9000 Appendices

9100 Emergency Notification

Spill Incident Notification:
A substantial spill of oil usually has a responsible party (RP) who is aware that the discharge has occurred (as in the case of a vessel grounding or collision, or a tank or pipeline rupture at a facility, for example). The party responsible for a discharge of oil into U.S. navigable waters is required by federal law (40 CFR Part 302) to immediately report the discharge to the Coast Guard and, if the discharge occurs within California State waters, by State law to report it to the State. Responsible parties meet their requirement under Federal law by reporting the spill to the National Response Center (NRC) or to Coast Guard Sector San Diego. State law requires the report to be made to the California Emergency Management Agency (Cal EMA), formerly the Office of Emergency Services (OES). However, persons other than the RP often make reports of oil spills (usually smaller ones) directly to the local Coast Guard Sector or to the NRC. The charts below demonstrate how the initial notification of an oil spill can be received, and the existing notification protocol among the Federal and State principals.

Agency	**Phone Number**
NRC USCG	800-424-8802
Cal OES	800-852-7550
San Francisco Bay USCG	415-399-3547
LA/LB USCG	310-521-3600
San Diego USCG (24 hrs)	619-278-7033

9110 Initial Assessment Check-Off List

INITIAL INFORMATION: Complete all required sections in the pollution incident folder

Reporting Party
Name:_____

Reporting Party Address:
_____

Reporting Party Phone Number:
_____

Responsible Party Name:
_____

Responsible Party Address:
_____

Responsible Party Phone Number:
_____

What happened?
_____

What material was released?
_____

How much was released?
_____

Where material was released (City, County,
State):_____

Location to nearest street corner or landmark:

_____

When did it happen?

_____

When was it discovered?

_____

How did it happen?

_____

What caused the discharge?

_____

9110.1 Notification Sequence List

The minimum information required to be passed is indicated by an asterisk (*) on the form.

The form designates responsibility and ensures accountability for the notification of other federal and state agencies and non-profit/public interest groups. The intent is to show the chain of responsibility for notifications, rather than a specific notification check off list intended for use by all parties. No attempt has been made to represent the complete notification lists used by state and local government emergency contacts.

Notification Table	
Agency	**Phone Number**
FEDERAL **Coast Guard Sectors are responsible for contacting the following:**	
USCG Pacific Strike Team (24hrs)	415-883-3311
CG PACAREA/D11 OPCEN	510-437-3701 (24 hrs.)
NOAA SSC	510-437-5344
USCG D11 Public Affairs (north)	510-437-3325
PIAT	252-331-6000, CDO: 252-267-3458
USCG Sector/Airsta Humboldt Bay	707-839-6015
USCG Sector San Francisco	415-399-3517/3530
USCG Sector LA/LB	310-521-3600
USCG Sector San Diego	619-278-7033
More Contacts	Section 5610
STATE **California OES**	
Cal OES (24hrs)	800-852-7550
CA DFW/OSPR	916-445-9338
CA EPA, DTSC	800-728-6942
CALTRANS	(916) 654-2852
California Highway Patrol (CHP)	(800) 835-5247
** Other agencies as prescribed by state notification system	County OES County Health Department(s) (or designated local emergency contact) County Fire Department(s) County & City Police Department(s) Harbormaster(s)/Port Authority(s)

** Other agencies and groups as prescribed by county notification system	
** Owners/operators/trustees of property or facilities potentially impacted Harbormaster(s)/Fisherman's Organization(s) Port Authority(s)	
OSPR	
CA Office of Emergency Services	800-852-7550 (24 hr)
CA Dept. of Parks & Recreation	916-653-4272
California Coastal Commission, Oil Spill Program	415-904-5205 (Deputy Director), or 415-693-8375 (24-hour cell phone). If CCC Oil Spill Program cannot be reached, call CCC San Diego District Manager (619-767-2375)
CA State Lands Commission	916-574-1900
Farallones Nat'l Marine Sanctuary	415-561-6622
International Bird Rescue Research Center (IBRRC)	310-514-2573
IBRRC Marine Mammal Center	415-289-7325 (24 hr)
State Interagency Oil Spill Committee (SIOSC)	415-904-5200
U.S. Fish & Wildlife Service (Appropriate field office)	916-414-6708
Wildlife Contacts	
Marine Mammal Center	415-289-7325 (24 hr)
Ocean Conservancy/California Office	800-519-1541
Pacific Marine Mammal Center	949-494-3050
Pacific Wildlife Care Center	805-543-9453
Save Our Shores	831-462-5660 (day)
This table is intended to show possible notifications. It is not a detailed notification checklist.	

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

Refer to Section 5510 of the Region 9 Regional Contingency Plan (RCP).

9210.1 Trustees for National Resources

40CFR300.175 describes in detail the different federal agency roles and responsibilities for oil or chemical spills. Some of these agencies are also Natural Resource Trustees and must be informed immediately if their area of responsibility is threatened or impacted. For example the Department of Interior's (DOI) Regional Environmental Officer (REO), the Department of Agriculture (USDA) through the Forestry Service Regional Response Team (RRT) Representative, and the Department of Commerce (DOC) through the National Oceanic and Atmospheric Administration (NOAA) Regional Response Team Representative, must be involved when the response involves abandoned or grounded vessels that are releasing or threatening to release pollution (i.e., oil, hazardous substances, pollutants, or contaminants) into the environment of lands and waters managed by federal natural resource trustees (which may include other federal agencies not specifically listed within this policy

letter). Their involvement should include notification, consultation, coordination, and response requirements that are strictly outlined within the NCP.

DOI protects, manages, and provides access to natural and cultural resources located on over 507 million acres of land across America and about 2 billion acres in the offshore waters of the Outer Continental Shelf. Resources under DOI jurisdiction include, but are not limited to the national park system, national wildlife refuges, threatened and endangered species, migratory birds, certain marine mammals, fish hatcheries, national monuments, wilderness areas, public lands, and wild and scenic rivers. The DOI natural resource trustee point of contact for emergency preparedness and response is the REO. The DOC RRT Representative represents NOAA trust resource agencies which manage living marine resources and their habitats including threatened and endangered species, marine mammals, Essential Fish Habitat and National Marine Sanctuaries. NOAA also provides scientific support for response and contingency planning in coastal and marine areas. The Forest Service RRT Representative represents those that manage public lands in national forests and grasslands. The Forest Service manages national forests and grasslands that encompass 191 million acres of land for multiple uses and benefits, and for the sustained yield of renewable resources such as water, forage, wildlife, wood, and recreation.

9210.2 United States Coast Guard (USCG)

Through its Protection of Natural Resources goal, the USCG contributes to the national well being by shielding the nation’s ecologically rich and sensitive marine environment.

As part of this effort, the Coast Guard has pioneered the fight against water pollution. Its Research and Development Center developed a technique to "fingerprint" oil to identify the source of a spill. Today, the Coast Guard's National Strike Teams are on-call 24 hours a day to respond to accidents and spills in the marine environment. The service also enforces federal regulations to reduce the dumping of refuse and sewage from vessels of all types. In addition, the Coast Guard is working closely with foreign nations and international agencies to reduce the number of marine accidents (and resulting spills) by establishing and rigorously enforcing improved safety standards for commercial vessels and their crews.

To reach the longer-term goal of virtually eliminating environmental damage to U.S. waterways, the Coast Guard pursues an aggressive three-pronged approach encompassing prevention, enforcement, and response. The service has partnered with the maritime industry to develop new safety standards for commercial vessels and their crews, and enforces those standards through rigorous testing and thorough investigations into marine accidents and spills.

In San Diego, the Incident Management Division (IMD), a component of the Response Department, responds to oil spills and hazardous material releases into the environment. IMD also participates in the Area Committee and is responsible for the maintenance and upkeep of this Plan.

Contact San Diego IMD at:

Sector San Diego
2710 N. Harbor Drive
San Diego, CA 92101

(619) 278-7000 (Directory)
(619) 278-7299 (main gate)
(619) 278-7031 (emergency)
(619) 278-7033 (JHOC)

(619) 571-2621 (Pollution Investigator Duty Phone)
(619) 278-7035 (fax)

For more information on the regulations granting the Coast Guard enforcement and investigative authority for an array of potential violations of Federal laws and further explanation of the service's roles and responsibilities in the event of a response, refer to Section 1000 of this Plan.

9210.21 USCG National Strike Force (NSF)

The NSF provides highly trained, experienced personnel and specialized equipment to Coast Guard and other federal agencies to facilitate preparedness for and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility covers all Coast Guard Districts and Federal Response Regions.

The NSF totals over 200 active duty, civilian, reserve, and auxiliary personnel and includes the National Strike Force Coordination Center (NSFCC); the Atlantic Strike Team; the Gulf Strike Team; the Pacific Strike Team; and the Public Information Assist Team (PIAT).

NSFCC
Front Desk: 252-331-6000
CDO Cell Phone: 252-267-3458
Fax: 252-331-6012

U.S. Coast Guard
National Strike Force Coordination Center
1461 North Road Street
Elizabeth City, NC 27909-324

9210.22 USCG District Response Assist Team (DRAT)

A team was established at each of the nine Coast Guard District offices to ensure the preparedness and integration of all Coast Guard assets for spill response. As a result of their efforts, diverse assets including ships, aircraft, spill response equipment, and the personnel that are the core of the Coast Guard have been through extensive training.

9210.23 Public Information Assist Team (PIAT)

PIAT established at Coast Guard Headquarters in 1978 as one of the special forces mandated in the National Contingency Plan, is an element of the National Strike Force and is currently located at the National Strike Force Coordination Center.

Four highly trained crisis communications professionals provide emergency public information services to Federal On-Scene Coordinators primarily during oil spills and hazardous material releases. The team also provides these services for natural disasters, domestic terrorism events and weapons of mass destruction events.

Team personnel teach risk communications and media relations techniques as well as ICS-based Joint Information Center organization and Public Information Officer operations to response community personnel from the Coast Guard, other federal agencies, state and local agencies, and industry. Additionally, PIAT assists in the scenario development of Coast Guard pollution response exercises and participates as players or evaluators during federal and industry-led exercises.

PIAT
Front Desk: 252-331-6000 ex.3025
OOD Cell Phone: 252-267-4732 or 800-892-7450
Fax: 252-331-6012

U.S. Coast Guard
Public Information Assist Team
National Strike Force Coordination Center
1461 North Road Street
Elizabeth City, NC 27909-3241

9210.24 USCG Reserve

Reserves will be activated for potential response efforts at the discretion of USCG Sector San Diego.

Refer to 33 CFR Part 8 for guidance on the functions, organization, and regulation for the use of the USCG Reserve.

9210.25 USCG Auxiliary

The USCG Auxiliary is the uniformed volunteer component of the USCG. Created by an Act of Congress in 1939, the Auxiliary directly supports the Coast Guard in all missions, except military and law enforcement actions.

Auxiliarists also stand communication watches, assist during mobilization exercises, perform harbor and pollution patrols, provide platforms for unarmed boarding parties and recruit new people for the Service.

For more information on Sector San Diego's Auxiliary component and potential role in a response effort, contact the Auxiliary Sector Coordinator at (619) 278-7180 or visit the Division 1 website.

9210.3 NOAA

9210.31 Scientific Support Coordinator

The NOAA Scientific Support Coordinator (SSC) is one of the special technical advisors within the Incident Command System (ICS), as specified in the National Oil and Hazardous Substances Pollution Contingency Plan (NCP, 40 CFR § 300.145). Though often seated within the Environmental Unit at an Incident Command Post as a technical specialist supporting and liaising with the overall response effort, the NOAA SSC has a primary responsibility to serve the FOSC directly as the lead scientific advisor.

The NOAA SSC can provide expert support in identifying unknown substances, assessing chemical hazards, developing response strategies, mitigating damage, obtaining weather forecasts, and meeting other response needs for releases of both oil and hazardous chemicals. In addition, the NOAA SSC is the local point of contact for all of NOAA's response-related computer modeling capabilities including ADIOS (an oil weathering model), GNOME (a spill trajectory model), CAMEO (a hazardous chemicals database), ALOHA (an air dispersion model), etc. For more information on NOAA's scientific support, download a copy of NOAA's FOSC Guide to NOAA Scientific Support.

The NOAA Scientific Support Coordinator supporting USCG District-11 and EPA Region 9:

Jordan Stout
NOAA SSC
Coast Guard Island, Building 50-8
Alameda, California 94501-5100
Office: (510) 437-5344
24-hour spill hotline: (206) 526-4911

For contact information for other SSCs around the country, visit https://response.restoration.noaa.gov/about/orr-field-staff.html.

If you can't make contact with your SSC within a few minutes, call NOAA's 24-hour spill hotline at (206) 526-4911 and ask for the HazMat Duty Officer (HDO). The HDO will ensure that scientific support is provided and that the appropriate SSC is contacted.

9210.32 Discharge and Release Trajectory Modeling

Trajectory Analysis Planner (TAP) is a software tool from NOAA used to see the probability that any oil spill will reach a specific segment of shoreline. TAP analyzes statistics from potential spill trajectories generated by the NOAA OR&R (Office of Response and Restoration) oil spill trajectory model, GNOME (General NOAA Operational Modeling Environment). This model predicts how an oil spill will spread and move within a local area. A version has been developed for the San Diego Bay area.

GNOME (General NOAA Operational Modeling Environment) is the oil spill trajectory model used by OR&R Emergency Response Division (ERD) responders during an oil spill. ERD trajectory modelers use GNOME in Diagnostic Mode to set up custom scenarios quickly. In Standard Mode, anyone can use GNOME (with a Location File) 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; and
- see how spilled oil is predicted to change chemically and physically ("weather") during the time that it remains on the water surface.

Download and install GNOME onto a computer.

9210.33 Oceanic and Atmospheric Modeling

The National Weather Service (NWS), which is a line office within the National Oceanic and Atmospheric Administration (NOAA), is responsible for providing up-to-date weather information in response to oil spills. NWS can provide such information as wind direction and speed, air and sea temperatures, and direction and height of sea and swell. The NWS can also provide weather forecasts, which are updated daily, and can range anywhere from two to five days. Additionally, if the spill is in, or near a riverine system, the NWS's River Forecast Office can provide river flow rates and predicted flow rates as well. In a spill response, river and weather information will be provided to the Federal On Scene Coordinator by the NWS via the NOAA Scientific Support Coordinator (SSC). An agreement between NOAA's Hazardous Materials Response and Assessment Division, and NWS establishes the SSC as the point of contact in order to streamline the flow of information and to provide specialized weather needs without affecting the normal operating procedures of the forecast office. Furthermore, the agreement provides for a dedicated Meteorologist to assist NOAA in obtaining the most accurate and current information for operational planning and trajectory analysis.

The Southern California Coastal Ocean Observing System (SCCOOS) brings together coastal observations in the Southern California Bight to provide information necessary to address issues in climate change, ecosystem preservation and management, coastal water quality, maritime operations, coastal hazards and national security. As a science-based decision support system, SCCOOS works interactively with local, state and federal agencies, resource managers, industry, policy makers, educators, scientists and the general public to provide data, models and products that advance our understanding of the current and future state of our coastal and global environment.

SCCOOS's ability to perform surface current mapping can be a valuable asset during a response effort. Data collected from high-frequency (HF) radar can be used to infer the speed and direction of ocean surface currents. This data is processed and displayed as surface currents maps in near real-time. This information can be useful in determining the fate and transport of oil from an oil spill, freshwater outflow from a broken sewage line or river source, and can inform swimmers, surfers, and boaters of hazardous conditions in the surf zone and coastal areas.

9210.4 US Navy Supervisor Salvage (SUPSALV)

The Office of the Director of Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV), or OOC as it is known in the Fleet, reports to the Commander, Naval Sea Systems Command. SUPSALV is located in the Washington Navy Yard in Washington, DC. SUPSALV is responsible for all aspects of ocean engineering, including salvage, in-water ship repair, contracting, towing, diving safety, and equipment maintenance and procurement.

Contact Numbers:
(202) 781-1731
(202) 781-3889
(This is an emergency number. You will reach the NAVSEA Duty Officer, who will contact key SUPSALV personnel.)

Corporate Mailing Address:
Attn: (code) (name)
Naval Sea Systems Command
1333 Isaac Hull Avenue S. E. Stop 1070
Washington Navy Yard, D.C. 20376-1070

9210.5 EPA Emergency Response Teams

The Environmental Protection Agency's Environmental Response Team (ERT) specializes in environmental emergency response and Superfund Site remediation. For more information on the team, resources, and tools, visit the ERT website.

9210.6 Agency for Toxic Substance and Diseases (ATSDR)

The Agency for Toxic Substances and Disease Registry (ATSDR), based in Atlanta, Georgia, is a federal public health agency of the U.S. Department of Health and Human Services. ATSDR serves the public by using the best science, taking responsive public health actions, and providing trusted health information to prevent harmful exposures and diseases related to toxic substances.

If you have a question or need information, contact:

CDC-INFO
800-CDC-INFO
800-232-4636
TTY 888-232-6348
24 Hours/Day
E-mail: cdcinfo@cdc.gov

CDC Emergency Response: (770) 488-7100
(For state and local health department assistance)

PLEASE NOTE:
ATSDR cannot respond to questions about individual medical cases, provide second opinions, or make specific recommendations regarding therapy.

9220 State Resources/Agencies

For a list of state resources and agencies, see Section 9250 of this Plan (Federal & State Resources/Agencies) or refer to Section 5500 of the Region 9 RCP for contact information for California State Office of Emergency Services (OES) and California Department of Fish and Wildlife Office of Spill Prevention and Response (OSPR).

9220.1 Government Official Liaisons

For information on local government liaisons, refer to “Government Resources” in Section 9250 of this Plan.

9220.2 Trustees for Natural Resources

See Section 9210.1 of this Plan for information.

9220.3 State Emergency Response Committees (SERC)

Refer to Section 9250 under “State Emergency Response Committees” for contact information.

The Certified Unified Program Agency (CUPA) is a consolidation of six State environmental programs that conducts multi-media inspections on businesses. For more information, call (619) 338-2284 or visit the CUPA website. Refer also to Section 7420 of this Plan.

9220.4 State Environmental Agencies

See Sections 2430 and 9250 (Federal & State Resources/Agencies) of this Plan for more information.

9220.5 State Historic Preservation Office

See Section 9800 of this plan for more information on the State Historic Preservation Office.

9220.6 Law Enforcement Agencies

California Department of Fish and Wildlife (DFW)
(Serving Los Angeles, Orange, San Diego, Santa Barbara and Ventura counties)
4949 Viewridge Ave.
San Diego, CA 92123
(858) 467-4201
(858) 467-2499 (fax)

California Highway Patrol (CHP)
Border Division
330 Farnham St.
San Diego, CA 92123-1216

(Oceanside)
1888 Oceanside Blvd.
Oceanside, CA
(760) 757-1675

(San Diego)
4902 Pacific Hwy.
San Diego, CA
(619) 220-5492

Sector San Diego Intel
2710 N. Harbor Dr
San Diego, CA 92101
(619) 278-7080

9220.7 Hazardous Substances Response Teams

There are several Hazardous Substances Response Teams in the San Diego area, including:

The San Diego County Hazardous Materials Division (HMD), responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans.

The San Diego Fire-Rescue Department Hazardous Materials Incident Response Team (HIRT) is a highly trained group of firefighter who protect lives and property from incidents involving hazardous materials such as chemical explosions and spills. HIRT responds as a five-person team to HAZMAT emergencies for all of San Diego County, 24/365. HAZMAT apparatus and crews are stationed at Fire Station 44.

The San Diego Metropolitan Medical Strike Team (MMST) is a team of local responders who work together to develop and implement response plans for major urban crises and disasters.

For more information on these teams, refer to Section 7200 and 7420 of this Plan. For information on the USCG National Strike Force teams, refer to Section 9210.21 of this Plan.

9230 Local Resources/Agencies

District Response Advisory Team, Commander (Pmr)
Eleventh CG District, Building 50-6, Coast Guard Island
Alameda, CA 94501-5100

9230.1 MSRC - Long Beach/LA/San Diego

Refer to Section 5210.1 of this plan for a listing of available MSRC's Oil Spill Response Vessels (OSRVs), specifications, and equipment in Long Beach/Los Angeles.

9230.2 Trustees for National Resources

Refer to Section 9210.1 of this Plan for more information.

9230.3 Local Emergency Planning Committees

Certified Unified Program Agency (CUPA)
(858) 505-6880
Refer also to Section 7420 of this Plan.

County of San Diego Office of Emergency Services (OES)
5580 Overland Avenue, Suite 100
San Diego, CA 92123-1294
858-565-3490
858-565-3499 (fax)
oes@sdcounty.ca.gov

9230.4 Local Environmental Agencies

Refer to “Environmental Groups” under Section 9250 for contact information on local environmental agencies.

9230.5 Law Enforcement Agencies

San Diego Sheriff’s Department
9621 Ridgehaven Ct.
San Diego, CA 92123
(858) 974-2222 (Emergencies)

Harbor Police Department
3380 N. Harbor Dr.
San Diego, CA 92101
(619) 686-6570

San Diego Police Department
1401 Broadway
San Diego, CA 92101
(619) 531-2000 (non-emergency)
(858) 484-3154 (if in 858-area code)
911 (emergency)

Oceanside Police Department
3855 Mission Drive
Oceanside, CA 92054
(760) 435-4900

9230.6 Port Authority/Harbormaster

The San Diego Unified Port District was established to manage the harbor, operate the international airport at Lindberg Field, and administer the public tidelands surrounding San Diego Bay. The “Port District” encompasses an area that includes the cities of San Diego, National City, Chula Vista, Imperial Beach and Coronado.

