U.S. Department of
Homeland Security

United States
Coast Guard

SAN DIEGO

AREA CONTINGENCY PLAN - 6

2023.0
May 2023

San Diego
Area Contingency Plan 6 - 2023.0
Volume I: Sections 1000-97110

USCG Sector San Diego
ACP 6 – San Diego

Emergency Spill Notification Numbers
National Response Center: 1-800-424-8802
California Office of Emergency Services: 1-800-852-7550

This page intentionally blank

Record of Changes for the 2023.0 San Diego ACP

Change Number	Date of Change	Date Entered	Entered By

This page intentionally blank

Table of Contents

This page intentionally blank

1000 Introduction

1100 Introduction/Authority

Section 4202 of the Oil Pollution Act of 1990 (OPA 90) amended Subsection (j) of Section 311 in 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 were established for each area designated by the President. These Area Committees are comprised of qualified personnel from Federal, State, and local agencies. Each Area Committee, under the direction of the area's Federal On-Scene Coordinator (FOSC), is responsible for developing an Area Contingency Plan (ACP) which, when implemented in conjunction with the National Oil & Hazardous Substance Pollution Contingency Plan, or 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 operating in or near the geographic area. Each Area Committee is also responsible for working with State and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee is also required to work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

Executive Order 12777 of 22 October 1991 delegated the functions of designating areas, appointing Area Committee members, determining the information to be included in ACPs, and reviewing and approving Area Contingency Plans to the Commandant of the U.S. Coast Guard (through the Secretary of Homeland Security) for the coastal zone, and to the Administrator of the Environmental Protection Agency (EPA) for the inland zone. The term "coastal zone" is defined in the current NCP (40 CFR 300.5) to mean all U.S. waters subject to the tide, U.S. waters of the Great Lakes, specified ports and harbors on inland rivers, and the waters of the Exclusive Economic Zone (EEZ). The Coast Guard has designated areas as those portions of the Captain of the Port (COTP) zones that are within the coastal zone. The COTP zones are described in Coast Guard regulations (33 CFR Part 3).

1110 Pollution Investigation Authority

Several Federal, State, and local agencies have a direct role in the enforcement of applicable laws and regulations associated with a discharge, or substantial threat of a discharge, of oil into the navigable waters of the U.S. The investigation into alleged violations of the many applicable laws and regulations requires a coordinated effort among the many agencies involved. As a preliminary step to enhance the effectiveness of investigative activities and limit the potential negative impact of these activities upon the cleanup and removal actions associated with an incident, the following agencies have been identified as having a direct, field-oriented role in the initial stages of these events.

1120 Involved Agencies

See 40 CFR 300.175 (b) for a comprehensive list of Federal Agencies

The United States Coast Guard. The U.S. Coast Guard has enforcement and investigative authority for a significant array of potential violations of Federal laws and regulations, as well as enforcement actions under applicable international treaties. The principal, though not exclusive, Federal laws and regulations associated with a discharge or a substantial threat of a discharge of oil include: applicable components of the Clean Water Act as amended; the Oil Pollution Act of 1990; the Ports and Waterways Act; the Port and Tanker Safety Act; the Act to Prevent Pollution from Ships (1980), as amended; and Annex I of the International Convention for the Prevention of Pollution from Ships,

1973, as modified by the Protocol of 1978 (MARPOL 73/78). In addition, authorities pursuant to 46 USC 7701 and 46 USC 6101 relate to personnel actions (licensed mariners), and marine casualties, respectively. The Federal regulations associated with potential investigative or enforcement interest under these circumstances include, though are not limited to, applicable sections of 46 CFR with particular attention to Parts 4, 5, 16; 33 CFR Parts 126, 130, 151, 153-160; and 40 CFR Parts 116 and 117. Potential Federal enforcement actions associated with a pollution discharge may include but are not limited to: collection of statements and evidence to determine the causes of the associated marine casualty, mandatory chemical testing of involved licensed personnel, and the collection of oil samples in the water and on suspect vessels. Additional Federal regulations under 33 CFR Part 1.01-30 through 1.01-90 and 33 CFR 1 Subpart 107 define the roles, responsibilities, of the Coast Guard and its authority to enforce civil and criminal penalties.

The State of California, Department of Fish and Game, Office of Oil Spill Prevention and Response (OSPR). The Lempert-Keane-Seastrand Oil Spill Prevention and Response Act of 1990 (SB 2040) details the role of OSPR in spill investigations. OSPR is the lead investigative unit for State and local governments. As the lead agency, OSPR will coordinate the investigative efforts for these government agencies. Government Code Section 8670.7 specifically requires the OSPR Administrator to determine the cause and the amount of a discharge. The investigative goals of OSPR are: to take samples and secure evidence relevant to the spill; conduct interviews of any person with special knowledge as to the facts of the spill and make arrests, if necessary and appropriate; determine and document the facts related to the cause of the spill; secure evidence relevant to determining the volume of oil spilled and the amount recovered; determine if a responsible party exists and whether or not the responsible party will take financial responsibility for the cleanup and containment of the spill; and, make an initial determination as to whether or not the facts of the investigation indicate a violation of state or local laws or regulations, and if they do, initiate criminal or civil actions through the appropriate legal jurisdiction(s). State authority extends anywhere within the State and out to three miles from the shoreline. However, “hot pursuit” and other legal principles allow OSPR to operate outside of this narrow area of authority.

State of California, State Lands Commission. The Lempert-Keene-Seastrand Oil Spill and Response Act of 1990 (SB 2040) details the role of the State Lands Commission (SLC) in spill investigations within the jurisdictional boundaries of the State of California. The investigative role of the SLC following a spill will be to assist the OSPR Administrator in determining the cause and amount of the discharge in accordance with California Government Code, Title 2, Chapter 7.4, Article 2, Section 8670.7(e). In addition, the SLC will be assessing the cause of the spill to determine the effectiveness of its regulations and spill prevention programs. The goal will be to change these regulations or programs as necessary to prevent or reduce the risks of similar occurrences in the future.

SLC’s jurisdiction applies to marine terminals and offshore platforms within three miles of shore. Investigative activities may be necessary onboard a vessel if the circumstances are such that a vessel is involved in a discharge at or involving a marine terminal or offshore platform within three miles of shore.

Other Federal, State, or local agencies may have a direct, field-oriented investigative role concerning a discharge or substantial threat of a discharge of oil, as circumstances dictate. 40 CFR 300.175 provides direction on the roles and additional responsibilities and assistance of Federal agencies during preparedness planning or actual response.

The ACP shall undergo a full rewrite every five years with annual reviews completed by the USCG and OSPR. Efforts will be led by USCG Sector San Diego

1130 Guiding Principles

The following general statements summarize the primary guiding principles associated with these direct, field-oriented investigations.

Investigative and response actions must interfere with each other as little as possible. Investigative efforts often involve the collection of evidence in a timely manner. This requires investigative efforts and evidence gathering during the high-intensity emergency phase of removal actions. Every effort must be made to coordinate investigative activities to minimize the impact on response and removal efforts. Simply separating investigative and removal functions amongst distinct and different individuals or groups serves to mitigate any potential interference one activity may have on the other. Conversely, individual investigators must understand the concerns of those directing response efforts to minimize the impact of the incident on public health, welfare, and the environment.

Coordination of investigative activities is very important where possible. Any number of mechanisms exist to coordinate efforts on-site during an incident.

Periodic coordination meetings greatly enhance command, control, and communications amongst different parties. Lead agencies may carry the dual role of investigation and coordination.

Investigative roles, efforts, and degree of interest will vary from incident to incident. Investigative interest and activity will be a function of the scope, size, impact, location, and causes of the incident.

Understanding each agency's role increases the efficiency of investigative activities. There is a need for a strong commitment to develop necessary interagency understandings and working agreements which contribute towards this goal. In addition, these efforts would facilitate the smooth acquisition of necessary information and evidence on an ongoing basis. The emphasis on this element is to make these improvements before an incident occurs.

Refer to each Coast Guard Sector or individual agency's Standard Operating Procedures (SOP) for clarification with regards to the appropriate investigative and enforcement procedures and/or concurrent response activities for each organization.

All references to "Section" alone refer to this Area Contingency Plan.

1200 Geographic Boundaries

1210 Captain of the Port (COTP) San Diego

In District 11, the San Diego Area consists of one planning area (defined in 33 CFR 3.55-15(b)) that is consistent with the Coast Guard COTP San Diego Area of Responsibility (AOR). The Coast Guard COTP San Diego is the pre-designated FOSC for oil discharge and hazardous substance release in the coastal zone from the boundary of San Diego County, California, starting and ending at the sea, including the California Islands south and east of a line that is drawn 255 Degrees True from latitude 33 Degrees True 22.5' North longitude 117 Degrees 35.7' West (San Mateo Point). The FOSC zones are described in Sections 1220 and 1230 below.

1220 Coastal

33 CFR 3.55-15(b) states that the coastal zone consists of all ocean waters and islands contained therein, starting at the intersection of the Orange-San Diego County lines and the California coast proceeding seaward to the outermost extent of the Exclusive Economic Zone (EEZ) and southerly to the intersection of the maritime boundary with Mexico. The coastal zone no longer includes the land

seaward of the Demarcation Lines, just the water.

1230 Inland

RRT IX Regional Contingency Plan (RCP) delineates the Coast Guard and EPA OSC's boundaries as: "Beginning at the International border and the sea, east and north along the eastern limits of Border Field State Park to the mouth of the Tijuana River; across the river's mouth to the eastern limit of the Silver Strand State Beach to Palm Ave.; east to I-5; north to Harbor Drive; north to Scott St.; South to Talbot St.; West to Hill St.; West to Sunset Cliffs Blvd.; north to I-8; east on I-8 to I-5; north to Grand Ave.; west to Mission Blvd.; north to La Jolla Blvd.; north to Prospect St.; North to Torrey Pines Rd.; north along Torrey Pines Rd. to Route S21 (North Torrey Pines Rd.); S21 north to I-5 (Oceanside); north on I-5 to the San Diego/Orange County Line."

EPA has created the EPA/USCG Jurisdictional Boundary Application (JBA), which is a GIS-based tool designed to quickly help emergency responders determine if a response situation falls within EPA's or the Coast Guard's jurisdiction.

1300 Area Committee

1310 Purpose

The primary role of the Area Committee is to act as a preparedness and planning body to develop, maintain, and exercise ACPs. Refer to of the Regional Response Team (RRT) IX RCP to view a listing of California's six area committees. The Area Committee shall meet quarterly as determined by Coast Guard Sector San Diego and OSPR.

1320 Organization

Area Committees are made up of experienced environmental and response representatives from Federal, State and local government agencies with definitive responsibilities for the area's environmental integrity. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan. The pre-designated FOSC, the Captain of the Port (COTP) for San Diego, will serve as Committee chairman. They will designate the vice-chairman (usually the area state OSC), select the Committee members, and provide general direction and guidance for the Committee. The OSC should solicit the advice of the RRT to determine appropriate representatives from federal and state agencies. The Area Committee is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish subcommittees as necessary to accomplish the preparedness and planning tasks. In San Diego, the Area Committee's FOSCR is the Chief of the Incident Management Division at Sector San Diego and can be reached via the Joint Harbor Operation Center (JHOC) at (619) 278-7033.

The Area Committee shall submit an Annual Report to the USCG Office of Marine Environmental Response (CG-MER) detailing the quarterly meetings, committee organization, accomplishments, best practices, and recommendations. Annual guidance is provided by CG-OEM.

1400 National Response System

The National Response System (NRS) is a flexible and scalable mechanism routinely and effectively used to respond to a wide range of oil and hazardous substance releases. It is a multi-layered system involving individuals and teams from tribal, local, state, and federal agencies, as well as industry and other organizations. These groups share expertise and resources to ensure the response and cleanup activities are timely, efficient, and minimize threats to human health and the environment. Key components of the NRS include the National Response Center (NRC), the National Response Team (NRT), Regional Response Teams (RRTs), Area Committees, and Federal On-Scene Coordinators (FOSCs).

1410 National Oil and Hazardous Substances Pollution Contingency Plan (NCP)

As mentioned in Section 1100, this National Response System is described in regulation within the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The NCP is commonly referred to as the Federal Government's blueprint for responding to both oil spills and hazardous substance releases. Under the NCP's response management structure, the Federal Government, state government(s), tribal, and the Responsible Party (RP) work together to achieve an effective response, where the designated FOSC maintains authority and the polluter (e.g. the RP) pays. The Federal Government also has enforcement authorities over parties responsible for the spill or release.

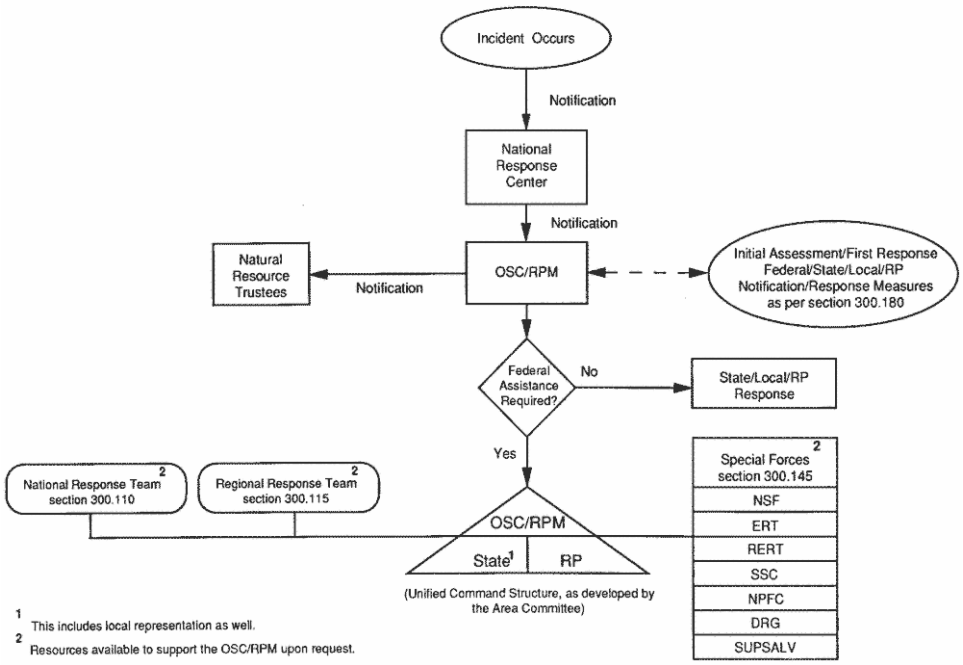
Refer to Section 1410 of the RRT IX RCP for the National Response System (NRS).

The National Response Team (NRT) provides technical support, resources and coordination on preparedness, planning, response, and recovery activities to RRT's for emergencies involving hazardous substances, pollutants and contaminants, oil, and weapons of mass destruction in natural and technological disasters and other environmental incidents of national significance.

Refer to Section 1420 of the RRT IX RCP for the structure of the National Response Team (NRT).

Figure 1a

National Response System Concepts: Response



1410.1 Spill of National Significance (SONS)

A Spill of National Significance (SONS) is a catastrophic spill event that captures the nation's attention due to its actual damage or significant potential to impact public health and welfare or the environment. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impacts is so complex, it requires extraordinary coordination of Federal, State, local, and private resources to contain and mitigate.

Refer to Sections 1411 of the RRT IX RCP.

1420 Regional Response Team (RRT) Structure

The Regional Response Team (RRT) ensures 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, state representatives, tribal 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. An incident specific RRT is formed from the standing team when the RRT is activated. Instructions for activating an incident specific RRT are in the Regional Contingency Plan (RCP).

Refer to Section 1430 of the RRT IX RCP. In the RCP, this section defines and identifies the RRT.

1430 Area Command 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 ensured that objectives are met, and strategies followed. Area Command becomes Unified Area Command when incidents are multi-jurisdictional. 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 Commander (FOSCs), will report to the Area Commander. The general concept is an Area Command is established for nationally significant responses such as major oil spills, or major national disasters such as earthquakes, floods, or hurricanes that create multiple incidents and affect a multi-jurisdictional area. 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.

It is important to remember that Area Command Structures do not replace the Incident Command Level ICS organization or functions.

Refer to Sections 1411 of the RRT IX RCP.

1440 National Incident Management System / Incident Command System

All federal agencies are required to adopt the National Incident Management System (NIMS) to provide a consistent, nationwide approach to incident management. A key component of NIMS is the Incident Command System (ICS). Emergency Responders at all levels of government utilize the ICS

structures to manage response operations. ICS is a flexible and scalable 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.

Refer to Section 1440 of the RRT IX RCP or FEMA's Website for NIMS information.

1450 Preparedness for Response Exercise Program (PREP)

The PREP was developed to provide a mechanism for compliance with the exercise requirements, while being economically feasible for the government and oil industry to adopt and sustain.
The PREP is a unified federal effort and satisfies the exercise requirements of the Coast Guard, EPA, Pipeline and Hazardous Materials Safety Administration (PHMSA), and the Bureau of Safety and Environmental Enforcement (BSEE). Completion of a PREP exercise will satisfy all OPA 90 mandated federal oil pollution response exercise requirements. Refer to the "National Preparedness for Response Exercise Program (PREP) Guidelines" for extensive information on the PREP.

For more information, refer to Preparedness for Response Exercise Program (PREP) and Section 1450 of the RRT IX RCP.

In the RCP, this section provides explanation of PREP, including participation, exercises, requirements, and lessons learned.

1460 National Response Framework

In addition to the NCP's direction on oil spills and hazardous materials releases, the National Response Framework (NRF) delineates how the nation, including governments, the private sector, and communities, work together to respond to "all-hazard" emergencies, including natural disasters, terrorist acts, public health emergencies, oil or hazardous substance spills, and other emergencies. The NRF is considered always active and provides structures, roles, and responsibilities that can be partially or fully implemented in the context of a threat or hazard; selective implementation of the NRF structures allows for a scaled response.

The NRF's structures and procedures address incidents where federal support to local, state, tribal, territorial, and insular area governments is coordinated under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), as well as incidents where federal departments and agencies exercise other authorities and responsibilities. The NRF recognizes that federal responses to emergencies of different types may be led by various federal agencies under assorted federal authorities and regulations, including the NCP. The purpose of the NRF is to facilitate the delivery of federal response assistance to states, to help states respond and recover from significant disasters.

The NCP serves as an operational supplement to the NRF and may be used in conjunction with, or independent from, the Stafford Act. In the event of a Stafford Act declaration, NRF Emergency Support Function (ESF) #10 – Oil and Hazardous Materials Response Annex may be activated to provide a coordinated federal response to actual or potential oil and hazardous materials incidents. ESF #10 responses are generally carried out in accordance with the NCP. In rare cases, ESFs may be activated for non-Stafford Act incidents at the Secretary of Homeland Security's discretion, and/or to support NCP responses that require an extraordinary level of federal resources.
The NRF is based on the use of NIMS.

More information about the NRF including the Emergency Support Function Annexes and Support Annexes is available on-line at the NRF Resource Center or refer to Section 1410 of the RRT IX RCP.

1470 Nuclear/Radiological Incident Annex (NRIA)

The Federal Interagency Operational Plan (FIOP) was integrated into the NRF (above).
The NRIA (formerly the Federal Radiological Emergency Response Plan) 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 the 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 catastrophic. These 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.

Refer to Section 7210 of the RRT IX RCP.

1480 MEXUS Plan

In the event of an incident that could affect or threaten the marine environment of Mexico, the Unified Command needs to review the MEXUS Plan and the MEXUSPAC Annex. This plan and annex provide standard operational procedures to coordinate a bilateral response.

Refer to Section 1220 of the RRT IX RCP.

1500 State/Local Response System

California laws applicable to the prevention, response, and management of releases of oil an hazardous materials are numerous. The California Department of Fish and Wildlife, Office of Oil 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 States and the California Highway Patrol is responsible for response to on-highway spills.

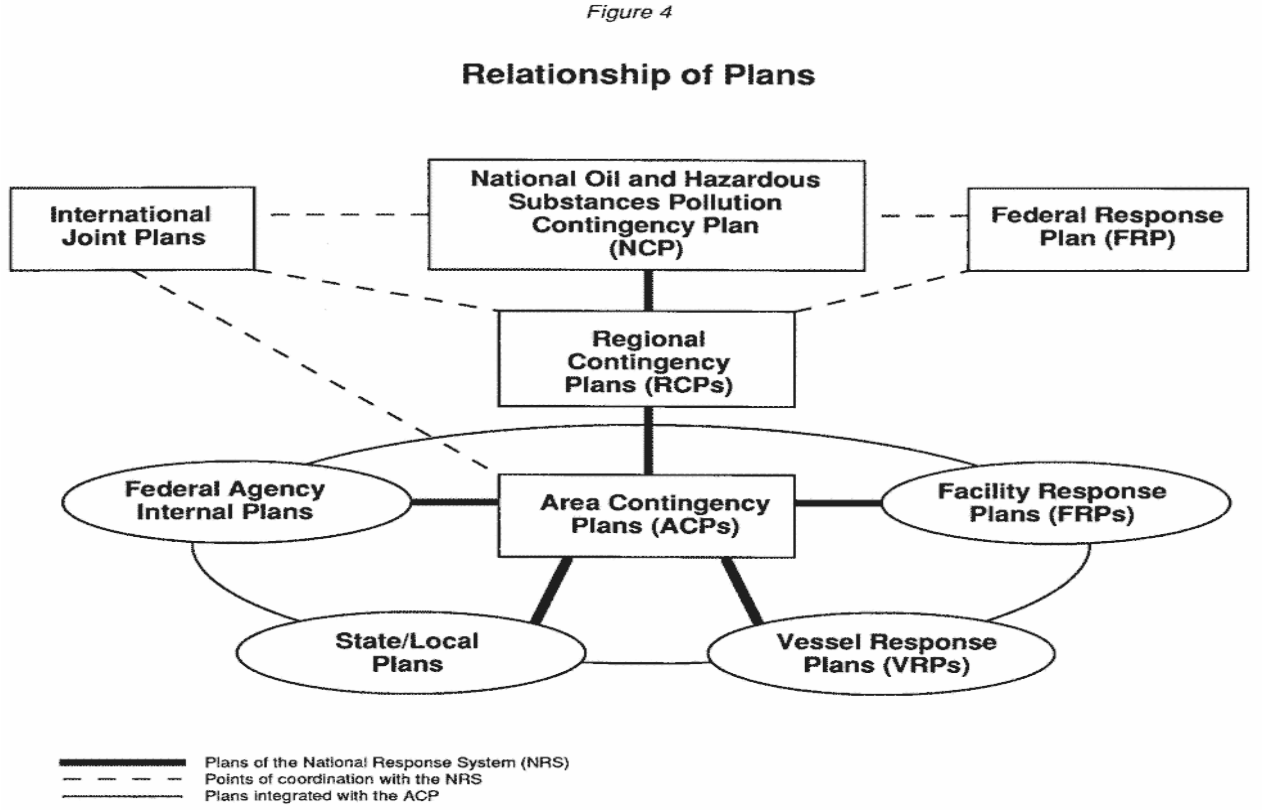
Refer to Section 1500 of the RRT IX RCP.

In the RCP, this section defines the statutory requirements, policy, and guidance for RRT IX State response systems (Arizona, California, Nevada, and the Hawaiian and Pacific Islands).

1600 National Policy and Doctrine

In the RCP, this section provides explanation and information on the various response policies and authorities, including the National Response System, Incident Command System, Federal requirements and guidelines, and various laws and legislation.

Figure 4



Refer to Section 1600 of the RRT IX RCP for further delineation of response plans

1610 Public vs. Private Resource Utilization

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.

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 to protect our national environmental and economic interests.

Refer to RCP Section 1620 for further details

1630 Cleanup Assessment Protocol (How Clean is Clean)

40 CFR 300.165 provides requirements for OSC reports on removal operations and actions taken and 40 CFR 300.800 defines the establishment of an administrative record that forms the basis for the selection of response actions, including remedial and removal actions.

The ultimate determination is made by the FOSC, in consultation with the members of the UC, to determine that cleanups have sufficiently remediated the spill, and cleanup should be terminated. The decision for "How clean is clean?" is made by the scientists in the Environmental Unit, in consultation with Natural Resource Trustees, and people representing stakeholders in the affected area. Each incident requires specific assessments and is supported by scientific support provided by Cal OSPR and other Federal Agencies.

The International Tanker Owners Pollution Federation (ITOPF) is a not-for-profit organization involved in all aspects of preparing and responding to ship-source spills of oil, chemicals and other substances in the marine environment. ITOPF offers a broad range of technical services to its members and associates, their pollution insurers, and other groups around the world concerned with marine spills. Technical staff advise and assist all parties on the most appropriate cleanup response and monitor the clean-up to provide progress reports of events.

Refer to RCP Section 1600 for further details

1640 Dispersant Approval/Monitoring/Decision Protocol

At the time of an oil spill incident, the FOSC is authorized to evaluate the use of chemical dispersants. All dispersant use in California is governed by the pre- approval process or the incident-specific RRT approval required process. Detailed information regarding implementation of these processes and applicable checklists are outlined in the RRT IX Dispersant Use Plan for California.

For information about the RRT IX California Dispersant Use Plan, contact Ms. Ellen Faurot-Daniels at the California OSPR, 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 California On-Water *In-Situ* Burn (ISB) Plan 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 Non-Dispersant Oil Spill Cleanup Agents Approval/Monitoring/Decision Protocol

There are several non-dispersant oil spill cleanup agents that can be considered for oil spill

remediation. (e.g. sorbents, solidifiers, herding agents, de-emulsifiers, bioremediants). Each of these products has its own considerations and limitations for use and fall under the decision-making authorities of the Region IX RRT. For more information on the use of any of these products in California contact, Ms. Ellen Faurot-Daniels at the California Office of Spill Prevention & Response, ellen.faurot-daniels@wildlife.ca.gov; (831) 649-2888

1670 Alternative Response Technology Evaluation System (ARTES)

During an oil or chemical spill, the Federal On-Scene Coordinator (FOSC), 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 is necessary to quickly collect and evaluate the available information about it.

The NOAA ARTES tool 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.

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

1680 Specialized Monitoring of Applied Response Technology (SMART)

Special Monitoring of Applied 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.

1690 Natural Resource Protection Laws & Regulations

Refer to Section 1920 of the RRT IX RCP.

In the RCP, this section defines an interagency Memorandum of Agreement to increase cooperation and understanding among agencies involved in Endangered Species Act compliance at every stage in oil spill planning and response.

16100 Protection of Historic Properties (National Historic Preservation Act)

The National Historic Preservation Act of 1966 established the framework that focused local, State, and national efforts on a common goal – preserving the historic fabric of the United States. The Act created a national historic preservation partnership involving Federal, State, tribal, and local

governments and the private sector to survey and identify sites, buildings, structures, and objects of historic significance and, where possible, preserve these historic places. Refer to Section 4630 and 9820 for more information on protection of State historic properties.

Also, refer to Section 1931 of the RRT IX RCP. In the RCP, this section provides a brief explanation of the guidelines FOSCs must follow to protect historic properties during oil spill response efforts.

2000 Command

2100 Unified Command

Refer to Section 2100 of the RRT IX Regional Contingency Plan (RCP).

In the RCP, this section defines the roles and responsibilities of the Unified Command (UC) in the National Incident Management System (NIMS) Incident Command System (ICS).

Refer to Chapter 20 of the Incident Management Handbook for an example of the UC organization structure.

2110 Command Representatives

Refer to Section 2100 of the RRT IX Contingency Plan.

2110.1 Federal On-Scene Coordinator (FOSC)

According to 40 CFR 300.120, the On-Scene Coordinator (OSC) directs response efforts and coordinates all other efforts at the scene of a discharge or release. The Environmental Protection Agency (EPA) and the U.S. Coast Guard shall predesignate OSCs for all areas in each region. The Coast Guard shall provide OSCs for oil discharges and for the removal of releases of hazardous substances. The OSC will coordinate, direct, and review the work of other agencies, Area Committee members, and contractors to ensure compliance with the NCP and other applicable response plans. The FOSC is the only official authorized to approve the use and expenditure of the Oil Spill Liability Trust Fund (OSLTF), the use of dispersants, and in-situ burns.

In most cases, the OSC (Coast Guard) will serve as the Federal representative during a response effort.

2110.2 State On-Scene Coordinator (SOSC)

In 1990, the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act was enacted, which covers all aspects of marine oil spill prevention and response in California. The Act established an Administrator, who has the authority to direct prevention, removal, abatement, response, containment, and cleanup efforts regarding all aspects of any oil spill in State marine waters.

In most cases, an individual from the Department of Fish and Wildlife will serve as the State representative during a response effort.

2110.3 Responsible Party (RP) Representative

40 CFR 300.5 provides definitions of RPs for vessels, onshore facilities, offshore facilities, deep-water ports, pipelines and in cases of abandonment. During a response effort, the RP must provide a representative who has the authority to speak on behalf of and make decisions for the RP.

33 CFR 155 Vessel Response Plans details the requirement for all Vessels to maintain a Vessel Response Plan

33 CFR 154 Facility Response Plans details the requirement for all Oil Transfer Facilities response plans

2120 Guidance for Setting Response Objectives

In support of U.S. Policy, the response objectives that should be implemented by the Unified Command are to allocate resources to their optimum use. The priorities of strategic objectives must be carefully considered since they vary from case to case, but generally, they are as follows:

- Ensure the safety of the public and all first responders
- Stop the source
- Contain the spill
- Open water response
- Shoreline Protection and Response Shoreline Cleanup

The only variance from this strategy should be considerations of safety and the protection of critical environmentally sensitive or economically, culturally, or archaeologically significant resources that may demand protection even though work force and equipment may be deployed elsewhere to more efficiently recover oil.

Refer to Section 2200 of the RRT IX Contingency Plan.

2130 General Response Priorities

Refer to Section 2170 of the RRT IX Contingency Plan.

2200 Safety

The FOSC has specific responsibilities for addressing worker health and safety concerns at a response scene, in accordance with the NCP (40 CFR Section 300.150). Response actions must comply with the provisions for response action worker safety and health in 29 CFRR 1910.120. Requirements, standards, and regulations of state occupational safety and health laws must be complied with where applicable.

Refer to 29 CFR 1910.120 for OSHA guidance on Site Safety Regulations

Refer to 40 CFR 300.150 for Safety Guidance

Refer to Section 2200 of the RRT IX Contingency Plan.

2210 Site Safety Plan

The Safety Officer (SOFR) writes or approves the Site Safety Plan. All Response Personnel are required to read and sign the Site Safety Plan prior to commencing activities.

Refer to the SOFR Job Aide for specific guidance and minimum requirements

Refer to Section 2200 of the RRT IX Contingency Plan

2220 Site Characterization

A preliminary evaluation of the site's characteristics shall be performed prior to site entry by a qualified person in or der to aid in the selection of appropriate employee protection methods. Immediately after initial site entry, a qualified person shall evaluate in greater detail the sire-specific characteristics and existing hazards as an aid to selecting the engineering controls and personal protective equipment for the tasks to be performed.

The following information, to the extent available, shall be obtained by the employer prior to allowing employees to enter a site:

1. Location and approximate size of the site (documented in ICS 201 and later in the ICS 208)
2. Description of the response activity and/or the job task to be performed (documented in ICS 201 and later expanded in the ICS 208)
3. Duration of the planned employee activity (dependent on the size and complexity of the spill).
4. Site topography and accessibility by air and roads (possibly available in the RP's OSRP, documented in the ICS 208)
5. Safety and health hazards expected at the site (documented in the ICS 201 and eventually in the ICS 28 and ICS 215A)
6. Pathways for hazardous substance dispersion (should be captured in the RP's OSRP).
7. Present status and capabilities of emergency response teams that would provide assistance to hazardous waste clean-up site employees at the time of the emergency (should be available in the RP's OSRP, documented in the ICS 201).
8. Hazardous substances and health hazards involved or expected at the site, and their chemical and physical properties (captured/available via facility, or vessel SDS database).

