1 Oil Response Equipment in COPT Sector Maryland-NCR**

### **5205 Estimated Transit Times**

The majority of all response resources are located in either the Port of Baltimore or in Portsmouth VA. Responses in the middle of the Chesapeake Bay or along the Potomac River will be delayed. Shore-side launched assets may be available within 2 hours; however, on-water assets may take as long as 6 hours to arrive in the further reaches of the AOR.

### **5206 ICP Facilities & Locations**

For most spill incidents in the COTP Maryland-NCR zone, Sector Maryland-NCR will be the primary command post location. Field command posts may be set up at one of the sites listed above, another site closer to the spill incident location, or in a mobile command post. If the size, location, or complexity of a spill incident requires the designation of another command post, one will be selected from the list above based on the following criteria:

- Availability in a timely manner.

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- Ability to provide space for the number of personnel expected in the command post.
- Location near the spill incident site.
- Accessibility and security.
- Availability of telephone lines, electrical connections, furnishings, radios and computer equipment.

In the event of a spill where the State government, Local government or Responsible Party is the Incident Commander, the sponsoring incident commander may select the location for the ICS/UCS command post.

Generally it is better to establish a single location for the command center. If the command center is to be relocated, the best time to do so is when the ICS/UCS organization is implemented. If circumstances dictate that the command center must be moved (lack of space, inadequate phone lines, etc.) the OSC will consult with the other members of the unified command and decide when and where the move will take place.

### **5206.1 POCs**

The OSC command center would initially be at Sector Maryland-NCR. The OSC should consider moving the command center to the geographic area of the spill if it has been recognized as a medium or major incident. Once this decision has been made, a person should be assigned to coordinate the establishment of the command center. In the majority of cases, the pre-designated command post is located on military bases. This is because military bases typically have established command centers requiring minimal work to come on line. The General Services Administration RRT representative would be requested to assist in the logistics of establishing a command post.

The GSA RRT representative's 24-hour number is: (215) 597-1603

All involved federal, state, response agencies, and all involved parties and contractors, will be requested to provide representatives at the OSC command center as early in the incident as possible.

### **5206.2 Physical Description**

The Maryland-NCR Captain of the Port (COTP) Zone has been broken up into four areas. Within these areas we have identified primary and secondary command post locations. The following facilities have been identified as being capable of providing either a command post or space for a command post:

The geographic area of the District of Columbia and the Potomac River north of the Nice Bridge (Rt. 301).

Bolling Air Force Base, Washington, DC

Naval Weapons Station, Indian Head, MD

D.C. Harbor Police/Fire Bldg., Washington, DC

Washington Navy Yard, Washington, DC

Fort Belvoir, Fairfax County, VA

The geographic area of the Potomac River south of the Nice Bridge including the lower Chesapeake Bay.

Patuxent River Naval Air Station (301) 826-1817  
Patuxent River, MD 20670-0504  
POC: Gerald Burandt  
Harry Lundeberg School, Piney Point, MD  
Coast Guard Station St. Inigoes, St. Inigoes, MD  
Station Annapolis, Annapolis, MD

The geographic area north of the Chesapeake Bay Bridge to the Chesapeake and Delaware Canal and including Baltimore Harbor:

U.S. Customs House  
Lombard & Gay Street  
Baltimore, MD  
Coast Guard Sector Maryland-National Capital Region  
2401 Hawkins Point Road  
Baltimore, MD 21224  
Army Corps of Engineers, Baltimore, MD  
Aberdeen Proving Ground, Edgewood, MD

The geographic area of the Maryland Eastern Shore.

Coast Guard Sector Field Office Chincoteague, Chincoteague, VA  
Coast Guard Station Crisfield, Crisfield, MD  
Coast Guard Station Stillpond, Stillpond, MD  
Coast Guard Station Ocean City, Ocean City, MD

### **5206.3 Communications**

Effective communications will be needed quickly and throughout the spill response. Having all interested parties co-located at the OSC command center will facilitate communications. For operations in remote locations, Sector Maryland-NCR would need to utilize the VHF communications high sites. The OSC will designate the frequency for command and control as soon as possible after arrival on scene.

Regardless of preparations, communications is often critiqued to be a shortcoming in responses to major incidents. Coordination and planning cannot be overemphasized.

The following equipment should be considered as a minimum at the command center.

- Telephones
- Cellular phone
- Radios in Communications Center (marine band)

- Radios, hand-held with recharge capability
- Facsimile machines

In a larger spill, some of this equipment may end up being distributed to a staging and / or forward area.

#### **5206.4 Availability**

The command center will require a physical space large enough to accommodate command center personnel. At a minimum, this should be a building that will hold at least 30 personnel and the furniture and equipment to support them. A larger space will be required for larger spills that involve more agencies and personnel. Either a single room or a building with several adjoining rooms can be used.

Field command posts can be located either in a convenient building or in a mobile van.

Sufficient desks, chairs, and trashcans to support command post personnel will be required. Folding tables can be used in lieu of desks if necessary. Computers and typewriters will be required for documentation and information processing. One or two filing cabinets or storage cabinets will also come in handy to store files and supplies.

The layout of the command center can impact how well it functions. The various sections within the command center need to be close enough to communicate but not so close as to get in each other's way. The Joint Information Center can be located separate from the command center. If located in the command center it should be located near the main entrance. The logistics staff should also be near the main entrance so they can process incoming personnel before they pass through the command center.

#### **5207 Berthing Facility Identification**

To the greatest extent possible commercial lodging should be used for berthing.

##### **5207.1 Location & POC**

Members should coordinate for travel and per diem with their assigned agency.

##### **5207.2 Physical Description**

FSC and LSC should coordinate.

##### **5207.3 Availability**

FSC and LSC should coordinate.

#### **5208 Boat Ramp/Launching Area Identification**

Information can be found within the appropriate GRSs.

#### **5208.1 Location & POC**

Information can be found within the appropriate GRSs.

#### **5208.2 Physical Description**

Information can be found within the appropriate GRSs.

#### **5208.3 Availability**

Maryland Department of Natural Resources maintains the contact information and seasonal hours of boat ramps within the State of Maryland and should be used to coordinate response use of the boat ramps.

### **5209 Staging Area Identification**

#### **5209.1 Location & POC**

There are numerous locations throughout the region that could serve as Staging Areas for a major response, some examples include:

- Fort Armistead Park, Anne Arundel County
- Sandy Point State Park, Anne Arundel County
- CG Yard, Anne Arundel County
- Patuxent River NAS, St. Mary's County
- Naval Station Annapolis, Anne Arundel County
- Aberdeen Proving Ground, Harford County
- Station Stillpond, Kent County
- Ocean City Convention Center, Worcester County

#### **5209.2 Physical Description**

Site dependent.

#### **5209.3 Availability of Power**

Consult with LSC or GSUL. / Site dependent.

### **5210 Security Providers for Public and Private Resources**

LSC shall work with private local security contractors to ensure that all resources, both public and private are adequately protected.



## 5211 Airport/Heliport Identification

### 5211.1 Coast Guard Aircraft

The Fifth Coast Guard District Operations Center is the point of contact to request the use of Coast Guard aircraft. Their phone number is: (757) 398-6231

### 5211.2 Civil Air Patrol (CAP) Photo Downlink

The CAP is the Air Force Auxiliary. They operate a single frame video downlink system from their airplanes. Typical cost is \$120 per hour for two planes, including all crew and equipment. They can be activated by the USCG through HQ CAP-USAF and reimbursed through a Pollution Funding Removal Authorization (PFRA) for Oil & HAZMAT spills or a Military Interagency Procurement Request (MIPR) for other missions.

HQ CAP and HQ CAP-USAF:  
<https://www.cap.gov/>

(334) 953-4225  
(334) 953-4223  
(334) 953-4232  
(888) 211-1812

### 5211.3 Airports

The following airports located in the Maryland-NCR Area that have hard surfaced runways of at least 5000 feet long with 24 hour operation.

#### 5211.3.1 Location & POC

Figure 16 Maryland's Public Airports



Baltimore-Washington International (BWI)  
Baltimore, MD

(410) 859-7040

## Maryland-National Capital Region Area Contingency Plan 2021.2

Lat 39°-30.5'N Long 076°-40.0'W, Length 9500 ft.

<https://www.airnav.com/airport/KBWI>

Salisbury-Wicomico County Regional

(410) 548-4827

Salisbury, MD

Lat 38°-20.5'N Long 075°-30.3'W, Length 5000 ft.

Martin State

(410) 682-8800

Baltimore, MD

Lat 39°-19.7'N Long 076°-25.0'W, Length 7000 ft.

Patuxent River Naval Air Station (U.S. Navy)

(301) 342-3836

Patuxent River, MD

Lat 38°-17.3'N Long 076°-25.0'W, Length 11800 ft.

<https://www.airnav.com/airport/KNHK>

Phillips Army Air Field (U.S. Army)

(410) 278-4902

Aberdeen, MD

Lat 39°-28.0'N Long 076°-10.0'W, Length 8000 ft.

<https://www.airnav.com/airport/KAPG>

Dover Air Force Base (U.S. Air Force)

(302) 677-3000

Dover, DE

Lat 39°-09.0'N Long 076°-31.7'W, Length 9600 ft.

<https://www.airnav.com/airport/DOV>

Ronald Reagan National Airport

(703) 417-8000

Washington, D.C.

Lat 38°-50.5'N Long 077°-02.5'W, Length 6800 ft.

<https://www.airnav.com/airport/DCA>

<https://www.ftplan.com/AirportInformation/KDCA.htm>

Andrews Air Force Base (U.S. Air Force)

(301) 981-1110

Camp Spring, MD

Lat 38°-49.0'N Long 076°-52.0'W, Length 9700 ft.

<https://www.airnav.com/airport/KADW>

Dulles International (IAD)

(703) 572-2700

Washington, D.C.

Lat 38°-57.0'N Long 077°-27.0'W, Length 11500 ft.

<https://www.airnav.com/airport/IAD>

### **5212 Treatment, Storage, & Disposal Facilities**

Companies that can provide recycling, reclamation, treatment, disposal, "disposal brokerage" or transportation services are listed below.

The following key identifies the primary function of each listed facility:

1. Recycling or reclamation of specified wastes.
2. Treatment or disposal of specified wastes.
3. Waste disposal "Brokerage" services.
4. Transportation.

The company listings are broken down into tables by material as follows:

• Waste Type	Section
• Recovered & Emulsified Oil	1
• Oily Water	2
• Oily Volatile Cleaning Solutions	3
• Oiled Sand/Soil	4
• Oiled Debris, PPE and Sorbents	5
• Temporary	6
• Recovered Hazardous Materials	7

**5212.1 Recovered & Emulsified Oil**

***5212.1.1 Maryland***

**Table 10 Recovered and Emulsified Oil - Maryland**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	International Petroleum Corp 6305 E. Lombard Street Baltimore, MD (410) 633-0606		
		*2	Safety Kleen 3527 Whiskey Bottom Road Laurel, MD 20724 (301) 953-9583
*2	Clean Harbors 1910 Russell St/1604 Bush St. Baltimore, MD 21230 (410) 244-8200	*3	Maryland Liquid Waste Inc. 3814 Maple Grove Road Manchester, MD 21102 (410) 239-8962

***5212.1.2 Virginia***

**Table 11 Recovered and Emulsified Oil - Virginia**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*4	CSX Railroad (757) 380-5000		
*4	Chesapeake and Albemarle Railroad (252) 338-3777		

***5212.1.3 Delaware***

**Table 12 Recovered and Emulsified Oil - Delaware**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	International Petroleum Corp 505 S. Market Street Wilmington, DE 19801 (302) 421-9306	*3	Environmental Solutions Group Inc. 1601 Concord Pike Wilmington, DE 19803 (302) 426-1600

**5212.1.4 Other States**

**Table 13 Recovered and Emulsified Oil – Other States**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	Lancaster Oil Company 1062 Old Manheim Pike Lancaster, PA 17601 Phone: (717) 393-2627	*2	Clean Venture – Cycle Chem 217 South First Street Elizabeth, NJ 07206 Phone: (908) 355-5800
*2	Chemical Waste Management 1550 Balner Road Model City, NY 14107 (716) 754-8231	*2	Republic Environmental 2337 North Penn Road Hatfield, PA 19440 (215) 822-2676
*2	Environ Chemical Assoc. 10 Railroad Avenue Marlboro, NJ 07746 (800) 327-3634		
*2	Systech Corporation Inc. Systech Waste Treatment Center 245 North Valley Road, Xenia, OH (937) 643-1240	*2	Ross Incineration Svcs 36790 Giles Road Grafton, OH 44044 (800) 878-7677
*3	Environmental Service Group 177 Wales Avenue Tonawanda, NY 14150 (716) 695-6720		

**5212.2 Oil Contaminated Water Facilities by State**

**5212.2.1 Maryland**

**Table 14 Oil Contaminated Water Facilities by State - Maryland**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
		*1	Tri Country Industries 5005 Powder Mill Road Beltsville, MD 20704 (301) 937-8611
*2	Clean Harbors 1910 Russell St/1604 Bush St. Baltimore, MD 21230 (410) 685-3910	*2	Safety Kleen 3527 Whiskey Bottom Rd. Laurel, MD 20724 (301) 953-9583
*3	Maryland Liquid Waste Inc. 3814 Maple Grove Rd. Manchester, MD 21102 (410) 239-8962		

**5212.2.2 Virginia**

**Table 15 Oil Contaminated Water Facilities by State – Virginia**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	MARPOL Waste Water Services 150 South Main Street, Norfolk, VA 23523 (757) 494-7145		

**5212.2.3 Delaware**

**Table 16 Oil Contaminated Water Facilities by State – Delaware**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	International Petroleum Corp 505 South Market Street Wilmington, DE 19801 (302) 421-9306	*2	Dupont Chambers Works Waste (800) 441-9359
*2	Kent County Sewage Treatment (302) 736-2101		

**5212.2.4 Other States**

**Table 17 Oil Contaminated Water Facilities by State – Other States**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*2	Chemical Waste Management 1550 Balner Road Model City, NY 14107 (716) 754-8231	*2	Clean Venture – Cycle Chem 217 South First Street Elizabeth, NJ 07206 (908) 355-5800
*2	Safety Kleen 1200 Sylvan Street Linden, NJ 07036 (800) 323-5740	*2	Republic Environmental Systems 2337 North Penn Road Hatfield, PA 19440 (215) 822-2676
*3	Environmental Service Group 177 Wales Avenue Tonawanda, NY 14150 (716) 695-6720		

**5212.3 Oily Volatile Cleaning Solution Facilities by State**

***5212.3.1 Maryland***

**Table 18 Oily Volatile Cleaning Solution Facilities by State – Maryland**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*2	Clean Harbors 1910 Russell St/1604 Bush St. Baltimore, MD 21230 (410) 244-8200	*2	Safety Kleen 3527 Whiskey Bottom Road Laurel, MD 20724 (301) 953-9583
*3	Maryland Liquid Waste Inc. 3814 Maple Grove Road Manchester, MD 21102 (410) 239-8962		

***5212.3.2 Delaware***

There are no TSD facilities within the State of Delaware. Generators of hazardous waste must contact the DNREC Hazardous Waste Management Branch at: (302) 739-3689.

***5212.3.3 Other States***

**Table 19 Oily Volatile Cleaning Solution Facilities by State – Other States**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*2	Chemical Waste Management 1550 Balner Road Model City, NY 14107 (716) 754-8231	*2	Safety Kleen 1200 Sylvan Street Linden, NJ 07036 (800) 323 5740
*2	Environ Chemical Assoc. 10 Railroad Avenue Marlboro, NJ 07746 (800) 327-3634	*2	Clean Ventures – Cycle Chem 217 South First Street Elizabeth, N.J. 07206 (908) 355-5800
*2	Systech Corporation Inc. Systech Waste Treatment Center 245 N.Valley Road, Xenia, OH (937) 643-1240	*2	Ross Incineration Svcs 36790 Giles Road Grafton, OH 44044 (440) 748-2171
*2	Republic Environmental Sys. 2337 North Penn Road Hatfield, PA 19440 (215) 822-2676	*3	Environmental Service Group 177 Wales Ave. Tonawanda, NY 14150 (716) 695-6720

**5212.4 Oiled Sand/Soil Facilities by State**

***5212.4.1 Maryland***

**Table 20 Oiled Sand/Soil Facilities by State – Maryland**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	Chestertown Brick P.O. Box 28 Chestertown, MD 21602 (410) 778-0878	*1	Miller Asphalt Products, Inc. T/A Soil Cleansers, Inc. 2803 Dede Road Finksburg, MD 21048 (410) 833-3780
*1	Clean Rock Industries 107 Oak Ridge Place Hagerstown, MD 21740 (301) 791-6220		
*1	Soil Safe Inc. 2700 Lighthouse St Baltimore, MD 21224 (410) 327-5753	*2	Clean Harbors 1910 Russell St/1604 Bush St. Baltimore, MD 21230 (410) 685-3910
*2	Safety Kleen 3527 Whiskey Bottom Road Laurel, MD 20724 (301) 953-9583	*2	Browning Ferris Industries Pulaski Highway 68th St. Baltimore, MD 21237 (410) 727-6161
*3	Maryland Liquid Waste Inc. 3814 Maple Grove Road Manchester, MD 21102 (410) 239-8962		

***5212.4.2 Delaware***

**Table 21 Oiled Sand/Soil Facilities by State – Delaware**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	Clean Earth of New Castle P.O. Box 1049/94 Pyles Lane New Castle, DE 19720-1049 (302) 427-6633	*2	Delaware Solid Waste Auth (302) 739-5361



**5212.4.3 Other States**

**Table 22 Oiled Sand/Soil Facilities By State – Other States**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*2	Clean Ventures – Cycle Chem 217 South First Street Elizabeth, N.J. 07206 (908) 355-5800	*2	Environ Chemical Assoc. 10 Railroad Avenue Marlboro, NJ 07746 (800) 327-3634
*2	Chemical Waste Management 1550 Balner Road Model City, NY 14107 (716) 754-8231		
*2	Systech Corporation Systech Waste Treatment Center 245 N. Valley Road Xenia, OH 45385 (937) 643-1240	*2	Ross Incineration Services Inc. 36790 Giles Road Grafton, OH 44044 (440) 748-2171
*2	Republic Environmental Sys. 2337 North Penn Road Hatfield, PA 19440 (215) 822-2676	*3	Environmental Service Group 177 Wales Avenue Tonawanda, NY 14150 (716) 695-6720

**5212.5 Oiled Debris, PPE, and Sorbents Facilities by State**

**5212.5.1 Maryland**

**Table 23 Oiled Debris, PPE, and Sorbents Facilities by State – Maryland**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*2	Clean Harbors 1910 Russell St/1604 Bush St. Baltimore, MD 21230 (410) 244-8200		
*2	Allied Waste Baltimore, MD 21237 (410) 727-6161	*3	Maryland Liquid Waste Inc. 3814 Maple Grove Road Manchester, MD 21102 (410) 239-8962

**5212.5.2 Delaware**

**Table 24 Oiled Debris, PPE, and Sorbents Facilities by State – Delaware**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*1	Clean Earth of New Castle P.O. Box 1049/94 Pyles Lane New Castle, DE 19720-1049 (302) 427-6633	*2	Delaware Solid Waste Auth (302) 739-5361

**5212.5.3 Other States**

**Table 25 Oiled Debris, PPE, and Sorbents Facilities by State – Other States**

<b>Key</b>	<b>Name</b>	<b>Key</b>	<b>Name</b>
*2	Cycle Chem., Inc 217 South First Street Elizabeth, NJ 07206 (908) 355-5800	*2	Systech Corporation Systech Waste Treatment Center 245 N. Valley Road Xenia, OH 45385 (937) 643-1240
*2	Chemical Waste Management 1550 Balner Rd. Model City, NY 14107 (716) 754-8231	*2	Ross Incineration Svcs Inc. 36790 Giles Road Grafton, OH 44044 (440) 748-2171
*2	Environ Chemical Assoc. 10 Railroad Avenue Marlboro, NJ 07746 (800) 327-3634	*2	Safety Kleen 1200 Sylvan Street Linden, NJ 07036 (800) 323-5740
*2	Republic Environmental Sys. 2337 North Penn Road Hatfield, PA 19440 (215) 822-2676	*3	Environmental Service Group 177 Wales Avenue Tonawanda, NY 14150 (716) 695-6720

**5212.5 Facilities for Temporary Storage of Oil/Water Mixtures by State**

This list is not all-inclusive and does not constitute a recommendation of any specific company. This list does not commit any company to providing temporary storage of, or the acceptance of, waste from third parties.

**5212.5.1 Maryland**

**Table 26 Facilities for Temporary Storage of Oil/Water Mixtures by State – Maryland**

<b>Name</b>		<b>Name</b>
Tosco Corp. 2155 Northbridge Avenue Baltimore, MD 21226 (410) 355-7200		Chevron USA - Baltimore Asphalt Terminal 1955 Chesapeake Avenue, Curtis Bay, MD 21226 (410) 576-3795
Easton Utilities Commission 201 N. Washington Street P.O. Box 1189 Easton, MD. 21601 (410) 822-6110		Triangle Oil Co. East Brookletts Avenue, Easton, MD 21601 (410) 822-0300
New Star Energy 1134 Marine Road, Salisbury, MD 21801 (410) 742-2204		
New Star Energy 1800 Frankfurst Avenue Baltimore, MD 21226 (410) 355-6262		

**5212.5.2 Other States**

**Table 27 Facilities for Temporary Storage of Oil/Water Mixtures by State – Other States**

<b>Name</b>		<b>Name</b>
Koch Industries 400 Woodland Highway Seaford, DE 19973 (302) 629-1930		Peninsula Oil Co. 40 South Market Street Seaford, DE 19973 (302) 629-3001
Delaware City Refining (302) 834-6000		Sunoco Headquarters 100 Green Street Marcus Hook, PA 19061 (215) 339-7114
OSG Ship Management 111 Continental Drive Suite 402 Newark, DE 19713		Sun Refinery 3144 W. Passyunk Philadelphia, PA 19145 (215) 339-7000

(212) 578-1922		
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**5212.6 Recovered Hazardous Materials Facilities by State**

**5212.6.1 Maryland**

**Table 28 Recovered Hazardous Materials Facilities by State – Maryland**

Key	Name	Key	Name
*2	Clean Harbors 1910 Russell St/1604 Bush St. Baltimore, MD 21230		

**5213 Wildlife Rehabilitation Organizations**

**5213.1 Bird Emergency Aid and Kare Sanctuary (B.E.A.K.S.)**

12084 Houston Avenue (904) 251-2473  
 Big Talbot Island, Florida 32226 (904) 251-BIRD

**5213.2 National Oiled Wildlife Response Team**

Chesapeake Wildlife Sanctuary 24-hours (202) 439-7555  
 13630 Georgia Avenue (202) 439-1894  
 Silver Spring, MD 20906

**5213.3 Tri-State Bird Rescue and Research, Inc**

110 Possum Hollow Road 302-737-9543  
 Newark, DE 19711 302-737-7241 x 107  
 Attn: Dr. Heidi Stout (302) 218-7371/ Ms. Rebecca Dunne (302) 250-2961  
Pagers 800-710-0696  
 800-710-0695

**5214 Local Environmental Organizations (Grassroots)**

**5214.1 Alliance for the Chesapeake Bay**

501 Sixth Street (443) 949-0575  
 Annapolis, MD 21403  
<https://www.allianceforthebay.org/>

**5214.2 Society for Prevention of Cruelty to Animals**

1815 Bay Ridge Avenue (410) 268-1769  
 Annapolis, MD 21403 Main: (410) 268-4388

<https://www.aacspca.org/>

**5214.3 National Aquarium (for sea turtles and sea lions)**

501 E. Pratt Street (410) 576-3880  
Baltimore, MD 21202 24hrs

**5215 Federal Natural Resource Trustees**

**5215.1 NOAA/Damage Assessment Center**

J.J. Howard Marine Sciences Laboratory (732) 872-3000  
74 McGruder Road  
Highlands, NJ 07732  
Attn: Frank Csulak

**5215.2 NOAA/General Counsel for Natural Resources**

One Blackburn Drive (978) 281-9231  
Gloucester, MA 01930  
<https://www.gc.noaa.gov/ne-office.html>  
Attn: Marguerite Matera

**5215.3 Department of the Interior**

Office of Environmental Policy and Compliance (215) 597 -5378  
U.S. Customs House, Room 244 Cell (215) 266 -5155  
200 Chestnut Street Fax (215) 597-9845  
Philadelphia, PA 19106-2904  
Attn: Lindy Nelson, Regional Environmental Officer

**5215.4 State Trustees**

Maryland Historical Trust  
100 Community Place  
Crownsville, Maryland 21032-2032  
<https://mht.maryland.gov>

For Standing Structures: Marcia Miller, Chief, Office of Research, Survey and Registration (ORSR)

Email: [marcia.miller@maryland.gov](mailto:marcia.miller@maryland.gov) (410) 514-7646

For Archeological Sites: Dennis Curry, Chief Archaeologist (410) 514-7664

Email: [dennis.curry@maryland.gov](mailto:dennis.curry@maryland.gov)

For Maritime/Underwater Sites: Susan Langley,  
State Underwater Archaeologist (410) 514-7662

Maryland-National Capital Region Area Contingency Plan 2021.2

E-mail: [susan.langley@maryland.gov](mailto:susan.langley@maryland.gov) (cell/text/SMS) (410) 353-8777

**5215.5 Maryland Department of Natural Resources**

Wildlife & Heritage Program General (410) 260-8540  
Paul Peditto, Director Alternate (410) 260-8888  
Maryland Department of Natural Resources  
Tawes State Office Building E-1  
580 Taylor Avenue  
Annapolis, MD 21401

Wildlife & Heritage Program (410) 827-8612  
Pete Jayne  
Maryland Department of Natural Resources (410) 820-1668  
Wye Mills Work Center/Park  
PO Box 68  
Wye Mills, MD 21679

Wildlife & Heritage Program - Wildlife Response (cell) 410-610-0539  
David Heilmeier (emergency only)  
Maryland Department of Natural Resources  
Southern Regional Service Center  
6904 Hallowing Lane  
Prince Frederick, MD 20678

Marine/Estuarine Fisheries (410) 260-8295  
Phil Jones, Assistant Director for Estuarine and Marine Fisheries  
Lynn Fegley (410) 260-8285  
Fisheries Division  
Tawes State Office Building B-2  
580 Taylor Avenue  
Annapolis, MD 21401

Freshwater Fisheries (410) 260-8267  
Don Cosden  
Tawes State Office Building B-2  
580 Taylor Avenue  
Annapolis, MD 21401

**5215.6 Maryland Department of the Environment**

Response Division Emergency: (866) 633-4686  
Attn: Mr. Alan Williams (410) 537-3975  
1800 Washington Blvd.  
Baltimore, MD 21230

### **5216 Local Port/Dock Facilities**

Sector Maryland-NCR has numerous port/dock facilities in its AOR. Logistics will work with local private and public facilities to procure necessary accommodations. Decisions on which facilities to use will take into account availability of power, phone lines, sanitation/water, capacity, layout, parking, and site availability (seasonal considerations, private property, permits, prohibitions, etc.).

### **5217 Local Vessel Resources and Maintenance Facilities**

Logistics shall procure any and all necessary vessels and vessel equipment from all available sources. Logistics will also identify and coordinate vessel maintenance through local facilities.

### **5218 Local Vehicle Resources and Maintenance Facilities**

Logistics shall procure any and all necessary vehicles and vehicle equipment from all available sources. Logistics will also identify and coordinate vessel maintenance through local facilities.

## **5300 Services**

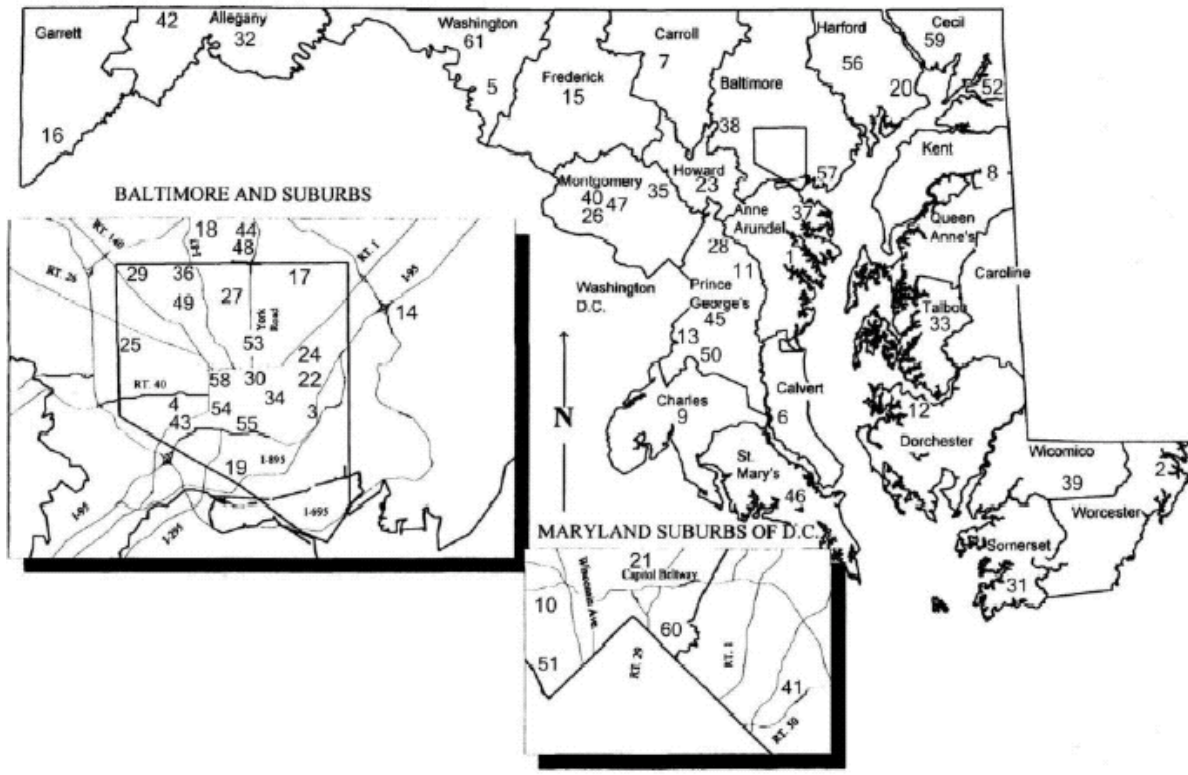
### **5301 Catering/Messing Facilities**

Logistics will coordinate any necessary catering or messing. The Sector Maryland-NCR has a plethora of dining, catering, and messing options. Sites such as [www.eventective.com/baltimore-md/caterers](http://www.eventective.com/baltimore-md/caterers) and [www.eventective.com/washingtondc/caterers](http://www.eventective.com/washingtondc/caterers)

### **5302 Medical Facilities and Information**

The information presented in this section was obtained from a variety of online sources, including <https://msa.maryland.gov/msa/mdmanual/01glance/html/hospital.html>.

Figure 17 Maryland Hospitals



Hospital Locations Map: Legend

The numbers on this chart correspond to the numbers on the map on the following page.

- |  |  |   |
|--|--|---|
| 1. Anne Arundel Medical Center               | 22. Johns Hopkins Hospital                                 | 41. Prince George's Hospital Center             |
| 2. Atlantic General Hospital                 | 23. Howard County General Hospital                         | 42. Sacred Heart Hospital                       |
| 3. Bayview Medical Center, Johns Hopkins     | 24. Kennedy Krieger Institute                              | 43. St. Agnes HealthCare                        |
| 4. Bon Secours Baltimore Health System       | 25. Kerman Hospital  | 44. St. Joseph Medical Center                   |
| 5. Brook Lane Health Services                | 26. Kessler Adventist Rehab Hospital                       | 45. Saint Luke Institute                        |
| 6. Calvert Memorial Hospital                 | 27. Keswick Multi-Care Center                              | 46. St. Mary's Hospital                         |
| 7. Carroll Hospital Center                   | 28. Laurel Regional Hospital                               | 47. Shady Grove Adventist Hospital              |
| 8. Chester River Hospital Center (Kent & QA) | 29. Levindale Hebrew Geriatric Center and Hospital         | 48. The Sheppard & Enoch Pratt Hospital         |
| 9. CIVISTA Medical Center                    | 30. Maryland General Hospital                              | 49. Sinai Hospital of Baltimore                 |
| 10. The Clinical Center, NIH                 | 31. McCready Health Services Foundation                    | 50. Southern Maryland Hospital Center           |
| 11. Doctors Community Hospital               | 32. Memorial Hospital & Medical Center of Cumberland, Inc. | 51. Suburban Hospital Healthcare System         |
| 12. Dorchester General Hospital              | 33. Memorial Hospital at Easton                            | 52. Union Hospital                              |
| 13. Fort Washington Hospital                 | 34. Mercy Medical Center                                   | 53. The Union Memorial Hospital                 |
| 14. Franklin Square Hospital Center          | 35. Montgomery General Hospital                            | 54. University of Maryland Medical System       |
| 15. Frederick Memorial Healthcare System     | 36. Mt. Washington Pediatric Hospital                      | 55. University Specialty Hospital               |
| 16. Garrett County Memorial Hospital         | 37. North Arundel Hospital                                 | 56. Upper Chesapeake Health                     |
| 17. Good Samaritan Hospital of Maryland      | 38. Northwest Hospital Center                              | 57. VA Maryland Health Care System, Fort Howard |
| 18. Greater Baltimore Medical Center         | 39. Peninsula Regional Medical Center                      | 58. VA Maryland Health Care System, Perry Point |
| 19. Harbor Hospital Center                   | 40. Potomac Ridge Behavioral Health                        | 59. VA Maryland Health Care System, Perry Point |
| 20. Harford Memorial Hospital                |  | 60. Washington Adventist Hospital               |
| 21. Holy Cross Health                        |  | 61. Washington County Health System             |

Source: <http://theagapcenter.com/hospitals/maryland.htm>

Links to Area Hospital Web Pages:

The Maryland Hospital Association  
Adventist HealthCare



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Shady Grove Adventist Hospital (Rockville)  
Washington Adventist Hospital (Takoma Park)  
Potomac Ridge Behavioral Health (Rockville)  
Kessler-Adventist Rehabilitation Hospital (Rockville) Maryland  
Anne Arundel Medical Center - Annapolis, Maryland  
Atlantic General Hospital - Berlin, Maryland  
Audrain Medical Center - Mexico, Maryland  
Baltimore Medical System - Baltimore, Maryland  
Baltimore VA Medical Center - Baltimore, Maryland  
Bon Secours Health System - Marriottsville, Maryland  
Calvert Memorial Hospital - Prince Frederick, Maryland  
Carroll County General Hospital - Westminster, Maryland  
Chester River Health System - Chestertown, Maryland  
Civista Health & Medical Center – La Plata, Maryland  
University Specialty Hospital - Baltimore, Maryland  
Dimensions Healthcare System - Largo, Maryland  
Doctors Community Hospital - Lanham, Maryland  
Dorchester General Hospital - Cambridge, Maryland  
Fort Howard VA Medical Center - Fort Howard, Maryland  
Franklin Square Hospital Center - Baltimore, Maryland  
Frederick Memorial Hospital - Frederick, Maryland  
Garrett Regional Medical Center - Garrett County, Maryland  
Good Samaritan Hospital - Baltimore, Maryland  
Greater Baltimore Medical Center - Baltimore, Maryland  
Harbor Hospital - Baltimore, Maryland  
Holy Cross Health - Silver Spring, Maryland  
Howard County General Hospital - Columbia, Maryland  
Johns Hopkins Bayview Medical Center - Baltimore, Maryland  
Johns Hopkins Children's Center - Baltimore, Maryland  
Johns Hopkins Medical Institutions - Baltimore, Maryland  
Kennedy Krieger Institute  
Chester River Hospital Center, Chesterville, Maryland  
University of Maryland Rehabilitation & Orthopaedic Institute - Baltimore, Maryland  
Laurel Regional Hospital - Laurel, Maryland  
Levindale Hebrew Geriatric Center and Hospital - Baltimore, Maryland  
LifeBridge Health - Baltimore, Maryland  
Maryland General Hospital - Baltimore, Maryland  
McCready Health Services Foundation - Crisfield, Maryland  
MedStar Health - Baltimore/Washington, Maryland  
Memorial Hospital and Medical Center - Cumberland, Maryland  
University of Maryland Shore Medical Center at Easton - Easton, Maryland  
Mercy Medical Center - Baltimore, Maryland  
Montgomery Medical Center - Olney, Maryland  
Mount Washington Pediatric Hospital - Baltimore, Maryland  
Baltimore Washington Medical Center - Glen Burnie, Maryland  
Northwest Hospital - Baltimore, Maryland

Peninsula Regional Medical Center - Salisbury, Maryland  
Perry Point VA Medical Center - Perry Point, Maryland  
Prince George's Hospital Center - Cheverly, Maryland  
Sacred Heart Hospital - Cumberland, Maryland  
Saint Agnes HealthCare - Baltimore, Maryland  
Saint Joseph Medical Center - Towson, Maryland  
Saint Mary's Hospital - Leonardtown, Maryland  
Shore Health System of Maryland  
Sinai Health System - Baltimore, Maryland  
Suburban Hospital - Bethesda, Maryland  
Union Hospital - Elkton, Maryland  
Union Memorial Hospital - Baltimore, Maryland  
University of Maryland Medical Center - Baltimore, Maryland  
University of Maryland Medical System - Baltimore, Maryland  
Upper Chesapeake Health - Bel Air, Maryland  
VA Maryland Health Care System - Baltimore, Maryland (MD)  
Warren Grant Magnuson Clinical Center (National Institutes of Health - NIH) - Bethesda, MD  
Washington Adventist Hospital - Takoma Park Maryland (MD)  
Washington County Health System - Hagerstown, Maryland  
West Ocean City Injury and Illness Center- Ocean City, Maryland  
Western Maryland Health System - Cumberland, Maryland

### **5302.1 Medical Flight Services**

Maryland State Police (410) 391-0700  
Aviation Division Fax: (410) 391-8597  
3023 Strawberry Point Road  
Baltimore, MD 21220-5577

Angel Flight of Maryland Office: (301) 384-9848  
(Mercy Medical Airlift) Fax: (301) 384-3420  
15113 Timberlake Drive  
Silver Spring, MD 20905  
angelflightmd@aol.com

MedStar Transport  
<https://www.medstarmedicaltransport.com/>

STAT Medevac  
<https://www.statmedevac.com/>

## **5400 Communication**

### **5401 Sector Maryland-National Capital Region (NCR)**

### **5401.1 Fixed Radios**

Sector Maryland-NCR maintains 2 fixed transceivers.

