



LA-LB AREA CONTINGENCY PLAN v.2014.4 August 2018

**SECTION 1000
INTRODUCTION**

ABSTRACT

Each Area Committee is responsible for developing an Area Contingency Plan (ACP) which shall be adequate to remove a worst case discharge of oil or a hazardous substance from a vessel, offshore facility, or onshore facility operating in or near the geographic area

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1000 INTRODUCTION

1100 Introduction / Authority

The Oil Pollution Act of 1990 (OPA 90) amended the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j)) to address the development of a National Planning and Response System. As part of this system, Area Committees have been established for each area designated by the President. These Area Committees are comprised of qualified personnel from federal, state, local, and tribal government agencies.

Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC), is responsible for developing an Area Contingency Plan (ACP) which, when implemented in conjunction with the National Contingency Plan (NCP), shall be adequate to remove a worst case discharge of oil or a hazardous substance, and to mitigate or prevent a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility.

The purpose of the Los Angeles – Long Beach Area Contingency Plan is:

- to be the primary guidance manual for responders to oil spills and hazardous substance releases.
- to provide for orderly and effective implementation of response actions to protect the people, natural resources, and property in the coastal zone from the impacts of an actual or substantial threat of oil discharges and/or hazardous substance releases, including Weapons of Mass Destruction (WMD).
- to promote the coordination of and describe the strategy for a unified and coordinated federal, state, local, tribal, responsible party, response contractors, and community response to an actual or substantial threat of oil discharges and/or hazardous substance releases.
- to provide guidance to Facility Response Plan, Vessel Response Plan, and Offshore Oil Spill Response Plan reviewers and plan holders to ensure consistency with this plan.