The Port District, under the direction of the Board of Port Commissioners, is responsive to the needs of the public and works to provide the facilities and services that will offer the greatest public benefit.

The Port District can be contacted as follows:
The San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101
(619) 686-6200
Website: www.portofsandiego.org

9230.7 Fire Departments

Local fire departments respond to all fires and emergencies within their respective city boundaries. All local fire departments are participants in the Mutual Aid Agreement with the other cities in the San Diego area and will respond when requested. A detailed listing of city fire department jurisdictions can be found in Section 201 of the Burning Ship Contingency Plan.

Refer to Section 8000 of this Plan for information on fire fighting departments and necessary Memorandums of Understanding on San Diego Bay (Harbor Police) and Mission Bay (San Diego Lifeguard Service).

Fire Department Dispatch 911
The San Diego Fire Department (SDFD) and the San Diego County Department of Health Services, Hazardous Materials Management Division (HMMD) Hazardous Materials Response Teams are the two organizations that comprise San Diego's local Special Forces. These two teams have a total workforce of thirty (30) personnel that meet the requirements of the California Specialized Training Institute (CSTI) HazMat Technician and/or Specialist. These two teams can provide services which include establishing and working under the Incident Command System, assisting with coordination of local, state federal, mutual and automatic aid agencies, assisting Incident Commanders and Scene Managers with HazMat incident action planning, safety and medical planning, risk assessment, resources development, mitigation, containment, and control. Additionally, team members will provide product identification, neutralization and clean up of small spills and leaks, public health and safety evaluations, make recommendations regarding evacuations, and perform assessments on the environmental impact during the emergency phase of all chemical emergencies.

These teams can be contacted as follows:

SDFD HazMat Response Team
525 "B" Street, Suite 805
San Diego, CA 92101
Emergency: (619) 238-1212
Admin: (858) 974-9891

Department of Environmental Health HazMat Team (STA 44)
5570 Overland Avenue
San Diego, CA 92123
(858) 505-6657

9230.8 Hazardous Substances Response Teams

San Diego Metropolitan Medical Strike Team (MMST)

Please contact Patrick by e-mail [Patrick.Buttron@sdcounty.ca.gov] or phone: (619) 285-6453. MMST

Determination of local fire Incident Commander and Haz-Mat if the San Diego Metropolitan Medical Strike Team (MMST) should be activated.

Can be activated through the San Diego County EMS Duty Officer by calling the San Diego Sheriff Communications Center at (858) 565-5255

9230.9 Explosive Ordinance Detachments (EOD)

San Diego County Sherriff's Department Bomb Arson Unit
1745 N. Marshall Avenue
El Cajon, CA 92020
(858) 565-5200 (Dispatch)
(619) 956-4980 (Business)

Metro Arson Strike Team
1222 First Avenue, M.S. 120
San Diego, CA 92101
(619) 236-6815

9230.10 Site Safety Personnel/Health Departments

The San Diego County Department of Environmental Health (DEH) is tasked with protecting the environment and enhancing public health by preventing disease, promoting environmental responsibility, and when necessary, enforcing environmental and public health laws.

Main number: (619) 338-2222 or (800) 253-9933

9240 Private Resources

A general listing of Pacific Coast pollution response equipment can be found at the Western Response Resource List (WRRL). This website is provided by the USCG to provide an equipment inventory site with information provided by participating Oil Spill Removal Organizations (OSROs) and other organizations with response equipment.

Refer also to Section 5210.1 for a listing of OSROs and available equipment in the San Diego and Los Angeles/Long Beach areas.

9240.1 Clean-up Companies (BOA & Non-BOA)

A list of available cleanup contractors, companies and agencies, their points of contact in case of mobilization, and estimated response times is found in “Cleanup Contractors/Companies/Agencies” under Section 9250 of this Plan.

9240.2 Media (Television, Radio, Newspaper)

See “Media” in Section 9250 for a listing of television, radio, newspaper, wire services, and other media contact information in the San Diego area.

Government Resources
The District Public Affairs Office is ready to assist an OSC by providing Public Affairs Specialists for media liaison and photo documentation. This office should be contacted early as the primary resource for public affairs assistance.

All public affairs resources will work directly for the OSC. In the event a JIC is established, the spiller should be encouraged to provide a spokesman to the JIC to facilitate “one-stop-shopping” for the media.

9240.3 Fire Fighting/Salvage Companies/Divers

Refer to “Fire Fighting/Salvage Companies/Divers” under Section 9250 for information on various salvage capabilities.

9240.4 Fishing Fleets

Fishing fleets are groups of boats that work together. There are four main landings in the San Diego area that have fleets.

Fisherman’s Landing
2838 Garrison St
San Diego, CA 92106

(619) 221-8500

H & M Landing
2803 Emerson Street
San Diego, CA 92106
(619) 222-1144

Pt. Loma Landing
2838 Garrison St
San Diego, CA 92106
(619) 222-4482

Seaforth Landing
1717 Quivira Rd
San Diego, CA 92109
(619) 224-5447

9240.5 Wildlife Rescue Organizations

The Oiled Wildlife Care Network (OWCN), a California statewide collective of wildlife care providers and regional facilities interested in working with oil-affected wildlife. These facilities are maintained in a constant state of readiness, stocked with emergency equipment and supplies, and staffed by local volunteers specifically trained in the care of oiled wildlife. The OWCN provides annual and online training opportunities for participants to expose personnel to state-of-the-art skills. Participants of the OWCN are recognized as experts in their field.

Oiled Wildlife Care Network (OWCN)
Wildlife Health Center
School of Veterinary Medicine
University of California, Davis
One Shields Avenue
Davis, CA 95616
(530) 752-3854
(877) 823-6926 (Oiled bird reports/spill exercises)
The following are OWCN-member organizations that occur in the San Diego area.

SeaWorld (San Diego)
Sea World will care for various affected wildlife species. Staff will pick up pinnipeds (seals, etc.) and cetaceans (dolphins, whales, etc.). Sea World facilities can accommodate up to 20 marine mammals, depending on tank capacity at the time. Sea World can also accommodate approximately 200 birds at a time. Birds must be dropped off at the security Environmental Coordinator office.

500 SeaWorld Drive
San Diego, CA 92109-7904
(619) 226-3900, Press 5 - Auto/24 hour,
(800) 541-7325

Project Wildlife
Project Wildlife is a non-profit volunteer organization servicing all of San Diego County. Project Wildlife care centers are located throughout the county to provide emergency first aid, long term treatment, and veterinary care if needed. Experienced volunteers offer rehabilitative therapy and

proper rearing of wildlife orphans. Each year Project Wildlife gives a second chance to over 11,000 wild creatures. All types of wild land and sea birds, as well as all wild land mammals, can be helped by Project Wildlife. Staff refer problems involving marine mammals, reptiles, pets, or domestic animals to the proper agency. Project Wildlife volunteers will answer questions about native wildlife and what to do if an individual has found an animal. Phone lines are staffed daily. The Education Department speaks throughout the county to interested groups (schools, scouts, and campground talks, civic groups and street fairs) to heighten awareness of native wildlife and to promote a deeper understanding of human/animal interactions.

Facility address:
887 1/2 Custer St.
San Diego, CA 92110
Mailing address:
P.O. Box 80696
San Diego, CA 92138
Wildlife Hotline: (619) 225-9453 (0830 to 1630)

9240.6 Volunteer Organizations

Refer to Section 4320 for more information.

9240.7 Maritime Associations/Organizations/Cooperatives

Marine Pilots Association
The San Diego Bay Pilots Association, Inc. is made up of four U.S. Coast Guard licensed and San Diego Unified Port District designated harbor pilots. All pilots are regulated by the Port Tariff and by the confines of their respective licenses. All work is shared through a watch rotation and equal compensation system voluntarily agreed by each pilot. For liability reasons, each pilot is an independent contractor and not responsible for any negligence of any other pilot. The office phone number is forwarded to the duty pilot each shift. A back-up/stand-by pilot is always available for potential conflicts in job scheduling. Port Pilots can be contacted as follows:

San Diego Bay Pilots Association, Inc.
627 Switzer Street
San Diego, CA 92101
(619) 233-3096 (Dispatch) or (619) 957-0906 (Pilot Boat Telephone)

Individual Cellular Phones:

Capt. Mark Jennings:	(619) 540-1622
Capt. William Bartsch:	(619) 957-0904
Capt. Lyle Donovan:	(619) 957-0905

No other individual is authorized to perform pilot services in San Diego Bay for vessels subject to Pilotage in the Port of San Diego.

In addition, the San Diego Harbor Safety Committee (HSC) is tasked with developing and implementing a San Diego Harbor Safety plan in accordance with State directives. This plan provides guidance on key navigational issues in order to prevent pollution and to provide safety for valuable regional resources.

Harbor Safety Committee Secretary
(619) 686-6526
dkilcoyne@portofsandiego.org

9240.8 Academic Institutions

Scripps Institution of Oceanography, Marine Biology Research Division
A part of the University of California, San Diego, The Scripps Institution of Oceanography is one of the oldest, largest, and most important centers for marine and earth science research, education, and public service in the world. The Marine Biology Research Division consists of specialist marine research laboratories in the fields of cell and developmental biology, ecology and evolutionary biology, microbiology, and physiology.

Scripps Institution of Oceanography, Integrative Oceanography Division
The Integrative Oceanography Division is a scientific home for researchers pursuing a variety of topics, including pelagic to benthic ecology and shoreline to open ocean dynamics. The research encompasses field work, laboratory experimentation and computer modeling to acquire, integrate, synthesize and understand diverse data sets to elucidate the underlying dynamics of complex, multidimensional ocean system.

9240.9 Laboratories

Refer to Section 9250 of this Plan for a listing of local laboratories, contact information, and available fields of testing in “Laboratories.”

9240.10 Emergency Medical Services

Emergency Medical Services are now coordinated between the City’s first responders and the transporting ambulance crews. Both fire and ambulance crews use the same equipment and work under the same medical guidelines.

Refer to “Medical/Ambulance/EMS Services” in Section 9250 of this Plan for contact information on EMS in the San Diego area.

9250 Stakeholders

Stakeholders	
Organization	**Phone Number**
Oiled Wildlife Care Network (24-hr Hotline)	(877) 823-6926
USCG Sector San Francisco Port Area	(415) 399-3547
USCG Sector Los Angeles/Long Beach Port Area	(310) 521-3600
USCG Sector San Diego Port Area	(619) 278-7057
USCG National Response Center	(800) 424-8802

Airfields	
Civilian	
Brown Field Municipal Airport	(619) 424-0455
Gillespie Field	(619) 956-4800
McClelland Palomar Airport	(760) 431-4646

Montgomery Field Tower	(858) 573-1440
Oceanside Municipal Airport	(760) 901-4260
Military	
Miramar Marine Corps Air Station	(858) 577-4277 / 577-4279

Area Committee Members

Organization	Department/Position/Title	Phone Number
California Coastal Commission, Oil Spill Program	Oil Spill Program	(831) 427-4863 - Oil Spill Program Coordinator (619) 767-2370 - San Diego Local Coastal Program Manager
California Department of Fish and Wildlife	Office of Spill Prevention and Response – San Diego Field Office	(858) 467-4201
California Department of Parks and Recreation	SURCOM Dispatch	(951) 443-2969
California Environmental Protection Agency		(916) 323-2514
California Occupational Safety and Health Administration	San Diego Area Office	(619) 767-2280
California Office of Emergency Services	California State Warning Center	(916) 845-8911
California State Lands Commission	Marine Environmental Protection Chief	(562) 499-6312
City of Chula Vista	Planning Director	(619) 691-5101
City of Coronado	Emergency Preparedness	(619) 522-7374
City of Del Mar Lifeguard		(858) 755-1556
City of Imperial Beach	City Manager	(619) 423-8615
City of National City		(619) 336-4241
City of Oceanside	Development Services Department	(760) 435-3520
City of San Diego	City Information Center	(619) 236-5555
City of San Diego	Environmental Services	(619) 236-6876
City of Solana Beach Marine Safety		(858) 720-4444
County of San Diego	Environmental Health Services	(858) 505-6700
County of San Diego HIRT	Office of Disaster Preparedness	(858) 505-6657
Federal Occupational Safety and Health Administration	Member, Team Leader	(619) 321-6742
National Marine Fisheries Service	Joe Dillon	(562) 980-3238
National Park Service	Member	(619) 557-5450
Regional Water Quality Control Board		(619) 516-1990
San Diego Unified Port	Asst. Environ. Management	(619) 686-6254

District	Coordinator	
U. S. Coast Guard Captain of the Port San Diego	Chair and Federal On Scene Coordinator	(619) 278-7033
U. S. Environmental Protection Agency	E.P. Specialist Region 9	(415) 947-8000 (866) 372-9378
US Navy Region Southwest	Member, Commander, Naval Base San Diego	(619) 556-1011

Berthing

Location/Establishment	Contact Information
MCAS Miramar Bachelor Officer Quarters (BOQ)/Bachelor Enlisted Quarters (BEQ)	CBQ- (858) 577-4233 DSN 267-4233
Naval Base Coronado	BEQ/BOQ - (619) 545-9551 / (619) 545-7545
Naval Station San Diego – Navy Gateway Inn & Suites	BEQ- (619) 556-8672
Naval Submarine Base San Diego	BOQ- (619) 553-9381
USMC Base Camp Pendleton	Billeting- (760) 725-3718
USMC Marine Corps Recruit Depot	BEQ/BOQ- (619) 524-4401

Catering

Name	Services	Location	Phone Number
Bekker's Catering	Can provide breakfast, lunch and dinner to unlimited number of people. Provide notice within 2 days.	7455 Mission Gorge, San Diego, CA 92120	(619) 287-9027
Moody's Lunch Service	Box lunches (sandwiches, pastry or cookies, fruit drinks, coffee, milk and Kool-aid). Serving industry & construction Can handle unlimited number of lunches. Please give as much advance notice as possible.	4637 Market Street, San Diego, CA 92113	(619) 262-0773
Hero Catering	4-5 hr. notice. Up to 500 people. Delivers to San Diego County.	1160 Old Woman Rd, Yucca Valley, CA	(760) 364-1101

Catering/Water			
San Diego City Water Dept	Response time - 1-hour 4 - 500 gallon water trailers will deliver.	Utilities Department San Diego, CA 92108	(619) 515-3525 (24 hrs)
California State National Guard (recruiting office)	Can only be used after local supplies are exhausted	7401 Mesa College Dr., San Diego, CA 92111	(619) 756-1101

Cleanup Contractors/Companies/Agencies			
Company Name	Address	Contact Numbers	Response Time
Advanced Cleanup Technologies, Inc.	20928 Lamberton Ave. Carson, CA 90810	(619) 392-7765	1-2 HRS
NRC Environmental Services/National Response Corp	2950 Kurtz St. F, San Diego, CA 92110	(619) 235-3320	1-2 HRS
NRC Environmental Services/National Response Corp (LA/LB)	Pier D, Berth D47 Long Beach, CA 90802	(562) 432-1304 (24-hr)	4-6 HRS
Marine Spill Response Corporation	1861 Main St., San Diego, CA 92113	(800) 645-7745 (Spill Hotline) (619) 752-2141 (San Diego Office)	1-2 HRS
Marine Spill Response Corporation	3300 E. Spring St. Long Beach, CA 90806	(703)-326-5600 Hotline: (800)-645-7745	12-48 HRS
Naval Station 32nd Street (All Navy Assets)	Waterfront Operations San Diego, CA 92136	(619) 556-8006 (Oil Recovery Team)	1-2 HRS

Equipment Suppliers		
Hawthorne Rent-It Service (Corporate Headquarters)	16945 Camino San Bernardo, San Diego, CA 92127	(858) 674-7000 Call Center 7:00 am – 5 pm FAX: (858) 674-3291
Clairemont Equipment Rentals	4776 Convoy Street San Diego, CA 92117	Phone: (858) 244-9007 Fax: (858) 279-4845 Cell: (619) 778-4765 (24 hr)
Clairemont Equipment Rentals Inc., (Corporate Headquarters)	7651 Ronson Road San Diego, CA 92111-1511	(858) 278-8351
United Rentals	5580 Kearny Villa Rd. San Diego, CA 92123	Phone:(858) 565-7122 Fax: (858) 565-6279

Culturally & Archaeologically Sensitive Areas	
California Department of Parks and Recreation Office of Historical Preservation, Environmental Compliance	(916) 445-7049
California Department of State Parks – Office of Historical Preservation	(916) 445-7000
California State Lands Commission – Environmental Chief	(916) 574-1880
California Native American Heritage Commission	(916) 373-3710
South Coastal Information Center	(619) 594-5682

Environmental Groups	
National Audubon Society (San Diego Chapter)	(858) 273-7800
Project Wildlife	(619) 225-9453
San Diego Coastkeeper	(619) 758-7743
Save Our Shores	(831) 462-5660
Sea World (Animal Care-Environmental Coordinator Office)	(619) 226-3900
Sierra Club (San Diego Chapter)	(858) 569-6005
Surfrider Foundation (San Diego Chapter)	(858) 622-9661

External Incident Communications Vehicles	
Agency	**Phone Number**
San Diego Harbor Police	(619) 686-6272
Chula Vista Police Department	(619) 691-5151
Coronado Police Department	(619) 522-7350
El Cajon Police Department	(619) 579-3311
El Cajon Fire Department #6 (Business Office)	(619) 441-1601
Escondido Police Department	(760) 839-4722
Escondido Fire Department #1	(760) 839-5400
San Diego County Sheriff	(858) 974-2222
San Diego Fire Department	(619) 533-4300
Portable Radios	
San Diego County Sheriff's Services Office Wireless Services	(858) 694-3663
Cellular Telephones	
SPRINT	(888) 639-8356

Federal & State Resources/Agencies	
Agency for Toxic Substance and Diseases (ATSDR)	(415) 947-4316 (800) 232-4636 (information)
Atlantic Strike Team	(609) 724-0008
California Coastal Commission, Oil Spill	(831) 427-4863 – Oil Spill Program Coord.

Program	(619) 767-2370 – San Diego Coastal Program Manager
California Department of Fish and Wildlife - Office of Spill Prevention and Response, San Diego Office	(858) 467-4215
California State Land Commission - Sacramento Office	(916) 574-1800
Carlsbad Fish and Wildlife Service	(760) 431-9440
Environmental Protection Agency (EPA) Superfund/RCRA	(800) 231-3075
EPA Emergency Response Teams	(732) 321-6740
Federal Emergency Management Agency	(800) 621-FEMA (3362)
Gulf Strike Team	(251) 441-6601
California State Lands Commission - Marine Facilities Division – Long Beach	(562) 499-6312
National Oceanic and Atmospheric Administration (NOAA)/National Weather Service	(206) 526-4911 / (301) 713-3074
Bureau of Safety and Environmental Enforcement, Pacific OCS Region, Camarillo, CA	(800) 672-2627
Bureau of Ocean Energy Management, Pacific Region Office, Camarillo, CA	(805) 384-6305
National Strike Force Coordination Center (NSFCC)	(252) 331-6000
Nuclear Regulatory Commission	(301) 415-7000 (HQ) (800) 368-5642
Pacific Strike Team	(415) 883-3311 (main) (415) 559-9908 (24/7)
Public Information Assist Team (PIAT)	(252) 331-6000 x3025
San Diego Border Office	(619) 235-4765
San Diego County Department of Environmental Health	(619) 338-2073
San Diego County Office of Emergency Services (OES)	(858) 565-3490
San Diego County Department of HazMat and HazWaste Complaints/Emergencies	(858) 505-6657
San Diego County Department of Pollution Prevention	(858) 495-5799
U.S. Department of Energy	(202) 586-5000
U.S. Department of Justice	(202) 514-2000
U.S. Department of the Interior	(415) 420-0524
U.S. Navy Supervisor Salvage (SUPSALV)	(202) 781-1731
US Coast Guard, Sector San Diego	(619) 278-7005
USCG National Command Center NationalCommandCenter@uscg.mil	(800) 323-7233 (202) 372-2100
USCG PACAREA/D11 Command Center	(510) 437-3701
USCG Auxiliary	TBD
USCG Auxiliary San Diego	(619) 278-7289
USCG District Response Group (DRG) and District Response Advisory Team	(510) 437-3438

(DRAT)	

Federal Salvage Resources	
Marine Safety Center (MSC) Salvage Team	(202) 327-3985
Telephoning Supervisor of Salvage Operations (24 hr)	(202) 327-3985
U.S. Coast Guard Pacific Strike Team	(415) 883-3311

Fueling/Maintenance Facilities	
Jankovich & Sons	(619) 232-4674

Fueling/Maintenance Facilities/Dock	
Cortez Fuel Dock: (619) 296-2331	Located on Harbor Island at the Cortez Marina, it is capable of handling vessels up to 200' long. The dock has a draft of 12'.
Dana Landing Fuel Dock: (619) 226-2929	Located at Dana Landing in Mission Bay.
Harbor Island West Fuel Dock: (619) 291-6440	Located at the West End of Harbor Island. The dock is 120' long, but is capable of fueling vessels greater than 120' in length. Maximum draft is 11'.
High Seas Fuel Dock: (619) 523-2980	Located on Shelter Island/Commercial Basin
Pearsons Fuel Dock: (619) 222-7084	Located on Shelter Island.
Islandia Sportfishing Dock: (619) 222-1164	Located at Dana Landing in Mission Bay