Sector Maryland-NCR has seven high sites (antennas) located throughout their AOR to expand communications capabilities. Using these high-level sites, coverage is increased to include the Chesapeake Bay from Smith Point to the C & D Canal, but is limited to channels 12, 16, 21, 23, 81, 22 and 83.

Communications may be affected by a variety of factors including atmospheric conditions and obstructions such as buildings and surrounding geography that reduce the effective range. Sector Maryland-NCR normally monitors channels 16 and 23. Channel 81 is used as the normal marine safety-working channel. Channels 21, 23, 81 and 83 are used as SAR and law enforcement working frequencies. Besides VHF capabilities, Sector Maryland-NCR is able to transmit and receive on HF communications up through SECRET information.

Regardless of the site, Sector Maryland-NCR can transmit and receive on the following frequencies:

CH-12 156.6 MHz	CH-81 157.075 MHz
CH-16 156.8 MHz	CH-83 157.175 MHz
CH-23 157.150 MHz	

The second fixed transceiver is a MCX-1000. It has a low range due to the relatively low height of the antenna and power output. It has 18 VHF-FM channels and can be programmed to operate on any authorized VHF-FM frequencies.

Channel 81 will normally be used as a working frequency for Sector Maryland-NCR marine safety communications. When attempting to contact a vessel, initial communications will be established on CH-16 and switched to a working frequency. For large pollution incidents involving numerous parties and agencies, the OSC shall designate the command and control frequency as soon as possible.

### **5401.2 Portable Radios**

Hand-held radios will be the primary means of communication between the OSC and on-site personnel. Sector Maryland-NCR has five Motorola Astro VHF-FM hand held radios. These radios can be programmed for 32 VHF-FM frequencies and can be used in the secure mode. The effective range to transmit on the hand-held radios is approximately 10 miles.

Sector Maryland-NCR also maintains a portable comms kit that contains one JT-1000 VHF-FM base station. This unit is AC/DC power ready and is programmable to any VHF-FM frequency. It also comes with a magnetic mount portable antenna. This unit can be checked out from the COMMCEN.

### **5402 Atlantic Strike Team (AST)**

The AST maintains 20 portable VHF-FM units of low output and three high power VHF-FM transceivers. The AST also maintains two portable telecopiers.

### **5403 Marine VHF-FM Frequencies**

Channel 81 (157.075 MHz) is a Coast Guard controlled frequency to be utilized by the OSC for Marine Environmental Operations. Non-government operators, to support their own operational cleanup Sector, will not use channel 81. The exception to this is non-government supervisory personnel in charge of removal operations, who are permitted to use Coast Guard-owned portable equipment crystallized to Channel 81 for interface communications between the supervisor and the Coast Guard. The OSC will retain net control over this frequency at all times.

Several Coast Guard units utilize Channel 81 as a normal working frequency. When necessary and when authorized by the Coast Guard District Office, the predesignated OSC will assume net control, and those units will be directed to use alternate frequencies.

The OSC is authorized to use a maximum power output of 25 WATTS. All other transmitters are restricted to low power (one WATT) output on Channel 81.

Channel 6 (156.300 MHz), the Internship Safety frequency, is MANDATORY on all VHF-FM-equipped vessels. Use is limited to communications involving the movement of vessels and/or situations involving safety of life and property. No shore unit will be authorized to use this frequency.

Channel 12 (156.600 MHz) Coast Guard uses are strictly limited to the following:

CG station to CG vessel, for communications involving berthing instruction, mooring, and unmooring.

CG unit to non-CG unit is for liaison communications only when the non-CG unit does not have Channel 22 available. Non-CG units should be strongly encouraged to obtain Channel 22 capability.

Channel 16 (156.800 MHz), the Distress, Safety, and Calling Channel, may be used by vessels and shore units. All units must have this channel. Proper uses include the DISTRESS CALL, DISTRESS MESSAGE, and DISTRESS COMMUNICATIONS between the unit in distress and assisting units, and DISTRESS broadcasts made by a unit on behalf of a distressed unit that is unable to transmit on this channel.

URGENT broadcasts may be sent on this channel the first time the particular broadcast is transmitted; however, subsequent repetitions of an URGENT broadcast must be "announced" on this channel and then transmitted on Channel 22.

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Channel 21 (157.050 MHz) U.S. Government use only. Coast Guard working frequency.

Channel 22A (157.100 MHz) U.S. Government. Coast Guard common frequency used by civilian vessels as well as government vessels for communications with USCG shore and ship stations only (including USCG auxiliary vessels when these vessels are operating under orders). This channel is used to send marine information broadcasts.

Channel 23 (157.150 MHz) U.S. Government use only. Coast Guard working frequency.

Channel 26 (157.300 MHz (T) or 162.000 MHz (R)) Public Correspondence. Ship to shore, for use by both commercial and noncommercial vessels.

The local Marine Operator, who will connect you to any landline telephone for a fee, guards the channel.

If a party calls a vessel from a landline telephone, the Marine Operator hails the vessel on Channel 16 (unless you have made previous arrangements) and then switches the vessel to a public correspondence channel.

Channel 28 (157.400 MHz (T) or 162.000 MHz(R)) Public Correspondence. Use the same as Channel 26.

Channel 83 (157.175 MHz) U.S. Government Use Only. Intra-CG working simplex. General authorization for CG auxiliary communications. For operational and training use.

### **5404 Communication Facilities**

Sector Maryland-NCR maintains a Continuation of Operations (COOP) Plan to ensure that essential missions can be carried out if the Sector building is unable to be utilized due to evacuations. Please refer to it for communication facilities including Sector Command Center functions and all computer needs.

If Sector personnel are not evacuated, Logistics will procure a location where communications can be properly maintained to include computer and online capabilities.

## **6000 Finance & Administration**

### **6100 Finance/Administrative Section Organization**

#### **6101 Finance/Administrative Section Description**

The Finance/Administration Section is responsible for all-incident costs and financial considerations, includes the Time Unit, Procurement Unit, Compensation/Claims Unit, and Cost Unit. The IC will determine the need for a Finance/Administration Section, and designate an individual to perform that role. A more detailed description of the Logistics Section organization, responsibilities and objectives can be found in chapter 11 of the Incident Management Handbook.

If no Finance Section is established, the IC will perform all finance functions. This is set up for any incident that may require on-site financial management. More and more, larger incidents are using a Finance/Administration Section to monitor costs, whereas smaller incidents may also require certain Finance /Administration functions. For example, the IC may establish one or more units of the Finance /Administration Section for such things as procuring special equipment, contracting a vendor, or making cost estimates of alternative strategies.

#### **6102 Finance/Administrative Job-Aid**

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the “Missions” tab at the top of the screen and then select “Incident Management and Preparedness” on the left side of the screen. The Finance Section job aid is also available in the USCG IMH mobile application.

#### **6103 Description of Contracting Officer Authority**

Contracting officers have the authority to obligate government funds above the regular micropurchase threshold. For the CG, only designated personnel at CG bases possess that authority. When purchase requirements exceed \$3500 and the RP is not conducting the contracting or procurement, a request should be put into SILC for a designated contracting officer to be assigned to the response.

## **6200 Fund Access**

#### **6201 Procedures for Funds Access**

The National Pollution Fund Center provides access to both the OSLTF and the CERCLA Super Fund through their online portal and case management software known as CANAPS. CG and EPA on-scene coordinators are able to use this web portal to create new federal project numbers and lines of accounting used to track costs and expenditures against the various funds.

The NPFC User Reference Guide (eURG) is designed to be a reference tool during an oil or hazardous materials spill incident for Coast Guard and EPA Federal On-Scene Coordinators (FOSCs). It includes all relevant Federal regulations, technical operating procedures (TOPs), forms and sample letters, and other documentation designed to make funding of recovery operations and recovery of Federal expenditures as efficient and easy as possible.

<https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/URG/>

### **6201.1 National Pollution Fund Center (NPFC)**

The nature of pollution response sometimes results in an initial mobilization of more resources than are actually needed to respond to an incident during the assessment phase. Because this mobilization of resources may result in costs that appear to exceed those necessary to conduct the actual cleanup, the discretion to bill the RP for some or all Federal removal costs incurred during the assessment phase rests with the National Pollution Funds Center (NPFC).

NPFC guidance dictates that a FPN/CPN can remain in the "Assessment Phase" if no actual recovery techniques are used. This would mean that the costs generated are only to determine if a spill actually occurred or a substantial threat does not exist and no further action is needed. The contractor will get paid for their time and equipment and no Responsible Party will be billed.

### **6201.2 Oil Spill Liability Trust Fund (OSLTF)**

The OSLTF is used to respond when the RP is unidentified, unwilling, or unable to meet the responsibilities under the FWPCA. It can be used to clean-up or assess spills of petroleum products or to compensate innocent bystanders who have had claims as a result of the RP.

### **6201.3 Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) Fund**

The Environmental Protection Agency (EPA) administers the CERCLA Fund for hazardous substance releases. When the material is unknown, the CERCLA Fund should be used to initiate the cleanup activities. If the material appears to be a petroleum product and the source cannot be identified, the Oil Spill Liability Trust Fund (OSLTF) should be accessed for cleanup costs. If analysis shows the material to be a hazardous substance, the OSLTF should be closed at that point and a CERCLA account opened to fund the remainder of the response and cleanup activities.

## **6202 Federal Access of Funds**

The FOSC should obtain a Federal Project Number (FPN) and corresponding ceiling and begin documenting all Federal removal costs when:

The OSC expects to incur "out-of-pocket" costs (funds paid to contractors or others outside the U.S. Coast Guard) to conduct the assessment phase or any part of the response; or  
The OSC determines that a continued presence is required to ensure proper removal actions (ignition of response actions under Phase II) and no "out of pocket" costs are expected, but internal costs (costs of OSC personnel and equipment) are expected to exceed \$500.

If, after the initial assessment, the OSC determines that no further actions are necessary or that indirect costs total less than \$500, the OSC may close the FPN.

### **6203 State Access of Funds**

State access to OSLTF and CERCLA funds provides an avenue for states to receive Federal funds for immediate removal costs resulting from their response to actual or threatened discharges of oil. State access does not supersede or preclude the use of other existing Federal payment regimes. The State should not seek and will not receive payments for the same costs from more than one payment regime.

States may access funds via one of three methods:

1. File a claim with the NPFC within 6 years of the cleanup.
2. Ask the FOSC to obtain a FPN/CPN and a ceiling amount for the State. The State will work directly with the NPFC to document costs.
3. Have the FOSC obtain a FPN/CPN and then issue a Pollution Removal Funding Authorization (PFRA) to the State with a ceiling and time limit. The FOSC will then review all documentation prior to submission to the NPFC.

The State of Maryland has designated a state representative from the Maryland Department of the Environment (MDE) for State Access to the OSLTF. To obtain a copy of the State designation letter signed by the Governor, contact the MDE Emergency Response Division.

A copy of the “Technical Operating Procedures for State Access to the Fund” can be obtained on the World Wide Web at: <https://www.uscg.mil/npfc/Publications/tops.asp>.

For all intents and purposes using a PRFA is the preferred method for a state to have access to Fund money. If the state themselves intend to access the fund directly put them in contact with the NPFC Case Officer handling the FPN being used.

### **6204 Lead Administrative Trustee Access of Funds**

Depending on the reasons for the funding either a PRFA can be given or the route of NRD.

Natural resource trustees may access the OSLTF for both NRD initiate funding (pre-assessment) requests, as well as claims for NRD assessments and restoration plans. For guidance, see the NPFC Natural Resource Damage Funding Guidelines (May 7, 2002).

### **6205 Creating/Processing Claims against Funds**

[All claims brought to the UCs attention should be brought to the NPFC Claims Division. A breakdown of the Claims Process can be found at.](#)

<https://www.uscg.mil/Portals/0/NPFC/docs/PDFs/Claimant%20Guide.pdf>



## **6300 Cost**

The Cost Unit is responsible for collecting all cost data, performing cost effectiveness analyses, and providing cost estimates and potential cost avoidance recommendations throughout the incident.

Refer to the Incident Management Handbook on the [Coast Guard Homeport website](#). Select the “Library” tab at the top of the screen and then select “Incident Command System” on the left side of the screen.

### **6301 Cost Documentation Procedures, Forms & Completion Report**

For information concerning documentation, forms, and FOSC completion reports, reference the NPFC User Reference Guide.

### **6302 Purpose/Procedures for Documentation**

#### **6302.1 Notice of Federal Interest**

The Notice of Federal Interest (NOFI) is used to designate and notify the owners, operators, or persons in charge, in writing that an oil pollution incident occurred or threatens to occur and that specified personnel may be financially responsible for that incident. The RP is liable for among other things, removal costs and damages resulting from the incident. The NOFI notifies the RP that the failure or refusal to provide all reasonable cooperation and assistance requested by the FOSC, will eliminate any defense, or entitlement to limited liability.

The NOFI notifies the responsible party that failure to properly carry out the removal of the discharge, or comply with any administrative order of the FOSC, may result in civil penalties, or up to three times the cost incurred by the Oil Spill Liability Trust Fund (OSLTF).

Notice of Federal Interest is explained via COMDTINST M16000.14A, U.S. Coast Guard Marine Environmental Response and Preparedness Manual.

#### **6302.2 Notice of Federal Assumption**

The Notice of Federal Assumption (NOFA) is used to notify the RP of an oil pollution discharge and to advise that he/she is financially responsible. The NOFA also advises that their actions to abate the threat or removal of oil from the waters, or adjacent shoreline, has been evaluated as being unsatisfactory by the FOSC and that the FOSC will conduct further oil response/removal activities under federal laws.

Notice of Federal Assumption is explained via COMDTINST M16000.14A, U.S. Coast Guard Marine Environmental Response and Preparedness Manual.

### **6302.3 Letter of Designation of Source**

Designation of a source under section 1014 of OPA 90 is done to fulfill the requirements relating to the dissemination of information about an incident, through advertisements. This ensures that potential claimants will be aware of the opportunity and procedures for submitting claims for uncompensated removal costs or damages. Exact specification and types of advertisement required are provided in the letter issued by the National Pollution Funds Center (NPFC) or the On Scene Coordinator. OPA 90 provides that designation of source is done where "possible and appropriate." The NPFC or OSC will designate the source, notify the reporting party/guarantor, and set the advertising requirements. More detailed information can be found by clicking on the link below to access NPFC INSTRUCTION M5890.3A, Technical Operating Procedures Relating to Designation of Source and Advertisement under the Oil Pollution Act of 1990: Contact the Claims Department at the NPFC as they prefer to issue the Designation of Source.

### **6302.4 Administrative/Directive Order**

An Administrative Order is a tool used by the FOSC to ensure appropriate actions are being taken by a RP in a potential threat, or actual spill, or FWPCA hazardous material release. Under 33 USC 1321 (c) and (e), a FOSC may issue orders to RP's to ensure effective and immediate removal of a discharge, or the mitigation, or prevention of a substantial threat of a discharge of oil or FWPCA hazardous substance. A FOSC may also issue administrative orders "that may be necessary to protect public health and welfare."

Administrative order is explained via COMDTINST M16000.14A, U.S. Coast Guard Marine Environmental Response and Preparedness Manual.

## **6400 Time**

### **6401 Time Procedures**

The Time Unit is responsible for personnel and equipment time recording to ensure accurate cost documentation of resources on scene.

Refer to the Incident Management Handbook and the Incident Command System Coast Guard ICS Position Job Aids on the [Coast Guard Homeport](#) website. Select the "Missions" tab at the top of the screen and then select "Incident Management and Preparedness" on the left side of the screen.

## **6500 Compensation/Claims**

Responsible for the overall management and direction of all compensation for Injury Specialist(s) and Claims Specialist(s) assigned to the incident. For spills where the RP is known, procedures for receiving and processing claims should be established by the RP. For claims to the OSLTF, claims guidance and forms are available at:

<https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/>

### **6501 Procedure for Procurement Unit Coordination**

The Compensation and Claims Unit Leader (COMP) is responsible for the overall management and direction for administrative matters pertaining to compensation for injury and claims related activities other than injury related to an incident according to the US Code of Federal Regulations (33 CFR 40). A Compensation for Injury Specialist may be assigned, under the supervision of the COMP, for administering financial matters resulting from serious injuries and fatalities related to an incident.

### **6502 Procedure for Compensation for Injury and Claims Routing**

For more information regarding injury claims, refer to the resources provided by the National Pollution Funds Center (NPFC) in the NPFC Claims Process documents at

<https://www.uscg.mil/Portals/0/NPFC/docs/PDFs/Claimant%20Guide.pdf>

## **6600 Procurement**

The Procurement Unit Leader (PROC) administers all financial matters pertaining to vendor contracts, leases, and fiscal agreements. Although the PROC works within the Incident Management Team (IMT) in support of the Incident Command (IC) or Unified Command (UC), specific procurement policies and procedures, including emergency authorization procedures to expedite purchase, cannot be circumvented by the IC or UC. Additional guidance is available in the National Pollution Funds Center (NPFC) URG linked above.

### **6601 Expedited Contracts Procedures**

SILC should be brought in the loop on any contract procedures. If the scope of the spill is large enough SILC will deploy a member of their team to the Command Post to help manage contracts.

If a SILC contracting officer is not on site, Jackie Dickson 757-615-2135 or Gerald Hendricks 757-647-6560 can be contacted on a 24 hour basis.

### **6602 Developing MOU's and Land-Use Agreements**

Any MOUs or Land-Use Agreements must be initiated by the UC subject to the limits on their jurisdictional authorities. MOUs developed by the UC exist only for the time of the incident and are disestablished when personnel are demobilized.

### **6603 Procedure for Compensation/Claims Unit Coordination**

The Claims Division at the NPFC will deploy one of its members to be a part of the IC to help manage claims.

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Contact Donna Hellberg at (202) 795-6097 or Bill Dodson at (202) 795-6098. You can also contact the NPFC Duty Officer 24/7 at 202-494-9118.

The NPFC Claims Division will not pay for personal injury claims as it has been determined that they do not fall under the OPA 90 statues.

## **7000 Hazardous Materials Introduction**

The basic Incident Command System/Unified Command (ICS/UC) is unchanged. Whether the response is to an oil discharge or hazardous substance release, there are a number of factors that are unique to hazardous substance releases. The purpose of this chapter is to provide users with information specific to response to hazardous substance releases, including weapons of mass destruction incidents. This chapter will provide general definitions, a framework for evaluating a hazardous substance response, and contact names and numbers for teams specifically trained for response to hazardous substance releases.

### **7100 HAZMAT**

#### **7101 Background**

Response actions for hazardous materials spills are more diverse than those for oil spills. Hazardous materials incidents rely more heavily on the use of augmenting forces from state and local governments, and place much greater emphasis on monitoring and data gathering prior to any commitment of resources. Key differences between oil and hazardous material spill responses are shown in Table 29. All personnel should understand these differences when participating in Unified Command systems that must manage a response. Tab B to Section 7000 provides technical guidance for the required risk analysis. Section 9440 has three hazardous materials planning scenarios.

USCG Sector Maryland-NCR responders are trained as HAZWOPER First Responder Awareness/Operations (FRA/FRO) Level responders which means they are trained to recognize and perform some defensive measures in hazardous release situations but are not trained to directly participate in response clean-up activities. Appendix A to this Section (2005 Hazardous Materials Response Special Teams Capabilities and Contact Handbook) contains a list of resources that may be utilized to support and respond to hazardous material releases.

USCG National Strike Force (NSF) personnel respond to releases or potential releases for the purposes of stopping the release. They assume a more aggressive role than a first responder at the operations level and may approach the point of release in order to plug, patch, or otherwise stop the release of a hazardous substance. Therefore, in addition to the FRA and FRO training requirements, NSF Team members shall be trained to the Hazardous Material Technician level up to level A.

The Maryland Department of the Environment and many local fire departments are much more aggressive towards hazardous material incidents and train for such scenarios. These entities are trained as HAZWOPER Hazardous Material Technicians and are able to stop and/or control releases and have basic knowledge in all areas of emergency response. The FOSC will provide technical assistance and perform control functions during a hazardous material releases, but cannot enter the zone of contamination or “hot zone”. This is defined as the zone in which workers must wear any of the special equipment shown in Table 30 to protect against inhalation or dermal contact

hazards. Such workers must be trained and medically certified in accordance with the OSHA regulations in 29 CFR 1910.120.

**Table 29 Differences in Oil and Hazardous Material Spill Response**

<b>Issues</b>	<b>Oil</b>	<b>Hazardous Materials</b>
Substances	Few (gasoline, diesel, crude) Limited vapor hazards, some dermal hazards. Visible. Large spill volumes.	Many (>300 moved in large quantities) High vapor and/or contact hazards. Often invisible. Smaller spill volumes.
Risk Perceptions	Low risk. Understood by public. Relatively safe to responders. Mainly natural resource damage.	High risk. Complex situation. More dangerous to responders. Public feels directly threatened.
Predictable Models	Fate and short-term effects understood.	Many outcomes that vary with substance.
Public Expectations	Anybody can cleanup. Many experts.	Experts must cleanup. Few experts.
Goals	Protect natural resources. Protect economy. Protect public health.	Prevent escalation, Prevent death/injury to responders. Protect public health.
Resulting Tactics	Large organization. Pre-staged assets. Surge mobilization Contain and recover spilled oil.	Small organization. Specialized HAZMAT teams. Secure “hot zone”. Evacuate the public or shelter in place to minimize exposure. Secure the source. May have to bring vessel to safe haven. May be impossible to recover chemical. Conduct remote monitoring.
Author: G.Ott, “Teflon Boom and Stainless Steel Skimmers, A Doctrine Approach to Fill the Chemical/Oil Planning Gap”.		

**Table 30 OSHA Personal Protective Equipment Levels for HAZMAT Workers**

<b>OSHA Level</b>	<b>Protective equipment</b>	<b>Conditions of use</b>
D	Varies from normal work uniform to limited splash protection.	Must be outside vapor hazard zone. Limited dermal contact hazards.
C	Splash protection and air purifying respirator (“gas mask”).	Low to moderate vapor hazard, sufficient O <sub>2</sub> . Must be able to smell breakthrough in respirator cartridge before concentration becomes dangerous. Used only in well-characterized atmospheres

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OSHA Level	Protective equipment	Conditions of use
B	Self-contained breathing apparatus (SCBA), splash protection, and chemical resistant boots	High/unknown vapor hazard. Often used for initial reconnaissance. Not for toxic or corrosive vapors which can be absorbed through the skin.
A	SCBA, fully encapsulating chemical resistant suit (“moon suit”), and chemical resistant boots	High/unknown vapor hazards, including skin absorbers and corrosives. Generally provides no protection against fire or explosion. Some available with flash protection. Design of suit limits peripheral vision, mobility. Work time in hot zone limited by air supply. Typically 20-35 minutes, depending on body weight and physical fitness.

Within the Maryland-NCR AOR, state and some local governments maintain HAZMAT response teams that have entry capability and can carry out a response to a hazardous materials release. When the state and local government teams can adequately respond to a release, the FOSC will not interfere.

No matter who carries out the actual response, the FOSC must monitor for adequacy. If the response is not adequate, the FOSC shall provide advice to the responders and/or assume control of the response. See [Section 7300](#) and [Section 7400](#) below for a description of steps to be taken by the FOSC.

The HAZMAT teams that are maintained by state and local governments normally function only on land. If the maritime aspects of the situation become dominant and prevent land-based HAZMAT teams from adequately responding (and the ship cannot be moved to a safe haven), assistance may be sought from the Coast Guard’s National Strike Force/Atlantic Strike Team. This team is trained to respond to shipboard hazardous materials incidents and can enter the “hot zone” if necessary.

The Atlantic Strike Team can also help land-based HAZMAT teams to adjust their tactics to the maritime environment.

A hazardous materials incident has a zone of contamination, generally termed a “hot zone”, where chemical vapors, dermal contact hazards, fires, explosion hazards, or nuclear radiation pose a threat to unprotected workers. Leading from the “hot zone” to the “cold” (non-contaminated) zone is a “warm zone” in which workers are decontaminated. Traffic controls may or may not be in place at the site, depending on the maturity of the incident and the available personnel.

Some chemicals can be sensed by odor long before they become harmful, others cannot. Published information on odor thresholds is hard to find. Refer to guide books on the relationship between the odor threshold, the breathing limits for workers, and the IDLH (Immediately Dangerous to Life and Health) concentration. Ten percent of the IDLH value is often used as a “hot zone” boundary.

## **7200 Weapons of Mass Destruction (WMD)**

Response actions for Weapons of Mass Destruction (WMD) should follow the guidelines set forth in the Area Maritime Security Plan (AMSP).

## **7300 Radiological**

Response actions for Radiological weapons should follow the guidelines set forth in the Area Maritime Security Plan (AMSP).



## **8000 Marine Firefighting**

This section provides guidance for the coordination of marine firefighting activities and associated responders, which may include federal, state, and local government agencies, marine facility owners and operators, vessel owners and operators, commercial entities, and good Samaritans. A marine fire may involve one or more vessels, maritime facilities, and any number of lives and cargoes. Fighting a marine fire is complex, and the strategies and tactics employed differ from most urban and wildland fires. If a marine fire incident is not adequately managed, results may include significant loss of life, environmental damage, disruption of maritime commerce, and have a cascading impact on the community.

### **8100 Scope and Purpose**

The purpose of this plan is to:

- Preserve life, limit environmental damage, protect maritime infrastructure, and safeguard maritime commerce in the U.S. Coast Guard Sector MD-NCR COTP Zone, as defined in 33 CFR 3.25-15, which encompasses the State of Maryland and National Capitol Region, as defined in 10 USC 2674 (f)(2), including the Upper Chesapeake Bay, tributaries thereof, and Maryland coastline out to 150 miles,
- Establish and facilitate a unified response by federal, state, and local government and commercial responders.

This plan is not a substitute for applicable legal requirements, does not impose legally binding requirements on any party, nor is it meant to be a marine firefighting technical handbook. It is designed for use in conjunction with other federal, state, and local contingency plans.

### **8200 Policy and Responsibilities**

Although the Coast Guard clearly has an interest in fires involving vessels or waterfront facilities the States of Maryland and Virginia, and the District of Columbia are responsible for the coordination of emergency response systems within their jurisdictional boundaries. The Federal Fire Prevention and Control Act of 1974 (PL93-498) states that firefighting is and should remain a state and local function. In accordance with state statutes only certain trained medical, firefighting, and rescue personnel will respond in the event of an emergency.

#### **8201 Federal**

The U.S. Coast Guard has no specific statutory responsibility to fight marine fires and does not actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer. However, the U.S. Coast Guard is charged, by the Ports and Waterways Safety Act (33 USC 1221), with the responsibility for safe navigation, protection of waterfront facilities, and protection of the marine environment within his/her area of jurisdiction. This responsibility extends to vessels, their cargo, and their crew, and structures in, on, or immediately adjacent to the navigable waters of the United States. The COTP has the authority,

under 14 USC 88 (b), to render aid and save life and property in the event of a marine-related emergency, including fires, within the capability of available U.S Coast Guard's resources.

The Coast Guard's firefighting assistance policy is set forth in the Marine Safety Manual, Volume VI COMDTINST M16000.11 (series). A summary of this policy is as follows: "While it is clear that the Coast Guard has an interest in fighting fires involving vessels or waterfront facilities in or along the navigable waters of the United States or fires in the vicinity of Coast Guard property, this interest does not extend to preemption of local responsibility and authority for firefighting. The involvement of Coast Guard forces in actual firefighting shall be to a degree commensurate with our personnel and equipment levels. The Coast Guard intends to maintain its historic 'assistance as available' posture without conveying the impression that we stand ready to relieve local jurisdictions of their responsibilities. Additionally, the response actions taken shall pose no unwarranted risk to Coast Guard personnel or equipment."

COTP responsibilities for a vessel or marine facilities fire include:

- Search and Rescue.
- Establish and coordinate a Unified Command in accordance with the Coast Guard Incident Management Handbook, COMDTPUB 3120.17 (series)
- Assist in staffing the Incident Command Post
- Assume operational control of all Coast Guard forces on-scene.
- Establish safety or security zones as necessary.
- Provide information on involved marine facilities or vessels.
- Provide information on the location of hazardous materials marine facilities or vessels.
- Provide technical data on ship's construction, stability, and marine firefighting techniques.
- Coordinate the response to actual or potential oil or hazardous materials discharges
- Alert owners/operators of terminals or vessels at risk

## **8202 State and Local**

Municipal fire departments respond to all reports of fire within their jurisdiction, including fires at marine facilities and on vessels. The first municipal fire department on scene will normally provide the initial command structure appropriate for the incident and ensure Sector MD-NCR has been notified.

### **8202.1 Emergency Management Agencies**

The State or Local Emergency Management Agency are the agency responsible for coordinating federal, state, local, private resources during emergencies in their respected states. Through their regional and county office, Emergency Coordinators will coordinate the response requests for aid from state or other local authorities upon identification of additional resource requirements.

The State of Maryland Emergency Support Function (ESF) 4 provides for mobilization and deployment, assists in coordinating fire detection and suppression resources necessary to support incident response, and incident management assistance for on-scene incident command and control operations. Maryland's ESF 4 primary agency is the Maryland Department of Natural Resources (DNR).

## **8202.2 Municipal Fire Departments**

County and local municipal fire departments are responsible for fire protection within their jurisdictions. Including vessels and marine facilities. Responsibilities of municipal fire departments include:

- Establish and staff a Command Post when serving as an IC and ensure proper Unified Command participation when appropriate.
- Respond with necessary personnel and equipment, including fire boats, specialized technical rescue and hazardous material resources, safety officers and appropriate medical aid.
- Determine the need for and request additional resources.
- Make all requests for Coast Guard personnel, equipment, and waterside security through the COTP.

If the fire is on a vessel underway in the jurisdictional area of a municipal fire department, which does not have a fireboat or any other shipboard firefighting capabilities, Sector MD-NCR will work with the municipal fire department to locate resources outside that jurisdictional area.

## **8203 Industry**

### **8203.1 Marine Facilities**

Regardless of other response resources, the owners and operators of facilities retain a fundamental responsibility for providing response resources, information, and ensuring safety and security on site. They further have the responsibility of ensuring that their fixed firefighting systems are maintained according to established NFPA guidelines. Designated waterfront facilities, which are those facilities regulated by 33 CFR 126, are required to have an international shore connection for all those facilities receiving foreign vessels.

### **8203.2 Vessel Master**

The vessel master is responsible for the safety of the crew and vessel and should initiate firefighting response actions. The presence of local fire fighters does not relieve the vessel master of command or transfer the responsibility for overall safety on the vessel. However, the vessel master should not normally countermand any orders given by the local fire fighters in the performance of firefighting activities onboard the vessel, unless the intended action clearly endangers the safety of the vessel or crew. In accordance with 46 CFR 4.05, the vessel master, must immediately notify the nearest U.S. Coast Guard Sector whenever a vessel is involved in a marine casualty, including fire, after addressing the resultant safety concerns. When the vessel master has determined that the vessel cannot meet the need of an actual or potential incident, the master is expected to follow the procedures approved in the ship's Vessel Response Plan (VRP).

### **8203.3 Vessel Response Plans**

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 an oil spill response plan. The plan must include shipboard spill mitigation procedures and cover all geographic areas of the United States in which the vessel intends to operate. These provisions were codified in 33 CFR 155 Subpart D 155.1015 and Subpart J 155.5015 respectively. In addition to general pollution prevention and response procedures, several classes of commercial vessels must also identify a salvage and marine firefighting (SMFF) resource provider that is capable of responding to an incident while the vessel is operating within 50 miles of the U.S. coast.

- All petroleum tank vessels (regardless of capacity) and all non-tank vessels over 400 gross tons with a fuel capacity greater than 2,500 barrels must have a signed response contract with a SMFF provider.
- All non-tank vessels over 400 gross tons with a fuel capacity less than 2,500 barrels, but greater than 250 barrels must have a consent agreement with a SMFF provider to list them in the vessel response plan, but does not require a signed response contract.
- All non-tank vessels over 400 gross tons with a fuel capacity less than 250 barrels must have a consent agreement with a salvage services only.

#### **8203.4 Salvage & Marine Firefighting Resource Provider**

The SMFF resource provider is a Coast Guard mandated private responder with specialized resources and valuable expertise that should be utilized by the initial responders to most effectively mitigate the incident. Federal regulations require the commercial resource provider to integrate into established incident command structures. 33 CFR 155.4030(b) outline required SMFF services, and the planning response timeline (see Figure 18). Although multiple SMFF resources may be listed in a vessel's response plan, the Primary Resource Provider is the main point of contact for the plan holder, the Federal On-Scene Coordinator (FOOSC) and the Unified Command, in matters related to specific resources and services.