2300 Information

The Public Information Officer (PIO) is responsible for developing and releasing information about an incident to the news media, to incident personnel, and to other agencies and organizations as appropriate. Only one PIO will be assigned for each incident, including incidents operating under UC and multi-jurisdictional incidents. The PIO may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions.

Also refer to Section 2300 of the RRT IX RCP and the National Response Team website.

2310 Protocol for Access/Timing of Media Briefings

Media briefings are designed to brief the media and the public on the most current and accurate facts of an incident.

Refer to Chapter 3 of the Incident Management Handbook for more information.

2320 Joint Information Center (JIC)

During a major oil spill where media activity is expected to last several days, the lead PIO should establish a JIC to coordinate the Public Affairs activities of participating agencies and parties. The role of the JIC is to:

- Provide multiple phone lines for incoming calls, staffed by knowledgeable individuals;
- Ensure State and Federal government Public Affairs Officers (PAOs) are available to the media;
- Develop and produce joint news releases under the Unified Command, which must be approved by all members of the Unified Command and provide copies to the Unified Command and each Section of the ICS structure;
- Schedule, organize, and facilitate news conferences;
- Develop website and social media content and information to keep the public informed;

It is recommended that the JIC be in the same building as the Command Center, but in a room separate from other sections. PAOs need to be close to the UC and other sections for effective communication flow, but not so close as to disturb response operations. Equipment needs for the JIC vary, dependent on the size and impact of the incident, and media and public interest levels.

If possible, a separate “Press Room” should be established for reporters’ use, at spills that attract a great deal of media interest. This room may be used by reporters covering the story and would ideally be equipped with several phone lines and electrical outlets, desks or tables, and chairs. There should be a way to display maps, status boards, and other visual aids that could be used on-camera, and a table near the door for the latest news releases, fact sheets, and advisories. If there is room for seating and a podium with PA system, the press room is a good site for all formal news conferences. This allows TV news crews to set-up cameras in advance, and reporters to do stand-ups and call-ins from an easy, central location. See Section 9720.4, Public Affairs Procedures, for suggested equipment needs.

See Section 7 of the California State Oil Spill Contingency Plan for additional information. Also refer to Section 2310 of the RRT IX RCP and Section 6-3 of the Incident Management Handbook.

2330 Media Contacts

There are multiple media outlets and contacts in the San Diego Area. For media contact information, refer to “Media/Media Contacts” in Section 9250 of this Plan.

2330.1 Coast Guard District 11 Public Affairs

For District 11 Public Affairs contact information, refer to “Media/Media Contacts” in Section 9250 of this Plan.

2330.2 Office of Spill Prevention and Response, Public Affairs

For Office of Spill Prevention and Response public affairs contact information, see also “Media/Media Contacts” in Section 9250 of this Plan.

2330.3 Office Emergency Services (OES)

For San Diego County OES contact information, refer to “Media/Media Contacts” in Section 9250 of this Plan.

2330.4 Wire Service

Refer to “Media/Wire Service” in Section 9250 of this Plan for contact information.

2330.41 San Francisco

Refer to “Media/Newspaper and Media/Wire Service” in Section 9250 of this Plan for contact information.

2330.42 Los Angeles

Refer to “Media/Newspaper and Media/Wire Service” in Section 9250 of this Plan for contact information.

2400 Liaison

Refer to Section 2400 of the RRT IX Contingency Plan.

2410 Investigators

Refer to Section 2500 of the RRT IX Contingency Plan.

2420 Federal/State/Local Trustees

Refer to Section 2000 of the RRT IX Contingency Plan.

2430 Agency Reps

An Agency Rep (AREP) is an individual assigned to an incident from an assisting or cooperating agency. The AREPs report to the LOFR, or to the IC in the absence of a LOFR.

Refer to Section 2430 of the RRT IX Contingency Plan.

2440 Stakeholders

Stakeholders are individuals, organizations, entities, or businesses that have a vested interest in the impact of an oil spill. They can be broken down into three types of stakeholders: environmental, economic, and political. Section 9250 of this plan contains a comprehensive but not an all-encompassing list of potential stakeholders. Each incident is unique and may impact entities not listed in this section.

2440.1 Environmental

There are several environmental stakeholders in the San Diego Area. See “Environmental Stakeholders” in Section 9250 of this Plan for contact information.

2440.2 Economic

There are several potential economic stakeholders if an oil spill incident stalls or prohibits traffic in the bay. Any waterfront business or business impacted by marine transportation could be a stakeholder.

2440.3 Political

There are several political resources in San Diego, including the Office of the Mayor and the City Council, which has eight council districts and San Diego County which has five supervisorial districts. In addition, there are political impacts for each of the coastal cities that may be impacted by a spill from Imperial Beach to Oceanside. See “Government Resources” in Section 9250 of this Plan for contact information.

2450 Multi-Agency Coordination System (MACS)

A Multi-Agency Coordination System (MACS) is a combination of facilities, equipment, personnel, procedures, and communications integrated into a common system with responsibility for coordination of assisting agency resources and support to agency emergency operations.
Each MAC Group will be facilitated by a MAC Group Coordinator and include MAC Group Agency Representatives.

Refer to Section 1443 of the RRT IX Contingency Plan for more information.

This page intentionally blank

3000 Operations

3100 Operations Section Organization

Refer to Section 3000 of the RRT IX Regional Contingency Plan (RCP) and Chapter 7 of the Incident Management Handbook (IMH).

The Operations Section of ICS is responsible for all operations directly applicable to the primary mission. The section directs the preparation of unit operational plans, management of resources, makes expedient changes to the Incident Action Plan as necessary, and reports such to the IC/UC)

3110 Organization Options

Refer to Section 3100 of the RRT IX RCP.

In the RCP, this section defines the Operations Section Chief's roles and responsibilities and includes a diagram illustrating the organization chain of command.

Refer to Section 3600 of this Plan for information on management of wildlife operations.

3200 Recovery and Protection

This section will discuss the strategic objectives as well as the general response philosophy, strategies, and countermeasures that will be applied by the Unified Command System (UCS) to discharges of oil within the boundaries of the area delineated in Section 1200. In addition, the various oil containment, recovery, and removal methods available to the UCS will also be discussed along with shoreline cleanup options that could be employed during a spill response.

United States Policy: In the Clean Water Act, Congress declared "... it is the policy of the United States that there should be no discharges of oil or hazardous substance..., and that necessary actions shall be undertaken to remove discharges and eliminate the threat of imminent discharges." This policy is reiterated to serve as a guiding light for the flow of response decisions and allocation of resources. In support of U.S. policy, the paramount response strategy that should be implemented by the Unified Command (UC) is to allocate resources to their optimum use (i.e., the most oil recovered, contained, or prevented from being discharged per expenditure of resources). The only variance from this strategy should be considerations of safety and of particularly critical natural (environmentally sensitive) or man-made (economically significant) resources that may demand protection even though manpower and equipment may be deployed elsewhere to more efficiently recover oil. Examples of the latter may include protecting a waterfront area that may be threatened by fire or explosion if impacted and protecting a municipality's water supply. The strategic objectives priorities must be carefully considered since they vary from case to case, but generally they are as follows:

Health and Safety: The preservation of human life and health shall be the overriding *priority* for any response to a discharge of oil. There are two elements to this principle: public safety and response personnel safety.

A large release of oil in the vicinity of houseboats, inhabited shoreline areas, or at an oil transfer facility could pose a health or explosion hazard, especially if the discharge is in a confined area (e.g., under a dock). Benzene, hydrogen sulfide, and other toxic, explosive, or oxygen-displacing vapors could be generated. Evacuation of the area, even at the expense of delaying the cleanup, may be necessary until the danger has passed. Evacuation of homes or other public and private facilities, if recommended by the UC, is the responsibility of state and local emergency agencies.

All response personnel must comply with all applicable worker health and safety laws and regulations. Initial response and rescue personnel (who may be underway on self-propelled skimmers and other vessels) and shoreline cleanup personnel could be exposed to health and safety risk(s). Therefore, personnel safety is paramount, and responders shall comply with the guidelines set forth in OSHA Publication 3172, “Training Marine Oil Spill Response Workers Under OSHA’s Hazardous Waste Operations and Emergency Response Standard” located at http://www.osha.gov/ and the site safety plan(s) generated by the UCS.

After the threat to personnel safety has been eliminated or reduced to safe levels, response strategies should be implemented to first minimize the ecological impact and then the economic and public impact as discussed in the following section.

Stop the Source: Typically, the highest priority. When a damaged vessel(s), shore side facility or pipeline poses a risk of an imminent major discharge, preventative action to mitigate the size of the spill is the logical priority (i.e., stabilize and lighter a vessel; contain and secure the shore- based source).

Open Water Containment and Recovery: Once the effort is underway to secure the source, containment and recovery of the spilled oil prior to shoreline impact is the next priority. Deploy major recovery vessels, boom-towing vessels, and other skimmers to intercept oil before it impacts critical areas or becomes a more costly and environmentally damaging shoreline cleanup problem.

Protection of Sensitive Areas: Depending on the ability to contain and collect spilled oil prior to impact, the protection of resources can compete with containment and collection resources. Priority for protecting these areas is a function of the value of the areas and the feasibility of protecting them. Dedicating open water containment equipment to protecting these areas is not wise if oil that would otherwise have been recovered is merely free to strike other sensitive areas that have not been “prophylactically” boomed. In general, employ tactics that do not weaken open water recovery operations; deploy resources that are not needed in the open water operations; relocate threatened wildlife by means such as capturing or scaring with propane noise making cannons; and close off narrow channels with sediment dikes, boom, siphon dams, or other natural or man-made materials.

Shoreline Cleanup: Shoreline cleanup should be undertaken only when the risk of recontamination from floating oil passes. The UC must decide if shorelines will be pre-cleaned, cleaned at each tidal change, or just once after all the anticipated oil has come ashore.

The preservation of human life and health shall be the overriding *priority* for any response to a discharge of oil. There are two elements to this principle: public safety and response personnel safety.

3210 Response Prioritization

Initial response is focused minimizing impacts though the strategic objectives of *Stopping the Source, Containment and Recovery,* and *Protection of Sensitive Areas* objectives (see Section 3200). In a spill event, Sensitive Area Protection prioritization should be determined by three considerations:

which sites are at risk (how soon the oil will get to each sensitive site); the predefined hierarchy of protection priorities (Section 3210.2 below); and the time and response resources available to implement protection. Responders should not assume that sensitive locales equidistant from the source of a spill are at equal risk from the oil. "Risk" is defined as "the probability of spilled oil reaching the vicinity of a sensitive site of concern." This means that the urgency to protect a key resource is first determined by the likelihood that it will be impacted in the near future and the mobilization time for requisite response staff and equipment (can the sites at risk be protected by available resources before oil arrives?) If the sites are too numerous to protect with the response resources available within the projected times of impact, then triage of protection follows a prescribe order.

During an actual oil spill event, the relative likelihood of a site coming into contact with the oil is a function of the proximity of the spill to the site and whether prevailing conditions (the wind, current, and tides) at the time of the spill, will move the oil toward or away from it. At a minimum, first responders to a spill in the marine environment should obtain an initial forecast of oil movement speed and direction from a reliable source such as NOAA SSC or OSPR or forecast it based on present and impingent tides, currents, winds, and rainfall runoff conditions. This requires responders to use best information about the local weather, tides, and currents to make the best prediction possible about the movement of the oil away from the spill release location. This information can be used to model the probable trajectory. Models can be as simple as estimates of movement on a chart / map or a computer simulation.

3210.1 Forecasting Oil Trajectories

Oil trajectories may be effectively forecast by several means and should always be done by skilled staff within the Environmental Unit (see Section 4600). Each method has limitations, with no method guaranteed to accurately predict the future distribution of the oil. Because success or failure of response to nearshore spills is usually determined by actions in the early timeframes, UC and on-scene responders must take immediate action using simple predictive methods based on available information rather than delaying action until perfect information becomes available. If time and resources permit, multiple methods should be used to accurately identify slick movement and likely impacts, without slowing response. Regardless of the trajectory method used, it should be recognized that projections provide helpful guidance, but do not substitute for actual spill observations.

If Environmental Unit or other skilled trajectory analysis is not available, initial response may need to proceed based on simple trajectory projections. These projections can be made using simple mathematical calculations of oil movement including hand calculations, trajectory map overlays, and NOAA Trajectory Analysis Planner (TAP) projections, as time permits. More detail is provided in Section 4600. After initial response, trajectories will be developed by Planning / Environmental as part of the IAP.

Once a trajectory has been developed, the threat to significant resources must be assessed. The trajectory should be used to determine the probable sequence of impacts to shorelines and probable times of impacts. This task is typically performed by OSPR scientific field staff since they are most familiar with local resources at risk including seasonal variability. More advanced projections are typically obtained through the NOAA Scientific Support Coordinator (SSC). If neither is available, other responders can utilize available trajectory programs to provide rough estimates of oil movement relative to sensitive site locations described in Section 9811.1 of this document. Whomever is tasked with developing the trajectory and recommended site protection priorities should provide this information to Operations Sections as soon as possible.

3210.2 Established Hierarchy of Protection Priorities

In general, State and Federal law establish three priority levels for dedication of emergency oil spill response resources.

First Priority - Protection of human health and safety
Second Priority - Protection of environmental resources
Third Priority - Protection of economic resources

Examples of resources that will receive priority response (human health and safety) include:

- Drinking water intakes
- Other health/safety intakes
- Critical public use areas at risk
- Power plant intakes
- Desalinization plants

The second priority group is thoroughly treated in Section 9800. Section 9800 is a catalog of identified resources at risk including Sensitive Ecological sites, other ecological resources, cultural/historic concerns, and economic concerns. Ecological sites are given a ranking of sensitivity of A, B, or C which reflects the sensitivity of the site and the relative ecological consequences if the site is impacted by oil or other pollutants. The rationale for this ranking is in the introduction to Section 9800, and the ranking may be useful if response resources are limited.

Economic sites have a D, E, or F designation to reflect the type of resources at risk. However, as mentioned before, resources and sites determined to be critical to the preservation of human health and safety – such as drinking water intakes, power plant intakes and desalinization plants – afford first priority, ahead of environmentally sensitive sites and economic sites.

The UC will make the final decision regarding protection priorities for the environmentally sensitive and economically significant areas. To further assist the UC, additional prioritization of equally categorized areas that could be impacted may, in the future, be included in this plan. This will allow the UC to determine which priority sites should be protected when initial resources will only allow the protection of a few of them.

The UC may utilize the predetermined response strategies for environmentally sensitive sites and economically significant sites. Section 9800 includes response strategy recommendations for sensitive sites should be implemented as indicated in the included site strategy sheets. However, the UC and the responders should remain flexible and be receptive to additional information when implementing the booming plan or other countermeasures. Factors such as unusually high winds, strong tidal currents or freshets, equipment limitations, bottom conditions, and the type of oil can have a significant effect on the proposed strategy. Modifications to the preplanned strategies should be expected.

In addition to the seasonal variances, the protection priority of an entire area could foreseeably be changed. For example, if the NOAA Scientific Support Coordinator (SSC) or a Department of Fish and Wildlife (DFW) biologist determines that a certain section of marshland or coastline previously categorized as a lower priority (or not categorized at all) is currently a breeding ground for an endangered species, then protection of that site may be afforded the utmost priority even at the expense of a previously categorized A site located adjacent to it. Conversely, sensitive locales which may be already impacted or become unprotectable in a particular event may be used to collect or retain oil so that other nearby sites can be protected.

3210.3 Protection

In general, protection of potentially impacted environmentally sensitive areas will receive a higher priority than economically significant sites. This hierarchy was established in the ranking of the environmentally sensitive sites as A, B and C and the economically significant sites as D, E, and F, with the highest priority being A. However, resources and sites determined to be critical to the preservation of human health and safety – such as drinking water intakes, power plant intakes and desalinization plants – afford first priority, ahead of environmentally sensitive sites.

The UC will make the final decision regarding protection priorities for the environmentally sensitive and economically significant areas. To further assist the UC, additional prioritization of equally categorized areas that could be impacted may, in the future, be included in this plan. This will allow the UC to determine which priority sites should be protected when initial resources will only allow the protection of a few of them.

The UC may utilize the predetermined response strategies for environmentally sensitive sites and economically significant sites. The UC must decide which sites are in jeopardy of being oiled and the response strategy should be implemented as indicated in the response strategy site summary sheets included in Section 9811. However, the UC and the responders should remain flexible and be receptive to additional information when instituting the booming plan or other countermeasures. Factors such as unusually high winds, strong tidal currents or freshets, equipment limitations, bottom conditions, and the type of oil can have a significant effect on the proposed strategy. Modifications to the preplanned strategies should be expected.

3210.4 Containment and Protection Options

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

There are limitations on the effectiveness of any boom. Oil can be lost if breaking waves cause a splash over the top of the boom. Oil can also be carried under the boom if currents cause the oil to impact the boom with a velocity perpendicular to the boom of greater than 0.7 knots. Once a boom has been deployed, it may be necessary to reposition it due to changing tides and currents. It is desirable to have personnel available to readjust the boom as necessary. In all cases of boom deployment, consideration must be given to protecting the safety of those involved.

Open Water Containment: Oil spilled on open water is normally contained using boom. The boom will be deployed using vessels that will tow the boom around the perimeter of the oil spill. The type of boom to be deployed will depend on local conditions, including Sea State, tides, currents, and wind. To be most effective, booming on open water must be done as soon as possible after a spill.

Protective Booming: The goal of most oil containment and recovery strategies is to collect the spilled oil from the water and prevent it from reaching sensitive resources. This is not always possible and sensitive resources are oiled in spite of response efforts, especially during large oil spills. In these cases, the goal will be to minimize environmental injury using a variety of booming, containment, and recovery techniques. The following are techniques that the Booming Branch of the UCS' Operations section use for containing spilled oil on water or to direct it away from sensitive natural resources or

cultural amenities. Shoreline cleanup and treatment methods are discussed in more detail in Section 3230.

Exclusionary booming is performed prior to the advance of the oil and is used to prevent or exclude oil from entering a harbor inlet, slough, marsh, or estuary. Either skirted or sorbent boom can be used for this type of booming. Factors that must be considered are: type and size of boom, natural outflow of the body of water, wind, tide, and currents or a combination of both. These factors can be predetermined by the establishment of a priority system, training and local knowledge of underwater topography, weather conditions, and boom anchoring capabilities. It is important to remember that the boom needs to be tended and monitored as weather and tidal conditions can change.

Diversionary booming should be set so that oil movement is reduced to under 0.7 knots. This can be accomplished by angling the boom in relation to the current's direction, which reduces the velocity of the floating oil in relation to the boom. Diversionary or deflection booms can be set up in series along a waterway to increase their effectiveness. As stated before, the boom(s) needs to be tended and monitored as weather and tidal conditions can change.

Containment booming is used to prevent spreading and to concentrate the oil so it can be skimmed or vacuumed. Factors that must be considered are: type and size of boom required for weather, winds, tides, and currents in the vicinity of potential spill areas; the type of deployment vessel needed; the amount of boom needed for effective containment; and available skimming capabilities. Fixed or natural anchor points should be selected. These factors can be predetermined by emphasizing worst case spill scenarios and using local knowledge of weather and sea conditions.

Sorbent booming is useful when the amount of oil is minimal, when tides and currents are light, or when shorelines require protection. Heavier oil can be recovered using adsorbents (oil adheres to material) and lighter fuels generally are recovered using absorbents (materials such as sausage, sweep, or diapers that absorbs the oil). Sorbent booming can also be used as a backup for other booming types to recover product that may have entrained past the primary barrier.

Factors that must be considered are wind and wave action; type of sorbent required (i.e., rocky or sandy shoreline, marsh area, etc.) and type and viscosity of product to be recovered.

Berms and Dams: Coastal shores are natural barriers to spreading oil. Temporary berms, dikes, and dams can also serve as effective barriers against oil contamination of sensitive natural resources and economic amenities. Berms, dikes, and dams are simply another form of booming and are subject to the same environmental stresses. The appropriate protection technique for a particular shore depends on several factors:

- Water body type (open water, bay, tidal channel, inlet);
- Water current velocity;
- Water depth;
- Wave height; and
- Shore type (sand, gravel, boulder).

Generally, sediment berms, dikes, and dams will most often be used to protect small coastal inlets or tidal channels that serve wetlands and marshes when these channels are accessible. Berms, dikes, and dams are designed to keep oil outside an inlet to protect the abundant natural resources and economically significant areas that use the sheltered waters of bays and estuaries within. Occasionally, dikes and dams have been used across a channel to contain the oil within a portion of marsh to prevent widespread contamination of other resources.

Dikes and dams are not practical to use in strong currents, deep waters, and large waves. Beaches abundant with sand are generally the most suitable for building dikes and dams. Berms can be built above the active beach face to prevent the contamination of high beaches during spring tides. Alternative strategies should be prepared and the necessary supplies and equipment be in place should a berm, dike, or dam fail.

3210.5 Near Spill Containment and Recovery

Containment is the most effective strategy to aid in oil collection and removal. All oil removal and recovery techniques are most effective where oil is thickest, which is typically at or near the release site. As oil escapes containment it becomes increasingly difficult to recover and recovery success diminishes rapidly. Therefore, the most effective use of resources is to insure containment at the primary release site. This must include surrounding the release site with impervious oil barriers, including multiple layers of boom as necessary.

Inevitably, oil escapes containment. As a result, additional measures must be included to anticipate and deal with this escape. This is a particular necessity where oil booming is subject to winds and waves or strong currents and entrains or is splashed over boom. Two measures must be incorporated into boom deployment.

Containment booms must be configured to focus on and limit any oil escapement to preplanned points along the boom perimeter, for both the ebb and flood tides. These points should be selected to optimize recovery of any escaping oil. A skimmer should then be positioned downstream from these locations to continue skimming escaping oil throughout the 24-hour tide cycle, regardless of light or weather conditions. This is very practical in bay conditions where both boom and skimmers can be anchored. It is more difficult to implement in open ocean conditions.

Secondary booming should be employed in the spill area. This strategy is most effective in nearshore areas typical to bays, though opportunities may occur in open water to slow the spread from the primary containment area. In bays, spill locations are often near shorelines. Shorelines act as natural containment since they prevent free movement of oil. Also, winds and tides often drive oil toward the shore. Once oil is ashore or in a low current area, it should be confined and recovered there, if possible, to minimize its movement and contamination of other locales. Shores which have already been oiled can no longer be protected; therefore, use them as containment and recovery sites. This changes the objective from protection to containment and preventing oil escape to unoiled areas.

If the oil moves from a near shore spill site to open water, the recovery potential will diminish dramatically. As with primary containment, escapement from secondary containment booms is predictable and skimmers should be positioned to capture oil throughout the day and night, particularly during the ebb tide. These secondary shoreline confinement strategies should always be reviewed with the Resources at Risk Specialist.

Shoreline Collection: There are predictable locales where recovery efforts can be optimized at shorelines. Since oil re-accumulates, oil collection should be vigorously attempted at the shoreline in two situations: 1. Places where winds and currents cause oil to naturally collect at the shoreline and 2. Diversion and capture of oil as it flows past or along shorelines and points with low environmental sensitivities.

(Oil recollects because it is a substance that spreads primarily in two dimensions on the water surface while water moves in three dimensions. Oil will spread and thin but it will also re- accumulate at predictable locales; wherever water has downward currents – such as tide rips along mud flats – and at windward coves.)

Here are the operational considerations when establishing a shoreline collection site when oil is moving along or near shore should be: Boom should be positioned at an acute angle to the current to move oil toward the shore collection site (cascading boom arrangements may be necessary). Once oil is at the shoreline, it may be necessary to deploy additional boom to trap the accumulated oil at the shore collection site when the tide reverses. Good land accessibility is an important part of selecting capture sites since it permits site support and easy removal of collected oil. Though some natural collection sites may have poor land access, they may be important accumulation points that can be exploited effectively via water.

Deployments of this type should be made only per recommendation of the ACP, Incident Action Plan, or with the direction of the Resources at Risk Specialist and the UC.

Natural collection points for debris are on all shorelines. These points are so predictable that it is very difficult to keep oil off even with pre-deployments. An alternative is to anticipate such collections and leverage the opportunity for oil capture. This entails developing the site for collection while limiting and focusing undesirable impacts to the habitat. Though this entails risk, the trade-off is likely to be nominal since the impacts are virtually inevitable.

Diversion to shores with low environmental sensitivities is a desirable alternative to unmitigated oil spread. As described above, oil spreads rapidly on open water and effective on-water skimming is difficult in a high current environment. Diversion can shunt oil out of the high current and into quiet water capture points at shore. It can be an effective addition to on-water skimming recovery.

3220 On-Water Recovery

Oil spilled in open water spreads quickly and weathers rapidly. Often, rough wind and sea conditions will be contributing factors to the cause of the spill and these same conditions will preclude response and deployment of surface equipment or minimize their effectiveness. Such conditions may cause the oil to be dispersed into the water column, evaporated into the atmosphere, and/or transported away from sensitive areas and resources. These conditions may prescribe a decreased response with an action plan that allows a natural “weathering and cleansing” process. If possible, an active response must be undertaken in order to remove oil from the environment and thereby reduce the threat to sensitive natural resources.

Typically, a series of successive strategies are necessary and appropriate for any spill. Each set of environmental and situational conditions limit the array of possible useful strategies. Omission of any appropriate strategy can have severe results. Consequently, it is very important that every effort be given to implementation of the strategies described.

Mechanical control and recovery countermeasures are most effective immediately after a spill when the oil is in a thick layer and covers a small area. When oil is spilled in or allowed to escape to open water, the possibility of containment and recovery is limited by the weather and sea conditions. Booms and skimmers are most effective in calm waters but can also work during moderate weather and sea conditions. When the open water is rough, booms and skimmers are ineffective and containment is impossible and weir skimmers are particularly ineffective. Windy conditions speed the rate of spreading, resulting in diminishing opportunity for open water recovery.

On Water Recovery Branch: On-water recovery is in the Operations Section of the UCS. The On Water Recovery Branch reports to the Operations Section Chief. Major responsibilities are as follows:

- Implement assigned portion of spill action plan to contain and recover spilled oil;

- Request needed resources and assign to group supervisors;
- Maintain ship to shore communications;
- Provide situation and resource status information to the Operations Section;
- Coordinate activities with Shoreline Cleanup and Booming Branches;
- Report all events and accidents to the Operations Section Chief;
- Evaluate the performance of containment and recovery equipment; and
- Participate in strategy development with Planning and Logistics Sections.

3220.1 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 draft 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 UC 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 non-permitted 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. Establishment of the temporary storage site, however, must be done with the concurrence of the following:

- FOSC
- (DTSC)- The DTSC Duty Officer can be contacted at (800) 260-3972 or (916) 255-6504. After hours, on weekends and on holidays, contact the Governor's Office of Emergency Services Warning Control Center at (800) 852-7550.
- California Coastal Commission: (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 services departments.

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

3230 Shoreside Recovery

Shoreline Types:

The most obvious differences between shorelines along the California coast are due to geomorphology. Geomorphological differences are caused by exposure to different quantities of water and wind-driven forces of shoreline energy (specifically waves and currents) and the actual shoreline type (substrate, grain size, tidal elevation, origin). The geomorphology and the degree of exposure to waves and currents combine to influence the plants and animals that inhabit the intertidal and shallow subtidal areas of the shoreline and the natural persistence of stranded oil. These same factors provide the criteria to determine the appropriate shoreline cleanup techniques.

These concepts were the basis for development of the Environmental Sensitivity Index (ESI) by the Research Planning Institute (RPI), which ranks 15 major shoreline types according to their sensitivity to oiling and shoreline cleanup activity. The ESI provides a useful first step in the design of contingency plans because it enables the ready identification of priority areas for protection from oiling and determination of appropriate shoreline cleanup methods during response activities. Summarized, the ESI ranges from least sensitive to oil (lowest numbers) to most sensitive to oil (highest numbers). Detailed descriptions of the ESI shoreline types and likely oil impacts can be found in the National Oceanic & Atmospheric Administration (NOAA) Shoreline Assessment Manual.

Shoreline types are ranked as follows:

RANK	SHORE	(NOAA ESI Map Shore Type)
1	Exposed rocky shores	(1)
2	Exposed rocky platforms	(2)
3	Fine-grained sand beaches	(3)
4	Coarse-grained sand beaches	(4)
5	Mixed sand and gravel beaches	(5)
6	Gravel beaches	(6a)
7	Riprap structures	(6b)
8	Exposed tidal flats	(7)
9	Sheltered rocky shores	(8a)
10	Sheltered artificial structures	(8b)
11	Sheltered tidal flats	(9)
12	Salt to brackish marshes	(10a)
13	Freshwater marshes	(10b)
14	Swamps	(10c)
15	Mangrove	(10d)

3230.1 Shoreline Cleanup Options

Shoreline Cleanup:

Under certain conditions it will be appropriate to take actions to remediate the effects of oil on shorelines. Other conditions may dictate that no actions should be taken. The primary goal of the implementation of any shoreline countermeasure is the removal of oil from the environment with no

further injury or destruction to that environment. A list of the 22 different countermeasures is provided. These 22 countermeasures, including natural recovery, have been evaluated for the appropriateness of their use on five major categories of petroleum products (very light, light, medium, heavy, and non-floating) stranded on 10 shoreline types. The results of these evaluations are presented on five matrices attached at the end of this section. These matrices are intended to be used as a planning guide by the Shoreside Recovery Group of the Operations Section.

The countermeasures listed may not be the best for use under all possible circumstances, and multiple countermeasures may need to be used on the same shoreline. Selection of specific countermeasures for use during a spill response will be based on the properties of the stranded oil, the degree of contamination, the shoreline type, and the presence of sensitive natural resources. The FOSC or the State OSC has the authority to select or approve specific countermeasures for use during an oil spill response.

Potential Shoreline Treatment Methods:

The following section lists and describes those techniques which may be required for use during a shoreline cleanup. Methods and equipment currently in use for these shoreline treatment methods are described in more detail in the Shoreline Assessment Manual. These methods, when used according to the guidelines in this document, may be used on most sites as part of the UC-directed response. It should be noted that methods noted with an (*) will require special consideration and authorization by the natural resource trustee prior to commencement of work. The trustee agency(s) for fish and wildlife resources will make the final recommendations to the UC on which specific method(s) to employ on a case-by-case basis. Regardless of this decision, contingency plans should provide for an array of identified methods to be used. Currently approved methods are:

- Natural Recovery
- Barriers/Berms
- Manual Oil Removal/Cleaning
- Mechanical Oil Removal
- Sorbents
- Vacuum
- Debris Removal
- Sediment Reworking/Tilling
- Vegetation Cutting/Removal
- Flooding (deluge)
- Low Pressure, Ambient Water Flush (<50 psi)
- High Pressure, Ambient Water Flush (50-100 psi)
- Low Pressure, Hot Water (<50 psi)
- High Pressure, Hot Water (50-100 psi)

- Steam Cleaning
- Sand Blasting
- Solidifiers
- Shoreline Cleaning Agents
- Nutrient Enrichments
- Natural Microbe Seeding
- In-situ Burning
- Dry Ice Blasting

Refer to NOAA for more details on Shoreline Countermeasures.

3230.2 Pre-Cleaning Beaches

Refer to Section 9800 on pre-cleaning beaches.

3240 Disposal

Crude oil and Refined Petroleum Products

Under California law, material released or discharged to marine waters of the state are defined as waste. Once the final disposition of a specific waste is determined, the waste may be redefined as a product or material and may no longer be subject to waste management requirements.

Also refer to Sections 3920 of the RRT IX RCP for information.

3240.1 Waste Management and Temporary Storage Options

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 either a solid waste, hazardous waste or a hazardous material (used or reused).

3240.11 Waste Management Strategies

One of the major problems associated with an oil spill response is the disposal of collected product and contaminated cleanup materials, soil, and debris. Each category of waste has it own type of response and management problem. The following discussion presents a general approach to the management of the various types of wastes collected during an oil spill. The charts following this section presents an encapsulated view of what types of waste are generated by an oil spill and the disposal options for each type.