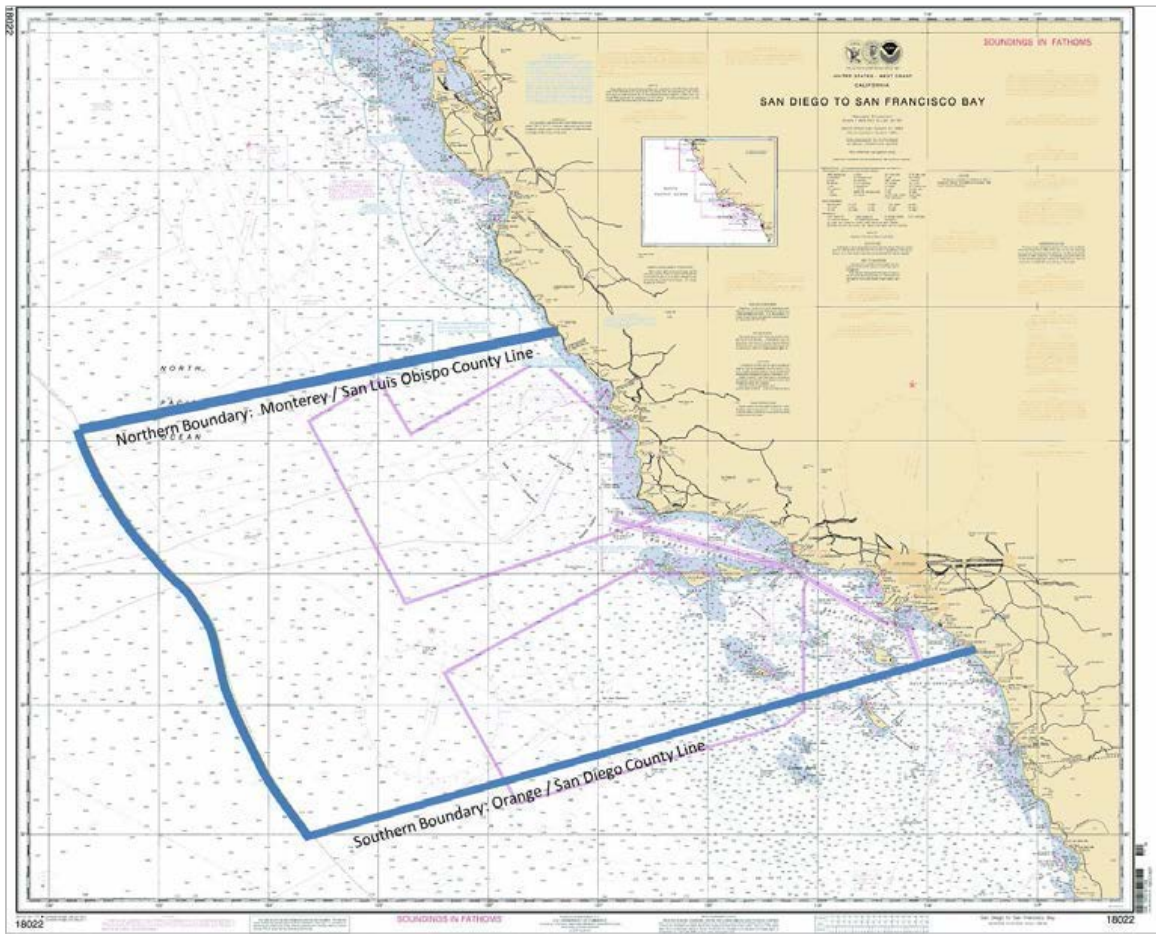
1200 Geographic Boundaries

Area of Responsibility

Sector Los Angeles-Long Beach's Captain of the Port (COTP) Area of Responsibility (AOR) is specified in 33 CFR 3.55-10 and comprises the land masses and waters of California from the Monterey-San Luis Obispo County line extending south to the Orange-San Diego County line. Under OPA 90, Federal removal authority was extended to include the waters of the exclusive economic zone (EEZ).

The Coast Guard COTP is the pre-designated Federal On-Scene Coordinator (FOSC) for incidents originating in the coastal zone while the EPA provides the On-Scene Coordinators (OSC) for incidents originating in the inland zone. These boundaries recognize the Coast Guard's primary responsibility over discharges and releases in navigable waters from vessel and waterfront facilities. The demarcation line between the coastal-inland zones generally follows the Pacific Coast Highway (US 1). The demarcation line deviates from US 1 in most urban areas to other thoroughfares bordering the immediate coastline.

The Sector Los Angeles-Long Beach's COTP and FOSC Area of Responsibility has been further divided into two sectors as described below.



Northern Sector – San Luis Obispo, Santa Barbara, & Ventura Counties

The USCG/EPA boundary is defined from the Southern Ventura County line north on US 1 along the coast to Hueneme Road (Oxnard); west to Ventura Road; north to Channel Islands Blvd.; west to Harbor Blvd.; north to US 101; north along US 101 to Route 225 (Santa Barbara); Route 225 west to US 101; north along US 101 to Gaviota. Within Gaviota State Park shift to Southern Pacific railroad tracks; along the mainline tracks to Black Road (Casmalia); north to US 1; north to the San Luis Obispo/ Monterey County Line.

Southern Sector – Los Angeles & Orange Counties

The USCG/EPA boundary is defined by the San Diego/Orange county line at I-5 north to Pacific Coast Highway (US 1); US 1 north to Jamboree Road (Newport Beach); north to Bristol Street; west to Irvine Avenue; south to 17th Street; west to Route 55; south to US 1; US 1 north to Golden West Street (Huntington Beach); and north to Warner Avenue; west to Bolsa Chica; north to Westminster Avenue. West along Westminster Blvd to US 1;; north to 7th Street; north and west to Ximeno Avenue; south to Livingston Drive; west to Ocean Blvd.; west along Ocean Blvd. to the intersection with Los Angeles River's east bank; north along Los Angeles River east bank to Anaheim Street; west to Alameda Street; south to B Street (Wilmington); west to Gibson Blvd.; south to Harbor Blvd. (San Pedro); south to Crescent Avenue; south to 22nd Street; west to Pacific Avenue; south to Paseo Del Mar; west to Western Avenue; west and north to 25th Street; 25th Street/Palos Verdes Drive around the Palos Verdes Peninsula to US 1; north to Beryl Street (Redondo Beach); west to Harbor Drive; north along the coast roads through the beach cities to Culver Blvd. (Playa del Rey); and north to US 1 to the Ventura County line.

[Interactive map for USCG/EPA jurisdiction in California](#)

1300 Area Committee**1310 Purpose**

The Federal Water Pollution Control Act (FWPCA) encourages local contingency planning to coordinate community response to oil discharges and hazardous substance releases. The Oil Pollution Act of 1990 (OPA 90) expanded upon FWPCA and required the establishment of Area Committees consisting of qualified members of Federal, State, local, and tribal government agencies.