<b>Salvage and Marine Firefighting Services and Response Timeframes</b>			
<b>Service</b>		<b>Location of incident response activity timeframe</b>	
<b>(1) Salvage</b>		Near Shore - <i>Out to 12 miles from shore</i> (hours)	Off Shore - <i>12 to 50 miles from shore</i> (hours)
<b>(i) Assessment &amp; Survey</b>			
(A) Remote assessment and consultation		1	1
(B) Begin assessment of structural stability		3	3
(C) On-site salvage assessment		6	12
(D) Assessment of structural stability		12	18
(E) Hull and bottom survey		12	18
<b>(ii) Stabilization</b>			
(A) Emergency towing		12	18
(B) Salvage plan		16	22
(C) External emergency transfer operations		18	24
(D) Emergency lightering		18	24
(E) Other refloating methods		18	24
(F) Making temporary repairs		18	24
(G) Diving services support		18	24
<b>(iii) Specialized Salvage Operations</b>			
(A) Special salvage operations plan		18	24
(B) Subsurface product removal		72	84
(C) Heavy lift		<i>Estimated</i>	<i>Estimated</i>
<b>(2) Marine Firefighting</b>		At the pier (hours)	Near Shore (hours)
<b>(i) Assessment &amp; Planning</b>			Off Shore (hours)
(A) Remote assessment and consultation		1	1
(B) On-site fire assessment		2	12
<b>(ii) Fire Suppression</b>			
(A) External firefighting teams		4	12
(B) External vessel firefighting systems		4	18
<b>Note: The response times listed are used for contract and planning purposes under ideal conditions, they are not to be used as a performance standard.</b>			

Figure 18 SMFF Services and Response Timeframes, 33 CFR 155.4030(b)

## 8300 Command

Upon activation of this section of the Area Contingency Plan, firefighting resources under the direction of the Incident Commander/Unified Command will respond in an appropriate manner to control and extinguish the fire and assume overall responsibility for incident management. Coast Guard assets will be prepared to provide "assistance as available" to the firefighting efforts when appropriate qualified fire service officers are present and able to assume command.

The U.S. Coast Guard Incident Management Handbook (COMDTPUB P3120.17 (series)) offers a detailed explanation into the Incident Commander/Unified Command structure during a marine fire.

### 8301 Incident Commander

For marine fires, the senior fire service officer present in whose jurisdiction the marine fire occurs will normally serve as the Incident Commander. Based on availability and limitations of agency resources, an agency with jurisdictional authority may elect to transfer Incident Command to an assisting agency or commercial entity who has a greater capacity to respond to the marine fire incident. The Captain of the Port shall not assume overall control of firefighting efforts when appropriate qualified fire service officers are present and able to assume command. The COTP maintains the responsibility for the safety of the waterway and adjacent area.

### 8302 Unified Command

In a multi-agency response, a Unified Command structure should be established and jointly determine objectives, strategies, and priorities. Normally, the highest-ranking fire service officer present in whose jurisdiction the marine fire occurs will serve as the lead member of the Unified Command for marine firefighting operations. Within the Unified Command structure, the lead member may shift between agencies when other operations such as search and rescue, environmental protection, and/or vessel salvage are being conducted. A strength of the Unified Command response structure is that multiple authorities, missions, and resources may be leveraged simultaneously for multiple missions and incident objectives. A Unified Command for marine fire incidents will normally include the Federal On-Scene Coordinator/COTP, State On-Scene Coordinator, Local Fire Department, and Responsible Party (Owner/Operator of the affected vessel or facility or their designated representative) (see Figure 19).



**Figure 19 Unified Command for Marine Fire Incident**

### **8303 Incident Command Post**

A command post should be established as soon as practicable at a location determined by the Incident Commander/Unified Command. An incident command post command post may be as simple as the tailgate of a fire service vehicle on a pier or berth or formally established at an Emergency Operations Center, Coast Guard base, station/office of the lead responding agency, conference room at a hotel, or other commercial venue. The location of the command post should be communicated to all responding entities when it has been established.

### **8400 Operations**

Initial response operations will be the responsibility of the owner/operator of the vessel or waterfront facility. Owners/operators of vessels and waterfront facilities must develop their own contingency plans to respond to marine fires and limit the spread of fire from their property.

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training 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 COTP will provide assistance as available. This may include establishing safety zones, rerouting or restricting vessel traffic, making marine broadcasts, search and rescue or medical evacuation, or pollution response. The Captain of the Port will be prepared to continue in the role of Federal On-Scene Coordinator within the Unified Command upon conclusion of firefighting operations to oversee salvage operations or pollution responses.

### **8401 Initial Notifications/Dispatch**

Initial notification of a marine fire may originate through a phone call to the U.S. Coast Guard, a VHF radio call to the U.S. Coast Guard on VHF-FM Marine Band Channel 16 (156.800 MHz), or through a telephone call to a local emergency 9-1-1 dispatch center. Subsequent notifications by the U.S. Coast Guard Sector MD-NCR Command Center to local response agencies will be made through an Urgent Marine Information Broadcast on channel 16 and by phone. Phone calls to supporting agencies will be made as necessary.

### **8402 Initial Assessment**

The first marine firefighting or U.S. Coast Guard unit on scene shall assume the role of initial Incident Commander and an initial assessment shall be transmitted as soon as possible to U.S. Coast Guard Sector MD-NCR Command Center on VHF-FM Marine Band Channel 16 (156.800 MHz) or Channel 22A (157.100 MHz). The initial assessment should include:

- Type of vessel in distress and description
- Approximate number of survivors/victims
- Latitude and longitude
- On-scene weather conditions

- Additional resource needs
- The first marine firefighting unit on scene shall continue to provide coordination of response operations, including Search and Rescue, until relieved by a more capable unit or directed by the Unified Command.

### **8403 Initial Actions**

After the initial assessment, the first arriving unit shall implement the Incident Command System and begin to organize the on-scene operations (e.g., request additional resources, assign search responsibilities, assign perimeter control, etc.) until Unified Command is established to provide the required coordination and direction.

The incident management priorities of life safety, incident stabilization, property conservation, and environmental protection and the operational firefighting priorities of rescue, exposures, confinement, extinguishment, ventilation, salvage, and overhaul are generally the same for shipboard fires and for land structure fires. Marine firefighting specific priorities:

- Selection of a location to fight the fire
- Multiagency accountability and coordination
- Dewatering operations, including control of runoff
- Pollution prevention and control
- Vessel trim and stability
- Logistical issues involving personnel, equipment, and fire-fighting agents

#### **8403.1 Safety Zones**

The COTP may find it helpful to control or restrict vessel traffic in an affected area to help ensure the safety of responders and the general public. All safety zones are established by regulation. 33 CFR Part 165 sets forth procedures for the COTP to establish Safety Zones for the protection of vessels, water, and shore areas. Temporary Safety Zones issued in response to an emergency, such as a ship fire, are issued as final rules and are effective immediately upon signing.

### **8404 Marine Firefighting Considerations**

Many shipboard fires start in the engine room or accommodation spaces. Oils fuel most engine room and machinery space fires initially, producing hot fires that spread rapidly and require immediate attack. Because accommodation blocks are usually directly above machinery spaces, engine room fires often spread to these spaces, which also contain heavy fuel loads. Cargo fires have different characteristics that depend upon the type of cargo and the ventilation and fire-fighting arrangements. Fires in containers, chemical carriers, bulk cargoes of coal, liquefied gas carriers, and tankers require specialized fire-fighting techniques.

A fire at a marine facility or onboard a vessel at a pier or berth must be fought at the scene. A vessel fire may occur while at anchor/underway away from the resources necessary to combat it or in lower decks limiting the efficiency of firefighting water. However, vessels other than those aground or involved in a collision are generally mobile and may be maneuvered away from further damage and brought to a location to optimizing the fighting of the fire.



Other factors to consider which will play a role in the availability and effectiveness of resources to respond would be:

- **Number of Casualties**: A larger number of casualties will require more search and rescue resources to respond.
- **Complexity of the Disaster or Fire**: The scenario may range anywhere from a large number of people in the water with no associated vessel or aircraft involved to a disaster involving more than one vessel or aircraft plus the possibility persons trapped in a sunken hull or fuselage. A more complex mission will require a more involved response.
- **Time of Year**: Depending on the season in which a marine disaster or fire occurs, the number and type of responding units will vary greatly. The winter months preclude the effective use of search and rescue units and firefighting vessels and restrict a response to larger vessels with steel hulls. Exposure becomes a concern for rescue and firefighting personnel as well as the victims. The use of helicopters may be the only means of actually rescuing personnel when ice formations prevent vessels from reaching the scene.
- **Time of Day**: Night operations greatly impact the ability to locate survivors and fighting a marine fire and increase the risks of navigation to the scene and/or triage locations. It may prevent a timely location of the disaster or fire itself (especially if the fire is confined below decks and flames are not visible).
- **Weather**: Fog, rain, snow, heavy winds, and other types of weather will greatly reduce visibility and could cause a fire to spread. The expediency with which search and rescue units and or firefighting resources can arrive and begin operations.
- **Tides, currents and river/bay conditions**: The tides and currents over the course of the response phase will affect the location and movement of persons, vessels (which have lost propulsion), or barges (adrift) on the water. The tidal condition may also affect the deck height of a vessel from which persons may have to be lifted off at triage sites and impede the ability of firefighting personnel, both on land and water, to board or depart a stricken vessel. River/Bay conditions will have an impact on the ability of units to reach the disaster and or fire, locate and transport survivors, fight the fire, and contribute greatly to the fatigue of emergency personnel. The response organization must ensure that any emergency response resources dispatched are capable of safely operating in a potentially hazardous environment. In addition, units should be suitably equipped to coordinate activities with the on-scene commander.
- **Pollution**: The presence of oil, fuel, or chemicals in the water may impact access and delay firefighting activities.
- **Other Responses**: Should multiple disasters occur simultaneously (e.g., multi-alarm fire, train derailment, chemical release, natural disaster, etc.), resource availability, hospital space, ambulances, firefighting assets, and response time will all be adversely affected during the response.
- **Delay in Resource Response**: Due to the port's large area response planners and must realize that delay may be encountered in having requested resources on-scene. Any resources determined to be necessary and not immediately at-hand should be requested through appropriate channels without delay. Protracted operations will require relief of first responding units; mutual aid elements may be traveling long distances and/or be delayed due to congestion on travel routes in built-up areas. A particular concern when considering

response time is the travel time for larger volume fire boats, foam pumper apparatus along with the logistical support of adequate quantities of foam liquid, carbon dioxide (CO<sub>2</sub>) gas, and other extinguishing agents in bulk.

#### **8404.1 Offshore Firefighting Considerations**

In addition to the problems associated with any shipboard fire, an offshore incident is further complicated by the poor flow of information and difficulties in supplementing the vessel's firefighting resources. Reports from the vessel may be confusing due to the language difficulties or the simple fact that the crew is too busy fighting the fire to provide detailed information. Until additional resources can be brought to bear, the vessel's firefighting equipment and crew will be the only resources available. Additional resources in the form of public or private vessels may not be close enough to respond in a timely manner and may be ill equipped to provide significant assistance. Therefore, the farther offshore a burning vessel is the less external aid it shall receive, but the less impact it has on vessel traffic and port operations. The closer to shore or a port a burning vessel is the more aid it is likely to receive, while its impact on vessel traffic and port operations is greater. In both cases, SAR would be Coast Guard's primary response.

#### **8405 Movement of Vessel to Place of Safe Refuge**

There is no perfect docking or anchoring site for all vessels and all situations. The COTP has jurisdiction over approving Potential Place of Safe Refuge sites for a vessel in distress. Selection of a Place of Safe Refuge by the COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis.

#### **8405.1 Vessel Movement Considerations**

A crucial decision in response to a burning vessel is whether to allow it to enter the port, move it to or away from an anchorage or a pier or berth, ground the vessel, or scuttle it offshore. No vessel on fire will be moved without the express permission of the COTP. Various scenarios should be planned to consider the possible outcomes of that decision. The COTP should approach such a situation with the view that the overall safety and security of the port is the key factor. The possibility of a vessel sinking in a channel or spreading fire to other vessels or facilities must be evaluated. Among the considerations to evaluate in deciding whether to allow a vessel to enter or move within a port are the following:

- Hazard to crew or other resources where vessel is situated
- Location and extent of fire
- Capabilities/training of crew
- Status of shipboard firefighting equipment
- Class and nature of cargo
- Possibility of explosion
- Hazards to the environment
- Forecasted weather
- Maneuverability of the vessel (i.e., is it a dead ship, etc.)
- Effect on bridges under which the vessel must transit
- Potential for fire to spread to pier or shore side facilities

- Firefighting resources available shore side
- Consequences/alternatives if the vessel is not allowed to enter or move
- Hazards to other ships or special populations (i.e. schools, hospitals)
- Possibility of major structural failure during transit
- Danger to pilot and tug crews during transit
- Possibility of vessel sinking or capsizing thereby becoming an obstruction to navigation

#### **8405.2 Vessel Movement Decision Process**

The COTP may confer with other federal, state, and local officials when deciding where and when to move a stricken vessel, depending on the situation and time restrictions. Prior to determining if a vessel can be moved or if a place of safe refuge can be used, all options should be evaluated and consequences considered. Options include:

- Vessel remains in the current position (inside or outside the port);
- Vessel continuing its voyage into a port (Place of safe refuge);
- Direct the vessel to continue onto its next port of call (continue voyage);
- Direct the vessel out of port or further offshore;
- Intentionally ground the vessel; or
- Intentionally scuttle the vessel in deep water.

The Incident Management Team (Safety Officer, Environmental Unit, Marine Transportation System Recovery Unit, Operations Section Chief, and Salvage Master) is responsible for fully assessing all the safety, environmental, and economic impacts of all vessel movement considerations (including vessel remaining in place) and for providing recommendations to the COTP. The U.S. Coast Guard Marine Environmental Response and Preparedness Manual, Appendix D, Place of Refuge Risk Assessment Job Aid (COMDTINST 16000.14(series)) was developed to gather and organize incident specific information and assess risks involved in moving a vessel to a place of safe refuge. Information recorded on the Risk Comparison Worksheet for Responding to Vessels in Peril will be instrumental in this decision process.

#### **8405.3 Reasons for Denial**

Entry into a port or movement within a port may have to be denied when:

- There is danger that the fire will spread to other port facilities or vessels;
- The vessel is likely to sink or capsize within a channel, becoming an obstruction to navigation;
- The vessel might become a derelict;
- Unfavorable weather conditions preclude the safe movement of the vessel or would hamper firefighting (high winds, fog, strong currents, etc.); or
- Risk of serious pollution incident by oil or hazardous substances exists.

#### 8405.4 Places of Safe Refuge Location Considerations

Prior to selecting Place of Safe Refuge location, certain considerations should be taken into account:

- The flammability of pier structures and facilities;
- Availability of adequate water supply;
- Access for response boats and vehicles;
- Minimizing the risk of impeding navigation;
- Location of low risk to facilities or vessels, consistent with minimizing the distance the vessel must be moved.
- Bottom material and formation should not pose an undue risk of rupturing the vessel's hull
- Water depth should be shallow enough that the vessel will not sink below the main deck level, yet deep enough that fireboats, salvage barges, and tugs can approach; and
- Environmental conditions: strong winds or currents may hamper firefighting, salvage, or other response efforts. Tidal influences and river level fluctuations must also be considered.

#### 8406 Operational Firefighting Priorities

- **Rescue**: Personnel safety must always be the first consideration in any fire or emergency situation. When lives are in danger, the Incident Commander/Unified Command must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons which need to be extracted, and the hazards to the rescue team.
- **Exposures**: The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives, or any other substance which would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two-dimensional surfaces foam may be an appropriate agent for exposure protect.
- **Confinement**: The effort to establish control over the fire through impeding the fire's extension to non-involved areas and limiting the fire to its area of origin. To accomplish proper containment, all closures and generally all ventilation (unless personnel are trapped inside the space) should be secured. Establish primary fire, smoke, and flooding boundaries. Primary boundaries are critical to the control of a fire. Monitor and cool the boundaries, as necessary (if steam is produced when sprayed with a fog pattern, continue to cool the surface), on all six sides of the fire (fore, aft, port, starboard, above, and below).
- **Extinguishment**: Attack and suppression of the main body of the fire. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area, and the location of the fire. The usage of Shipboard fixed fire suppression systems are usually the best method for extinguishing a fire on a vessel. These systems include:
  - **Fire Main System**: The fire main system is the primary tool for defending the vessel from fire. There are two basic designs of fire main systems, the single main and the

looped main. The looped main has certain advantages due to the ability to isolate sections of the system without disrupting service to the stations beyond that ruptured section. Water pressure is provided by on board fire pumps. The number of pumps will depend upon the vessel's tonnage; generally a vessel will have two pumps, a primary pump dedicated to supplying the fire main and a reserve pump which may also supply the sanitary, ballast, bilge, or general service system.

*International Shore Connection: The International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, requires an "international shore connection" to be carried on board all passenger and cargo vessels over 500 gross tons subject to SOLAS, and U.S. inspected vessels of 1000 gross tons or more. This universal coupling, as illustrated and described in 46 CFR 162.034, is designed to connect fire main systems between one vessel and another or between a shore facility and a vessel.*

- **Water Sprinkler Systems:** Due to construction in accordance with Method I of the Safety Of Life At Sea (SOLAS) convention, this provides for fire protection through noncombustible construction materials, sprinkler systems are not widely used on U.S. merchant vessels in other than accommodation spaces and Roll-On/Roll-Off vehicle decks. The primary roles of the sprinkler system are structural protection and to maintain escape routes. Sprinklers are of two varieties, automatic (wet pipe) and manual (non-detection, deluge). Automatic systems are maintained under pressure and are activated by a fusible link in the sprinkler head while the more common manual systems have an open valve assembly and are supplied directly by the ship's fire main. An important note is that both systems require power for the associated pumps to supply operating pressure, although the automatic system relies upon a pressure tank for its initial dump. The required power source should be available from the vessel's emergency generator if the ship's service generator is unavailable. Hazards associated with water sprinkler systems are the possibility of flooding, and its effect on stability.
- **Carbon Dioxide Systems:** Carbon dioxide is a versatile extinguishing agent as it does not damage cargo, does not conduct electricity, and provides its own pressure for discharge. However, CO<sub>2</sub>, is only effective if all ventilation and opening to the space are secured. As a smothering agent, CO<sub>2</sub> lacks any considerable cooling properties; therefore, the carbon dioxide concentration in the space must be maintained until heat levels in the fire area drop below the ignition temperature of fuel source. Additionally, CO<sub>2</sub> poses a significant life threat due to its ability to displace oxygen, causing asphyxiation, even in low concentrations. CO<sub>2</sub> systems are primarily installed in machinery spaces and cargo holds. Discharge is accomplished manually; either remotely by two pull handles outside the affected compartment or by directing the discharge point from the CO<sub>2</sub> bottle (high pressure system)/storage tank (low pressure system) room.
- **Halon Systems:** Halon (bromotrifluoromethane) is a colorless and odorless gas, approved by the U.S. Coast Guard for use in machinery space fixed systems on merchant vessels. Halon has extinguishing properties similar to carbon dioxide: it is a nonconductor, very effective against class B and C fires (Halon can be used to

extinguish class A fires provided the fire is not deep seated), leaves no residue, is stored as a liquid in cylinders, and does not require an external power source for discharge. Fixed Halon systems require manual activation through two pull boxes located outside the protected space or from the bottle storage space. An evacuation alarm will precede the discharge. Inhalation of Halon will cause dizziness and impair coordination.

- **Foam Systems**: Foam is primarily used to combat flammable liquid (class B) fires. Although foam does possess some cooling properties, it is a smothering agent. Foam is traditionally available in two varieties, chemical and mechanical. Shipboard installation of chemical foam systems is, however, no longer approved by the Coast Guard. Mechanical foam is produced by mixing a foam concentrate with water and then rapidly aerating the resultant solution. The ratio of water to foam concentrate determines the expansion ratio and, therefore, the physical properties of the foam. Foam with a low expansion ratio will be wetter, heavier, more heat resistant (provides a longer lasting blanket), and less affected by wind. These properties, however, also make low expansion foam less adherent to vertical surfaces and more electrically conductive. A lower expansion ratio will also provide better flow around obstructions, making this mixture well suited for service in class B machinery space and tank vessel deck fires. Fixed deck foam systems must be installed on tankers constructed after 1 JAN 1970.
- **Overhaul**: Actions to complete incident stabilization and begin the shift to property conservation. Considerations during overhaul include: hazards from structural conditions at the fire scene, Atmospheric conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels), monitor scene to ensure the fire will not re-ignite, determination of the fire's point of origin and source of ignition. Detailed photographic records of the fire scene prior to clearing any debris is highly recommended to aid in post fire investigations.
- **Ventilation**: Ventilation tactics will vary depending upon the location and conditions of the fire. The choice to secure or utilize ventilation will alter the tactics used to combat the fire. Generally, all ventilation on a vessel will initially be secured and all dampeners shut upon receipt of a fire alarm. The purpose in ventilation shutdown is both to decrease the flow of oxygen to the fire area and to begin the containment process. However, this tactic may cause a fire to extend through cableways, false overheads, plumbing, etc. Utilization of ventilation to aid firefighting efforts should not begin until a coordinated attack is staged. For example, ventilation can be used to aid fire fighters in gaining access to and prevent the travel of smoke and other fire gases from the involved space(s) by turning exhaust fans on high and supply fans on low, meanwhile ventilation in spaces surrounding the fire should be positively pressurized with supply fans on high and exhaust fans secured. However, improper use of this method could also result in backdraft conditions.

### **8407 Vessel Stability Considerations**

The stability of a vessel is described as its ability to resist heeling from the upright position at small angles of inclination. The large volumes of water often used combating fires can have a negative

impact on vessel stability, jeopardizing the safety of the vessel and the personnel on board. The COTP or their designee may be expected to provide advice regarding vessel stability issues and should command a basic knowledge of the topic. The U.S. Coast Guard Marine Safety Center Salvage Engineering Response Team (SERT) shall be contacted to provide technical guidance on stability issues.

- **Firefighting Factors Affecting Vessel Stability:** The introduction of large amounts of water onto the vessel can create a free surface effect which is particularly dangerous if the water is confined above the vessel's normal center of gravity. Personnel and equipment moving through watertight doors cause potential problems by disrupting flooding boundaries.
- **Stability Effects on Firefighting:** The most important consideration regarding vessel stability is the control of a vessel's list. Problems resulting from a failure to maintain a reasonable degree of transverse stability can include:
  - Poor footing for response personnel,
  - Difficulty in maintaining a foam blanket,
  - Automatic fire door closure problems,
  - Damage/injury from shifting of loose objects,
  - Reduced effectiveness of fixed dewatering suctions and drains,
  - Loss of use of vessel machinery due to sustained excessive list.
- **Vessel Documentation:** Several vessel documents can be useful in determining vessel stability. The most important of these is the vessel's trim and stability booklet. Other useful documents are the cargo, docking, capacity, and general arrangement plans. If this information is for some reason not available on board the vessel, it should be available from the vessel's owner or operator. Note that per 33 CFR 155.240, owners and operators of oil tankers and offshore oil barges shall ensure that their vessels have prearranged, prompt access to computerized, shore-based damage stability and residual strength calculation programs. Access to the shore-based calculation program must be available 24 hours a day. Per 33 CFR 155.245, owners or operators of inland oil barges shall ensure that the vessel plans necessary to perform salvage, stability, and residual hull strength assessments are maintained at a shore-based location. Access to the plans must be available 24 hours a day.
- **Water Discipline:** Water is the most prevalent fire extinguishing agent. Water suppresses fire through absorbing heat when converted into steam and the resulting smothering effect as steam displaces the air around the fire. However, the indiscriminate use of water, particularly in vessel fires, can be as dangerous as the fire. In considering the use of water versus other extinguishing agents the questions of potential electrical hazards, the presence of any water reactive materials, and the problems of flooding and the resulting stability issues must be considered.
- **Dewatering:** A vessel will sustain a loss of stability from firefighting water accumulation above the vessel's original water line. For this reason, dewatering is an essential planning issue for successful vessel firefighting.

## 8408 Strategy and Tactics

Vessel fires require entirely different strategy and tactics than those employed on land-based structural fires. Fire departments should be familiar with National Fire Protection Association 1405, Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires.

### 8408.1 General Tactics for Common Vessel Spaces

A shipboard fire will present firefighters with an endless variety of difficulties. To ensure the readiness of the port, local fire departments should be encouraged to periodically accompany Coast Guard marine inspectors on vessel inspections to allow firefighters to become acquainted with the construction, layout, organization, and available firefighting apparatus on board a variety of merchant vessels.

- **Public And Accommodation Spaces**: The first concern in responding to a fire in accommodation spaces is the rescue of victims. The National Fire Protection Association describes a fire in these spaces as being very similar to shore side structural fires. While this description is accurate, it can also be misleading. The vessel's steel construction, below deck locations, and a high content of synthetic materials will raise heat levels dramatically compared to a shore side structural fire.
- **Engine Room And Machinery Spaces**: The engine room refers to the space in which the vessel's propulsion engine is located and machinery spaces refer to the location of the auxiliary systems necessary for the vessel to function. This machinery includes systems such as electricity, hydraulics, sewage, fuel and lube oil, compressed air, and steam systems. A fire in these spaces is easily the most difficult to control and extinguish. Access to an engine room/machinery space fire can be complicated by a maze of catwalks, decks, and gratings that may be slick with petroleum products. In addition to the vessel's fire plan, the vessel's engineering department can provide invaluable information on the access, layout, and obstructions that are present in these spaces.
- Before attempting to attack an engine room fire and utilize the space's fixed system verify:
  - All personnel have been evacuated from the space.
  - Emergency equipment shutdowns have been utilized.
  - Ventilation, power, and watertight doors to the space have been secured.
- **Prior to reentry**:
  - Automatic watertight doors should be set to manual to prevent possible personnel injury and severing of a hose line.
  - Point of reentry should be the lowest possible access point to allow firefighters improved visibility and reduced heat conditions.
  - Should entry from above the fire level prove necessary, ventilation should remain secured until the fire is extinguished to prevent pulling the fire up to the firefighters as they enter the space.



## 8408.2 Special Considerations According to Vessel Type

- **Freight Vessels:** Freight vessel cargo holds come in four basic types: dry bulk, break bulk, roll-on/roll-off (Ro/Ro), and container. Each of these present particular hazards to the fire fighter. In general, as with any fire situation, it is very important to know what is burning. This is doubly true of cargo vessels due to the possible variety of goods on board with different characteristics and reactive properties. The vessel's Cargo Manifest and especially the Dangerous Cargo Manifest should be reviewed, if possible, in consultation with the vessel's master. Until the best method of extinguishment, a cargo off-loading site, and overhaul and disposal procedures are identified, the cargo hold should be sealed and the fixed fire suppression system should be activated. Once the fixed fire suppression system is activated, bulkheads temperatures should be monitored hourly to track progress.
- **Dry Bulk:**
  - Dry bulk holds generally contain goods such as grain, coal, ore, scrap metal, or other particulate matter loaded directly into a hold without packaging; much like liquid in a tanker.
  - The danger associated with a hold full of grain is similar to that of a silo: spontaneous combustion, dust explosions, and product expansion with the addition of water.
  - Cargo holds containing coal may require cargo discharge to extinguish the fire. Coal that is heating spontaneously should be leveled, trimmed, and packed down tightly in the hold to minimize the chance of fire.
  - Scrap metal cargos will probably require that the hold be sealed and inerted while cooling exposures.
- **Break Bulk:**
  - Break bulk is loaded into a vessel's hold as packaged goods in crates, bags, or barrels, etc. The cargo may be supported and separated by dunnage (wood pallets, etc.), which will present additional class A fire hazards.
  - Cargo on break bulk vessels is most commonly loaded vertically into the holds by cranes through a series of large hatches. As subsequent holds are loaded, it is common for cargo to be placed on the hatch to the lower hold.
  - Access to the lower holds can be difficult in these situations, often leaving scuttles and steep ladders as the only method of entry.
  - To aid in preventing the spread of the fire, cargo in holds with adjacent bulkheads should be moved away from the affected hold and the bulkheads should be cooled as necessary.
- **Container:**
  - Containers provide uniform modular handling of packaged and liquid goods. Containers may be stacked on deck or stored in holds. Due to the often large number of containers and the manner of stowage, access to a specific container can be difficult.
  - In order to complete extinguishment and overhaul of the fire, it is best if the container can be removed from the vessel once the fire can be controlled. Both the

- affected container and those surrounding it need to be externally cooled.
- If the container is on deck, control of the fire inside a container is often best achieved by determining the required agent for the contents and applying the agent through a small hole high on the side closest to the hottest point.
  - The recommended procedure if the container is in a hold is basically the same, unless the container cannot be reached, in which case the hold should be sealed off and fixed fire suppression system activated.
- **Roll-on/Roll-off (Ro/Ro):**
    - Ro/Ro vessels are generally comprised of several parking garage like decks designed to maximize the storage of motor vehicles.
    - Hulls on some Ro/Ro vessels have a very high freeboard; this height can be sufficient to cause complications in the staging of operations and equipment on the vessel.
    - Access to the cargo decks can often best be established through side ports and cargo loading ramps. Close storage of cargo will likely cause difficulty in accessing a particular area or unit of cargo.
    - It is generally best to activate the fixed fire suppression system in the cargo deck until the fire area can be accessed for a direct attack.
  - **Commercial Fishing Vessels:**
    - Fishing vessels comprise a specialized sub-type of freight vessel which includes trawlers, fish tenders, and fish processing vessels.
    - The arrangement of the holds and stowage of catch/cargo often bare similarities to a small break bulk or dry bulk vessel.
    - The hazards associated with these vessels are also similar to other freight vessels often with an addition of a large refrigeration system used to preserve the cargo. The use of a refrigeration system can hold potential hazards to responders due to the use of anhydrous ammonia as the primary refrigerant.
  - **Bulk Liquid Tank Vessels:** Today's tank vessels are capable of transporting large quantities of liquid products. Tank vessels can be divided into three categories: petroleum, liquefied gas, and chemical. It is not uncommon for a tank vessel to carry a variety of liquids in its segregated tanks. Deck fires on tankers are one of the most common vessel fire scenarios. The key to control and extinguishment in deck fire situations is to reduce/remove the fuel source by shutting down the cargo system. System shutdown is best accomplished when performed by personnel knowledgeable about the system's operation.
  - **Petroleum:**
    - For petroleum on deck, the best course of action is to employ foam and maintain an unbroken blanket over the entire surface of the exposed product.
    - The placement of fire resistant containment booms around the vessel would be prudent.
    - It is also important to note that under 33 CFR 155.1050 and 33 CFR 155.1052, vessel response plans, required for vessels which carry group I-V petroleum oils,

must identify and ensure the availability of a company with vessel firefighting capabilities in the area(s) which the vessel operates. The availability of these pre-planned resources should not be overlooked during a marine firefighting scenario.

- **Liquid Natural Gas (LNG)/Liquid Propane Gas (LPG):**
  - Natural gas and Propane gas are the two most common liquefied flammable gases. For transport, these gases are liquefied through a cryogenic process.
  - This process results in a significant volume reduction (by a factor of 600 for natural gas and a factor of 270 for propane gas).
  - Vessels which transport these gases generally utilize large insulated spherical tanks for product storage.
  - The tanks are isolated within the vessel's hull by cofferdams designed to contain low volume leakage from the tanks.
  - Vessel's which carry LNG/LPG are fitted with deck water spray systems. The spray system is intended primarily for the protection of exposures (vessel superstructure, storage tanks, and cargo system) from the extreme radiant heat produced by natural and propane gas fires. The spray system will also aid in confinement of the fire area, protection of metal surfaces from embrittlement fractures caused by contact with cryogenic liquids, and the dissipation of unignited vapor.
  - In addition to the spray system, most gas carriers will be fitted with a dry chemical system with sufficient agent to protect the weather deck. In the event that hose lines are brought to bear on the fire, high velocity fog may be employed to disperse unignited vapor, but the high velocity fog pattern should never be used directly on the liquid as it will vaporize the liquid.
  
- **Chemical:**
  - The bulk transport of liquid chemicals has become one of the major commodities shipped by water. Proper identification of the hazards present is the key to responding to any chemical or hazardous material incident.
  - A response strategy cannot be formulated before issues of toxicity, volatility, and reactivity (especially to water and other firefighting agents) are resolved.
  - The integrity of the tanks and cargo system must be maintained. It may be prudent to employ the available fixed systems rather than risk the safety of responders in a direct attack upon the fire.
  - The Incident Commander must also evaluate the necessity to evacuate the scene and surrounding area due to the existence or potential threat of plume development.
  
- **Passenger Vessels:** Firefighting operations on passenger vessels can be extremely difficult. Public and accommodation spaces on passenger vessels will often present a higher fire load than other vessels because of the quantity of synthetic materials used to enhance the vessel's appearance. Another result of these cosmetic enhancements will be the existence of many void spaces and probably a complex ventilation system which will contribute to the spread of fire and smoke. Large passenger vessels, such as cruise ships, are constructed with a large number of small compartments connected by narrow passageways and ladders. The COTP's shall work with the passenger vessel industry, any port authority, and local response and relief agencies operating in their respective AOR's

to ensure the coordination of these parties for the evacuation of and accountability for the vessel's passengers. An accurate account of persons both ashore and aboard the vessel is critical to ensure successful firefighting and rescue operations.

## **8500 Planning**

The Incident Commander/Unified Command is responsible for organizing and staffing the Planning Section. Staffing should be a combination Coast Guard, other federal/state agencies, vessel or facility, local firefighting, and commercial contractor personnel. The Planning Section is responsible for the collection, evaluation, display, and dissemination of the information about the development of the incident and the status of resources used or needed at the scene.

### **8501 Initial Situation/Resource Status**

U.S. Coast Guard Sector MD-NCR Command Center will maintain the Situation/Resource Status (Common Operating Picture) until an Incident Commander/Unified Command is established and the Planning Section is staffed. To facilitate this process and ensure a coordinated response, all responding marine resources, regardless of function or role, shall check in with the Command Center when arriving on-scene via Marine Band Channels 16 or 22A.

### **8502 Marine Transportation System (MTS) Recovery Unit**

The MTS Recovery Unit is responsible for monitoring the status of the commercial waterways and maritime mobility, planning infrastructure recovery, including, prioritizing recovery operations (including ATON, dredging, salvage, cleanup, repairs, etc...) and development of traffic management plans (Safety Zones, Security Zones, vessel decontamination corridors/areas). The MTS Recovery Unit also participates in the vessel movement decision process, assessing potential impacts to commercial waterways and the marine transportation system and identifying possible mitigation strategies. Refer to the CG Incident Management Handbook and Sector MD-NCR COTP Zone Marine Transportations System Recovery Plan for additional MTS Recovery Unit information.

### **8503 Environmental Unit**

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. NOAA Scientific Support Coordinators typically support the Environmental Unit. Refer to the CG Incident Management Handbook for additional Environmental Unit information.

## **8600 Logistics**

The Incident Commander/Unified Command is responsible for organizing and staffing the Logistics Section. Staffing should be a combination of Coast Guard, other federal/state agencies, vessel or facility, local firefighting, and commercial contractor personnel. The Logistics Section is responsible for maintaining the command post and staging area, development of an equipment pool through procurement and mutual aid agreements, communications plan, facilitates equipment re-supply, and coordinates with relief agencies as necessary to operate rest and subsistence services for response personnel.

### **8601 Initial Logistical Support**

Each responding entity will be responsible for their own logistical support using their established organizational procedures until an Incident Commander/Unified Command is established and the Logistics Section is staffed.