3240.12 Disposal Options

Crude oil and refined petroleum products. Under California law, material released or discharged to marine waters of the State are defined as waste. Once the final disposition of a specific waste is determined, the waste may be redefined as a product or material and may no longer be subject to waste management requirements.

Crude oil spilled into marine waters, recovered, and transported to a refinery may be considered a product and may not be subject to hazardous waste management regulations [California Health and Safety Code (CHSC), 25943.2]. The collected crude oil may be shipped to the refinery of original destination or a refinery that can accept the spilled crude oil. 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.) (CHSC 25250.3).

There are other avenues by which recovered petroleum may be managed as a material (CHSC 25143.2). These approaches include recycling the petroleum through incineration, as a fuel, as 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, Department of Toxic Substances Control (DTSC) should be consulted for more information on these and other management options. The DTSC San Diego Field Office can be reached at (858) 637-5531.

State law requires the consideration of recycling; therefore recycling should be a top priority and will be undertaken if at all possible. The latest published list of companies who recycle oil, and the latest published list of licensed used oil haulers are presented in tables following this subsection. A discussion of waste minimization and recycling options is included in this subsection.

Recovered petroleum “products” that are not accepted by a refinery or that cannot be recycled must be managed as a waste. In order that the appropriate management mechanism is determined for the recovered petroleum, the waste must be characterized 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, Sec. 66260.200(C) of the California Code of Regulations (22 CCR)].

Disposal at Sea of Water Separated from Recovered Oil. Oil recovered at sea typically contains significant amounts of seawater. To maintain the efficiency of the skimming process this water must be separated/decanted from the oil and discharged back to the ocean during recovery operations. Separated seawater typically contains elevated levels of hydrocarbons and thus the discharge of this material may constitute a discharge of a pollutant. The USCG On-Scene Commander (OSC) recognizes the "discharge" of separated/decanted water as an integral part of offshore skimming operations and as an excellent waste minimization tool. Therefore, the USCG OSC or his/her representative may authorize the discharge of separated/decanted water back into the catenary area of a boom/skimming system outside of State waters (three miles). The exception to this will be in NOAA Marine Sanctuary waters, however, there are no National Marine Sanctuaries in the San Diego Area.

Contaminated Debris. Contaminated debris, including organic material, contaminated cleanup equipment (i.e., booms, pompoms, sorbents, 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.

Oiled Animal Carcasses. Handling of oiled wildlife and carcasses is not permitted by law unless under the direction of 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) investigations. The identification and location of

OSPR representatives can be provided by the Unified Command Center. Collection, handling, and disposal should only proceed at the direction of OSPR which is the designated responsible trustee. RCP Section 3622 has the California Wildlife Response Plan, provides details about handling and preservation of oiled wildlife and carcasses.

Refer to Section 9240.5 for information on San Diego Wildlife Rescue Organizations within the Oiled Wildlife Care Network (OWCN) and Section 9250 of this Plan for contact information on "Activating the OWCN."

3240.13 Waste Minimization and Recycling Opportunities

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 (W. Schumaker, personal communication).

Personnel can be deployed to remove debris from beach intertidal areas 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. A safety/industrial hygiene 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 (PPE). Depending upon climatic conditions and material compatibilities of PPE, waste can be minimized through the selection of reusable equipment, when possible. For instance, heavy gloves and boots that can be effectively decontaminated and reused can minimize the generation of oil-contaminated disposable gloves and boots, as long as the site safety officer approves such equipment use. Reusable rain gear may also be used instead of disposable suits, if approved. Such decisions should be made early in the response process in order to minimize generating containerized, contaminated PPE which is generally disposed at Class I facilities.

Recovered Oil and Oily Water. To maximize skimmer efficiency and effectiveness, water should be decanted to the spill impact area with the approval of the Federal OSC 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 Federal OSC. As discussed earlier, in State waters approval must be secured from the Regional Water Quality Control Board (RWQCB); Dulce Romero is the San Diego RWQCB contact (619-521-1990).

Both oil and oily water recovered from skimming operations should be off loaded to facilities where it can be effectively recycled/ managed within established process and treatment streams. Such facilities would include terminals, refineries, and commercial refiners/reclaimers/recyclers. These facilities can often provide temporary tank storage, when necessary. Oiled debris that is recovered with skimmed oil should be maintained in secure, temporary storage until it is sufficiently characterized for disposal.

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 onsite with inexpensive gear (e.g., appropriate barrel-mounted wringers). Sorbent manufacturer's 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 Spill 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 lists). Recycling of oil-contaminated soil as aggregate in cold-mix and hot batch asphalt is available at four facilities in the State of Washington (Nash, et. al, 1992).

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 (Mittelhauser Corporation, 1992). 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 of the OSC.

3240.14 Temporary Storage

To expedite removal of spilled oil, refined products, and contaminated material from marine waters during an emergency response, temporary storage sites may be erected at appropriate shore locations [22 CCR 66270.1(c)3]. The transportation of oil and contaminated material to temporary storage sites during the emergency response is exempt from handling and permitting requirements [22 CCR 66263.30 and/or 66263.43]. Contact DTSC at (800) 260-3972 or (916) 255-6504 and request to speak to the DTSC Emergency Response Duty Officer. After hours, weekends, or on holidays, call the Governor’s Office of Emergency Services (OES) Warning Control Center at (800) 852-7550 and OES will notify the DTSC Duty Officer.

Temporary storage facilities can include Baker tanks, tank trucks, oil drums, or empty fuel storage tanks. If suitable containers are not available, oily wastes may be temporarily stored in roll-off bins.

Temporary storage sites should be available at an onshore location convenient to the recovery operations to temporarily store recovered petroleum products and contaminated materials and debris. A temporary storage site may require a permit from the California Coastal Commission (CCC). 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).

Sitting of the temporary storage site, however, must be done with the concurrence of the following:

DTSC [The DTSC duty officer can be contacted at one of the following phone numbers: Region 1 (Sacramento) @ 916-255-3545; Region 2 (Berkeley) @ 510-540-2122; and Region 4 (Long

Beach) @ 714-484-5300.];

California Coastal Commission (CCC): For information on obtaining emergency permits 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 services departments.

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

3240.15 Initial Treatment

Petroleum and petroleum-contaminated cleanup materials can potentially be treated at a 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 seawater from collected petroleum. Another method employed for separating water 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. The sanitary sewer discharge 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 seawater to State waters will require a NPDES permit from the local RWQCB.

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 the local air quality agency. The potential use of any TTU and regulatory standards must be discussed with DTSC.

3240.16 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 disposal. A State of California certified laboratory may conduct the actual testing on representative samples of each type of waste.

It is the responsibility of the generator/RP to have petroleum and contaminated material managed as waste accurately classified as 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.

22 CCR 66264.13 and 66265.13 states that 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. Characterization of the waste must be provided to DTSC (via profile sheet). DTSC then designates the waste acceptable prior to 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. These criteria can apply to any oily water; sorbents, booms, and debris generated by oil spill cleanup. 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), non- RCRA waste (hazardous waste regulated under California regulations), or non-hazardous waste. Non-hazardous waste in this instance is defined as designated waste per 23 CCR 25522. Once the waste is characterized, disposition options can then be selected. Removal of recovered material from temporary storage will require the authorization of the OSC.

3240.17 Transportation

Recovered petroleum product not accepted at a refinery or recycling facility and contaminated material must be transported to an approved waste management facility. The type of waste management facility will be based on the results of the waste characterization performed.

Hazardous Waste. Waste classified as hazardous under either Federal or State regulations must be transported to a permitted or interim status hazardous waste facility. A State licensed hazardous materials hauler must do hauling of the waste. The licensed hauler must have a U.S. EPA ID number and State transporter ID number. Prior to removal of the hazardous material from temporary storage, a uniform hazardous waste manifest (form DHS-8022A) must be prepared by the generator (RP or his representative) for recovered petroleum and other contaminated materials (22 CCR 66263.20 - 66263.23). If assistance is required for manifesting, the RP may request it from the on-scene DTSC representative or the state DTSC duty officer (916-255-6504).

When Coast Guard Sector San Diego is a waste generator, contact the FOSC Duty Spill Phone at (619) 571-2621 and request the Federal generator and State generator ID number.

All hazardous materials 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 determined to be non-hazardous but designated waste (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 RWQCB and local health department should be contacted to determine which waste management facility would accept the waste and any additional test requirements the facility might require. Removal of non- hazardous waste from temporary storage will require authorization of the OSC.

3240.2 Decanting Policy

Refer to “Disposal at Sea of Water Separated from Recovered Oil” under “Disposal Options” in Section 3240.11 of this Plan for information on decanting policy.

See also the MOU for State Waters found in Section 5710 of the RRT IX RCP.

3240.3 Sample Waste Management Plan

Please refer to the sample plan on Homeport.

3250 Decontamination (Decon)

This section identifies general guidance procedures to be followed for vessels and equipment involved with oil spill response operations. Because these operations may involve operating within oiled waters or recovery operations, we may assume that vessels, equipment, machinery, and other gear will be impacted with oil. This plan will be used for all vessels and equipment either contaminated or suspected of being contaminated with oil to return to a non-oiled state. Note: Plan

should identify decontamination location or site.

Refer to the Environmental Protection Agency's Environmental Response Team website for more information. See also Section 7243 of the RRT IX RCP.

In view of the extensive equipment inventory involved in a response effort, the On Scene Coordinator will establish decontamination zones.

All contaminated items will be cleaned to a condition of cleanliness mutually agreed upon by the Unified Command and the equipment owner.

The primary focus of this operation will be to expedite cleanup of oiled vessels and response equipment in a safe, organized, and efficient manner while minimizing further damage to the environment and waste generation.

3250.1 Sample Decon Plans

Please refer to the sample plan on Homeport.

3260 Dispersants

The most considered alternative to mechanical recovery and/or in-situ burning, and one not as limited by weather or advanced sea states, is the use of dispersants. Aerial dispersant applications can quickly treat large oil slick areas and significantly increase the "encounter rate" for oil spill treatment. While an oil slick will undergo natural physical degradation, the ability to add a dispersing agent more rapidly and more effectively breaks a surface slick into small droplets for movement into the water column where they can be more effectively biodegraded. The RRT IX Dispersant Use Plan (DUP) for California (see complete DUP posted here: https://www.wildlife.ca.gov/OSPR/Contingency and supporting Job Aids provide key information that will guide the FOSC in a dispersant-use decision for both the preauthorized dispersant use areas in federal offshore waters, as well as dispersant use in areas requiring RRT IX Incident-Specific authorization. It includes:

1. A Federal On-Scene Coordinator (FOSC) flowchart;
2. A decision support checklist, incorporating conditions of approval and Best Management Practices (BMPs);
3. Appendices of key planning and consultation results, and;
4. A series of supporting job aids, including decision-support and approval forms.

The DUP authorizes and provides guidelines for the pre-designated USCG FOSC to use dispersants in a timely manner to: 1) prevent or substantially reduce a hazard to human life; 2) minimize the adverse environmental impact of the spilled oil; and 3) reduce or eliminate the economic or aesthetic losses of recreational areas. Dispersants can also in some cases be considered for use in conjunction with mechanical skimming (and/or in-situ burning) to increase the rate of surface oil removal.

Before a decision is made to use dispersants, the FOSC and trustee agencies should consider if timely, physical containment, collection, and removal of the oil will not be possible, and if the use of dispersants, alone or in conjunction with other removal methods, is the appropriate response to minimize a substantial threat to public health or welfare, or to minimize serious environmental damage that would occur if the oil was left on the surface, and/or where it would drift and strand on the shoreline. Oil spill trajectories, as well as baseline and real-time wildlife observations, can be used in a net environmental benefit analysis to assess the risk from untreated versus treated surface oil slicks.

3260.1 RRT IX Dispersant Authorization Zones

The DUP addresses the use of dispersants in each of two geographic zones:

- RRT IX Dispersant Pre-Authorization Zone; and,
- RRT IX Incident-Specific Authorization Zones.

The 2008/2014 RRT IX Dispersant Use Plan describes two dispersant use zones for California offshore waters:

1) Dispersant Preauthorization Zone
   All waters 3-200 nm from any shoreline (mainland or island) except those within a National Marine Sanctuary, or within 3 nm of the CA-MX border (and in a 3nm wide band running out to the 200 nm offshore contour). Preauthorization is granted by the RRT IX only to the FOSC. The FOSC for offshore California is the US Coast Guard.

2) RRT IX Incident-Specific Authorization Zone
   Required for all other waters (e.g., within state waters, including bays and estuaries, and within 3 nm of the CA/MX border.

Subsea use requires RRT IX Incident-Specific Authorization, regardless of dispersant zone type.

Surface use of dispersants from more than 4 days requires additional RRT IX authorization, regardless of dispersant zone type.

3260.2 RRT IX Policy Regarding Which Dispersants May Be Used

Past policy of the RRT IX has been to only consider use of the dispersant products listed on the NCP Product Schedule and licensed by the State of California. This is also a condition of the USFWS ESA Section 7 consultation. Baseline Criteria, Special Considerations, and Best Management Practices.

3260.3 Baseline Criteria, Special Considerations, and Best Management Practices for Dispersant Use

The following discussions describe the conditions for and the prohibitions for dispersant use zones as well as best management practices relevant to decision making as to the suitability of a situation for the use of dispersant.

Baseline Criteria for Use in Preauthorized Dispersant Zones

- ✓ Dispersant application in federal waters 3 to 200 nautical miles from the nearest (mainland or island) shoreline (year-round preauthorization), with the exception of:
  - The area 3-5 miles from the shorelines of Del Norte, Humboldt and Mendocino Counties during the marbled murrelet breeding season (March 24 – September 15), when dispersant use in this area instead requires RRT IX Incident-Specific Authorization. (Other marbled murrelet offshore breeding areas are already within a NMS and Incident-Specific Authorization area).
- ✓ Application is not within 3 miles of the CA/Mexico border (and extending offshore to 200 nm)
- ✓ Application is not within the boundaries of a National Marine Sanctuary
- ✓ Application is not for surface use extending more than 4 days. All dispersant use lasting more than 4 days requires additional RRT IX authorization (regardless of dispersant zone type)
- ✓ Application is not for subsea use. All subsea dispersant use requires Incident Specific RRT IX authorization (regardless of dispersant zone type)

Baseline Criteria for Use in Incident Specific Dispersant Zones

- ✓ Incident Specific authorization required for use within 3 miles of shore or within 3 miles of the CA/Mexico border (and extending offshore to 200 nm)
- ✓ Incident Specific authorization required for surface use extending more than 4 days.
- ✓ Incident Specific authorization required for subsea dispersant use

Situations Not Recommended for Dispersant Use

- Not recommended for spills of gasoline, diesel, jet fuel, kerosene or similar light distillate (Type I) oils
- Not recommended for water less than 60-feet deep (water may be insufficient for mixing and/or dispersed oil droplets may bind to sediment and sink, rather than dispersing and spreading through the water column as intended)
- Not recommended for sheens
- Not recommended for non-petroleum oils
- Not recommended for natural seep oil
- Not recommended for shorelines (per CA Government Code Section 8670.13.1)
- Not recommended for applications after dark or during periods of low visibility
- Not recommended for relatively small volume, limited areal extent spills, or those that can be adequately recovered through mechanical means

Situations In Which Dispersant Use Could Provide Best Environmental Advantage

- ✓ Immediate response to large spills of dispersible oil far from shore or in areas more distant from stockpiles of recovery and containment equipment, when weather and ocean conditions preclude the use of other options, or when weather conditions are predicted to become more severe.

Best Management Practices (Preauthorized and Incident Specific Zones)

The following best practice information may be used to develop Special Instructions for inclusion on the ICS 204 forms for dispersant application. Please note, this information is provided to assist in the decision-making and authorization process regarding the use of dispersants, and is not intended to serve as a dispersant application guide or protocol addressing the specifics of dispersant use (e.g., aircraft/vessel type, application strategy, treatment rate, etc.).Dispersant application aircraft should not fly directly over offshore islands or rocks with significant numbers of roosting birds or hauled-out marine mammals (whether or not the plane is releasing dispersant at the time)

- Caution should be taken to avoid spraying within NMFS-determined buffer areas near congregations of marine mammals, sea turtles, or rafting flocks of birds
- The SMART controller/observer should survey the spray site before the start of the operation. If possible, a DOI/DOC-approved marine mammal/turtle and pelagic/migratory bird observation specialist should accompany the SMART observer, scan the area for wildlife in advance of application, help direct the operation to the spray zone with no sighted wildlife, and continue to monitor the application for wildlife in the spray zone after spraying has begun. However, the operation will not be delayed for these functions
- The marine wildlife observer is strongly encouraged to use the Wildlife Spotting Protocols (or comparable forms, protocols and job aids within this DUP). However, the operation will not be delayed for this function
- Personal protective equipment for personnel on-site will conform to the appropriate dispersant Safety Data Sheet (SDS), the incident specific safety plan (ICS 208 or equivalent), and all other applicable incident specific safety measures

3260.4 Dispersant Response Plan Worksheet

Refer to the RRT IX Dispersant Use Plan for California found on the OSPR website: https://www.wildlife.ca.gov/OSPR/Contingency

3260.5 SMART Protocol

Information on SMART can be obtained at the NOAA website: NOAA SMART Protocol and is also addressed as part of the DUP: https://www.wildlife.ca.gov/OSPR/Contingency

3270 In-Situ Burning (ISB)

Another alternative to mechanical recovery or the use of dispersants is in-situ burning (ISB). Oil floating on the water surface is collected into slicks and ignited. The oil can be contained in fire-resistant booms, or by natural barriers such as the shoreline. In some situations (e.g., oiled marshes, or when the spilled oil is highly volatile), supplemental collection to ensure adequate oil thickness for a sustained burn is not required. On land, oil can be burned when it is on a combustible substrate such as vegetation, logs, and other debris. Oil can be burned from non- flammable substrates using a burn promoter. On sedimentary substrates, it may be necessary to dig trenches for oil to accumulate in pools to a thickness that will sustain burning. Heavy oils are difficult to ignite but can sustain a burn. Emulsified oils may not ignite nor sustain a burn when the water content is greater than 30 to 50 percent. See RCP Appendix XIII In Situ Burn guidance.

ISB is implemented to eliminate surface oil by converting it into its primary combustion products (gases and soot) released into the atmosphere, with a small percentage of other unburned or residual byproducts. The environmental impacts of on-water spills are lessened but at the cost of increasing the potential threat posed by an airborne smoke and particulate plume. A distinct advantage of ISB is that it permanently removes oil from the water surface, with little or no impacts to potentially sensitive resources outside the burn and smoke plume area.
Disadvantages are that successful burns create a very dark and visible soot plume, which will need to be monitored to ensure particulate matter within the plume does not exceed allowed standards and that it is not drifting toward human populated areas or occurring within the minimal distances from shore established by local air districts.

- Additional safety and resource protection considerations apply if the dispersant spray platform is a vessel, including vessel speed limits, stand-off distances from various whale species, and a requirement to have wildlife monitors on board each spray vessel.

The use of dispersants may trigger fishery closure or tainting issues.

Decision makers and the trustee agencies will evaluate the effects of burning versus not burning the oil and choose the option that provides the greatest overall benefit to the environment without causing undue public health impacts. In-situ burning can in some cases be used in conjunction with other response techniques to increase the rate of surface oil removal. Refer to Sections 4534 and 4800 of the RRT IX Regional Contingency Plan.

3270.1 RRT IX ISB Zones and Policies

The RRT IX has authorized two types of On-Water ISB use zones in California:

1. RRT In-Situ Burn Pre-Authorization Zone
   All waters 35-200 nm from any California shoreline. This pre-authorization is only extended by the RRT to the FOSC. This Pre-Authorization is conveyed in a Letter of Agreement among the Coast Guard, EPA NOAA and DOI, and may be found in its entirety in the RRT IX ISB Plan.

2. RRT Incident-Specific Authorization
   Required for all other California waters: 3-35 nm from any shoreline, within state waters (including bays and estuaries), and on land. A case-by-case checklist for RRT ISB authorization, as well as other decision support material, is available in the RRT IX ISB Plan available on the OSPR Contingency and Response Plans web page: https://www.wildlife.ca.gov/OSPR/Contingency.

Air District Quick Approval Zones

Within the Incident-Specific Zone are also coastal Air District "Quick Approval" zones. These were established by informal agreement between OSPR and the Air Districts 20 years ago. Those Quick Approval Zones state that if winds are blowing offshore or parallel to shore, ISB can be approved by the FOSC/RRT/OSPR without requiring additional Air District approval. Those offshore Air District Quick Approval distances from shore are:

North Coast AQMD	≥ .5 miles from shore
Mendocino AQMD	≥ .5 miles from shore
Bay Area AQMD	≥ 5 miles from shore
N. Sonoma AQMD	≥ .5 miles from shore
Monterey Bay Unified	No QA zones (winds too variable)
San Luis Obispo County	≥ 3 miles from shore
Santa Barbara County	≥ 3 miles from shore
Ventura County APCD	≥ .5 miles from shore
South Coast AQMD	≥ 8 miles from shore
San Diego AQMD	≥ .5 miles from shore

This informal agreement was reached many years ago and should be revisited by the RRT (especially the EPA member) and the California Air Resources Board (CARB) and/or individual coastal Air Districts. Until then, the RRT/EPA should reach out to the affected Air District(s) for advice prior to any ISB near or on shore. Air Districts can often provide air monitoring resources and personnel and help with public messaging. The EPA will need to assure Air Districts that during the burn, the Air District will not be held responsible for meeting their routine air quality attainment thresholds.

3270.2 ISB Best Management Practices

- ✓ The oil must be flammable enough, thick enough, and not too emulsified to burn.
- ✓ Specialized fire boom should be used to contain the on-water oil slicks within a thick layer.
- ✓ Winds must be favorable, and the burn needs to be quenched if winds turn toward large populations of people or wildlife.
- ✓ The RRT may need to approve the use of certain types of accelerants.
- ✓ The EPA and affected Air Districts must reach agreement on permitting or waiver issues.
- ✓ Trained burn teams and monitors (wildlife, SMART, air) should be available before and during most burn operations.
- ✓ Burning of oiled vegetation in marshes and wetlands should occur when enough water is covering the base of the plants in order to protect roots and rhizomes.
- ✓ Burning on dry land may change and harden soils; crusts should be scraped, tilled or removed to allow regrowth to occur.
- ✓ Collection of burn residue left on water should be as complete as possible.

The NOAA SSC and/or OSPR ART Lead Technical Specialist can work with the FOSC and RRT in providing ISB recommendations and assisting with ISB Plan implementation.

3270.3 ISB Checklists

1) The FOSC contacts the proper agency representatives on the RRT, refer to Sections 4534 and 4800 in the RRT IX Regional Contingency Plan, and informs them that a request to utilize in-situ burning may be forthcoming. The FOSC will have the RRT remain on standby for the conference call in step 3.

2) The NOAA SSC and/or ART Lead Technical Specialist, working with the ART Unit in the Planning Section, completes the In-Situ Burning Decision-Making Process submits summary of findings and information to UC on Case-by-Case Checklist Form and Supplemental Information Form.

3) If the FOSC, based on information submitted by the NOAA SSC and ART Technical Specialists, decides that a request for in-situ burning is appropriate, the FOSC schedules conference call with RRT representatives or alternates at first reasonable opportunity.

4) A conference call is conducted, and Yes/No decision made based on information provided on FOSC Checklist, Supplemental Information Form or any other sources requested by the RRT, including information from the local air district.

5) The ART Unit of the Planning Section will commence with operations if a YES Decision is forthcoming. A Liaison position between Planning and Operations will be established to facilitate some operational aspects of that decision, with a focus on ensuring that all conditions of ISB use are being met, and all Best Management Practices, effectiveness monitoring, air and water sampling, wildlife monitoring, etc., are incorporated and used, as appropriate to each incident.

3280 Non-Dispersant Oil Spill Cleanup Agents (OSCAs)

Oil Spill Cleanup Agents (OSCAs) are generally defined by the State of California as:

" …a chemical, or any other substance, used for removing, dispersing, or otherwise cleaning up oil or any residual products of petroleum in, or on, any waters of the state. This category of substances would include surface washing agents, dispersants, gelling agents, herding agents, emulsifiers and de-emulsifiers, chemical booms, sorbents and bioremediants."

Dispersants are addressed in Section 3260 above, and although dispersants fall in the OSCA category, they are not re-addressed in this Section. This section addresses OSCAs other than dispersants.

To be considered for use in California, OSCAs must be both:

1) Listed on the federal EPA NCP Product Schedule (http://www.epa.gov/emergencies/content/ncp/index.htm), *and*

2) Licensed by the California Department of Fish and Game, Office of Spill Prevention and Response (https://wildlife.ca.gov/OSPR).

Once an OSCA is appropriately listed and licensed, it must still be approved for use by the RRT. If the use is in state waters, approval must also be granted by the OSPR Administrator.

The types of OSCAs considered here include sorbents, surface washing agents, solidifiers (and related oil modifying agents), herding agents, de-emulsifiers, and bioremediants. Each of these may

have a discrete response utility, or niche, in which it may best match an incident-specific need that mechanical recovery, natural recovery, dispersant, or ISB cannot adequately address. Some are better known and more frequently used than others, and some currently have limited use or utility. Future research and subsequent response policy changes may elevate some of these to being more relevant response tools. Bioremediants, discussed at the end of this section, are included in this category but are not considered a “first response” tool because of their need for a long action time.

3280.1 Non-Dispersant OSCA Categories

3280.11 Sorbents

Sorbent materials may be organic, inorganic, or synthetic and can come in many forms including sheets, pillows, socks, sweeps, clusters (pom-poms), booms, and loose particulates. Several specific properties are considered advantageous for sorbent materials. Sorbents are oleophilic and hydrophobic, and should pick-up oil quickly, retain it without significant “re-sheening,” and should sorb a large amount per unit weight of sorbent. Sorbents are generally easy to apply and recover. Most sorbents are not reusable, and the extensive use of sorbents results in the generation of a large amount of oiled waste material for temporary storage and appropriate disposal. For this reason, sorbents tend to be used for oil recovery where the oil covers a relatively small surface area.

The EPA exempts all sorbent and sorbent-type products from listing procedures. Sorbents are not automatically exempted from the State licensing process – they must first prove they are “inert” according to definitions in State Government Code Section 8670.13.1(b) before a state license exemption will be granted.

3280.12 Surface Washing Agents

The principal use of surface washing agents (also sometimes referred to as beach cleaners or shoreline cleaning agents) is to lift stranded oil from surfaces (primarily oil stranded in intertidal areas or on constructed surfaces) and to float or refloat the oil where it can be recovered using on-water recovery methods (e.g., skimmers, sorbents, vacuum trucks). These agents should not act to disperse the oil into the water. They can potentially be used for cleanup of sand and gravel, shorelines, and other hard surfaces (e.g., sand, cobble, rocky rip rap, pier pilings, ship hulls), as well as in sensitive habitats (e.g., wetlands and marshes) when seeking to release and recover spilled oil without removal of the oiled vegetation. In such cases, a net environmental benefit analysis and consideration of aesthetic and other criteria would typically be employed to consider the relative impact or residual oil remaining in the environment.

3280.13 Solidifiers

Solidifiers turn oil into a more cohesive or solid mass to ease recovery. They are usually available in dry granular form for use either in a loose and broadcast application, or as a more easily recoverable self-contained product (e.g., boom, sock, pillow, pad). Unlike sorbents that physically soak-up liquid, the solidifiers bond the liquid into a mass with minimal volume increase. When the product is used in a self-contained form, the oiled mass is easily recovered. The bonded material also eliminates dripping (common with sorbents) and thereby minimizes re- sheening, residue, or cross-contamination of otherwise unoiled areas. Some types of solidifiers can convert the oil to a rubber-like substance. The reaction of these and some other types of solidifiers is not reversible. There is minimal change in the specific gravity of the treated oil when solidified.

Use of solidifiers in self-contained form may provide advantages over the use of conventional sorbent products and, if so, should be more broadly considered and used in marine and inland spill response environments. They are claimed to be more effective than many conventional sorbents, do

not allow dripping or re-sheening of oil, can be reused, work in a variety of otherwise sensitive or hard-to-reach environments, and help minimize the considerable amount of sorbents that become part of the oil spill response waste stream.

Although several limitations to use of loose particulate solidifiers have been identified, there may be certain instances where they could fill specific on-water response functions. Because they react with the first oil they contact, they could potentially be used as a self-creating barrier, although the integrity and recoverability of this solidifier-based barrier has not yet been demonstrated.

Gelling agents, a sub-class of solidifiers, are usually two or more compounds applied as separate products that react with each other and the oil to form a gel-like structure. Products are composed of polymerization catalysts and cross-linking agents and must be mixed uniformly for gelling to occur. The mechanical strength of gels is weak, thus they can be broken down and the oil returned to its original liquid state.

3280.14 Herding Agents

Spilled oil spreads out very quickly to form thin films or slicks several microns to tenths of a millimeter thick. This thinning makes it difficult to contain and collect the oil by mechanical means or to support ISB.

Chemical herding agents work by exerting a spreading pressure on the water surface greater than the oil slick. When used in conjunction with conventional containment and recovery devices, herding agents help prevent oil from spreading. Optimal uses of herding agents include controlling slicks under docks or piers where conventional equipment cannot reach, and in harbors where the equipment can be pre-staged and ready to use early in the spill. Also, herders may be effective in keeping shallow water slicks pushed away from contacting sensitive marshes. Herding agents are not a substitute for booms but may be used for short-term protection and enhanced recovery where deploying booms could cause more damage or be of limited effectiveness.

3280.15 De-Emulsifiers

One potential approach to extending the window of opportunity for the use of dispersants or ISB is through the application of de-emulsifying agents. The application of these agents would be intended to slow or reduce the formation of water-in-oil emulsion, or break an existing emulsion, allowing for the application of dispersants or other response strategies that are less effective on emulsified oil. Though de-emulsifying agents have been used in oil production for many years, there is little information on their use during on-water oil spill response.

3280.16 Bioremediants

When oil enters the environment, hydrocarbon degrading bacteria and other microorganisms begin to naturally alter and break down the oil, ultimately converting it to carbon dioxide and water. Although bioremediation occurs naturally starting almost immediately when oil enters the environment, the breakdown of a large mass of oil is a slow process, requiring weeks or months, or perhaps longer depending on the weight and volume of the oil, the degree of weathering, and environmental factors including temperature, oxygen levels (in water), and available nutrients. The addition of bioremediants for spill response does not increase the ultimate extent of hydrocarbon degradation, but only the rate of biodegradation. Once the more easily degraded alkanes and lower-molecular-weight aromatics are removed from the oil through weathering or other degradation processes, the continuing biodegradation of the remaining oil residues slows considerably.

Commercial bioremediants are typically comprised of nutrients intended to stimulate the rate of hydrocarbon biodegradation, and sometimes include bacterial colonies or enzymes to promote enhanced degradation. The use of bioremediants is generally only considered for land-based bioremediation. Bioremediation is generally not considered as a first response tool, but rather for later stages of an oil spill response when continuing active recovery measures may result in higher impacts than allowing residual material to remain in the environment and to naturally break down.

Bioremediation products currently proposed for on-water use were originally designed for terrestrial application. Some of these products include a surfactant, which would move the treated oil into the water column. Other bioremediation products that have been specifically designed for on-water application, contain ingredients such as clay or other material that attach to or encapsulate the oil. This process ensures oleophilic microbes and nutrients maintain contact with the spilled oil, but may also sink the oil particles and potentially reduce microbe effectiveness depending on how deep the particle sinks.

The primary use of bioremediation in the rocky and sandy intertidal habitat is generally focused on light to medium oiled areas or as a polishing or finishing step in areas previously cleaned by mechanical means. Bioremediation is not effective in addressing pooled oil, tar balls, mousse, or other heavy concentrations of beached oil. Bioremediation is also less effective in addressing buried oil in dense, fine-grained sediment (e.g., tidal mudflats) where anaerobic conditions exist in the subsurface. However, marshes and mudflats are sensitive environments which are easily impacted by mechanical oil spill cleanup techniques otherwise used on spills in the intertidal region. For this reason, the less intrusive bioremediation process is a potentially important cleanup tool for surficial (not buried) oil spilled in these sensitive areas.