The primary role of an Area Committee is to provide for effective spill response planning and preparedness. Area Committees develop, maintain and exercise Area Contingency Plans (ACPs). Area Committees provide a forum for bringing together Federal, State, local, and community stakeholders for the purpose of planning and preparing for responses to major incidents that affect multiple jurisdictions. Major response actions require extraordinary cooperation and coordination among all levels of government.

1320 Organization

There are six Area Committees within California: North Coast, San Francisco Bay & Delta, Central Coast, LA-LB Northern, LA-LB Southern and San Diego.

To optimize resources and time, the LA-LB Area Committee and Area Contingency Plan is a consolidation of the legacy northern and southern sectors. The Area Committee is made up of experienced environmental, scientific and technical disciplines from federal, state and local government agencies, and tribes with definitive responsibilities for the area's environmental integrity. The FOSC will serve as Chair for the Area Committee. The FOSC should designate a representative from California Department of Fish and Wildlife Office of Spill Prevention and Response (OSPR) to serve as Vice-Chair.

The Area Committee is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish sub-committees as necessary to accomplish the preparedness and planning tasks. Sub-committee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academia, environmental groups, consultants, response organizations, or concerned citizens. The sub-committee Chair must be an appointed member of the Area Committee.

OPA 90 prohibits industry representatives from holding Area Committee memberships, however, industry participation in Area Committee meetings is invaluable. Key industry stakeholders will fulfill a participant function.

1330 Area Committee Charter Members

Chair: U.S. Coast Guard

Vice-Chair: California Department of Fish and Wildlife, Office of Spill Prevention and Response

Charter Members:

Federal:

Department of Homeland Security (DHS)

U. S. Coast Guard (USCG)

Federal Emergency Management Agency (FEMA)

Department of Defense (DOD)

U. S. Navy (USN)

U. S. Army Corps of Engineers (USACE)

Department of the Interior (DOI)

Bureau of Indian Affairs (BIA)

Bureau of Safety and Environmental Enforcement (BSEE)

National Parks Service (NPS)

U. S. Fish and Wildlife Service (USFWS)

Department of Commerce (DOC)

National Oceanic and Atmospheric Administration (NOAA)

National Marine Fisheries Service (NMFS)

Department of Transportation (DOT)

Pipeline and Hazardous Materials Safety Administration (PHMSA)

U. S. Environmental Protection Agency (EPA)

State:

California Department of Fish & Wildlife, Office of Spill Prevention and Response
California Office of Emergency Services
Local Emergency Planning Committee – CA Region I
California State Lands Commission

California Coastal Commission

Local:

San Luis Obispo County Office of Emergency Services
Santa Barbara County Office of Emergency Services
Ventura County Office of Emergency Services
Los Angeles Office of Emergency Management
Orange County Office of Emergency Services
Fire Departments and associated Marine Units
Port of Los Angeles
Port of Long Beach
Port of Hueneme

1400 National Response System

The National Response System (NRS) is comprised of Federal, State, and local governments that work together to protect Americans from threats to our land, air, and water. The NRS was developed to coordinate all government agencies with responsibility for environmental protection and provide a focused response strategy for the immediate and effective mitigation of an oil or hazardous substance discharge. The NRS federal agency members are:

United States Coast Guard
Environmental Protection Agency
Federal Emergency Management Agency
Department of Defense
Department of Energy
Department of Agriculture
Department of Commerce
Department of Health & Human Services
Department of the Interior
Department of Justice
Department of Labor
Department of Transportation
Department of State
Nuclear Regulatory Commission
General Services Administration

1410 National Response Framework

The National Response Framework (NRF) is a guide to how the Nation responds to all types of disasters and emergencies. It is built on scalable, flexible, and adaptable concepts identified in the National Incident Management System (NIMS) to align key roles and responsibilities across the nation. The NRF describes specific authorities and best practices for managing incidents that range from the serious but purely local to large-scale terrorist attacks or catastrophic natural disasters. The NRF sets the doctrine for how the United States builds, sustains, and delivers the National Preparedness Goal's response core capabilities: Prevention, Protection, Mitigation, Response, and Recovery.