### **8602 Marine Communications**

Primary response communications with the U.S. Coast Guard will be via VHF-FM Marine Band radio. Responding units shall make initial contact with the U.S. Coast Guard by calling for "Coast Guard Sector MD-NCR" on VHF-FM Marine Band Channel 16 (156.800 MHz). The Sector MD-NCR Command Center will then direct the responding unit to an appropriate tactical channel. If communications with the Coast Guard on an assigned tactical frequency are lost, the responding unit shall reestablish communication on Channel 16.

Tactical frequencies for Sector MD-NCR include VHF-FM Marine Band Channels 21A (157.050 MHz), 23A (157.150 MHz), 81A (157.075 MHz), 82A (157.125MHz), and 83A (157.175 MHz). Response units of all agencies responding to a marine fire are authorized to transmit on these frequencies at the direction of the COTP.

The initial assessment shall be transmitted as soon as possible to all responding agencies using VHF-FM Marine Band Channel for International Distress, Safety and Calling Channel 16 (156.800 MHz) or USCG-public liaison Channel 22A (157.100 MHz). Maritime Safety Information Broadcasts and any hazardous conditions or waterways restrictions shall be transmitted on Channel 22A.

### **8603 Shipboard Communications**

Numerous types of communications systems and equipment are used on board vessels. All large ships are equipped with internal telephone systems for communication between the bridge and the engine room, pump room, steering gear room, and various other spaces. Most large ships are also equipped with internal antennas and utilize low output portable radios to allow the ship's crew to communicate with key personnel. These radios can be an important asset for the firefighter as agency radios may not work inside the hull of the vessel.

## **8700 Finance/Admin**

The Incident Commander/Unified Command is responsible for organizing and staffing the Finance/Administration Section. Staffing should be a combination Coast Guard, other federal/state agencies, vessel or facility, local firefighting, and commercial contractor personnel. The Finance/Administration Section is responsible for all financial/cost tracking and analysis and administrative aspects of the incident.

### **8701 Initial Cost and Administration**

Each responding entity will maintain their own cost accounting and administration using their established organizational procedures until an Incident Commander/Unified Command is established and the Finance/Administration Section is staffed.

### **8702 Financial Responsibility**

The Responsible Party (RP), owner/operator of the source of the vessel or facility fire, is generally responsible for all financial costs associated of a marine firefighting incident.

If the Responsible Party does not have adequate funding available or does not take adequate or appropriate actions and there is a release or a potential release of oil or hazardous materials, the COTP, acting in his role as the FOSC may access federal funding. The Oil Spill Liability Trust Fund (OSLTF) or the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, a.k.a. Superfund), may be accessed to fund all appropriate measures of response, including firefighting activities, to prevent, mitigate, or cleanup a release of oil or hazardous materials into the environment. However, firefighting activities solely related to the safety of life or property generally not qualify.

## 9000 Appendices

This section contains a comprehensive series of what we hope are useful response tools and references. In addition, we are including some additional resources provided by the National Oceanic and Atmospheric Administration’s Office of Response and Restoration, the Environmental Protection Agency, and Coast Guard Headquarters’ Office of Response. These resources are described further in Section 9700, Response References.

## 9100 Emergency Notification

### 9101 Notification Matrix

	Minor	Medium	Major
Chain of Command <sup>1</sup>	x	x	x
D5 / RRT		x	x
NRC	x	x	x
MDE <sup>2</sup>	x	x	x
DOEE <sup>3</sup>	x	x	x
VA DEQ <sup>4</sup>	x	x	x
County/City 911 Dispatcher <sup>5</sup> (affected jurisdiction)	x	x	x
MEMA <sup>2</sup>		x	x
DCEMA <sup>3</sup>		x	x
VA DES <sup>4</sup>		x	x
EPA Region III if EPA zone impacted/threatened		x	x
NOAA SSC	x	x	x
DOI	x	x	x
NSFCC/Atlantic Strike Team		x	x
NPFC	x	x	x
SHPO	x	x	x

<sup>1</sup> Chain of Command per Unit SOP on Critical Incident Communications

<sup>2</sup> Spills which occur in or threaten Maryland waters

<sup>3</sup> Spills which occur in or threaten District of Columbia (Washington, DC) waters

<sup>4</sup> Spills which occur in or threaten Virginia waters

<sup>5</sup> Spills which occur in a County’s or city’s jurisdiction should be reported to the 911 dispatcher (see [section 9230 of the Area Contingency Plan](#))

**9102 Checkoff For Initial Response**

- \_\_\_\_\_ 1. Dispatch Response Resources (USCG, State, Local.)
- \_\_\_\_\_ 2. Draft press statement.
- \_\_\_\_\_ 3. Assess personal safety.
- \_\_\_\_\_ 4. Assess the fire/explosion hazard (based on product).
- \_\_\_\_\_ 5. Determine the threat to public health.  
Consider issuing a Safety Zone at the site.
- \_\_\_\_\_ 6. Secure or isolate the source.
- \_\_\_\_\_ 7. Determine the following with respect to the incident:  
Responsible Party (RP).  
Environmental impact/resources at risk  
Wildlife impacted.  
Status of spill (secured, ongoing, contained, on land/water, cleanable, etc).  
Determine whether Alternative Response Measures are needed. If so,  
contact RRT Region III to initiate approval requests
- \_\_\_\_\_ 8. Evaluate the severity of the incident:  
Initial response adequate to handle spill?  
Estimate duration of response.
- \_\_\_\_\_ 9. Issue the following required USCG documents:  
Notice of Federal Interest (every case).  
Letter of Designation of Source (when necessary).  
Administrative/Directive Order (when necessary).  
Issue Letter of Federal Assumption (when necessary).



**9103 Checkoff List for Response Strategy**

- \_\_\_\_\_ 1. Evaluate the level of response necessary.
- \_\_\_\_\_ 2. Determine if any special circumstances exist:  
\_\_\_\_\_ Fire/explosion hazard.  
\_\_\_\_\_ Vessel Grounding (large potential accompanying spill).  
\_\_\_\_\_ Need for lightering/salvage operations.  
\_\_\_\_\_ Sinking oils.
- \_\_\_\_\_ 3. Implement response structure. Determine what level of support is needed to successfully respond to incident.
- \_\_\_\_\_ 4. Mobilize response personnel  
\_\_\_\_\_ Determine number needed.  
\_\_\_\_\_ Need for USCG Reserve augmentation  
\_\_\_\_\_ USCG District Response Group (DRG) support needed.  
\_\_\_\_\_ Spill of National Significance (SONS) augmentation.
- \_\_\_\_\_ 5. Mobilize equipment needed.  
\_\_\_\_\_ Determine quantity, type, response time, staging area.  
\_\_\_\_\_ If lightering required locate/ID barges and other  
\_\_\_\_\_ vessels and determine response times to area.
- \_\_\_\_\_ 6. Logistical needs.  
\_\_\_\_\_ Personnel needs (food, lodging, clothing, etc).  
\_\_\_\_\_ Alternate command post needed.  
\_\_\_\_\_ Communications plan established (frequency, equipment).  
\_\_\_\_\_ Arrangements for aviation overflights.
- \_\_\_\_\_ 7. Address any local issues.  
\_\_\_\_\_ Water intakes affected (drinking and industrial).  
\_\_\_\_\_ Need to evacuate and relocate private citizens.
- \_\_\_\_\_ 8. Funding issues.
- \_\_\_\_\_ 9. Need/use for volunteers.
- \_\_\_\_\_ 10. Natural Resource Damage Assessment.

## 9104 Checkoff List for Containment and Cleanup

- \_\_\_\_\_ 1. Develop strategy for spill area.
- \_\_\_\_\_ 2. Identify staging areas for waste (debris, absorbents).
- \_\_\_\_\_ 3. Evaluate effectiveness of containment.
- \_\_\_\_\_ 4. Evaluate effectiveness of recovery.
- \_\_\_\_\_ 5. Determine following with regard to spill:  
\_\_\_\_\_ Location/boundaries (overflight info).  
\_\_\_\_\_ Trajectory (future weather, tides/currents)
- \_\_\_\_\_ 6. Possibility of chemical countermeasures.
- \_\_\_\_\_ 7. Shoreline cleanup  
\_\_\_\_\_ Evaluate countermeasures in use for effectiveness.  
\_\_\_\_\_ Refine technique based on evaluation/situation.

## 9200 Response Resources

### 9201 Federal Resources / Agencies

#### 9201.1 United States Coast Guard

##### *9201.1.1 Coast Guard Sector Maryland-National Capital Region (NCR)*

USCG Sector Maryland-National Capital Region (410) 576 2693  
2401 Hawkins Point Road  
Baltimore, MD 21226-1791  
<https://homeport.uscg.mil/>

Select Port Directory tab at top of website and then select unit from drop-down menu.

##### *9201.1.2 Special Forces*

#### 9201.1.2.1 National Strike Force

The National Strike Force (NSF) was created in 1973 as a Coast Guard staffed "Special Force." This special force assists On-Scene Coordinators (OSCs) responding to potential and actual oil and hazardous material spills as directed by the National Contingency Plan (NCP). The National Strike Force is composed of four units including three, 35-member Strike Teams.

The three Strike Teams are:

USCG Atlantic Strike Team (AST) (609) 724-0008  
Bldg 5614, Doughboy Loop  
Fort Dix, NJ 08640-0068  
<https://www.uscg.mil/hq/nsfweb/AST/astdefault.asp>

USCG Gulf Strike Team (GST) (251) 441-6601  
USCG Aviation Training Center  
Mobile, AL 36608-9690  
<https://www.uscg.mil/hq/nsfweb/gst/gstindex.html>

USCG Pacific Strike Team (PST) (415) 883-3311  
Hangar 2, Bldg. 390 - Hamilton Field  
Novato, CA 94949-5082  
<https://www.uscg.mil/hq/nsfweb/pst/pstindex.html>

A fourth unit, the National Strike Force Coordination Center, manages the three Strike Teams. The National Strike Force Coordination Center, can be contacted at:

USCG National Strike Force Coordination Center (252) 331-6000  
1461 North Road Street  
Elizabeth City, NC 27909-3241  
<https://www.uscg.mil/hq/nsfweb/>

The NSF is a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On-Scene Coordinators preparing for and responding to oil and chemical incidents in order to prevent adverse impact to the public and reduce environmental damage.

#### **9201.1.2.1.1 Requests for Strike Team Assistance**

As outlined in the NCP, "The FOSC may request assistance directly from the Strike Teams. Requests for a team may be made to the Commanding Officer of the appropriate team, the USCG member of the RRT, or the Commandant of the USCG through the NRC. FOSCs are encouraged to use the NSF whenever its expertise or equipment is needed, or to augment the FOSC's staff when it is overburdened by a response to a given incident."

#### **9201.1.2.1.2 Public Information Assistance Team**

The Public Information Assist Team (PIAT) is an element of the NSFCC staff, which is available to assist OSCs to meet the demands for public information during a response or exercise. Its use is encouraged any time the OSC requires outside public affairs support. Requests for PIAT assistance may be made through the NSFCC or National Response Center.

The Public Information Assistance Team can be reached at: (252) 331-6000  
Or through the NRC at: 1-(800) 424-8802

Visit PIAT's website at: <https://www.uscg.mil/hq/nsfweb/piat/piatdefault.asp>

#### **9201.1.2.2 District Response Group**

The District Response Group is a framework within each Coast Guard district to organize district resources and assets to support USCG FOSCs during response to a pollution incident. Coast Guard DRG assists the FOSC by providing technical assistance, personnel, and equipment, including the Coast Guard's pre-positioned equipment. Each DRG consists of all Coast Guard personnel and equipment, including firefighting equipment, and additional pre-positioned equipment.

They can be contacted through Coast Guard District 5 OPCEN at: (757) 398-6231

#### **9201.1.2.3 Marine Safety Center**

The Marine Safety Center (MSC) can provide technical assistance to the OSC during pollution response evolutions. The MSC can provide the following services:

Evaluation of stability, structural strength and salvage proposals.

Estimations of oil quantities spilled based on vessel tankage, provided sufficient data is available.

Provide personnel on-scene with lap top computers linked to the MSC.

MSC may have or can/will obtain US Flag vessel plans.

Provide advice regarding typical questions such as whether to pull a vessel off a reef, amount of horsepower required for a salvage operation, unloading techniques, and options for enhancing vessel stability.

They can be reached during normal working hours at: (202) 366-6480

After hours, contact the National Response Center at: (800) 424-8802

For additional information, please visit their website at: <https://www.uscg.mil/hq/msc/>

#### **9201.1.2.4 Incident Management Assistance Team**

LANTAREA Incident Management Assist Team (IMAT) provides Incident Commanders with a highly trained, readily deployable, team to assist with management support, and Incident Command System expertise, for any major Coast Guard response.

IMAT members have been chosen from the Operational, Support and Marine Safety communities due to their ICS skills, service experience, and proven ability to work in a dynamic situation. To ensure effective integration into existing command structures, the team has been trained with a support-oriented disposition.

The primary value of the IMAT is the high level of expertise it provides in managing major responses.

The IMAT is designed to be as self-supportive as possible, and since they have been trained and exercised together, the IMAT will be able to quickly establish effective communications, and ICS processes, within the command post.

While the team has been given position titles to provide a fully functional general staff to an Incident Commander, the team is very flexible in deployment. The IMAT is foremost an "assist" team for the Incident Commander and may be used in many ways including:

- Filling their assigned position with the unified command
- Serving as a deputy
- Serving as relief for 24-hour operations
- Acting as a coach or mentor for local personnel
- Be reassigned to another needed role by the IC's organization

Once deployed the IMAT works directly for the IC's staff. The team is available 24 hours per day, 365 days a year, for any type of contingency. Each member has a nationwide pager for immediate recall

The Incident Commander may request full or partial activation, of the IMAT by calling the LANTAREA Command Center at: (757) 398-6231

For Response-immediate assistance during the initial Critical Incident Communications (CIC) call the CG-IMAT 24 hr watch-Command Duty Officer at (757) 448-5572.

<https://www.uscg.mil/lantarea/cgimat/>

#### **9201.1.2.5 National Pollution Funds Center**

The U.S. Coast Guard's National Pollution Funds Center (NPFC), committed to protecting America's environment, provides protection up-front by certifying that oil-carrying vessels have the financial ability to pay in the case of an oil spill. When spills do occur, the NPFC provides funding for quick response, compensates claimants for cleanup costs and damages, and takes action to recover costs from responsible parties.

USCG National Pollution Funds Center (703) 872-6000  
4200 Wilson Blvd., Suite 1000  
US Coast Guard Stop 7100  
Arlington, VA 20598-7100

The core business areas for NPFC are:

- [Vessel Certification \(COFRs\)](#)
- [Spill Financial Management](#)
- [Claims Adjudication](#)
- [Natural Resource Damages](#)

**9201.1.3 Incident Command Posts (Command Centers)**

The Maryland-NCR Captain of the Port (COTP) Zone has been broken up into four areas. Within these areas we have identified primary and secondary command post locations. The following facilities have been identified as being capable of providing either a command post or space for a command post:

The geographic area of the District of Columbia and the Potomac River north of the Nice Bridge (Rt. 301).

**Joint Base Anacostia-Bolling**, Washington, DC  
Naval Weapons Station, Indian Head, MD  
D.C. Harbor Police/Fire Bldg., Washington, DC  
Washington Navy Yard, Washington, DC  
Fort Belvoir, Fairfax County, VA

The geographic area of the Potomac River south of the Nice Bridge including the lower Chesapeake Bay.

Patuxent River Naval Air Station (301) 826-1817  
Patuxent River, MD 20670-0504  
POC: Gerald Burandt

Harry Lundeberg School, Piney Point, MD  
Coast Guard Station St. Inigoes, St. Inigoes, MD  
Station Annapolis, Annapolis, MD

The geographic area north of the Chesapeake Bay Bridge to the Chesapeake and Delaware Canal and including Baltimore Harbor:

U.S. Customs House  
Lombard & Gay Street  
Baltimore, MD

Coast Guard Sector Maryland-National Capital Region  
2401 Hawkins Point Road  
Baltimore, MD 21224

Army Corps of Engineers, Baltimore, MD  
Aberdeen Proving Ground, Edgewater, MD

The geographic area of the Maryland eastern shore.

Coast Guard Sector Field Office Eastern Shore, Chincoteague, VA  
Station Crisfield, Crisfield, MD  
Station Stillpond, Stillpond, MD

Coast Guard Station, Ocean City, MD

**9201.1.4 Other Fifth Coast Guard District Units**

**9201.1.4.1 Other Sectors, Marine Safety Units, and Sector Field Offices**

Sector Delaware Bay (215) 271-4940  
1 Washington Avenue  
Philadelphia, PA 19147-4395  
<https://www.uscg.mil/d5/sector/delawarebay/index.htm>

Sector Field Office Atlantic City (609) 677-2221

International Airport Atlantic City, NJ  
Marine Safety Detachment (MSD) Lewes (302) 644-1909  
802 Pilottown Road  
Lewes, DE

Sector Hampton Roads (757) 483-8567  
4000 Coast Guard Blvd.  
Portsmouth, VA 23703-2199  
<https://www.uscg.mil/d5/secthamptonroads/>

Sector North Carolina (910) 343-3880  
721 Medical Center Drive, Suite 100  
Wilmington, NC 28401

Sector Field Office Fort Macon (252) 247-4583  
2301 E Fort Macon Rd  
Atlantic Beach, NC 28512

Sector Field Office Cape Hatteras (252) 441-0300  
114 Wood Hill Drive  
Nags Head, NC 27959

Marine Safety Detachment (MSD) Nags Head  
Nags Head, NC

Sector Field Office Eastern Shore (757) 336-2855  
Chincoteague, VA 23336-1510

**9201.1.4.2 Stations**

Station Annapolis (410) 267-8108  
3425 Thomas Point Road  
Annapolis, MD 21403-5099  
<https://www.uscg.mil/d5/staannapolis/default.asp>

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Station Atlantic City NJ Atlantic City, NJ 08401-1986	(609) 344-6594 (609) 344-6595
Station Barnegat Light Barnegat Light, NJ 08006-9999	(609) 494-2661
Station Beach Haven Pelham and West Ave Beach Haven, NJ 08008-5099	(609) 492-5751
Station Cape Charles Cape Charles, VA	(757) 331-2000
Station Chincoteague South Main Street Chincoteague, VA 23336-1510	(757) 336-2874
Station Crisfield Crisfield, MD 21817	(410) 968-0323
Station Curtis Bay 2401 Hawkins Point Rd. Baltimore, MD 21226	(410) 576-2620
Station Indian River Inlet 800 Inlet Road Rehoboth Beach, DE 19971-2698	(302) 227-2440
Station Little Creek Naval Amphibious Base Norfolk, VA 23520-5200	(757) 464-9371
Station Milford Haven Hudgins, VA 23076-0017	(804) 725-2125
Station Ocean City Ocean City, MD 21842-1000	(410) 289-7457
Station Oxford 904A South Morris St. Oxford, MD 21654	(410) 226-0580 (410) 226-0581
Station Wachapreague Wachapreague, VA 23480-0370	(757) 787-9526



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Station Portsmouth (757) 483-8527  
4000 Coast Guard Blvd  
Portsmouth, VA 23703-2199

Station St. Inigoes (301) 872-4345  
P.O. Box 8  
St. Inigoes, MD 20684-0008

Station Shark River (732) 899-0130  
61 Inlet Road  
Point Pleasant Beach, NJ 08742-2642

Station Stillpond (April – September) (410) 778-2201  
Worton, MD 21678-9730

Station Washington (202) 767-1194  
Bolling AFB, Bldg 90  
Washington, DC 20332

**9201.1.4.3 Aids to Navigation Units**

ANT Baltimore (410) 576-2645  
2401 Hawkins Point Rd.  
Baltimore, MD 21226

ANT Cape Hatteras (919) 986-2178  
PO Box 339  
Hatteras, NC 27943-0339

ANT Crisfield (410) 968-0971  
810 Norris Harbor Drive  
Crisfield, MD 21817

ANT Chincoteague (757) 336-2872  
3823 Main Street  
Chincoteague, VA 23336-1809

ANT Fort Macon (252) 247-4538  
2301 E Fort Macon Rd  
Atlantic Beach, NC 28512

ANT Milford Haven (804) 725-5932  
HC 02 Box 2200  
Hudgins, VA 23076-9700

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ANT Potomac (301) 872-4036  
P.O. Box 8  
St. Inigoes, MD 20684-0008

**9201.1.4.4 Vessels**

CGC Albacore (WPB 87309) (757) 464-6930  
Norfolk, VA 23520-5200

CGC Aquidneck (WPB 1309) (252) 247-4550  
Atlantic Beach, NC 28516-5633

CGC Blackberry (WLI 65303) (910) 278-6933  
Long Beach, NC

CGC Block Island (WPB 1344) (252) 247-4587  
Atlantic Beach, NC

CGC Capstan (WYTL 65601) (215) 271-4846  
Philadelphia, PA

CGC Chock (WYTL 65602) (757) 483-8780  
Portsmouth, VA

CGC Cleat (WYTL 65615) (215) 271-4845  
Philadelphia, PA

CGC Cochito (WPB 87329) (757) 464-4601  
Little Creek, VA

CGC Elm (WLB 204) (252) 247-4533  
Atlantic Beach, NC

CGC Frank Drew (WLM 557) (757) 483-8720  
Portsmouth, VA

CGC Kennebec (WLIC 802) (757) 483-8775  
Portsmouth, VA

CGC Sledge (WLIC 75303) (410) 789-7984  
2401 Hawkins Point Road  
Baltimore, MD 21226-2704

CGC Smilax (WLIC 315) (252) 247-4535  
Atlantic Beach, NC

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CGC Staten Island (WPB 1345) (252) 247-4530  
Atlantic Beach, NC

CGC William Tate (WLM 560) (215) 271-4846  
Philadelphia, PA

### **9201.1.4.5 Air Stations and Other Coast Guard Response Units**

Air Station Atlantic City (609) 677-2227  
Atlantic City, NJ 08405-0001

Air Station Elizabeth City (252) 335-6333  
Elizabeth City, NC 27909-5004

District Response Group/DRAT (757) 398-7780  
431 Crawford Street  
Portsmouth, VA 23704

### **9201.2 Environmental Protection Agency**

#### ***9201.2.1 EPA Emergency Response Teams (ERT)***

The EPA's Environmental Response Team (ERT) has expertise in treatment technology, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the OSC access to special equipment to deal with chemical releases and can provide the OSC with advice concerning hazard evaluation, multimedia sampling and analysis, risk assessment, on-site safety, cleanup techniques, water supply decontamination and protection, use of dispersants, environmental assessment, degree of cleanup required, and the disposal of contaminated materials. The ERT also offers various training courses to prepare response personnel.

To obtain additional information about ERT or on various training courses visit their web site at: <https://www.ert.org> or send e-mail to [webmaster.edert@epamail.epa.gov](mailto:webmaster.edert@epamail.epa.gov)

EPA Region III Philadelphia, PA Main Number (215) 814-5000  
[https://www.epa.gov/region3/Region III ERT:](https://www.epa.gov/region3/Region%20III%20ERT) (215) 814-3255  
(215) 814-9016  
Toll-Free: (800) 438-2474

### **9201.3 National Oceanic & Atmospheric Administration (NOAA)**

#### ***9201.3.1 Scientific Support Coordinator***

NOAA Scientific Support Coordinators (SSC) are the principal advisors to the FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and Federal agencies regarding scientific studies. The SSC leads a scientific team and strives for a consensus on scientific issues affecting the response but ensure that differing opinions



#### ***9201.3.4 Local Weather Forecasts***

Local weather forecasts can be obtained through the National Weather Service's Baltimore/Washington forecast office at:

National Weather Service  
Forecast Office Baltimore/Washington  
44087 Weather Service Rd.  
Sterling, VA 20166

Or, visit the following web site for additional information: <https://www.weather.gov/lwx/>

#### **9201.4 Federal Emergency Management Agency (FEMA)**

Federal Emergency Management Agency (215) 931-5608  
Technical Hazard Branch  
615 Chestnut St.  
Philadelphia, PA 19106  
<https://www.fema.gov/region-iii-dc-de-md-pa-va-wv>

#### **9201.5 Department Of Defense (Military) Resources**

##### ***9201.5.1 US Navy***

US Navy's Supervisor of Salvage (SUPSALV)

The U.S. Navy (USN) is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The USN has an extensive array of specialized equipment and personnel available for use in these areas as well as specialized containment, collection, and removal equipment specifically designed for salvage related and open sea pollution incidents. The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each coast stockpiled with salvage and response gear. Individual Navy Facilities also locally stockpile some response equipment, which is also listed in the RRI. Refer to the NSFCC Spill Response Resource Inventory RRI for a listing of SUPSALV equipment.

The nearest SUPSALV location to Sector Maryland-NCR is in Norfolk, VA.

For more information or to contact NAVSUPSALV, please refer to the address and phone number below:

ESSM Base  
U. S. Naval Supply Center (757) 268-6250  
Cheatham Annex  
Williamsburg, VA 23185  
[https://www.cnic.navy.mil/regions/cnrma/installations/nws\\_yorktown/cheatham\\_annex/about.html](https://www.cnic.navy.mil/regions/cnrma/installations/nws_yorktown/cheatham_annex/about.html)

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Emergency Ship Salvage Material System (ESSM): (202) 781-1731  
SUPSALV (Worldwide response) (202) 781-2736  
Web site: <https://www.navsea.navy.mil/Home/SUPSALV/>

### Other Navy Resources

Norfolk Navy Base (757) 322-2366  
Commander Naval Base  
Building N-26  
Norfolk, VA 23511-6002  
Duty Officer/Qtr Deck  
<https://www.navy.mil/local/nsn/>

Naval Air Station (NAS) Oceana, VA (757) 433-9111  
[https://cnic.navy.mil/regions/cnrma/installations/nas\\_oceana.html](https://cnic.navy.mil/regions/cnrma/installations/nas_oceana.html)

Naval Weapons Station, Yorktown, VA (757) 268-6250  
[https://cnic.navy.mil/regions/cnrma/installations/nws\\_yorktown.html](https://cnic.navy.mil/regions/cnrma/installations/nws_yorktown.html)

### **9201.5.2 Marines**

Cherry Point Marine Corps Base (252) 466-2811  
Postal Service Center Box 8003  
Marine Corps Air Station  
Cherry Point, NC 28533-0003  
<https://www.cherrypoint.marines.mil/>

Camp Lejeune, NC (910) 451-1113  
<https://www.lejeune.marines.mil/>

### **9201.5.3 Army**

Joint Base Langley Eustis  
Army Diving Detachment (757) 878-5251  
Fort Eustis, VA CG Liaison: (757) 878-3500  
<http://www.jble.af.mil/Units/Army>

The Army Diving Detachment is located at Fort Eustis, VA and is available to assist with pollution response incidents. Army assistance should be coordinated through the DOD member of the Regional Response Team if time permits. Requests may also be coordinated directly with the Army Diving Detachment by contacting the Army Diving Detachment Coast Guard Liaison, at (757) 878-3500.

Funding will normally be transferred through Military Interdepartmental Purchase Request (MIPR) for all assistance.

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Fort Monroe, VA  
Fort Monroe is now National Park. (757) 722-FORT (3678)  
<https://www.nps.gov/fomr/index.htm>

Joint Expeditionary Base Little Creek-Fort Story (757) 422-7305  
2600 Tarawa Court  
Building 1602  
Quarter Deck (Joint Expeditionary Base Little Creek – Fort Story)  
Virginia Beach, VA 23459-3297

Fort George G. Meade, MD (301) 677-2300  
1st U. S. Army Headquarters  
<https://www.ftmeade.army.mil/>

U.S. Army Corps of Engineers (347) 370-4550  
North Atlantic Division  
302 General Lee Avenue  
Brooklyn, NY 11252  
Ft. Hamilton Military Community  
Brooklyn, NY 11252  
<https://www.nad.usace.army.mil/> or  
<https://www.hamilton.army.mil/>

U.S. Army Corps of Engineers 24 Hours: **1-800-434-0988**  
Baltimore District  
10 South Howard Street  
Baltimore, MD 21201  
<https://www.nab.usace.army.mil/>

**9201.5.4 Air Force**

Joint Base Anacostia-Bolling, DC (703) 545-6700  
<https://www.basedirectory.com/bolling-afb-joint-base-anacostia-bolling-jbab-directory>

Joint Base Andrews AFB, MD (301) 981-1110  
<https://www.jba.af.mil/>

Dover AFB, DE (302) 677-6575  
<https://www.dover.af.mil/Home/id/3825>

Joint Base Langley-Eustis, VA (757) 764-5411  
<https://www.jble.af.mil/Units/Air-Force>

**9201.5.5 Air National Guard**

More information can be found at: <https://www.ang.af.mil/>

104 FS (410) 918-6230  
2701 Eastern Blvd  
Baltimore, MD 21220-2899

104 WF (410) 833-3160  
5555 Rue St. Lo Drive  
Reisterstown, MD 21136

135 AG (410) 918-6326  
2701 Eastern Blvd  
Baltimore, MD 21220-2899

135 AS (410) 918-6326  
2701 Eastern Blvd  
Baltimore, MD 21220-2899

175 WG (410) 918-6211  
2701 Eastern Blvd  
Baltimore, MD 21220-2899

201 MSS & ANG (301) 836-8201  
3500 Fetchet Ave (301) 981-6001  
Andrews AFB, MD 20762-5157

Maryland ANG State Headquarters (410) 234-3800  
5th Reg Armory, 29th Div. St  
Baltimore, MD 21201-2288

**9201.6 Agency for Toxic Support and Disease (ATSDR)**

The Agency for Toxic Substances and Disease Registry (ATSDR) maintains appropriate disease/exposure registries, provides medical care and testing of individuals during public health emergencies. ATSDR also develops, maintains, and informs the public concerning the effects of toxic substances, maintains a list of areas restricted or closed due to contamination, conducts research examining the relationship between exposure and illness, and conducts health assessments at contaminated sites. The ATSDR also assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATSDR resources are important tools for the OSC to use in assessing the possible effects of an environmental emergency on the public's health.

Additional information can be obtained by contacting ATSDR at: (888) 232-4636



or visit their web site at: <https://www.atsdr.cdc.gov/atsdrhome.html>

**9201.7 Office of Environmental Policy and Compliance**

U.S. Custom House, Room 244 (215) 597-5378  
200 Chestnut Street Cell: (215) 266-5155  
Philadelphia, PA 19106-2904  
<https://www.doi.gov/oepec/>  
Attn: Lindy Nelson

**9201.8 U.S. Fish & Wildlife Service**

Local Contact:

U.S. Fish and Wildlife Service, Ecological Service (410) 573-4599  
Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401  
Attn: Peter McGowan  
<https://www.fws.gov/chesapeakebay/>

Regional Contact:

Northeast Regional Office (413) 253-8200  
300 Westgate Center Drive  
Hadley, MA 01035-9589  
Attn: Tim Fannin (413) 253-8646  
<https://northeast.fws.gov/> 24 hrs (413) 539-3194

**9201.9 National Park Service**

Northeast Region - Connecticut, Delaware, Maine, Maryland (partial), Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia (partial), and West Virginia (partial)

U.S. Custom House (215) 597-7013  
200 Chestnut St., Fifth Floor  
Philadelphia, PA 19106  
Attn: Regional Director, Dennis Reidenbach

National Capital Region – District of Columbia and parts of Maryland, Virginia, and West Virginia

1100 Ohio Drive, SW (202) 619-7000  
Washington D.C. 20242  
Attn: Regional Director Mike Caldwell

**9201.10 Department Of Energy (DOE)**

***9201.10.1 Office Governing Facilities and Programs in DE, MD, and PA***

Brookhaven Lab (631) 344-3424  
53 Bell Ave  
Upton, NY 11973  
<https://www.bnl.gov/>

***9201.10.2 Office Governing Facilities and Programs in VA, WV, and DC***

Oak Ridge Operations Center (865) 574 6606  
PO Box 2001 Administration Road  
Oak Ridge, TN 37831  
<https://www.ornl.gov/>

**9201.11 U.S. Department of Agriculture**

Northeast Area State & Private Forestry (610) 557-4103  
11 Campus Blvd  
Suite 200  
Newton Square, PA 19073  
<https://www.na.fs.fed.us/>

National Forest Service (414) 297-3600  
Eastern Region - R9 (414) 297-3808  
626 East Wisconsin Ave.  
Milwaukee, WI 53202  
<https://www.fs.fed.us/r9/>

**9202 State Resources / Agencies**

**9202.1 Washington, DC**

***9202.1.1 DC Department of Energy and Environment***

1200 First Street, NE (202) 535-2600  
Washington, DC 20002  
<https://doee.dc.gov/>

***9202.1.2 DC Fire & EMS Department***

1923 Vermont Avenue, NW, Suite 201 (202) 673-3320  
Washington, DC 20001  
<https://fire-departments.org/fire-department/washington-fire-department-district-columbia.html-1>

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Hazardous Materials Response – Engine Company #12

2225 Fifth Street, NE  
Washington, DC 20002

(202) 673-3212

***9202.1.3 DC Homeland Security and Emergency Management Agency (DC HSEMA)***

2720 Martin Luther King Jr. Avenue SE (202) 727-6161  
Washington, D.C. 20032  
<https://hsema.dc.gov>

**9202.2 Maryland**

***9202.2.1 Maryland Emergency Management Agency***

5401 Rue Saint Lo Drive (410) 517-3600  
Reisterstown, MD 21136 (877) MEMA-USA  
<https://www.mema.state.md.us/>

***9202.2.2 Maryland Department of Natural Resources (DNR)***

**Main Office**

Tawes State Office Building (877) 620-8367  
580 Taylor Avenue (410) 260-8100  
Annapolis, MD 21401 (410) 260-8101  
<https://www.dnr.state.md.us/>

State Fish & Wildlife Veterinarian (410) 226-5193  
Dr. Cindy Driscoll (410) 570-1536  
Cooperative Oxford Laboratory  
Oxford, MD

Wildlife & Heritage Program (410) 260-8540  
Paul Peditto, Director  
Maryland Department of Natural Resources  
Tawes State Office Building E-1  
580 Taylor Avenue  
Annapolis, MD 21401

Wildlife & Heritage Program (410) 827-8612  
Pete Jayne  
Maryland Department of Natural Resources  
Wye Mills Work Center  
PO Box 68  
Wye Mills, MD 21679

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Wildlife & Heritage Program - Wildlife Response (cell) (410) 610-0539  
David Heilmeier (emergency only)  
Maryland Department of Natural Resources  
Southern Regional Service Center  
6904 Hallowing Lane  
Prince Frederick, MD 20678

Marine/Estuarine Fisheries (410) 260-8295  
Phil Jones, Assistant Director for Estuarine and Marine Fisheries  
Fisheries Division  
Tawes State Office Building B-2  
580 Taylor Avenue  
Annapolis, MD 21401  
<https://www.dnr.state.md.us/fisheries>

Freshwater Fisheries (410) 260-8267  
Steve Early  
Tawes State Office Building B-2  
580 Taylor Avenue  
Annapolis, MD 21401  
<https://www.dnr.state.md.us/fisheries>

Mapping Support, Watershed Information Services (410) 260-8751 voice  
Kenneth M. Miller, Director (410) 260-8759 fax  
580 Taylor Avenue (877) 620-8367  
Ext. 8751 Tawes State Office  
Building E-2

Annapolis, Maryland 21401  
[kenmiller@dnr.state.md.us](mailto:kenmiller@dnr.state.md.us)

Mapping Support, Wildlife & Heritage Service (410) 260-8563  
Lynn Davidson  
580 Taylor Avenue  
Tawes State Office Building E-1  
Annapolis, Maryland 21401  
[ldavidson@dnr.state.md.us](mailto:ldavidson@dnr.state.md.us)

**9202.2.3 Maryland Natural Resources Police (MNRF)**

Tawes State Office Building (410) 548-7070  
580 Taylor Avenue  
Annapolis, MD 21401  
<https://www.dnr.state.md.us/NRF/>

**9202.2.4 Maryland Department of the Environment (MDE)**

Response (866) 633-4686  
Geoff Donahue (410) 537-3000  
1800 Washington Blvd  
Baltimore, MD 21230  
<https://www.mde.state.md.us/>

Mapping Support (410) 537-3684  
Frank J. Siano Fax: (410) 537-3873  
TARSA/IT  
1800 Washington Blvd  
Baltimore, MD 21230  
[fsiano@mde.state.md.us](mailto:fsiano@mde.state.md.us)

**9202.2.5 Maryland State Police**

**9202.2.5.1 Headquarters**

1201 Reisterstown Road (410) 653-4200  
Pikesville, MD 21208-3899 (800) 525-5555  
<https://mdsp.maryland.gov/Pages/default.aspx>

**9202.2.5.2 Central Region**

Barrack A	Waterloo (Jessup)	(410) 799-2101
Barrack L	Forestville	(301) 568-8101
Barrack N	Rockville	(301) 424-2101
Barrack Q	College Park	(301) 345-3101
Barrack G	Westminster	(410) 386-3000

**9202.2.5.3 Eastern Region**

Barrack I	Easton	(410) 822-3101
Barrack V	Berlin	(410) 641-3101
Barrack S	Centreville	(410) 758-1101
Barrack X	Princess Anne	(443) 260-3700
Barrack E	Salisbury	(410) 749-3101

**9202.2.5.4 Northern Region**

Barrack D	Bel Air	(410) 879-2101/ (410) 838-4101
Barrack F	North East	(410) 398-8101
Barrack R	Golden Ring (Essex)	(410) 686-3101
Barrack M	JFK Memorial Hwy (Perryville)	(410) 537 1150

**9202.2.5.5 Southern Region**

Barrack H	Waldorf (La Plata)	(301) 392-1200
Barrack J	Annapolis	(410) 974-3101/ (410) 268-6101
Barrack P	Glen Burnie	(410) 761-5130
Barrack T	Leonardtown	(301) 475-8955
Barrack U	Prince Frederick	(410) 535-1400/ (301) 855-1975

**9202.2.5.6 Western Region**

Region Commander		(301) 739-2102
Barrack O	Hagerstown	(301) 739-2102
Barrack C	Cumberland	(301) 739-2102
Barrack B	Frederick	(301) 644-4151
Barrack W	McHenry	(301) 387-1101/ (301) 895-1101

***9202.2.6 Maryland Transportation Authority***

**9202.2.6.1 Headquarters**

2310 Broening Hwy Baltimore, MD 21224	(866) 713-1596
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<https://www.mdt.state.md.us/mdta/servlet/dispatchServlet?url=/Police/policeMain.jsp>

**9202.2.6.2 Fort McHenry Tunnel**

I-95 from Caton Avenue to northern Baltimore City line	(410) 522-9405
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**9202.2.6.3 Baltimore Harbor Tunnel**

I-895	(410) 354-8617
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**9202.2.6.4 Thomas J. Hatem Memorial Bridge**

US 40 between Havre de Grace & Perryville	(410) 575-6649
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**9202.2.6.5 Governor Harry W. Nice Memorial Bridge**

US 301 over the Potomac River	(301) 259-4444
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**9202.2.6.6 William Preston Lane Jr. Memorial (Bay) Bridge**

US 50 / 301 over the Chesapeake Bay	(410) 974-1355
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**9202.2.6.7 Francis Scott Key Bridge**

I-695 crossing the Patapsco River (410) 288-8573

**9202.2.6.8 Baltimore / Washington International (BWI) Airport**

I-195 & Airport Blvd (410) 859-7040

**9202.2.6.9 Port of Baltimore**

Broening Highway – Port Operations Department (410) 633-1072  
Police Dept. (410) 633-1092

**9202.2.6.10 Maryland Transportation Authority Police Headquarters**

Francis Scott Key Bridge (410) 288-8580  
(888) 754-0098

***9202.2.7 Maryland Port Administration (Ports Authority)***

**9202.2.7.1 Maryland Port Administration**

World Trade Center (800) 638-7519  
401 East Pratt Street (410) 385-4444  
Baltimore, MD 21202  
<https://www.mpa.state.md.us/>

**9202.2.7.2 Baltimore Dockmaster**

400A Key Highway (410) 396-3174  
Baltimore, MD 21230  
<https://www.annapolis.gov/165/Harbormaster>

**9202.2.7.3 Annapolis Dockmaster**

1 Dock St. (410) 263-7973  
Annapolis, MD 21401  
<https://www.annapolis.gov/government/depts/harbor/>

**9202.2.7.4 Alexandria Dockmaster**

105 Union St. (703) 838-4265  
S. Alexandria, VA  
<https://www.alexandriava.gov/Marina>



**9202.2.8 Maryland Institute of Emergency Medical Services System (MIEMSS)**

MIEMSS is the coordinator for all emergency medical services in Maryland. Personnel are available to be dispatched to the scene of an incident to act as medical liaison with other agencies.