3300 Emergency Response

Refer to Section 3003.01 of the RRT IX RCP.

3310 Search and Rescue (SAR)

SAR efforts focus primarily on finding and assisting person in actual or apparent distress and are carried out within a well-defined SAR response system. When an emergency warrants responses in addition to SAR, the National Incident Management System (NIMS) Incident Command System (ICS) organizational structure shall be used for overall response management.

Examples of other activities that are not SAR, but are often closely associated with a SAR incident, include search and recovery, salvage, investigation, fire-fighting, pollution response, etc.

For more information on SAR and its use in ICS, refer to Chapter 18 of the Incident Management Handbook (IMH).

Section 8132 of the RRT IX RCP also contains helpful information on various aspects of SAR.

3310.1 SAR Area Resources

For information on San Diego Area SAR Resources, contact Coast Guard Sector San Diego's Joint Harbor Operation Center (JHOC) at (619) 278-7033 or the San Diego Regional Aquatic Lifesaving Emergency Response Task Force (SDRAlert) at (619) 980-1576.

3320 Salvage/Source Control

Refer to Section 8200 of the RRT IX RCP.

3320.1 Assessment and Survey

Refer to Section 8200 of the RRT IX RCP.

3320.2 Stabilization

Refer to Section 8200of the RRT IX RCP.

3320.3 Specialized Salvage Operations

Refer to Section 8200 of the RRT IX RCP.

3320.4 Types of Equipment Required

Refer to Section 8200 of the RRT IX RCP.

3320.5 Salvage Guidelines

Refer to Section 8200 of the RRT IX RCP.

3330 Marine Fire Fighting

Refer to Section 8100 of the RRT IX RCP and Section 8000 of this Plan.

3340 Hazmat

Refer to Section 7000 of this Plan or to Section 7220 of the RRT IX RCP.

3340.1 Initial Emergency Response Procedures

Refer to Section 7000 of this Plan for more information.

3340.2 Evacuation Procedures

Refer to Section 7000 of this Plan for more information.

3340.3 Hazmat POC's

Refer to Section 7000 of this Plan for more information.

3340.4 Types of Equipment Required

Refer to Section 7000 of this Plan for more information.

3350 Emergency Medical Services (EMS)

Refer to Section 7940 of the RRT IX RCP.

3350.1 Emergency Medical Services

In 1997, the San Diego Fire Department partnered with Rural/Metro Ambulance of San Diego to form San Diego Medical Services Enterprise LLC, the nation's first public-private partnership to provide 911 paramedic 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. San Diego Medical Services Enterprise crews are on the front lines of EMS technology and are currently participating in several clinical programs designed to improve emergency medical services.

Refer to Section 9250, "Medical/Ambulance/EMS Services," of this Plan for more information.

3360 Law Enforcement

Refer to Section 4330 and 4340 of the RRT IX RCP.

3360.1 Perimeter/Crowd/Traffic/Beach Control

Refer to Section 8122 of the RRT IX RCP.

3360.2 Safety/Security Zones

For information on safety/security zones, see the United States Coast Pilot, a series of nautical books that cover information important to navigators. Chapter 4 of the Coast Pilot contains San Diego-specific information.

3400 Air Operations

Air Operations will ensure that agency directives, flight manuals, unit restrictions, and other regulations will not be violated by incident aircraft (e.g., flight hours, hoist limitations, night flying, etc.). Individual air crews retain primary responsibility to ensure their aircraft are operated in accordance with their own agency's restrictions and directives. It is also the responsibility of individual aircrews to keep the Air Operations Branch Director informed of their agency's restrictions and directives that may affect their ability to execute incident assignments.

Refer to Chapter 7 of the Incident Management Handbook (IMH) for more information.

3410 Air Tactical

The Air Tactical Group Supervisor (ATGS) is primarily responsible for tactical operations of aircraft and aircrews. This includes: 1) providing fuel and other supplies; 2) providing maintenance and repair of aircraft; 3) keeping records of aircraft activity, and 4) providing enforcement of safety regulations.

Refer to Chapter 7 of the Incident Management Handbook (IMH) for more information.

3410.1 Aerial Surveillance

Aerial surveillance can be used during pollution response to gather information about the size and nature of an oil spill. Coast Guard rotary-wing (R/W) aircraft are highly maneuverable and well-suited to surveillance in crowded or congested areas, such as ports and harbors. Information on the

spill may be gathered through visual observation of the spill or photography by the aircrew, or by a subject matter expert carried on board the aircraft. Coast Guard fixed-wing (F/W) aircraft are better suited to long-range or off-shore aerial surveillance. Information on the spill may be gathered through visual observation, photography, or the aircraft may be configured with Side Looking Airborne RADAR (SLAR) that can be used to detect and map oil spills.

Sector San Diego has three MH-60J Jayhawk helicopters, suitable for aerial surveillance and photography. C-27 (F/W) support is located at USCG Air Station Sacramento, and can be coordinated by Air Operations through District 11.

For more information on specific capabilities of Coast Guard aircraft, refer to Appendix B of the Coast Guard Air Operations Manual, COMDTINST M3710.1F.

3410.2 Aerial Dispersant Application

MSRC has a nationwide dispersant program utilizing C-130 aircraft based in Coolidge, Arizona that have a load capacity of 3,250 gallons, and Boeing 737 aircraft based in Moses Lake, WA with a load capacity of 4,125 gallons. Planes and crews are available 24 hours per day, are required to be off the ground within four hours of notification and can apply dispersant up to 200 nautical miles offshore. Spotter aircraft are sourced locally or through MSRC's contracted King Air aircraft based in Stennis, MS. MSRC can be reached at (562) 981-7600. Refer to MSRC's website for more information on types of aerial resources.

The Air Force Reserve's 910th Airlift Wing, located at Youngstown Air Reserve Station, Ohio has four specially modified C-130H aircraft with Modular Aerial Spray Systems (MASS) that can disperse oil spills. The Aerial Spray Squadron can be contacted at (330) 609-1412, (330) 609-1965, or (330) 609-1111.

3410.3 Procedures for Temporary Flight Restrictions

A Temporary Flight Restriction (TFR) is a type of Notice to Airmen (NOTAM) that informs pilots and aircrew of an area restricted to air travel due to a hazardous condition, a special event, or a general warning. A TFR may be requested by various entities, including military commands, Federal security/intelligence agencies, regional directors of the Office of Emergency Planning, etc. If it is determined that a TFR is required, the Air Operations Officer should make a written request through the FAA's Flight Standards District Office (see contact information below).

Situations that may warrant a TFR in accordance with 14 CFR 91.137 includes, but are not limited to, the following:

14CFR 91.137(a)(1): toxic gas leaks or spills; flammable agents, or fumes which, if fanned by rotor or propeller wash, could endanger persons or property on the surface, or if entered by an aircraft could endanger persons or property in the air; volcanic eruptions that could endanger airborne aircraft and occupants; nuclear accident or incident; and hijackings.

14CFR 91.137(a)(2): aviation or ground resources engaged in wildfire suppression; and aircraft relief activities following a disaster (e.g., earthquake, tidal wave, flood, etc.).

14CFR 91.137(a)(3): disaster/hazard incidents of limited duration that would attract an unsafe congestion of sightseeing aircraft.

San Diego Flight Standards District Office 8525 Gibbs Drive, Suite 120
San Diego, CA 92123
(858) 502-9882, (858) 502-9985 (fax)
http://www.faa.gov/about/office_org/field_offices/fsdo/san/contact/

3410.4 Permanent Area Restrictions

Restricted areas in San Diego County include: R-2503A, R-2503B, R-2503C, R02503D. All are associated with Camp Pendleton, but have varying altitudes and times of use. Refer to the San Diego VFR Terminal Area Chart for detailed information.

3420 Air Support

The Air Support Group Supervisor (ASGS) is primarily responsible for supporting aircraft and aircrews. This includes: 1) providing fuel and other supplies; 2) providing maintenance and repair of aircraft; 3) keeping records of aircraft activity, and 4) providing enforcement of safety regulations.

Refer to Chapter 7 of the Incident Management Handbook (IMH) for more information.

3420.1 Airports/Helibases

There are many airports and helibases through the San Diego area. The runway, lighting, maintenance, and fuel support vary greatly between the facilities, therefore detailed planning is required before using a facility to determine if it meets operational needs. Detailed informationabout airports is contained in the Airport/Facility Directory, Southwest U.S., a Flight Information Publication (FLIP) of the FAA.

Refer to Section 9250 under “Airfields” for additional contact information.

3420.2 Helospots

Contact the Air Operations Division Officer of Sector San Diego at (619) 278-7651

3420.3 List of Certified Helicopter/Aircraft Providers

Refer to the California Dispersant Plan Section 4600 of the RCP.

3420.4 Fuel/Maintenance Sources

Contact the Air Operations Division Officer of Sector San Diego at (619) 278-7651.

3420.5 Air Traffic Control Procedures

Contact the Air Operations Division Officer of Sector San Diego at (619) 278-7651.

3500 Staging Areas

3510 Pre-Identified Staging Areas

Refer to current Thomas Brothers Guide for locations. Published by RandMcNally, the Thomas Brothers Guides, or Thomas Guides, offer extensively detailed and highly accurate maps of most California Counties in either book or wall map formats.

The following locations have been identified as having potential to be utilized for the staging of equipment and personnel. Refer to Section 9800 of this Plan for beach/shoreline locations.

3510.1 Metropolitan Areas

These areas located throughout San Diego County have permanent parking space that can be utilized during a spill response.

- B Street Pier
- Belmont Parking Lot
- Dana Landing Parking Lot
- Dog Beach Parking Lot
- G Street Pier, Tuna Harbor Basin
- La Jolla Cove Parking Lot
- La Jolla Shores Parking Lot
- Lifeguard Headquarters, Quivira Basin Parking Lot
- Lifeguard Tower Parking Lot at Ventura (Mission Beach)
- Lifeguard Tower Parking Lot on Abbott (Ocean Beach)
- Marina Park Parking Lot (Behind the Convention Center)
- NAS North Island
- Ocean Beach Pier Parking Lot
- Scripps Institute of Oceanography Parking Lot
- South Mission Beach Jetty Parking Lot
- Shelter Island Parking Lot
- Vacation Isle Parking Lot (by Ingraham Street Boat Ramp)

3510.2 North County

- Del Mar Fair Grounds
- Oceanside Harbor Parking Lot
- South Carlsbad State Beach Parking Lot

3510.3 South Bay

- Border Field State Park
- Silver Strand State Beach Parking Lot
- Naval Amphibious Base
- Coronado Naval Station
- Naval Auxiliary Landing Field Imperial Beach

3520 Security

During an incident, refer to Chapter 16 of the Incident Management Handbook for guidance on maritime security and law enforcement.

3600 Wildlife

Following The Wildlife Response Plan for Oil Spills in California is located on the California Department of Fish and Wildlife website at: http://www.wildlife.ca.gov/OSPR/Preparedness/Wildlife-Response.

Wildlife and habitats are put at risk or injured when oil is spilled into the environment. Both Federal and State statutes mandate protection, rescue and rehabilitation of oiled wildlife.

The Federal Spill Pollution Act of (OPA 90) requires Area Contingency Plans contain a Fish and Wildlife and Sensitive Environments Plan that provides for the immediate and effective protection,

rescue and rehabilitation of wildlife resources and habitat that are harmed by a spill.

The State of California's Lempert-Keene-Seastrand Oil Spill Prevention and Response Act requires the development of contingency plans for the protection of fish and wildlife, funding for a network of rescue and rehabilitation facilities, assessment of injuries to natural resources, and restoration plans to compensate for adversely affected wildlife resources and habitats.

To address these statutory mandates, the Wildlife Response Plan for Oil Spills in California (Wildlife Plan) has been developed by a group of federal and state agencies and other interested parties. The Wildlife Plan is part of the RCP and all ACPs for California, joint documents of the U.S. Coast Guard (USCG) and California Department of Fish and Wildlife's Office of Spill Prevention and Response (CDFW-OSPR).

The Wildlife Response Plan for Oil Spills in California details the Wildlife Branch purposes, goals, objectives, responsibilities, and structure. The Wildlife Branch is in the Operations Section of the Incident Command System (ICS) for oil spill response. The Wildlife Branch structure is described in the USCG Incident Management Handbook. As is always true with the ICS, the structure may be expanded or contracted to fit the need, but the mission remains unchanged. The principal objectives of the Wildlife Branch during oil spill response are to:

- Protect wildlife and habitats from contamination;
- Minimize injuries to wildlife and habitats from the contamination;
- Minimize injuries to wildlife from the cleanup;
- Provide best achievable capture and care for injured wildlife; and
- Document adverse effects to wildlife that result from the spill and cleanup.

To ensure these objectives are achieved with maximum efficiency per ICS, the Wildlife Branch Director coordinates and manages the activities of all personnel in the Wildlife Branch who fall under the authority of the Unified Command during spill response. These include federal, state, and local agencies along with commercial and non-profit organizations performing wildlife objectives.

California DFW OSPR staff will assume the role of Wildlife Branch Director during a spill response. This is a natural consequence of the pivotal position of OSPR because they are the lead state trustee agency for California's fish and wildlife, they have formal agreements and permits in place with other agencies, and they have the needed expertise, training and experience. Within the Wildlife Branch structure for California, there are five Groups who report to the Wildlife Branch Director:

- Wildlife Reconnaissance Group (aerial, ground, and on-water)
- Wildlife Hazing Group (deters wildlife from oiled areas)
- Wildlife Recovery Group (search and collection, live and dead)
- Wildlife Field Stabilization (initial first aid prior to transport)
- Wildlife Care and Processing Group (rehabilitation and logging in)

The Wildlife Plan is designed to cover oil spills in marine waters as required by federal and state law, and since 2014, all surface waters of the state at risk of oil spills from any source. It is applicable to non-oil spills as well.

3610 Fish and Wildlife Protection Options

Refer to Wildlife Response Plan for Oil Spills in California, Section 3610 in the Region 9 Contingency Plan (RCP).

3620 Wildlife Recovery

Refer to Section 3610 of the Region 9 RCP.

3620.1 Wildlife Recovery Procedures

Refer to Wildlife Response Plan for California. Section 3610 in the Region 9 RCP.

3620.2 Recovery Processing

Refer to Wildlife Response Plan for California Section 3610 in the Region 9 RCP.

3620.3 Carcass Retrieval and Processing

Refer to Wildlife Response Plan for California Section 3610 in the Region 9 RCP.

3630 Wildlife Rehabilitation

Refer to Section 3610 of the Region 9 RCP.

3630.1 Wildlife Rehab Operations

Refer to Section 3610 of the Region 9 RCP.

3630.2 Rehab Facilities

Refer to Section 3610 of the Region 9 RCP.

3630.3 Rehab Procedures

Refer to Section 3610 of the Region 9 RCP.

3640 Essential Fish Habitat

Refer to Section 9802.2 of the San Diego ACP.

3700 Potential Places of Refuge

Refer to Section 8300 of the San Diego ACP.

This page intentionally blank

4000 Planning

4100 Planning Section Organization

Refer to Section 4010 of the RRT IX Regional Contingency Plan (RCP) for a Planning Section Diagram.

For more detailed information on the Planning Section Organization and its roles and responsibilities, also refer to Chapter 8 of the Incident Management Handbook.

4110 Planning Section Planning Cycle Guide

For an illustration and detailed description of the Planning Section Operational Planning Cycle, refer to Chapter 3, page 3-1 of the Incident Management Handbook.

4200 Situation

4210 Chart/Map of Area

Refer to Section 9800 of this Plan for a chart of the San Diego Area. See Thomas Guides for maps of San Diego and the NOAA US Coast Pilot 7 to see which charts are relevant for the incident. All charts are available online at NOAA's site.

4220 Weather/Tides/Currents

The following websites provide the latest information on area weather:

- National Weather Service
- Intellicast – Current Surface Analysis
- Weather Underground

For information on local tides and currents, Coast Guard personnel may access the Tides and Currents 3.0 program.

4230 Situation Unit Displays

The Situation Unit Display contains charts and maps which provide the Incident Command Post with situational awareness. The following agencies can provide products to populate this display. The Response Group, based in Houston, TX, provides GIS mapping, trajectories, air plume modeling, and IAP software for an Incident Command Post. The Response Group can be reached at (281) 880-5000.

OSPR GIS can provide timely state of the art GIS mapping services at spills and drills including poster sized maps and documents that are excellent for Situation Unit informational display purposes. They have also demonstrated the ability to collect remote field data including overflight video and SCAT observations for expedited flow of information into key command post positions which use this information to formulate response actions. OSPR GIS personnel also have experience acquiring satellite images for spill investigation purposes. OSPR plans to link SCAT records to GIS with hand-held units.

CG ESU Alameda can provide GIS products or provide analysis of GIS products. It can be reached at (510) 437-5785, (855) 243-4978 – Help Desk.

NOAA maintains environmental sensitivity index maps which identify vulnerable coastal locations. These maps can be located at the NOAA website.

4240 On Scene Command and Control (OSC2)

Use the National Incident Management System (NIMS) Incident Command System (ICS) to produce an Incident Command Post that can transition to different phases of a response.

Refer to the Incident Management Handbook (IMH) for more information.

4250 Required Operational Reports

Refer to Chapter 3 of the Incident Management Handbook (IMH) which outlines what operational reports need to be generated for the Incident Command Post. Other reports that must be generated during a response include the OSC report and the Administrative Record. The OSC report covers removal operation and the actions taken, while the Administrative Record produced by the lead agency contains the documents that lead them to select their response action. Refer to 40 CFR 300.165 and 40 CFR 300.180 for more information on OSC Reports and Administrative Records.

4260 Field Observers

Other positions in the response structure may be involved in shoreline assessment. One such position is the Field Observer. They are usually two-person teams (sometimes called Rapid Assessment Teams) made up of representatives from the U.S. Coast Guard and the State lead agency that quickly deploy to problem sites to determine what is happening. The Field Observers report directly to the Situation Unit Leader who in turn communicates their information to other units in Planning and Operations. At least one of the Field Observers on the two-person team should have an operations background, with the other member trained in shoreline assessment.

4300 Resources

Resources consist of all personnel and major items of equipment available, or potentially available, for assignment to incident tasks on which status is maintained.

The Resource Unit Leader (RESL) is responsible for maintaining the status of all assigned tactical resources and personnel at an incident. This is achieved by overseeing the check-in of all tactical resources and personnel, maintaining a status-keeping system indicating current location and status of all these resources.

Refer to the draft Incident Action Plan (IAP) in Section 9300 of this Plan.

4310 Resource Management Procedures

Resources shall be managed in accordance with procedures stated in Chapter 8 of the Incident Management Handbook.

4310.1 Check-In Procedures

All resources are required to check in at the beginning of an event and prior to departing, once his/her service are no longer required. Check-in shall be conducted in accordance with Chapter 8 of the Incident Management Handbook.

4320 Volunteers

The Non-Wildlife Volunteer Plan (NWVP) included as Appendix A to Section 4000 refers to, and supports the United States Coast Guard (USCG) Incident Management Handbook (IMH) and complies with the National Incident Management (NIMS) guidelines (Homeland Security Presidential Directive, HSPD-5). The NWVP has been developed for guidance to the Unified Command (UC) to consider the integration of volunteers into oil spill response for missions other than oiled wildlife. The UC should also refer to the Office of Emergency Services (OES) of San Diego County's Spontaneous Volunteer Management Plan for additional resources.

Volunteers represent a potential resource to a community affected by an oil spill. However, volunteers who respond spontaneously and without appropriate training and qualifications can overwhelm the capabilities of the UC and other government agencies responding to an oil spill. With a system in place for receiving and referring affiliated volunteer organizations and members of the public, also known as unaffiliated/spontaneous volunteers, the UC and other government agencies can capture this resource and provide a service to the community to assist with oil spill clean-up activities.

The decision to employ volunteers will consider the benefits that might be gained against safety and liability realities. The UC, in the early stages of the event (see Section 4320.2), will make the decision whether volunteers will be utilized and the capacities in which they can serve.

4320.1 Types of Volunteers

The NWVP identifies three (3) types of volunteers during an oil spill event, the UC Davis Oiled Wildlife Care Network (OWCN) Pre-trained, Affiliated, and Unaffiliated Volunteers (also known as Community or Spontaneous).

- **Pre-trained Volunteers**

  The California Department of Fish and Wildlife's (CDFW) Office of Spill Prevention and Response (OSPR) collaborates with the OWCN through the University of California, Davis School of Veterinary Medicine and is legislatively mandated to rescue and rehabilitate oiled wildlife during an oiled wildlife response. The OWCN is a statewide collective of pre-trained wildlife care providers, regulatory agencies, academic institutions, and wildlife organizations that work to rescue and rehabilitate oiled wildlife in California. The OWCN maintains specialized wildlife facilities in a constant state of readiness throughout the State of California. For a list of OWCN member organizations, click on link: OWCN member organizations. During an oiled wildlife response, a limited number of unaffiliated volunteers can be used in the care and processing of oiled wildlife rehabilitation. The use of volunteers for wildlife-related services falls within the Wildlife Branch which reports to the Operations Section Chief. For additional information, click on link: Wildlife Response Plan

- **Affiliated Volunteers**

  An Individual who is affiliated with either a governmental agency or NGO and who has been trained for a specific role or function in disaster relief or response during the preparedness phase. While spontaneous volunteers may bring needed skills and resources, affiliated volunteers will most likely be used first in a disaster. Examples of affiliated volunteer groups include Community Emergency Response Teams (CERT), the USCG Auxiliary, and CDFW Natural Resource Volunteers.

- **Unaffiliated Volunteers** (also known as Community or Spontaneous)

  An individual who come forward following an incident or disaster to assist a governmental agency or NGO with disaster-related activities during the response or recovery phase without pay or other consideration. By definition, unaffiliated volunteers are not initially affiliated with a response or relief agency or pre-registered with an accredited disaster council. However, they may possess training, skills and experience that can be useful in the relief effort.

4320.2 Volunteer Coordinator/Unit

Due to the complexity of volunteer management and its potential to complicate oil spill operations, the NWVP establishes a Volunteer Coordinator (VC) in Command and/or a Volunteer Unit (VU) in the Planning Section. The NWVP recommends a VC and/or a VU be staffed at the earliest opportunity to conduct standby notifications to local government agencies, emergency volunteer centers and non-governmental organizations. The VC/VU's task during early activation also include advising the UC of the possible need for volunteers, potential tasks, external pressures to use volunteers, and identifies an emergency volunteer management agency that has the authority to screen, register, train, and manage volunteers.

4320.3 Volunteer Management Programs

California Department of Fish and Wildlife Office of Spill Prevention and Response Volunteer Program

Under California law, the Administrator of the CDFW-OSPR may utilize volunteers to assist with oil spills in waters of the State (Gov. Code § 8670.8.5). CDFW-OSPR volunteers are deemed employees of the state for the purpose of workers' compensation under Labor Code section 3363.5. The responsible party (RP) is liable for all costs associated with an oil spill, including costs associated with the use of volunteers. The costs associated with the use of registered volunteers maybe funded by the state's Oil Spill Response Trust Fund (CA Government Code Section 8670.50). Any payments for registered volunteer workers' compensation claims will be made from the Oil Spill Liability Trust Fund (OSLTF). The RP is liable for of all costs either directly or by reimbursement to the OSLTF (Gov. Code §§ 8670.25, 8670.46 – 8670.53, and 8670.62). For more information, click on link: OSPR's Volunteer Program

Registered volunteers will execute a CDFW Volunteer Service Agreement and Loyalty Oath. The CDFW Volunteer Service Agreement and Loyalty Oath grants registered volunteers status as unpaid employees of CDFW, and eligibility for coverage under the State Workers' Compensation Program. Individuals volunteering at the incident site without approval or authorization (i.e. non-registered volunteers) may not be entitled to receive state workers' compensation benefits. If the UC decides to utilize volunteers during an oil spill incident, the Volunteer Unit (VU) must ensure all of the registered volunteers attend required training and complete the UC approved required paperwork. In the event of a volunteer injury, the designated volunteer supervisor, the VU and/or the Safety Officer (SOFR) is responsible for ensuring the correct actions are taken to ensure the injured volunteer's compensation benefits and that claims are handled according to the procedures and policies outlined by CDFW.

California Disaster Service Worker Volunteer Program (DSWVP)

The Disaster Service Worker Volunteer Program (DSWVP) is a State funded program that provides workers' compensation benefits to registered Disaster Service Worker volunteers, who are injured while performing authorized disaster service duties. It also provides limited immunity from liability to political subdivisions or political entities as well as the DSW volunteer if a civil suit results

from an act of good faith while the DSW was providing disaster-related services. Eligibility for the DSWVP is based on a volunteer's registration with an Accredited Disaster Council (ADC), the California Governor's Office of Emergency Services, or an authorized State Agency and compliance with Program regulations. Most cities and all counties in California have ADCs. Affiliation with an ADC and written delegated authority from that council are required prior to a jurisdiction administering a Disaster Service Worker Volunteer Program.

To be eligible for DSWVP benefits, the volunteer must register prior to his or her deployment to participate in disaster-related activities, including pre-approved training. The only exception to the pre-registration requirement is an "impressed volunteer" who is directed/ordered to perform disaster-related duties by an authorized government employee. In addition to the pre-registration requirement, the DSW must be deployed/assigned disaster-related activities by the registering authority. Under no circumstances is a self- deployed volunteer eligible for DSWVP benefits.

The State's laws and regulations governing the DSWVP specify the need to provide DSWs with adequate training and supervision. The registering authority is responsible for ensuring the disaster training is commensurate with the duties of the DSW classification of the volunteer. The registering authority may require the DSW volunteer to participate in training as a condition of remaining an active DSW volunteer. For more information go to DSWVP

4320.4 Volunteer Assignments

Position descriptions for volunteers, and the staff that will be managing them, are included in the NWVP (see Appendix A).

4320.5 Volunteer Required Training

Public health and safety is the first priority in decisions regarding use of volunteers. Any volunteer interested in working an oil spill incident must register for the event, complete the UC required training and sign the Site Safety Plan. Members of the public that self-deploy will not be recognized as registered volunteers and will not be covered by workers' compensation.

To volunteer during an oil spill, you must meet the following criteria:

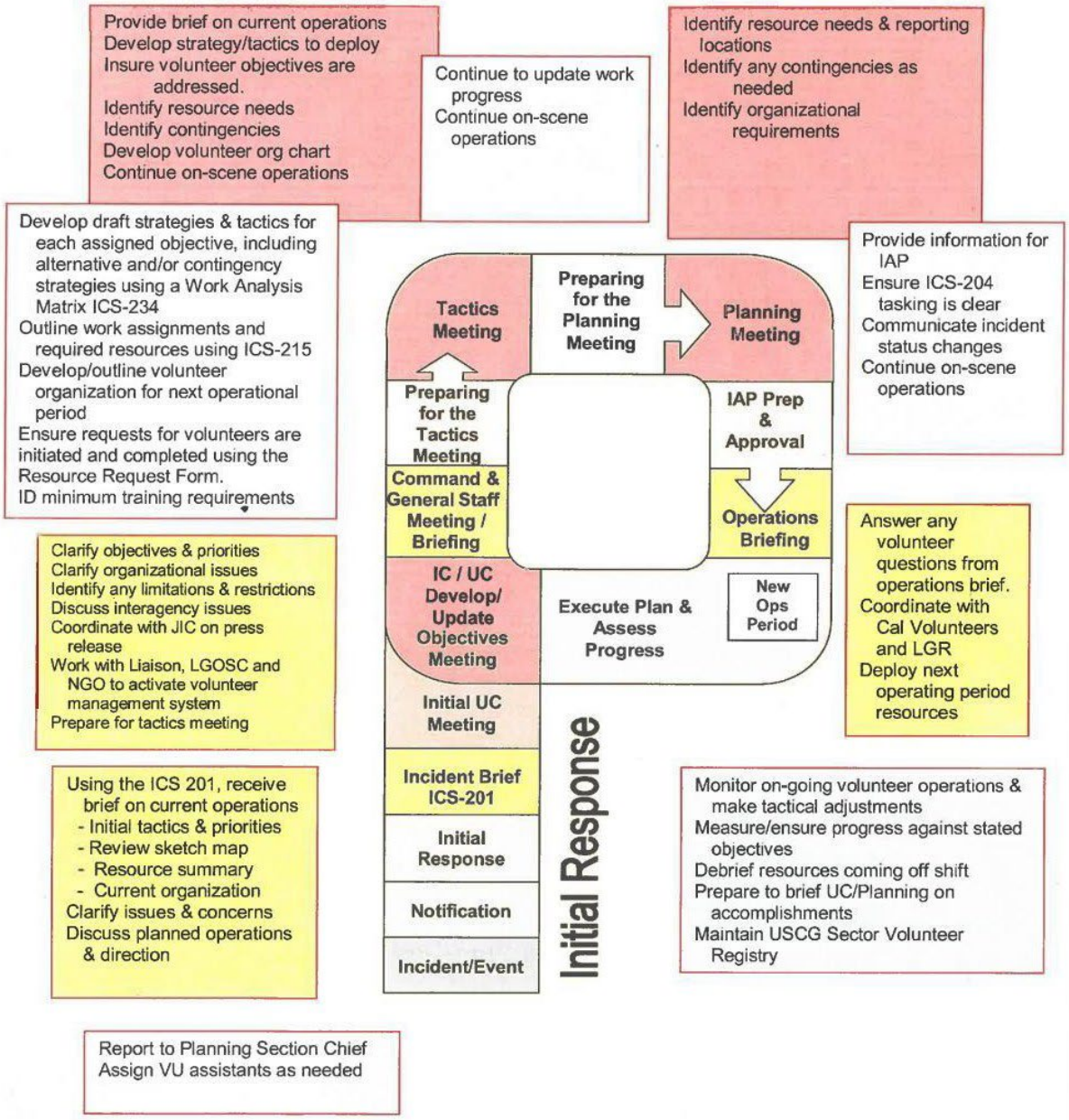
- Be at least 18 years of age
- Sign a CDFW Volunteer Service Agreement/Loyalty Oath or the California Governor's Office of Emergency Services Disaster Service Worker Form
- Sign a Photo Release Form
- Sign a Social Media Policy Form
- Complete the Vehicle Authorization Form (only required if using private vehicle during duty assignment)
- Be able to lift 25 – 35 pounds
- Complete health and safety training
- Review and sign Site Safety and Health Plan

4320.6 Volunteer Training Matrix

The recommended skills and training required for each volunteer position description are included in the NWVP (see Appendix A).

4320.7 The Operational Planning "P" for Volunteer Use

The Operational Planning "P"



4400 Documentation

Thorough documentation is critical to post-incident analysis that may include internal/external investigations, Congressional inquiries, cost recovery enforcement, and/or criminal enforcement.

4410 Documentation Unit Leader (DOCL)

The Documentation Unit Leader is responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plan (IAP), incident reports, communication logs, injury claims, and situation status reports.

For more information on documentation and the associated roles and responsibilities, refer to Section 4040 of the RRT IX RCP and/or Chapter 8 of the Incident Management Handbook.

4420 Administrative File Organization

Refer to 40 CFR 300.800. for information on establishing an administrative record that contains the documents that form the basis for the selection of a response action during an incident.

4500 Demobilization

On large incidents, demobilization can be quite complex, requiring a separate planning activity. Note that not all agencies require specific demobilization instructions.

For more detailed information on demobilization, refer to Section 4050 of the RRT IX RCP and/or to Chapter 8 in the Incident Management Handbook.

4510 Sample Demobilization Plan

Refer to Section 4050 of the RRT IX RCP for a sample demobilization plan.