Fueling/Maintenance Facilities/Fuel Trucks		
Name	**Capacity**	**Address**
Calzona	(9,000 gallon truck)	2351 E. Harbor Drive San Diego, CA 92113
Fogerty Petroleum	(8,800 gallon truck)	946 W. Hawthorne San Diego, CA 92101
LCP Marine	(5,000 gallon truck)	241 W. 35th Street National City, CA 91950
SOCO/Barnacle Oil	(97,500 gallon truck)	P.O. Box 944 El Cajon, CA 92022

Government Resources	
San Diego Office of the Mayor	(619) 236-6330

San Diego City Council	
District 1	Phone: (619) 236-6611 From North County: (858) 484-3808
District 2	Phone: (619) 236-6622
District 3	Phone: (619) 236-6633
District 4	Phone: (619) 236-6644
District 5	Phone: (619) 236-6655
District 6	Phone: (619) 236-6616
District 7	Phone: (619) 236-6677
District 8	Phone: (619) 236-6688
District 9	Phone: (619) 236-6699
San Diego County Board of Supervisors	
District 1	(619) 531-5511
District 2	(619) 531-5522
District 3	(619) 531-5533
District 4	(619) 531-5544
District 5	(619) 531-5555
Other Government Resources	
USCG D11 Public Affairs Officer	(510) 437-3325
Federal Office of Emergency Services (OES)	(800) 621-3362

Hazardous Material Response Teams	
HMMD HazMat Team	(619) 338-2222
NOAA/HMRAD Emergency Line	(206) 526-4911
SDFD HazMat Team	(858) 974-9706

Hotel/Motel Accommodations			
Name	**Address**	**City**	**Phone Number**
Airport Motel 6	2353 Pacific Hwy	San Diego	619-232-8931
Balboa Park Inn	3402 Park Blvd	San Diego	619-298-0823
Bay Club Hotel & Marina	2131 Shelter Island Dr.	San Diego	619-224-8888
Beach Haven Inn	4740 Mission Blvd.	Pacific Beach	858-272-3812
Best Choice Inn			619-476-9555
Best Western	555 West Ash	San Diego	619-233-7500
Best Western	275 Orange Ave.	Coronado	619-437-1666
Best Western	2051 Shelter Isl Dr	San Diego	619-222-0561
Best Western	7830 Fay Ave	La Jolla	858-459-4461
Best Western	5005 N. Harbor Dr	San Diego	619-224-3254
Capri Beach Accommodations	628 Missouri	Pacific Beach	858-483-6000
Catamaran Resort	3999 Mission Blvd	Mission Beach	858-488-1081
Comfort Inn	1955 San Diego Ave	San Diego	619-294-5869
Comfort Inn	719 Ash Street	San Diego	619-232-2525
Coronado Hotel			619-435-3000
Coronado Village			619-435-9318
Courtyard Marriott	2435 Jefferson	San Diego	619-260-8500
Courtyard Marriott	11611 Bernardo Plaza Ct	San Diego	619-613-2000
Courtyard Marriott	717 S. Highway 101	Solana Beach	858-792-8200

Crown City Inn	520 Orange Ave	Coronado	619-435-3116
Days Inn	699 E Street	Chula Vista	619-678-2350
Days Inn	3350 Rosecrans	San Diego	619-224-9800
Double Tree Hotel	7450 Hazard Center Dr.	San Diego	619-297-5466
Doubletree	1646 Front Street	San Diego	619-239-6800
Embassy Suites	4550 La Jolla Village Dr	La Jolla	858-453-0400
Empress Hotel	7766 Fay Ave	La Jolla	858-454-3001
Glorietta Bay Inn	1630 Glorietta Blvd	Coronado	800-283-9383
Grand Colonial			858-454-2181
Hacienda Hotel	4041 Harney Street	San Diego	619-298-4707
Half Moon Inn & Suites	2303 Shelter Island	San Diego	619-224-3411
Hilton	15575 Jimmy Durante Blvd	Del Mar	858-792-5200
Hilton	1775 E Mission Bay Dr	San Diego	619-276-4010 800-445-8667
Holiday Inn	1617 First Ave	San Diego	619-239-6171
Holiday Inn	3950 Jupiter	San Diego	619-226-8000
Hotel Del Coronado	1500 Orange Ave.	Coronado	619-435-6611
Hotel La Jolla at the Shores	7955 La Jolla Shores Dr	La Jolla	858-459-0261
Hyatt Islandia	1441 Quivira Rd	San Diego	619-224-1234
Hyatt Regency	3777 La Jolla Village Dr	La Jolla	858-552-1234
Inn By The Sea	7830 Fay Ave	La Jolla	800-526-4545
La Costa Resort	2100 Costa Del Mar Rd.	Carlsbad	760-438-9111
La Jolla Cove	1155 Coast Blvd	La Jolla	858-459-2621
La Jolla Inn	1110 Prospect	La Jolla	858-454-0133
La Jolla Shores	8110 Camino Del Oro	La Jolla	855-923-8058
La Quinta Inn	150 Bonita Rd	Chula Vista	619-691-1211
La Vallencia Hotel	1132 Prospect	La Jolla	858-454-0771
Marriott	2000 2nd Ave	Coronado	619-435-3000
Marriott	8757 Rio San Diego	San Diego	619-692-3800
Marriott	333 W Harbor Dr	San Diego	619-234-1500
Marriott	660 K Street	San Diego	619-696-0234
Marriott	4240 La Jolla Village Dr	La Jolla	858-587-1414
Mission Valley Hilton	901 Camino del Rio S	San Diego	619-543-9000
Motel 6	2353 Pacific Hwy	San Diego	619-232-8931
Omni Hotel			619-231-6664
Peachtree Inn	901 F Street	San Diego	619-233-1100
Quality Inn Airport	2901 Nimitz Blvd.	San Diego	619-224-3655
Quality Inn Suites	9880 Mira Mesa Blvd	San Diego	858-530-2000
Radison	11520 W Bernardo Ct	San Diego	858-451-6600
Ramada Inn	91 Bonita Rd	Chula Vista	619-425-9999
Ramada Ltd. Hotel	3747 Midway Dr	San Diego	619-225-1295
Sands Of La Jolla	5417 La Jolla Blvd	La Jolla	858-459-3336
PB Surf Beachside Inn	4760 Mission Blvd	San Diego	858-483-6780

Sheraton	1433 Camino del Rio S	San Diego	619-260-0111
Sheraton	1380 Harbor Isl Dr	San Diego	619-291-2900
Sheraton	1590 Harbor Isl Dr	San Diego	619-291-2900
Sheraton La Jolla	3299 Holiday Ct.	La Jolla	858-453-5500
The Dana on Mission Bay	1710 W Mission Bay	San Diego	619-222-6440
The Hilton	10950 Torrey Pines	La Jolla	858-558-1500
The Inn L'Auberge Del Mar	1540 Camino Del Mar	Del Mar	858-259-1515
Torrey Pines Inn	11480 N Torrey Pines Rd.	La Jolla	858-453-4420
Town & Country	500 Hotel Circle N	San Diego	619-291-7131 888-614-8996
Vagabond Inn	625 Hotel Circle S	San Diego	619-297-1691
Vagabond Inn	230 Broadway	Chula Vista	619-422-8305 800-522-1555
Westin Horton Plaza	910 Broadway Circle	San Diego	619-239-2200
Westgate Hotel	1055 2nd Ave	San Diego	619-238-1818

Laboratories			
Name	**Address**	**Phone**	**Fields of Testing**
Design for Health	3574 Kettner Blvd. San Diego, CA	(619) 291-1777	14-Bulk Asbestos Analysis
H & P Mobile Geo Chemistry	2470 Impala Dr. Carlsbad, CA 92010	(760) 804-9678 (800) 834-9888	9-Physical Testing of Hazardous Waste 12-Organic Chemistry of Hazardous Waste (measured by GC/MS combination) 13-Organic Chemistry of Hazardous Waste (excluding measurements by GC/MS)
JMR Environmental Services	4560 Alvarado Canyon Rd. Suite 2-D San Diego, CA 92120	(619) 858-7260	14-Bulk Asbestos Analysis
APTIM Environmental	Bldg. M-9, NAS North Island, San Diego, CA	(619) 545-8431	

Marinas/Recreational Areas	
Agua Hedionda Lagoon, Carlsbad, CA	(760) 804-1969
Bay View Park, Coronado, CA	(619) 522-7342
Beacon's Beach, Encinitas, CA	(760) 633-2740
Bonita Cove, Mission Bay, San Diego, CA	(619) 235-1169
Border Field State Park, San Diego, CA	(619) 575-3613
Cabrillo National Monument, San Diego, CA	(619) 557-5450
Calumet Park, San Diego, CA	(619) 525-8213
Camp Pendleton Federal Game Warden	(760) 725-3360
Cardiff State Beach	(760) 753-5091
Carlsbad City Beach	(760) 438-3143
Carlsbad State Beach	(760) 438-3143
Cays Park	(619) 522-7300

Centennial Park	(619) 522-7342
Children's Pool Beach	(619) 221-8899
Chula Vista Launching Ramp	(619) 686-6200
Coronado Shores Beach	(619) 522-7346
Coronado Tidelands Regional Park	(619) 686-6200
Crown Point Shores (Park Permit Center)	(619) 235-1169
Crystal Pier	(800) 748-5894
Dana Landing and Quivira Basin	(619) 226-2929
De Anza Cove (Permit Center)	(619) 235-1169
Del Mar City Beach	(858) 755-1556
East Shore (Permit Center)	(619) 235-1169
Ellen Scripps Park	(619) 235-1169
Embarcadero Marina Park	(619) 686-6200
Encinitas Beach	(760) 633-2740
Fiesta Island (Permit Center)	(619) 525-8213
Fletcher Cove Park, Solana Beach, CA	(858) 720-2400
Glorietta Bay Park	(619) 522-7342
Harbor Beach	(760) 435-4500
Imperial Beach (Emergency Center)	(619) 423-8322
L.M. " Pop " Pepper Park	(619) 686-6200
La Jolla Cove	(619) 221-8899
La Jolla Shores Beach/Kellogg Park	(619) 235-1169
Maritime Museum	(619) 234-9153
Mission Beach Park	(858) 488-1549
Moonlight Beach	(760) 633-2740
Ocean Beach City Beach	(619) 221-8899
Ocean Beach Municipal Fishing Pier	(619) 226-3474
Ocean Beach Park	(619) 531-1527
Oceanside City Beach	(760) 435-4500
Oceanside Pier	(760) 435-4500
Oceanside Public Works	(760) 435-4500
Robb Field and Playground	(619) 531-1563
Sail Bay and Riviera Shores	(619) 221-8899
San Diego City Parks & Recreation Department (city parks and beaches)	(619) 221-8899
San Elijo State Beach	(760) 753-5091
San Diego Lifeguard Headquarters	(619) 221-8800
San Onofre State Beach.	(949) 492-4872
Santa Clara Point and El Carmel Point	(858) 581-9928
Sea World	(619) 222-6363
Seagrove Park	(858) 755-1524
Shelter Island	(619) 686-6272
Silver Strand State Beach	(619) 435-5184
South Carlsbad State Beach	(760) 438-3143
South Oceanside Beach	(619) 435-4500
Spanish Landing Park	(619) 686-6272
Stone Steps Beach, Encinitas, CA	(760) 633-2740
Swami's Beach, Encinitas, CA	(760) 633-2740
Torrey Pines City Beach (Black's Beach)	(619) 221-8899
Torrey Pines State Beach	(858) 755-2063

Vacation Isle and Ski Beach	(619) 235-1169
Windandsea Beach	(619) 221-8899

Marine Pilots Association	
San Diego Bay Pilots Association, Inc.	(619) 233-3096

Media	
Media Contacts	
Sector San Diego Public Affairs (USCG)	(619) 278-7022 (619) 278-7023
Coast Guard District 11 Public Affairs	(310) 521-4260 (main office)
Border Patrol	(619) 216-4004
Customs and Border Patrol	(619) 216-4052
Harbor Police	(619) 686-6330
Immigration and Customs Enforcement San Diego	(202) 732-4242
Office of Emergency Services - San Diego County	(858) 565-3490
California Department of Fish and Wildlife - Office of Spill Prevention and Response	(916) 322-1683
Port of San Diego	(619) 686-6200
Red Cross	(858) 309-1271 (858) 205-1048 (cell)
San Diego Police Department	(619) 531-2000
San Diego Fire Department Rescue	(619) 533-4300
U.S. Dept. of Agriculture (USDA)	(202) 720-4623
Media/Newspaper	
Coronado Journal	(619) 437-8800
LA Times	(213) 237-5000
San Diego Union-Tribune	(619) 299-4141
Media/Television	
KOGO	(858) 292-2000
KFMB	(858) 571-8888
KGTV	(619) 237-1010
KUSI	(858) 571-5151
Media/Wire Service	

Associated Press (AP) San Diego	(619) 231-9365
AP Los Angeles	(213) 626-1200
AP Wire	(619) 231-9365
United Press International (UPI), National	(202) 898-8000

Medical

Medical Facilities

Name	Location	Phone Number
Alvarado Hospital Medical Center	6655 Alvarado Road San Diego, CA 92120-5298	(619) 287-3270 (619) 269-9536 (Emergency)
Balboa Naval Hospital (This facility has a licensed helipad.)	San Diego, CA 92134	(619) 532-6400 (619) 532-8274 (Emergency)
Sharp Chula Vista Medical Center (This facility has a licensed helipad.)	751 Medical Center Court Chula Vista, CA 91910	(619) 502-5800 (619) 502-5825 (Emergency)
Sharp Coronado Hospital	250 Prospect Place Coronado, CA 92118	(619) 522-3600 (619) 522-3722 (Emergency)
Sharp Grossmont Hospital (This facility has a licensed helipad.)	5555 Grossmont Center Dr. La Mesa, CA 91942	(619) 740-6000 (Admitting) (619) 740-4401 (Emergency)
Scripps Mercy Hospital (This facility has a licensed helipad.)	4077 Fifth Avenue San Diego, CA 92103-2180	(619) 294-8111 (619) 260-7000 (Emergency)
Paradise Valley Hospital (This facility has a licensed helipad.)	2400 East Fourth Street National City, CA 91950	(619) 470-4321 (619) 470-4141 (Emergency)
Scripps Mercy Hospital Chula Vista	435 H Street Chula Vista, CA 91910	(619) 691-7000 (619) 691-7290 (Emerg)
Scripps Memorial Hospital Encinitas	354 Santa Fe Drive Encinitas, CA 92023	(760) 633-6501 (760) 633-7686 (Emergency)
Scripps Memorial Hospital La Jolla (This facility has a licensed helipad.)	9888 Genesee Avenue La Jolla, CA 92037	(858) 626-4123 (Emergency) (858) 626-6150
Sharp Memorial Hospital (This facility has a licensed helipad.)	7901 Frost Street San Diego, CA 92123	(858) 939-3400 (858) 939-3400 (Emergency)
UCSD Medical Center (This facility has a licensed helipad.)	200 W. Arbor Drive San Diego, CA 92103	(619) 543-7200 (Admission) (619) 543-6222 (Emergency)

Ambulance/EMS Services

San Diego County EMS	6255 Mission Gorge Rd. San Diego, CA 92120	(619) 285-6429

San Diego City Paramedics		911
San Diego Medical Services Enterprises		911 (619) 280-6060 (general inquiries)
City of San Diego Ambulance Services	5975 Santa Fe. St. San Diego, CA 92109	(858) 974-9792
Chula Vista City Ambulance (AMR)	San Diego, CA 92101	(858) 492-3500
Lynch Ambulance Services	2950 La Jolla St. Anaheim, CA 92806	(800) 347-3262 (714) 632-0225
Rural/Metro	10405 San Diego Mission Rd. Ste. 200 San Diego, CA 92108	(619) 280-6060

Mobile Kitchen Contact Information	
American Red Cross:	(858) 309-1200
California National Guard: Headquarters Operations Center	(916) 854-3440
CA Office of Emergency Services	(800) 852-7550 (24-hours)
U.S. Forest Service: Region V San Diego, Cleveland National Forest	(858) 673-6180 (Primary, Region V San Diego) (858) 674-2901 (Secondary)
San Diego Sheriff's Office:	(858) 974-2222

Notification		
Organization	**Affiliation**	**Contact**
USCG Sector LA/LB		(310) 521-3600
USCG Sector San Diego		(619) 278-7033
USCG Sector San Francisco Bay		(415) 399-3517 (415) 399-3530
National Response Center		(800) 424-8802
Office of Emergency Services – San Diego		(858) 565-3490
Department of Toxic Substance Control	CA OES	(800) 728-6942
California Highway Patrol (CHP)	CA OES	(800) 835-5247
CALTRANS	CA OES	(916) 654-2852
San Diego City Police Department	CA OES	(619) 531-2000
San Diego County Fire Authority	CA OES	(858) 974-5999
San Diego County Health Department	CA OES	(619) 229-5400
County of San Diego Environmental Health	CA OES	(858) 505-6700
Authority Port of San Diego	CA OES	(619) 686-6200

California Department of Fish and Wildlife - Office of Spill Prevention and Response	CG Sector (SF, LA, SD)	(916) 445-9338
California Office of Emergency Services (OES)	CG Sector (SF, LA, SD)	(800) 852-7550
CG PACAREA/D11 OPC	CG Sector (SF, LA, SD)	(510) 437-3701
NOAA SSC	CG Sector (SF, LA, SD)	(510) 437-5344
PIAT	CG Sector (SF, LA, SD)	(510) 437-3325 CELL: (252) 267-4732
USCG Group/Airsta Humboldt Bay	CG Sector (SF, LA, SD)	(707) 839-6015
USCG Pacific Strike Team	CG Sector (SF, LA, SD)	(415) 883-3311
USCG Public Affairs (north)	CG Sector (SF, LA, SD)	(510) 437-3325
California Coastal Commission, Oil Spill Program	OSPR	(831) 427-4863 – Oil Spill Program Coordinator (619) 767-2370 – San Diego Local Coastal Program Manager
California Dept. of Parks & Recreation	OSPR	(916) 653-6995
California State Lands Commission	OSPR	(916) 574-1800
IBRRC Marine Mammal Center	OSPR	(310) 548-5677
International Bird Rescue Research Center (IBRRC) San Francisco/Los Angeles	OSPR	(707) 207-0380 (310) 514-2573
U.S. Fish & Wildlife Service	OSPR	(619) 661-3130

Licensed Used Oil Haulers in San Diego	
Action Cleaning Corp.	(619) 233-1881
Asbury Environmental, San Diego	(619) 463-1126
California Marine	(619) 231-8788

Licensed Oil Recyclers in California		
Company Name	**Location**	**Phone Number**
World Oil Recycling	Compton	(310) 537-7100
Evergreen Oil, Inc.	Irvine	(949) 757-7770
Industrial Service Oil Co Inc	Los Angeles	(562) 477-6864
Leach Oil Co. Inc.	Compton	(310) 323-0226
Ramos Environmental	West Sacramento	(916) 371-5747

Phone Banks	
California Department of Fish and Wildlife - Office of Spill Prevention and Response - Public Affairs	(916) 715-9072
California Department of Fish and Wildlife - Office of Spill Prevention and Response –	(800) 228-4544

Volunteer Coordinator	

Port Authority/Harbormasters	
San Diego Unified Port District	(619) 686-6200

Port/Dock Facilities Capacities		
Marina	**Total Slips**	**Contact Number**
Oceanside		
Oceanside Harbor	900	(760) 435-4000/4050
Mission Bay		
Dana Inn and Marina	153	(619) 225-2141
Dana Landing	80	(619) 226-2929
Marina Village Marina	634	(619) 222-1620
Driscoll Mission Bay Marina	238	(619) 221-8456
Sea World Marina at Perez Cove	210	(619) 226-3910
Shelter Island Area		
Shelter Island Marina	188	(619) 223-0301
Bay Club Marina	154	(619) 224-8888
Kona Marina Kona Kai	518	(619) 224-7547
Shelter Cove Marina	161	(619) 224-2471
Half Moon Anchorage	80	(619) 224-3401
Gold Coast Anchorage Marina	30	(619) 225-0588
Sun Harbor Marina	121	(619) 222-1167
San Diego Yacht Club	570	(619) 221-8400
Silver Gate Yacht Club	147	(619) 222-1214
Southwestern Yacht Club	385	(619) 222-0438
Shelter Island boat Yard	50	(619) 222-0481
Crows Nest Yachts	20	(619) 222-1122
San Diego Moorings Company	44	(619) 291-0916
Commercial Basin Area		
Driscoll's Boat Works	125	(619) 226-2500
Koehler Kraft Co.	20	(619) 222-9051
Nielsen Beaumont Marine, Inc.	20	(619) 223-2628
Shelter Island Boat Yard	50	(619) 222-0481
Eichenlaub's	3	(619) 222-0297
Harbor Island Area		
Sunroad Resort Marina	610	(619) 574-0736
Cabrillo Isle Marina	420	(619) 297-6222
Marina Cortez	522	(619) 291-5985
Harbor Island West Marina	620	(619) 291-6440
Sheraton Marina/Dockmaster	42	(619) 291-2900
Marine Corps Recruit Depot / Military Police (Closed until 2017)	40	(619) 524-4202
Boathouse Marina, MCRD	88	(619) 524-5269
Marina Anti-Submarine Warfare Base	80	(619) 524-6498
Embarcadero Area		
Marriott Marquis Marina	454	(619) 234-1500