Web Site: <https://www.miemss.org/home/>

MIEMSS may be contacted at:

653 W. Pratt Street  
Baltimore, MD 21201-1536 24 hrs: (800) 762-7157  
Attn: Mr. Andy Pilarski

**9202.3 Virginia**

**9202.3.1 Virginia Department of Environmental Quality (VDEQ)**

VDEQ's Central Office  
POC: John Giese (804) 698-4287  
[john.giese@deq.virginia.gov](mailto:john.giese@deq.virginia.gov)

Mailing Address:  
P.O. Box 1105 (804) 698-4000  
Richmond, Virginia 23218 (800) 592-5482  
<https://www.deq.virginia.gov/>

**9202.3.2 Office of the Secretary of Natural Resources**

Mailing Address:  
P.O. Box 1475 (804) 786-0044  
Richmond, VA 23219

**9202.3.3 Virginia Department of Emergency Management (VDEM)**

Virginia Department of Emergency Management (804) 897-6500  
10501 Trade Court  
Richmond, VA 23236  
<https://www.vaemergency.com/>

**9202.3.4 Virginia Emergency Operations Center (VEOC)**

7700 Midlothian Turnpike (804) 674-2400  
Richmond, VA 23235 (800) 468-8892 (24-hr)

**9202.4 Delaware**

***9202.4.1 Department of Natural Resources & Environmental Control  
(DNREC)***

89 Kings Highway Main: (302) 739-9910  
P.O. Box 1401 Emergencies: (302) 739-3964  
Dover, DE 19903  
<https://www.dnrec.delaware.gov/Pages/Portal.aspx>

**9202.4.1.1 DNREC - Division of Air and Waste Management and Emergency  
Response**

**655 South Bay Road Suite 5 N** Main: (302) 739-9402  
Dover, DE 19901 24 hrs: (302) 739-5072  
<https://www.dnrec.delaware.gov/Air/Pages/Default.aspx> or (800) 662-8802

***9202.4.2 Delaware State Emergency Management Agency***

165 Brick Store Landing Road Main: (302) 659-3362  
Smyrna, DE 19777 24-hrs: (877) 729-3362  
<https://www.dema.delaware.gov/>

## **9203 Local Resources / Agencies**

### **9203.1 Hampton Roads Maritime Incident Response Team (MIRT)**

Upon request, additional marine firefighting support is available through the Hampton Roads Maritime Incident Response Team (MIRT), headquartered at the Norfolk International Terminals, Norfolk, VA.

The following is an excerpt from the Hampton Roads Maritime Contingency Plan, which describes the roles and responsibilities of the MIRT members and the kinds of support they can provide to local Incident Commanders:

The mission of the MIRT is to provide immediate on-scene maritime advice and agency liaison to Incident Commanders responding to fires in the marine environment. The MIRT will promote marine firefighting team-building efforts in the Port of Hampton Roads through an ongoing program of training and drills. The Hampton Roads Marine Firefighting Symposium, summarized in Section E of this chapter, is one of the methods through which the MIRT conducts its training.

The MIRT is a task force comprised of personnel from the following agencies:

- BP Amoco Yorktown Fire Department
- Chesapeake Fire Department
- Chesterfield County Fire Department
- Hampton Fire Department
- National Cargo Bureau
- Newport News Fire Department
- Norfolk Fire Department
- Portsmouth Fire Department
- United States Coast Guard
- United States Maritime Administration (MARAD)
- United States Navy
- Virginia Beach Fire Department
- Virginia Department of Emergency Management
- Virginia Pilots Association
- Virginia Port Authority
- York County Fire Department

These agencies have various and overlapping expertise in shipboard firefighting, damage control, stability, ship construction and hazardous materials incident response.

The MIRT's role is limited to the following:

- Assist any vessel master of a ship in port that is on fire or experiencing a related type of emergency, either by sizing up the situation or suggesting action to control the emergency.
- Assist the local fire chief with an incident in his/her jurisdiction.
- Compile a detailed list of commercial and military sources of specialized marine firefighting equipment and identify alternative firefighting piers.

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- Provide information and expertise on the type of firefighting equipment available on particular vessels.
- Provide a review and analysis of a ship's fire control plan.
- Participate in local fire department training exercises and the annual exercise required by this plan.
- Be called upon anytime this plan is put into effect for any marine disaster in the harbor or offshore waters.
- Be called upon at the request of the U.S. Coast Guard.

The Virginia General Assembly has allocated funds to maintain and support the MIRT. These funds are distributed via the Virginia Port Authority (VPA). The VPA is responsible for the storage and **maintenance of** MIRT equipment. The VPA keeps most of the equipment at Norfolk International Terminals.

When the COTP requests MIRT activation, the Sector Command Duty Officer (CDO) will notify the MIRT Director and Sector MIRT Representative immediately. The MSO MIRT member will obtain response communications equipment from the Sector or the MIRT and report to the on-scene Incident Commander, where the member will provide a communications link between the COTP and the Incident Commander. The Sector Representative may remain with the MIRT Advance Team during the incident.

The MIRT may be contacted by calling any of the following numbers:

MIRT Director	(757) 440-4012	Office
	(757) 615-6661	Cell
	(757) 646-2225	Cell
USCG MIRT Representative	(757) 668-5555	24 Hours
	(757) 398-7780	Office
Virginia Port Authority	(757) 683-2195	24 hours

Please consult the Hampton Roads Maritime Firefighting Contingency Plan for additional information.

### **9203.2 Local Emergency Management Agencies – Maryland**

#### ***9203.2.1 Anne Arundel County Office of Emergency Management***

7480 Baltimore Annapolis Blvd. Ste 102

Glen Burnie, MD 21061

(410) 222-0600

<https://www.aacounty.org/departments/office-of-emergency-management/>

***9203.2.2 Mayor's Office of Emergency Management***

City Hall – Room 250  
100 N. Holliday St. (410) 396-3835  
Baltimore, MD 21202  
<https://emergency.baltimorecity.gov/>

***9203.2.3 Calvert County Division of Emergency Management***

Court House (410) 535-1600  
Prince Frederick, MD 20678  
<https://www.co.cal.md.us/index.aspx?NID=101>

***9203.2.4 Cecil County Department of Emergency Services***

107 Chesapeake Blvd, Suite 108 (410) 392-5350  
Elkton, MD 21921  
<https://www.ccdes.org/content/overview/>

***9203.2.5 Charles County Department of Emergency Services***

P.O. Box 2150 (301) 609-3400  
200 Baltimore Street  
La Plata, MD 20646  
<https://www.charlescountymd.gov/es/welcome>

***9203.2.6 Dorchester County Emergency Management Agency***

829 Fieldcrest Road (410) 228-1818  
Cambridge, MD 21613  
<https://www.dorchestercountymd-ema.com/>

***9203.2.7 Harford County Department of Emergency Services***

2220 Ady Road (410) 638-4900  
Forest Hill, MD 21050  
<https://www.harfordcountymd.gov/165/Emergency-Services>

***9203.2.8 Kent County Office of Emergency Services***

104 Vickers Drive, Unit D (410) 778-7458  
Chestertown, Maryland 21620  
<https://www.kentcounty.com/oes>

***9203.2.9 Montgomery County Office of Emergency Management and Homeland Security (OEMHS)***

100 Maryland Ave., Room 220 (240) 777-0311  
Rockville, MD 20850  
<https://www.montgomerycountymd.gov/oemhs/index.html>

***9203.2.10 Prince Georges Co Office of Emergency Management***

7915 Anchor Street (301) 324-4400  
Physical location: Capital Heights, MD  
Mailing address: Landover, MD 20785  
<https://www.princegeorgescountymd.gov/533/Emergency-Management>

***9203.2.11 Queen Anne's County Department of Emergency Services***

100 Communications Dr. (410) 758-4500  
Centreville, MD 21617  
<https://qac.org/325/Department-of-Emergency-Services-DES>

***9203.2.12 St. Mary's County Emergency Services & Technology***

Emergency Operating Center (301) 475-8016  
41655 Courthouse Drive, PO Box 709  
Leonardtown, MD 20650  
<https://www.stmarysmd.com/est/>

***9203.2.13 Somerset County Emergency Services***

Somerset County Office Complex  
11916 Somerset Ave. (410) 651-0707  
Princess Anne, MD 21853  
<https://www.somerset911.org/>

***9203.2.14 Talbot County Department of Emergency Services***

605 Port Street (410) 770-8150  
Easton, Maryland 21601  
<https://talbotdes.org/?AspxAutoDetectCookieSupport=1>

***9203.2.15 Wicomico County Department of Emergency Services***

P.O. Box 870 (410) 548-4801  
Salisbury, MD 21803-0870  
<https://www.wicomicocounty.org/ES>

**9203.2.16 Worcester County Office of Emergency Services**

Worcester County Government Center (410) 632-1315  
1 West Market Street, Room 1002  
Snow Hill, MD 21863  
<https://co.worcester.md.us/departments/emergency>

**9203.2.17 Ocean City Office of Emergency Management**

6501 Coastal Highway (410) 723-6646  
Ocean City, MD  
<https://oceancitymd.gov/oc/departments/emergency-services/emergency-management/>

**9203.3 Local Emergency Services Coordinators – Virginia**

**9203.3.1 Alexandria City**

900 2<sup>nd</sup> St (703) 746-5200  
Alexandria, VA 22314  
<https://www.alexandriava.gov/EmergencyManagement>

**9203.3.2 Arlington County Office of Emergency Management**

Suite 400, #1 Courthouse Plaza (703) 558-2222  
2100 Clarendon Boulevard  
Arlington, VA 22201  
<https://emergency.arlingtonva.us/>

**9203.3.3 Fairfax County Office of Emergency Management**

12000 Government Center Parkway (703) 324-7329  
Fairfax, VA 22035  
<https://www.fairfaxcounty.gov/oem/>

**9203.3.4 King George County Department of Emergency Services**

8122 Kings Hwy (540) 775-4584 or  
King George, VA 22485 (540) 775-0862  
<https://www.king-george.va.us/county-offices/departments-of-emergency-services/emergency-services.php>

**9203.3.5 Northumberland County Administrator**

P.O. Box 129 (804) 580-7666  
Heathsville, VA 22473  
<https://www.co.northumberland.va.us/>

**9203.3.6 Prince William County Office of Emergency Management**

Zip MC-470 (703) 792-6800  
1 County Complex Court  
Prince William, VA 22192  
<https://www.pwcgov.org/government/dept/fr/oem/pages/default.aspx>

**9203.3.7 Stafford County Fire, Rescue & Emergency Service**

P.O. Box 339 (540) 658-7200  
Stafford, VA 22555  
<https://www.staffordfirerescue.com/>

**9203.3.8 Westmoreland County Government Offices**

PO Box 1000 (8:30 am to 4:30 pm) (804) 493-0130  
Montross, VA 22520 after hours: (804) 493-8066  
<https://www.westmoreland-county.org/county-admin>  
<https://www.westmoreland-county.org/living-here/public-safety>

**9204 Maritime-Related Resources / Organizations**

**9204.1 Marine Pilots Associations**

American Pilots' Association (North Atlantic)  
[https://www.americanpilots.org/about\\_apa/index.php](https://www.americanpilots.org/about_apa/index.php)

Maryland Pilots Association  
<https://www.marylandpilots.com/>

Baltimore Pilots (410) 342-6013  
3720 Dillon St. (410) 342-6014  
Baltimore, MD 21224

Severna Park Office (410) 269-0324  
269 Saint Solomons  
Severna Park, MD 21146

Midway Point Pilots (Solomons) (410) 326-2064  
239 A St, P.O. Box 1149  
Solomons, MD 20688

Virginia Pilots Association  
3329 Shore Drive (757) 496-0995  
Virginia Beach, VA 23451



Association for the Bay & River Delaware (Philadelphia Pilots)  
800 South Columbus Boulevard  
Philadelphia, PA 19147  
Email: [president@delpilots.com](mailto:president@delpilots.com)

(215) 465-8340

## 9300 Incident Action Plan

An initial Incident Action Plan has been prepared for responses to incidents involving oil and hazardous substance releases and fires/explosions within the marine environment.

### 9301 ICS Forms

The below ICS forms may be used to generate subsequent Incident Action Plans. Refer to the ICS forms on the [Coast Guard Homeport website](#). Select the “Library” tab at the top of the screen and then select “Incident Command System” on the left side of the screen to download current versions of each form.

- Form 201 Incident Briefing
- Form 202 Response Objectives
- Form 203 Organization Assignment List
- Form 204 Division Assignment List
- Form 205 Incident Radio Communications Plan
- Form 206 Medical Plan
- Form 207 Organization Chart
- Form 209 Incident Status Summary
- Form 210 Status Change Card
- Form 211 Check in List
- Form 213 General Message Form
- Form 214 Unit Log
- Form 215 Operations Planning Worksheet
- Form 216 Radio Requirements Worksheet
- Form 217 Radio Frequency Worksheet
- Form 218 Support Vehicle Inventory
- Form 219 Resource Status Card
- Form 220 Air Operations Summary
- Form 221 Demobilization Checkout
- Form 224 Crew Performance Rating
- Form 225 Incident Performance Rating

### 9302 Site Safety Plan

ICS 208 form can be utilized for the Site Safety Plan. Refer to the ICS forms on the [Coast Guard Homeport website](#). Select the “Library” tab at the top of the screen and then select “Incident Command System” on the left side of the screen to download current versions of each form.

**9303 Demobilization Plan**

Sector Maryland-NCR has examples of Demobilization Plans to use as templates.

**9304 Disposal Plan**

Sector Maryland-NCR will possess a template of the Disposal Plan.

**9305 Incident Action Plan (1<sup>st</sup> Operational Period)**

Sector Maryland-NCR will possess a template of the Incident Action Plan.

**9400 Area Planning Considerations**

**9401 Discharge and Release History**

A complete discharge and release history is captured and maintained within MISLE 5.0. For specific discharge or release details, a Freedom of Information Act Request should be routed through the Sector Maryland-NCR FOIA Officer.

The following is a brief summary of the discharge and release history.

**9401.1 Significant Discharge / Release History  
Maryland & National Capital Region (NCR)**

DATE (Mon/Year)	PRODUCT	AMOUNT RELEASED	SOURCE	LOCATION & SUMMARY
Dec 2020	Fuel Oil	Unknown	Mystery Spill	<b><i>Ocean City, MD</i></b> <b>Large mystery spill, initially observed over 11 miles of Delaware Beaches spread to Ocean City, MD, fouling OC beaches and impacting wildlife. Over 65 tons of oily sand and debris recovered.</b>

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Dec 2017	Heating Oil	2,800 Gals	Tank Truck	<p><i>Jones Falls Baltimore, MD</i></p> <p>A tank truck overturned on I-83, spilling 2,800 gallons of heating oil into Jones Falls, which feeds into Baltimore Harbor.</p>
Jan 2016	Mineral Oil	13,000 Gals	Dominion Power substation	<p><i>Potomac River Arlington VA / District of Columbia</i></p> <p>Release from substation transformer into Roaches Run and the Potomac River.</p>
Oct 2015	JP-4 Jet Fuel	3,000 Gals	Ronald Reagan International Airport	<p><i>Potomac River Arlington VA / District of Columbia</i></p> <p>8,000 gallons spilled from ruptured pipeline, with 3,000 gallons entering the Potomac River.</p>
Jan 2011	Mineral Oil	4,500 Gals	Potomac Electric Power Company (PEPCO)  Potomac River substation	<p><i>Potomac River Alexandria, VA</i></p> <p>Release from substation transformer, with 4,500 gallons of transformer oil entering the Potomac River.</p>

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Aug 2003	Waste Diesel & Bunker Oil	Unknown	M/V Seawitch	<p><b><i>Baltimore, MD Inner Harbor</i></b></p> <p>Abandoned vessel with 20K gallons of waste oil (diesel and bunker) aboard began leaking. Government initiated cleanup due to lack of RP.</p>
Apr 2000	Fuel Oil	140,000 Gals	Potomac Electric Power Company (PEPCO)	<p><b><i>Patuxent River Aquasco, Maryland</i></b></p> <p>A 12 inch pipeline owned by PEPCO ruptured at the PEPCO Chalk Point electric generating facility in Aquasco, MD. 140K gallons of fuel oil spilled into Swanson Creek, a tributary of the Patuxent River.</p>
Mar 1993	Diesel Fuel	336,000 Gals	Colonial Pipeline Co.	<p><b><i>Sugarland Run Herndon, VA</i></b></p> <p>A pressurized 36-inch-pipeline ruptured and 336,000 gallons of oil flowed into an adjacent storm water management pond, overland and through a network of storm sewer pipes into Sugarland Run</p>

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				<b>Creek, and the Potomac River.</b>
Jan 1992	No. 4 Oil	3,500 Gals	Steuart Petroleum	<i>Anacostia River, Washington, DC</i> A frozen valve at the Steuart Petroleum facility cracked and allowed 51K gallons of oil to be released into the facility's containment area. An open valve then allowed 3,500 gallons of No. 4 oil to flow into the Anacostia River.
Aug 1988	Diesel Oil & Gasoline	160,000 Gals	Eastern Carriers Inc. Tank Barge 565	<i>Chesapeake Bay Maryland / Virginia</i> Tank Barge 565 with 800K gallons of diesel fuel and gasoline aboard ran aground at the mouth of Indian Creek, near the entrance to the Potomac River, resulting in spill of 160K gallons of diesel and gasoline.

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Feb 1976	No. 6 Oil	250,000 Gals	Steuart Transportation Tank Barge STC-101	<i>Chesapeake Bay Maryland / Virginia</i>  Tank Barge STC-101 towed by tug Falcon sank during adverse weather at mouth of the Potomac River, 3.5 miles off Smith Point Light. Spill resulted in the death of 20K to 50K waterfowl.
Dec 1959	Crude Oil	6.5M Gals	African Enterprises, Ltd Tankship African Queen	<i>Ocean City, MD Atlantic Ocean</i>  Liberian - flagged tankship African Queen, with inoperative radar, ran aground during adverse weather on Gull Shoal and broke in two during refloating attempt off Ocean City, MD.

**9402 Risk Assessment**

An important part of contingency planning is anticipating the effects of a spill and preparing in advance the response to spills likely to occur in the area. This sub-section shall outline response to three oil spill scenarios: an Average Most Probable Discharge (AMPD), a Maximum Most Probable Discharge (MMPD), and a Worst Case Discharge (WCD). Section 9440 covers three hazardous materials releases, which represent a variety of chemical classes and potential public safety impacts. The hazardous materials releases are not classified as maximum, worst case, or average. For acts of sabotage, terrorism, or other criminal activity, please review Section 5000 of the Maryland-National Capital Region Area Maritime Security Plans.

**9402.1 Average Most Probable Oil Discharge**

1. Based on historical considerations, the average most probable spill in the COTP Maryland-NCR Area would be 250 gallons of number 2 fuel oil.

2. The potential hazards from this type of spill include fire and respiratory hazards.
3. Areas that would be susceptible to damage include (but are not limited to) environmentally sensitive areas, water source contamination and possible recreational usage.
4. As the use of our highways continues to grow, the traffic related accident rate also becomes higher. With highway storm drains running into our rivers and creeks, the risk of this incident occurring is very high.
5. This type of incident is most likely to occur during the winter when fuel oil delivery frequency is highest or late summer when preparations are being made for the coming winter.

#### **9402.2 Maximum Most Probable Oil Spill**

1. Based on historical considerations, the maximum most probable spill in the COTP Maryland-NCR Area would be 2000 barrels (84,000 gallons). JP5 fuel oil was chosen as the most probable material spilled, also based on facility information.
2. The potential hazards from this type of spill include fire and respiratory hazards.
3. Areas that would be susceptible to damage include (but are not limited to) environmentally sensitive areas, water source contamination and possible recreational usage.
4. The area affected by this spill has extensive environmentally sensitive areas including shellfish beds, freshwater marshes and swamps, waterfowl, oyster beds, crab beds, and an anadromous estuarine fish nursery. There are several marinas that would pose an economic impact from possible contamination of motor vessels.
5. The probability of a spill such as this type and magnitude occurring is relatively high. Pipe ruptures and failures are frequent causes of spills as was demonstrated in the Colonial Pipeline rupture that occurred in Reston, VA in March of 1993 and the Chalk Point/PEPCO Spill in April of 2000.

#### **9402.3 Worst Case Oil Discharge**

The following information was used in developing the scenario:

1. Historical spill considerations - Based on vessel traffic patterns, types of vessels transiting the area and cargos carried, the worst case area scenario involves a 12 million gallon capacity tanker carrying No. 6 fuel oil (Bunker C) in a collision with a towed barge carrying 120 containers of non-hazardous cargo. A collision was chosen over a large vessel grounding because the soft bottom of the Chesapeake Bay and typical sea conditions would not cause a vessel to break apart and founder. The location is north of Smith Point, VA near the confluence of the Chesapeake Bay and the Potomac River. It was chosen for the following reasons:
  - a. Remoteness from response resources in the Baltimore and Norfolk area.
  - b. The area is surrounded by land so that shoreline would be impacted regardless of wind and current direction.
  - c. The incident is likely to impact Virginia waters and shores, in addition to those of Maryland, requiring coordinated efforts of state and federal agencies in both states.
  - d. The area is near numerous environmentally sensitive waters, marshes and tidal areas.

- e. Tank vessels inbound for Baltimore or the oil transfer facilities at Piney Point routinely transit the area.
- f. The region is sparsely populated and thus lacks the infrastructure (e.g. manpower, accommodations, port facilities, beach access, etc.) needed to support large scale cleanup operations.
2. Hazard assessment - Fire hazard, health hazard, economic and critical area impact including probable disruption of shipping to Baltimore and Washington, adverse impact on the commercial and charter fishing business in this region by the real or perceived threat to fish and shellfish, and impact on tourist and recreational industries.
3. Vulnerability analysis - Inclement weather, mechanical failure and human error are potential contributions to the incident.
4. Risk assessment - High traffic volume and channel convergence pose substantial risks.
5. Seasonal considerations - All seasons present significant concerns. However, the summer would pose the most difficult set of circumstances as it would be the height of the recreational boating season as well as the primary time frame for fin fish spawning in this area.

#### **9402.4 Worst Case Oil Discharge in District of Columbia**

The following information was used in developing the scenario:

1. Historical spill considerations- Based on the types of facilities, number and type of bulk vessels, and cargoes transferred, the worst case scenario for the District of Columbia area involves the allision of a barge carrying 20,000 barrels of JP-8 jet fuel with a pier owned/operated by Valero Oil. The allision causes the failure (rupture) of an 8-inch pipeline located on the west bank of the Anacostia River. This scenario was chosen because the vessels normally found near this area only carry JP-8 fuel and is limited by draft. While there have been no reported releases from marine-transfer related facilities into the Anacostia River since 2001, this presents the most-likely source for a worst-case oil discharge in the vicinity of Washington, D.C. The location is the mouth of the Anacostia River, just northeast of Buzzard's Point in Washington, D.C. It was chosen for the following reasons:
  - a. Response is limited by remoteness of resources (majority of which are located in Baltimore, MD and beyond).
  - b. Accessibility to this area is compounded by the area's population density and limited routes into and out of the District. This results in continuous congestion on area roads, bridges, and tunnels, which would result in significant delays in initiating effective response actions.
  - c. The area is surrounded by land so that shoreline would be impacted regardless of wind and current direction.
  - d. The incident is likely to impact Virginia, Maryland, and District of Columbia waters and shores, requiring coordinated efforts of state and federal agencies of all three entities.
  - e. The area has numerous environmentally sensitive waters, marshes, and tidal areas, as well as endangered species.



- f. Proximity to the nation's capital would most likely generate high media and political interest. Therefore response actions would be closely scrutinized and require additional measures to ensure
    - g. a smooth and effective response and a quick restoration of normalcy.
2. Hazard assessment-Significant fire and worker safety hazard, as a result of the presence of a variety of ignition sources (incl. commercial and governmental facilities along the waterfront near the source of the spill), the nature of the material spilled, the presence of a significant workforce present at adjacent facilities, and high residential population density in the area of the spill. There would also be an adverse economic impact upon tourism, regional commerce, and recreational industries in the area of the discharge and impacted waterways and shorelines. Hazards to the environment include damage to critical estuarine and fresh-water fish habitats and nearby migratory bird nesting areas (refer to [Section 4620.8](#) and the ESI atlases that follow section 4000 (esp. atlases 1 and 2)).
3. Vulnerability analysis-Inclement weather, mechanical failure, and human error are potential contributions to the incident.
4. Risk assessment-Exposure to the elements and the human element present in some waterfront areas pose substantial risks.
5. Seasonal considerations- All seasons present significant concerns. However, late Fall would pose the most difficult set of circumstances as the migration of waterfowl, the likelihood of inclement weather, and the increase of traffic due to Holiday travelers.

#### **9402.5 LNG Releases**

The following information was used in developing the scenario:

1. Historical spill considerations – Since 1952, there have been no major releases or accidents involving LNG ships. Nevertheless accidents do happen. Based on vessel traffic patterns, types of vessels transiting the area and cargos carried, the worst case area scenario involves a 12 million gallon capacity tanker carrying No. 6 fuel oil (Bunker C) in a collision with a towed barge carrying 120 containers of non-hazardous cargo. A collision was chosen over a large vessel grounding because the soft bottom of the Chesapeake Bay and typical sea conditions would not cause a vessel to break apart and founder. The location is north of Smith Point, VA near the confluence of the Chesapeake Bay and the Potomac River. It was chosen for the following reasons:  
Remoteness from response resources in the Baltimore and Norfolk area.
  - a. The area is surrounded by land so that shoreline would be impacted regardless of wind and current direction.
  - b. The incident is likely to impact Virginia waters and shores, in addition to those of Maryland, requiring coordinated efforts of state and federal agencies in both states.
  - c. The area is near numerous environmentally sensitive waters, marshes and tidal areas.
  - d. Tank vessels inbound for oil terminals located in Baltimore or Piney Point, routinely transit the area.
  - e. The region is sparsely populated and thus lacks the infrastructure (e.g. manpower, accommodations, port facilities, beach access, etc.) needed to support large scale cleanup operations.

### **9403 Planning Assumptions - Background Information**

The spill is assumed to require the Oil Spill Liability Trust Fund activation.

### **9404 Planning Scenarios**

#### **9404.1 Average Most Probable Oil Spill**

##### ***9404.1.1 The Event***

1. A fuel oil delivery truck driver with a heart attack, collapsing during a delivery, causing a 250-gallon runoff into the Pocomoke River via the ground, a short distance of enclosed storm drain, and a small creek into the Pocomoke River.
2. The location is Snow Hill, Worcester County, Maryland, approximately NNE of the Route 12 bridge across the Pocomoke River in an area identified as Hallet Heights. The storm drain empties into the Purnell Branch of the Pocomoke River.
3. The spill is 250 gallons of number 2 fuel oil.
4. The spill source is limited to the excess amount of product in the delivery truck following the filling of the home tank. The excess amount is 250 gallons. The truck tank is now empty and the source is secure.
5. The sensitive areas at risk would be fresh water marsh areas along the river and creek. Recreational usage of the river would be affected near the spill outfall. Human use such as swimming or fishing in the area would be prohibited throughout the cleanup phase.
6. The spill occurs on Friday, Labor Day Weekend at 1600.
7. The weather is thunderstorms with lightning.

##### ***9404.1.2 Initial Actions***

1. Initial notification from a nearby resident to the local fire and rescue company.
2. Local rescue and fire company responds. Fuel oil truck driver is given emergency medical attention and evacuated from the scene of the accident to a nearby hospital.
3. Fire company response personnel determine that the delivery truck is secure and empty. Further investigation shows that the number 2 fuel oil has entered a nearby storm drain, then into a small creek and has reached the Pocomoke River. The fire department contacts USCG and Maryland Department of Environment (MDE) requesting boom, boat, vacuum truck and absorbent.
4. Initial Response actions:
  - a. United States Coast Guard
    1. USCG action would be able to respond to this spill immediately. We would contact CG Station Crisfield for initial response with a boom trailer containing (500 ft of boom). Additional information needed from the local fire department would include: driver of truck, owner of truck, what hospital the driver was taken to, exact location of accident (i.e. street address), type of area affected, (i.e. residential, business, farm, wildlife, park, etc.), who is responding and what equipment is on scene to clean up the spill.

2. The initial information is from the local fire department and truck company owners.
  3. Problems that could be expected include inaccurate information from fire department as to quantity of oil spilled, size of area affected, how much oil has reached the river, whether or not there are any environmentally sensitive areas affected.
- b. Maryland Department of the Environment
1. MDE would also respond. Their concerns would be the same as the USCG.

#### ***9404.1.3 Spill Response Organization Information***

1. The spill is estimated at 250 gallons by the local fire department. The exact quantity would be immediately unknown due to the driver being unconscious and no other information available. The areas reported as impacted are the immediate soils, storm drain, small creek and the Pocomoke River, upstream of Snow Hill. Anticipated Problems:
  - a. Lack of precise quantity information.
  - b. Fire Department inexperience in judging quantity spilled and lack of equipment and training to handle a spill. (Trained personnel are tough to find on Labor Day holiday).
  - c. Friday, Labor Day Weekend, heavy traffic from Baltimore to Eastern Shore. Three hour backup at Bay Bridge, with thunderstorms and lightning.
2. The USCG would become the Federal On Scene Coordinator (FOSC) and activate the National Response System (NRS) on the local and state level. The Spill of National Significance (SONS) organization would not be activated for this spill. COTP Maryland-NCR would become the FOSC with the MDE and the Local Fire Department as participating agencies in the initial response and containment action.
3. Designate the local fire department as OSC. Direct the containment, countermeasures and cleanup operations until a Sector Maryland-NCR or MDE response team is on scene.

Personnel most critical to the response are:

- a. Cleanup contractors.
- b. Local authorities.
- c. Pollution investigators/OSC representative.

#### ***9404.1.4 Strategies***

1. Decisions that must be made are:
  - a. Determine the number of personnel needed for cleanup operations.
  - b. Determine type and amount of equipment needed for cleanup operations (i.e. absorbent, boom, boats, vacuum trucks, skimmers, etc.)
2. The information needed was determined in the scenario above. Information should continue to be gathered for operational purposes. Some of this information might include:
  - a. Countermeasures completed by the fire department (i.e. berming the storm drain)
  - b. Cleanup and containment equipment on scene.
  - c. Prioritize environmentally sensitive areas for protective measures.
  - d. Continue to collect weather information.

3. Considerations - the spill occurs on the line of the EPA and COTP zone. However, since the Pocomoke river is affected, the COTP will act as FOSC. Consultations in the cleanup operation will include MDE and local environmental agencies.
4. Methods of containment, countermeasures and cleanup
  - a. Boom small stream Purnell Creek.
  - b. Boom Pocomoke River where Purnell Creek runs into it.
  - c. Collect free oil in storm drain, small creek and river utilizing boom, vacuum truck and absorbent.
  - d. Remove contaminated soil.
  - e. Clean shorelines as necessary and appropriate.
  - f. Monitor.