4600 Environmental

Section 4600 provides a brief overview of environmental information; refer to Section 9800 for Sensitive Site information. Section 9800 provides geographically organized information about ecologic, cultural/historic, economic, and other significant resources which may be at risk from spills. Additionally, in Section 9800, some area committees provide pre-identification of Shoreline Operational Divisions and shoreline access information. There is also a glossary of local terms and acronyms which are in use in response for some areas of California.

4610 Position Specific Descriptions

The FOSC has the authority and discretion to fill the Environmental Unit Leader (EUL), Shoreline Cleanup Assessment Team (SCAT) Coordinator, Resources at Risk (RAR) Technical Specialist and Applied Response Technology (ART) Technical Specialist positions, and assign/replace any person filling these positions as deemed appropriate. Offered below are recommendations from response and natural resource trustee agencies for how these complex and sensitive leadership positions should be filled. Whenever possible, the UC should rely on the Federal and state oil spill response agency personnel who possess local and regional oil spill response expertise, and can bring their

respective natural resource trustee agency protection, management, and permitting/approval authority.

4610.1 Environmental Unit Leader (ENVL)

As indicated in the U.S. Coast Guard (USCG) Incident Management Handbook (COMDTPUB P3120.17B), the ENVL is responsible for environmental matters associated with a response.

To ensure early critical response decisions are made effectively, it is essential that knowledgeable and qualified individuals lead the effort, as specified in NIMS ICS (trained and experienced in all Environmental Unit duties, Incident Command System, protection strategies, spill cleanup methods, response equipment, permitting, waste management, and local shorelines and associated resources requiring protection during an oil spill response). State natural resources trustee agencies, designated in Fish and Game Code Section 1802, and the Lempert-Keene Seastrand Oil Spill Prevention and Response Act (Government Code Sections 8670.1 et seq.); and Federal natural resources trustee agencies, as designated in 40 CFR Section 300.600(b)(1) and (2) and Section 300.605, are qualified (e.g., have knowledge of local resources specific to incident location, ICS, spill response, use of protection strategies, response equipment and response technologies) and provide the response knowledge and expertise necessary to fill positions in the Environmental Unit including the ENVL position. Federal trustee agencies, including the U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA)'s Office of National Marine Sanctuaries (NMS) and the National Marine Fisheries Service (NMFS), and the National Park Service (NPS), as well as state natural resource trustees, including California Department of Fish and Wildlife, Office of Spill Prevention and Response (OSPR) and the California Department of Parks and Recreation (CDPR) have personnel most familiar with local natural resources requiring protection during an oil spill response. In addition, trustee agencies have, and must ensure, that their statutory and regulatory natural resource protection authorities are not only recognized, but used in the most effective and efficient way during an oil spill response. This can be achieved by the Unified Command placing a trained and qualified representative from a state or federal natural resource trustee agency in the ENVL position.

If no federal or state agency representative is initially available to lead the EU, it may be practicable for a Responsible Party (RP) representative to hold the position until a suitable trustee agency representative reports to the Unified Command.

As a spill response matures, it may also be practicable to transition from state or federal resource trustee to an RP representative as ENVL with the concurrence of the Unified Command. Private sector/industry employees or contractors may be requested to staff the ENVL position during drills and exercises for training purposes to gain familiarity with the respective duties, facilitate the staffing of those activities, and earn relevant drill credit.

Therefore, it is the recommendation and policy of the RRT IX and the California coastal Area Committees that, whenever possible, the ENVL position be filled with an experienced response employee of a natural resource trustee agency. The designated ENVL may be assisted by a Deputy ENVL provided by another trustee agency or by the RP representative.

4610.2 Shoreline Cleanup Assessment Technique (SCAT) Coordinator

As indicated in the USCG Incident Management Handbook (COMDTPUB P3120.17B), the SCAT Coordinator participates in environmental mitigation and remediation of oil impacts. These duties include, but are not limited to:

- Evaluates the need and scope for SCAT based on miles of impacted or potentially impacted shorelines.

- Oversees data collection to document the extent and degree to which shoreline(s) have been impacted.

- Describes type(s) of shoreline and characterizes oiling conditions within the impacted area.

- Collects recommendations for appropriate shoreline cleanup methods, including consulting with RAR Technical Specialist to protect sensitive resources.

- Offers cleanup recommendations to the ENVL.

- Works with trustee agency representatives and other parties to develop cleanup endpoints.

- Works with trustee agency representatives and other stakeholders to determine when impacted shoreline(s) have met endpoint criteria.

The SCAT Coordinator must be knowledgeable of ICS, SCAT, use of protection strategies, spill cleanup methods, response equipment, local shorelines and associated resources requiring protection during an oil spill response.

Trustee agency staff members possess these qualifications and may assume the role of SCAT Coordinator to ensure the following:

- Adequate access to SCAT data, which is critical to making cleanup recommendations consistent with the best achievable protection of resources.

- Use of the best SCAT data collection/data management process.

Trustee agency staff may use an electronic SCAT device to collect SCAT field data and use associated data base software to compile and display data when more efficiently and consistently than traditional based methods.

Trustee agencies have personnel most familiar with local natural resources requiring protection during an oil spill response. In addition, trustee agencies have, and must ensure, their statutory and regulatory natural resource protection authorities are recognized and used in the most effective and efficient way during an oil spill response.

Therefore, it is the policy of the Region IX Regional Response Team and the California coastal Area Committees that, whenever possible, the SCAT Coordinator position be filled by qualified OSPR staff member or other trustee agency staff. The SCAT Coordinator may be assisted by a Deputy SCAT Leader provided by the RP. If no qualified OSPR staff members or other trustee agency staff are initially available to fill the SCAT Coordinator position, the RP representative may fill the position until an OSPR staff member or other trustee agency representative reports to the Unified Command. To maintain flexibility in ICS staffing, the Unified Command retains the discretion to fill the SCAT Coordinator position and replace any person filling that position as the FOSC deems appropriate. As a spill response matures, a transition from an OSPR staff member or other trustee agency representative to an RP representative filling the SCAT Leader position may occur with the concurrence of the Unified Command.

Private sector/industry employees or contractors may be asked to staff the SCAT Leader

position(s) during drills and exercises for training purposes to gain familiarity with the position duties, facilitate the staffing of those activities, and earn relevant drill credit.

See Section 4720.4 of this ACP for additional information on SCAT.

4610.3 Resources at Risk Technical Specialist (RAR)

As indicated in the USCG the Incident Management Handbook (IMH), the RAR THSP participates in environmental mitigation and remediation of oil impacts. These duties include, but are not limited to:

- Identifies resources thought to be at risk from exposure to the oil through analysis of known/anticipated oil movement and the location of natural, economic, and historic/cultural resources

- Considers the relative importance of the resources and the relative risk to develop a priority list for protection in the impacted area

Based on these responsibilities it is essential that the individual filling the RAR Technical Specialist position be qualified (trained and experienced) in spill response and knowledgeable of local resources. OSPR field staff members and other natural resource trustee agency members possess these qualifications and should assume the role of RAR Technical Specialist. This is to ensure the resources at risk of oiling are properly identified and prioritized, which is critical to developing protection strategies consistent with the best achievable protection of resources. In addition, trustee agencies have, and must ensure, their statutory and regulatory natural resource protection authorities are recognized and used in the most effective and efficient way during an oil spill response.

Therefore, it is the policy of the Region IX Regional Response Team and the California coastal Area Committees that, whenever possible, the RAR Technical Specialist position be filled by a qualified and knowledgeable employee of a state or federal natural resource trustee agency as designated by law.

If no qualified trustee agency staff member is initially available to fill the RAR Technical Specialist position, an RP representative may fill the position until a suitable trustee agency representative reports to the Unified Command. To maintain flexibility in ICS staffing, the FOSC retains the discretion to fill the RAR Technical Specialist position and replace any person filling that position as they deem appropriate. As a spill response matures, a transition from a trustee agency staff member to a RP representative filling the RAR Technical Specialist position may occur with the concurrence of the Unified Command.

Private sector/industry employees or contractors may be asked to staff the RAR Technical Specialist position during drills and exercises for training purposes to gain familiarity with the respective duties, facilitate the staffing of those activities, and earn relevant drill credit.

4610.4 Applied Response Technologies Lead Technical Specialist (ART THSP)

As indicated in the USCG Incident Management Handbook, the ART THSP participates in environmental mitigation and remediation of oil impacts. These duties include, but are not limited to:

- Evaluate opportunities to use various applied response technologies (ARTs), including dispersants or other chemical countermeasures, in-situ burning, and bioremediation;
- Conduct the consultation and planning required to deploy a specific applied response technology, and articulate the environmental tradeoffs of using or not using a specific ART.

Based on these responsibilities it is essential that the individual filling the ART Lead Technical Specialist position be trained, knowledgeable and qualified. Unlike other ICS leadership positions described elsewhere in this policy, ART use decisions rest specifically with the FOSC, and not with the Unified Command. The FOSC needs to assure that ART policies are being properly evaluated, implemented, and documented as directed by the RRT. The ART Lead Technical Specialist working on behalf of the FOSC needs to know how to accomplish these critical evaluation tasks expertly and efficiently. As the decision to use ARTs is inherently a government

decision, it follows that the OSPR ART Lead Technical Specialist and/or NOAA Scientific Support Coordinator (SSC) should staff this position. Both the OSPR ART Lead Technical Specialist and the NOAA SSC possess the necessary qualifications, have existing/established roles with the RRT and FOSC, understand the environmental trade-off discussions that need to occur with trustee agencies, and can ensure that any ART decisions and technologies implemented occur with proper evaluation, approvals, documentation, and coordination with the Operations Section. This also assures that an FOSC decision to use any ART, as approved/directed by the RRT, also leverages the ART Lead Technical Specialist's ability to incorporate, whenever possible, trustee agency input and Best Management Practices that will help support any conclusions related to the net environmental benefit that can be achieved through ART use. The individual filling the ART Lead Technical Specialist position must be the individual most qualified and knowledgeable of ARTs, policies, processes, and local resources requiring protection during an oil spill response.

Therefore, it is the policy of the Region IX Regional Response Team and California coastal Area Committees that, whenever possible, the Applied Response Technology Lead Technical Specialist position be filled by qualified OSPR ART Lead Technical Specialist, the NOAA Scientific Support Coordinator, and/or other trained and qualified personnel from a response or resource trustee agency.

4611 Fisheries – Seafood Tainting, Public Health Concerns, & Fisheries Closure

Fish and shellfish resources may be impacted in spill events. If these resources are impacted, there are several areas of concern each of which are addressed with different procedures and goals. They are public health concerns, seafood tainting, and fisheries closures. These three domains may intersect but they are not the same. For example, fish or shellfish may have a flavor impact which could impact current and future market sales but not constitute a health hazard, and a commercial fishing closure may be appropriate and may merit a parallel sport fishing closure.

Fish and Game Code 5654 requires the Director of the CDFW to close affected State waters to the commercial and recreational take of all fish and shellfish within 24 hours of notification of a spill or discharge. As soon as practicable during an incident response with potentially impacted fisheries, the responding OSPR Environmental Scientist will notify the OSPR Fisheries Closure Coordinator and provide the following information (as available):

- Location
- Product
- Volume
- Weather
- Known fisheries
- Spill trajectory

The OSPR Fisheries Closure Coordinator will work with the Office of Environmental Health Hazard Assessment (OEHHA) to determine whether a closure is warranted, and if so, the geographical boundaries of the closure [FGC §5654, 7715]. Per the Code, closure is not required if OEHHA finds, within 24 hours of the spill notification, that a public health threat does not or is not likely to exist. Once in place, closures may be reopened within 48 hours if OEHHA determines there is no longer a health threat. Closures lasting more than 48 hours require the Director of CDFW to order expedited sampling. OSPR and OEHHA, working together, will develop and execute a sampling and analysis plan. Once safety thresholds are met, CDFW will reopen closed fisheries.

See Section 4220 of the RRT IX RCP for more information on closures in federal waters.

4620 Environmentally Sensitive Sites Summary and Strategy Sheets

Per USCG Memo 16471, dated November 28, 2017, all sites requiring protection in the Area Contingency Plans are to be referred to as Geographic Response Strategies (GRSs). For the purposes of this ACP document, the existing Environmental Sensitive Sites are considered the

equivalent of Geographic Response Strategies and will continue to be referred to in that manner

throughout this document. The GRSs are described in the Section 9800 and are grouped by Geographic Response Areas (GRAs). Refer to Section 9800 for the Environmentally Sensitive Site Summary Sheets, Strategy Sheets, and Response Diagrams for more detailed information.

The purpose of this section is to provide background, definitions, and philosophy behind the Site Summary and Strategy Sheets in ACP Section 9800. Both Federal and State laws require that sites having special ecological sensitivity be identified and provisions be made to protect or otherwise mitigate for the site impacts from spills. In California these locations are termed “Sensitive Sites”. A narrative and diagram of each site with specific ecological and operational information has been developed.

The development of specific protection strategies to meet the site-specific needs was conducted using a standardized protocol to ensure consistency for California’s entire coast. The process of site visits, training exercises, and discussions allows trustees and response experts to exchange concerns and feasibility limitations in forming protection strategies. Using this approach, the local area committee incorporates input of State and Federal trustees, and stakeholders (industry, spill response co-ops and contractors, nongovernmental environmental groups, and other agencies) to form consensus on the appropriate site protection strategies and response resources. The committee will revise strategies based on new knowledge and to adapt to changing conditions. This information is summarized in the Site Summary and Site Strategy pages in this section.

Section 9800 provides detailed information on Geographic Response Strategies. These strategies, referred to as sites herein, is described on multiple pages: Site Summary, Site Strategy, and Diagram. The Site Summary page provides a brief description of the site including location, access, specific natural resources concerns, ownerships, and agency contacts, etc. The Site Strategy page provides specific information on response strategies to be implemented to protect the site from marine oil spills. The diagram page shows the protection strategies, topography, and roads.

The resources at risk and particularly those which “drive” the sensitivity of the site is described on the Site Summary Page. The environmental sensitivity differs by location or season depending on conditions or the presence of species. These ranks define the environmental sensitivity of the area and its resources at risk. This ranking index should only be used for site protection priority when there are insufficient response resources to address all the environmentally sensitive sites at risk in the needed timeframes. Environmental ranking (A, B, or C) is based on the following definitions:

Category A – Extremely Sensitive – Highest concern for protection:
Wetlands, estuaries and lagoons with emergent vegetation (marsh-riparian ESI 10); sheltered tidal flat (ESI 9); and habitats for rare, threatened or endangered species (State or Federal); sites of significant concentrations of vulnerable and sensitive species (e.g. pinniped pupping).

Category B – Very Sensitive – Very high concern for protection:
Major pinniped haul out areas during non-pupping seasons; moderate concentrations of vulnerable and sensitive species; other low energy habitats (ESI types 8A, 8B, 7 and 6B).

Category C – Sensitive. Great concern for protection:
Higher energy habitats (ESI 6A through 1) for example: Habitats important to large numbers of species of sport, commercial value, and scientific interest or species experiencing significant population declines though not yet threatened.

4630 Cultural and Historical Sites

Refer to Section 9820 for details on protection of cultural and historic resources.

The national *Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan (PA)*

serves to ensure that historic properties are considered in the planning for and conduct of emergency response. The national PA facilitates the federal agency ability to develop and execute a uniform nationwide approach for considering and treating historic properties before and during emergency response. General guidance for addressing sensitive California-specific cultural and historic resources is found in: *Emergency Response Program Guidelines to Implement the National Programmatic Agreement on Protection of Historic Properties (Guidelines).* These Guidelines provide a checklist to guide the FOSC to help protect and conserve cultural and historic resources during a response. Provided in the document is the procedure for determining when to activate an Historic Properties Specialist (HPS), a checklist for the HPS to follow upon activation by the FOSC, and a form to document actions taken that resulted in unavoidable injury to historic properties. This document can be found in Section 1712 of the Regional Contingency Plan.

Volume II/Section 9800 provides Cultural / Historic information specific to Area Committees and Geographic Response Areas. Most cultural resource information is confidential and is in the California Historical Resources Information System (CHRIS). This System is a detailed database maintained by the Office of Historic Preservation of the California Department of Parks and Recreation and the local Information Center. To keep these resources as secure as possible, CHRIS can only be accessed by certified archaeologists, including the State Historical Preservation Officer (SHPO). Section 9800 provides Cultural / Historic resource information on the Site Summary pages for locations where these resources overlap with sensitive sites. Also included is contact information to assist with accessing CHRIS and consulting with local tribal organizations.

4640 Economic Sensitive Sites

Refer to Section 9830 for detailed Economic Sensitive Site tables and figures.

The primary purpose of Section 9800 is to identify and incorporate into emergency response planning, the specific economic resources subject to injury or damages from an oil spill event.

Section 9800 identifies through lists, tables maps, and text, many of the economic resources that face potential damages due to an oil spill. Limitations of time, personnel, and the availability of information caused that not all resources of significant economic value and susceptible to marine oil spills could be identified at this time. People involved with response planning recognize that throughout California's marine waters, along the State's shoreline, and within coastal communities are many resources of economic importance that could be severely impacted by an oil spill incident.

4700 Technical Support

The San Diego County Department of Environmental Health has over 285 individuals on staff able to provide information related to hazardous materials or waste in the San Diego area. These individuals are available 24 hours per day. Call 911 for emergency assistance (this usually results in a fire department response).

Additional contacts:
California Office of Emergency Services (OES): (800) 852-7550, (916) 845-8911 Local CUPA (Certified Unified Program Agency): (858) 505-6657

For more information, refer to Section 7000 of this Plan.

4710 Hazardous Materials

Section 7000 of this Plan provides a comprehensive overview of HAZMAT. Refer to this section for detailed information. In addition, Section 9230.8 covers Hazardous Substance Response Teams in the area.

4710.1 Toxicologist

The California Poison Control System (CPCS) is the statewide provider of immediate, free and expert treatment advice and assistance over the telephone in case of exposure to poisonous, hazardous or toxic substances. CPCS is available 24 hours a day, 7 days a week, 365 days a year. Trained health care professionals and toxicologists, who have many years of valuable experience handling poison cases, staff the call center, which can be reached anywhere in California by calling (800) 222-1222. CPCS provides emergency information on the following topics:

- Swallowing poison
- Eye or skin irritation from toxic substances
- Inhalation of noxious fumes or vapors
- Animal, insect, snake and spider bites
- Food or mushroom poisoning
- Drug reactions
- Attempted suicides or drug overdoses
- Pet poisoning exposures

4710.2 Product Specialist

For product specific information, contact the local suppliers listed on the product's Material Safety Data Sheet (MSDS). In the event an MSDS is not available, the San Diego County Department of Environmental Health has individuals available 24 hours per day to assist in locating a product specialist. The Chemical Manufacturers Association can also be contacted for this information via CHEMTREC(R) at (800) 424- 9300.

4710.3 Certified Marine Chemist

A listing of area Certified Marine Chemists can be found in the local Yellow Pages/phone book or be obtained by contacting the Marine Chemist Association, Inc.. The Marine Chemist Association is an independent professional organization composed of chemists certified by the National Fire Protection Association in accordance with the published rules.

4710.4 Certified Industrial Hygienist

There should be a list of Certified Industrial Hygienists available in the yellow pages or may be obtained by contacting the American Industrial hygienist Association. Industrial hygienists are scientists and engineers committed to protecting the health and safety of people in the workplace and the community.

4710.5 Chemist or Chemical Engineer

There are no lists of Chemists or Chemical Engineers available for any given area.

4710.6 Response Sampling Guidelines for Petroleum Fingerprinting

A Fingerprinting Sampling Group (FSG) may be activated during this response for the purpose of determining the source and geographic extent of the spilled oil, using petroleum fingerprinting analysis, to inform the response and cleanup actions that should occur. This FSG will report to the Planning Section Chief. A Sampling Coordinator (a Technical Specialist) will develop the Sampling Plan and oversee the FSG. A FSG Supervisor will work under the Sampling Coordinator to execute the Sampling Plan. The Sampling Coordinator and the FSG Supervisor will be staffed by USCG, OSPR, or another Trustee Agency. This FSG will be comprised of one or more teams; and each team should consist of a state, federal and responsible party representative. The Team Leader is usually an OSPR, USCG, or Trustee Agency representative.

These guidelines are consistent with the Sampling Technical Specialist position as described in the Incident Management Handbook and related Job Aid. [USCG 2014, ref. p. 20-4, 20-25; USEPA

2016] Pursuant to the National Contingency Plan, On Scene Coordinators shall ensure the necessary collection and safeguarding of information, samples, and reports. Samples and information shall be gathered expeditiously during the response to ensure an accurate record of the impacts incurred.

The associated Sampling Plan will include the sampling details such as sample locations, numbers of sample teams, equipment needed, laboratories to conduct the analyses, etc.

These guidelines pertain to petroleum fingerprinting only and do not address other analyses that may be needed such as analyses for casualty investigation, Natural Resource Damage Assessment (NRDA), academic research, or to quantify Total Petroleum Hydrocarbon (TPH), Polycyclic Aromatic Hydrocarbons (PAH) and Benzene, Toluene, Ethylbenzene, and xylene (BTEX).

4710.61 Sampling Coordinator Primary Responsibilities

- Prepare or oversee the preparation of a Sampling Plan for petroleum fingerprinting that will include the sampling details e.g. source, sample locations, numbers of sample teams, equipment needed, laboratory to conduct the analyses, etc.
- Receive, store and transport samples under the agency appropriate chains of custody; Maintain chain of custody documents for all samples.

- Identify and alert appropriate laboratories, request sample media and instructions, and coordinate with selected laboratories.
- Coordinate shipping logistics for sample transport to laboratories.
- Coordinate sampling operations with the NRDA Representative, Investigation Team, and legal advisors.
- Maintain Unit Log (ICS 214-CG) and forward to Documentation Leader for disposition.

4710.62 Fingerprinting Sampling Group Supervisor Responsibilities

- Assist with the preparation of a Sampling Plan for petroleum fingerprinting that will include the sampling details e.g. source, sample locations, numbers of sample teams, equipment needed, laboratory to conduct the analyses, etc.
- Be physically present as needed throughout the response at the Incident Command Post (ICP) and relevant field locations
- Give daily sampling assignments to the Finger Sampling Group/Team Leaders.
- Collate and interpret sample results in consultation with qualified chemists.
- Assist GIS Specialist with mapping of sample data.

4710.63 Sample Teams and Sampling

The number of teams will be determined by the size of the response, and the frequency and duration of sampling will be based on spill conditions. Sample sites will be decided by the Team Leader based on response conditions in coordination with the Fingerprinting Sampling Group Supervisor. The number of sampling teams may be modified throughout the response depending on current conditions and staff availability.

Sampling Team Leader responsibilities:

- Read, understand, and sign the Site Safety Plan; Ensure Sampling Team safety
- Read and understand the Sampling Plan and associated ICS-204
- Collect samples, take photos, and coordinate the completion of data forms
- Store and transfer samples under Chain of Custody to the Fingerprinting Sampling Group Supervisor who will coordinate with the Sampling Coordinator

Sampling Team Member responsibilities:

- Read, understand, and sign the Site Safety Plan
- Read and understand the Sampling Plan and associated ICS-204
- Have an adequate level of sampling training
- Report to the Team Leader

Sampling Objectives under these guidelines:

- Determine location and extent of spilled oil
- Differentiate between spilled oil and other oiling (e.g. natural seeps)

The Sample sites will be based on spill location, trajectories, natural oil deposition if present, and information contained in spill reports to the California Governor's Office of Emergency Services (CalOES) and the National Response Center. Each team member will not take their own samples, but instead only one sample per team per site will be collected. Sampling information will be detailed in a Fingerprinting Response Sampling Plan that may include:

- Introduction and Purpose
- Field Equipment
- Monitoring

    - Target Analyses and Detection Limits
    - Fixed Real-Time Monitoring Locations
    - Mobile Platforms for Monitoring
- Sampling
    - Safety/PPE
    - Sampling Procedures
    - Sample Preservation
    - Sample Levels
    - Chain of Custody
    - Shipping and Handling of Samples
    - Holding Times for Samples
    - Sample ID numbering system
    - Sample collection location and GPS coordinates for each sample
    - Photo documentation directions of each sample taken

This sampling will be compiled into one dataset to use by the Planning Section to inform and guide decisions regarding response cleanup actions and for possible dissemination to the public.

4710.64 Analysis and Results

The samples will be analyzed by laboratories as agreed upon by the Unified Command.

- Sampling analysis for petroleum characterization and comparison to potential sources through petroleum fingerprinting will typically be by method ASTM D5739 or GCMS-SIM, but it is laboratory specific

The samples and lab results will be part of the response documentation. The analyzing laboratory will retain the samples and the original results until any criminal or civil cases have been settled. Copies of the results will be provided to the Documentation Unit.

The Unified Command may, as appropriate, agree to share the lab results with stakeholders and the public in coordination with the Liaison Officer, Public Information Officer or Joint Information Center for the incident.

In the event that a spill or hazardous substance release occurs and non-routine analytical services are required, a laboratory and back-up laboratory should be identified with the capability, turn-around time, and capacity to perform the desired analyses; meet the defined data analysis objectives; and have the capability to substantiate the reported analytical results by supplying the project- defined full data analysis deliverable.

The following laboratories meet this criteria:

U. S. Coast Guard Marine Safety Laboratory
1 Chelsea Street
New London, CT 06320-5500 Phone: (860)271-2704
24 HR: (860)912-8022
United States Coast Guard Marine Safety Lab

California Department of Fish and Wildlife
Office of Spill Prevention and Response Petroleum Chemistry Lab
1995 Nimbus Road
Rancho Cordova, CA 95670
Phone: (916)358-2803
OSPR Petroleum Chemistry Lab

4710.7 EPA Emergency Response Team (ERT)

Environmental Protection Agency (EPA) Emergency Response Team (ERT) is available to respond to the San Diego region to assist with all types of sample acquisitions. Contact the EPA (Signal Hill) duty phone or RRT to activate team.

4720 Oil

Oil is not one single chemical, but instead describes various complex and highly variable mixtures of hydrocarbon compounds. Most oils are petroleum-based, though some may be synthetic or formulated from other non-petroleum sources such as agricultural crops (e.g., vegetable oils). Petroleum oils come in two general categories: crude oils and refined products. Crude oils are composed of a wide variety of hydrocarbons that differ in structure and chemical properties. Refined petroleum products are typically composed of narrow range of hydrocarbons, usually of lighter-end compounds. An oil's individual chemistry influences its behavior, toxicity, and persistence in the environment. Typically, lighter oils are less persistent in the environment and yet are often more volatile and more acutely toxic to organisms. In contrast, heavier oils can be very persistent, less volatile, and often less acutely toxic organisms.

4720.1 NOAA 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.

The NOAA Scientific Support Coordinator supporting USCG District-11 and EPA RRT IX: Jordan Stout
NOAA SSC
Coast Guard Island, Building 50-8 Alameda, California 94501-5100
Office: (510) 437-5344
Mobile: (206) 321-3320
24-hr spill hotline: (206) 526-4911

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

Refer to Section 9210.31 of this Plan for more information on scientific support coordinator responsibilities.

4720.2 Lightering

Lightering is the transfer of a cargo of oil or a hazardous material in bulk from one vessel to another, including all phases of the operation from the beginning of the mooring operation to the departure of the service vessel from the vessel to be lightered. While lightering is performed on both the east and west coasts of the U.S., it occurs primarily in the Gulf of Mexico.

33 CFR Part 156 Subpart B provides detailed guidance on what is and is not permissible when

lightering vessels in the United States. Topics covered include pre-arrival notices, reporting of incidents, designation of lightering zones (and factors considered in designation), prohibited areas, and operations.

Refer to the Coast Guard's "Underway Ocean Lightering Standards of Care: Coast of Southern California" Revision 12 (August 2006) for more information.

4720.3 Salvage

The Coast Guard has the Marine Safety Center Salvage Engineering Response Team (SERT), which is comprised of 8-10 staff engineers who are on call 24 hours a day, 7 days a week to provide immediate salvage engineering support to the Coast Guard Captains of the Port (COTP) and Federal On-Scene Coordinators (FOSC) in response to a variety of vessel casualties. Specifically, SERT can assist the COTP and FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a grounding, allision, collision, capsizing, or structural damage. SERT provides this assistance by performing numerous technical evaluations including: assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, prediction of oil/hazardous substance outlflow, and expertise on passenger vessel construction, fire protection, and safety.

To Contact SERT:

Salvage Team Duty Officer cell phone: (202) 327-3985 Duty e-mail: SERT.Duty@uscg.mil
Salvage Team Leader cell phone: (202) 327-3986 For all non emergent situations contact:
Salvage Assistant Team Leader cell phone: (202) 327-3987 Coast Guard (D11 Command Center): (510) 437-3701

Rapid Salvage Survey Form: When requesting SERT assistance, the Rapid Salvage Survey Form, which contains the minimum essential casualty details, should be utilized.

4720.4 Shoreline Cleanup Assessment Technique (SCAT)

The Shoreline Cleanup Assessment Technique (SCAT) Coordinator serves in the Environmental Unit and reports to the Environmental Unit Leader as a Technical Specialist. This function is responsible for providing appropriate cleanup recommendations as to the types of the various shorelines and the degree to which they have been impacted. The SCAT Coordinator should typically be staffed by a government regulatory natural resource trustee, environmental agency representative of California wildlife resources, or a contracted subject matter expert agreed upon by the Unified Command during the initial Unified Command meeting. During a spill response shoreline assessment is a function that is commonly conducted under the Environmental Unit within the Planning Section. Depending on the complexity of the spill response, the Technical Specialist role may actually exist as a team. The teams are often made up of representatives from state and federal resource agencies, the responsible party and the USCG or USEPA and should be trained and knowledgeable in their roles. Members of the team can be:

- SCAT Coordinator
- SCAT Team Leader
- SCAT Team member

Bringing each of their agency's expertise together as a team, SCAT Teams collect the data needed to develop a shoreline cleanup plan that maximizes the recovery of oiled habitats and

resources, while minimizing the risk of injury from cleanup efforts. Consideration should always be given to:

- Potential for human exposure, by direct contact or by eating contaminated seafood
- Extent and duration of environmental impacts if the oil is not removed
- Natural removal rates
- Potential for remobilized oil to affect other sensitive resources
- Likelihood of cleanup to cause greater harm than the oil alone

Information from these assessments must meet the requirements of the cleanup operation, being both timely and of uniform quality and content. Finally, the SCAT teams must coordinate their field activities with the operational Divisions working in the areas being assessed. This ensures that all operations are conducted safely and that important information is exchanged.

The shoreline assessment data must be collected quickly since it is necessary for operational decision making. Experience has shown that the dual objectives of NRDA and shoreline assessment are best met when field surveys for these activities are well coordinated. A typical ICS structure includes a NRDA Representative who works through the Liaison Officer at the Command Staff level. The NRDA representative is responsible for coordinating NRDA needs and the activities of the Natural Resource trustees.

The SCAT Coordinator should be designated to manage the teams and synthesize their field data, utilizing standard GIS data formats compatible with CA OSPR's GIS database system, and develop reports used by the Environmental Unit and Planning Section to support the daily Incident Action Plan (IAP).

The shoreline assessment process should be easily modified to fit the spill conditions; it should be as simple as possible, yet comprehensive enough to address all of the issues and concerns of shoreline cleanup. It must not be a slow, cumbersome process that keeps Planning and Operations waiting for key data.

4720.5 Natural Resource Damage Assessment (NRDA)

Refer to RCP Section 1640 for more information on NRDA, the roles and responsibilities of the NRDA representative, and notification procedures for initiating NRDA actions.

4720.6 Specialized Monitoring of Applied Response Technologies (SMART)

Special Monitoring of Applied Response Technologies (SMART) is a cooperatively designed monitoring program for in-situ burning and chemical dispersant use. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in-situ burning operations. Data are channeled to the Unified Command to address critical questions such as: Are dispersants effective in dispersing the oil? Are particulates concentration trends at sensitive locations exceeding the level of concern? Additional information on SMART can be obtained at https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/smart.html.

Refer to Section 4319.1 of the RRT IX RCP for a definition of the SMART monitoring program and a listing of the three-tiered protocols for dispersant use.