San Diego Mooring Company	44	(619) 291-0916
Coronado		
Glorietta Bay Marina	100	(619) 435-5203
Loews Crown Island Marina	81	(619) 424-4000
Coronado Yacht Club	270	(619) 435-1848
Coronado Cays Yacht Club	8	(619) 429-0133
Coronado Cays Marina	56	
Commercial Fishing Marinas		
Fisherman's Landing 20 comm. vessels	21	(619) 221-8500
H & M Landing 25 comm. vessels	29	(619) 222-1144
Pt. Loma Sportfishing (25 Commercial Vessels)	27	(619) 223-1627
Mission Bay Sportfishing (3 commercial vessels)	5	(619) 224-3383
Seaforth Sportfishing Marina (10 commercial vessels)	250	(619) 224-3383
Helgren's Sportfishing (12 Commercial Vessels)	30	(760) 722-2133
Flagship Cruises & Events (5 Commercial Vessels)	6	(619) 234-4111
San Diego Fisherman's Village (37 Commercial Vessels)	128	(619) 235-4014

Portable Restrooms	
Portosan LLC	(760) 643-0227
Spanky's Portable Services	(760) 476-0466

Regional Response Team (RRT)		
Organization	Department/Position/Office	Phone Number
California Department of Fish and Wildlife - Office of Spill Prevention and Response		(916) 445-9338
	OSPR Spill Desk	(916) 341-6957
Department of Commerce	HAZMAT Duty Officer	(206) 526-4911
	Response and Restoration	(301) 713-2989
Department of Commerce, NOAA San Francisco Bay	Site Manager	(415) 703-5523
Department of the Interior	Regional Environmental Officer	(510) 817-1476
Department of the Interior/Fish & Wildlife	Regional Biologist, Northern California	(916) 414-6600
Department of the Interior/Fish & Wildlife	Regional Biologist, Central California	(805) 644-1766 x339

	Regional Biologist, Southern California	(760) 431-9440
Environmental Protection Agency (EPA)	Co-Chair	(415) 972-3132
		(415) 972-3302
NOAA/HAZMAT	Scientific Support Coordinator	(510) 437-5344
USCG (Co-Chair)	D11 (drm) RRT9 CG Coord.	(510) 437-2794
	D11 Area Committee Coord.	(510) 437-2959
	Incident Management & Preparedness Advisor	(510) 437-2949 (510) 219-1325

County Contact List	
Enforcement Bay Area AQMD (Director)	(415) 749-5052
Mendocino County APCD Courthouse	(707) 463-4354
Monterey Bay Unified APCD	(831) 647-9411
North Coast Unified AQMD	(707) 443-3093
Northern Sonoma County APCD	(707) 433-5911
San Diego County APCD	(858) 586-2600
San Luis Obispo County APCD	(805) 781-5912
Santa Barbara County APCD	(805) 961-8800
South Coast AQMD (Tuesday through Friday)	(909) 396-2000
Ventura County APCD	(805) 662-6960
Ventura County APCD (Main District Office)	(805) 645-1400

Registered Marine Aquaculture Facilities	
Continental Maritime	(619) 234-8851
Hubbs-SeaWorld Research Institute (White Seabass Fish Hatchery)	(619) 226-3870
Maritech Ocean Ranching (San Diego Bay)	(619) 226-3448

Rental Cars/Transportation		
Name	**Location**	**Phone Number**
Budget Rent-A-Car	3355 Admiral Boland Way, Lindbergh Field Apo Ste R176, San Diego, CA 92101	(619) 542-8686
Enterprise Rent-A-Car	3355 Admiral Boland Way #147, San Diego, CA 92101	(619) 294-3313
Hertz	3355 Admiral Boland Way San Diego , California 92101 United States	(619) 767-5700
Local GSA contact		(619) 557-6640

Commanding Officer, Navy Transportation Center	Naval Base, Building 3509, San Diego, CA 92136-5113	(619) 556-7606
Water Taxi Service		(619) 234-4111

Required Permits/Government Agency Contacts	
California Coastal Commission, Oil Spill Program	(831) 427-4863 - Oil Spill Program Coordinator (619) 767-2370 - San Diego Local Coastal Program Manager
California Department of Toxic Substances Control - San Diego Field Office	(619) 516-1982

Salvage Companies/Divers		
Company Name	**Address**	**Phone Numbers**
C & W Diving Services, Inc.	3561 Dalbergia St, San Diego, CA 92113	(619) 474-2700 24Hrs
Global Diving and Salvage Worldwide Salvage and Oil Pollution Control. Can provide 15 Seattle, WA to 20 divers as well as project managers. One 70 ft tugboat, other boats and cranes. Offers custom-built salvage equipment such as high-capacity pump systems (up to 3,000 GPM) and two-ton lift bags.	2880 Walnut Ave, Signal Hill, CA 90755	(562) 424-4046
Marine Services Commercial Diving Company Hydrostatic testing, diving system maintenance (no divers)	609 Anita Chula Vista, CA 91912	(619) 422-8918
Presley Precision Diving	P.O. Box 6247 San Diego, CA 92166	(619) 223-3234
RE Staite Engineering Inc. All purpose marine construction co. Tugs, pumps, divers, etc…Subcontractor of MSRC.	2145 E. Belt St. San Diego, CA 92113	(619) 233-0178

State Emergency Response Committees		
Organization	**Department/Position/Office**	**Phone Number**
California Coastal Commission	Oil Spill Program	(831) 427-4863 - Oil Spill Program Coordinator (619) 767-2370 - San Diego Local Coastal Program Manager
California Conservation Corps	CA EPA	(916) 341-3100
California Department of Forestry/Calfire	Sacramento Command Center	(916) 845-8680
California Department of Transportation	HAZMAT Coordinator	(916) 654-2852

California Highway Patrol	Commercial Vehicle Section	(916) 843-3400
California National Guard	Duty Officer	(916) 854-3000
Department of Conservation	Division of Oil, Gas and Geothermal Resources	(916) 445-9686
Department of Toxic Substances Control	CA EPA DTSC Duty Officer	(800) 728-6942
Department of Water Resources	Division of Operations and Maintenance State Water Project Operations Control Office (Senior Water Dispatch Officer)	(916) 574-2714
Office of Emergency Services	State Warning Center	(916) 845-8911
State Attorney General	www.ag.ca.gov	(916) 210-6276
State Fire Marshal	Pipeline Safety Division / Regional Office	(916) 445-8477 (562) 497-9100
State Lands Commission	Marine Facilities Division / Regional Office	(562) 499-6312 (562) 499-6348
State Water Resources Control Board	CA EPA	(916) 341-5272

Temporary Storage		
California Coastal Commission	Oil Spill Program	(831) 427-4863 - Oil Spill Program Coordinator (619) 767-2370 - San Diego Local Coastal Program Manager
Department of Toxic Substances Control	Sacramento – Regional Office	(916) 255-3545
Department of Toxic Substances Control	Berkley – Regional Office	(510) 540-2122
Department of Toxic Substances Control	San Diego – Regional Office	(619) 516-1982

Temporary/Emergency Waste Storage Facilities		
Company Name	**Location**	**Phone Number**
Action Cleaning Corp.	San Diego	(619) 233-1881
All Valley Enviornmental	Garden Grove	(714) 534-8841 (909) 584-9284
Amberwick Corp.	Long Beach	(562) 901-2350 (800) 300-9990
Asbury Environmental	San Diego	(619) 463-1126 (24 hr.)
Golden West Oil Co. Inc.	Bloomington	(909) 350-3252
J.C.'s Grease Buyers	Riverside	(951) 781-4557
Jack Stone Drainage Oil Co	Long Beach	(562) 427-7216
Jim Knight Drain Oil Service	Los Angeles	(310) 887-2910
California Marine Cleaning (Site response only)	San Diego	(619) 231-8788

Tow Boats and Barges		
Company Name	**Address**	**Phone Numbers**
American Marine Corp.	1500 S Barracuda Berth 270/271 Terminal Island, CA 90731	(310) 832-3321
Foss/NRC Maritime 5 tugs in San Diego HP is 1000 to 2250 Note: Subject to availability, 8 Tugs in LA area. All of the above towboats have 5 tank barges in LA. a 2-hour response time to cover 2 1000 GPM pumps in LA w/ 48' discharge head crew and supply. There is no operating limitation other than fuel.	P.O. Box 1940 Long Beach, CA 90801	(562) 435-0171
Crowley Harbor Ship Assist and Tanker Escort 2 Tugs in San Diego “Saturn” and “Spartan” 3,500 hp, Bullard Pull 54,800 lbs		Dispatcher (206) 332-8201/ (206) 332-8202 (206) 332-8000
Pacific Tugboat Service Excellent resource for SD region. Tugs, barges, boom. (1000 ft.) Great source for networking for local resources Also has resources in LA/LB. Subcontractor of MSRC	1444 Cesar E. Chavez Parkway San Diego, CA 92113	(619) 533-7932 (24Hour) (800) 873-7884
U.S. Navy, Waterfront Operations San Diego, CA 6 Schwes Tugs (85’): 2400 HP, Firefighting monitors, Radar. Note: Two tugs are always on immediate standby, and the remaining 4 are on 1 hour standby. These vessels are designated for harbor service and carry no navigation equipment other than a Radar. Maximum offshore range is approximately 25 miles.		Contact Port Operations Officer: (619) 556-6232

Waste Management Plans	
National Marine Sanctuary Program	**Phone Numbers**
Monterey Bay National Marine Sanctuary	(408) 647-4201
Channel Islands National Marine Sanctuary	(805) 893-6437
Farallones and Cordell Bank National Marine Sanctuaries	(415) 561-6622

Water Intake Facilities	
Hubbs-SeaWorld Research Institute	(619) 226-3870
CP Kelco	(619) 595-5000
NASSCO	(619) 544-3400
Southern California Gas and Electric - Encina Power Plant Station	(760) 268-4000
Sea World Mission Bay	(619) 222-4732
South Bay Salt Works	(619) 423-3388

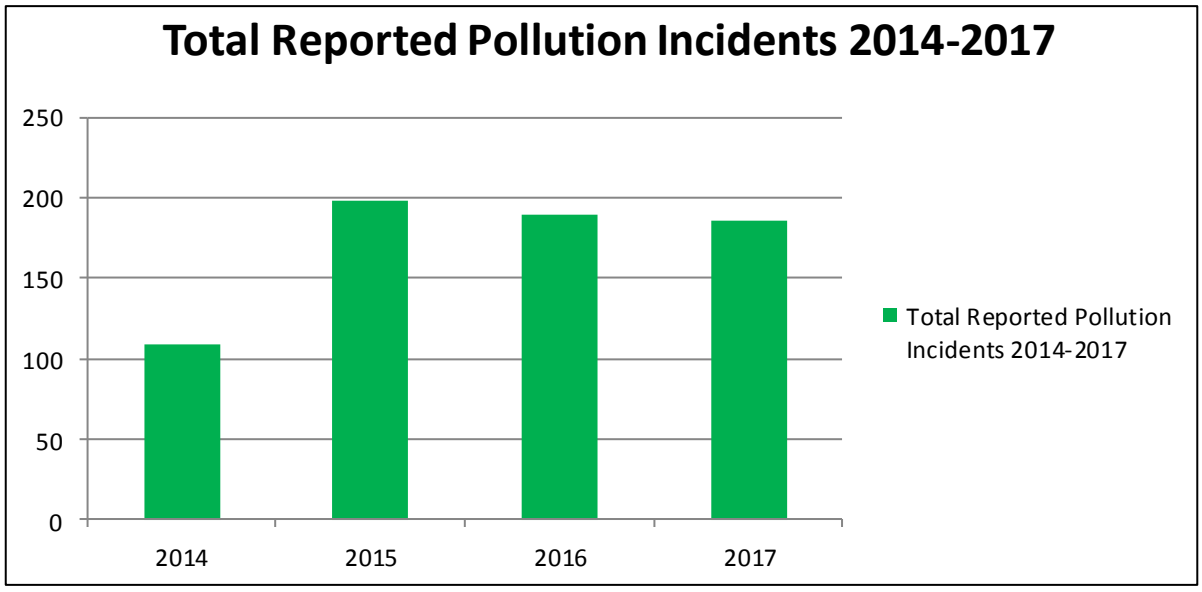
9300 Draft Incident Action Plan (IAP)

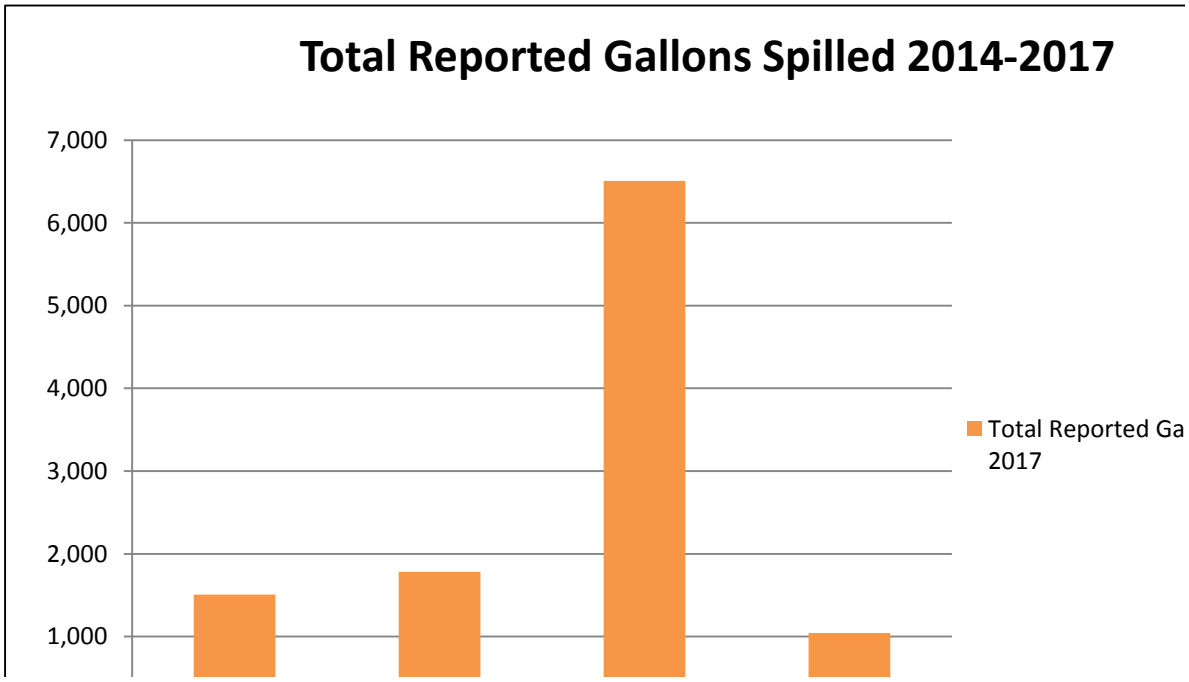
Refer to Appendix A to Section 9000 in Volume I for the Draft Incident Action Plan for a worst case discharge.

9400 Area Planning Documentation

9410 Discharge and Release History

Historically, spills in the San Diego COTP zone have been relatively few and minor in nature. Due to the low volume of merchant traffic and the large number of sport fishers and pleasure craft in San Diego harbor, the majority of pollution incidents have been limited to five to 10 gallons of gasoline/diesel oil spills in boat marinas or natural catch basins. Areas of high frequency include Shelter Island and Harbor Island. In addition, Naval vessels at the 32nd St. Naval Station and North Island carrier piers have been involved in pollution discharges on numerous occasions. The size of these spills is generally from five to 100 gallons.





9420 Risk Assessment

9420.1 Worst Case Spill

A worst-case spill for a vessel is defined as loss of a vessel's entire cargo in adverse weather conditions. For a facility, it is the largest foreseeable discharge in adverse weather conditions.

Due to San Diego's low traffic volume and generally favorable weather patterns, the risk of a worst-case spill is considered very low. There have been no major marine casualties, such as collisions or groundings, reported in San Diego in the last five years. The largest recorded pollution incident was 12,000 gallons of waste oil, which occurred during a transfer between the USN YON 31 and an oil donut.

However, there is a significant volume of oil that is transported, stored, or consumed as fuel within the San Diego area. Any number of factors, such as human error, equipment failure, sabotage, natural disaster, fire, and explosion have been known to result in large oil spills even though the likelihood of such an event seemed remote. The largest foreseeable vessel discharge could result from a collision between two vessels near the entrance to San Diego Bay and may result in the discharge of over 260,000 barrels of oil. On land, fixed oil storage facilities present the greatest potential volume spill spills. A one million-barrel oil spill was postulated as the result of multiple tank failures during a significant earthquake along the Silver Strand fault line. However, no specific historical data are available to indicate actual fuel storage tank vulnerability resulting directly from ground tremors or earth subsidence, or indirectly from flying debris, fires, and explosions common in major earthquakes.

9420.2 Maximum Most Probable Discharge

The maximum most probably discharge is based on the largest recorded marine oil spill in the San Diego area. From 1995, there were six oil spills greater than 1,000 gallons. In 1992, there was a 12,000-gallon spill at the 32nd Street Naval Station from the USN barge YON 31. Based on the historical data, one spill per year in excess of 1,000 gallons can be anticipated. The maximum

most probably discharge is 12,000 gallons of diesel fuel or light waste oil spilled into San Diego Bay during transfer operations.

9420.3 Most Probable Discharge

The most probable discharge was calculated by averaging the size of all oil spills reported from 1994-1998. This was determined to be less than 25 gallons of diesel or waste oil. Based on the last five-year period, approximately five spills per week can be anticipated. If you subtract the six largest spills in the past five years, the average drops to less than 10 gallons per spill.

9430 Planning Assumptions

The following scenarios have been worked on since the early nineties from representatives from the Department of Fish and Wildlife, Sector San Diego, and NOAA. These scenarios are based off frequent activities in the San Diego AOR that might lead to an oil spill.

9440 Planning Scenarios

9440.1 Worst Case Spill (Water)

LOCATION: Adjacent to San Diego entrance channel buoy "7"

SCENARIO: The 678-ft., fully laden (190,000 bbl) USN oiler USS *Supplier* is outbound from the Naval Fuel Depot Point Loma. The tug BIG BOY, with the 300-ft. commercial tank barge *California* in tow, is inbound San Diego entrance channel. The *California* is loaded with 70,349 bbl #6 residual fuel oil. At 0500 on a February morning the *California* collides with the oiler in heavy fog adjacent to San Diego entrance buoy 7. An explosion results and fires break out in a ruptured JP5 cargo tank splitting the oiler in two. The fire burns out as the bow and stern sections sink resulting in a near instantaneous release of one-third of the cargo (approximately 60,000 bbl of DFM and JP5 fuel oils). Cargo, fuel, and lubrication oil continues to leak at a rate of about 1,000 bbl/hr. A large gash below the waterline along the port side of the bare damages all seven port tanks. Approximately 25,000 bbl of #6 fuel oil are immediately released in the entrance channel. The barge continues to leak at a rate of 500 bbl/hr.

AMOUNT SPILLED: 261,000 bbl over six days

TYPES OF OIL: DFM, JP5, lube oil, ad #6 residual fuel oil

The wind is W/NW at 5 kts, seas are 1-2 ft. from the west. The tide is at flood stage, with slack water due to occur in three hours. By 1700 on the day of the spill, a winter storm has produced winds of 20-25 kts from the south, gusting to 40 kts. By 0500 the next day the storm subsides and winds return to W/NW at 5 kts for the duration of the modeled spill.

Affected and potentially affected areas throughout the course of this scenario include:

Affected and Potentially Affected Areas Throughout the Course of This Scenario	
Location	**Environmentally Sensitive Site Priority**
San Diego Bay Entrance	A
Mammal pens	A

Magnetic silencing pier beach	B
Shelter Island marina	E
Commercial basin	E
Harbor Island marina	E
Point Loma	C
Point Loma Cabrillo National Seashore	C
Point Loma marine mammal haul out	A
Coronado, and Silver Strand beaches	C
Mission Bay	A
San Diego River	A
Ocean Beach, Mission Beach and Pacific Beach	C
La Jolla	C
Imperial Beach	C
Tijuana River Estuary	A
Tijuana shoreline	Mexico
Los Coronados Islands	Mexico

The required response action elements are presented in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, available resources, sources of procurement, time necessary for cleanup, disposal options, and demobilization. The following response strategies for this scenario, and estimated ties, are for planning purposes only.

Table 1. Response Capability Requirements Prescribed by State Regulations		
Skimmers – Derated Capacity	**Storage**	**Boom**
12 hr (2,500 bbl/day)	12 hr (31,000 bbl/day)	1,000 ft or 2x vessel length
36 hr (15,625 bbl/day)	36 hr (60,000 bbl/day)	
60 hr (53,125 bbl/day)	60 hr (60,000 bbl/day)	

DAY ONE

0-2 hours (time: 0500-0700 hours)

USCG Sector San Diego receives notification from the tug *Big Boy* via CH16 at 0500. *Big Boy* reports its location and condition as per above scenario, states intentions, and establishes comms schedule. Tug also notifies company owners via cellular telephone.

The USS *Supplier* notifies CINCPACFLT and COMNAVBASE SAN DIEGO, who then implement their notification procedures. COMNAVBASE dispatches two YTB's to assist.

Sector San Diego notifies the SECTOR Duty Officers and immediately dispatches a 41" UTB to assist. SAR and firefighting response is initiated IAW USCG District Eleven SAR plan and Sector San Diego Burning Ship Plan. Due to the heavy fog, no aircraft can be sortied. Search and rescue concerns are exclusive of all other concerns. For the purpose of this response strategy, SAR details are assumed executed.