#### ***9404.1.5 Resource Requirements***

1. Equipment - one vacuum truck, boom (1000 ft), absorbent, two boats with motors (small shallow water boats), backhoe, and dump truck with liner for contaminated soil.
2. Personnel - seven private sector response personnel, two federal personnel, two state personnel.

#### ***9404.1.6 Resource and Procurement***

1. Initially this spill would be federalized due to the driver of the truck being unconscious.
2. Additional personnel would not be required.
3. Response time for all resources:
  - a. Fire department - 15 minutes minimum.
  - b. CG Station Crisfield- 1-hour minimum.
  - c. Contractor coming from Hampton Roads area via highway 13 to Snow Hill, MD - 2 hours minimum.
  - d. Sector Maryland-NCR response team 4 hours minimum.
  - e. MDE response team 3 hours minimum.

#### ***9404.1.7 Potential Shortfalls***

1. Not enough boom, not enough liquid storage, require two vacuum trucks. If two trucks are required deciding whether decanting by vacuum truck will be permitted.
2. Insufficient personnel.
3. Delay in determining area of responsibility EPA/USCG.
4. Response times not met.
5. Determining which contractor will arrive first.
6. Prioritizing the most environmentally sensitive areas.

#### ***9404.1.8 Cleanup Time***

1. Twelve hours for free product recovery (from notification).
2. Additional sixteen hours for shoreline, soil, and storm drain cleanup, etc.

### ***9404.1.9 Criteria for Terminating the Cleanup Operation***

Criteria necessary for terminating the cleanup operation will vary with every incident.

Consultation between agencies involved and affected in the specific area will be required prior to cleanup termination. Advice should be obtained from the NOAA Scientific Support Coordinator (SSC) and state environmental agency overseeing the operation. One specific device to measure water cleanliness is the sheen test. However, this is not an all-encompassing tool for measuring the cleanup. Another tool for determining termination is the Shoreline Assessment Manual.

After all involved parties have met and thoroughly assessed the area and determined the cleanup to be satisfactory, and then the cleanup operation can be terminated.

### **9404.2 Maximum Most Probable Oil Spill**

#### ***9404.2.1 The Event***

1. A barge delivery of JP5 fuel oil to the Patuxent Naval Air Test Center, Patuxent River, St. Mary's County, Maryland. During the transfer, a pier mounted pipeline ruptures, causing an estimated 2000 bbl discharge.
2. The location is the Patuxent River Naval Air Test Center, on the Patuxent River side, opposite Solomon's Island.
3. The spill is estimated at 2000 bbls of JP5 fuel oil.
4. The spill source can be secured and is limited to 10,000 bbls remaining aboard the barge discharging to the facility.
5. The area affected by this spill has extensive environmentally sensitive areas including shellfish beds, freshwater marshes and swamps, waterfowl, oyster beds, crab beds, and an anadromous estuarine fish nursery. There are several marinas that would pose an economic impact from possible contamination of motor vessels.
6. The time of year is Friday, December 24th, at 1730.
7. Weather conditions: frontal left upper quadrant of winter storm carrying snow/sleet/rain that will stall over the lower bay for 24 hours. Temperature is 31 degrees; wind SW 15 gusting to 30 knots.
8. Trajectory: A statistical trajectory was run by NOAA for the maximum most probable discharge in the Patuxent River area: a spill from the Patuxent Naval Air Test Center (opposite Solomon's Island) of 84,000 gallons (2000 barrels) of JP5 fuel released continuously over 2 hours. Weather conditions at the time of the spill call for a snow / sleet / rain storm in the lower Chesapeake Bay area, ambient temperatures at 31 degrees Fahrenheit and winds from the southwest at 15 knots, gusting to 30 knots. The constant wind trajectory was only run for 24 hours (December 24-25) due to the rapid evaporative characteristics of Fuel Oil No. 1 (JP5). Within 4 hours, the shores of Drum Point were impacted, and within 24 hours, Taylor's Island is impacted.
  - a. JP5 is a light fuel oil with a high API gravity. Generally, this type of oil is less persistent and may evaporate within 24 hours. Beach impacts may be negligible. Since light fuel oils have a higher proportion of aromatic hydrocarbons than heavier

- fuel oils, they are generally more toxic to aquatic organisms. Local fish kills will likely occur within the area of the spill.
- b. Trajectory limitations and caveats - The model ran a constant wind trajectory for the Patuxent River Area Plan. The results of this run give an illustration of what areas could possibly be impacted from any oil spill occurring, not what areas will be impacted. Also, the model does not take into account local topographic-induced effects that could significantly alter wind and current patterns.
  - c. The tidal current information for this run is based on NOS Tide Tables. The tidal information does not reflect short-term episodic events such as heavy runoff from floods or storm surges. Current perturbations from wind events and local small-scale phenomena, such as eddies of spits or in rivers and local convergence or divergence are not modeled.
  - d. For large spills of the type being modeled for these scenarios, secondary sources of oil, such as re-floating oil from the shoreline, can be a significant problem. In this model, shorelines were coded so that oil would not "stick" but would re-float after each tide cycle. This allows more oil to move with tidal action and provides a more widespread impact. In actuality, wherever the shoreline is impacted, oil would remain mostly beached. Although some oil could re-float on ascending high tides and potentially impact other areas.

#### ***9404.2.2 Initial Action***

1. Initial notification from facility dockmaster to tank/plant operator to barge tankerman to shut down pumps and secure transfer. The dockmaster will contact the onshore tank operator to secure flow to storage tanks.
2. Initial action and pollution response is by the local Naval Response Team.
3. FOSC and Naval Air Station Fire Department perform initial on-scene investigation, evaluation and recommendations. Immediate determination that situation is beyond local capability. Decision based on estimates from barge and facility operators and small boat surveillance. Estimates not based on barge or tank measurements due to time constraints. Facility plan executed for maximum most probable discharge. (Experienced facility personnel on holiday leave).
4. Various decisions that are necessary to initiate response actions, based upon Naval Facility dockmaster and the tankerman on board the barge include:
  - a. Evaluate the actions that have been taken.
  - b. Determine how much equipment will be necessary for containment, countermeasures, and cleanup actions.
  - c. Decide who will provide the additional equipment necessary.
  - d. Prioritize environmentally sensitive areas.
5. Problems that can be anticipated include:
  - a. Determining what role the state will have in response and cleanup actions; in this incident MDE will provide assistance as requested by the Naval Facility and provide on-scene monitors for the state's concerns.
  - b. Determining if execution of the facility plan is sufficient and response is timely enough to meet OPA 90 requirements.

### ***9404.2.3 Spill Response Organizational Information***

1. An unconfirmed/estimated spill of 2,000 bbls of JP-5 oil has been spilled in an environmentally sensitive area with a known fisheries and recreational economic impact in the face of a southerly winter storm. Anticipated Problems:
  - a. Lack of precise quantity information.
  - b. Lack of immediate precise surface wind conditions due to high-pressure front affecting storm passage.
  - c. Response organizational control: Sector Maryland-NCR with more experience in coordinating efforts for response and DOD FOSC actual responsibility for the response action.
  - d. Christmas Eve Day - Personnel on leave/vacation and in transit.
2. Sector Maryland-NCR Commanding Officer (COTP Maryland-NCR) would act as FOSC. The state and local agencies would assist with state and local knowledge and environmental concerns. The Spill of National Significance (SONS) organization would not be activated.
3. Immediately activate the Naval Facility response plan. Designate the Naval Air Test Center as DOD FOSC.

### ***9404.2.4 Strategies***

1. Decisions that must be made include:
  - a. Evaluate the actions that have been taken.
  - b. Determine the number of additional personnel needed for cleanup, containment, and countermeasures.
  - c. Determine how much equipment will be necessary for containment, countermeasures, and
  - d. cleanup actions.
  - e. Decide who will provide the additional equipment.
  - f. Prioritize environmentally sensitive areas.
2. The information needed was determined in the scenario above. Information should continue to be gathered throughout the incident for operational purposes. Some of this information might include:
  - a. Countermeasures completed by the Naval Facility.
  - b. Amount of cleanup and containment equipment on scene.
  - c. Determine amount of additional equipment needed and where it will be obtained.
  - d. Decide how commercial resources will be funded.
  - e. Prioritize environmentally sensitive areas for protective measures.
  - f. Continue to collect weather information.
3. The information would come from the Naval Facility and the tankerman on board the barge for details of the spill and on scene weather. The weather service would provide information on predicted forecasts for the area.
4. Problems that could be encountered include:
  - a. Miscommunication.
  - b. Spill size is not accurate due to inability to measure amount of oil spilled from the pipeline.
  - c. Inaccurate weather information.

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- d. Interruption of shipping, commercial fisheries, and possible interruption of recreational boating.
  - e. Health considerations.
  - f. Private sector access to the Naval facility.
  - g. Unable to locate additional resources and contractors for equipment because of the holiday.
5. Due to the large area impacted (Patuxent River, Solomon's Island, mid Chesapeake Bay, Taylor's Island, Calvert Cliffs and the Bloodsworth Archipelago, consultations for cleanup operations should include all local agencies, the U.S. Fish and Wildlife Service. Technical expertise should be obtained from the Atlantic Area Strike Team.
  6. Methods of containment, countermeasures and cleanup.
    - a. Mobilize personnel, vacuum trucks, skimmers, boom, boats, absorbent, temporary storage, light towers, aircraft/surface surveillance, and debris disposal.
    - b. Boom barge/pipeline area.
    - c. Boom projected impact of critical areas (south end of Solomon's Island, Drum Point, Fishing Point).
    - d. Deploy recovery equipment as per surveillance input (according to the weather info given in the scenario, the logical recovery points would be Solomon's Island and Drum Point).
    - e. Establish unified incident command center (concurrently) at the Naval Air Test Center.
    - f. Collect/contain free oil at collection and recovery points.
    - g. Clean shorelines as necessary/appropriate.
    - h. Coordinate disposal.
    - i. Monitor.

### ***9404.2.5 Resources***

1. Equipment - at least 4 vacuum trucks, 4 skimmers, 3,000' boom, 8 boats for boom deployment and cleanup, absorbent, temporary storage for recovered liquid product, temporary storage for solid debris disposal, portable light towers stationed at the four working sites (the scene of the spill, Solomon's Island, Drum Point and Fishing Point), one aircraft for aerial surveillance and 1 boat for surface surveillance.
2. Personnel - All personnel listed in the Naval Facility Response Plan would be activated. Additional personnel would be recalled and obtained from the commercial sector. Currently there is an 8-person response team on immediate standby at this facility. An additional 25 persons would be necessary for immediate actions. The USCG would initially respond with five personnel and would activate additional personnel if requested by the FOSC. Initial response from the state would be two response teams. (One MDE response team would go to the spill site; the second team would assess areas of possible impact.)

### ***9404.2.6 Resource and Procurement***

1. The Naval Air Test Center will provide all primary response equipment. Additional equipment will be procured through commercial resources (i.e. cleanup contractors) by the Navy.



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2. Due to the time of the spill and the holiday, additional help will be necessary from the Coast Guard. Sector Maryland-NCR would assist with local commercial resources and contact the Fifth Coast Guard District DRAT for additional resources and advice.
3. Response time for all resources:
4. Naval Facility personnel on scene for transfer would take action immediately. Additional response personnel would be available in 1 hour.
5. Sector Maryland-NCR response team 4 hours.
6. Commercial cleanup contractor from Fredericksburg, VA in 1-2 hours.
7. Commercial cleanup contractor from Baltimore area in 5-6 hours.
8. MDE response team 3 hours.
9. Atlantic Strike Team (if needed) 6 hours from activation.

### ***9404.2.7 Potential Shortfalls***

1. Underestimation of weather impact and wind effect rendering response boats, boom deployment and skimmer operations ineffective.
2. Near term shortage of 40-hour response trained personnel.
3. Delays in funding approvals from Naval Command.
4. Minimum response times not met due to Holiday.
5. Not able to locate and identify additional resources.

### ***9404.2.8 Cleanup Time***

1. One week for free product recovery.
2. Four weeks for shoreline/critical areas.
3. Seven weeks for final cleanup.

### ***9404.2.9 Criteria for terminating the cleanup operation***

This will vary for each incident. Consultation between the agencies involved or affected in the specific area is required prior to cleanup termination. Advice should be obtained from the SSC and state environmental agency overseeing the operation. One specific device to measure water cleanliness is the sheen test. However, this is not an all-encompassing tool for measuring the cleanup. Another tool for determining termination is the Shoreline Assessment Manual. After all involved parties have met and thoroughly assessed the area and determined the cleanup to be satisfactory, and then the cleanup operation can be terminated.

**9404.3 Worst Case Oil Discharge**

Worst Case Discharge for Maryland Planning Area (major transportation modes)				
FOSC Sector Maryland – National Capital Region				
Type	Owner/ Operator/ Vessel/ Facility Name	Location	Amount	Product
<b>MTR Facility</b>	Petroleum Fuel & Terminal Company	Baltimore, MD	7,289 bbl	Gasoline, Distillate, Biodiesel, Marine Diesel, Asphalt, Heating Oil, Therminol
<b>Pipeline</b>	Colonial Pipeline	Dorchester, Carroll County, MD	28,260 bbl	Gasoline, Diesel fuel, Fuel oil no. 2
<b>Vessel</b>	Various, Panamax class	Tank Vessels transiting to / from Liquid Transfer Terminal, Baltimore, MD	350,000 bbls	Sodium Hydroxide, Petroleum, Industrial Chemicals

**9404.3.1 Piney Point**

**9404.3.1.1 The Event**

1. The situation is a collision between an inbound tanker carrying No. 6 oil to Piney Point, MD and a towed barge carrying non-hazardous containers headed outbound from Baltimore to Norfolk. The approximate position of the vessels at time of impact is mid-channel, at the confluence of the Potomac River and the Chesapeake Bay, at latitude 38.00N, longitude 076-15W. The impact of the collision caused severe damage to the starboard side of the tank ship and the port rake of the container barge. As No. 6 oil is spilled from the tank ship's ruptured wing tanks, the vessel sheared to port and is impacted by a submerged abandoned buoy sinker that ripped open the entire bottom of the vessel. The rupture caused flooding to the engine room, loss of propulsion and power. The tank ship's after section settled on bottom blocking the Potomac River channel entrance. The barge bow rake rupture caused the barge to rotate and lose containers. A number of containers sink immediately, some floated for various periods of time before sinking and others remained partially afloat causing a general hazard to navigation.
2. Approximately 12 million gallons of No. 6 oil. No. 6 is the most persistent and difficult to clean of the petroleum products seen in this zone. There are 120 containers of non-hazardous cargo sinking or floating in the general area of the collision.

3. Damage to the tanker is so extensive that pollution source cannot be secured. Oil is spilling at a rate of 200,000 gallons per hour.
4. Economic impact would be critical with the Potomac River shut down eliminating vessel access to Washington, DC. There would be a sociological impact from evacuation for health hazards. Recreational and commercial fishing activity would be prohibited. Environmentally sensitive areas affected would include oyster beds, waterfowl, anadromous estuarine fish nurseries, shellfish beds and marsh areas.
5. The time of spill, Monday, 4th of July, 0600, represents a period when marine life is flourishing, working conditions would be difficult, and the water's surface temperature would be near the pour point of No. 6 oil. This last factor would make retrieval from the water difficult since the product could be found in either liquid or congealed forms.
6. The weather at the time of collision is overcast skies, calm winds, and 75-degree air temperature. However, within 12 hours a strong low pressure front approaching from the west will impact the situation bringing intermittent rain and winds gusting to 20 knots. The frontal passage is expected to take 24 hours.
7. Other considerations:
  - a. Gravity - Ruptured cargo tanks would discharge the cargo volume in a very short period of time. Spreading due to gravity would move the oil uniformly from the spill site.
  - b. Currents - The currents would also move the oil on the water. The average maximum ebb and flood currents in this area are 0.2 and 0.4 knots, respectively. This oscillation would cause the spill to lengthen with time and increase the potential for shoreline oiling.
  - c. Winds - Some predictions place wind-driven oil movement at 3 percent of the wind speed. The prevailing wind at this location in July is 9 knots from the SSW.
  - d. Affected shoreline - Given the magnitude of this spill and the potential variations in wind direction and velocity, oiling of Maryland's eastern and western shore is likely. Virginia's shoreline would probably also be impacted.
8. NOAA ran a statistical trajectory for 3 days (July 4-7), based upon a spill of 12,000,000 gallons (285,714 barrels), released at 200,000 gallons per hour and consisting of No. 6 Fuel Oil (Bunker C). Within 24 hours, the model showed oil had impacted the beach north of Point Lookout within 24 hours. Within 48 hours, South Marsh Island and Bloodsworth Island were impacted. With 72 hours, most of the shoreline from the north of Point No Point, up the Potomac River to the east of Point Lookout, as well as the beaches South Marsh and Bloodsworth Islands were heavily impacted.
  - a. Spills of heavy oil (e.g. Bunker C) will persist for weeks or months subsequent to the initial spill event. Persistence coupled with the fact that longshore currents inside the surf zone are not modeled; indicate that the fate of already beached oil cannot be accurately predicted. In a real situation under these conditions, heavy beach impacts could occur when and where the model predicts. But, over the span of several weeks, oil, in the form of tar balls and tar mats, could refloat and transport north or south via longshore currents and impact other sensitive coastal areas. Oil originally deposited on sand beaches could also be buried and mixed with the sand or form tar mats on the bay floor inside the surf zone.
  - b. Trajectory limitations and caveats - Statistical winds were used to generate this model run. Statistical winds are based on wind histograms from the U. S. Navy

Marine Climatic Atlas. Using the histogram data, the model generates random simulations of several hundred to several thousand different individual oil spills, each with its own histogram-based wind history data. The greatest percentage of winds was concentrated in the south, southeast and southwest. The results give an illustration of what areas could possibly be impacted from any oil spill occurring during the month, not what areas will be impacted. Also, statistical winds do not take into account local topographic-induced effects that could significantly later wind patterns.

- c. The tidal current information for this run is based on NOS Tide Tables. The tidal information does not reflect short-term episodic events such as heavy runoff from floods or storm surges. Current perturbations from wind events and local small-scale phenomena, such as eddies from spits or in rivers and local convergence or divergence are not modeled.
- d. For large spills of the type being modeled for these scenarios, secondary sources of oil, such as refloating oil from the shoreline, can be a significant problem. In this model, shorelines were computer coded so that oil would not "stick" but would refloat after each tide cycle. This allows more oil to move with tidal action and provides a more widespread impact. In actuality, wherever the shoreline is impacted, oil would remain mostly beached, though some oil could refloat on high tides and potentially impact other areas.

#### **9404.3.1.2 Initial Actions**

1. Initial notification from master aboard the tank ship to Sector Maryland-NCR. Sector Maryland-NCR will make all other notifications necessary to activate a SONS response including MDE and the Maryland Ports Authority.
2. Sector Maryland-NCR assumes FOSC and opens the Oil Spill Liability Trust Fund (OSTLF) for the response.
3. Initial on-scene investigation indicates a need for removal of injured personnel, salvage, and standby firefighting equipment. It would be necessary to close the Potomac River channel. Northern bound traffic from Hampton Roads to Baltimore would be rerouted at Hampton Roads. Airborne and surface surveillance are necessary to assess area impacted.
4. Activate shipboard evacuation procedures for injured personnel and evaluate shore-side potential for evacuation from product impact causing odor, health and fire hazard concerns. Activate firefighting resources for preventative and standby activities. Integrate vessel response plan and qualified individual into incident command system. Activate NRS and local/National Response Framework (NRF). Sector Maryland-NCR issues an urgent broadcast notice to mariners, closing the Potomac River channel vicinity of the collision. Activate diving search and recovery resources to mitigate sunken and drifting containers.
5. Spill response organizational information.

A major spill and marine casualty incident has occurred in an economically and environmentally sensitive area. The situation also presents potential health hazards to residents of the heavily populated creeks in the area.

Complications include:

1. Lack of information on the precise situational and quantity spilled.
2. It is a holiday with more personnel on leave/vacation than normal.
3. Shifting of shipping movements and inadequate information to allow ship owners to adjust arrivals. Departing vessels unable to depart port.
4. Complex current patterns make spill impact forecasting extremely difficult.
5. Shallow waters limit spill response capability.
  - a. The NRS is activated immediately upon notification from the vessel. Sector Maryland-NCR commanding officer assumes FOSC requesting assistance from the Regional Response Team (RRT), AST, and Fifth District DRAT, NSFCC. The state and local agencies would assist with local and state concerns. Request to activate the SONS organization immediately.
  - b. Immediate activation of a unified command post is necessary to coordinate response operations. Jobs that should be filled immediately are: Operations, Public Affairs, Logistics, Support, and Transportation. Each of these jobs would have their own support staff for response operations.

#### **9404.3.1.3 Strategies**

1. Decisions that must be made include:
  - a. Establish command and control organization.
  - b. Establish location of command post - Patuxent Naval Air Station.
  - c. Prioritize response efforts.
  - d. Determine equipment and resources necessary to mitigate the situation.
  - e. Evaluate actions that have been taken.
  - f. Determine what levels of assistance are needed (i.e. Fifth District DRAT, Atlantic Area Strike Team, etc.).
  - g. Area Strike Team, etc.).
  - h. Prioritize environmentally and economically sensitive areas.
2. The information necessary to make these decisions will be a joint effort with the major roles played by the Responsible Party, COTP Maryland-NCR, MDE, AST, NOAA SSC, and Maryland Ports Authority. Various other agencies, e.g., the U.S. Fish and Wildlife Service which administers several likely-to-be-affected national wildlife refuges, would also be included in the unified decision making process.
3. Problems that may occur include:
  - a. Vessel crew does not speak English and English-speaking officers have not been injured and evacuated.
  - b. Information passed to the Sector Maryland-NCR is not accurate.
  - c. Sector Maryland-NCR weekend duty section is too small to handle spill of this magnitude for initial response and additional personnel are not readily available.
  - d. Immediate notifications are delayed causing a delay in response efforts.
  - e. Communications from numerous sources overwhelm command center phone lines and personnel.
  - f. Frequent changes to the weather forecast.
  - g. Conflicts in command and control center.
4. Information will continue to be gathered and updated throughout the incident for response and operational purposes.

5. This information may include:
  - a. Damage sustained to the tug and barge other than losing containers over the side.
  - b. Countermeasures taken by vessels' crewmembers.
  - c. Where additional equipment and resources can be obtained from outside the COTP Maryland-NCR zone after resources in the area have been activated.
6. Additional information will be obtained from on scene Sector Maryland-NCR investigators and response teams, aerial surveillance and the weather service.
7. The magnitude of this incident would require consultation from all levels of government and agencies affected by the impact of this spill. Teleconferences would be activated through the National Response Center (NRC) to coordinate these response operations and answer all necessary approvals for cleanup efforts.
8. Initial actions would include:
  - a. Issue Safety Zone closing the area surrounding the confluence of the Potomac River and the Chesapeake Bay to all vessel traffic.
  - b. Deploy boom around vessel, if currents permit.
  - c. Prioritize sensitive areas and boom-projected impact of critical areas.
  - d. Deploy salvage and recovery equipment.
  - e. Have divers assess hull damage to tank ship.
  - f. Establish a Unified Command Post at Patuxent Naval Air Station and possibly two or three forward command posts at USCG Station St. Inigoes, USCG Station Crisfield, and the Virginia side of the Potomac River. Forward command post locations would be dictated by shoreline oil impact.
  - g. Consult with command center frequently for updated information and adjust strategies as necessary.

#### **9404.3.1.4 Resources**

1. Equipment - vacuum trucks, skimmers, boom, boats, absorbents, temporary storage, light towers, aircraft and surface surveillance, debris disposal, diving services, salvage services, marine crane services, lightering services, barge services, standby firefighting services, emergency medical services, custom services, vessel and traffic control, local and state government services, wildlife and bird rescue services, scientific support services, housing and personnel support services, Command Centers, Navy salvage services, weather services, shoreside mobilization areas, , chemical countermeasures, in-situ burning equipment, etc.
2. Personnel - all commercial cleanup contractors in the Maryland-NCR area would be activated. Sector Maryland-NCR would work with the Fifth District to activate enough resources and reservists to augment a spill of this magnitude. Auxiliarists would be activated for aerial surveillance. Numerous personnel would be needed to respond to a spill of this size, advice from the DRAT and AST for personnel requirements would be necessary.

#### **9404.3.1.5 Resources and Procurement**

1. Tapping the OPA fund and activating all necessary commercial resources in the area for immediate response will procure primary resources. Responsible parties will be determined at the conclusion of the marine casualty investigation.
2. Additional resources outside the Maryland-NCR area would also be required and assistance obtaining these resources would be sought through the DRAT, AST, NSFCC, NPFC, Navy SUPSALV.
3. Response time for resources:
4. Medical evacuation by CG Station Curtis Bay, 30 minutes.
  - a. Firefighting resources, 6-8 hours.
  - b. Activation for initial Unified Command Post and forward command posts to operational status, 8 hours.
  - c. Sector Maryland-NCR response teams on scene, 3 hours.
  - d. MDE response teams on scene, 2 hours.
  - e. Commercial resources for booming vessel, 5 hours.
  - f. Commercial resources for salvage and repair, 8 hours.
  - g. AST, 6 hours. Additional equipment and personnel 24 hours.
  - h. Fifth District DRAT 6 hours.
  - i. Aerial surveillance from state agency 1 hour.

#### **9404.3.1.6 Potential Shortfalls**

1. No state, federal or contractor resources in immediate area. Two-hour minimum response time from Baltimore. CG Station trailers in area (St. Inigoes and Crisfield) contain minimal amounts of boom.
2. Initial boom deployments inadequate, skimmers not suited for No. 6 oil. Delay in obtaining all resources and equipment due to holiday weekend.
3. Inadequate lodging and mess facilities. Personnel burnout, shortage of personnel for initial response, shortage of necessary equipment for a spill of this magnitude, shortage of 40 hour trained personnel for sustained operations. Limited equipment staging and deployment areas due to environmental sensitivity
4. Prioritizing response would be difficult due to the extreme environmental sensitivity of the area (lose-lose situation).
5. Additional resources would be sought through AST, NSFCC, DRAT, NPFC and Navy SUPSALV.

#### **9404.3.1.7 Cleanup Time**

1. Three weeks for free product recovery.
2. Eight weeks for shoreline/critical area.
3. Twelve weeks for final cleanup.

### **9404.3.1.8 Criteria for Terminating the Cleanup Operation**

This will vary for each incident. Consultation between agencies involved and affected in the specific area will be required prior to cleanup termination. Advice should be obtained from the SONS organizations for this spill and from the members of the RRT. The NPFC would also be consulted for designating the spill source for possible third party claims. After all involved parties have met and thoroughly assessed the area and determined the cleanup to be satisfactory, and then the cleanup operation can be terminated.

### **9404.4 Chemical Scenarios**

Due to the wide diversity of chemicals shipped throughout the Maryland-NCR AOR and the limited numbers of reported chemical incidents, it is not possible to categorize these scenarios as “most probable” or “worst case”. The scenarios were selected to represent a variety of chemical classes and a variety of potential public safety impacts.

#### ***9404.4.1 Scenario 1: Leaking Container of Corrosive Liquid, Dockside***

1. The M/V Karjala, a 1500 Twenty-foot Equivalent Unit (TEU-manner in which containers are classified by size) container vessel, is tied up to the pier at South Locust Point on Friday, May 5 and is loading containers. At 15:45, the crew notices a pool of liquid on a cargo hatch cover next to a recently loaded chemical tank container. The master of the ship has a good general understanding of hazardous materials and some equipment, but decides that he probably does not have a good enough knowledge of U.S. environmental laws to risk patching it himself while in port. He also decides that his young crew, which is a mix of European nationalities, is not yet sufficiently experienced or cohesive to be of much help. He therefore decides to order the cargo deck evacuated and to call the U.S. National Response Center.
2. The master inspects the leaking container with binoculars and sees only a black and white “Corrosive” placard. He sends one of the officers to locate the relevant shipping papers while he is on the telephone to NRC. NRC asks him for the chemical identity, but since he does not yet have the shipping papers at hand, he can only state that it is “Corrosive”. NRC notifies Coast Guard Sector Maryland-NCR, Baltimore City Fire Department, and the Maryland Department of the Environment. The master notifies the Maryland Port Administration by VHF radio. At the time of the incident, the air temperature is 65 °F, with a fresh wind onto the pier at 10-15 knots.
3. At 16:10, a HAZMAT trained Baltimore City Fire Department Engine Company arrives on scene and locates a Port Administration representative. The MPA official has no further information on the incident. The firefighters are not in communication with the vessel. Two Coast Guard personnel, an MST2 and an ENS, arrive on scene 5 minutes later. One is carrying a cell phone, the other a VHF marine radio. At this point, nobody really knows the nature of the spill only that is “Corrosive”.



#### **9404.4.1.1 Tactical Decision Making, Stage I: Information Gathering/Initial Protective Actions**

1. Even at this early stage (30 minutes into the incident), a response cannot proceed safely without further information. The critical need for early information is characteristic of all HAZMAT incidents. Specifically, the responders need to:
  - a. Safely identify the chemical.
  - b. Characterize the risks to responders and the public, and delineate a “hot zone.”
  - c. Establish traffic control
  - d. Establish communications with the ship.
  - e. Following a brief discussion, MPA Police are deployed around the pier to prevent access by uninvolved workers. Objective (3) has thus been addressed, at least for the time being.
2. At this stage, the Incident Commander is the leader of the BCFD engine company. He will lead the reconnaissance, but he does not have any communications with the vessel. The USCG personnel contact Sector Maryland-NCR, which asks the ship to switch to Channel 81. This channel is pre-designated in the Area Contingency Plan for marine environmental operations. Channel 23A, the usual CG/non-CG interface, is not used because the incident is expected to extend for several hours. The OSC has net control over Channel 81. The USCG personnel on scene then establish radio communications with the ship’s master on Channel 81. They inform him that a BCFD team will be conducting reconnaissance before deciding on a course of action. They also ask for any available information on the tank container. The master still does not have much data to provide
3. The Coast Guard and BCFD personnel on scene are aware that some corrosives pose a vapor hazard. The BCFD team determines the wind direction. All personnel then move as far upwind of the container as possible, while keeping it in sight. Since the North American Emergency Response Guidebook does not specify an initial isolation distance for this case, this is the best that can be done. The BCFD team then approaches the vessel, using supplied air. The Coast Guard personnel do not accompany them. The BCFD team leaves a Fire Department radio with the on-scene Coast Guard personnel.
4. The BCFD team leader inspects the tank container from a distance of 50 yards using binoculars. He sees the black and white “Corrosive” placard on all sides. On the side furthest from the ship’s bridge, he also notices an orange placard reading “UN 2672”. Consulting his North American Emergency Response Guidebook, he finds that this is the marking for “ammonia solution, with more than 10% but not more than 35% ammonia.” He calls the Coast Guard personnel on Fire Channel 2 and asks them to try to obtain confirmation from the ship. In the meantime, he pulls an air test kit from his equipment bag. This consists of a set of the Draeger™ tubes most commonly needed by HAZMAT teams, plus a hand operated pump. He quickly determines that ammonia is present at about 20 ppm. Since this is less than the short-term exposure limit of 35 ppm, he decides to go off supplied air. He immediately detects a faint whiff of ammonia, for which the odor threshold is around 17 ppm. The BCFD team withdraws.
5. At 16:50, the Coast Guard personnel obtain confirmation that a cargo of 20% ammonia solution was to be loaded onto the Karjala, and that the pool of liquid on deck is “about

- 10 meters” in diameter. This would account for approximately 15% of the contents of the container.
6. At 16:55, a BCFD Battalion Chief arrives on scene and assumes the roll of Incident Commander. She first assembles all of the personnel on site and determines what is known about the incident, and what remains unknown. Based on the available data, she tasks the BCFD HAZMAT specialists to determine a “hot zone” perimeter where the ammonia concentration will not exceed 35 ppm. BCFD uses the ALOHA computer program to estimate that the ammonia pool is now evaporating no more than 0.5 kilograms of ammonia per second, accounting for the material already lost. ALOHA then predicts a maximum downwind hazard distance of 0.15 miles. The Incident Commander asks the MPA Police to re-deploy to secure a zone 300 yards downwind and 100 yards crosswind, to be enlarged if ammonia odors are present.
  7. The Incident Commander declares a Limited Emergency, confined to the vicinity of the pier. The downwind hazard distance lies entirely within Maryland Port Administration property. Each organization’s representatives inform their headquarters of the declaration.

#### **9404.4.1.2 Tactical Decision Making, Stage II: Response**

The initial goals have been met; the leak has been characterized, communications have been established, and personnel have been protected. The Incident Commander must now decide how to move the incident to a successful closure.

1. The Incident Commander decides to patch the leaking container and remove it from the ship. The Maryland Port Administration representative goes to make the necessary telephone calls to obtain a union crane operator who can move the container once it is patched. He anticipates that this will take at least an hour.
2. The Incident Commander directs the formation of an entry team and a backup team. Since ammonia vapors burn the skin in high concentrations, these BCFD personnel will wear OSHA Level A protective gear. A decontamination line is established. The crew staffing the gross wash section will wear Level B gear; the remaining decontamination workers will wear Level D. Reference to manufacturer’s literature shows that Tyvek™ and Saranex™ are useless against ammonia, so the Level B and C workers dress out in Barricade™ overalls. The Level A suits are protective against ammonia.
3. The Coast Guard’s Chemical Hazards Response Information System states that spills of ammonia solution should be “dispersed and flushed”. However, the flushed material cannot go overboard, as ammonia is a marine pollutant. The Incident Commander, after consulting with MDE and the Coast Guard, decides that the spill should be diked with absorbent “socks” while the leak is being plugged, then pumped off the ship. The leak is too large (640 gallons) to rely upon absorption in its entirety. Since a vacuum truck cannot be obtained in any reasonable time, the ammonia solution will be diluted to reduce its vapor hazard and pumped into an empty holding tank on board the ship. The ship will have to contract for later removal of the waste. The entry team will consist of four members, two dedicated to plugging the leak, and two dedicated to containment and pumping. The ship’s master is informed of the plan and agrees to it.

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The Incident Commander begins to make arrangements for emergency lighting at the pier, as it appears that the response may extend past sunset.

At 17:50, the entry team boards the ship and plugs the leak. A pump is set up and connected to a line provided by the ship. A BCFD engine company provides the dilution water. The order of laying out and connecting lines is carefully coordinated to minimize the risk to unprotected workers. The entry team is replaced at 18:25, as they are running low on air.

The pumping operation is completed at 19:00. Remaining puddles are absorbed and the absorbent socks packed in a drum. A crane removes the plugged container and places it on a trailer. The trailer is driven to a corner of the port facilities, well removed from the perimeter fence and from normal daily movements. The tractor unit is detached. The area surrounding the trailer is quarantined. This concludes the emergency response portion of the incident.