4720.7 Alternative Response Technology Evaluation System (ARTES)

Refer to Section 4560 of the RRT IX RCP.

In the RCP, this section explains how On-Scene Coordinators (OSCs) can assess whether proposed countermeasures would be a useful tool in response efforts. In addition, the RCP provides several on-line resources that can be utilized to determine the effectiveness of a particular ARTES.

4720.8 Disposal

Refer to Section 5720 of the RRT IX Regional Contingency Plan (RCP).

4720.9 Dredging

Refer to Section 3232.4 of the RRT IX Regional Contingency Plan (RCP).

4730 General

For general assistance, please contact Sector San Diego at (619) 278-7000.

4730.1 Legal

Legal issues should be directed to the D11 Command Center at (510)-437-3701 or D11 Legal at (510)- 517-0508.

4730.2 Chaplain

Chaplain issues should be directed to the Sector San Diego Command Center at (619) 278-7057. The Command Center will have the number for the current chaplain.

4730.3 Public Health

Public health issues should be directed to the Supervising Environmental Health Specialist of the San Diego Department of Environmental Health Hazardous Materials Division, at (858) 505-6700 or (800) 253- 9933.

4730.4 Human Resources

While agencies participating in response efforts should provide their own human resource staffs, volunteers could be considered for unexpected human resource needs/positions.

Refer to Section 4320 for more information on the San Diego County Spontaneous Volunteer Management Plan.

4730.5 Critical Incident Stress Management

Critical Incident Stress Management is used to deter or mitigate the long term effects that stressful situations might bring upon responders to stressful events i.e., work related death or serious injury, suicide, high impact cases like cruise ship sinking's, aircraft crashes or large scale environmental disasters. CISM is comprised of trained and experienced peers, Social Workers, lay leaders, Clergy and Work Life staff.
Critical Incident Stress Management issues should be directed to Tiffani Collier at (310) 521-6136 or (310) 345-5941 (OOD).

4740 Law Enforcement

For information on local law enforcement operations, refer to Sections 9220.6 and 9230.5 of this Plan.

4750 Search and Rescue (SAR)

For information on SAR, refer to Chapter 18 of the Incident Management Handbook or to Section 3310 of this Plan.

4760 Marine Fire

For information on Marine Fire, refer to Section 8000 of this Plan.

4800 Required Correspondence, Permits & Consultation

Section 6700 of the RRT IX RCP provides information on the following required correspondence, permits, and consultation.

4800.1 Administrative Orders

According to Section 6724 of the RRT IX RCP, this is reserved.

4800.2 Notice of Federal Interest

Section 6721 of the RRT IX RCP refers users to COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.a. for information on Notice of Federal Interest.

4800.3 Notice of Federal Assumption

According to Section 6722 of the RRT IX RCP, users should reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7.B.3.d. for information on Notice of Federal Assumption.

4800.4 Letter of Designation

According to Section 6723 of the RRT IX RCP, users should reference COMDTINST M16000.11, Coast Guard Marine Safety Manual, Volume VI, Chapter 7 for information on Letter of Designation.

4800.5 Fish and Wildlife Permits

Most species of birds found in the United States are protected by the Migratory Bird Treaty Act (MBTA). The MBTA implements within the U.S. the protocols established by four international treaties between the
U.S. and four other nations. Each treaty protects species of birds that occur in each of the signatory countries. In all, the MBTA protects over 800 species of birds native to the U.S. and makes it illegal (except for limited permit exceptions granted by regulation) to take, capture, kill, possess, sell, purchase, import, or export any species listed under the MBTA without a permit. Implementing regulations provide that permits may be issued for certain activities (e.g. scientific collecting, taxidermy, falconry). The regulation that provides for permits for activities associated with oil and hazardous waste spills is found at 50 CFR 21.31.

Section 3611 and 3642 of the RRT IX RCP contains detailed information on Federal and State permits and lists sources to obtain permits.

4800.6 ESA Consultations

For more information, refer to Section 4400 of the RRT IX RCP.

4800.7 Disposal

For more information, refer to Section 5721 of the RRT IX RCP.

4800.8 Dredging

For more information, refer to Section 4340 of the RRT IX RCP.

4800.9 Decanting

For more information, refer to 5730 Section of the RRT IX RCP.

5000 Logistics

5100 Logistics Section Organization

Refer to Section 5100 of RRT IX Regional Contingency Plan (RCP).

5110 Logistics Section Planning Cycle Guide

Refer to the Incident Management Handbook for details about the Logistics Section Planning Cycle.

5200 Support

Refer to the Incident Management Handbook for details about the Logistics Section Planning Cycle.

5210 Supply

Refer to the Incident Management Handbook for details about the Logistics Section Planning Cycle.

5210.1 Oil Response Equipment

OPA 90 mandated the creation of a national database of response resources that is maintained by the Coast Guard NSFCC. This equipment locator is known as the Response Resource Inventory (RRI). The RRI includes data received from companies that wish to have their equipment listed in a publicly accessible system, as well as data generated from the OSRO classification program.

USCG OSRO Classification Program

USCG Response Resource Inventory

Local OSROs:

National Response Corporation…….562-432-1304
https://nrcc.com/services/

Patriot Environmental……...800-624-9136
https://www.patriotenvironmental.com/

MSRC…….800-645-7745
https://www.msrc.org/services/oil-spill-response

5210.2 Hazardous Substance Response Equipment

Refer to Section 7410 of this plan and Section 5600 of RRT IX RCP for information on hazardous substance response equipment.

5220 Facilities

5220.1 Incident Command Post Options

There are several Incident Command Post (ICP) options in the San Diego Area, including:

Port of San Diego Administration Building
3165 Pacific Highway
San Diego, CA 92101 (619) 686-6200
Microsoft Teams equipped conference room with available breakout and press briefing rooms.

Naval Training Center Promenade
2801 Rosecrans
San Diego, CA 92106 (619)-573-9260
There is a command center with over 5,800 available square feet and an event center with 8,700 square feet.

San Diego Convention Center
111 W Harbor Dr
San Diego, CA 92101 (619)-525-5000
There are three levels with the upper Level and mezzanine level being the most likely for an incident command post. Each of these two levels has more than ten rooms that can provide different setup configurations for incidents.

During the initial hours of a response, the ICP will likely initiate in the Sector San Diego Training Room at Sector San Diego 2710 N. Harbor Dr San Diego, CA 92101. Once the Logistics Section locates a better equipped facility, the ICP will be moved.

5220.2 Incident Command Post Needs

The Incident Management Division at Sector San Diego maintains a trailer with various ICS equipment. This trailer can sustain the initial days of an incident. Each incident is unique though, and might require certain items that the trailer does not have. In this case, the Logistics Section would have to procure such items.

5220.3 Berthing

Military Personnel: Military personnel who are brought into the area on Government orders to participate in cleanup operations may be provided with berthing at a local military base on a space available basis. If space is not available, they would draw per diem and be put up in a civilian hotel. There are multiple military accommodations available in the San Diego area. See “Berthing” in Section 9250 of this Plan for contact information.

Civilian personnel should be housed in hotels or motels under contract payable by the RP. See “Hotels/Motels” in Section 9250 of this Plan for a list of coastal accommodations.

Due to the metropolitan nature of San Diego County, the likelihood of performing cleanup operations in a remote area is small. Therefore, mobile kitchens may not be necessary. However, they can be obtained through several organizations within the area. See “Mobile Kitchens” in Section 9250 of this Plan for contact information.

5220.4 Port/Dock Facilities/Capabilities

The San Diego Unified Port District was established to manage the harbor, operate the international airport at Lindbergh Field, and administer the public tidelands surrounding San Diego Bay. The Port District can be contacted as follows:

San Diego Unified Port District 3165 Pacific Highway
San Diego, CA 92101 (619) 686-6200

There are a number of ports and docks, including commercial marinas, within San Diego's area of responsibility. A list of names, available number of slips, and contact numbers (in most cases the dockmaster) for these facilities are found in Section 9250 of this Plan under "Port/Dock Facilities Capacities."

5220.5 Staging Areas

For information on staging areas, including pre-identified areas and those in the metropolitan area, North County, and South Bay, refer to Section 3500 of this Plan.

5220.6 Security Providers

For information on local security providers and law enforcement, refer to Sections 9220.6 and 9230.5 of this Plan.

5220.7 Airports/Heliports

There are four military, 12 County or City-operated and nine private airfields within San Diego County. Of these, the four military and six of the 12 local government operated airfields are sufficiently close to the coast with runways at least 2000 feet in length. Those airfields are listed below and also found under "Airfields" in Section 9250 of this Plan.

5220.71 Military Airfields

Miramar Marine Corps Air Station (MCAS): Located 16 miles north of downtown, access is via I-15 and Miramar Way.

Miramar Marine Corps Air Station Ops Duty Officer:	(858) 577-4279, 4277 FAX (858) 577-1721
Ops Maintenance Division	(858) 577-4285 4284 MCAS San Diego California 92415
Standard Hours of Operation	0800 - 2400 (Monday - Friday) 0800 -1800 (Saturday - Sunday

Miramar Marine Corps Air Station has government contract fuel available.

The Operations Maintenance Division (Transient Section) has an 11K forklift for off-loading equipment.

HIGHWAY ACCESS: From Miramar MCAS take Interstate 15 south connecting with Highway 163 south. Exit on Interstate 8 west connecting with Interstate 5 south. Exit on Sassafras and turn right on Pacific Coast Highway. Turn right on Laurel. Veer right to connect with Harbor Drive and stay on the left-hand side and turn left at the Marine Safety Office.

Two other options exist which from Miramar MCAS connects State Highway 163 and 52. Interstate 805 is also an available option to the downtown area.

North Island Naval Air Station: Thomas Guide Page 64, E3. Access is via Coronado Bay Bridge and S- 75.

Ream Field (Naval Auxiliary Landing Field Imperial Beach): Thomas Guide Page 71 - A6. Access via I-5 and S75 to 13th Street entrance.

Camp John Pendleton: Thomas Guide - Page 9 -C1. Access via I-5 and Vandergrift Road.

Radio frequencies for Miramar are 135.2Mhz and 298.925Mhz, for North Island 283.0Mhz, and for Ream Field a120.65Mhz and 239.25Mhz. The radio frequency for Camp Pendleton is 382.2 Mhz.

Permission to use the Naval Air Station facilities is granted through the Commander, Naval Base San Diego. The Commanding General, USMC Base Camp Pendleton controls the use of the USMC facility.

5220.72 Civilian Airfields

The following is information on the civilian airfields in the San Diego area, which is also found under “Civilian Airfields” in Section 9250 of this Plan.

San Diego International Airport. Operated by the Unified San Diego Port District. Thomas Guide page 59 - F5. Access is via Harbor Drive. Primary radio frequency is 118.3Mhz.

Montgomery Field. Operated by the City of San Diego. Located 10 miles north of downtown San Diego. Montgomery Field is also approximately 7 miles south of Marine Corps Air Station Miramar. Thomas Guide page 53, A2. Access is via S-163and Aero Drive at 3350 Montgomery Drive.

Montgomery Field Tower	(858) 277-5602 Primary radio frequency 119.2Mhz. John J. Montgomery Drive San Diego, California 92123
Montgomery Field Airport	(858) 573-1440 (Operations)
Director of Airports	(858) 573-1441
Standard Hours of Operation	Available 24 hours

Montgomery Field has no government contract fuel available. Fuel is available and the VISA card is acceptable. Off-loading equipment is not available; however, equipment is available at Hawthorne Rent-It Service located at 1473 G Street. The landing field length is 3,400 feet, which has a weight limit of 12,000 pounds. This is inadequate for a C-130.

HWY ACCESS: From Montgomery Field, take State Highway 274 west (Balboa Avenue). Exit onto Interstate 5 south. Exit on Sassafras and turn right on Pacific Coast Highway. Turn right on Laurel. Veer right to connect with Harbor Drive and stay on the left hand side and turn left at the Marine Safety Office.

From Montgomery Field, take State Highway 163 south; take the Washington Street exit and approximately 2 miles turn left on Pacific Coast Highway. Turn Right on Laurel. Veer right to connect with Harbor Drive and stay on the left-hand side and turn left at the Marine Safety Office.

McClelland Palomar. Operated by the County of San Diego and located in the City of Carlsbad. Thomas Guide page 19 - F2. Access is via I-5 and Palomar Airport Road. Primary radio frequency is 118.6Mhz.

Oceanside Airport. Operated by the City of Oceanside. Thomas Guide page 9 - E3. Access via S-76 at 480 Airport Road. Primary radio frequency is 123.0Mhz.

Gillespie Field. Operated by the County of San Diego in the City of El Cajon. Thomas Guide page 56 - B1. Access is I-8 and S67 at 1960 Joe Crosson Road. Primary radio frequency is 120.7Mhz.

Gillespie Field Tower	(619) 448-9518 2001 North Marshall Ave El Cajon, California 92020
For emergency use notification after 2100, Call SOCAL TRACON	(619) 537-5900
Standard hours of operation	0700 – 2100

Gillespie Field has no government contract fuel. Jet fuel (class unknown) is available. Pilot controls field approach lights. Offloading equipment is not available; however, Hawthorne Rent-It Service located at 12329 Maple View, Lakeside, CA carries forklifts that handle 11K or better. They are located 5 miles northeast from Gillespie Field. Their phone number is (619) 968-6904. Mr. Eddie Castillo can be reached in an emergency, after hour situation at (Beeper) 440-2345.

HWY ACCESS: From Gillespie Field, take Fletcher Pkwy to Interstate 8 west connecting with Interstate 5 south. Exit on Sassafras and turn right on Pacific Coast Highway. Turn right on Laurel. Veer right to connect with
Harbor Drive and stay on the left-hand side and turn left at the Marine Safety Office. Two other options exist from which Gillespie Field connects to State Highways 67, 94, and 125.

Brown Field. Operated by the City of San Diego and located on the U.S./Mexico border. Thomas Guide page 72, F5. Access is via S905. Primary radio frequency 126.9Mhz.

Brown Field Tower	(619) 661-0174 1424 Continental Street San Diego, California 92173
Hours	0800 – 2000
Operations	(619) 424-0455
San Diego Jet Center	(619) 671-9222
San Diego Jet Center	(619) 661-1121
Standard Hours of Operation	0800 - 1900 (Monday - Sunday)

Brown Field has government contract fuel available. The landing field length is 8,000 feet. Pilot controls field approach lights.

Brown Field has no off-loading equipment; however, equipment is available at Hawthorne Rent-It-Service located at 1473 G Street.

HWY ACCESS: From Brown Field, take the Otay Mesa Road connecting to Cal State Highway 905 west. Connect with Interstate 5 north and take the Ash Street exit. Turn right on Pacific Coast Highway and turn left on Broadway. Turn Right on Harbor Drive and stay on the left-hand side and turn left at the Marine Safety Office.

From Brown Field, take the Otay Mesa Road connecting to Cal State Highway 905 west and turn right on Interstate 805 north. Take the Imperial Avenue exit and turn left towards downtown. Turn right on Pacific
Coast Highway and turn left on Broadway. Turn Right on Harbor Drive and stay on the left-hand side and turn left at the Marine Safety Office.

5220.8 Temporary Storage and Disposal Facilities (TSDs)

For information on temporary/emergency permits within the coastal zone, contact the: Energy and Resources unit of the CCC (415) 904-5247.

Temporary/emergency storage facilities can include Baker tanks, tank trucks, oil drums, or empty fuel storage tanks. If suitable containers are not available, oily wastes may be temporarily stored in pits dug in the soil. These pits must be lined with plastic sheeting to prevent oil leakage and soil penetration.

Refer to Section 9000-39 of this Plan for available storage and disposal facility options in the San Diego area.

5220.9 Maintenance and Fueling Facilities (land/water)

There are several maintenance and fueling facilities in the San Diego area, including: Driscoll Boat Works

2500 Shelter Island Drive San Diego, CA 92106 (619) 226-2500
(619) 224-0280 (fax)

Driscoll provides maintenance and repair work, including haul outs, bottom paint, carpentry, welding, and fabrication.

NASSCO/General Dynamics 2798 Harbor Drive
San Diego, CA 92113 (619) 544-3400

NASSCO is the largest new construction shipyard on the West Coast and has built 56 auxiliary and support ships for the U.S. Navy, including fast combat support ships, tank landing ships, and roll-on/roll-off ships. Due to its location, expertise, and full-service capabilities, NASSCO serves as the Navy's repair facility for the Pacific Fleet.

High Seas
2540 Shelter Island Drive, San Diego, CA 92016 (619) 889-1260, (619) 523-2982 (FAX)

High Seas is a full-service fuel dock located on Shelter Island capable of refueling vessels up to 240' and making oil changes by appointment.

5220.91 Maintenance Facilities

Large Vessels: Most vessels of 30' length or greater which would be involved in an oil spill clean-up operation would be staffed with a crew capable of performing normal maintenance and minor repairs. Any major repairs, which require removing the vessel from the operation, would be the responsibility of the operator, in conjunction with the spiller.

Small Vessels: Small utility boats under 30' in length, which were obtained under contract from local cleanup, and/or marine companies are also provided with maintenance personnel. Boats, which are provided with no crew, would need to be maintained by some other means.

(Any vessels oiled must be cleaned prior to entering the harbor for repairs.)

Vehicle Maintenance Facilities: the provider will maintain most vehicles provided under contract. Those vehicles provided by local jurisdictions will be maintained and repaired at the appropriate jurisdictional facility.

5220.92 Ashore Fueling Facilities

Any reasonable GPS or Google search will result in the location of fueling facilities.

5220.93 Marine Fueling Facilities

For contact information, refer to Section 5220.9 or Section 9250 (Fueling/Maintenance Facilities/Fuel Docks) of this Plan.

5220.94 Fuel by Barge

Jankovich & Son, Inc. has four fuel barges berthed at Tenth Avenue Marine Terminal. The largest fuel barge has a capacity of 13,000 barrels of heavy fuel and 1,200 barrels of diesel fuel. The company fuels cruise ships and cargo vessels in the port. The company can be reached at (310)-547-3305.

5220.95 Fuel Docks

There are multiple fuel docks located in the San Diego Area. See “Fueling/Maintenance Facilities/Fuel Dock” in Section 9250 of this Plan for specific location information.

5220.96 Fuel by Tank Trucks

There are several fuel tank trucks available in the San Diego Area. See “Fueling/Maintenance Facilities/Fuel Trucks” in Section 9250 of this Plan for information on various truck locations and fuel carrying capacity.

5220.10 Fish and Wildlife Response Facilities and Resources

Refer to Section 3610 of the RRT IX Regional Contingency Plan (RCP) for the Wildlife Response Plan which addresses fish and wildlife response facilities and resources.

5230 Vessel Support

5230.1 Boat Ramps/Launching Areas

Refer to Section 9800 of this plan for information on boat ramps and launching areas.

5230.2 Vessel/Boat Sources

Several companies sell and/or rent vessels in the San Diego Area. Any reasonable GPS or Google search will result in the location and contact information for these businesses.

San Diego Harbor Excursions operates a commercial water taxi on San Diego Bay. Water Taxi Service: (619) 235-8294.

5240 Ground Support

5240.1 Vehicle Sources

There are several options for car rentals in San Diego. Refer to “Rental Cars” in Section 9250 of this Plan for contact information.

GSA might be able to provide vehicles during an incident. Since it is the policy of GSA to have as many of their vehicles on the road at once though, the number of cars available might be very limited.

5240.2 Maintenance

Vehicle Maintenance Facilities: The provider will maintain most vehicles provided under contract. Those vehicles provided by local jurisdictions will be maintained and repaired at the appropriate jurisdictional facility.

5300 Services

5310 Food

5310.1 Catering/Messing Options

There are multiple catering companies in the San Diego area. See “Catering” in Section 9250 of this Plan for a listing of available options.

5320 Medical

5320.1 Medical Facilities

There are numerous medical facilities, including military and civilian hospitals, in the San Diego area. Refer to “Medical/Medical Facilities” in Section 9250 of this Plan for a listing of available options.

5320.2 Ambulance/EMS Services

Emergency Medical Services are 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 guidelines.

There are numerous ambulance/EMS services available in the San Diego area. Refer to “Medical/Ambulance/EMS Services” under Section 9250 of this Plan for a listing of available options.

5400 Communications

5410 Communications Plan

Primary point of contacts for resources are located in Section 9250 of this plan.

5410.1 Incident Communications

Communications during an incident will include tactical and command/control communications. Tactical communications are for assets on scene or for select groups in the ICP to communicate. Command/control communications are for the Unified Command to spread information to the entire ICP. Cell phones and radios can be used for these two types of communications. Communication information should be put into ICS form 205. The following is a sample 205 from the San Diego NPREP 2008 exercise. Each incident is unique and will use its own combination of cell phones and radios.

ICS 205 - Communications Plan

Incident:	Catalina Channel Spill (EXERCISE)	**Prepared By:**	at 6/11/2008 19:25
Period:	Period 2 (6/12/2008 08:00 - 6/13/2008 08:00)	**Version Name:**	6/12/2008 Period 2 Plan

Phone Listing

Name	Main Phone	Fax	Other Number - Desc.	Other Number - Desc.	Radio?
Command/UIC			- Pager	-	O Yes ⊙ No
Liaison			- Pager	-	O Yes ⊙ No
PIO/JIC			- Pager	-	O Yes ⊙ No
Operations			- Pager	-	O Yes ⊙ No
Planning			- Pager	-	O Yes ⊙ No
Finance			- Pager	-	O Yes ⊙ No
Logistics			- Pager	-	O Yes ⊙ No
Admin			- Pager	-	O Yes ⊙ No
Security/Check-In			- Pager	-	O Yes ⊙ No
Navy Salvage			- Pager	-	O Yes ⊙ No
Staging			- Mobile	-	O Yes ⊙ No
Drill Control			- Pager	-	O Yes ⊙ No
Drill Control			- Pager	-	O Yes ⊙ No

Radio Utilization

System	Channel	Function	Frequency	Assignment	Notes
-VHF	MSRC VHF 1	California Responder	150.98	Offshore	Offshore Operations, California Responder
VHF	MSRC VHF 3	Car Back Deck Small Vessel	159.98	Offshore	Offshore Operations, Car. Back Deck Operations

ICS 205 - Communications Plan

Incident:	Catalina Channel Spill (EXERCISE)	Prepared By:	at 6/11/2008 19:25
Period:	Period 2 (6/12/2008 08:00 - 6/13/2008 08:00)	Version Name:	6/12/2008 Period 2 Plan

Radio Utilization

System	Channel	Function	Frequency	Assignment	Notes
UHF	MSRC UHF B1	Aviation	UHF 454	Offshore	
VHF Business		On Shore Operations	150.980 Mhz		Oil Spill Frequency
VHF Business		Off Shore Operations	159.480		Oil Spill Frequency
UHF		Logistics	454.000 MHz Tx 459.000 MHz Rx		Oil Spill Frequency
Aviation		Air Operations	122.850 MHz		
VHF Marine	68	Task Force	156.425 MHz		
VHF Marine	78	Task Force	156.925 MHz		
VHF Marine	79	Task Force	156.975 MHz		
VHF Marine	81A	Shoreline Protection	157.0750 MHz	Shoreline Protection	

5410.2 Communications Support

See “External Incident Communications Vehicles” in Section 9250 of this Plan for contact information.

5410.3 Communications Facilities

The primary maritime communication facility in the San Diego area is the Joint Harbor Operation Center located at Sector San Diego. This workspace requires a security clearance and would prohibit access to many members of the incident command post that do not have the appropriate clearance. Other options might include mobile Coast Guard communications facilities, local police/fire departments, or lifeguard stations if operations permit. Please refer to Section 9250 of this plan for stakeholders you can contact.

6000 Finance/Administration

6000 Finance/Administration

The Finance/Administration Section is responsible for documentation of all incident costs, and for providing guidance to the Incident Command (IC) on financial issues that may have an impact on incident operations. An FOSC's Guide to Environmental Response is designed to succinctly describe contracting and financial management processes and procedures. It covers roles and responsibilities, principal terms, definitions, and contracting policies and procedures for financial management and documentation requirements. It also provides references and related information where appropriate.

6100 Finance/Administration Section Organization

The functions of the Finance/Administration Section must be accomplished during an incident. However, they can be expanded as needed into additional organizational units with appropriate delegation of authority.

Roles and responsibilities of the finance section can be found in Chapter 10 of the Incident Management Handbook (IMH).

Also refer to Sections 6010 of the RRT IX Regional Contingency Plan (RCP).

In the RCP, this section provides an organizational chart for finance/administration and its subordinate units and explains the functions that must be accomplished during an incident.

6200 Fund Access

If there is a responsible party (RP), the Federal On-Scene Coordinator (FOSC) shall make the individual aware that he/she is responsible for cleanup of the discharge and/or release. If the RP does not take appropriate action or refuses to respond, the FOSC should not hesitate to federally fund the response. The RP shall then be advised that the cleanup will be federally funded and that they will be issued a Letter of Assumption (LOA) and could be liable for up to three times the amount. The fund may also be used in the case where no RP has been identified but cleanup action in needed.

The National Pollution Funds Center (NPFC) administers the Oil Spill Liability Trust Fund (OSLTF or “the Fund”) as an independent Headquarters unit reporting directly to the Chief of Staff of the Coast Guard. To make a claim refer to https://www.uscg.mil/Mariners/National-Pollution-Funds- Center/Claims/.

The Oil Spill Liability Trust Fund (OSTLF) is a billion-dollar fund established to pay for removal and certain other costs and damages resulting from oil spills or substantial threats of oil spills. The OSLTF is used for costs not directly paid by an RP.

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) allows the Coast Guard to access the Hazardous Substance Response Trust Fund when the Coast Guard undertakes response activities pursuant to CERCLA, commonly referred to as Superfund. When the Coast Guard provides the FOSC, he/she has authority to approve Trust Fund expenditures not to exceed $250,000, if more funds are needed an Action Memorandum is needed. More information about the use of CERCLA can be found at https://www.epa.gov/superfund/superfund-cercla-overview. If the Environmental Protection

Agency (EPA) provides the FOSC, the EPA Regional Administrator has authority to approve expenditures not to exceed $2 million. EPA Headquarters must approve expenditures exceeding $2 million.

To make or process a claim, an account number must be obtained from EPA Headquarters by calling the EPA Emergency Response Division at (202) 564-8600. After hours, the Fund may be accessed by calling the National Response Center at (800) 424-8802.

Also refer to Section 6200 of the RRT IX RCP.

In the RCP, this section provides an explanation of the cleanup cost obligations of responsible parties during a spill, which funding sources can and cannot be used, and the screening categories for incidents requiring funding.

For Military Interdepartmental Purchase Requests (MIPR), military agencies should use form DD 448.

6210 OSC Access

The OSTLF or Superfund may be used to undertake immediate removal actions when the agency providing the FOSC determines that such action will prevent or mitigate immediate and significant risk of harm to human life, health, or the environment from such situations as:

- Human, animal, or food chain exposure to acutely toxic substances
- Contamination of a drinking water supply.
- Fire and/or explosion
- Similar acute situations

Also refer to Section 6220 of the RRT IX RCP.

In the RCP, this section provides an explanation of how FOSCs can access the OSLTF via the Ceiling and Numbering Processing System (CANAPS), an online fund request system that is intended to replace the manual fund requests via telephone or message traffic. Further subsections provide additional information on CANAPS, Ceiling and Project Limits, State access to OSLTF, and reimbursable expenses.

To access CANAPS, visit https://npfc.uscg.mil/canaps/. Access is granted via CAC card. Refer to the NPFC User Reference Guide (see Section 6220) for more information on accessing the fund. Contact Case Team 3 at (202) 493-6729 for NPFC case manager.

For more information, see also the FRMM Guide (Section 6000 of this Plan).

6220 State Access

States are required to coordinate their removal actions with the FOSC and retain records of expenditures. There are three methods available to states and/or political subdivisions for payment of removal costs:

- Direct state access to the OSLTF;
- Execute a Pollution Removal Funding Authorization (PRFA) with the FOSC; or
- File a claim after the fact with the responsible party or the NPFC.

Also refer to Section 6230 of the RRT IX RCP.

Information about State access to the Fund is found in 33 CFR 133 and 33 CFR 136 with additional guidance in the NPFC's User Reference Guide. Information from the User Guide can also be obtained by contacting the Eleventh Coast Guard District Response Advisory Team (DRAT) Supervisor at (510) 437-3697. For additional information regarding these procedures or related subjects, State representatives, FOSCs, and other interested parties are urged to contact the NPFC at (202) 795-6003, FAX (202) 795-6900.

6230 Trustee Access

All trustees must coordinate access to the fund with the FOSC.

Refer to Section 6240 in the RRT IX RCP for information on various trustees. The following are some of the San Diego Area's trustees:

Federal: Secretary of Commerce, Secretary of the Interior, Secretary of Land Managing Agencies (Department of Interior/National Parks Service, Department of Agriculture/Forest Service, Secretary of Defense, Secretary of Energy)

State/Local Agencies: Department of Fish and Game, Indian Tribes

For additional information on Federal, State, Tribal and foreign trustees and their responsibilities, refer to 40 CFR 300.600 Subpart G and the amendment to Executive Order No. 12580 (August 28, 1996).

According to the RCP, Executive Order 12777 (October 22, 1991) requires the federal natural resource trustees to select a representative as the federal lead administrative trustee (LAT). In general, the LAT serves as the federal contact for all aspects related to damage assessment, resource restoration, and federal funding for NRDA activities. The RCP gives guidance on how to select an LAT and the various responsibilities of the position.

6300 Cost

Responsible parties are liable for damage claims and removal costs resulting from discharges or substantial threats of discharges of oil and/or hazardous substances into or upon the navigable waters of the U.S and adjoining shoreline. Notices of Federal Interest, Letters of Federal Assumption, Letters of Designation, and/or Administrative/Directive Orders are required as part of the financial management during a response.

For cases where the responsible party is either unknown, or is unable or unwilling to meet this obligation, the OSLTF will pay for removal costs and claims.

When responding to an oil pollution incident, and when deemed appropriate, the FOSC obligates a Federal Project Number (FPN) and assigns a dollar ceiling. As removal activities proceed, and it appears costs will exceed the original ceiling, the FOSC may request an increase to the ceiling. A three-level system has been developed to help determine the complexity of a case and its required resource documentation. The FOSC will determine which level best applies to an incident.

The following criteria are designed to assist the FOSC in making this determination:

Level	Total Government Costs	Completion of Removal Activities
I – Routine	<$50,000	~ Two weeks
II – Moderately Complex	$50,000 - $200,000	> Two weeks
III – Significantly Complex	>$200,000	Undetermined

The costs of all purchases, contracts, services, and authorizations of activity are applied against the ceiling. Each contractor or government agency is responsible for keeping track of their costs during the removal and for staying inside the limits given to them by the FOSC, or requesting an increase in the established ceiling.

Also refer to Section 6700 of the RRT IX RCP.

According to the RCP, the Cost Unit Leader is responsible for collecting all cost data, performing cost effectiveness analyses, and providing cost estimates and cost saving recommendations for the incident.

6310 Cost Documentation Procedures, Forms & Completion Report

According to 40 CFR 300.800 Subpart I, the lead agency shall establish an administrative record that contains the documents that form the basis for the selection of a response action, including remedial and removal actions.

The EPA also requires an administrative record be kept at facilities undergoing response actions under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

Also refer to Section 6700 of the RRT IX RCP.

According to the RCP, information about cost recovery and documentation and cost recovery/documentation forms are in 33 CFR 133 and 33 CFR 136 with additional guidance in the NPFC's User Reference Guide. For additional information regarding these procedures or related subjects, State representatives, FOSCs, and other interested parties are urged to contact the NPFC at (202) 795-6003, FAX (202) 795-6900.