The NRF supports the responsibilities of the FOSC, under the direction of both FWPCA and CERCLA removal authorities. The FOSC coordinates or directs on-scene response resources and efforts during a pollution incident using the support of the National Response Team (NRT), Regional Response Team (RRT), State Representatives, Area Committees, Special Teams, contractor resources and responsible parties as necessary to supply the needed personnel, equipment, and scientific support to complete an immediate and effective response to any oil or hazardous substance discharge.

1410.1 Spill of National Significance (SONS)

A Spill of National Significance (SONS) classification provides additional support at the national level to the FOSC. Per 40 CFR 300.323 the Commandant for the Coast Guard holds the authority for declaring a SONS. Some or all of the conditions below will exist when classifying a spill a SONS:

- A spill of size, magnitude and/or complexity that presents a significant challenge(s) to the Coast Guard FOSC and the RRT.
- Local and regional resource coordination or the Unified Commands incident management capability is exceeded.
- Multiple unified incident command posts (ICPs) have been established
- One or more Area Command(s) (UACs) has/have been established

The Coast Guard Commandant may choose to and has the authority to name a National Incident Commander (NIC) to assist the FOSC with interagency and governmental/public affairs coordination.

When an oil spill incident is an element of a larger response governed by a Stafford Act Presidential disaster declaration, it is unlikely that a SONS classification would be necessary. The national level response support will be coordinated by the Federal Emergency Support Function (ESF #10) within a Joint Field Office (JFO).

1420 Regional Response Team Structure

The Regional Response Team (RRT) ensures that the multi-agency resources and expertise of the NRS are available to support the FOSC as needed during a pollution incident. The RRT is comprised of representatives from the 15 federal member agencies plus state representatives and is co-chaired by the Coast Guard and the EPA. The principal components of the RRT are a standing RRT and incident-specific RRTs. Each incident-

specific RRT is formed from the standing team when the RRT is activated for a response. Instructions for activating an incident-specific RRT are located in the Regional Contingency Plan (RCP). [RRT IX Website with RCP](#)

1430 Area Command Response Structure

An Area Command is established to oversee the management of (1) multiple incidents that are each being handled by an ICS organization, or (2) large or multiple incidents to which several Incident Management Teams have been assigned. Area Command has the responsibility to set overall strategy and priorities, allocate critical resources according to priorities, ensure that incidents are properly managed, and ensure that objectives are met and strategies followed. Area Command becomes Unified Area Command when incidents are multijurisdictional. This allows each jurisdiction to have representation in the Area Command. Representatives to the Area Command would typically be at the highest executive levels within a responding organization such as a state governor or direct representative, and CEO or President of the affected commercial entity.

When an Area Command is established, Incident Commanders (FOSCs), will report to the Area Commander. Although the general concept for a nationally significant response involves an oil spill, major natural disasters such as earthquakes, floods, or hurricanes create a large number of incidents affecting multi-jurisdictional areas. Due to their size and potential impact, these incidents provide an environment for the use of Area Command as deemed appropriate by the lead federal agency.

In situations where multiple incidents are occurring, the use of an Area Command makes the jobs of FOSCs more manageable for the following reasons:

- a. Much of the inter-incident coordination normally required of each FOSC will be accomplished at the Area Command level. Using an Area Command organization allows the FOSCs and their response organization to focus their attention on their assigned incident.
- b. Area Command sets priorities between competing FOSC objectives and resource needs.
- c. Area Command ensures that established agency policies, priorities, constraints, and guidance are made known to the respective Incident Commanders.

It is important to remember that Area Command does not replace the Incident Command level ICS organization or functions.

Incident Commanders under the designated Area Commander are responsible to and should be considered as part of, the overall Area Command organization. They must be provided adequate and clear delegation of authority.

1440 Federal/State Role in Incident Response

USCG Sector Los Angeles-Long Beach maintains and manages emergency response teams for response to discharges of oil and releases of hazardous substances in the coastal zone. FOSCs are responsible for determining the source, cause, and responsible party, as

well as initiating source control and enforcement actions as appropriate. Additional responsibilities include ensuring containment, cleanup, and disposal are carried out adequately, notification of all Natural Resource Trustees, and coordination of activities with federal, state, tribal, and local agencies.