***9404.4.2 Scenario 2: Drums of Calcium Carbide Damaged by Handling Situation***

1. During routine ship unloading operations, a novice crane operator failed to properly place a container in a stack on the pier. The misplaced container fell, smashing one corner on the ground. No one was injured in the incident. The container was recovered and removed from the pier for later inspection of damage.
2. The container included a mixed load of dangerous goods packed in outer packaging of the drum type. Each drum contained multiple inner packaging, and therefore meets the definition of “Dangerous Goods in Limited Quantities” in the IMDG Code. As a result, the container does not carry any DOT class specific placards. Some of the inner packaging was glass.
3. At 10:05 the following morning, the damaged container was opened for inspection of internal damage in the presence of the shipper’s representative, a Maryland Port Administration official, and a Coast Guard petty officer. Upon entering the container, the team noticed several drums marked with blue Class 4.3 Dangerous When Wet labels, together with an orange panel bearing the numbers “UN 1402”. Three of these had been crushed by other drums, and had then fallen on their sides as the container was recovered. They were surrounded by shards of broken glass and a gray powder or paste. A faint, slightly disagreeable odor was evident. One member of the inspection team knelt to inspect the damage directly, causing his hands and knees to become coated with the gray material. After a few minutes he noticed a burning sensation in his fingers, at the junction between the fingernails and the surrounding tissue. The entire team withdrew hastily and the container was resealed at 10:35.

**9404.4.2.1 Tactical Decision Making, Stage I: Information Gathering/Initial Protective Actions**

1. The Maryland Port Administration official informed his immediate supervisor of the situation by radio at 10:37, and the group began moving toward the nearest eyewash shower.
2. The supervisor consulted the North American Emergency Response Guidebook and determined that the spilt material was calcium carbide. After consulting the appropriate guide page, he instructed his subordinate to have all contaminated members of the group remove and segregate their outer clothing, wipe the powder from exposed skin, then flush with water.
3. At the eyewash station, MPA staff laid out a plastic groundsheet and handed out spare overalls, over-boots, and clean rags. The most contaminated team member stepped onto the plastic sheet, wiped his hands using the rags, then placed the rags in a plastic bucket. He then removed his boots and trousers, stepped off the sheet, and donned clean coveralls and boots. The other two members of the inspection group were contaminated only on their boots, which they exchanged. The first member activated the eyewash station and began rinsing his arms.
4. The Coast Guard representative notified USCG Sector Maryland-NCR of the incident. Sector Maryland-NCR personnel consulted the Area Contingency Plan and determined that

calcium carbide generates acetylene and calcium hydroxide when reacted with water. This information was passed on to the field team.

5. Following decontamination, the inspection group drove to the nearest urgent medical care clinic, per instructions from the MPA supervisor. None had sustained serious injury and all were quickly cleared to return to work.
6. Sector Maryland-NCR personnel determined, after consulting with the shipper's home office that the total quantity of carbide per drum was 30 lbs and the maximum amount of acetylene that could be generated was 31 lbs. An explosion of this quantity of acetylene would not produce blast damage beyond 200 ft, though missiles might be a concern. This information was shared with MPA.

#### **9404.4.2.2 Tactical Decision Making, Stage II: Response**

1. The available information indicated that the container posed no danger to the public or to workers not in the immediate area. No emergency was declared.
2. The MPA supervisor determined that the container should be moved to a well-ventilated warehouse with limited traffic. The container door was chained, but reopened slightly to prevent buildup of flammable gases. The container was ringed with yellow "Do Not Cross" tape and Fire Hazard - No Naked Flame signs.
3. Arrangements were made with a commercial hazardous materials response contractor to place the spilt material and broken drums in over-packs and ship them for offsite disposal.

#### ***9404.4.3 Scenario 3: Trichloroethane drums overboard, Back Creek (near C&D Canal) Situation***

On the morning of Tuesday, September 14, the M/V Atlantic Rose is passing through the Chesapeake and Delaware Canal en route to Baltimore. The dredged channel is 35 feet deep; the surrounding waters are approximately 3 feet deep. She is carrying a mix of containers and palletized cargo. The Atlantic Rose is an older, foreign flag vessel, mainly engaged in inter-American trade, and not maintained in the best of condition. At 11:23, shortly after she has exited the canal, she loses steering and fails to make a required turn to port. Instead, she slams into the side of the channel. The force of the impact causes five pallets of cargo to smash against each other, and then fall overboard. Among these pallets are ten drums of Trichloroethane, an industrial solvent.

The hull of the Atlantic Rose is damaged by the incident, but she is not taking on water. Two crewmen sustained minor injuries. The Canal has been temporarily closed to traffic, as the Atlantic Rose is blocking the channel. The water temperature is 58 °F, the air temperature is 72 °F.

#### **9404.4.3.1 Tactical Decision Making, Stage I: Information Gathering / Initial Protective Actions**

1. Because a hazardous cargo has fallen overboard, USCG Sector Maryland-NCR personnel complete an Oil and Hazardous Substances Incident Call-In Sheet. The following physical properties data is obtained from the CHRIS manuals and other sources for Trichloroethane:

Melting point:	-38 °F
Boiling point:	165 °F
Specific gravity:	1.31
UN category:	Class 6.1 (Poison), Packing
Vapor pressure:	81 mmHg at 58 °F
Surface tension:	0.0254 N/m,
Interfacial tension:	0.045 N/m (with water)
Solubility:	4400 mg/L at 68 °F
Molecular weight:	133.4
Viscosity:	0.903 mN.s.m <sup>-2</sup> at 59 °F
Diffusivity:	2.17 x 10 <sup>-9</sup> m <sup>2</sup> .s <sup>-1</sup>

2. As the Specific Gravity (1.3) is greater than that of water (1), the spilled Trichloroethane will sink and should not pose an inhalation or dermal contact hazard. An assessment is conducted using CHESPILL to determine the hazard posed to water intakes, and the fate of the material on the bottom. CHESPILL is intended for use in rivers and uses the river width, depth, and flow as parameters. The canal is 400 feet wide and 35 feet deep. The average tidal current can be estimated from the NOAA tidal current tables as 1.28 knots.
3. Based on the CHESPILL output, the maximum concentration of Trichloroethane in the water column is 4,500 parts per billion, declining to 9 parts per billion within 1 hour and to 4.2 parts per billion within 24 hours. EPA's Handbook of RCRA Ground-Water Monitoring Constituents lists the maximum permissible amount of Trichloroethane in drinking water as 200 parts per billion, based on continuous consumption. Therefore, the threat to public drinking water supplies after the first hour will be non-existent.
4. About half of the material originally spilled is initially retained on the canal bottom, and is then slowly broken up by shear stress and removed. Some portion of the Trichloroethane will be absorbed to the mud on the canal bottom and will not be removed even after several days. This will pose a significant remediation problem. State and Federal environmental agencies will be involved in supervising the remediation effort. However, the incident has passed the emergency response phase and the Coast Guard will transfer FOSC responsibilities to the EPA for long-term remediation oversight.

## **9500 Memoranda of Understanding and Agreements (MOUs / MOAs)**

### **9501 MOUs Between USCG and EPA**

#### **9501.1 MOU: Environmental Protection Agency - U.S. Coast Guard (Signed 4 January 1982)**

This MOU between the U.S. Coast Guard and the Environmental Protection Agency is a Letter of Agreement to provide pre-consultation and concurrence for the authorization of limited use of dispersants and other chemicals on oil spills by pre-designation USCG On-Scene Coordinators.

#### **9501.2 MOU: Environmental Protection Agency – U.S. Coast Guard (Signed 6 September 1979)**

This MOU between the U.S. Coast Guard and the Environmental Protection Agency states the agreement between the two services that the responsibility for the mitigation of damage to the public health and welfare caused by the discharge of hazardous substances shall be shared.

**9501.3 MOU: Environmental Protection Agency, United States Coast Guard, and National Institute for Occupational Safety and Health Administration (Signed 18 December 1980)**

This MOU between the U.S. Coast Guard, the Environmental Protection Agency and the National Institute for Occupational Safety and Health Administration provides guidance for the protection of workers who investigate and clean up hazardous waste sites and respond to hazardous substance emergencies.

**9501.4 MOU: Environmental Protection Agency – U.S. Coast Guard (Signed 01 January 1982)**

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

**9501.5 MOU: U.S. Coast Guard and Environmental Protection Agency (Signed 09 October 1981)**

The MOU states the agreed upon functions for responses to releases from vessels and facilities. Functions related to immediate removal action concerning releases or threats of releases at facilities other than active or inactive "hazardous waste management facilities".

**9502 MOUs Between USCG and Department of the Interior**

**9502.1 MOU: Department Of Interior - Department of Transportation (Signed 16 August 1971)**

In order to assure the most efficient use of resources under the National Oil and Hazardous Substances Pollution Contingency Plan, the Secretaries of the Department of the Interior and Transportation agree to share responsibilities in reference to Hazardous Substance Release Response.

**9502.2 MOU: U.S. Fish & Wildlife Service – U.S. Coast Guard (Signed 24 July 1979)**

The purpose of this agreement is to specify the conditions and procedures under which the U.S. Fish and Wildlife Service will provide the U.S. Coast Guard Federal On-Scene Coordinators with appropriate technical expertise as well as services in support of the Federal Government's efforts to control and clean up oil and hazardous chemical discharges.

**9502.3 Interagency MOU: Oil Spill Planning and Response Activities Under the National Oil and Hazardous Substances Pollution Contingency (NCP) Plan and the Endangered Species Act (Signed July 2001)**

The inter-agency (USCG, EPA, NOAA, NMFS, FWS, and DOI) agreement provides a general framework for cooperation and participation among all the parties in the exercise of their oil spill planning and response responsibilities with regard to federally listed threatened and endangered species and their supporting habitats.

**9503 MOU: USCG Auxiliary In Support of The Marine Environmental Protection Program (Signed 23 May 1995)**

Through mutual involvement and commitment, a Coast Guard objective has been set to mobilize the Coast Guard Auxiliary in a dynamic "Team Coast Guard" approach, which actively engages Auxiliarists as "Full Partners" in aggressively promoting marine environmental protection and effectively reducing pollution in our nation's waterway.

**9504 MOU: Dir. of Military Support (DOMS) and U.S. Coast Guard (Signed 12 Aug 1996)**

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

**9505 Programmatic Agreement on Protection of Historic Properties during Emergency Response Under the NCP**

This interagency (USCG, EPA, NPS, NOAA, DOE, DOD, USDA, Advisory Council on Historic Preservation, National Conference of State Historic Preservation Officers) agreement executes a uniform nationwide approach pursuant to the National Historic Preservation Act for considering and treating historic properties before and during emergency response. Historic properties means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register, including artifacts, records and remains related to such district, site, building, structure or object.

**9506 State MOU**

MOU: United States and the State Of Maryland on Reimbursement from the National Pollution Funds Center (Signed June 1989)

This MOU specifies the procedures by which the Maryland Department of the Environment, Hazardous and Solid Waste Management Administration can request access to the Oil Spill Liability Trust Fund.



**9507 Local MOU**

MOU: Coast Guard Sector Maryland-NCR (Formerly Sector Baltimore) & Naval Air Station Patuxent River, Maryland for Cooperation in Oil Spill Cleanup Operations

This MOU specifies the relationship between Naval Air Station Patuxent River and Sector Maryland-NCR during an oil spill response. This MOU would cover requests for assistance by Sector Maryland-NCR for non-Navy spills or for training requests by NAS Patuxent River to Sector Maryland-NCR.

**9600 Conversions and Estimating Sheen Size**

**9601 Sheens**

Spill Thickness Conversions

Silvery Sheen	.0000315 Gals/ Sq Yard
First Colors	.0000630 Gals/ Sq Yard
Bright Rainbow	.000126 Gals/ Sq Yard
Dull Colors	.000378 Gals/ Sq Yard
Dark Colors	.001134 Gals/ Sq Yard

Multiply (spill thickness) x (length in yards) x (width in yards)  
 .000126 Gals/ Sq Yards x 300 yards x 200 yards = 7.56 gallons spilled

**9602 Temperature Conversions**

**Table 31 Temperature Conversions**

Temperature							
Celsius		Fahrenheit		Celsius		Fahrenheit	
0	32			110	230		
1	34			115	239		
5	41			120	248		
10	50			125	257		
15	59			130	266		
20	68			135	275		
25	77			140	284		
30	86			145	293		
35	95			150	302		
40	104			155	311		
45	113			160	320		
50	122			165	329		
55	131			170	338		
60	140			175	347		

65	149		180	356
70	158		185	365
75	167		190	374
80	176		195	383
85	185		200	392
90	194		205	401
95	203		210	410
100	212		215	419
105	221			

## 9700 List of Response References

### 9701 Relevant Statute/Regulations/Authorities List

#### 9701.1 The Homeland Security Act of 2002

Pub. Law 107-296, 116 Stat. 2135 (2002) (codified predominantly at 6 U.S.C. §§ 101-557 and in other scattered sections of the U.S.C.), established the Department of Homeland Security with the mandate and legal authority to protect the American people from the continuing threat of terrorism. In the act, Congress assigned DHS the primary missions to:

- Prevent terrorist attacks within the United States;
- Reduce the vulnerability of the United States to terrorism at home;
- Minimize the damage and assist in the recovery from terrorist attacks that occur; and
- Act as the focal point regarding natural and manmade crises and emergency planning.

#### 9701.2 The Robert T. Stafford Disaster Relief and Emergency Assistance Act

93 Pub. L. No. 288, 88 Stat. 143 (1974) (codified as amended at 42 U.S.C. §§ 5121-5206, and scattered sections of 12 U.S.C., 16 U.S.C., 20 U.S.C., 26 U.S.C., 38 U.S.C. (2002)), establishes the programs and processes for the Federal Government to provide disaster and emergency assistance to States, local governments, tribal nations, individuals, and qualified private nonprofit organizations. The provisions of the Stafford Act cover all hazards including natural disasters and terrorist events. Relevant provisions of the Stafford Act include a process for Governors to request Federal disaster and emergency assistance from the President. The President may declare a major disaster or emergency:

If an event is beyond the combined response capabilities of the State and affected local governments; and

If based on the findings of a joint Federal-State-local PDA, the damages are of sufficient severity and magnitude to warrant assistance under the act. (Note: In a particularly fast-moving or clearly devastating disaster, DHS/EPR/FEMA may defer the PDA process until after the declaration.)

If an emergency involves a subject area for which the Federal Government exercises exclusive or preeminent responsibility and authority, the President may unilaterally direct the provision of

emergency assistance under the Stafford Act. The Governor of the affected State will be consulted if practicable.

All authorities under the Stafford Act granted to the Secretary of Homeland Security in the Homeland Security Act have been re-delegated to the Under Secretary of EPR through Delegation No. 9001.

The Stafford Act mandated that the Federal Response Plan be modified to include a Terrorism Incident Annex to outline specifically how the federal government will support state and local governments in response to WMD incident. The US Government also drafted the Interagency Domestic Terrorism Concept of Operations Plan (CONPLAN), which outlines many of the roles federal government agencies play in response to a potential or actual terrorist threat or incident in the United States. Several states have specialized groups or task forces specifically addressing planning and preparedness activities at the state and local levels. State and local emergency response plans are being revised to address acts of terrorism.

### **9701.3 The Public Health Security and Bioterrorism Preparedness & Response Act of 2002**

Pub. L. No. 107-188, 116 Stat. 294 (2002) (codified in scattered sections of 7 U.S.C., 18 U.S.C., 21 U.S.C., 29 U.S.C., 38 U.S.C., 42 U.S.C., and 47 U.S.C. (2002)), is designed to improve the ability of the United States to prevent, prepare for, and respond to bioterrorism and other public health emergencies. Key provisions of the act, 42 U.S.C. § 247d and § 300hh among others, address the development of a national preparedness plan by HHS designed to provide effective assistance to State and local governments in the event of bioterrorism or other public health emergencies; operation of the National Disaster Medical System to mobilize and address public health emergencies; grant programs for the education and training of public health professionals and improving State, local, and hospital preparedness for and response to bioterrorism and other public health emergencies; streamlining and clarifying communicable disease quarantine provisions; enhancing controls on dangerous biological agents and toxins; and protecting the safety and security of food and drug supplies.

### **9701.4 The Defense Production Act of 1950**

64 Stat. 798 (1950) (codified as amended by the Defense Production Act Reauthorization of 2003, Pub. L. 108-195, 117 Stat. 2892 (2003) at 50 U.S.C. app. §§ 2061-2170 (2002)), is the primary authority to ensure the timely availability of resources for national defense and civil emergency preparedness and response. Among other things, the DPA authorizes the President to demand that companies accept and give priority to government contracts that the President “deems necessary or appropriate to promote the national defense.”

The DPA defines “national defense” to include critical infrastructure protection and restoration, as well as activities authorized by the emergency preparedness sections of the Stafford Act. Consequently, DPA authorities are available for activities and measures undertaken in preparation for, during, or following a natural disaster or accidental or man-caused event. The Department of Commerce has re-delegated DPA authority under Executive Order 12919, National Defense

Industrial Resource Preparedness, June 7, 1994, as amended, to the Secretary of Homeland Security to place and, upon application, to authorize State and local governments to place priority-rated contracts in support of Federal, State, and local emergency preparedness activities.

#### **9701.5 The Economy Act**

31 U.S.C. §§ 1535-1536 (2002) authorizes Federal agencies to provide goods or services on a reimbursable basis to other Federal agencies when more specific statutory authority to do so does not exist.

#### **9701.6 The National Emergencies Act**

50 U.S.C. §§ 1601-1651 (2003) establishes procedures for Presidential declaration and termination of national emergencies. The act requires the President to identify the specific provision of law under which he or she will act in dealing with a declared national emergency and contains a sunset provision requiring the President to renew a declaration of national emergency to prevent its automatic expiration. The Presidential declaration of a national emergency under the act is a prerequisite to exercising any special or extraordinary powers authorized by statute for use in the event of national emergency.

#### **9701.7 Comprehensive Environmental Response, Compensation, and Liability Act**

42 U.S.C. §§ 9601-9675 (2002), and the Federal Water Pollution Control Act (Clean Water Act), 33 U.S.C. §§ 1251-1387 (2002), established broad Federal authority to respond to releases or threats of releases of hazardous substances and pollutants or contaminants that may present an imminent and substantial danger to public health or welfare and to discharges of oil. The National Oil and Hazardous Substances Pollution Contingency Plan, 40 CFR Part 300 (2003), was developed to ensure coordinated and integrated response by departments and agencies of the Federal Government to prevent, minimize, or mitigate a threat to public health or welfare posed by discharges of oil and releases of hazardous substances, pollutants, and contaminants.

#### **9701.8 The Communications Act of 1934**

47 U.S.C. §§ 151-615b (2002) provides the authority to grant special temporary authority on an expedited basis to operate radio frequency devices. It would serve as the basis for obtaining a temporary permit to establish a radio station to be run by a Federal agency and broadcast public service announcements during the immediate aftermath of an emergency or major disaster. 47 U.S.C. § 606 (2002) provides the authority for the NCS to engage in emergency response, restoration, and recovery of the telecommunications infrastructure.

#### **9701.9 The Defense against Weapons of Mass Destruction Act**

50 U.S.C. §§ 2301- 2368 (2003) is intended to enhance the capability of the Federal Government to prevent and respond to terrorist incidents involving WMD. Congress has directed that DOD provide certain expert advice to Federal, State, and local agencies with regard to WMD, to include domestic terrorism rapid response teams, training in emergency response to the use or threat of use

of WMD, and a program of testing and improving the response of civil agencies to biological and chemical emergencies.

#### **9701.10 Emergencies Involving Chemical or Biological Weapons.**

Pursuant to 10 U.S.C. § 382 (2002), in response to an emergency involving biological or chemical WMD that is beyond the capabilities of civilian authorities to handle, the Attorney General may request DOD assistance directly. Assistance that may be provided includes identifying, monitoring, containing, disabling, and disposing of the weapon. Direct law enforcement assistance—such as conducting an arrest, searching or seizing evidence of criminal violations, or direct participation in the collection of intelligence for law enforcement purposes—is not authorized unless such assistance is necessary for the immediate protection of human life and civilian law enforcement officials are not capable of taking the action, and the action is otherwise authorized.

#### **9701.11 Emergencies Involving Nuclear Materials**

In emergencies involving nuclear materials, 18 U.S.C. § 831(e)(2002) authorizes the Attorney General to request DOD law enforcement assistance—including the authority to arrest and conduct searches, without violating the Posse Comitatus Act—when both the Attorney General and Secretary of Defense agree that an “emergency situation” exists and the Secretary of Defense determines that the requested assistance will not impede military readiness. An emergency situation is defined as a circumstance that poses a serious threat to the United States in which (1) enforcement of the law would be seriously impaired if the assistance were not provided, and (2) civilian law enforcement personnel are not capable of enforcing the law. In addition, the statute authorizes DOD personnel to engage in “such other activity as is incident to the enforcement of this section, or to the protection of persons or property from conduct that violates this section.”

#### **9701.12 Volunteer Services**

There are statutory exceptions to the general statutory prohibition against accepting voluntary services under 31 U.S.C. § 1342 (2002) that can be used to accept the assistance of volunteer workers. Such services may be accepted in “emergencies involving the safety of human life or the protection of property.” Additionally, provisions of the Stafford Act, 42 U.S.C. §§ 5152(a), 5170a(2) (2002), authorize the President to, with their consent, use the personnel of private disaster relief organizations and to coordinate their activities.

Under the Congressional Charter of 1905, 36 U.S.C. §§ 300101-300111 (2002), the American Red Cross and its chapters is a single national corporation. The Charter mandates that the American Red Cross maintain a system of domestic and international disaster relief. The American Red Cross qualifies as a nonprofit organization under section 501(c)(3) of the Internal Revenue code.

#### **9701.13 The Public Health Service Act**

42 U.S.C. §§ 201 et seq. Among other things, this act provides that the Secretary of HHS may declare a public health emergency under certain circumstances (see 42 U.S.C. § 247d), and that

the Secretary is authorized to develop and take such action as may be necessary to implement a plan under which the personnel, equipment, medical supplies, and other resources of the Department may be effectively used to control epidemics of any disease or condition and to meet other health emergencies and problems. (See 42 U.S.C. § 243.) The Public Health Service Act authorizes the Secretary to declare a public health emergency (42 U.S.C. 247d) and to prepare for and respond to public health emergencies (42 U.S.C. 300hh). The Secretary is further empowered to extend temporary assistance to States or localities to meet health emergencies. During an emergency proclaimed by the President, the President has broad authority to direct the services of the Public Health Service (42 U.S.C. § 217). Under that section, the President is authorized to “utilize the [Public Health] Service to such extent and in such manner as shall in his judgment promote the public interest.” Additionally, under 42 U.S.C. § 264, the Secretary is authorized to make and enforce quarantine regulations “necessary to prevent the introduction, transmission, or spread of communicable diseases” from foreign countries into the States or possessions, or from one State or possession to another. The President through an Executive order must specify the diseases for which a person may be subject to quarantine.

#### **9701.14 The Resource Conservation and Recovery Act of 1976**

42 U.S.C. §§ 6901-6986 (2002), which was passed as an amendment of the Solid Waste Disposal Act of 1965, Pub. L. 89-272, 79 Stat. 997 (1965), gave the EPA the authority to control hazardous waste from “cradle-to-grave.” This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous wastes.

#### **9701.15 The Occupational Safety and Health Act**

29 U.S.C. §§ 651-678 (2002)), among other things, assures safe and healthful working conditions for working men and women by authorizing enforcement of the standards developed under the act; by assisting and encouraging the States in their efforts to assure safe and healthful working conditions; and by providing for research, information, education, and training in the field of occupational safety and health.

#### **9701.16 The Maritime Transportation Security Act**

Pub. L. No. 107-295, 116 Stat. 2064 (2002) (codified at 46 U.S.C. §§ 70102-70117 and scattered sections of the U.S.C.), requires sectors of the **maritime** industry to implement measures designed to protect America’s ports and waterways from a terrorist attack.

#### **9701.17 Flood Control and Coastal Emergencies**

33 U.S.C. § 701n (2002) (commonly referred to as Public Law 84-99), authorizes the USACE an emergency fund for preparation for emergency response to natural disasters, flood fighting and rescue operations, rehabilitation of flood control and hurricane protection structures, temporary restoration of essential public facilities and services, advance protective measures, and provision of emergency supplies of water. The USACE receives funding for such activities under this authority from the Energy and Water Development Appropriation.

### **9701.18 The Oil Pollution Act of 1990**

Pub. L. No. 101-380, 104 Stat. 484 (1990) (codified as amended at 33 U.S.C. §§ 1203, 1223, 1321, 2701-2761 and various other sections of the U.S.C. (2002)), improves the Nation's ability to prevent and respond to oil spills by establishing provisions that expand the Federal Government's ability and provides the money and personnel necessary to respond to oil spills. The act also created the national Oil Spill Liability Trust Fund.

### **9701.19 The Clean Air Act**

42 U.S.C. §§ 7401-7671q (2002) and 40 CFR § 80.73 (2003). The EPA may temporarily permit a refiner, importer, or blender to distribute nonconforming gasoline in appropriate extreme or unusual circumstances (e.g., an Act of God) that could not have been avoided. EPA may seek DOE's advice on fuel supply situations when deciding whether to grant a request to distribute nonconforming gasoline.

### **9701.20 The Federal Power Act**

16 U.S.C. §§ 791a-828c, 824a(c) (2002), 10 CFR § 205.370 (2003). The Secretary of Energy has authority in an emergency to order temporary interconnections of facilities and/or the generation and delivery of electric power.

### **9701.21 Transportation of Hazardous Material**

49 U.S.C. §§ 5101-5127 (2002). Improves the regulatory and enforcement authority of the Secretary of Transportation to provide adequate protection against the risks to life and property inherent in the transportation of hazardous material in commerce.

### **9701.22 The Ports and Waterways Safety Act of 1978**

Pub. L. No. 95-474, 92 Stat. 1471 (1978) (amending Pub. L. No. 92-340 and codified at 33 U.S.C. §§ 1222-1232 and 46 U.S.C. §§ 214, 391a (2002)). The Secretary of Transportation has authority to establish vessel traffic systems for ports, harbors, and other navigable waterways, and to control vessel traffic in areas determined to be hazardous (e.g., due to vessel congestion). In such emergency situations, DOE may be asked to advise the U.S. Coast Guard on "priority" vessel movements to expedite delivery of needed energy supplies.

### **9701.23 The Small Business Act**

15 U.S.C. §§ 631-651e (2002). The mission of the Small Business Administration is to maintain and strengthen the Nation's economy by aiding, counseling, assisting, and protecting the interests of small businesses and by helping families and businesses recover from incidents such as major disasters, emergencies, and catastrophes.

#### **9701.24 The Animal Health Protection Act of 2002**

7 U.S.C. 8310 consolidates all of the animal quarantine and related laws and replaces them with one flexible statutory framework. This act allows APHIS Veterinary Services to act swiftly and decisively to protect U.S. animal health from a foreign pest or disease.

#### **9701.25 28 CFR § 0.85**

This regulation designates the FBI as the agency with primary responsibility for investigating all crimes for which it has primary or concurrent jurisdiction and which involve terrorist activities or acts in preparation of terrorist activities within the statutory jurisdiction of the United States. This would include the collection, coordination, analysis, management, and dissemination of intelligence and criminal information as appropriate.

#### **9701.26 Federal Water Pollution Control Act (FWPCA)**

33 USC 1321

Passed in 1972 and designed to eliminate all water pollution by 1985.

Established the National Contingency Plan (NCP), 40 CFR 300-provided a national action plan for pollution containment, dispersal, and removal.

Created the National Strike Force.

Provisions that made spiller obligated to respond to a spill.

Established Civil and Criminal Penalties.

#### **9701.27 Clean Water Act (CWA)**

46 CFR 31, 35, 112

Amended FWPCA.

Allowed USCG to clean up a spill and recover costs incurred by spiller.

311-K revolving pollution fund with \$35 million ceiling (33 USC 1321, sec.311, paragraph. K).

Pollution Prevention Requirements (PPR) (33 CFR 151. 154-156).

Created National Response Center.

Defined “harmful quantity” and “reportable quantity” (RQ).

#### **9701.28 Refuse Act of 1899**

Applies to trash: tires, refrigerators, trees, cars, etc.

Anything that creates a “Hazard to Navigation.”

Fines of \$500-\$2,500 and imprisonment for 30 days to a year.

Army Corps of Engineers (ACOE) enforce.

The main purpose of the law is to maintain clear navigation channels.

#### **9701.29 Superfund Amendment and Reauthorization Act (SARA)**

Amended CERCLA.

Created \$8.5 Billion Superfund.



Redefined release to include abandonment or discarding barrels, drums, enclosed container, etc.  
Reimbursement of expenses incurred by local govt. by carrying out responses (up to \$27,500 a day).

Redefined response to include enforcement activities.

Extended liability to foreign ships in areas under U.S. control, whether or not such vessels were otherwise subject to U.S. jurisdiction.

### **9701.30 The Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act, enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from “taking” bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export, or import, at any time or any manner, any bald or golden eagle, alive or dead, or any part, nest or egg thereof.

### **9701.31 Magnuson-Stevens Fishery Conservation and Management Act of 1996**

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

The Mid-Atlantic Fishery Council currently lists essential fish habitat within the Chesapeake Bay for summer flounder, windowpane flounder, scup, black sea bass, bluefish, cobia, red drum, red hake, Spanish mackerel, Atlantic mackerel, king mackerel, Atlantic sea herring, Atlantic butterfish.

The consultation process is usually integrated into existing environmental review procedures, such as the Endangered Species Act or Fish and Wildlife Coordination Act. The NMFS provides the federal agency with essential fish habitat recommendations that would avoid, mitigate or offset the adverse impact of a proposed activity on essential fish habitat. The recommendations are advisory in nature, but the federal agency must respond within 30 days from the date the recommendations are received. If the federal agency chooses not to adopt the NMFS recommendations, it must provide an explanation.

### **9701.32 Migratory Bird Treaty Act of 1918**

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

the MBTA, established Federal responsibilities for the protection of nearly all species of birds, their eggs and nests.

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

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

On November 26, 2003, the USFWS established a new category of migratory bird permit, namely, bird rehabilitation (50 CFR Parts 17, 21 and 22). Rehabilitation permits take the place of the old special use permits for rehabilitation by specifically authorizing migratory bird rehabilitation, including rehabilitation of migratory bird species listed as threatened or endangered under the Endangered Species Act. The new permits, applicable to approximately 2500 bird rehabilitators nationwide (veterinarians are exempt), set specific requirements to take, temporarily possess, or transport any migratory bird for rehabilitation purposes. However, any person who finds a sick, injured, or orphaned migratory bird may take possession of the bird without a permit, in order to immediately transport it to a permitted rehabilitator.

Prior to entering the location of an oil or hazardous material spill, a permitted rehabilitator must obtain authorization from the FOSC and a designated representative of the USFWS. All activities within the location of a spill are subject to the authority of the FOSC. The USFWS is responsible for the disposition of all migratory birds, dead or alive, and for overseeing migratory bird rehabilitation by permitted organizations, such as Tri-State Bird Rescue and Research or International Bird Rescue.

Facilities used in migratory bird rehabilitation activities should conform as closely as possible with the facility specifications contained in the USFWS policy Best Practices for Migratory Bird Care During Oil Spill Response. Caging dimensions should follow standards developed by the National Wildlife Rehabilitators Association and the International Wildlife rehabilitation Council (Minimum Standards for Wildlife Rehabilitation, 2000).

### **9701.33 Marine Mammal Protection Act of 1972**

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

harass, hunt, capture or kill any marine mammal. Some marine mammals receive additional protection under the Endangered Species Act.

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

At least seven species of marine mammals have been recorded in the Maryland portion of the Chesapeake Bay and its tributaries, many of which are endangered or protected species. These include: Fin whale, Minke whale, Harbor porpoise, Risso's dolphin, Atlantic white-sided dolphin, Bottlenose dolphin, Harp seal, and West Indian Manatee. Other species are likely to occur in the region. Sources of rehabilitative assistance: The Marine Mammal Stranding Network, Oxford Cooperative Laboratory, Oxford, Maryland, (phone 1-800-628-9944, 24 hrs/day). Dead animals will be collected by the Oxford Laboratory; live animals will be collected by the National Aquarium at Baltimore, Maryland.

### **9701.34 Endangered Species Act of 1973**

The Endangered Species Act (ESA) was enacted to conserve and recover threatened and endangered species and the ecosystems upon which they depend. The Act is administered by the USFWS in the Department of the Interior and the NMFS in the Department of Commerce. Under Section 7 of the ESA, federal agencies must consult with these trustee agencies on actions they take, permit, or fund, which may jeopardize listed endangered species or adversely modify their designated critical habitat. During emergencies, such as disasters, casualties, national defense or security emergencies, and response to oil spills, the ESA allows for emergency consultation during the event, with formal consultation occurring after the event, if necessary.

The Interagency Memorandum of Agreement Regarding Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act (herein after referred to as the MOA), signed by the USCG, EPA, NOAA, DOI, USFWS, and NMFS, aligns the consultation requirements with the pollution response responsibilities outlined in the NCP, 40 CFR 300. The MOA is intended to be used at the Area Committee level primarily to identify and incorporate plans and procedures to protect listed species and designated critical habitat during spill planning and response activities.

A guidebook was developed for the MOA by the signatory agencies to further facilitate cooperation and understanding between the agencies involved in oil spill planning and response. This cooperation is highly successful when it is established before an incident occurs and should continue throughout an incident and the post-incident follow-up and review. By working proactively, to identify the potential effects of spill response activities on species and their habitat, and then developing response plans and countermeasures, impacts to listed species and/or critical habitat can be reduced or avoided completely during an incident. Using the MOA guidebook, the following checklists were developed to assist FOSCs during Pre-Spill Planning, Emergency Response and Post Response activities.