The Coast Guard initiates all internal and external notifications including NRC, Navy Port Ops, Navy Southwest Region Security Office, CA OES, CA Fish and Wildlife (OSPR), San Diego ODP, District Eleven, and Scientific Support Coordinator (SSC). CG and OSPR initiate internal recalls and mobilize USC/ICS. D11 activates the RRT. SSC mobilizes the SSD network. D11 DRAT en route. State of California Cultural Resources specialists are notified.

CG Sector San Diego (predesignated FOSC) initiates pollution and casualty investigation efforts. CG Pollution Investigator and Marine Inspector en route via WPB (or other designated platform). OSPR investigators en route to Sector San Diego.

Tug BIGBOY attempting to pull barge off jetty. CG COTP issues order to stop until full investigation evaluation can be made. The tug remains standing by to assist.

COTP establishes Safety Zone closing San Diego Bay from the entrance buoy to the Coronado Bay Bridge. Two Harbor Police vessels on-scene to assist in controlling vessel traffic Broadcast Notice to Mariners initiated.

COMNVABASE San Diego assumes responsibility for the U.S. Navy portion of the spill. USN Oil Recovery Teams at all San Diego Navy facilities are placed on alert with seven skimmers ready to be deployed when the fog lifts providing 1,400 bbl/day immediate skimming capacity (Table 2). Navy SUPSALV alerted; 11 skimmers en route, ETD 48 hours.

National Strike Force Coordination Center (NSFCC) alerted. Pacific Strike Team mobilized. Requested PST COMCEN, OWOCR's 32" Munson boat, salvage pumps, storage equipment, cost doc, and one VOSS. ETS 8 hrs. CG Public Information Assist Team (PIAT) dispatched.

Tug RP reluctant to assume financial responsibility for the spill due to the Navy involvement. Qualified individual identified and en route to San Diego. Due to magnitude of spill and involvement of two parties and lack of action on the part of the civilian RP, FOSC notifies vessel RP and COMNAVBASE of federal assumption. FOSC opens pollution fund, requests initial $5 million obligation ceiling to cover anticipated clean up and Coast Guard costs. OSPR opens California pollution fund. Regional open water recovery assets contracted and dispatched OSPR and SECTOR LA/LB agree to release MSRC assets from higher volume port. MSRC under contract to Coast Guard. Clean Seas requested, but authority to depart zone remains a question, as well as contracting specifics.

Initial press release issued. District Eleven public affairs staff establishes press operations.

2-6 hours (time: 0700-1100 hours)

USN oiler is sunk in channel, with masts and upper decks visible. Fire is completely out. Initial reports indicate oil covers entrance channel to Point Loma. Full extent of slick remains undetermined due to fog.

ICS Planning section is working on evaluating barge diagrams and what to do with the barge, assess vessel's current status, identify cargo and condition. Barge tanks sounded, loss rate estimated. SSC provides initial verbal slick trajectory forecast. During the first 12 hours, oil is expected to impact Point Loma and Ocean Beach, upper San Diego Bay and Coronado Beach and threatens the San Diego River. Within two hours, a winter storm is expected to arrive, with winds veering to the south maintaining sustained velocity of 3-35 kts, and gusting to 50 kts. The storm effects will tend to drive the oil southward. SSC then departs en route to San Diego, ETS two hours.

Table 2. On-water skimming response capabilities (bbl/day derated) available from OSROs. The listed equipment is a limited listing of resources identified in the ACP. These sources represent major equipment providers in the southern California region.			
OSRO	**Less Than 4 Hours**	**12 Hour Capability**	**24 Hour Capability**
NAVY	7 skimmers @ 200 ea.		1-DESMI 1-VOSS
MSRC		2-OSR (10,000) 1-OSRV (10,000 w/ approval) 1-VOSS (3,000) 1-VOSS (1,300)	1-Lori (4,900)
MSRC	1-Skim plat (1,317)	3-VOSS (3,017) 2-Skim plat. 3,700	1-Calif. Resp. (10,000) 1-Skim Plat. (1,371)
NRC ES	Marko Belt (2,050)		
ACTI		1-Marko 1 (2,050)	
Total	4,767	33,067	16,271
Total Cumulative		37,834	54,105

Establish initial Unified Command Post (UCP) at Sector San Diego. City of San Diego EOC activated. Begin addressing health and safety issues for response personnel and community-at-large. Vessel RP/QI initiates ICS and internal response organization.

SUBBASE Point Loma designated as primary staging area.

Beach survey (SCAT) teams dispatched to Ocean Beach and Coronado. CA F&G 45' patrol boat TUNA activated. County Emergency Operations Center manned. MSRC rep on-scene.

COMNAVBASE (N3) arrives at JCC.

Active planning and prioritizing of resources at risk begins. Significant threatened resources identified are:

Point Loma: rugged, rocky coastline.

Harbor seal haul out: vicinity of Point Loma sewage outfall.

Mission Bay

San Diego River

San Diego Bay

Navy Marine mammal pens

Marine birds and mammals: wildlife rehabilitation resources activated.

Tijuana River Estuary

A **protection strategy** is developed to minimize further oil impacts, although it will be complicated by the impending storm. Surf conditions make it impractical to protect ocean beaches and most of Point Loma. Protection efforts will focus on un-impacted inlets.

Priority One: In consultation with Cultural Resource Specialist, deploy protective boom across NW shore inlets within San Diego Bay, from the mouth to Harbor Island. Deploy 2,000' of protective boom along around the USN marine mammal pens. Deploy 3,900' of exclusion boom at the entrance of San Diego Bay in a "V" configuration. Deploy 4,000' of deflection boom between Ballast Point and NAS North Island.

Priority Two: Construct a sand berm across the San Diego River along with secondary boom. Deploy protective boom strategy at Mission Bay (5,700'). Encircle the oiler and barge with containment boom to reduce spread of oil continuing to leak (3,500').

Priority Three: Line the remainder of the NW shore inlets within San Diego Bay, from the mouth to Harbor Island. Deploy 1,000' of exclusion boom across the entrance of Shelter Island marina. Deploy 2,000' of exclusion boom across the entrance of Commercial Basin. Deploy five 500' sections of deflection/collection boom along North Island (2,500'). Deploy three 500' sections of deflection/collection boom along NW shore from Shelter Island to Harbor Island (1,500'). Deploy 1,500' of exclusion boom across the entrance of Harbor Island marina and Naval Station marina. Immediately after the storm passes, deploy 3,000' of ocean boom to deflect oil away from the Mission Bay/San Diego River entrance.

Use of alternative countermeasures is considered. Although the initial fire on the oiler is estimated to have consumed 25 percent of the spilled oil, further in-situ burning is rejected. The lack of available fire boom in southern California, proximity to populated shoreline areas, necessary restrictions on other response vessel activities, and the impending storm make it an impractical alternative. Dispersants are considered. Due to the very heavy viscosity of #6 RFO, dispersants are expected to have little effect. Nearshore environmental concerns are also considered a problematic issue. The much lighter DFM dissipates and evaporates somewhat on its own, and will be rapidly dispersed in the forthcoming storm. Additionally, the shallow water environment near sensitive areas is not a desirable candidate for dispersing the oil into the water column. Dispersants are rejected.

Table 3. Day One Booming Capability Necessary to Contain Vessels and Threatened. Environmental and Economic Sensitive Sites.

BOOM LOCATION	**BOOM LENGTH (ft)**
USS *Supplier*	1,400
Tank Barge	1,000
Entrance to San Diego Bay	5,200
Magnetic Silencing Facility Beach	1,500
Marine Mammal Pens	2,000
Shelter Island Marina	500
Commercial Basin	1,000
Harbor Island Marina	1,000
TOTAL	18,300

Cleanup will rely on mechanical recovery by skimmers and manual shoreline remediation.

Table 4. Boom Available for Response Strategies Execution.

Equipment Provider	**4 Hour Response Time**	**12 Hour Response Time**

Navy	4,000 ft	10,000 ft
ACTI	6,500 ft	10,000 ft
NRC ES (FOSS)	2,500 ft	7,000 ft
MSRC	4,000 ft	10,000 ft
USCG	2,000 ft	NA
Total	24,500 ft	77,600 ft
Total Cumulative	NA	102,100 ft

An additional Safety Zone is established closing Mission Bay.

6-10 hours (time: 1100-1500 hours)

Fog clears. Air station San Diego HH-60 helicopter makes first overflight for spill assessment. OSPR fixed-wing airborne for surveillance. Additional staging areas are established at SUBBASE, the NASNI "old" CPO club, Shelter Island boat ramp, and Dog Beach at San Diego River mouth. Components of UCS forming. USCG PST representatives on-scene. SUBBASE ORT encircles barge and tanker with boom. Response contractor is assigned to construct protective sand berm across San Diego River and deploy protective boom strategy inside Mission Bay. Protective booming of Shelter Island Yacht Basin, commercial Basin, and West Basin (Harbor Island) by NASNI ORT and 32nd ST ORT. All available ORT skimmers deployed off Ballast Point to recover incoming oil. Total skimming capacity established at 1,400 bbls/hr.

Identify shortfall of barges to lighter the barge and temporarily store oil recovered from water. Contract with FOSS/Crowley/Wilmington barge companies to provide 100k bbl capacity from Long Beach. ETA 8-12 hours. Nine USN yard oilers (total 62-k bbl capacity) pressed into service to begin lightering barge. COMNAVBASE provides USN divers to conduct underwater assessment on sunken USS SUPPLIER. Towing RP contracts divers to make underwater assessment. Salvor hired and en route. Beach surveys report heavy oiling of Zuniga Point (ocean and bay sides), north Coronado Beach, and Point Loma. Light oiling reported on Ocean Beach. County authorities close Ocean Beach, continue to monitor Coronado and the Silver Strand. Health and safety parameters established. Safety plan developed. RRT convenes at Naval Base San Diego. NOAA delivers first hard-copy oil spill trajectory; confirms initial verbal report. Trajectory provided for #6 oil, but will evaporate and dissipate rapidly. Much of the lighter oil will disperse in the anticipated storm.

10-14 hours (time: 1500-1900 hours)

UCS continues to grow. OSPR Administrator on-scene. FOSC Unified Command holds press conference at 1400. Afternoon overflight reveals slick extending around Point Loma to Ocean Beach, extending up to two NM offshore. Heavy concentrations of beached oil reported from SW Point Loma to Ocean Beach. Weather deteriorating as storm approaches.

On-scene reports indicate that oil continues to leak at a rate of 1,000 bbl/hr from the oiler and 500 bbl/hr from the barge. Protective booming operations continue. San Diego County ODP coordinates beach pre-cleaning with Naval Station North Island and the cites of Coronado, Ocean Beach, Pacific Beach, Mission Beach, and the California Conservation Corps (CCC) using a combination of manual labor and heavy equipment. CCC provides beach cleaner training. An estimated 300 laborers are needed for Coronado, and 200 for Mission Beach. Pre-clean operations will be scheduled to begin at 0700 day two. USCG, OSPR, and USN investigations have been opened to determine the cause of the spill. An oil sampling plan is established to aid in establishing later responsibility for cleanup costs.

14-18 hours (time: 1900-2300 hours)

San Diego River berm construction continues. Most priority 1and 2 booms in place. Priority 3 booming begins and is suspended when the storm hits. Crews are assigned to tend booms through the storm and night. Lack of sufficient boat crews to maintain 24 hr/day operations becomes a concern. Equipment continues to arrive from outside the area, and is directed to the appropriate staging area. CG Pacific Strike Team equipment arrives. USN SUPSALV representative arrives.

18-24 hours (time: 2300-0500 hours)

Planning continues into the night. USCG PST and USN SAPLALV are assigned to develop plans to lighter remaining oil from the sunken oiler. MSRC conducts aerial surveillance with the RIOSS system to map the movement of the oil during the night.

DAY TWO (from 0500)

The storm subsides by 0500, with the wind returning to W/NW at 5 kts, tending to drive the floating oil ashore and farther up San Diego Bay with the tides. Oil continues leaking at 1,000 bbl/hr from the oiler, and 50 bbl/hr from the barge. Much of this oil gets caught in the circular current south of the San Diego Bay entrance, eventually moving up San Diego Bay with the tides, or beaching on Coronado/Silver Strand. CG AIRSTA San Diego launches a dawn overflight to map the spill following the storm. Oil is reported beached from Point Loma north to Mission Beach. A heavy sheen extends two NM offshore, with large patches of brown oil and black tar patties. Black oil is working its way south along Coronado. Late morning and afternoon overflights are also made.

MSRC, MSRC, Clean Seas, and SUN SUPSALV skimmers arrives on-scene within excess of 57,000 bbl/day of skimming capacity. MSRC skimmers are assigned to recover the farthest offshore oil. The Clean Seas and larger MSRC skimmers are assigned to nearshore recovery. The remaining skimmers are assigned at the San Diego entrance and within the bay. San Diego County ODP continues to coordinate beach pre-cleaning activities on un-impacted areas of beaches. Local contractors are hired to provide vacuum trucks to collect oil at each diversion boom on Naval Station North Island. Local contractors also provide manual laborers to remove oil stranded on the beaches. Beach cleaning activities must be conducted with consultation from Cultural Resource Specialists. Additional laborers are brought in from the LA/LB area. Navy ORT provides additional vacuum truck resources.

NOAA, OSPR, and local trustees begin joint injury determinations for the Natural Resource Damage Assessment (NRDA). Wildlife impact reports are being received from multiple sources and are confirmed by on-scene responders. Sea World coordinates with OSPR the establishment of wildlife collection and triage stations at the mouths of Mission and San Diego Bays. International Bird Rescue arrives and establishes a rehabilitation center of San Diego. Teams are assigned to survey impacted areas for injured/oiled wildlife.

USN SUPSALV and USCG PST personnel begin lightering from the oiler. Lightering of the barge continues. Recovering 6000 bbl/day from the barge and 10,000 bbl/day from the oiler. A 1400 press conference is held.

Approximately 54,000 bbl of #6 RFO is estimated to have spilled by the end of the day. Approximately half is stranded ashore, and half remains free-floating.

Skimmers recover approximately 12,000 bbl of oil during the first day of recovery efforts. Approximately 3,000 bbl of oil are recovered from ashore.

Priority Three booms are in place by the end of the day.

DAY THREE

Dawn, mid-day and dusk overflights are scheduled. A heavy sheen remains offshore north of San Diego Bay, but most recoverable oil has deposited ashore.
Approximately 10 miles of beach are impacted from Coronado to Mission Beach in a uniform one-quarter inch swath that is 5 feet wide. Tar patties continue to wash ashore along the various beaches. Some slugs of black oil are still washing ashore on Coronado Beach. Protection efforts have been successful at keeping oil out of Mission Bay and the San Diego River. Oil has migrated into San Diego Bay past Shelter Island.

By the end of the day, the barge continues to sheen, but no recoverable product is left on board. An estimated total of 18,000 bbl have been lightered off over the past three days. Plans are made to refloat the barge and tow it to a shipyard. The anticipated completion for this project is one week.

Cleanup priority is given to Point Loma. An estimated 10,000 bbl of RFO is estimated recovered by on-water resources, and 1,000 bbl by shoreside resources. Priority planning is given to re-opening of San Diego entrance channel. The channel is reopened to one-way traffic with USCG escort pending survey and marking of a temporary channel.

DAY FOUR THROUGH SEVEN

Overflights are reduced to twice daily. Press conferences continue to be held once per day. An estimated 11,000 bbl's of oil remain on the water, and 15,000 stranded on shore. Recovery resources are recovering 1,000 bbl/day ashore and 2,000 bbl/day on water. Up to 500 beach cleaners plus mechanical equipment is in use.

By day seven, 5,000 remain floating on the water in scattered patches. USCG begins demobilizing larger, more inefficient skimmers.

DAY EIGHT THROUGH THIRTY

Overflights reduced to once per day. Beach surveys and cleanup continues. By day eleven, most on-water recovery resources have been demobilized. Only the small ORT skimmers remain. By day fourteen, beach cleaning is becoming steadily less efficient as most of the oil is recovered. Beach cleaners are being demobilized in increasing numbers. Only 50 cleaners remain at work on beaches north of San Diego Bay, and 100 cleaners on beaches to the south. By day thirty, cleanup is reduced to picking up tarballs still washing ashore.

DAY THIRTY-ONE TO NINETY

Clean up of tarballs and light oiling continues for the next two months. Organized beach cleaning is terminated on day eighty, with continued beach monitoring to day ninety. Unified Command reduces progress meetings to weekly. Incident Action Plans are scheduled to reflect the UC meeting requirements. Responsible parties are directed to develop a plan to restore damaged

wetlands and shorelines. By day forty the containment booms can be removed. By day ninety cleanup is determined to be complete.

9440.11 Short Fall Analysis

No trajectory model is available because of the limits of computer models to mimic San Diego Bay currents, tides and wind forces. The trajectory model utilized for this exercise was created using reasonable oil movement estimates based upon familiarity of small spill movements, and known climatic and tidal considerations.

No attempt was made to quantify Coast Guard or other agency staffing requirements to support the Unified Command. But, due to the complexity and duration of this scenario a substantial manpower requirement is predictable.
Contractors may experience significant delay in responding to an incident that requires a substantial equipment deployment effort in early morning hours. Such delay could result in a rapid spread of product.

9440.2 Most Probable Worst Case Spill (Water)

LOCATION
The Oil Spill Co, adjacent San Diego Bay near 10th Ave. Marine Terminal.

SCENARIO
At 1400 on Thursday in October, The Oil Spill Company (OSC) was conducting a transfer operation with the M/V SPILLS ALOT at the 10th Ave Terminal (Southernmost manifold) and their own tank farm. The connection between the manifold and the transfer hose failed. The failure caused the fuel to shoot into the water outside of the boom in place around the vessel. The spraying fuel severely splashed the shore side PIC resulting in a 15-second delay to shut down the transfer. The transfer was shut down 35 seconds after the failure. The failure resulted in a release of 500 bbl's of DFM into San Diego Bay.

The wind is ENE (Santa Ana conditions) at 13 knots gusting to 18-20 kts, seas are 1-2 ft from the east. The tide is in the seasonal high ranging from +6 to -1.5. Currently the tide is at flood stage with slack water to occur in 4 hours. The air temp is in the mid 70's and the water temp is in the low 60's.

Actual and potential areas affected include:
Central San Diego Bay
South San Diego Bay
Sweetwater Creek
Delta Beach
Coronado
Chula Vista Nature Preserve
Least Tern nesting area in the South Bay

The required response action elements are listed in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, available resources, sources of procurement, time necessary for clean up, disposal options, and demobilization. The following response strategies for this scenario, and estimated times are for planning purposes only.

DAY ONE

0-2 hours (1400-1600)
USCG SECTOR receives notification from OSC of the above spill at 1415. The Coast Guard initiates all internal and external notifications including: NRC, OES, local OSPR office, Port of San Diego, USN Port Operations, San Diego ODP, District 11, NOAA SSC and USCG PAC STRIKE TEAM. CG and OSPR initiate internal recalls and mobilize Unified Command using the ICS structure. Command Post is located at the CG Activities San Diego.

SECTOR SD opens OSLTF with initial 100k ceiling to cover CG costs.

SECTOR SD immediately requests to launch 41' Utility Boat (UTB) to asses the spill as well as an H-60 Helo overflight. The UTB is launched immediately with SECTOR personnel on board. Only two Helos are operational and one is conducting long range SAR. SECTOR Pollution Investigator departs for OSC via response vehicle. A BNTM is issued advising mariners to use caution while transiting South SD Bay. Predesignated FOSC (USCG Commanding Officer of SECTOR SD) initiates ICS organization. OSPR investigators dispatched from Kearny Mesa office and OSPR Warden recalled from Oceanside to respond. The 41' UTB reports that the area between 10th Ave Terminal and the Coronado Bridge is heavily oiled and the slick is moving south. They estimate the leading edges of the sheen will be will be beyond the bridge in 30 minutes. CO SECTOR SD closes San Diego bay to all traffic south of the Marriott Marina. SD Harbor Police boats on scene to help control vessel traffic. While second helo is being prepped for overflight it is called out on SAR case. SECTOR SD Personnel dispatched to the top of the Hyatt Hotel to observe the spill.

At 1405 OSC contacted their contracted OSRO to respond to the spill. OSCs contracted OSRO will not be on-scene for almost three hours. CO SECTOR SD determined immediate action was necessary and instructs OSC to immediately conduct a response or the CG would take over the response. OSC qualified individual recognizes the need for immediate action and hires local contractors to conduct response. The FOSC recognizes that more equipment and supplies will be immediately necessary to combat the spill and exercises a Memorandum of Understanding with the Navy to provide the necessary equipment. The FOSC and SOSC decide that the South Bay is the first priority for protection and the South Bay booming strategy should be immediately executed 24th St Marine Terminal will be the staging area. At 1430 local contractors are on scene and recalling personnel and equipment to cover the response as well as starting to deploy boom, boats and personnel. CG personnel dispatched to 24th St Terminal to coordinate booming of South Bay. OSC's OSRO is still mobilizing with skimmers and boom, their ETA is two hours. FOSC requested all US Navy skimmers be activated. 3 skimmers are already on the water and en route to conduct clean up. The other four will be on scene with in 2-3 hours. All available Navy boom already in the water is being collected and transported to the 24th St Marine Terminal as a staging area. Initial press release sent. PAC Strike Team and PIAT mobilized. SSC is en route.