California has pre-designated the Department of Fish and Wildlife, Office of Spill Prevention and Response (OSPR) to act as the lead state agency/State On-Scene Coordinator (SOSC) for all oil spills or threatened oil spills affecting the land, coastal waters, or any other waters of California. The SOSC shall provide clear designation of the responsibilities and jurisdictions for all state agencies to avoid unnecessary duplication of activities.

1450 Incident Command System

Emergency Responders at all levels of government use Incident Command System (ICS) structures to manage response operations. ICS is a management system designed to integrate facilities, equipment, personnel, procedures, and communications within a common organizational structure. Typically, the incident response is structured to facilitate activities in five areas: command, operations, planning, logistics, and finance/administration.

1460 Area Exercise Mechanism

The FOSC shall periodically conduct Government Initiated Unannounced Exercises to measure response capabilities. This action will allow effective assessments of industry response plans. The national Preparedness for Response Exercise Program (PREP) meets the intent of section 4202(a) of the Oil Pollution Act of 1990 (OPA 90). PREP guidelines are designed to provide a mechanism for compliance with exercise requirements, while being economically feasible for the government and the oil industry to adopt and sustain. PREP is a unified Federal effort that satisfies the exercise requirements of the U.S. Coast Guard (USCG), the Environmental Protection Agency (EPA), the Pipeline and Hazardous Materials Safety Administration (PHMSA), and the Bureau of Safety and Environmental Enforcement (BSEE). These exercises may include participation by federal, state, local agencies, owners and operators of vessels and facilities in the area, and private industry.

1470 National Contingency Plan

The Coast Guard will respond consistent with the policy outlined in the National Contingency Plan (NCP) and this ACP. The national response policy is to ensure that all applicable laws and regulations are carried out. Those laws and regulations are intended to ensure effective and immediate removal of a discharge/release, mitigation or prevention of a substantial threat of a discharge of oil or release of hazardous substances, and overall protection of human health and the environment. In the event of a spill where there is no responsible party or their response efforts are inadequate, Coast Guard responsibilities may include assuming the response actions, partial response actions, or assuming a joint leadership in a unified command with state and local responders. General Coast Guard policy for pollution response is provided in Volume VI of the Coast Guard Marine Safety Manual.

1480 Federal Radiological Response Plan

The Nuclear/Radiological Incident Annex (NRIA) to the NRF describes the policies, situations, concepts of operations, and responsibilities of the Federal departments and agencies governing immediate response and short-term recovery activities for incidents involving release of radioactive materials to address the consequences of the event. These incidents may occur on Federal-owned or licensed facilities, privately owned property, urban centers, or other areas and may vary in severity from the small to the catastrophic. The incidents may result from inadvertent or deliberate acts. The NRIA applies to incidents where the nature and scope of the incident requires Federal response to supplement the State, Tribal, and/or Local incident response.

1500 State / Local Response System

California laws applicable to the prevention, response and management of releases of oil and hazardous materials are numerous. The California Department of Fish and Wildlife, Office of Spill Prevention and Response has the primary responsibility for response to releases of oil in the marine environment and releases of deleterious substances into the waters of the State. The Office of Emergency Services has primary responsibility for off-highway spills that do not affect waters of the State and the California Highway Patrol is responsible for response to on-highway spills.

1600 National Policy and Doctrine

Section 4201 of OPA 90 amended Subsection I of Section 311 of the FWPCA, to require the Federal OSC to “in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance – (i) into or on the navigable waters; (ii) on the adjoining shorelines to the navigable waters; (iii) into or on the waters of the exclusive economic zone; or (iv) that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States.”

The National Incident Management System (NIMS) Incident Command System is the recognized standard with which spill management teams must demonstrate compatibility and is the measure by which regulatory agency plan reviewers, exercise evaluators, and spill responders will gauge the adequacy of response actions. While this system allows considerable operational flexibility, it includes a collaborative planning process that delineates key management position responsibilities, common use of forms, essential Incident Action Plan elements and response personnel and equipment resource tracking methods.