**Table 32 ESA Pre-Spill Planning**

	<p>FOSCs involve the following representatives in obtaining assistance with knowledge of, or access to information on listed species and critical habitat.</p> <p>NOAA’s representative to the Regional Response Team (RRT), the Scientific Support Coordinator (SSC), &amp; NMFS’s Regional Field Office;</p> <p>Department of the Interior’s (DOI) Office of Environmental Policy and Compliance (OEPC), U.S. Fish and Wildlife Service (USFWS) Regional Response Coordinator (RRC), and local USFWS field office(s) in the areas covered in the plan; and,</p> <p>State &amp; local emergency response representatives.</p> <p>FOSCs may also do this by submitting a written request for listed endangered species and critical habitats present in the area covered by their ACP. Include the specific geographical area of concern and a description of the response measures under consideration for that area.</p>
	<p>If listed species and/or critical habitat present, USFWS, NMFS and FOSC jointly complete the Planning Template in Appendix C of the MOA, which constitutes informal consultation. This shall include identification of:</p> <p>The potential for oil spill response activities to adversely affect listed species and critical habitat;</p> <p>Information on sensitive areas; and,</p> <p>Emergency response notification contacts.</p>
	<p>Develop and incorporate into the ACP response methods to minimize identified adverse effects.</p> <p>Jointly with USFWS and NMFS, the FOSC should consider pre-approved response methods as part of the Area Committee planning process.</p> <p>Consider tradeoffs and sensitive area priorities and incorporate in ACP.</p>
	<p>If no potential, adverse effects are identified or if specific sources of potential adverse effects are identified and removed, FOSCs must seek a concurrence letter from USFWS or NMFS for documentation. Once USFWS or NMFS provides a concurrence letter, ESA Section 7(a) (2) requirements will be deemed to have been met.</p>
	<p>If it cannot be determined that adverse effects will not occur, the FOSC must submit an initiation package, including:</p> <p>Written request for formal consultation;</p> <p>Biological Assessment, based on information gathered to complete the Planning Template in Appendix C to the MOA, including descriptions of:</p>

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<p>Proposed action;          Specific area that may be affected by the action;          Listed species or critical habitat that may be affected;          How the action may affect listed species or critical habitat and an analysis of cumulative effects;          Relevant reports; and,          Other relevant information on the action, listed species, or critical habitat.</p>
<p>FOSC should expect to receive a Biological Opinion from USFWS and NMFS within 135 days after receipt of the initiation package.</p> <p>No jeopardy or adverse modification opinion: If the Biological Opinion includes an incidental take statement, the FOSC (with Area Committee) shall decide how to incorporate the required terms and conditions to implement reasonable &amp; prudent measures to reduce incidental takes of listed species or designated habitat.</p> <p>Jeopardy or adverse modification opinion: If opinion includes an alternative to the proposed action, the FOSC (with Area Committee) shall decide whether to incorporate the alternative and advise USFWS and NMFS of the decision.</p>
<p>Incorporate information and correspondence developed from completion of the planning template (MOA) into the ACPs directly or by reference, as appropriate. USFWS, NMFS and the FOSC maintain copies of all documents.</p> <p>The planning work should emphasize the time-sensitive nature of spill response, and recognize the tradeoffs that result from any action or inaction.</p> <p>Provide guidance on early determination of informal versus formal consultation, possibly in matrix form. A matrix for each (coastal) species should provide countermeasures on one axis, and the potential effects on the other (no effect, not likely to adversely affect, may adversely affect), which would guide the amount of required consultation during a spill event.</p> <p>The Environmental Sensitive Protection Strategies section of the ACP should reflect the countermeasures that were developed during consultation.</p>

**Table 33 ESA Emergency Response**

	<p>FOSC notifies appropriate representatives of NOAA, USFWS, State Natural Resource Trustees and/or other agencies and stakeholders once an oil spill has occurred with the potential for impacting environmentally sensitive areas, endangered species and/or critical habitats.</p> <p>Use pre-identified points of contact or “Notification List” from ACP.</p>
	<p>FOSC gathers information about areas impacted, sensitive areas, species and critical habitats:</p> <p>As soon as possible after the spill has occurred, determine data needs and who will be providing or collecting the data.</p> <p>Use or develop data collection forms to facilitate consistent and precise data compilation.</p>
	<p>If listed species or critical habitats are impacted or could be present in the area affected by response activities, initiate emergency consultation by contacting the USFWS and NMFS through agreed-upon procedures.</p>
	<p>Establish ICS. Appoint an Endangered Species expert who will serve in the ICS command structure to help ensure that the necessary information, using terminology understood by USFWS and NMFS, is gathered at the Incident Command Post (ICP) daily.</p> <p>If appropriate, the NOAA SSC and/or the USFWS rep may coordinate endangered species expertise for the FOSC.</p> <p>If there is no USFWS or NMFS representative in the ICS, but they are aware of the situation, the FOSC must ensure that the NOAA SSC and/or DOI are apprised of the situation. Information gathered will be used in the consultation.</p> <p>Note: As necessary, the FOSC can make funding available to USFWS and/or NMFS for costs incurred in providing any agreed upon assistance such as preparing the Biological Assessment for formal consultation. However, the USFWS and/or NMFS are not reimbursed for completing a Biological Opinion.</p>
	<p>Implement ACP for initial response actions.</p>
	<p>Develop Incident Action Plan with strategies based on the specifics of the spill situation. This plan will serve as formal documentation of actions directed to minimize the impacts of response actions.</p>
	<p>Emergency consultation continues until the FOSC determines that the spill response is complete.</p>

Additionally, the RRT3 ESA/EFH Biological Evaluation Guidance and Form can be found below. This guidance should be utilized in the instance of potential biological ramifications from oil or hazardous material discharge or release.

[ESA Section 7 Biological Evaluation Form](#)

**9701.35 National Historic Preservation Act (NHPA)**

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

The Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan (PA) PA, which was signed by the Assistant Commandant for Marine Safety and Environmental Protection on May 13, 1997, provides an alternative to the process in section 106 of the NHPA to ensure appropriate consideration of historic properties within the meaning of the NHPA during emergency response to a discharge or a release under the NCP, 40 CFR 300. The alternative to following the process in the PA, including the pre-spill planning part of the process, is to follow the complete consultation process in section 106 of the NHPA.

The PA states that the FOCS is responsible for ensuring that historic properties are appropriately considered in planning and during emergency response. During pre-spill planning activities, the PA calls for identifying historic properties listed in or determined eligible for listing in the National Register of Historic Properties that might be affected by response to a release or spill and unsurveyed areas where there is a high potential for the presence of historic properties; identifying geographic areas or types of areas where historic properties are unlikely to be affected; identifying parties that are to be notified in the event of a spill in a non-excluded area; developing emergency response strategies to help protect historic properties; and identifying who will be responsible for providing expertise on historic properties to the FOCS's during emergency response (i.e., the FOCS's Historic Properties Specialist). Effective consideration of historic properties during emergency response in the absence of this advance planning is extremely difficult and may not be possible, so to take advantages of the benefits of the PA, FOCSs are to make every effort to conduct this planning effort and incorporate it into the ACP.

During emergency response, FOCSs are responsible for activating the agreed-upon mechanism for addressing historic properties; namely, the FOCS's Historic Properties Specialist. In turn, the FOCS's Historic Properties Specialist will notify and consult with parties identified in pre-incident planning and who are listed in the ACP; will assess potential effects of emergency response strategies on historic properties; and will recommend to the FOCS, response actions to help minimize or eliminate potential impacts to historic properties.

One of the essential key pre-spill planning elements is the identification of who will be responsible for providing reliable and timely expertise on historic properties to the FOCS during emergency

response; i.e., the FOSC's Historic Properties Specialist. The PA provides that historic properties expertise and support may be obtained by the FOSC in any one of several ways:

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

Executing a contract with experts identified in ACPs; or

Hiring historic properties specialists on staff.

The PA specifies the professional qualifications and standards that a Historic Properties Specialist shall satisfy, prior to being utilized as a technical specialist for the Unified Command. It should be noted that only the FOSC and not the Responsible Party, might contract with experts to serve as the FOSC's Historic Properties Specialist. An FOSC may utilize a Pollution Removal Funding Authorization (PRFA) for funding the activation of a Historic Property Specialist during an emergency response. There is no funding available under the Oil Spill Liability Pollution Fund to conduct pre-incident planning.

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

The following appendices are intended to assist the FOSC in satisfying obligations identified in the PA:



## Appendix X

Name of Incident: \_\_\_\_\_

Date/time of incident: \_\_\_\_\_

Spill/release location: land \_\_\_\_\_; water \_\_\_\_\_;  
land/water \_\_\_\_\_

If on land, estimate number of acres contaminated \_\_\_\_\_

Spill/release coordinates: \_\_\_\_\_ latitude; \_\_\_\_\_ longitude.  
If on land, \_\_\_\_\_ township; \_\_\_\_\_ range; \_\_\_\_\_ section

Distance to nearest water body, if on land: \_\_\_\_\_ km/mi

Distance to nearest land, if in water: \_\_\_\_\_ km/mi

Product released: \_\_\_\_\_

Estimated volume of product released: \_\_\_\_\_ gals/bbls

Release status: Stopped \_\_\_\_\_; Continuing \_\_\_\_\_; Unknown \_\_\_\_\_

Is spill/release: Contained \_\_\_\_\_; Spreading \_\_\_\_\_; Unknown \_\_\_\_\_

Estimated volume of product potentially released: \_\_\_\_\_ gals/bbls/other measure

Have Regional Response Strategies been approved for the area affected or potentially-  
affected by the spill/release? Yes \_\_\_\_\_; No \_\_\_\_\_

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

## Appendix 5 Potential Emergency Response Strategies For Historic Properties Protection

### RESPONSE STRATEGY

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

In Situ Burning

Dispersant Use

Protective or diversionary booming

Covering site with Protective Material

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

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

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

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

Provision of Information on Historic Properties Protection to Response Personnel

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

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

## Appendix 6 Documentation of Actions Taken That Resulted In Unavoidable Injury to Historic Properties

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

Name	of	incident:		
<hr/>				
Date/time	of	incident:		
<hr/>				
Location	of	incident:		
<hr/>				
Brief description of response action approved (including the date) by the Federal On-Scene Coordinator (OSC) where protecting public health and safety was in conflict with protecting historic properties:				
Brief description of why protecting public health and safety could not be accomplished while also protecting historic properties:				
Federal	OSC	Name	and	Title:
<hr/>				
Federal	OSC			Signature:
<hr/>				
Date	of	Signature:		
<hr/>				
Faxed to: SHPO (Name and fax number of potentially-affected resource managers/trustees): (Name and fax number of potentially-affected resource managers/trustees): (Name and fax number of potentially-affected resource managers/trustees):				

Maryland Department of Housing and Community Development (410) 514-7662  
Historical and Cultural Programs, Div., Office of Archaeology  
100 Community Place  
Crownsville, MD 21032-2023  
Attn: Dr. Susan Langley

## **9702 Executive Orders**

### **9702.1 Executive Order 12148**

44 Fed. Reg. 43239 (1979), as amended by Exec. Order 13286, 68 Fed. Reg. 10619 (2003) designates DHS as the primary agency for coordination of Federal disaster relief, emergency assistance, and emergency preparedness. The order also delegates the President's relief and assistance functions under the Stafford Act to the Secretary of Homeland Security, with the exception of the declaration of a major disaster or emergency.

### **9702.2 Executive Order 12656**

53 Fed. Reg. 47491 (1988), Assignment of Emergency Preparedness Responsibilities, as amended by Exec. Order 13286, 68 Fed. Reg. 10619 (2003), assigns lead and support responsibilities to each of the Federal agencies for national security emergency preparedness. The amendment designates DHS as the principal agency for coordinating programs and plans among all Federal departments and agencies.

### **9702.3 Executive Order 12580**

52 Fed. Reg. 2923 (1987), Superfund Implementation, as amended by numerous Executive orders, delegates to a number of Federal departments and agencies the authority and responsibility to implement certain provisions of CERCLA. The policy and procedures for implementing these provisions are spelled out in the NCP and are overseen by the NRT.

### **9702.4 Executive Order 12382**

47 Fed. Reg. 40531 (1982), as amended by numerous Executive orders, President's National Security Telecommunications Advisory Committee (NSTAC). This order provides the President with technical information and advice on national security telecommunications policy. Up to 30 members from the telecommunications and information technology industries may hold seats on the NSTAC.

### **9702.5 Executive Order 12472**

49 Fed. Reg. 13471 (1984), Assignment of National Security and Emergency Preparedness Telecommunications Functions, as amended by Exec. Order 13286, 68 Fed. Reg. 10619 (2003). This order consolidated several directives covering NSEP telecommunications into a comprehensive document explaining the assignment of responsibilities to Federal agencies for coordinating the planning and provision of NSEP telecommunications. The fundamental NSEP objective is to ensure that the Federal Government has telecommunications services that will function under all conditions, including emergency situations.

### **9702.6 Executive Order 12742**

56 Fed. Reg. 1079 (1991), National Security Industrial Responsiveness, as amended by Exec. Order 13286, 68 Fed. Reg. 10619 (2003). This order states that the United States must have the capability to rapidly mobilize its resources in the interest of national security. Therefore, to achieve prompt delivery of articles, products, and materials to meet national security requirements, the Government may place orders and require priority performance of these orders.

**9702.7 Executive Order 13284**

68 Fed. Reg. 4075 (2003), Amendment of Executive Orders, and Other Actions, in Connection With the Establishment of the Department of Homeland Security. This order amended previous Executive orders in order to make provisions for the establishment of DHS.

**9702.8 Executive Order 13286**

68 Fed. Reg. 10619 (2003), Amendment of Executive Orders, and Other Actions, in Connection With the Transfer of Certain Functions to the Secretary of Homeland Security. This order reflects the transfer of certain functions to, and other responsibilities vested in, the Secretary of Homeland Security, as well as the transfer of certain agencies and agency components to DHS, and the delegation of appropriate responsibilities to the Secretary of Homeland Security.

**9702.9 Executive Order 12333**

46 Fed. Reg. 59941 (1981), United States Intelligence Activities, designates DOE as part of the Intelligence Community. It further defines counterintelligence as information gathered and activities conducted to protect against espionage, sabotage, or assassinations conducted for or on behalf of foreign powers, organizations or persons, or international terrorist activities. This order specifically excludes personnel, physical, document, or communications security programs from the definition of counterintelligence.

**9702.10 Executive Order 12919**

59 Fed. Reg. 29625 (1994), National Defense Industrial Resources Preparedness, as amended by Exec. Order 13286, 68 Fed. Reg. 10619 (2003). This order delegates authorities and addresses national defense industrial resource policies and programs under the Defense Production Act of 1950, as amended, except for the amendments to Title III of the Act in the Energy Security Act of 1980 and telecommunication authorities under Exec. Order 12472, 49 Fed. Reg. 13471 (1984).

**9702.11 Executive Order 12777**

56 Fed. Reg. 54757 (1991), Implementation of Section 311 of the Federal Water Pollution Control Act of October 18, 1972, as amended, and the Oil Pollution Act of 1990, as amended by Exec. Order 13286, 68 Fed. Reg. 10619 (2003). Implemented section 311 of the FWPCA as amended by OPA 90.

**9702.12 Executive Order 13295**

68 Fed. Reg. 17255 (2003), Revised List of Quarantinable Communicable Diseases. Specifies certain communicable diseases for regulations providing for the apprehension, detention, or conditional release of individuals to prevent the introduction, transmission, or spread of suspected communicable diseases.

### **9702.13 Executive Order 12196**

45 Fed. Reg. 12769 (1980), Occupational Safety and Health Programs for Federal Employees. This order sets the OSHA program guidelines for all agencies in the Executive Branch except military personnel and uniquely military equipment, systems, and operations.

## **9703 Presidential Directives**

### **9703.1 Presidential Decision Directive 39**

U.S. Policy on Counterterrorism, June 21, 1995, establishes policy to reduce the Nation's vulnerability to terrorism, deter and respond to terrorism, and strengthen capabilities to detect, prevent, defeat, and manage the consequences of terrorist use of WMD; and assigns agency responsibilities.

### **9703.2 Presidential Decision Directive 62**

Combating Terrorism, May 22, 1998, reinforces the missions of Federal departments and agencies charged with roles in defeating terrorism.

### **9703.3 National Security Presidential Directive 17**

Combating Terrorism, May 22, 1998, reinforces the missions of Federal departments and agencies charged with roles in defeating terrorism.

### **9703.4 National Security Presidential Directive 33**

Combating Terrorism, May 22, 1998, reinforces the missions of Federal departments and agencies charged with roles in defeating terrorism.

### **9703.5 Homeland Security Presidential Directive-3**

Homeland Security Advisory System, Mar. 11, 2002. This directive establishes policy for the creation of a Homeland Security Advisory System, which shall provide a comprehensive and effective means to disseminate information regarding the risk of terrorist acts to Federal, State, and local authorities and to the American people. Such a system would provide warnings in the form of a set of graduated "Threat Conditions" that would increase as the risk of the threat increases. At each Threat Condition, Federal departments and agencies would implement a corresponding set of "Protective Measures" to further reduce vulnerability or increase response capability during a period of heightened alert.

#### **9703.6 Homeland Security Presidential Directive-4**

National Strategy to Combat Weapons of Mass Destruction, Dec. 2002. Sets forth the National Strategy to Combat Weapons of Mass Destruction based on three principal pillars:

1. Counterproliferation to Combat WMD Use;
2. Strengthened Nonproliferation to Combat WMD Proliferation;
3. Consequence Management to Respond to WMD Use.

The three pillars of the U.S. national strategy to combat WMD are seamless elements of a comprehensive approach. Serving to integrate the pillars are four cross-cutting enabling functions that need to be pursued on a priority basis: intelligence collection and analysis on WMD, delivery systems, and related technologies; research and development to improve our ability to address evolving threats; bilateral and multilateral cooperation; and targeted strategies against hostile states and terrorists.

#### **9703.7 Homeland Security Presidential Directive-5**

Management of Domestic Incidents, February 28, 2003, is intended to enhance the ability of the United States to manage domestic incidents by establishing a single, comprehensive national incident management system. In HSPD-5, the President designates the Secretary of Homeland Security as the Principal Federal Official for domestic incident management and empowers the Secretary to coordinate Federal resources used in response to or recovery from terrorist attacks, major disasters, or other emergencies in specific cases. The directive assigns specific responsibilities to the Attorney General, Secretary of Defense, Secretary of State, and the Assistants to the President for Homeland Security and National Security Affairs, and directs the heads of all Federal departments and agencies to provide their “full and prompt cooperation, resources, and support,” as appropriate and consistent with their own responsibilities for protecting national security, to the Secretary of Homeland Security, Attorney General, Secretary of Defense, and Secretary of State in the exercise of leadership responsibilities and missions assigned in HSPD-5. The directive also notes that it does not alter, or impede the ability to carry out, the authorities of Federal departments and agencies to perform their responsibilities under law.

#### **9703.8 Homeland Security Presidential Directive-7**

Critical Infrastructure Identification, Prioritization, and Protection, Dec. 17, 2003. This directive establishes a national policy for Federal departments and agencies to identify and prioritize U.S. critical infrastructure and key resources and to protect them from terrorist attacks.

#### **9703.9 Homeland Security Presidential Directive-8**

National Preparedness, Dec. 17, 2003. This directive establishes policies to strengthen the preparedness of the United States to prevent and respond to threatened or actual domestic terrorist attacks, major disasters, and other emergencies by requiring a national domestic all-hazards preparedness goal, establishing mechanisms for improved delivery of Federal preparedness assistance to State and local governments, and outlining actions to strengthen preparedness capabilities of Federal, State, and local entities.

### **9703.10 Homeland Security Presidential Directive-9**

Defense of United States Agriculture and Food, Jan. 30, 2004. This directive establishes a national policy to defend the agriculture and food system against terrorist attacks, major disasters, and other emergencies.

### **9703.11 Homeland Security Presidential Directive-10**

Biodefense for the 21<sup>st</sup> Century, April 28, 2004. This directive provides a comprehensive framework for the Nation's biodefense and, among other things, delineates the roles and responsibilities of Federal agencies and departments in continuing their important work in this area.

### **9704 National Response Framework**

On November 18, 2004, DHS published the [National Response Framework \(NRF\)](#), which implements the domestic incident management authorities, roles, and responsibilities of the Secretary of Homeland Security as defined in Homeland Security Presidential Directive 5 (HSPD-5) and Homeland Security Presidential Directive 8 (HSPD-8). The National Response Framework (NRF) provides one unified plan for the federal government's response to acts of terrorism, major disasters, and other emergencies.

The National Response Framework supersedes four (04) existing contingency planning documents. These are as follows, the:

Federal Response Plan (FRP);  
Domestic Terrorism Concept of Operations Plan (CONPLAN);  
Federal Radiological Emergency Response Plan (FRERP); and  
Initial National Response Framework (enacted on September 20, 2003)

In addition, the National Response Framework incorporates (05) additional contingency planning documents as supplements to the plan. These are as follows, the:

National aka Hazardous Substances Pollution Contingency Plan (NCP);  
Mass Migration Emergency Plan  
National Search and Rescue Plan  
National Infrastructure Protection Plan  
National Maritime Security Plan

The National Response Framework (NRF) superseded the FRP in November of 2004.

### **9705 Other Plans and Instructions**

#### **9705.1 National Oil and Hazardous Substances Contingency Plan**



The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the structure, relationships, and capabilities of the National Response System as described in the NCP [40 CFR Part 300 subpart B] to support response operations. On November 18, 2004, the NCP was incorporated into the National Response Framework (NRF) as a coordinating or supporting document.

The purpose of the plan is:

- To provide for orderly and effective implementation of response actions to protect the people, natural resources, and property of the coastal zone of Maryland-NCR (this region encompasses the portions of the State of Maryland contiguous to and in close proximity to the Chesapeake Bay, including the Ports of Baltimore, Annapolis, and Salisbury, MD); and the waters of the Potomac River from the District of Columbia to the Chesapeake Bay from the impacts of oil or hazardous substances spills.
- To promote the coordination of and describe the strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from inland and marine sources.
- To be consistent with guidance promulgated through the NCP and the National Response Framework
- To provide guidance to all Facility and Vessel Response Plan reviewers and Plan holders to ensure consistency with the Area Contingency Plan
- To be a guidance manual for responders.

This plan is intended for use as a guideline for response actions to spill incidents and to ensure consistency in response to spills. Federal and state rules require that a Responsible Party (RP), or spiller, must be able to manage spills with a pre-designated response management organization that accommodates a unified command structure in recognition of federal, state, tribal or local jurisdiction. Many member agencies of the Maryland-NCR Area Committee have specific responsibilities during and following weapons of mass destruction (WMDs) or other terrorist act. No one document or plan can serve as a response guide for a WMD/terrorist incident.

Additional response guidance can be found in the Maryland-NCR Area Maritime Security Plans. Please contact Coast Guard Sector Maryland-NCR's Planning Division to obtain a copy of these plans at (410) 576-2519.

### **9705.2 National Incident Management System (NIMS)**

On March 01, 2004, the Department of Homeland Security Secretary, Tom Ridge established the National Incident Management System (NIMS). This system is the first standardized approach for federal, state, and local emergency responders. It mandates that agencies at all levels of government implement this standard to ensure a coordinated, effective, and efficient response.

NIMS establishes standardized incident management processes, protocols, and procedures that all responders -Federal, state, tribal, and local - will use to coordinate and conduct response actions. With responders using the same standardized procedures, they will all share a common focus, and will be able to place full emphasis on incident management when a homeland security incident

occurs -- whether terrorism or natural disaster. In addition, national preparedness and readiness in responding to and recovering from an incident is enhanced since all of the Nation's emergency teams and authorities are using a common language and set of procedures.

Key components of this system are:

**Incident Command System (ICS).** NIMS establishes ICS as a standard incident management organization with five functional areas -- command, operations, planning, logistics, and finance/administration - for management of all major incidents. To ensure further coordination, and during incidents involving multiple jurisdictions or agencies, the principle of unified command has been universally incorporated into NIMS. This unified command not only coordinates the efforts of many jurisdictions, but also provides for and assures joint decisions on objectives, strategies, plans, priorities, and public communications.

**Communications and Information Management.** Standardized communications during an incident are essential and NIMS prescribes interoperable communications systems for both incident and information management.

Responders and managers across all agencies and jurisdictions must have a common operating picture for a more efficient and effective incident response.

**Preparedness.** Preparedness incorporates a range of measures, actions, and processes accomplished before an incident happens. NIMS preparedness measures including planning, training, exercises, qualification and certification, equipment acquisition and certification, and publication management. All of these serve to ensure that pre-incident actions are standardized and consistent with mutually agreed doctrine. NIMS further places emphasis on mitigation activities to enhance preparedness. Mitigation includes public education and outreach, structural modifications to lessen the loss of life or destruction of property, code enforcement in support of zoning rules, land management, and building codes, and flood insurance and property buy-out for frequently flooded areas.

**Joint Information System (JIS).** NIMS organizational measures enhance the public communication effort. The Joint Information System provides the public with timely and accurate incident information and unified public messages. This system employs Joint Information Centers (JIC) and brings incident communicators together during an incident to develop, coordinate, and deliver a unified message. This will ensure that Federal, state, and local levels of government are releasing the same information during an incident.

**NIMS Integration Center (NIC).** To ensure that NIMS remains an accurate and effective management tool, the NIMS NIC was established by the Secretary of Homeland Security to assess proposed changes to NIMS, capture, evaluate lessons learned, and employ best practices. The NIC provides strategic direction and oversight of the NIMS, supporting both routine maintenance and continuous refinement of the system and its components over the long term. The NIC develops and facilitates national standards for NIMS education and training, first responder communications and equipment, typing of resources, qualification and credentialing of incident management and responder personnel, and standardization of equipment maintenance and resources. The NIC uses

the collaborative process of Federal, state, tribal, local, multi-discipline and private authorities to assess prospective changes and assure continuity and accuracy.

### **9705.3 National Mutual-Aid and Resource Management Initiative**

The National Mutual Aid and Resource Management System is a new initiative undertaken by FEMA within the U.S. Department of Homeland Security in support of the National Incident Management System (NIMS) that will allow for an efficient and effective response to all hazards, including terrorist attacks.

This system will enhance emergency readiness and response at all levels of government through a comprehensive and integrated system that will allow a jurisdiction to augment needed resources to respond. The system will allow emergency management personnel to identify, locate, request, order and track outside resources quickly and effectively as well as obtain information on specific resource capabilities, location, cost, and support requirements.

The key concepts of the National Mutual Aid and Resource Management System include:

- The use of pre-incident agreements (including mutual aid, EMAC, and others) by donor and requesting jurisdictions.
- Protocols for documenting and inventorying disaster response resources in terms of categories, kinds, components, metrics and typing definitions.
- A national deployable inventory/catalog of pre-identified credentialed, categorized and capability-typed resources. Federal, state, tribal or local authorities, non-government, and/or private sector entities participating disaster response operations would enter those voluntarily.
- An Automated Resource Management System (ARMS) to access and search the inventory/catalog to locate, request, order, and track resources requested by incident management personnel in need of assistance.

This initiative fosters a process for typing and inventorying resources on the federal, state and local levels. Federal, state and local officials are currently participating in the initiative and officials consult a variety of key emergency management organizations and associations throughout the process.

FEMA has developed a national Mutual Aid Glossary of Terms and Definitions as well as Resource Typing definitions for each resource listed in the inventory/catalog of resources to identify resource capability levels.

Signatory federal agencies developed a National Search and Rescue Plan for coordinating civil search and rescue (SAR) services to meet domestic needs and international commitments. This plan was last revised in 2000.

#### **9705.4 National Infrastructure Protection Plan**

Provides a consistent, unifying structure for integrating critical infrastructure protection (CIP) efforts into a national program, the Department of Homeland Security (DHS) is developing the National Infrastructure Protection Plan (NIPP). Development of the NIPP is an ongoing, evolving process that requires the participation of all stakeholders from the private sector, State, local, and tribal entities, as well as the Federal Government. The NIPP outlines how DHS and its stakeholders will develop and implement the national effort to protect infrastructures across all sectors. As these CIP efforts are developed, implemented, and refined, the NIPP will be updated to reflect this progress.

An Interim NIPP was released by the Department of Homeland Security in February of 2005.

#### **9705.5 State of Maryland Agreements (MEMAC)**

In 2002, the Maryland General Assembly established a Maryland Emergency Management Assistance Compact (MEMAC) to provide for mutual assistance in managing an emergency among “jurisdictions” entering into the compact. Partners to this agreement are:

- Allegany County
- Cecil County
- Carroll County
- Calvert County
- Garrett County
- Somerset County

#### **9705.6 National Capital Region Agreements (COG)**

COG is a regional organization of Washington area local governments. COG is composed of 19 local governments surrounding our nation's capital, plus area members of the Maryland and Virginia legislatures, the U.S. Senate, and the U.S. House of Representatives.

COG provides a focus for action and develops sound regional responses to such issues as the environment, affordable housing, economic development, health and family concerns, human services, population growth, public safety, and transportation.

#### **9705.7 SBIMAP**

Baltimore City, which is noted for the large number of industrial chemical sites, has a number of mutual aid partnerships that allow it to respond quickly to hazardous material emergencies. The most prominent of these is the South Baltimore Industrial Mutual Aid Plan (SBIMAP). Under this partnership, Baltimore City and its partners update plans, conduct public awareness campaigns and conduct HAZMAT drills to test their plans. Members of SBIMAP endorse a policy of mutual aid to each other in case of disaster, major emergency or request for assistance by the public sector. The aid may take the form of the loan of supplies, equipment, communications, advice and facilities.

### **9705.8 B-ROC / BMC**

Baltimore Regional Operations Coordination Committee (B-ROC) is a subcommittee of the Baltimore Regional Transportation Board (BRTB). The Committee consists of the transportation and emergency-response agencies in the Baltimore region and is working to identify and undertake projects that enhance multi-agency coordination in traffic incident management operations.

### **9705.9 MCMERG**

The Mid-Chesapeake Marine Emergency Response Group (MCMERG) is a planning and coordination body filling a role similar to that of the marine firefighting subcommittees found within other Area Committees. MCMERG is a clearinghouse for information and provides recommendations for the area contingency plan, including this section of the plan. The Coast Guard participates in this group as an ad hoc member and provides recommendations to the group, as needed.

### **9705.10 SMAG**

The Salisbury Mutual Aid Group consists of a consortium of contingency planners and emergency responders from industry, state, county, and local government that provides mutual aid within Wicomico County and neighboring jurisdictions during emergencies. It was formed in 1997 to equip and train emergency responders to respond to oil and chemical releases along the Wicomico River.

SMAG is presently expanding its focus to include incidents that may impact upon regional or national security. A representative from SMAG currently serves as a member of the Maryland-NCR Area Committee and the Maryland-NCR Area Maritime Security Committee.

## **9706 Other Helpful References**

### **9706.1 National Contingency Plan (NCP) Product List**

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

### **9706.2 Catalog of Crude Oil & Oil Product Properties**

There are numerous resources available to identify the properties and hazards of materials shipped through the Port of Baltimore and other AOR ports. The National Response Team has assembled a list of these.

### **9706.3 Chemical Hazards Response Information System (CHRIS) Manual**

The Chemical Hazards Response Information System (CHRIS) is a database of chemical, physical, toxicological, thermodynamic, and response information for use by responders.

### **9706.4 Incident Management Handbook**

The Coast Guard Incident Management Handbook (IMH) was designed to assist emergency responders (it was originally designed for USCG responders) with the implementation of the National Interagency Incident Management System (NIIMS)-based Incident Command System and Unified Command models during emergencies or when planning events such as OPSAIL, Chesapeake Bay Swim, the Presidential Inauguration, etc.

It was designed to fit neatly into an emergency responder's pocket, so that it was portable, as well as useful. Refer to the IMH on the [Coast Guard Homeport website](#). Select the "Library" tab at the top of the screen and then select "Incident Command System" on the left side of the screen to download current version.

### **9706.5 Finance and Resource Management Field Guide (FFARM)**

The Finance and Resource Management Field Guide is obsolete.

### **9706.6 Selection Guide for Oil Spill Applied Technologies**

The [Selection Guide for Oil Spill Applied Technologies](#) provides a step-by-step process for determining which technologies, products, and strategies might be useful in various oil spill situations.

## **9707 Electronic Information Sources**

### **9707.1 CAMEO**

The CAMEO (Computer-Aided Management of Emergency Operations) program is an integrated set of software modules jointly developed by NOAA and EPA. It's designed to help first responders and emergency planners plan for and quickly respond to chemical accidents. Rapid actions by firefighters, police, and other emergency personnel are often hampered by a lack of accurate information about the substances spilled and the safe actions to be taken to protect responders and the public. CAMEO is intended to be a solution to this problem.

CAMEO is available for both Windows and Macintosh computers. It includes:

- A database of hazardous chemicals.
- MARPLOT, an electronic mapping program.
- ALOHA, a computer model that predicts the movement of chemical gases in the atmosphere.

CAMEO's chemical database contains response recommendations for over 6,000 chemicals. It also contains 80,000 chemical synonyms and identification numbers, which you can quickly search to identify unknown substances during an incident. Once a chemical is identified, CAMEO provides firefighting and spill response recommendations, physical properties, health hazards, and first aid guidance.

You also can use CAMEO to predict potential reactivity between two or more chemicals, if they are mixed together. This is the same functionality that is available in the Chemical Reactivity Worksheet.

## **9707.2 MARPLOT**

MARPLOT is a general-purpose mapping application, jointly developed by NOAA and EPA that runs on both Macintosh computers and in Windows. It is designed to be easy to use and fast, and to consume as little disk and memory space as possible, so that you can create, view, and modify maps quickly and easily. It also allows you to link objects on your computer maps to data in other programs, including CAMEO.

### ***9707.2.1 Maps and Map Data***

Map data for MARPLOT comes from a variety of sources. All of the TIGER/Line data from the Bureau of the Census (roads, water bodies, railroads, parks, and so on) is available in MARPLOT format and can be [downloaded for free](#) from the EPA website. Maps are also available on the [LandView 6](#) and [LandView 5](#) DVD sets, available from the U.S. Census Bureau. The DVDs contain EPA-regulated sites, demographic data, geographic boundaries (states, counties, cities, congressional districts, and so on), Geographic Names Information System (GNIS) Features and selected Federal Lands from the USGS National Atlas.

Other source data, in a number of formats, can be translated easily into MARPLOT files. The MARPLOT files themselves are compact and platform-independent.

## **9707.3 ALOHA**

ALOHA (Areal Locations of Hazardous Atmospheres) is a computer program that uses information you provide it, along with physical property data from its extensive chemical library, to predict how a hazardous gas cloud might disperse in the atmosphere after an accidental chemical release. ALOHA can predict rates of chemical release from broken gas pipes, leaking tanks, and evaporating puddles, and can model the dispersion of both neutrally buoyant and heavier-than-air gases.

ALOHA can display a "footprint" plot of the area downwind of a release where concentrations may exceed user-set threshold levels. It also displays plots of source strength (release rate), concentration, and dose over time. ALOHA accepts weather data transmitted from portable monitoring stations, and can plot footprints on electronic maps displayed in a companion mapping application, MARPLOT, as in the example at right.

ALOHA originated as an in-house tool used by NOAA's emergency responders. It was originally based on a simple model--a continuous point source with a Gaussian plume distribution (Turner, 1970). It has evolved over the years into a tool used for response, planning, training, and academic purposes. It is distributed worldwide to thousands of users in government and industry. Because ALOHA is intended for use during hazardous chemical emergencies, it was designed to meet the following criteria:

Operates on common computers. ALOHA runs quickly on small computers (IBM-compatible or Macintosh) that are easily transportable and affordable for most users. Its algorithms represent a compromise between accuracy and speed; it has been designed to produce good results quickly enough to be of use to responders.

User friendly. ALOHA is designed to be easy to use so that people can use it during high-pressure situations like a chemical incident response.

Reliable. ALOHA's user interface is designed to minimize operator error. The program checks and crosschecks information entered by the user before proceeding to solutions. If a particular input value is unlikely or not physically possible, ALOHA requests a new value.

ALOHA runs on Apple Macintosh computers and in Microsoft Windows (Version 3.0 or later). It requires at least 1 megabyte of random access memory (RAM) and a hard drive.

#### **9707.4 GNOME**

GNOME (the General NOAA Oil Modeling Environment) is a free computer program you can use to:

Predict how wind, currents, and other processes might move and spread oil spilled on the water. Learn how predicted oil trajectories are affected by inexactness ("uncertainty") in current and wind observations and forecasts.

See how spilled oil is predicted to change chemically and physically ("weather") during the time that it remains on the water surface.

The Hazardous Materials Response Division of NOAA OR&R developed GNOME. **Direct all comments or questions** about GNOME to [ORR.GNOME@noaa.gov](mailto:ORR.GNOME@noaa.gov) or visit their website, at: <https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/response-tools/gnome.html>

#### **9707.5 CHRIS**

The Chemical Hazards Response Information System (CHRIS) is designed to provide information needed for decision-making by responsible Coast Guard personnel during emergencies that occur during the water transport of hazardous chemicals.



CHRIS also provides much information that can be used by the Coast Guard in its efforts to achieve better safety procedures and so prevent accidents.

CHRIS consists of a handbook or manual, a hazard assessment computer system (HACS), and technical support personnel located at Coast Guard headquarters.

#### **9707.6 NOAA SPILL TOOLS**

Four calculators/tools provided by the Bureau of Safety and Environmental Enforcement (BSEE) and available from the BSEE website:

- For mechanical recovery: ERSP, the Estimated Recovery System Potential calculator
- For in situ burning: EBSP, the Estimated Burning System Potential calculator
- For surface-applied dispersants: EDSP, the Estimated Dispersant System Potential calculator
- An additional aid for the ERSP Calculator: ReSET, the Recovery System Evaluation Tool

The Response Options Calculator (ROC), which combines the new tools, and assesses how spilled oil will weather over time and the volume of oil that can be recovered, treated, or burned for the response systems selected.

<https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/response-tools/response-system-planning-tools.html>