2-6 hours (1600-1800)
The Unified Command has been fully established with secondary and tertiary notifications made to: SCIC, Trustees for all South Bay resources at risk and Sea World bird rescue center. At 1630 between local contractors, US Navy and USCG 13,000 ft of boom has been deployed and is being placed in position from 24th St Terminal to the SE corner of the Naval Amphibious Base. By 1700 the South Bay boom strategy has been completely implemented with a modification closing the gap to NAB. The bulk of the spill is contained with in the boom but the leading edges of the spill are already past the boom. Long range SAR helo returns and overflies San Diego Bay. Overflight reveals Glorietta Bay is heavily impacted with oil. Shoreline impacted South of NAB to the A-6 anchorage and a light sheen exists with many fingers as far south as the Sweetwater

Channel. In order to prepare for the tide going out an additional 3000 ft of boom is ordered deployed from the Northern most point of 10th Ave Terminal due west, with a vac truck set up at the choke point for skimming ops. Navy skimmers are skimming in the area just south of the Bridge in the most concentrated area.

8-24 hours (1800-1400)
Navy skimming ops continue through darkness with personnel reliefs occurring at 2200.

Dusk and dawn overflights conducted to map extent of spill.

As more personnel and equipment arrive the Command Post is moved to ACTSD Hangar.

Media interest is frenzied with interest reaching to the international level.

Sweetwater Channel is boomed off. Glorietta Bay is also boomed off to prevent the oil from spreading in and out of the bay.

SCAT's are dispatched at first light to assess the area south of NAB. SCAT's report that the shoreline is impacted south to Crown Isle with the heaviest impacted areas being just south of NAB.

NRDA unit established.

Eleven dead oiled birds have been recovered and 21 oiled birds have been transported to Sea World. In the morning of Day Two, 10 of the 21 birds sent to Sea World have died. More birds continue to be transported. Delta Beach (Least tern nesting area) is heavily impacted, USFWS, SCIC, OSPR, USCG DOE personnel on scene devise restoration/clean-up strategy.

Navy uses more boom to protect piers and moored vessels.

USCG VOSS is en route on board 180' CG Cutter.

DAY TWO
First light overflight is used to map the spill.

Skimmers are redirected to heaviest concentrations.

Secondary boom is placed in a tiered deflection strategy at either end of the containment area to direct the oil to collection sites as the tide washes in and out.

By noon the CG Cutter with the VOSS is on scene and actively collecting product. OSC has established storage for skimmed oil at 10th Ave Terminal.

Shoreline clean up has been initiated on beaches South of NAB.

A vessel decon station has been set up at both ends of the containment area.

OSC's OSRO skimmers are placed into service in Glorietta Bay.

CG overflights continue but are becoming less effective because of the frequent live feeds from TV News helos.

Press conference was held with CO SECTOR SD, Owner of OSC, and SOSC.

PAC Strike Team on scene as well as; NOAA SSC, USCG PIAT, additional OSPR personnel and additional personnel from local and regional contractors.

Dead birds continue to be collected and become a focal point for the media.

Authorized ceiling for the spill is raised to 500 K to cover costs and is expected to be bumped up again as burn rates for contractors and public agencies are captured.

DAY THREE
Amount of oil has greatly dissipated with round the clock skimming ops and continued hot dry weather. Heaviest concentrations remain in Glorietta Bay and around the Naval Station trapped within the piers. The South Bay Boom is broken and the northern point of the boom is placed at the western tip of NASSCO to encapsulate the bulk of the remaining product.

South San Diego Bay is open to commercial and Navy Traffic only.

Glorietta Bay is still closed to all traffic, OSRO and CG skimmers remain in service here. Beach clean up is on going and will continue for many days possibly weeks.

Tidal conditions have returned to average tidal heights and the Santa Anna wind conditions have dissipated. The weather is the typical night and morning low clouds burning off in the afternoon with late morning to early afternoon winds out of the west at 6-8kts.

Equipment decon station is set up at the OSC facility. Waterside vessel decon station has been set up at a facility just south of 10th Ave Terminal.

DAY 4 TO END
Skimming ops become unfeasible and all skimmers are demobilized and decontaminated.

Bird rescue center remains open actively trying to rehab oiled birds. NRDA is in full swing. NPFC has set up a claims unit, which is sifting through a barrage of claims, many of which appear to be fraudulent. News coverage eventually dies off, as the story grows stale. The City of San Diego sees a slight economic boom tied directly to the oil spill. The spill is being called the “10th Ave spill”.

9440.3 Maximum Probable Oil Spill

LOCATION
Pier 6, Naval Station San Diego.

SCENARIO
Narrative of operation preceding the spill: While conducting a fuel offload at 1000 on a Tuesday morning in April, the Officer of the Deck aboard the USS NEVERSAIL smelled a strong aroma of diesel fuel at the mid-ship's quarterdeck. He reported the finding to the ship's Damage Control Central area by telephone, and the ship's Engineering Duty Officer (EDO) secured the fuel offload by manually switching off power to the ship's internal transfer pumps. EDO ordered the Sound and Security Rover to shut off the main fuel transfer valves. The Sound and Security Rover accidentally misaligned the fuel valve and caused 8,000 gallons of Diesel Fuel, Marine (DFM), number F-76 to be discharged into the San Diego Bay over a 20 minute period, until the misalignment was corrected.

Weather: Winds are light and variable, bay conditions are calm. Tide is 3 hours into the flood and predicted high tide will be 4.2 feet above the mean inter-tidal range.

Affected and potentially affected areas throughout the course of this scenario include:
San Diego Bay
Sweetwater Creek
Chula Vista Nature Preserve
Coronado
Least tern nesting area in the South Bay

The required response action elements are presented in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, and cleanup strategies, resource requirements, available resources and sources of procurement, time necessary for cleanup, disposal options, and procedures for terminating the event. The following response strategy for this scenario and estimated times are for planning purposes only and do not reflect performance standards.

DAY ONE

0-2 hours

The Engineering Duty Officer brought the ship to General Quarters for an initial oil spill response, and reported the spill to Port Operations at Naval Station San Diego, in accordance with local instruction. The Naval Station responded with two Boston Whalers to investigate the spill and was at the scene six minutes after the spill was reported. The Naval Station First Response Team (FRT) Leader initially estimated the spill at over 2,000 gallons and radioed for two boom boats, two oil skimmers and four Boston Whalers to respond from Liquid Cargo at the Naval Station. In addition, the FRT Leader dispatched two additional oil skimmers and two additional boom boats from Port Operations, Coronado. Four additional craft were put on 5 minute stand-by notification from Port Operations, Point Loma, but they were not used immediately due to the length of their transit time to the scene.

The USS NEVERSAIL notified the USCG National Response Center (NRC) and the California State Office of Emergency Services (OES. The USS NEVERSAIL notified the Duty Officer for Navy Region South West.

The USS NEVERSAIL was the Pier Senior Officer Present Afloat (SOPA) and augmented their initial spill response with 18 additional personnel from two ships that were also berthed at Pier 6. The ship responders deployed seventy absorbent pads on the spill and deployed 500 feet of absorbent boom from the ship's oil spill response kits. Two additional response kits were used from the neighboring ships.

The Port Operations Duty Officer using the San Diego Bay Oil Spill Response Check List contacted the following by telephone:
Naval Station Command Duty Officer (CDO)
Naval Base Coronado CDO
Naval Base Point Loma CDO
Navy On-Scene Coordinator (NOSC)
Port Operations Officer
Waterfront Environmental Coordinator (WEC)
Port Operations Leading Chief Petty Officer
USCG Sector San Diego

SECTOR San Diego Pollution Investigator on scene forty minutes after the spill was reported. SECTOR recalled personnel for ICS based response. All internal and external notifications made. The following designated areas were prioritized in order of significance:

Containment boom around spill sources (USS NEVERSAIL).

Boom deployed northwest from Mole Pier across the bay to south Coronado to reduce impact on sensitive south San Diego Bay areas. Protective booming of Sweetwater Creek and Seventh Street channel. Implementing the South Bay booming strategy.

The FRT deployed 3,000 feet of boom around USS NEVERSAIL and along the quaywall. The FRT had 80% of the spill contained, one hour after the start of the spill. The FRT laid out 350 oil spill pads, and the four oil skimmers recovered a total of 950 gallons. Two additional boom boats were recalled from Port Operations, Point Loma and were on-scene in 90 minutes.

Captain of the Port (COTP) established a Safety Zone, closing San Diego Bay from the Naval Station south. Broadcast Notice to Mariners initiated to minimize civilian vessel traffic. OSPR investigators on scene. FOSC requests to open OSLTF for $50,000 to cover Coast Guard costs.

2-4 hours
FRT deploys 5000 feet of containment boom from Mole Pier.

SECTOR schedules and completes overflight. A Unified Navy/Coast Guard/State command is established at 32nd St Naval Station. Overflight reveals a heavy sheen across South bay from the 24th Street Marine terminal to 28th Street pier with scattered patches of brown oil. Oil is dissipating and is expected to evaporate rapidly under the sun. A press conference is held at the NAVSTA. Media interest is high locally with a few regional news agencies showing interest.

4-8 hours
FRT skimmers continue to collect product from the containment area, while Port Operations Coronado and Point Loma skimmers target scattered patches of brown oil. Naval Station boom boats deploy boom across Sweetwater Creek and from the Silver Strand.

U. S. Fish and Wildlife rep on-scene and monitoring for wildlife impacts. Sea World is alerted. Injury Survey commences for National Resource Damage Assessment (NRDA).

8-24 hours
NOAA SSC on scene providing trajectory and weather analysis. Skimmer operations continue until 2100, and commence at 0600 the following day until 1700. High tide is predicted at 4.3 feet above the mean inter-tidal range later that evening. Noon and sunset overflights continue to map the areas of collectible oil. The oil continues to evaporate rapidly and skimming operations are secured at 1700. A few patches of brown oil persist with extensive sheening. All booms remain in place. Four oiled Western Grebes have been transported to Sea World for rehab.

DAY TWO
A first-light overflight at dawn is used to map the extent of the oil.

Skimmers are directed to observed patches of oil. Two of the four birds that were transported to Sea World have died. The second press conference is held with the local media. Protestors are picketing outside the Naval Base. A midday overflight shows that most of the sheen has evaporated. Some light sheening is still observed around the shorelines with small fingers of sheen running into the bay. The Silver Strand boom is removed, followed by the Mole Pier boom. The Safety Zone is disestablished.

DAY THREE TO END
A morning overflight reveals minor sheening still visible but no recoverable patches remain. Coronado and Point Loma skimmers are released. Boom still remains around the vessel but all other boom is broken and sent to the decon station set up on the Base. Two more birds are transported to Sea World for rehab. Media interest has declined and is no longer the top story. The Navy has set up a claims unit and a boat wash station to handle any possible claims.

9440.4 Hazmat Scenario 1

LOCATION

Southbound Interstate 5 at the Buena Vista Lagoon Overpass.

SCENARIO

At 0900 on a weekday, an acid trailer (MC 312 cargo tank) full loaded with 1500 gallons of 90% concentrated sulfuric acid swerves into a freeway guard rail at high speed. The trailer overturns on top of the Buena Vista Lagoon overpass. The trailer's man-way cover, located at the rear of the trailer, breaks open, allowing sulfuric acid to spill onto the highway, and down into the estuary, which is also a California State Ecological Reserve and continuing Wildlife Preservation Project.

AMOUNT SPILLED: 750 gallons (250 gallons reach the lagoon/water).

PRODUCT SPILLED: 90% concentrated Sulfuric Acid.

Winds are from the West at 5 kts, air temperature is 65 deg F, water temperature is 60 deg F, and the tide is slack high water.

Winds are from the West at 5 kts, air temperature is 65 deg F, water temperature is 60 deg F, and the tide is slack high water.

Buena Vista Lagoon & Reserve

Pacific Ocean

The cities of Carlsbad/Oceanside/Vista

The required response action elements are presented in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, and time necessary for initial reactions. The following response strategy for this scenario and estimated times are for planning purposes only and do not reflect performance standards.

DAY ONE

0-2 Hours (0900-1100)

The driver is unhurt and is able to exit the cab safely. She immediately retreats from the scene of the accident, as toxic fumes and a small gaseous plume, caused by the reaction of the acid as it hits the ground and the surface of the water, begins to affect the surrounding atmosphere. A passing motorist calls 911 from their cellular phone and reports the incident.

The dispatcher contacts the San Diego Fire Department, HIRT, and the US Coast Guard. Resources/personnel are dispatched to the scene. The dispatcher also notifies the California Highway Patrol (CHP). The Carlsbad, Vista, and Oceanside Fire Departments are immediately notified. All three arrive on scene within the next 15 minutes.

The CHP officers arrive on scene. Traffic is stopped and rerouted in both directions, and the CHP assumes command of the incident. The area is secured and a Unified Command System is established. The US Coast Guard representative arrives on scene within 15 minutes. Cal-Trans crews, San Diego Fire HazMat team, and San Diego County Environmental Health arrive on scene within the next 25 minutes.

The HazMat Teams suit up in appropriate response gear, including SCBAs, and secure the source to ensure that no further material is released.

The sulfuric acid has already corroded the freeway asphalt, cement curbing, and metal guard posts on its way to the lagoon. As the acid reaches the water, it sinks and mixes violently with the water. This reaction produces a yellowish toxic cloud. This drifts in an easterly direction, hugging the earth's surface through the thick morning fog. The acid in the water begins to kill some of the exposed wildlife and surrounding vegetation.

The airborne plume threatens not only the initial safety zone, but also nearby neighborhoods. A major shopping mall and sewage disposal plant is located one mile east of the spill. Evacuation of these areas begins, and the safety zone perimeter is enlarged.

The HazMat Teams begin to neutralize the landside using soda ash. The on-scene fire departments initiate a fog/water "curtain" to knock down the gas cloud, while being cautious not to introduce water to the tank truck directly, or the acid on the ground.

Construction of a sand berm is discussed to keep the acid from washing out into the Pacific Ocean. Due to the lack of significant water movement in the lagoon and the greater potential for damage to the environment, it is decided that this will be put on hold for the time being.

Media interest is high and news crews begin to arrive on-scene.

2-4 Hours (1100-1300)

The bulk of the acid spilled on land is neutralized. Air sampling equipment is deployed to check the “downwind” air concentrations. Water sampling is started to ensure that the acid is neutralized.

A press release is issued and a press conference is held to get the information out to the public.

Wildlife impact assessment commences with representatives from the California Department of Fish & Wildlife (DFW).

4 Hours through end

Air sampling and water sampling continue until it is determined that the acid is completely diluted and that the toxic cloud has dispersed and no longer poses a threat to the public.

Wildlife impact assessments will continue in order to evaluate the overall effect of the spill.

9440.5 HAZMAT Scenario 2

LOCATION

Harbor Drive Chevron Facility’s Lower Tank Farm/San Diego Bay

SCENARIO

On a Wednesday at 12:30 p.m., an earthquake, with a magnitude of 5.2, occurs in San Diego.

The lower tank farm at the Harbor Drive Chevron Facility experiences a complete failure of tanks 27 and 28. The tanks were full at the time and 39,778 barrels of unleaded gasoline were released.

The quake destroys part of the containment wall separating the tank farm from Southwest Marine. The containment wall, designated to hold 29,781 barrels (110% of the largest tank), is damaged but still retains 22,336 bbls of the premium unleaded gasoline released when the tank collapsed.

The remaining 17,442 bbls (732,564 gallons) pours over the damaged containment wall onto the Southwest Marine shipyard and into San Diego Bay.
At the time of the earthquake, the area shipyards (NASSCO, Southwest Marine, and Continental Maritime were in full operation including hot work.

AMOUNT SPILLED: 732,564 gallons

TYPE OF OIL: Unleaded and Premium Unleaded Gasoline

It is summer, with clear skies, the air temperature is 80 deg F, and the water temperature is 65 deg F, with winds from the West at 5 knots. There is a flood tide with a current of 2 knots under the Coronado Bay Bridge.

Affected/potentially effected areas throughout the course of this scenario include:
North San Diego Bay
South San Diego Bay
Glorietta Bay and the Silver Strand/Coronado Cays
Chula Vista Boat Basin
Sweetwater River and Chula Vista Nature Preserve
Otay River
A-8 Anchorage (live-aboards & vessels)

Cities of Imperial Beach, San Diego, Chula Vista, and National City

NASSCO, Southwest Marine, and Continental Maritime shipyards

32nd Street Naval Station and Naval Amphibious Base

The following strategic objectives were developed during the response planning:

Search & Rescue

Fire/spill containment and protection strategies

Fire extinguishing

Crowd/traffic control (vehicles, air space, trains, etc.)

Local area evacuations & public notifications (in “downwind” areas)

Hazardous waste disposal

Natural resource damage assessments (short & long term)

The following specific response action elements are presented in chronological sequence. These include all of the specific tasks necessary to accomplish the strategic objectives outlined above. The following response strategy for this scenario and estimated times are for planning purposes only and do not reflect performance standards.

DAY ONE

1240 USCG SECTOR receives the report of the spill and resulting fire from Chevron personnel.

1245 USCG SECTOR COTP assumes the role of OSC and opens the Oil Spill Liability Trust Fund. ODP receives notification of spill from HMMD.

1250 OSC closes Port of San Diego/San Diego Bay to all traffic and issues a Broadcast Notice to Mariners. FAA is contacted and the air space for a radius of 2 miles is closed to all non-response air traffic. ODP begins notification and EOC activation process.

1255 First San Diego Fire Department units arrive on-scene and commence laying out cooling and protection hose lines. 2 Harbor Police vessels arrive on-scene and commence using 1500 GPM water monitors to help contain the waterside fire. Two USCG patrol boats arrive on-scene. One vessel commences SAR operations north of the scene between the Coronado Bay Bridge and the incident. The second vessel commences SAR operations south of the incident.

1300 Two USCG helicopters are launched en route to the scene to perform landside and waterside SAR operations. Operational Area Emergency Operations Center (EOC) activated. Media Team activated. Some Media Team assets put at disposal of Unified Command.

1310 ODP recommends to City of San Diego that they proclaim a local emergency/request the Governor proclaims a State of Emergency. ODP begins process of proclaiming a local emergency/requesting the Governor proclaim a State of Emergency for the operational area.

1315 OSC requests 2 Navy and 2 Navy contract tugs (from 32nd Street Naval Station) are dispatched to the scene. OSC also requests that the 32nd Street Naval Station ORT deploy boom from the pier, one at the Naval Station out 4000' to contain the spread of oil on the flood tide. OSC/IC requests ODP activate LIFE/EAS. Messages go out regarding evacuation in the immediate area of the spill/fire.

1320 OP Area EOC contacts Red Cross and requests they establish shelters for potential evacuation of the impacted area.

Four Navy tugs arrive on-scene and commence using their 3000 GPM to control the waterside fire and contain/extinguish the shoreside fire. EOC dispatches representatives to the UCS. Op Area EOC ready to provide support to responding agencies. San Diego County Animal Control units arrive on-scene to support Fish & Wildlife in wildlife protection/rescue.

1335 Op Area EOC requests helicopter support from NAS North Island in response to request from OSC/IC.

1350 Op Area EOC representatives arrive at Command Post and report to the Liaison Officer.

1400 San Diego Fire continues to provide exposure protection with an awareness to avoid depositing the fire streams into the burning fuel. Cooling fog is directed to cool other tanks in the containment area.

1415 OSC requests that the 32nd Street Naval Station Fire Department dispatch all available AFFF to the scene. AFFF supplies are collected and inventoried in the upper yard area at the Chevron Facility. EOC Staff Briefings.

1430 County Chief Administrative Officer (CAO) delegates Local Agency Representative authority to Director, Office of Disaster Preparedness.

1500 Waterside resources have extinguished the waterside fire and the shoreside structure fires with the exception of the tank farm involved. These resources are directed to continue providing structure protection on the bay side of the tank farm to keep the fire from spreading from the tank farm containment area.

1530 With the waterside fire extinguished the OSC requests that the Navy ORT and Foss Maritime coordinate resources to deploy boom to enclose the spill area and contain any oil that may move when the tide shifts.

1600 Sufficient quantities of foam have been assembled in the upper yard area at the Chevron facility. The OSC and San Diego Fire decide to strategically position foam supplies and commence fire suppression application of AFFF.

1630 Due to the natural evaporation, only 38% of the original spill volume remains floating on the water. With current wind conditions, the majority of the remaining spill is held along the shoreline. Due to this rapid evaporation, product properties, and ongoing fire fighting efforts, the OSC decides to let the spill evaporate instead of attempting mechanical clean-up operations (which would put cleanup personnel at risk for limited benefit).

1800 San Diego Fire extinguishes fire in tank farm containment area. Teams continue to apply AFFF to maintain the vapor suppressing foam blanket. Other teams continue to direct water streams at the containment walls to cool the product remaining in the containment area. These teams are conscious not to allow cooling streams to hit the AFFF blanket inside the containment.

2000 The product remaining in the containment area is cooled to a point where it can be safely pumped from the containment area into tank trucks which are standing by. Product in other "uninvolved" tank is also removed using installed pumps and piping (to tanks in the upper tank farm).

2330 Product removal from containment area is complete.

DAY TWO TO END

Product remaining in the water would remain boomed and allowed to evaporate. This process would take approximately one additional day according to the NOAA Modeling for this incident.

The California Department of Fish & Wildlife would complete Natural Resource Damage Assessments. A short-term field monitoring of water quality impacts would be conducted utilizing water monitoring capability of San Diego Sanitation District and commercial environmental consultants (Days 1-14). This short-term monitoring would be followed by long-term biological impact studies using San Diego State University and commercial environmental consultants to develop and carry out a monitoring plan (Days 7-as necessary).