1610 Public vs. Private Resource Utilization

The Oil Pollution Act of 1990 (OPA 90) reaffirmed the basic principle that the primary source of an oil spill preparedness and response system in the U.S. should be implemented and maintained by the private sector. It is not, nor should it be, the Coast Guard’s intent to compete with the commercial oil and hazardous materials pollution response industry. The Coast Guard’s pre-positioned response equipment other publicly owned response equipment, and other initiatives under the Coast Guard’s oil spill response program are only intended to supplement the oil and clean-up industry’s response program or be used if the

commercial industry does not have readily available resources, and only until such time that the Federal On-Scene Coordinator (FOSC) or the Unified Command decides to release the resources.

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

1620 Best Response Concept

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

“Best Response” equals a successful response based on achievement of certain key success factors as follows: Human Health, Natural environment, Public Communication and Stakeholders Support.

1630 Cleanup Assessment Protocol (How Clean is Clean?)

When to terminate specific oil spill cleanup actions can be a difficult decision. The increasing cost of the cleanup and the damage to the environment caused by cleanup activities must be weighed against the ecological and economic effects of leaving the remaining oil in place. The decision to terminate cleanup operations is incident specific.

Cleanup usually cannot be terminated while the following conditions exist:

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

Cleanup may normally be terminated when the following conditions exist:

- The environmental damage caused by the cleanup efforts is greater than the damage caused by leaving the remaining oil or residue in place.
- The cost of cleanup operations significantly outweighs the environmental or economic benefits of continued cleanup.

The FOSC, after consultation with the members of the Unified Command, determines that the cleanup should be terminated.

1640 Dispersant Pre-Approval/Monitoring/Decision Protocol

At the time of an oil spill incident, the FOSC is authorized to evaluate the use of chemical dispersants. Currently, all dispersant use in RRT Region IX is governed by either the pre-approval process; the preapproval with consultation process; or, the incident-specific RRT

approval required process. Detailed information regarding implementation of these processes as well as all applicable checklists are outlined in the *California Dispersant Use Plan* located in section 9700 of the Appendix.

For more information about the *California Dispersant Use Plan*, contact Ms. Ellen Faurot-Daniels at the California Office of Spill Prevention & Response, ellen.faurot-daniels@wildlife.ca.gov; (831) 649-2888.

1650 In-situ Burn Approval/Monitoring/Decision Protocol

Physical removal and subsequent disposal or recycling/re-use of the spilled oil is preferred. However, mechanical recovery may be limited by equipment capability, weather and sea state, storage and disposal problems, and spill magnitude. Use of in-situ burning should be considered by the FOSC when use of this technique will lessen the environmental impacts of the spill.

The *RRT IX In-Situ Burning Plan for California Waters* applies to the coastal waters of California. It calls for RRT IX involvement in every proposed use of in-situ burning due to concerns about air pollution. In-situ burning operations in inland areas are governed by the *RRT IX Inland In-Situ Burning Plan*. For more information about the ISB Plans, contact Ms. Ellen Faurot-Daniels at the California Office of Spill Prevention & Response, ellen.faurot-daniels@wildlife.ca.gov; (831) 649-2888.

1660 Bioremediation Approval/Monitoring/Decision Protocol

Bioremediation is a treatment technology that enhances existing biological processes to accelerate the decomposition of petroleum hydrocarbons and some hazardous wastes. Bioremediation has been used extensively in waste water treatment of spilled oil. Research suggests that shoreline treatment by nutrient enhancement significantly increased degradation rates of oil when compared to untreated shoreline areas. For more information on the use of bioremediation in California contact, Ms. Ellen Farout-Daniels at the California Office of Spill Prevention & Response, ellen.faurot-daniels@wildlife.ca.gov; (831) 649-2888.

1670 Fish and Wildlife Acts Compliance

Endangered Species Act

The Endangered Species Act provides a program for the conservation of threatened and endangered plants and animals and the habitats in which they are found. The U.S. Fish and Wildlife Service (FWS) of the Department of the Interior maintains the list of endangered species and threatened species. Under ESA Section 7(a)(2) federal agencies are required to consult on actions that may affect listed species and/or habitat. Spill response activities that may result in an adverse effect to listed species/habitat require emergency consultation. Emergency consultation will be accomplished by including USFWS and/or NMFS in the Incident Command System organization established by the FOSC. These representatives will provide timely recommendations to eliminate/minimize adverse effects to listed species/habitat.