6400 Time

A time unit shall be established during an incident. The accurate reporting of time for personnel and equipment shall be conducted in the following manner:

Personnel

- Establish and maintain a file for personnel time reports within the first operational period. Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period. Maintain a log of excessive hours worked and give to Time Unit Leader daily.
- Ensure that all personnel identification information is verified to be correct on the time report.
- Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents.
- Ensure that time reports are signed. Close out time documents prior to personnel leaving the incident. Distribute all time documents according to agency policy.

Equipment

- Advise Ground Support Unit, Facilities Unit, and Air Support Group of the requirement to establish and maintain a file of daily records for equipment time reports. Assist units in establishing a system for collecting these equipment time reports.
- Post all equipment time tickets within four hours after the end of each operational period.
- Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at incident.
- Submit data to Time Unit Leader for cost effectiveness analysis.
- Maintain current posting on all charges or credits for fuel, parts, services and commissary.
- Verify all time data and deductions with owner/operator of equipment.

Complete all forms according to agency specifications. Close out forms prior to demobilization. Distribute copies per agency and incident policy.

Also refer to Section 6100 of the RRT IX RCP.

According to the RCP, the Time Unit Leader is responsible for equipment and personnel time recording.

6500 Compensation/Claims

Persons and government agencies that incur damages as a result of discharges or substantial threats of discharges of oil are entitled to compensation. The RP is primarily liable for satisfying legitimate claims expeditiously. Section 1002 of OPA 90 describes damages as including natural resources, real or personal property, subsistence use, revenues, profits and earning capacity, and public services. The RP, as designated by the Director of the NPFC is required to advertise, in a manner directed by the NPFC, the name, address, telephone number, office hours, and workdays of the person(s) to whom claims are to be presented and from whom claim information can be obtained. Detailed information about claims procedures can be found in 33 CFR 136.

If the RP denies responsibility, proves unwilling or unable to deal with claims, or refuses to advertise, the NPFC will assume the role of responsible party for the purpose of receiving and paying claims.

Also refer to Section 6250 of the RRT IX RCP.

According to the RCP, the Compensation/Claims Unit Leader is responsible for the overall management and direction of all Compensation for Injury Specialist and Claims Specialists assigned to the incident.

6600 Procurement

Refer to Section 5820 and 6010 of the RRT IX RCP.

According to the RCP, the Procurement Unit Leader is responsible for administering all financial matters pertaining to vendor contracts.

6610 Contracting Officer Authority

A Basic Ordering Agreement (BOA) contractor must be selected over a non-BOA contractor. BOA contractors are initially hired by verbal order followed by a written contract (Optional Form347) for each incident, which will include the specific number of personnel and equipment needed, estimated cost, and the FPN. The OSC-authorized ceiling for a BOA contractor is set at $50,000 per incident, per BOA contractor selected (two or more BOA contractors can be hired to perform different tasks on one incident at a maximum of $25,000 each). The Contracting Officer must approve contractor services that will exceed the OSC's limit.

Unless the BOA contractor cannot provide a timely and adequate response, selection of a non- BOA contractor by an OSC is not authorized. The Contracting Officer is generally the only person authorized to hire a non-BOA contractor. If the Contracting Officer cannot be reached in a timely manner, the OSC is authorized to issue non-BOA purchase orders, on an emergency basis only, with a limit not to exceed $25,000 per incident. The OSC must contact the Contracting Officer within 24 hours after exercising this emergency authority. If the OSC determines that another agency can assist in a removal effort, the OSC may authorize that agency to perform removal actions, by executing a Pollution Removal Funding Authorization.

Refer to Section 6211 of the RRT IX RCP.

For information on this issue, the RCP refers users to Chapter 10 in the IMH for Contracting Officer Authority.

This page intentionally blank

7000 HAZMAT Plan

7100 Introduction

This section is intended to meet the Federal Water Pollution Control Act (FWPCA) requirement for hazardous-substance-release contingency planning. Public Law 101-380, which created the Oil Pollution Act of 1990 (OPA 90), also amended the FWPCA (codified as Title 33, USC, Section 1321(j)(1)). Among other things, that amendment requires contingency planning for releases of hazardous substances in the Area Contingency Plan (ACP) and requires response plans for waterfront facilities and vessels handling hazardous substances. The substances designated by the FWPCA as hazardous, and therefore requiring contingency planning in accordance with the FWPCA, are listed in Title 40 CFR 116.4.

While the law requires planning for “hazardous substance (HAZSUB)” releases, the developers of this section have chosen to use the broader term “hazardous materials (HAZMAT)” for plan development. The Coast Guard has authority, jurisdiction, and resources that may be used to assist a HAZMAT incident response even if the substance released in *not* a FWCPA-designated substance, and we should, therefore, plan for assisting a HAZMAT incident response. Essentially, this section addresses response to any undesirable non-oil substance released into the environment.

This section outlines the jurisdictional boundaries of HAZMAT incident response between Federal, State, and local agencies, and identifies some of the potentially available response assets to address a HAZMAT incident.

7110 Background

For the purposes of this section, the discussion will be limited to HAZMAT incidents occurring during marine transportation only. This approach has been taken in order to isolate the issues of jurisdiction and response procedures to one clearly defined area. However, the authorities, jurisdictions, and resources identified herein may be useful in any HAZMAT incident impacting waters where CG Sector San Diego has jurisdiction as On Scene Coordinator (OSC).

In accordance with the California Hazardous Materials Incident Contingency Plan (HMICP), response and management of a HAZMAT incident is primarily the responsibility of local government acting as the lead for public health and safety within their jurisdiction. This is especially true when an incident occurs in an inland location. Local fire and police departments and other emergency personnel who have been trained in response procedures for HAZMAT incidents will respond and be the first officials to begin handling the emergency. If other local assistance is required, or, due to the size of an incident, State, or Federal resources are needed, a larger response network is built through the National Incident Management System (NIMS) Incident Command System (ICS) and a Unified Command (UC) representing joint decision- making authority will be developed.

Most routine HAZMAT incidents are handled in this manner.

However, HAZMAT-incident response in the marine environment offers a unique set of variables that do not lend themselves to be defined along clear jurisdictional lines. Local government personnel may have the resources and training to respond properly to land-based incidents, but do not have expertise in dealing with marine firefighting or emergency response on water.

Conversely, the CG has the expertise to manage many marine incidents, such as fire, disabled vessel management or rescue.

The method to properly respond is further complicated by the introduction of State and Federal specialized response teams that have the proper training to assist in an incident response but must be correctly requested and then integrated into the management structure in order to properly aid the Incident Command (IC) team.

The organization in charge of an incident may be different than the organization that manages the incident. Section 311(c)(1) of the CWA, as amended by OPA 90, gives the OSC authority to "direct *or* monitor all Federal, State, and private actions to remove a discharge" (emphasis added). *(Note: since the authority cited is issued in the CWA, it only creates jurisdiction over discharges of those hazardous substances designated under Section 311((b)(2) of the CWA, and published in Title 40 CFR 116.4.* 40 CFR 300.135(d) states that "the OSC's efforts shall be coordinated with other appropriate Federal, State, local, and private response agencies. OSCs may designate capable persons from Federal, State, or local agencies to act as their on-scene representatives."

Thus, a local government may manage a response, and the OSC's only involvement would be notification and confidence that the local official, serving as the OSC on-scene representative, had the capabilities to conduct a safe and effective response, with OSC assistance as needed.

The method by which an emergency is managed is contingent upon two variables: the incident's location and size. If at a dock, where local responders can have direct access to a site, local government will start out in the lead. If the incident is on an anchored vessel or at sea, the CG will likely begin as the incident commander. Initial response to marine HAZMAT emergencies will involve local government responders, the CG, and appropriate State agencies, but if the incident grows and there is need for specialized personnel and resources increase, the ICS structure will expand and the UC will be formed with the responsible decision makers. Given the specifics of a particular incident, the lead authority in the UC team would likely be the local government or the CG, with potential involvement by the responsible party (spiller) and the state.

Communication and coordination will be paramount in any hazmat incident to ensure a proper response structure and clear lines of authority exist.

7120 Governmental Policy and Response

7120.1 Introduction

The response system for the governmental agencies has been standardized under Homeland Security Presidential Directive/HSPD-5. Each level of government has its own unique capabilities, responsibilities, response strengths, jurisdictions, and authorities. The following sections describe the response actions and systems for the Federal, State, and local agencies as viewed by the agencies themselves.

7120.2 Federal Policy and Response

Under the NCP, the Federal OSC is the senior official for all response efforts. These responsibilities are shared between the CG and the EPA. The CG provides the OSC for oil discharges and HAZMAT releases into or threatening the coastal zone. EPA provides OSCs for oil discharges and HAZMAT releases into or threatening the inland zone. The CG OSC has additional responsibility for spills, releases, and threatened spills and releases from vessels and CG-regulated marine-transportation-related facilities. The boundaries between the CG and EPA zones can be found in this Plan, Section 1400 or 40 C.F.R. 300.120.

The role of OSC is radically different depending on the material(s) involved in a release or threatening to impact navigable waters. In incidents involving oil, the CG OSC takes a very active role in the response. The OSC serves as the senior member of the UC and directs the response activities. For HAZMAT releases or threatened releases, the OSC looks after federal interests and provides support to the local, county, or State responding agency. The OSC would assume an active role only under specific circumstances, such as when an incident exceeds response capabilities of local agencies. The OSC would assist the State and local agencies with any technical advice, obtaining specialized assistance, and monitoring of the response.

There are seven areas of CG action in the event of a HAZMAT release:

1. Conduct local contingency planning for response to hazardous chemical releases. The CG is not itself a response organization. It is not our intent to create a contingency plan for HAZMAT response organizations. This section will identify the resources and authorities held by the Sector San Diego COTP that may assist in a HAZMAT incident response.

2. Conduct traditional COTP responsibilities such as restricting access to the affected area and controlling marine traffic; notify facilities operating vulnerable water intakes of the release; coordinate with State and local emergency responders; and assist as CG resources and capabilities permit.

   USCG COTPs serve as the designated OSCs for the coastal zone. Therefore, Sector Commander San Diego is the OSC for the San Diego Area coastal zone. See Section 1220 of this Plan for the description of the San Diego Area coastal zone.

   The Sector Commander is designated by the Commandant of the USCG as the COTP for the purpose of giving immediate direction to CG law enforcement within the assigned AOR. Note that the AOR for the Coast Guard COTP Sector San Diego authority is not the same as the AOR for the Coast Guard OSC authority.

   The COTP can control access to an area by establishment of a safety zone. That safety zone can include waterfront facilities, vessels, and areas of water or land, or both.

   The COTP can enlist the aid of Federal, State, county, municipal, and private agencies to assist in the enforcement of access control. This authority also allows use of CG resources for transportation of HAZMAT incident responders, both government agencies and commercial.

   The COTP can control marine traffic by directing vessel movements in a specified area.

   The COTP can create a COTP order directing a specific vessel's operation, including anchoring, for, among other things, "temporary hazardous conditions". The COTP can prohibit entry into U.S. waters for multiple reasons, including discharges of oil or hazardous materials.

   The COTP can request personnel and resources from the National Strike Force Coordination Center (NSF-CC). The PST is the only West coast HAZMAT response organization directly controlled by the CG.

   The COTP can have other CG units make marine band radio broadcasts for both informational purposes and to assist enforcement actions.

The Sector Commander Sector San Diego is also the Officer in Charge, Marine Inspection (OCMI). The OCMI, responsibilities include inspection of vessels, shipyard and factory inspections, investigation of marine casualties and accidents, licensing mariners, and enforcement of vessel inspection, navigation, and seamen's laws in general. The OCMI AOR is the same as the COTP AOR above.

3. Conduct a preliminary assessment of the incident to: (1) evaluate the magnitude of the threat to the public health and welfare and the environment, (2) determine if response action by the RP and/or the State and local government is adequate, (3) establish jurisdiction for a Federal response, and (4) collect the data necessary to formulate a response plan if a Federal response is warranted.

   County and municipal agencies may have jurisdiction and responsibility. Their responders may require transportation, and the COTP may arrange it to the site. If the COTP can bring expertise, personnel, or equipment to assist a problem at sea, we do not expect an offer of assistance to be declined. If the incident is at sea, the COTP can also contact Special Forces (including USCG National Strike Force (NSF), EPA Environmental Response Team (ERT), NOAA Scientific Support Coordinator (SSC), EPA Technical Assistance Team (TAT), etc.) for recommendations.

4. Contact the owner and/or operator of the source of the release, if known, to inform them of their potential liability for government removal costs, to explain the Coast Guard's role as OSC, and to gather information for response and port safety purposes. Administrative orders shall be used when appropriate to direct actions of the responsible party.

   The State has various funding sources of their own and should evaluate appropriate State sources before seeking CERCLA money.

   While the COTP can issue an administrative order to a facility under the authority of CERCLA Section 106, the definition of facility under CERCLA section 101(9) does not include vessels. Therefore, the COTP cannot issue administrative orders to vessels. The COTP may, however, be able to use a COTP order to accomplish the same effect.

5. Based on the findings of the preliminary assessment, carry out first aid mitigation actions if the situation warrants immediate action. First aid mitigation actions are those response actions taken by OSC personnel necessary to address immediate concerns prior to the arrival of cleanup contractors or action by the responsible party.

6. Monitor cleanup actions of responsible parties or, in the case of Federal removal, provide on- scene supervision of removal activities, ensure the employment of a sound removal strategy. The OSC is not expected to be capable of designing and carrying out a complex removal plan. In certain situations, support from Specialized Forces (E.G. National Strike Force (NSF), EPA Environmental Response Team (ERT), NOAA Scientific Support Coordinator (SSC)) may be necessary to assist in the development or review of a removal strategy. In either case, the OSC shall ensure that guidelines regarding worker safety are adhered to by all parties involved in the response.

   To create a site safety plan, COTP may require the assistance of the ship's agent or shipping company to provide the hazardous materials manifest and assistance in creating a removal strategy.

7. For Federal removal, arrange for the services of contractors and supervise their actions, ensuring that response costs are documented as required by Chapter 86 of the U.S. Coast Guard Marine Safety Manual Vol. IX.

7120.3 State Policy and Response

In California, the State's main role in any HAZMAT incident is to assist local government and take part in the UC as appropriate. Certain resources exist at the State level, and if requested can be made available to assist Federal and local responders in a marine HAZMAT incident.

A release or threatened release of a HAZMAT within the State of California must be reported. HAZMAT includes any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health or safety or to the environment, if released. There is no minimum reportable quantity. An immediate verbal report of any release or threatened release of hazardous material must be made to (1) the local emergency response agency (such as 911 or the fire or health department, as directed by local laws), then (2) to the Office of Emergency Services (OES) at 800-852-7550. This immediate report should include: location of the release or threatened release; the name(s) of the person(s) reporting; hazardous material involved; estimates of the quantity, and potential hazards presented by the material.

OES will notify other Federal and State agencies and appropriate local government contacts as specified in law. Assistance may be sought from local agencies, other State agencies, of the Federal government for any incident response. Additionally, the notifier or responders may request that OES contact specialized State agencies for additional assistance. In California, the primary State agencies that will assist the incident responders are the following:

Department of Fish and Wildlife (DFW) - The department is the "State agency coordinator" for any off-highway spill. In accordance with HMICP Figure 2.1, there is no pre-designated State IC *except* on-highway, where the California Highway Patrol is the IC. DFW may be actively involved with the transition of an incident from the emergency response phase to the longer-term environmental remediation phase.

Department of Toxic Substances Control (DTSC) - As part of California's Environmental Protection Agency (Cal EPA), DTSC has expertise handling and responding to a incident involving HAZMAT.

Office of Environmental Health Hazard Assessment (OEHHA) - Also part of Cal EPA, OEHHA is concerned with researching and responding to a substance's impact to human health and the environment.

California Highway Patrol (CHP) – The CHP is the State IC for any on-highway incident.

Regional Air and Water Boards – These Boards are both part of Cal EPA and have jurisdiction for air and water quality in their respective areas.

HAZMAT responses will be conducted under the National Incident Management System (NIMS). NIMS defines the principles of the Incident Command System (ICS), incident resources and facilities, and common responsibilities.

Further responsibilities and resources are contained in the California Hazardous Materials Incident Contingency Plan (HMICP), compiled by the State OES. The HMICP contains a listing of

additional Federal, State, and local resources available during a response to a HAZMAT incident. The HMICP also outlines the policy and process that should be followed during a HAZMAT incident in California. The HMICP is currently being rewritten to be consistent with NIMS and other State response programs that the Legislature has created since its last edition.

For most HAZMAT emergencies, local-government responders will be on scene first at an incident within their jurisdiction. If not present on the scene, local-government representatives should be brought into the management of the incident as soon as possible. Generally, in any HAZMAT incident, assisting agencies will respond from three functional areas:

a. Fire Services - Certain fire departments have established a HAZMAT response team whose organizational structure will provide the necessary supervision and control for the essential functions required at a HAZMAT incident.

b. Law Enforcement - The local law-enforcement agency will respond to most HAZMAT incidents. Depending on the incident factors, law enforcement may be a partner in the UC of the incident or may participate as an assisting agency. Some functional responsibilities which may be handled by law enforcement include: isolating the incident area; managing crowd control; traffic control; providing protective public action, such as evacuations or sheltering-in-place; and managing criminal investigations.

c. Environmental-Health Agencies - In most cases, the local or State environmental health agency will be at the scene and a partner in the UC. Some functional responsibilities which may be handled by environmental health agencies include: determining the nature and identity of the hazardous material; establishing the criteria for cleanup and disposal of the material; declaring the site safe for reentry by the public; providing the medical history of exposed individuals; monitoring the surrounding environment; assisting in the cleanup of the site; and providing technical advice.

These three functional areas will be addressed through local, State, and Federal officials responding to the incident utilizing ICS. The design of the ICS structure and the makeup of the UC will be determined by the specifics of a particular incident.

A system of HAZMAT mutual aid is being developed in California. A specific subset of the master mutual-aid program, it will simplify and organize procedures for responding agencies to share personnel and resources during an incident, however large.

7120.4 Local Government Policy and Response

Pursuant to the California Health and Safety Code Chapter 6.95, local governments have developed local area plans (which differ from the Federal ACPs) documenting policies and procedures for responding to HAZMAT incidents. These policies and procedures include sections on notification and coordination, communications, utilization of the incident-command system, pre-emergency planning, public safety and information, supplies and equipment, and responsibilities of responding organizations. The main responsibilities of the response agencies are to rescue and treat victims, perform fire suppression, isolate contaminated areas from the general public, control and contain hazardous materials, and facilitate any public evacuations or shelter-in-place operations. The area plan delineates who is responsible for management of the incident. Local area plans may differ on the designee of the incident commander.

Representatives from local police, fire, or offices of emergency services may be the incident commander. Due to the proximity of these public safety agencies to potential HAZMAT sites on

land they can respond quickly and adequately within their jurisdiction. Local contingency plans specify what locations would be covered for response by hazardous materials agencies.

These local jurisdictions may include one or more counties, one or more cities, unincorporated areas or any combination thereof. Local jurisdictions may include all areas within city or county limits, which may include adjacent waters. Local plans may or may not discuss jurisdictions and response to the adjacent waters. Many local governments may not consider response to hazardous materials for incidents at docks, adjoining bays or inlets, or in coastal waters. Their response in these waters may not have been considered due to a perception of the role of the CG and the California DFW in spills of oil and other petroleum-related products. Additionally the local government's ability to respond to waterborne incidents may be limited.

In the coastal zone the CG is the Federal OSC. However, the on-scene management of the incident may be performed by the appropriate local government agency responder.

Local agencies may have several limitations in responding to a hazardous materials incident into the water or on a vessel. These include access to marine vessels; communications with the master of the vessel; hazardous materials cargo or uses upon vessels; experience with vessel operations; knowledge and access to booming resources; and experience with marine contractors. Therefore, the ability of representatives of local agencies to respond and be the incident commanders for HAZMAT marine incidents may be limited. Local agencies will vary in their ability to respond to incidents which occur in/on navigable waters. The following is a general summary of local agency capabilities:

Docked Vessels - Most local agencies should be able to respond and take charge of incidents which occur at docked vessels. They may still require assistance from the CG to control vessel traffic, notify facilities with vulnerable intakes, and conduct booming.

Vessels at anchor - Some local agencies may be able to respond to incidents on vessels at anchor in bays or inlets because they have transportation and communication capabilities to handle the incident. The CG can assist local agencies with adequate transportation, equipment, and communications to respond to a vessel at anchor.

Vessels Underway - Few, if any, local agencies will be able to respond to incidents which occur outside of the harbor in Open Ocean. For these incidents, the CG will be the primary response agency.

In all cases where hazmat incidents may impact local jurisdictions, local agencies must be notified. The most expedient method of notifying all local, regional, state, and federal agencies is through the National Response Center at 1-800-424-8802.

7200 Weapons of Mass Destruction

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, including weapons of mass destruction. It includes all of the local San Diego city and county resources: fire, police, sheriff, bomb squads (police and sheriff), SWAT, harbor patrol, HazMat, FBI, paramedics from multiple agencies, county medical emergency services (EMS) and the Metropolitan Medical Response Service.

Also refer to Section 7200 of the RRT IX Regional Contingency Plan (RCP).

7300 Radiological Weapons

Refer to Section 7200 of the RRT IX RCP.

7400 Response Assets

This section identifies response organizations, which include chemical mutual-aid organizations, individual companies with response units, and information sources. Regional and local resources are also listed.

Included with each response unit entry is a FIRESCOPE description of that unit's capability. FIRESCOPE is the Firefighting Resources of California Organized for Potential Emergencies, a mutual-aid organization originally based on fire response, but also involved with NIMS ICS implementation and hazmat response.

7410 Regional Resources

CHEMTREC (Emergency: 1-800-424-9300; Non emergency: 1-800-262-8200) – A 24-hour public service of the Chemical Manufacturers' Association, CHEMTREC can provide:

1. Immediate emergency action information for spill, leak, exposure, or fire control measures;

2. Precautionary information;

3. Assistance in identification of a hazardous substance if the manufacturer is known or if shipping papers are present; and,

4. Immediate notification of manufacturers or shippers through their emergency contacts or notification of industry mutual-aid networks.

CHEMTREC can also assist with the following specific actions:

1. Operating the National Poison Antidote Center (NPAC) with immediate information of most known poisons and communications to all major hospitals.

2. Contacting the chemical manufacturer for detailed technical information, and, in some cases, activation of the manufacturer's response team.

3. Contacting carriers for technical information, waybill or cargo manifest printouts, and some carriers can assist with chemical- and wreckage-removal operations.

4. Activate the Chlorine Emergency Plan (CHLOREP) when it is organized by the Chlorine Institute.

Chemical Companies with Assistance or Information Resources	
CA National Guard 9th Civil Support Team	Will assist with identification, response methods, and safety zone establishment for a HAZMAT/WMD incident. Has the ability to conduct level A entry to a hazardous environment.2 Ops Officer (562) 254-9022 FAX (562) 795-2529 Ops NCO (562) 254-8299
B.A.S.F. WYANDOTTE (734) 558-1072	Will provide information on their products.
DOW CHEMICAL CO. (989) 636-1000	Will assist & provide information on their products, advise available for chlorine incidents.
DU PONT (302) 774-7500	Will assist & provide information on their products, advice & response available for chlorine & hydrogen fluoride incidents on or off site.
CropLife America (202) 296-1585	Will provide information on pesticides.
Southern California Industrial Mutual Aid Organization (SCIMO) (429) 167-7520	A non-profit member owned corporation combining the fire-fighting, rescue, oil spill and hazardous material response capabilities of the refining, petrochemical and aero space industries in Southern California. Will provide cooperative assistance and expertise for all kinds of emergencies - both natural and man-made.

7420 Local Resources

Hazardous Materials Division (HMD)
The San Diego County Hazardous Materials Division (HMD) is one of the four divisions of the Department of Environmental Health. HMD is the Certified Unified Program Agency (CUPA) for San Diego County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. HMD is also responsible for regulating medical waste.

HMD permits: (858) 505-6661

Hazardous Materials Incident Response Team (HIRT)
The San Diego Fire-Rescue Department Hazardous Materials Incident Response Team (HIRT) is a highly trained group of firefighters who protect lives and property from incidents involving hazardous materials such as chemical explosions and spills. It is operated by the San Diego County HMD.

HIRT responds as a five-person team to HAZMAT emergencies for all of San Diego County 24 hours a day, 365 days a year. City HIRT members also respond to other cities in the County and some military installations and Indian land. Currently, 55 members of the Fire-Rescue Department are trained and assigned to HIRT.

HAZMAT apparatus and crews are stationed at Fire Station 44, at 1001 Black Mountain Road, San Diego.

Metropolitan Medical Strike Team (MMST)
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. MMST meets quarterly and drills annually to improve potential response effort. See Section 7200 of this Plan for more information.

CUPA Program
The Unified Program is the consolidation of six State environmental programs into one program under the authority of a Certified Unified Program Agency. The CUPA Program conducts multi- media inspections that consolidate the six elements of the Unified Program into one inspection. The businesses inspected are in one or more of the following categories:

- Handle hazardous materials
- Generate or treat hazardous wastes
- Generate or treat medical waste
- Operate underground storage tanks

Call (619) 338-2284 for information.

Hazardous Materials Business Plan Check AB3205
The Hazardous Materials Plan Check (AB3205) desk assists new businesses as well as businesses doing tenant improvements in complying with their Hazardous Materials Business Plan requirements.

Assembly Bill 3205 (which is now incorporated into Section 65850.2 of the Government Code) prohibits Building Departments from issuing a final Certificate of Occupancy unless a business that handles hazardous materials has done the following:

- Met the requirements of a Hazardous Materials Business Plan (HMBP) for a release or threatened release of hazardous materials.
- Completed the CalARP screening process for Acutely Hazardous Materials or Regulated Substances that may be handled above minimum threshold quantities.
- Submitted a certified Risk Management Plan (RMP) if required by the Department of Environmental Health, Hazardous Materials Division.

A list of San Diego businesses with Hazardous Materials Business Plans can be accessed at the following website: https://www.sandiegocounty.gov/content/sdc/deh/hazmat/hazmat.html

This page intentionally blank

8000 Marine Fire Fighting, Salvage, and Potential Places of Refuge

8100 Marine Fire Fighting

All aspects of this ACP Plan apply to a marine firefighting response. The following two manuals are key references on the Coast Guard's (USCG) role in marine firefighting:

- Marine Safety Manual, Volume VI, Chapter 8, Coast Guard Fire Fighting Activities
- NFPA 1405, A Guide for Land-Based Fire Departments That Responds to Marine Vessel Fires

The San Diego Harbor Police Department responds to all fires within San Diego Bay, whether the fire is on a boat in mid-channel or at a marina. Harbor Police officers are fully equipped with firefighting equipment and each boat has a water cannon capable of shooting a stream of water several hundred feet at a rate of 700 to 1,000 gallons per minute. Officers can hook up a wide variety of hoses, nozzles, and foam-spreading attachments to risers powered by the same pump engine as the water cannon.

In case of a fire on San Diego Bay, contact the Harbor Police at:

(619) 686-6272 (dispatch)
(619) 223-1133 (emergency) or dial 911

The U.S. Navy maintains a fleet of contract tugboats in San Diego Bay. These vessels support ship movements of U.S. Navy warships in the Bay. They are the only San Diego-based waterborne assets with sufficient pumping capacity to support fire trucks at the scene of a major waterfront conflagration. During time of emergency in the seaport, the Coast Guard Captain of the Port (COTP) has authority under 14 USC 141(b) to activate all available civilian and military resources to resolve the crisis, including the U.S. Navy contract tugboats.

Points of contact for Naval Base San Diego, Port Operations:

(619) 556-3146 (Program Manager)
(619) 556-0634 (Waterfront Operations Officer)
(619) 556-5580 (Program Support Manager)

The San Diego Lifeguard Service fights fires that occur in Mission Bay. Lifeguards out of the Boating Safety Unit are fully equipped and trained to operate the Service's two 32-foot fire/rescue vessels. Each can pump approximately 1,000 gallons of seawater per minute using either a bow-mounted monitor or by connecting fire hoses to the deck-mounted standpipes.
These vessels are also capable of pumping 300 gallons/minute out of sinking vessels. Both are fully equipped with self-contained breathing apparatus (SCBA) for entering smoke filled environments, scuba for underwater search and rescue, and medical equipment to assist with boating accidents.

In case of a fire on Mission Bay, dial **911** to reach the San Diego Lifeguard Service.

The Coast Guard has traditionally provided firefighting equipment and training to protect its vessels and property. COTP are also called upon to provide assistance at major fires on board other vessels and waterfront facilities. Although the Coast Guard clearly has an interest in fighting fires involving vessel or waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting capabilities in U.S. ports and harbors. The Coast Guard renders assistance as available, based on the level of the training and the adequacy of

equipment. The Commandant intends to maintain this traditional “assistance as available” posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of their responsibilities. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. The following additional information applies to marine firefighting.

There are several actions that generally occur during a marine firefighting incident. They are:

- Incident occurs.
- Call from Ship’s Master to United States Coast Guard and the owner of the ship.
- Ship’s Master initiates the Emergency Response Plan, or he/she has the option to hire a salvage/fire response company. If neither, then the Coast Guard activates a Basic Ordering Agreement (BOA) with a salvage/fire response company.
- Basic information is given to a salvage/fire response company by the owner of the ship or P & I:
    - Type of vessel (Container ship)
    - Location (8 mi. offshore of Carlsbad CA)
    - Coordinates (Lat 33.151 N, Lat 117.493 W)
    - Status of Crew (Crew is off vessel)
    - Known damage (Vessel has large section aft port side missing due to explosion/fire)
    - Cargo (mixture of plastic, chemicals, machinery - unknown amounts.)
    - Vessel movement (Vessel is adrift.)
- After the Emergency Response Plan is activated the following three steps occur simultaneously:
    - Salvage Master/Fire Incident Commander arrives on the scene within 6 hours from the initial call.
    - Mobilization of equipment and personnel based on initial report from Ship’s Master.
    - Agreements/Contract are agreed upon between salvage company and vessel owner(s).
- Salvage Master/Fire Incident Commander makes initial survey.
- Reports to USCG, Ship’s Master, Company Naval Engineer and orders more or different equipment (tugs, barges, etc.).
- Starts liquid transfers via ships system to other tanks or holds if ship is capable and safe to do so. This must be approved by USCG.
- Salvage Master formulates salvage plan based on survey, Naval Engineer’s advice, and conditions present and expected. Presents Salvage Plan to USCG for approval.
- May conduct dive survey assessing underwater damage using underwater camera or video. If more diving is needed, dive plan will be prepared, submitted, and approved.
- Equipment and personnel begin arriving at staging area and are then brought out to the incident per daily operation plans.
- All actions, plans or changes must be approved by the USCG.

Operational firefighting priorities for marine fire incidents are listed below:

Rescue: Safety of life must always be the first consideration in any fire or emergency. When lives are in danger, the Incident Commander (IC) must quickly assess whether the situation necessitates immediate removal of personnel, the number of persons who need to be extracted and the hazards to the rescue team. Importantly, a safety zone must be established around the vessel.

Exposures: The fire should be fought so as to prevent the spread of fire on or off the vessel. Typical exposures include flammable liquid or gas tanks, open stairways, explosives or any other substance that would accelerate or aid the spread of the fire. Provided there is no danger of water reactivity, exposures are best cooled by application of a fog pattern until no visible steam is generated. For some two-dimensional surfaces, foam may be an appropriate agent for exposure protection.

Confinement: Control over the fire must be established by impeding the fire's extension to non- involved areas and limiting the fire to the area of origin. To accomplish proper containment, all closures and all ventilation (unless personnel are trapped inside the space) should be secured. Monitor and cool boundaries, as necessary, on all six sides of the fire (fore, aft, port, starboard, above, and below).

Extinguishment: The main body of the fire should be attacked and suppressed. The goal is to cease combustion by disrupting the cycle of the fire tetrahedron. Tactics and agents to be used will be determined by the fuel source, amount of fuel/surface area, and the location of the fire.