9440.6 International Worst Case Oil Spill (Mexico)

LOCATION

Pacific Ocean in Mexican waters.

SCENARIO

At 0900 on a Thursday in October, the T/V Mas Petrol was en route to a refinery in Mexico when it lost power and went aground, 5 miles south of the US/Mexico border. The T/V was laden with 122,365 barrels of #6 fuel oil. The grounding caused multiple through hull ruptures and the discharge of all of the #6 fuel oil.

The wind is WNW from the east. The tide is in the seasonal high ranging from +6 to -1.5. Currently the tide is at low slack water with flood stage to occur in 3 hours. The air temp is in the mid 70's and the water temp is in the low 60's.

Actual and potential area affected include:

North San Diego Bay

San Diego Bay entrance

Tijuana River Estuary

Silver Strand

Coronado Beach

Northern Baja shoreline

Los Coronados Islands

The required response action elements are listed in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, available resources, sources of procurement, time necessary for clean up, disposal options, and demobilization. The following response strategies for this scenario, and estimated times are for planning purposes only.

DAY ONE

0-6 hours (0900-1100)

At 0900, USCG SECTOR receives notification from Clean-up Contractors of the grounding of the T/V Mas Petrol and the spilling of its cargo. The Coast Guard initiates all internal and external notifications including: NRC, OES, local OSPR office, Port of San Diego, USN Port Operations, San Diego ODP, District 11, NOAA SSC, RRT and USCG PAC STRIKE TEAM. CG and OSPR initiate internal recalls and mobilize Unified Command using the ICS structure. Command Post is located at the CG Activities San Diego.

At 0920, USCG SECTOR opens OSLTF with initial 100k ceiling to cover CG costs, and to protect US waters from possible impact of oil. Coastal Cleanliness is contracted to provide two off shore recovery vessels to skim any on water product that crossed into US waters. ETA on scene is 2000.

At 0940, SECTOR SD immediately requests to launch a helo overflight in Mexican airspace, request denied by Mexican government because Mexican government states that it has the situation under control and does not need the assistance of the US. SECTOR Pollution Investigator departs for Tijuana River Estuary via response vehicle. A Broadcast Notice to Mariners (BNTM) is issued advising mariners to use caution while transiting the affected area off shore. Predesignated FOSC (USCG Commanding Officer of SECTOR SD) initiates ICS organization. OSPR investigators dispatched from Kearny Mesa office and OSPR Warden recalled from Oceanside to respond.

At 1010 rcvd authorization to fly into Mexican airspace for aerial observation after contacting local congressman's office for assistance. At 1100 completed overflight of spill. Observed a large black slick, approximately 4 miles in length stretching from the grounded ship to the North. The oil has impacted shoreline from approx. 1 mile north of the grounded ship. Slick is marked with a data marker buoy. Visual observations show the slick migrating North towards the United States. Grande Oil has contacted their contracted OSRO to respond to the spill. CO SECTOR SD determined immediate action by local contractors was the best course of action to protect U.S. Waters and adjoining shorelines from potential pollution. The FOSC and SOSC decide that the Tijuana River Estuary (TJE) is the first priority for protection and the shoreline berming strategy should be immediately implemented. Border field State Park will be the staging area. At the request of the FOSC County Health closes the beach from the international border north to the

Imperial Beach pier pending the arrival of the oil in U.S. waters. Local contractors, CG and State reps converge on the TJE to coordinate berming the estuary. By 1145 CG, State and contractor reps determine that the berming strategy in the ACP is invalid due to the extreme high tide. With the help of the TJE Stakeholders an inter estuary booming strategy is developed and implemented. Initial press release sent. PAC Strike Team and PIAT mobilized. SSC is en route.

6-12 hours

The Unified Command has been fully established with secondary and tertiary notifications made to: SCIC, Trustees for all South San Diego resources at risk and Sea World bird rescue center. A representative from the Mexican Consulate is invited to the Command post to act as a liaison between the U.S. and Mexico. CG Headquarters is pursuing proper channels to provide assistance to Mexico should they request it. Initial contacts between the U.S. and Mexico result in Mexico declining U.S. assistance stating that the spill was under control. FOSC analyzes use of dispersants and or possible in-situ burning. Parameters have been exceeded for both options and are ruled out as strategies. At 1230 between local contractors and USCG have deployed 2000 ft of tidal boom within the TJE. Second overflight reveals slick has impacted most of the shoreline from the spill site north to the border and is still moving north. DMB and visual observations show the slick is still moving north. FOSC requests CG VOSS system be deployed, ETA on scene from LA/LB is 0800 the next morning. FOSC requests the assistance of the US Navy for pre treatment of the beaches, providing boom, storage of waste oil and dock space for incoming off shore recovery vessels (OSRVs). The Navy, local contractors and volunteers totaling 350 people scour the beach from the TJE North to North Island NAS removing debris from the beach.

At 1400 oil begins to impact the southern end of the TJE. The inter-estuary boom strategy is working to protect most of the estuary but the entrance to the estuary is severely oiled. The entrance area includes several least tern nesting sites. The FOSC requests that the Navy attempt to use their harbor skimmers in an offshore capacity. The first skimmer returns to SD Bay shortly after passing Point Loma as the sea conditions make the small skimmer ineffective. All Navy skimmers are staged at Ballast Point in case the seas calm or the slick reaches SD Bay. The entrance to SD Bay is boomed off in anticipation of the oil continuing North. SD Bay is closed to all traffic except those vessels involved with the cleanup.

12-24 hours

Coastal Cleanliness skimmers arrive on scene but cannot commence skimming ops due to darkness. SD Bay entrance boom is opened to allow the two OSRVs to tie up at the Sub Base. Breaking the boom results in sheening inside the boom.

Command post is now sagging under the weight of all the parties involved and moved to the CG Air Station Hangar to accommodate all the folks.

A first light overflight is planned along with implementing a secondary tiered boom strategy for the entrance to SD Bay. Shoreline Contamination Assessment Teams (SCAT) will be deployed at first light from the Border North to the entrance of Mission Bay. Media interest is frenzied with interest reaching to the international level.

News vans are setting up outside the CG Base as well as along the beach areas of Coronado. Cost ceiling is bumped to One million dollars. CG contracting officer and National Pollution Fund Center Personnel requested to respond to the spill that has been dubbed the “MAS PETROL SPILL”.

DAY TWO

First light overflight is used to map the spill. Beaches heavily impacted from Zuniga Jetty south to the Border. The beaches from Point Loma North have not been impacted. Slick extends from the entrance of San Diego Bay all the way South to the spill site. Overflight reveals grounded vessel is boomed off and the Mexican Navy has offshore skimmers deployed as well as several hundred beach cleaners working.

OSRV Skimmers are directed to heaviest concentrations.

Secondary boom is placed in a tiered deflection strategy at either end of the containment area to direct the oil to collection sites as the tide washes in and out.

By noon the CG Cutter with the VOSS is on scene and actively collecting product Shoreline clean up has been initiated on Coronado and Imperial beaches along with the Silver Strand.

Press conference was held with CO SECTOR SD, SOSC and the Representative from the Mexican Consulate. PAC Strike Team on scene as well as, NOAA SSC,
USCG PIAT, additional OSPR personnel and additional personnel from local and regional contractors.

Oiled birds are washing up along the beaches and being transported to Sea World for rehab. Authorized ceiling for the spill is raised to 500 K to cover costs and is expected to be bumped up again as burn rates for contractors and public agencies are captured. Midday overflight reveals the slick has stopped at the entrance to SD Bay and the on water product is swirling around the entrance, washing ashore and being moved by wind and tidal conditions. NRDA unit established. Media interest has increased to a frenzied level.

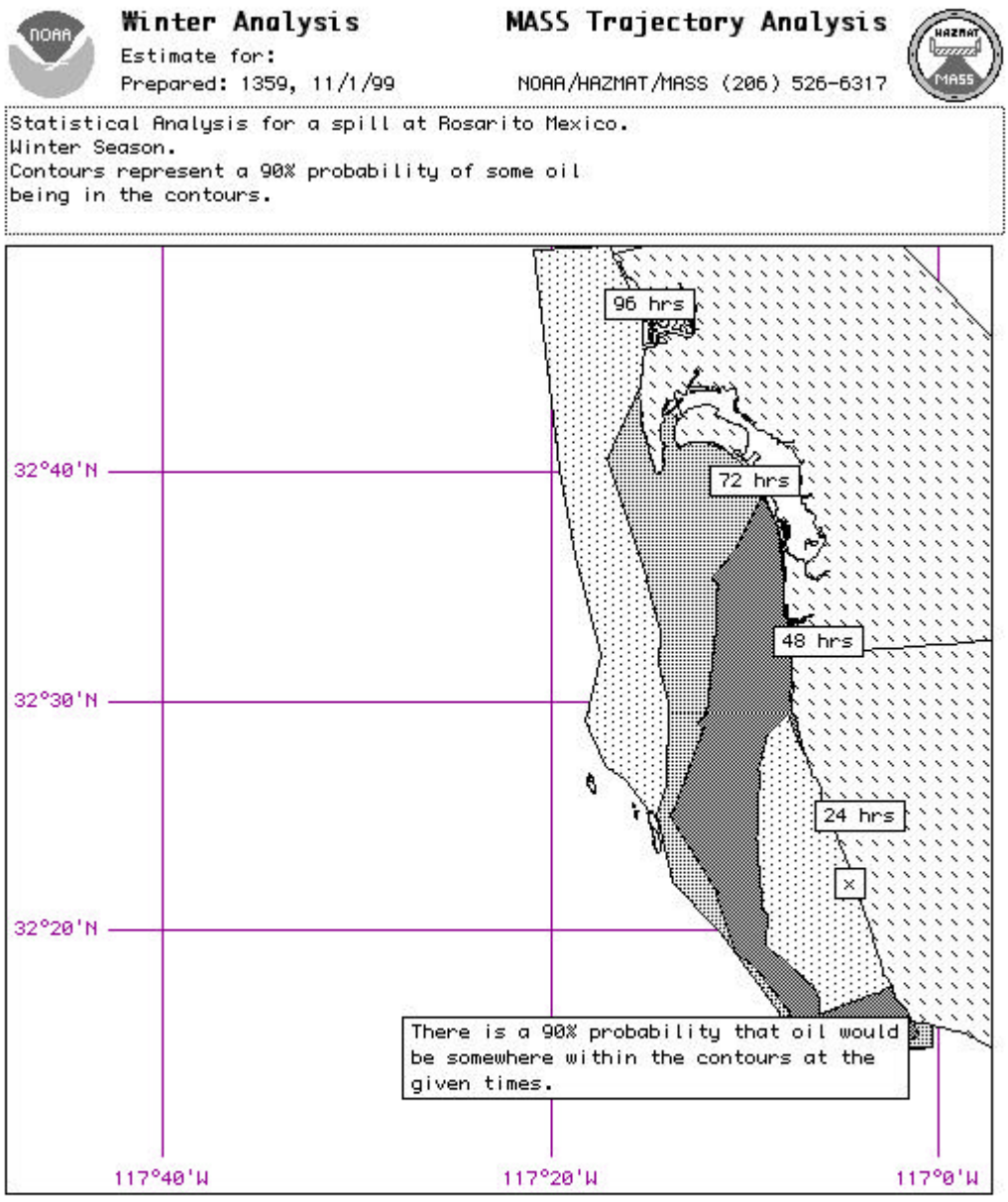
DAY THREE

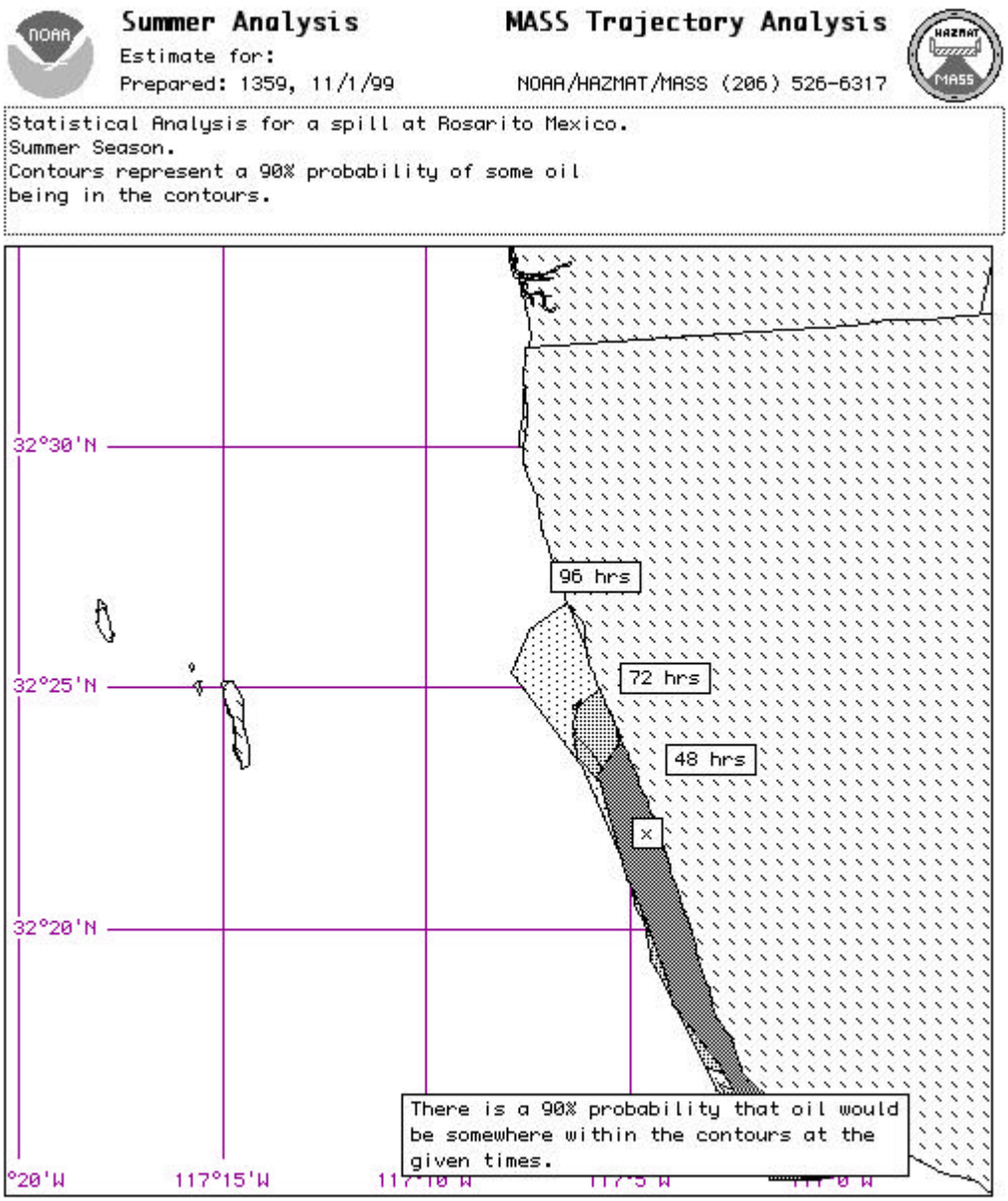
Imperial Beach and Coronado Beach are still closed to the public; Coastal Cleanliness and CG skimmers remain in service. Beach clean up is on going and will continue for many days possibly weeks. The weather is the typical night and morning low clouds burning off in the afternoon with late morning to early afternoon winds out of the west at 6-8kts. Equipment decon station is fully operational at Ballast Point. The State Department is working on liability issues with the Mexican Government.

DAY FOUR TO END
Skimming ops become unfeasible and all skimmers are demobilized and decontaminated.

Bird rescue center remains open actively trying to rehab oiled birds. NRDA is in full swing. NPFC has set up a claims unit, which is sifting through a barrage of claims. News coverage eventually dies off, as the story grows stale. The City of San Diego sees a large economic boom tied directly to the oil spill. The spill is being called the “Tijuana Estuary spill”. Beach clean up and rehab will be underway for weeks as more oil washes ashore.

Attached are two trajectory maps. These two trajectories were actually run for the MAY99 Pemex spill. Although these trajectories are for a point several miles south of this scenario the rates of movement and direction of movement remain valid for this scenario.


Winter Analysis
Estimate for:
Prepared: 1359, 11/1/99
MASS Trajectory Analysis
NOAA/HAZMAT/MASS (206) 526-6317
Statistical Analysis for a spill at Rosarito Mexico.
Winter Season.
Contours represent a 90% probability of some oil
being in the contours.
96 hrs
72 hrs
48 hrs
24 hrs
32°40'N
32°30'N
32°20'N
117°40'W
117°20'W
117°0'W
There is a 90% probability that oil would be somewhere within the contours at the given times.



9440.7 Rail Line Strategy

Rail lines pose a significant threat to the maritime environment due to them crossing over bodies of water that are directly connected to the Pacific Ocean and being in the vicinity of economic and environmentally sensitive sites. If a train derailment were to occur, all actions taken shall be pursuant with the National Response Priorities in 40CFR300.317. Safety of human life must be given a top priority and the insurance of safety of response personnel. All notifications shall be made in accordance with Section 9100 of this ACP. Significant actions shall be taken to stabilize the situation in identifying and securing the source as soon as possible. Once the source is

identified and secured all geographical response strategies within the affected and projected area should be enacted. The response must use all removal tactics in a coordinated manner to ensure a timely, effective response that minimizes adverse impact to the environment.

9440.8 Pipeline Strategy

Pipelines pose a significant threat to the maritime environment due to the aging and vulnerable placement of pipelines near economic and environmentally sensitive sites. Better technology is needed to detect potential leaks and to enable quicker shut down of pipelines when breaks occur. The most significant pipeline threat in the San Diego area is the fuel supply line from Naval Base Point Loma to Naval Air Station North Island. If a pipeline break were to occur, all actions taken shall be pursuant with the National Response Priorities in 40CFR300.317. Safety of human life must be given a top priority and the insurance of safety of response personnel. All notifications shall be made in accordance with Section 9100 of this ACP. Significant actions shall be taken to stabilize the situation in identifying and securing the source as soon as possible. Once the source is identified and secured all geographical response strategies within the affected and projected area should be enacted. The response must use all removal tactics in a coordinated manner to ensure a timely, effective response that minimizes adverse impact to the environment.

9500 List of Agreements

Refer to Section 9000 and in the Enclosures of the Region 9 RCP.

Several other Interagency agreements can be found in COMDTINST M16000.15, Marine Safety Manual, Volume 10. (* Copy of MOU/MOA text is included in this ACP)

*MOA on Oil Pollution and Response Between Commander, Eleventh Coast Guard District and the State of California—Signed 1997

*MOA Between Department of Fish and Game's Office of Spill Prevention and Response and the State Water Resources Control Board Relating to Discharges Associated with Response Activities Conducted Pursuant to CH. 7.4, Division 1 of the Government Code.

*Memorandum Of Understanding Relating To The Handling And Transport Of Materials Used Or Recovered During An Oil Spill Between The Department Of Fish And Game's Office of Spill Prevention and Response And The Department Of Toxic Substances Control. 1997

*LOA Among U.S. Coast Guard (USCG), Environmental Protection Agency (USEPA), National Oceanic and Atmospheric Administration (NOAA), and Department of Interior (USDOI) Concerning the Use of In-Situ Burning as a Response Method to Oil Pollution for the Area 35-200 Nautical Miles Off the Coast of California.—Signed 10 April 1997. (See Section 4550)

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

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

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

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

Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations — Signed 15 September 1980

MOU Among the National Institute for Occupational Safety and Health, the Occupational Safety and Health Administration, the United States Coast Guard and the United States Environmental Protection Agency – Signed 18 December 1980

MOU Between the Bureau of Safety & Environmental Enforcement (BSEE) of the Department of the Interior and the United States Coast Guard of the Department of Transportation Concerning Regulation Activities and Facilities on the Outer Continental Shelf of the United States — Signed 29 August 1989

MOU Between the Environmental Protection Agency and the United States Coast Guard Concerning the Mitigating of Damage to the Public Health or Welfare Caused by a Discharge of a Hazardous Substance under Section 311 of the Clean Water Act (33 USC 1321) —Signed 3 October 1979

MOU Between the Environmental Protection Agency and the United States Coast Guard on Assessment of Civil Penalties for Discharges of Oil and Designated Hazardous Substances— Signed 17 August 1979

MOU Between the Department of Transportation and the Department of the Interior Regarding Offshore Pipelines — Signed 6 May 1976

MOU Between the Department of Transportation, Department of Interior and the Environmental Protection Agency Regarding Jurisdictional Responsibilities for Offshore Facilities — Signed 14 December 1993

MOU Between the [CA] Department of Fish and Game's Office of Spill Prevention and Response and the [CA] State Lands Commission.

MOU Between the California Department of Fish and Game and California Department of Forestry and Fire Protection.

MOU Between San Diego Fire-Rescue Department and San Diego Unified Port District Addressing Joint Firefighting Operations in the San Diego Unified Port Distrist Marinas and Pleasure Docks

MOA on Oil Spill Prevention and Response Between Wildlife Protection Division and Office of Spill Prevention and Response.

9600 Conversions

Refer to Chapter 25 in the Incident Management Handbook.

9700 List of Response References

Refer to Section 9000 and in the Enclosures of the Region 9 RCP.

9710 Relevant Statute/Regulations/Authorities List

Refer to Section 3732 and 9700 of the Region 9 RCP.

9720 Relevant Instructions/Guidelines/SOP and Practices List

Refer to Section 9700 of the Region 9 RCP.