The interagency *Memorandum of Agreement Regarding Oil Spill Planning and Response Activities Under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan* is located in section 9500 of the Appendix.

Migratory Bird Treaty Act (MBTA)

Federal agencies are required to complete a memorandum of understanding with the Fish & Wildlife Service if their activities may have negative effects on birds. The MOU outlines how agencies will reduce those impacts. The Coast Guard signed an updated Memorandum of Understanding (MOU) with the U.S. Fish and Wildlife Service in 2014 to promote the conservation of migratory bird populations. The MOU obligates the Coast Guard to identify actions that might have a substantial adverse impact on migratory birds. The full text of the MOU is available in section 9500 of the Appendix.

Marine Mammal Protection Act (MMPA)

The National Oceanic and Atmospheric Administration (NOAA) West Coast Marine Mammal Stranding Network was established in the early 1980s under the Marine Mammal Protection Act (MMPA). Members of the network respond to marine mammal stranding events along the Washington, Oregon, and California coasts and are part of a nationwide network. For more information on the National Marine Mammal Health and Stranding Response Program (MMHSRP) please visit [the NOAA Fisheries website](#).

To report a dead, injured or stranded marine mammal, please call: **1-866-767-6114**.
For law enforcement, harassments, and other violations, please call: **1-800-853-1964**.

1680 Protection of Historic Properties (NHPA)

The National Historic Preservation Act of 1966 (Public Law 89-665) requires agencies using federal funds to identify, evaluate, and where significant, protect historic, archaeological, and traditional cultural properties. This Act also authorized the National Register of Historic Places (NRHP) and the National Historic Landmarks programs, expanding Federal recognition to historic properties of local and State significance. The National Park Service in the DOI administers both programs. Regulations for these programs are contained in 36 CFR Part 60, National Register of Historic Places, and 36 CFR Part 65, national Historic Landmarks Program. Oil can contaminate archaeological, historic, and culturally sensitive resources. Such contamination can prevent carbon dating, damage the fragile artifacts, and make restoration and preservation extremely difficult or impossible. In addition, oil spill response activities (e.g., mechanical cleanup and staging area constriction) can physically disturb or destroy artifacts and sites. The primary contact for responders seeking information and expertise on local culturally sensitive areas is the State Archeologist in the State Historic Preservation Office for the State or the Tribal Historic Preservation Officer for the affected tribal lands. It is important that responders be aware of the types of archaeological, cultural, or historic materials that they are likely to encounter while responding to an incident and that they will immediately notify the FOSC/UC in the event that these types of materials are discovered.

1690 Alternative Response Technology Evaluation System (ARTES)

During an oil or chemical spill, the On-Scene Coordinator (OSC), who directs the response, may be asked to consider using alternative countermeasure (a method, device, or product besides mechanical methods). To assess whether a proposed countermeasure could be a useful response tool, it's necessary to quickly collect and evaluate the available information about it.

ARTES is designed to evaluate potential response tools on their technical merits, rather than on economic factors and can also be used to evaluate more conventional countermeasures.

ARTES is designed for two uses:

- To evaluate a product's appropriateness for use during a specific incident, under specific circumstances.
- As a pre-evaluation to identify conditions under which favorable outcomes are anticipated when a product is used.

An advantage of ARTES is that it provides a management system for addressing the numerous proposals submitted by vendors and others during a spill.

For more information on the ARTES process and/or the selection of any Alternative or Applied Response Technologies contact, Ms. Ellen Farout-Daniels at the California Office of Spill Prevention & Response, ellen.faurot-daniels@wildlife.ca.gov; (831) 649-2888.

1695 Specialized Monitoring of Applied Response Technologies (SMART)

Special Monitoring of Advanced Response Technologies is a cooperatively designed monitoring program for in-situ burning and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in-situ burning operations. Data are channeled to the Unified Command to address effectiveness of dispersants in dispersing the oil in the water column or if airborne particulates concentrations at sensitive locations exceed the level of concern. Having monitoring data can assist the Unified Command with decision-making for dispersant and in-situ burning operations. The Coast Guard Pacific Strike Team maintains qualified personnel and equipment to perform SMART.