This document can be found at: www.uscg.mil/pacarea/pm/Graphic/SDacp.htm

Incident Management Handbook

33 CFR

COMDTINST 16000.6, Coast Guard Marine Safety Manual, Vol. 1

COMDTINST 16000.8, Coast Guard Marine Safety Manual, Vol. 3

COMDTINST 16000.9, Coast Guard Marine Safety Manual, Vol. 4

COMDTINST 16000.10, Coast Guard Marine Safety Manual, Vol. 5

COMDTINST 16000.11, Coast Guard Marine Safety Manual, Vol. 6

COMDTINST 16000.15, Coast Guard Marine Safety Manual, Vol. 10

COMDTINST 16465.1, Spills Of National Significance Response Management System,15 July 1997

National Contingency Plan (40 CFR Part 300)

COMDTINST 16471.1 Adoption of NIIMS ICS, 9 Feb 1996

COMDTINST 16471.2, Incident Command System Implementation Plan, 23 May 1997

9730 Geographic Response Plans

San Diego does not have any formal geographic response plans. It does have booming strategies for sensitive sites throughout its AOR which are numbered based off geographic position. Please refer to Section 9800 of this plan for more information.

Please see Section 3910 of the Region 9 RCP for the California Wildlife Response Plan.

9740 Technical References List

Refer to Section 9700 of the Region 9 RCP.

9740.1 NCP Product List

Refer to Subpart J of the National Contingency Plan, State of California NCP Product List.

9740.2 Catalog of Crude Oil & Oil Product Properties

In the event of a spill of crude oil, refer to the following for guidance:

Chemical Hazards Response Information System (CHRIS) Manual
International Petroleum Industry Environmental Conservation Association (IPIECA)
American Petroleum Institute (API)

9740.3 CHRIS Manual

The electronic CHRIS Manual is located at the following website: www.chrismanual.com/

9740.4 Incident Management Handbook

The Incident Management Handbook is designed to assist in the use of the National Incident Management System ICS during response operations and planned events.

9750 Waste Management Plan

One of the major issues associated with an oil spill response is the proper management of the recovered petroleum product, as well as the contaminated cleanup materials, soil, and debris. How these are managed is dependent on how they are characterized – as a solid waste, hazardous waste, or a hazardous material (used or reused). This subsection presents a general approach to the management of the various types of wastes collected during an oil spill.

9760 Waste Management Options

Under California law, a hazardous substance released or discharged to State marine waters is defined as a waste and must be characterized as either hazardous or non-hazardous and managed accordingly. Once the waste is characterized and its final disposition is determined, the waste may be redefined and managed as a material, rather than a waste.

In accordance with CHSC 25143.2, recovered hazardous wastes may be managed as a hazardous material rather than a hazardous waste by utilizing any one of the following methods:

The material is used or reused as an ingredient in an industrial process to make a product, and is NOT reclaimed;

The material is used or reused as a substitute for commercial products, and is NOT reclaimed;

Without first being reclaimed, the material is returned to the original process from which it was generated as a substitute for raw material feedstock, as long as the material is returned as a substitute for raw material feedstock, and the process uses raw materials as principal feedstocks; and

The material is shipped to the site from where it was generated or managed, or to another site owned by the same generator, and is either burned as a fuel or is recombined with normal process streams to produce a fuel. However, it should be noted that the Department of Toxic Substances Control (DTSC) has agreed with DFW/OSPR that recovered oil originally headed for a refinery will NOT be considered a hazardous waste and may still be sent to the refinery.

Remember, hazardous “material” management activities need to comply with a different set of regulations, which include, in part, the local fire code for storage and handling requirements, and 49 CFR for shipping requirements. Do NOT use a hazardous waste manifest when shipping hazardous materials, rather use a Bill of Lading.

In managing hazardous wastes, one must also be responsible for adhering to the waste minimization philosophy behind good waste management practices. Waste generation and disposal can be minimized through proper waste characterization, handling, segregation, treatment, and recycling, while only solid, non-recyclable wastes are actually “disposed” of. The following waste management hierarchy should always be used in the management of both hazardous and nonhazardous wastes:

Eliminate or minimize the amount of waste generated

Source reduction

Use and reuse as a material

Reclaim or recycle

Treatment

Disposal ….. *Dispose of waste <u>only</u> if the above priorities are not practical!*

The need to minimize the volume and toxicity of all hazardous wastes has been made clear and explicit in state and federal regulations; however, other reasons to minimize waste would include protection of public health and the environment, as well as economic incentives, liability incentives, and public relations incentives.

<u>Crude Oil and Refined Petroleum Product.</u> Crude oil spilled into marine waters that is recovered and transported to the refinery of original destination or a refinery that can accept the crude oil for use or reuse may be considered a “material” rather than a “waste” and, therefore, not subject to the more stringent hazardous waste management laws and regulations [California Health and Safety Code (CHSC), Section 25143.2]. Refined petroleum products that are recovered from marine waters may also be handled as a product if they can be used for their originally intended purpose (i.e. fuel, fuel oil, etc.), per CHSC 25250.3.

There are other avenues by which recovered petroleum may be managed as a material (CHSC 251143.2). These approaches include recycling the petroleum through incineration, as a fuel, a substitute for raw material feedstock, or as an ingredient used in the production of a product (i.e., asphalt). The California Environmental Protection Agency, DTSC should be consulted for more information on these and other management options. The latest published list of companies that recycle oil and the latest published list of licensed used oil haulers can be obtained from DTSC.

Recovered petroleum “products” or “materials” that are not accepted by a refinery as a material should then be recycled. Since state law requires the generator of a waste to consider recycling before other waste management methods, recycling should be the next waste management priority. To ensue that the appropriate waste management method is utilized for the recovered petroleum, the generator must characterize the waste either through knowledge of the waste or through analysis by a State certified laboratory to determine if the waste is hazardous or non-hazardous. It is the responsibility of the Responsible Party (RP) to have the waste accurately

characterized for proper disposition [Title 22, Section 66260.200(c) of the California Code of Regulations (22 CCR)].

Contaminated Debris. Contaminated debris including organic material, contaminated cleanup equipment (i.e., PPE, sorbents, booms, etc.) and other contaminated materials that cannot be recycled must be managed as a waste. The materials must also be characterized before the appropriate waste management option is determined.

If the debris is contaminated only with petroleum or any of its fractions, then it is exempt from regulation under Section 25143.12 of the Health and Safety Code if ALL of the following conditions are met:

The debris consists exclusively of wood, paper, textile materials, concrete rubble, metallic objects, or other solid manufactured objects;

The debris is not subject to regulation as a hazardous waste under the federal act;

The debris does not contain any free liquids, as determined by the paint filter test specified in the regulations adopted by the department;

The debris is disposed of in a composite lined portion of a waste management unit which is classified as either a Class I or Class II landfill in accordance with 23 CCR 2530, *et seq*., the disposal is made in accordance with the applicable requirements of the California Regional Water Quality Control Board and the California Integrated Waste Management Board, and, if the waste management unit is a Class II landfill, it is sited, designed, constructed and operated in accordance with the minimum standards applicable on or after 10/9/93 to new or expanded municipal solid waste landfills, which are contained in 40 CFR 258.1, *et seq*.

Oiled Animal Carcasses. Oiled animals and carcasses should be collected and turned over to the California Department of Fish and Wildlife, Office of Spill Prevention and Response (OSPR) representatives who are responsible for wildlife rehabilitation and collection of carcasses for natural resource damage assessment (NRDA) . The identification and location of OSPR representatives can be provided by the Unified Command Center. OSPR will be responsible for the disposal of the oil-contaminated carcasses.

9770 Waste Minimization and Recycling Opportunities

Discharge to Sea of Water Separated From Recovered Oil (Decanting) Recovered Oil and Oily-water. In order to maximize skimmer efficiency and effectiveness, water should be decanted to the spill impact area with the approval of the FOSC and relevant state agency representatives. Operational standards (e.g., decanting only in the impact area where water depth is sufficient; no free oil) should be established as soon as skimming is initiated. In federal waters, decanting can be approved through a request to the FOSC.

For marine waters of the State (inside 3 miles) the Administrator or his representative through the Incident Command System (ICS) or Unified Command Structure (UCS) authorizes incidental discharge of wastewater (Decanting) during oil spill response activities per a Memorandum of Understanding (MOU) signed by the SWRCB and OSPR. The MOU finds that these discharges are exempt from the regulation under a National Pollution Discharge Elimination System (NPDES) permit. Additionally, the MOU also provides that the SWRCB will recommend that the coastal RWQCB waive the issuance of waste discharge requirements for these types of discharges.

Exceptions to FOSC or SOSC authorization to Decanting:

The exception to this will be in NOAA Marine Sanctuary waters. With the addition of the Monterey Bay National Marine Sanctuary a significant portion of the coastline is now part of the National Marine Sanctuary program. Other sanctuaries include Point Reyes/Farallon Island, Channel Islands (San Miguel, Santa Cruz, Santa Rosa, Anacapa, Santa Barbara Island, Richardson and Castle Rock), and Cordel Banks. Federal law prohibits the discharge of material, such as separated water, to marine sanctuaries unless permitted by the Administrator of the sanctuary program. Negotiations are presently under way seeking pre-approval to discharge separated waters during an emergency response to oil spills within the sanctuaries. Until pre-approval is obtained, permit for the discharge of separated water must be obtained from the Sanctuary Program, via the appropriate field office, before any discharge can take place.

Debris Avoidance. It is generally not possible to avoid the generation of oily debris resulting from the contact of floating oil with waterborne solids, however, it is possible to minimize the generation of oily debris in the coastal intertidal zone if the anticipated area of oil impact can be cleaned prior to stranding of the spilled oil. This has been successfully accomplished in a small number of past spills.

Personnel can be deployed to remove debris from beach intertidal areas to above the high tide line in order to minimize oiling of stranded debris/trash. It is important to note that such crews are not likely to be certified as required under OSHA 1910.120 and can only perform this task prior to the stranding of spilled oil. An Industrial Hygienist and/or Health & Safety specialist should be consulted regarding the limitations of these crews and the effective establishment of exclusion zones in the area of beach impact.

Selection of Personal Protective Equipment. Depending upon climatic conditions and material compatibilities of personal protective equipment (PPE), waste can be minimized through the selection of reusable equipment, when possible. For instance, the use of reusable PPE (such as gloves and boots) instead of disposable PPE can minimize the generation of the oil-contaminated disposable PPE, as long as such equipment use is approved by the site safety officer. Such decisions should be made early in the response process in order to minimize the generation of contaminated PPE that is generally considered a hazardous waste and managed at a Class I hazardous waste management facility.

Recovered Oil and Oilv-water. In order to maximize skimmer efficiency and effectiveness, water should be decanted to the spill impact area with the approval of the FOSC and relevant state agency representatives. Operational standards (e.g., decanting only in the impact area where water depth is sufficient; no free oil) should be established as soon as skimming is initiated. In federal waters, decanting can be approved through a request to the FOSC. As discussed earlier, in state waters approval must be secured from the Regional Water Quality Control Board (see the MOU between the SWRCB and OSPR).

Both oil and oily-water recovered from skimming operations should be off-loaded to facilities (i.e.; terminals, refineries) where it can be effectively managed as a material, or recycled as a wastestream at an off-site recycling facility (i.e.; commercial refiners, reclaimers, recyclers). These facilities may be able to provide temporary waste storage in their tank or container storage areas. Prior to commencing any storage activities, however, the facility may have to obtain an emergency permit from the DTSC (approval is usually over the phone, followed by the appropriate paperwork in the mail). Additionally, any oiled debris that is recovered along with the

skimmed oil must also be maintained in a secure, temporary waste storage area until it is sufficiently characterized for final disposition.

Sorbent Use/Reuse: Synthetic sorbents (i.e., pads, sweeps, and booms) have become standard response materials in the “mechanical recovery” of spilled oil. Their oleophilic, hydrophobic character makes them efficient at separating oil and water and they are routinely used to recover oil from solid surfaces as well (e.g., rubble, cobble and boulder shorelines; equipment/gear; vessels; etc.). Since oiled sorbent material often constitutes a substantial percentage of the oily solid waste generated during spill response and cleanup, opportunities for minimizing this waste volume should be considered.

Some sorbents are designed to be reusable (i.e., mechanized rope-mop skimmers) or can be recycled on-site with inexpensive gear (e.g., appropriate barrel-mounted wringers). Sorbent manufacturer instructions should be followed regarding the limits of effective reuse for their individual products. It is also possible to replace sorbent sweeps and booms with recyclable boom and other appropriate gear in circumstances where floating oil can be efficiently recovered without generating oiled sorbents. For example, in good-access, low energy shoreline areas (harbors, bays, inlets), it may be possible to use containment-boom and recover the trapped oil with vacuum trucks instead of contaminating large volumes of sorbent.

Petroleum-contaminated Soil Recycling and Reuse: While the volume of petroleum--contaminated soil associated with coastal spills is generally lower than such volumes resulting from large inland spills, opportunities for recycling/reuse should be considered. For soils satisfying the waste profiling requirements of the state and commercial facilities, beneficial reuse as daily landfill cover after appropriate treatment is an available option in California (see Response Resources list). Recycling of oil-contaminated soil as aggregate in cold-mix and hot batch asphalt is available at four facilities in the State of Washington. Furthermore, a recently completed study of the incorporation of oily/solid residuals into construction materials concluded that a large market exists in California and that these recycling/reuse opportunities should be pursued and encouraged. It is important to note that both the costs and benefits of such recycling (less than $100/ton and low future liability) versus disposal in a California Class I or II disposal facility (greater than $100/ton and moderate to high future liability) are substantial. Removal of contaminated soil from temporary storage will require the authorization by the Unified Command, FOSC, or SIC.

9780 Temporary Storage

To expedite removal of spilled oil, refined products, and contaminated materials from marine waters during an emergency-response, containment activities (to include temporary waste storage) may be conducted at appropriate on-shore locations [22 CCR 66270.1(c)3]. The transportation of oil and contaminated material to temporary waste storage sites during an emergency response is exempt from transportation and manifesting requirements, per the draft MOU between OSPR and DTSC (these requirements are also exempted per 22 CCR 66263.30 and/or 66263.43 for transportation-related emergency responses.

During an immediate response, all oil and/or oily materials may be recovered, transported, or transferred to temporary waste storage sites and are exempt from any hazardous waste generator and facility permit requirements for a period of 30 days, per the MOU between OSPR and DTSC. Additional 30-day extensions may be granted by DTSC, under appropriate circumstances.

Temporary storage sites can be an area or facility approved by the IC or Unified

Command for characterizing and/or temporarily storing recovered oil and/or oily materials used, collected, or recovered during an oil spill response. Such an area may include, but is not limited to, permitted or interim status hazardous waste storage facilities, other nonpermitted facilities, vessels, barges, tanks, vacuum trucks, barrels, containers, storage piles, or other appropriate containment methods and locations that may be used to hold recovered oil and/or oily materials. Temporary storage sites need not be owned, operated, or leased by the RP. Temporary storage sites that are on-shore should be established at locations that are convenient to the recovery operations for the temporary storage of recovered petroleum products, and contaminated materials and debris. Siting of the temporary storage site, however, must be done with the concurrence of the following:

FOSC

SIC

DTSC [The DTSC duty officer can be contacted at one of the following phone numbers]:

Region 1 (Sacramento) 916-255-3564
Region 2 (Berkley) 510-540-2122
Region 3 (Glendale) 818-551-2830
Region 4 (Long Beach) 310-590-4968

California Coastal Commission Oil Spill Program: For information on emergency permits for temporary storage sites within the coastal zone, call: (1) CCC Oil Spill Program (Deputy Director 415-904-5205, or 24-hour cell phone 415-693-8375); or (2) if CCC Oil Spill Program cannot be reached, call CCC San Diego District Manager (619-767-2375)

Regional Water Quality Control Board (RWQCB), and local health, fire and emergency service departments.

If a Unified Command is established, OSPR will facilitate the contact of the state and local government agencies through the Liaison Officer.

9790 Initial Treatment

Petroleum and petroleum contaminated cleanup materials can potentially be treated at the temporary storage site. One of the treatment processes that may be used is Transportable Treatment Units (TTU). The most likely treatment process undertaken with a TTU will be separation of water from collected petroleum. Another treatment method employed for separating water on-site is decanting water from temporary storage tanks.

Any water generated through the separation of petroleum and seawater may be potentially discharged to a sanitary sewer system or back to marine waters. A discharge to the sanitary sewer will require a permit from the local sanitation district that will establish effluent requirements for the discharged water. Should a sanitation district not allow the discharge of water to its system, the recovered sea water would either be discharged back to the adjacent marine waters or transported off-site for disposal. The discharge of recovered sea water to state waters will require a NPDES permit from the local RWQCB, if it isn't under the scope of the OSPR/SWRCB MOU. A portable incinerator may be another type of TTU available during a spill response for use with contaminated material. The use of an incinerator will require a permit from DTSC and the local air pollution control district or air quality management district. The potential use of any TTU and regulatory standards must be discussed with DTSC.

97100 Characterization of Recovered Material

Recovered petroleum and contaminated debris not recycled must be characterized to determine their waste classification before the waste can be shipped to a proper waste management facility for final disposition. A State of California certified hazardous waste laboratory might conduct the actual testing on representative samples of each type of waste.

It is the responsibility of the generator, or the responsible party (RP), to have the recovered petroleum and other contaminated materials accurately characterized as either hazardous or non-hazardous for proper disposition [22 CCR 66260.200(c)]. A generator who incorrectly determines and manages a hazardous waste as non-hazardous is in violation of the hazardous waste requirements and may be subject to DTSC enforcement action.

According to 22 CCR 66264.13 and 66265.13, before an owner or operator of a treatment, storage, or disposal facility transfers, treats or disposes of any hazardous waste, the owner or operator shall obtain a detailed chemical and physical analysis of a representative sample of the waste. An analysis of the waste, therefore, must be provided to the hazardous waste management facility (HWMF) via a profile sheet that can be obtained from the HWMF. The HWMF then determines whether or not the waste can be accepted prior to its shipment. State criteria for characterizing a waste hazardous or non-hazardous is found in 22 CCR 66261.10 and 66261.20-66261.24 while federal criteria is presented in 40 CFR 261.30-261.33 (see Figure E.VI.2). These criteria can apply to any oily-water, sorbents, booms, and debris generated as a result of an oil spill clean up. Based on waste characterization, the wastes can be further defined as either a Federal Resource Conservation and Recovery Act (RCRA) waste (hazardous waste regulated under federal regulations), a non-RCRA waste (hazardous waste regulated under California regulations only), or a non-hazardous waste. Be aware, however, that some non-hazardous wastes may be defined as a “designated waste” per 23 CCR 25522,and should be managed accordingly. Once the waste is characterized, disposition options can then be selected. Removal of recovered material from temporary storage will require authorization by the Unified Command, FOSC, or SIC.

97110 Transportation

Recovered petroleum product not accepted at a refinery for reuse must be transported to an approved waste management facility. The type of waste management facility will be based on the results of the waste analysis performed.

Hazardous Waste: Waste classified as hazardous under either federal or State regulations must be transported to a permitted or interim status hazardous waste management facility. Any shipments of hazardous waste must be done by a transporter who is registered with DTSC as a hazardous waste hauler (a list is available from the DTSC) and has a valid EPA Identification Number. Prior to removal of the hazardous material from temporary storage, a California Uniform Hazardous Waste Manifest (EPA Form # 8700-22A) must be prepared by the generator (RP or designee) for recovered petroleum and other contaminated materials (22 CCR 66263.20-66263.23). While preparing the manifest, the RP may request assistance from the on-scene DTSC representative or the DTSC regional duty officer.

All hazardous materials and wastes shipped off-site must be transported in compliance with applicable regulations. These include the RCRA regulations in 40 CFR 262-263, DOT Hazardous Materials Regulations (49 CFR 171-178), and any applicable state regulations (22 CCR 6626.20-6626.23).

Non-hazardous Waste: Waste that is determined to be non-hazardous but is a "designated waste" (per 23 CCR 2522) will be transported to a Class II waste management facility. Manifesting of the waste is not required but a Bill of Lading is required for transportation. The appropriate Regional Water Quality Control Board (RWQCB, list in Table E.VI.3) and local health department should be contacted to determine what waste management facility will accept the waste and any additional test requirements the facility might require (see tables E.VI.4). Removal of nonhazardous waste from temporary storage will require authorization by the Unified Command, FOSC, or SIC.

Off-Site Waste Management Facilities

Depending on the type of waste and how it is to be managed, you need to identify an appropriate off-site waste management facility, as follows:

Non-hazardous waste/designated waste (per 23 CCR 2522): Transport to a Class II waste management facility.*

Non-hazardous waste/non-designated waste (per 23 CCR 2522): Transport to a Class III waste management facility.*

Hazardous waste: Transport to a facility as a "material" for use/reuse; or to an authorized Class I hazardous waste management facility for recycling, treatment, storage, or disposal.

The Regional Water Quality Control Boards should be consulted for information on the location and disposal requirements of facilities in their region.

To avoid confusion and panic at the time of a spill incident, it usually helps to plan ahead and identify the waste management facilities (primary and alternates) to use for the different types of waste streams that are expected to be generated during a spill response and clean-up.

For a list of Recyclers within California, as well as in other states, call DTSC/Resource Recovery Unit at (916) 323-6042 for a copy of the California Waste Exchange Directory of Industrial Recyclers and Listing of Hazardous Wastes Available for Recycling.