Overhaul: Actions to complete incident stabilization and begin the shift to property conservation should occur in any overhaul. Specific considerations include hazards from structural conditions at the fire scene, atmospheric conditions (air packs should remain mandatory in the case of interior fire overhaul due to the likely presence of toxic vapors, carbon monoxide, and low oxygen levels), monitoring scene to ensure fire will not re-ignite, and determination of fire's point of origin and source of ignition.

Ventilation: Ventilation tactics will vary depending upon the location and conditions of the fire. Generally, all ventilation on a vessel will initially be secured and all dampers shut upon receipt of a fire alarm. Utilization of ventilation to aid fire-fighting efforts should not begin until a coordinated attack is staged.

Stability: The use of water for firefighting can significantly raise the center of gravity of a vessel. Experts from the Marine Safety Center, Atlantic Strike Team, or Navy Support and Salvage should be consulted for stability calculations and advice.

De-watering: Oil and hazardous materials (the term hazardous substance is defined in CERCLA § 101; a list of hazardous substances can be found in 40 CFR 302.4) may enter the waters during de-watering operations. Containment and recovery of these materials is an important consideration and thus hazardous substances should be considered early in the incident.
Section 4710 in the ACP contains detailed information on hazardous substances. Firefighting operations take precedence over environmental concerns. However, pollution response should be considered at this stage of response. Oil spill and/or hazardous materials release response strategies should be initiated prior to this stage.

8110 Command

The Unified Command (UC) Structure as described in Section 2100 of this plan will be implemented as the command structure for marine firefighting incidents. As a matter of customary maritime law and practice, the Master of the vessel is presumed in charge of, and capable of, all onboard ship operations, including shipboard firefighting. It is only at the specific request of the Master, or when it becomes obvious that the vessel's condition threatens the port's safety or environment that relieving the Master of his responsibility as IC should be considered.
The COTP is designated as the Federal On-Scene Coordinator (FOSC) and will be responsible for the response and management of all aspects of the disaster and has ultimate responsibility. The local fire department with jurisdiction over the location of the ship or facility will be the IC.

Refer to Section 2100 of this Plan for detailed command structure coverage.

8120 Operations

8120.1 Marine Incident Initial Response Strategy

The Marine Safety Manual specifically addresses USCG firefighting activities: "Generally, USCG personnel shall not actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer. USCG personnel shall not engage in independent firefighting operations, except to save a life or in the early stages of a fire to avert a significant threat without undue risk." With this guidance, the local fire department with jurisdiction will be the IC for shipboard or waterfront facility firefighting activities. COTP Sector San Diego works with port authorities, local governments, and fire departments within the AOR to maintain current and effective contingency plans, and to coordinate Federal, State, municipal and commercial resources that respond to fires and other incidents. COTP Sector San Diego shall provide personnel to a marine fire incident to render assistance with vessel specific information, vessel stability, pollution abatement, enforcement of USCG specific authority, and/or waterside security.

More details are contained in Section 3300 of the ACP and Section 8100 of the RRT IX Regional Contingency Plan (RCP).

Refer to the Sector San Diego Salvage Response Plan and the Maritime Transportation System Recovery Unit (MTSRU) Plan.

8120.2 Movement of a Burning Vessel

A crucial decision in response to a marine fire involves movement of a burning vessel – whether to allow it to enter the port, to move it to or away from an anchorage or a pier, to ground the vessel or to scuttle it offshore. The COTP shall be consulted prior to moving or setting a burning vessel free. Among the considerations to evaluate in deciding whether to allow a vessel to move within a port are the following:

- Location and extent of fire.
- Capabilities and training of the crew.
- Status of shipboard firefighting equipment.
- Class and nature of cargo.
- Possibility of explosion.

- Hazards to the environment.
- Hazards to crew or other resources where vessel is situated.
- Forecast weather.
- Maneuverability of the vessel.
- Effect on bridges under or through which the vessel must transit.
- Potential for fire to spread to pier or shore side facilities.
- Firefighting resources available shore side.
- Consequences or alternatives if the vessel is not allowed to enter port or move.

The decision to allow a burning vessel in San Diego Bay must be decided by the COTP with discussions with each Fire Chief from the respective fire departments.

8130 Planning

See Section 4000 of this plan, as well as Federal, State, and local hazardous material spill contingency plans either directly referenced in this document or implied by association of applicability. In addition, the following pre-designation of responsibilities are provided for planning purposes.

8130.1 Municipal Fire Departments

Upon arriving at the scene, the jurisdictional fire chief assumes charge of all aspects of the firefighting operation. The vessel's master should contact the local fire chief and place himself and his crew at this disposal of the fire chief. At no time shall the vessel crew or other agencies or groups, either from shore side or waterside, engage in independent firefighting activities beyond their capabilities or once the local fire department has taken command of the incident. The jurisdictional fire chief's responsibilities shall include but not necessarily be limited to:

- Control of all firefighting operations, both from the shore side and waterside.
- Establishment of a workable communication system with the units engaged in firefighting operations, including assisting vessels, police departments, civil defense, and other agencies engaged in the overall operation.
- Formulation of a plan of action for the extinguishing of the fire and the safety of personnel and property.
- Procurement of needed firefighting equipment, material, and manpower (Mutual Aid Agreements, etc.).
- Direction of the activities of all personnel and equipment engaged in firefighting.
- Procurement of the individual vessel's firefighting plan and stability data and information on that particular vessel.
- Requesting assistance from local police for traffic and crowd control.
- The evacuation of effected persons.
- Requesting assistance of local hospitals and doctors for medical requirements.
- Requesting ambulance service.
- Notification to USCG if not previously done.

8130.2 U.S. Coast Guard

The Coast Guard's responsibility during a marine fire incident in port is the coordination of and direction of USCG resources and to send a representative to the command post in an advisory role. In addition, the USCG is responsible for:

- Directing the anchoring, mooring, or movement of vessels.
- Restricting vessel operations in hazardous areas.
- Acting as lead agency in the containment and control of any hazardous materials discharge as the result of the marine fire incident.
- Assisting in firefighting operations within capabilities as determined by the COTP or representative in the Command Post.
- Advising the IC concerning marine firefighting systems, ship's capabilities, ship stability, environmental considerations, and other aspects where the Coast Guard has special expertise.
- Coordinating marine firefighting planning and assisting in training development.
- Taking command or acts as the lead agency on incidents where jurisdictional questions arise or where it is mutually agreed to by the appropriate fire department representative and the COTP.

8140 Logistics

8140.1 Marine Fire Fighting Resources

The primary missions of all USCG boats in Sector San Diego are search and rescue (SAR) and maritime law enforcement activities. Each USCG boat has limited firefighting capabilities and, as noted in the introduction, is not the primary resource for actual firefighting activities. Thus, the Coast Guard depends on the local resources and specialized firms to provide the needed assistance.

8140.2 Local Operational Resources

The main fire department in this quadrant is the San Diego Fire Department. This department has numerous resources available and can mobilize additional resources through mutual aid. A complete list of fire station locations and apparatus is available at www.sandiego.gov/fire/about/firestations.

Refer to Section 9230.7 in this Plan for more information on area fire departments hazardous materials capabilities.

Contacts for Specialized Information/Equipment Sources

San Diego, California Fire-Rescue Headquarters
619) 533-4300

Mr. Jeff Johnson
West Coast Representative Resolve Marine Group
c/o National Response Corporation Pier D, Berth #47
Long Beach, CA 90802
(360) 601-2997

Officer Troy Nicholas San Diego Harbor Police Fire Training Coordinator 3380 N. Harbor Drive San Diego CA. 92101

(619) 686-6538

Williams Fire and Hazard Control
1675 Farm to Market 2802 Road, Vidor, TX 77662
(409) 745-3232, (800) 231-4613
http://www.williamsfire.com/

Boots & Coots
7908 N. Sam Houston Parkway W, #5 Houston, Texas 77064
(281) 931-8884 (Emergency)

8150 Finance/Administration

The finance and administration considerations regarding marine fire incidents are made by the FOSC or the designated representative.

The following resources are valuable tools for the FOSC:

Financial Resource Management Manual (FRMM)National Pollution Funds Center (NPFC)

For additional information on fund access, cost, documentation, time, compensation, and other finance/administration issues, refer to Section 6000 of this Plan.

8160 Communications

It is vitally important that there is seamless communication interoperability among the various Federal, State, and local government agencies as well as private companies that respond to marine fire incidents. A thorough, well-constructed plan is of no use if the parties are unable to give and receive orders/instructions.

Refer to Section 9250 of this Plan for a listing of available resources and appropriate contact information.

Marine Firefighting Checklist

Part I-Initial Information

Name of Reporting Person:	Phone: ( )	Address:
Reporting Person's Relationship to Incident (check box): ❑ Agent ❑ Master/CEO ❑ Working Party (Title:) ❑ Other (Specify:)		
Nature of Incident (check box): ❑ Vessel Fire ❑ Facility Fire ❑ Explosion ❑ Collision ❑ Other (Specify:)		

Part II-Location of Incident

Latitude: º . " N			Longitude: º . " W
Vessel Fire			
Vessel Name:	Call Sign		Exact Location of Fire (i.e., compartment, deck, etc.):
Agent Name:	Agent Phone:		Vessel Flag:
Marina:	Berth:	Anchorage:	Address (if applicable):
Facility Fire			
Facility Name:			Exact Location of Fire (i.e., where on facility):
Facility Phone:			Address (if applicable):

Part III-Fire and Safety Information

Fire Details	
Status of Fire (circle one): Extinguished / Contained / Out of Control	Class of Fire (check box): ❑ Alpha (paper, wood, etc.) ❑ Bravo (fuels) ❑ Charlie (electrical) ❑ Delta (metals)
Firefighting Efforts (check box): ❑ None taken at time of report ❑ In progress with vessel/facility crew ❑ In progress with outside assistance: Specify:	Source of Fire (check box): Source known? ❑ NO ❑ YES Source Secured? ❑ NO ❑ YES
Shipboard/Facility Firefighting Systems: _____ _____ _____ Type(s) Available Remaining Resources	Type(s) Expended

Safety Information		
Personnel Status (check boxes): Are there any personnel casualties? ❑ NO ❑ YES #	❑ Missing OR Trapped ❑ Injured ❑ Dead Type(s) of Injuries: Location(s):	MEDIVAC requested? ❑ NO ❑ YES
Vessel Status: Can vessel maneuver? ❑ NO ❑ YES	Does Master wish to anchor/moor vessel? ❑ NO ❑ YES	

Part IV-Surrounding Area Hazards

Cargo Information			
Type	Quantity	Distance from Fire	Location

Dangerous/Hazardous Information:			
Type	Quantity	Distance from Fire	Location

Nearby Vessels/Facilities			
Type	Quantity	Distance from Fire	Location

Rapid Salvage Survey
Fill this sheet out as completely as possible, when seeking salvage engineering assistance, and contact SERT duty member using the contact information listed below of this document. All fields marked with an * are necessary for increased accuracy of salvage calculations. This document can be found at Rapid Salvage Survey.

Vessel Name:_____ O.N./Class ID:_____

Dimensions: *L:_____ *B:_____ *D:_____

Vessel Specifics: *Full Load Draft_____ *Service Speed_____

*Vessel Type: ❑ Barge Carrier ❑ Barge w/o rake ❑ Barge w/rake
❑ Tank Ship ❑ Bulk Carrier ❑ Break Bulk
❑ Containership ❑ RO/RO ❑ LPG/LNG Carrier
❑ OBO ❑ Other:_____

Type of Casualty: (check all that apply)

❑ Fire ❑ Explosion ❑ Grounding ❑ Collision/Allision
❑ Flooding ❑ Sinking ❑ Capsizing ❑ Oil/HAZMAT spill
❑ Structural Damage ❑ Other:_____

Date/Time of Casualty:_____ Position: Lat._____
Long._____

Reported Damage/Pollution

*Drafts

Pre-Casualty Date/Time Taken:_____			Post-Casualty Date/Time Taken:_____	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

*Bottom Type

❑ Silt/mud ❑ Sand ❑ Coral ❑ Rock ❑ N/A

Description of Vessel Cargo

Aim/Intent of Salvage Operation: (check all that apply)
❑ Transfer ❑ Dewatering ❑ Lifting ❑ Towing ❑ Patching ❑ Beach Gear ❑ Other:_____

Technical Assistance Requested: (check all that apply)
❑ Salvage Plan Review ❑ Oil Outflow Analysis ❑ Ground Reaction ❑ Force to Free ❑ Structural Analysis ❑ Stability Analysis ❑ Review Lightering Plan ❑ Other:_____

Salvage Information Available: (check all that apply)
❑ General Arrangement Plan ❑ Loading Plan ❑ Trim & Stability Book ❑ Section Modulus ❑ Midship Section ❑ Computer Model (HECSALV, GHS, SCHP, etc.) ❑ Other:_____

Your Contact Information
CG Contact:_____(name) _____ (phone) _____(fax) _____(other)

SERT Contact Information	
Workday Contact Information (M-F, 0700-1600): Duty Member: (202) 327-3985 Day Fax: (202) 475-3927 mark fax “Salvage Team-URGENT”	After Hours Contact Information: Flag Plot: 1-800-323-7233 Duty Member Cell: (202) 327-3985

General Salvage Survey

Vessel Name:_____ O.N./Class ID:_____

Dimensions: *L:_____ *B:_____ *D:_____

Vessel Specifics: *Full Load Draft_____ *Service Speed_____

*Vessel Type: ❑ Barge Carrier ❑ Barge w/o rake ❑ Barge w/rake
❑ Tank Ship ❑ Bulk Carrier ❑ Break Bulk
❑ Containership ❑ RO/RO ❑ LPG/LNG Carrier
❑ OBO ❑ Other:_____

*Type of Casualty (check all that apply)

❑ Fire ❑ Explosion ❑ Grounding ❑ Collision/Allision
❑ Flooding ❑ Sinking ❑ Capsizing ❑ Oil/HAZMAT spill
❑ Structural Damage ❑ Other:_____

Date/Time of Casualty:_____ Position: Lat._____
Long._____

*Drafts

Pre-Casualty Date/Time Taken:_____			Post-Casualty Date/Time Taken:_____	
Port	Starboard		Port	Starboard
		Forward		
		Midships		
		Aft		

Is the vessel visibly in Hog/Sag?: ❑ Hog ❑ Sag ❑ N/A

*Bottom Type

❑ Silt/mud ❑ Sand ❑ Coral ❑ Rock ❑ N/A

*Reported Damage/Pollution

*Description of Cargo by Tank
Pre-Casualty Loading: ❑ Available and Attached ❑ Not Available Post-Casualty Loading: ❑ Available and Attached ❑ Not Available A loading description should be provided and include the following information for all fuel, oil, lube oil, feed water, potable water, ballast water, and cargo tanks: (1) Tank Name, (2) Type of Cargo, (3) Current Tank Capacity, (4) API/Temp, (5) Inerted, and (5) Specific Volume

Water Depth Around Vessel		
Location	Port	Starboard
Forward		
Midships		
Aft		

Status of Vessel
Secured? ❑ Yes ❑ No How Secured? ❑ Beach Gear ❑ Ballasted Down ❑ Other:_____ Lively? ❑ Yes ❑ No Description of Lively Condition:_____

Additional Surveys Completed
Topside Survey Completed? ❑ Available and Attached ❑ Not Available Interior Hall Survey Completed? ❑ Available and Attached ❑ Not Available

Dive Survey Completed? ❑ Available and Attached ❑ Not Available

Status of Vessel Systems

Main Propulsion and Steering:_____

Fire Fighting Equipment:_____

Cargo Transfer Pumps:_____

Additional Vessel Particulars

Flag:_____ Year Built:_____
Builder & Hull No.:_____
Class Society:_____ Class ID No.:_____

Stern Type: ❑ Transom ❑ Cruiser

No. of Screws:_____
Lightship: Displacement_____(Long Tons)
Full Load: Displacement_____(Long Tons)
Deadweight: Displacement_____(Long Tons)
TPI:_____(at normal displacement)
MT1:_____(at normal displacement)

House Location: ❑ Aft ❑ ¾ Aft ❑ MS ❑ FWD
Engine Room: ❑ Aft ❑ ¾ Aft ❑ MS

Structural and Stability Information Available: (check all that apply)

Computer Model: ❑ HECSALV ❑ GHS ❑ SHCP ❑ Other:_____

Trim & Stability Book:	❑ Available	❑ Not Available
Loading Manual:	❑ Available	❑ Not Available
Hydrostatics/Curves of Form:	❑ Available	❑ Not Available
Capacity Plan:	❑ Available	❑ Not Available
Lines Plans:	❑ Available	❑ Not Available
General Agreements:	❑ Available	❑ Not Available
Onboard Loading Computer:	❑ Available	❑ Not Available
Plans for structural sections at midship & cargo area:	❑ Available	❑ Not Available

Contact Information
CG Contact:_____(name) _____ (phone) _____(fax) _____(other) Owner/Rep:_____ phone:_____ FAX:_____ pager:_____ QI/Local Contact:_____ phone:_____ FAX:_____ pager:_____ Salvage Master:_____ phone:_____ FAX:_____ pager:_____

8200 Salvage

Refer to Section 6400 of the Sector San Diego Area Maritime Security Plan and the Sector San Diego Salvage Plan.

8300 Potential Places of Refuge

8310 Purpose and Scope

In accordance with RRT9 Guidelines for Places of Refuge Decision-Making and COMDTINST 16451.9, this Potential Places of Refuge (PPOR) section provides information/guidance for both an effective and efficient response to requests from ships in need of assistance seeking a place of refuge. The objective of this section is to identify docking, anchoring, mooring, and/or grounding locations that may be selected as PPOR and to provide decision making tools in order to enhance the overall effectiveness of the response process. While information on possible sites is pre-inventoried, this does not imply that any of these sites will be the location of choice in a future event. Decision-makers must address many issues including safety as well as environmental and operational issues when determining where to send a stricken vessel.

The U.S. Coast Guard Captain of the Port, San Diego, has jurisdiction over approving a PPOR site for a vessel in distress. When it is practical, the COPT will seek to confer with other federal, state, and local officials before deciding where and when to move a stricken vessel. Selection of a place of refuge by the U.S. Coast Guard COTP in consultation with other agencies and stakeholders will always be made on a case-by-case basis. Nevertheless, prior coordination and identification of PPOR significantly enhances the decision-making process and facilitates the overall response operation. Taking these actions help prevent or minimize potential adverse effects to the vessel, the public, environment, and resource users.

In coordination with the State of California and RRT9, workgroups were established to provide the following: A decision-making process to assist USCG COTP in determining whether a vessel needs to be moved to a place of refuge, which place of refuge to use, and a framework for developing pre-incident information on PPOR sites. Keeping in mind that there is no perfect mooring or anchoring site for all vessels and all situations, the PPOR committee convened and

developed an approach to pre-survey possible PPOR, not pre-determine them. The data gathered was streamlined and incorporated into a California statewide database.

A hard copy of this data is contained within this section as pre-incident summaries. These pre- incident summaries provide specific information for potential places of refuge within the respective areas of responsibility and identify the advantages and consequences in the use of each potential site. Collectively, the pre-incident summaries contain information about concerns for the potential impacts on human health and safety, natural resources, and economic consequences for all options a distressed vessel may have to stabilize their situation, serve as a job aid designed for use during an incident.

The pre-incident summaries are to be used in coordination with the PPOR decision making process found in COMDTINST 16451.9, Coast Guard Places of Refuge Policy. This instruction contains a matrix that compares the risk associated with six options that a vessel in distress could select:

1. Going to Place of Refuge (A)
2. Going to Place of Refuge (B)
3. Continue Voyage
4. Repair in Place
5. Scuttle
6. Ground

By including these pre-incident summaries for potential places of refuge in the San Diego AOR, the Area Committee has given the COTP a tool that should expedite decisions about the available places of refuge to select for analysis using the decision matrix tool. Readers must remember that although the risk analysis matrix might assign the lowest risk score to one option, the Unified Command does not have to follow this suggestion if it deems another site is more appropriate based on the circumstances.

8320 Definitions

Pre-Incident Summary – Site specific summary which contains detailed geographic and navigational data in addition to information about concerns for the potential impacts on human health and safety, natural resources, and economic consequences.

“Potential Place(s) of Refuge” (PPOR) - Is defined as a location where a vessel needing assistance can be temporarily moved to, and where actions can then be taken to stabilize the vessel, protect human life, reduce a hazard to navigation, and/or protect sensitive natural resources and other uses of the area. A place of refuge may include constructed harbors, ports, a natural embayment, potential grounding sites, or offshore waters.

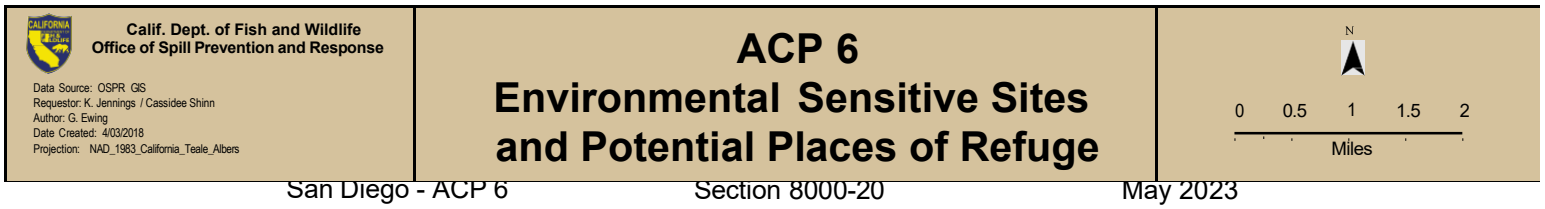
8330 San Diego Area PPOR Subcommittee

The Area Committee queried the mariner community and selected eight potential places of refuge in the San Diego AOR. These eight places were viable locations for a variety of scenarios and the committee believed it was valuable to collect pre-incident non-scenario specific data on these sites. The PPOR Subcommittee met for a one-day seminar to collect information on these eight sites and input their information into the statewide database. The eight sites for the San Diego AOR are Broadway Pier, B St. Pier, 10th Ave Marine Terminal, Buoy 1 going into Glorietta Bay, Outer Anchorage, Pyramid Cove, Buoy 22A, and Commercial Anchorage off of Harbor Island.

8330.1 Pre-Incident Summaries

The following are the pre-incident summaries for the eight sites. They are labeled based on a system developed by the state.


6-304
6-308
8
15
163
209
94
Commercial Anchorage Area
B Street Pier
San Diego
Broadway Pier
Broadway Pier
Buoy 22A
Buoy 22A
10th Avenue Marine Terminal
10th Avenue Marine Terminal
Buoy 1 going into Glorietta Bay
Buoy 1 going into Glorietta Bay
6-410
6-410
6-415
6-415
6-310
6-310
6-400
6-400
Outer Anchorage
Outer Anchorage
Coronado
805
National City
6-465
6-465
6-420
6-420
6-435
6-435
6-440
6-440
75
Chula Vista
6-445
6-450
6-450
6-460
6-460
6-455
6-455
6-445
6-450
6-460
6-455
Imperial Beach
6-510
6-520
6-530
6-540
6-550
6-560
6-570
6-580
Pyramid Cove
ACP 6 - San Clemente Island
Environmental Sensitive Sites
Potential Places of Refuge


Calif. Dept. of Fish and Wildlife
Office of Spill Prevention and Response
Data Source: OSPR GIS
Requestor: K. Jennings / Cassidee Shinn
Author: G. Ewing
Date Created: 4/03/2018
Projection: NAD_1983_California_Teale_Albers
ACP 6
Environmental Sensitive Sites
and Potential Places of Refuge
N
0 0.5 1 1.5 2
Miles

PPOR Pre-Incident Information Summary for 10th Ave Marine Terminal

Type: Anchorage | County: San Diego | **Latitude:** 32° 41.9' 117.15 | **Longitude:** 117° 9' 117.15

Location Description: This terminal is very good for most ships because it is in an industrial area relatively isolated from residential or retail activity and has ship repair services. It also has good containment possibilities for oil spills and security.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):

Nearest listed species' issues are located at D St. fill and Sweetwater Marsh National Wildlife Refuge on the South Side of Sweetwater Channel. Also, across the Bay at Delta Beach, seasonal (spring/summer) least tern nesting occurs. Brown pelicans may congregate on occasion. During the months from April to September, Least tern are foraging in North Bay and South Bay.

Critical Habitat for TAES:

Sweetwater Marsh Nat'l Wildlife refuge is a critical habitat for Bebling's Savannah sparrows, lightfooted clapper rails. Both listed species.

Sensitive Non-protected (Non-TAES) Species:

California brown pelican/ Least tern (seasonal) feeding area. Green sea turtles may transit on occasion. The Bay contains numerous non listed species. During the winter, the population of migratory birds in the San Diego area increases. Shoreline and marine invertebrates are in this area. Extensive use of surrounding water surface area by numerous species of marine birds and shore birds.

Critical Habitat for Non-protected (Non-TAES) Species:

This Bay provides loafing, breeding, and foraging for numerous bird species, but the most important areas for birds in the inner bay are in the southern part.

Subsistence-use Species:

N/A

Critical Habitat for Subsistence Species:

N/A

Essential Fish Habitat:

San Diego Bay and shallow water eelgrass beds

Historic and Cultural Resources:

SHPO Contact Info
Milford Wayne Donaldson
916-651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:

N/A

Recreational Species and Habitat:

San Diego Bay waters are used for finfish

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:

The terminal has a control access point so you have limited public exposure. You have exclusion zones on land and on water. The closest residential area is Barrio Logan, which is located about a 1/4 mile away. The convention center and various hotels are in close proximity. Based on the circumstances, there could be a significant amount of people in the area. It must be noted that these exclusion zones would not prevent the movement of vapor.

Economic Impact on Maritime Commerce and Shipping:

10th ave has a mobile crane and this would impact the ability to offload cargo. This is the only non Navy port where the majority of ships fuel. This would potentially increase the amount of barge transfers. If this was a shortterm closure, it would not have a nationwide of even statewide impact. Cargo would be rerouted up to Los Angeles.

Economic Impact on Commercial Fishing and Aquaculture:

Unless we prohibit fishing ships who dock at G-Street to leave port, there will

Economic Impact on Non-maritime Commerce:

As mentioned earlier, the convention center and various hotels are in close

PPOR Pre-Incident Information Summary for 10th Ave Marine Terminal

Type: Anchorage | County: San Diego | **Latitude:** 32° 41.9' 117.15 | **Longitude:** 117° 9' 117.15

be no impact for this category.

proximity. Depending on the nature of the incident, people might stay away from this area.

Economic Impact on Recreational Fishing and Marine Tourism:

Recreational activity in this area is sparse and transient. There possibly might be a rerouting of commerical ferries in the area. This would have a minimal impact.

Other Economic Impacts:

Military outloads generally take place at 10th ave terminal. This could have national security impacts. There is a potential impact on Navy ships' movement in and out of San Diego Bay. Naval Base San Diego will feel the brunt of this impact.

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jursidictional Contact: Port of San Diego (619) 686-6345

Marine Fire Fighting Resources: San Diego Harbor Polica Boats and Navy Tugs

Approximate Tug Response Time: Depends on location in the Bay; crew on call 24 hr

List of Nearby Environmentally Sensitive Sites: 6-440

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach
17 Kts	4-8 Ft	Shells	47	22	.5-5 Kts	Calm	< .5 miles	Yes	South

Pilot Requirements ☑

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	10th Ave Marine Terminal	Deep	650	42	900		Booming strategies

Site Contact/Leasee/Owner: Sector San Diego (619) 278-7057

Location Description: This is a multi-use facility that has scheduled excursion shops and fuel barges dock at it.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):

Brown pelicans and Least terns (seasonally) may utilize surface waters of SD Bay in this area

Critical Habitat for TAES:

Brown pelican/ Least tern (seasonal) feeding may occur in surrounding water surface area

Sensitive Non-protected (Non-TAES) Species:

Extensive use of surrounding water surface water surface areas by numerous species of birds. Shoreline and marine invertebrates are in this area. Extensive use of surrounding water surface area by numerous species of marine birds and shore birds.

Critical Habitat for Non-protected (Non-TAES) Species:

The Bay provides loafing, breeding, foraging for numerous bird species, but the most important areas for birds in the inner Bay are in the southern part.

Subsistence-use Species:

None

Critical Habitat for Subsistence Species:

None

Essential Fish Habitat:

San Diego Bay and shallow water eelgrass beds

Historic and Cultural Resources:

SHPO Contact Info:
Milford Wayne Donaldson
(916) 651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:

None

Recreational Species and Habitat:

San Diego Bay waters are used for finfish

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:

This is a public venue so there is little public control. Of the eight sites identified, this has the highest potential to human health.

Economic Impact on Maritime Commerce and Shipping:

This is a cruise ship terminal so if operations closer this terminal, there could be a significant impact to maritime commerce. People fly into San Diego to catch cruises and it would be expensive to move all of these people to Los Angeles. This could have a significant impact of the Southern California region. Each cruise ship has approximately 2,000 people. Graper St Pier and part of the Embarcadero has become docking piers for mega yachts.

Economic Impact on Commercial Fishing and Aquaculture:

If Grape Street pier is affected, this would affect the sea bass restocking program. G-Street Mole and its offloading of commerical fish might be affected.

Economic Impact on Non-maritime Commerce:

San Diego could potentially lose a fair amount of revenue from people visiting from the cruise ships. In addition, if the situation warranted the closing of Harbor Drive, this could have a significant economic impact to the city. Public services, Seaport Village, and the County Administration Building could also be impacted.

Economic Impact on Recreational Fishing and Marine Tourism:

Whale watching boats would most likely be shut down. In addition, all of the marine excursion vessels, maritime museums, and ferries would most likely be shut down. Recreational fishing is sparse and transient.

Other Economic Impacts:

The Navy's Broadway Complex could be affected.

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of San Diego (619) 683-8966

Marine Fire Fighting Resources: San Diego Harbor Police Boats and Navy Tugs

Approximate Tug Response Time: Depends on location in the Bay; crew on call 24 hr

List of Nearby Environmentally Sensitive Sites: Entrance to San Diego Bay

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach	Pilot Requirements
17 Kts	4-8 Ft	Mud	40	33	.5-5 Kts	Calm	< .5 miles	Yes	West	☑

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	B Street Pier	Light	1000	35	2800		Booming strategies
Site Contact/Leasee/Owner:	Sector San Diego (619) 278-7057						

Location Description: This is a multi-use facility that has scheduled excursion shops and fuel barges dock at it.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
Brown pelicans and Least terns (seasonally) may utilize surface waters of San Diego Bay in this area

Critical Habitat for TAES:
Brown pelican and Least terns (seasonally) feeding may occur in surrounding water surface area

Sensitive Non-protected (Non-TAES) Species:
Shoreline and marine invertebrates are in this area. Extensive use of surrounding water surface area by numerous species of marine birds and shore birds.

Critical Habitat for Non-protected (Non-TAES) Species:
This Bay provides loafing, breeding, and foraging for numerous bird species, but the most important areas for birds in the inner bay are in the southern part.

Subsistence-use Species:
None

Critical Habitat for Subsistence Species:
None

Essential Fish Habitat:
San Diego Bay and shallow water eelgrass beds

Historic and Cultural Resources:
SHPO Contact Info
Milford Wayne Donaldson
916-651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:
None

Recreational Species and Habitat:
San Diego Bay waters are used for finfish

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
This is a public venue so there is little public control. Of the eight sites identified, this has one of the highest potential for danger to human health.

Economic Impact on Maritime Commerce and Shipping:
This would have a lesser impact on the cruise ship industry than if B St pier were shut down.

Economic Impact on Commercial Fishing and Aquaculture:
If Grape Street pier is affected, this would affect the sea bass restocking program. G-Street Mole and its offloading of commerical fish might be affected.

Economic Impact on Non-maritime Commerce:
San Diego could potentially lose revenue from people visiting from the cruise ships. This would be of a lesser extent than if B Street was closed down. In addition, if the situation warranted the closing of Harbor Drive, this could have a significant economic impact to the city. Public services, Seaport Village, and the County Administration Building could also be impacted.

Economic Impact on Recreational Fishing and Marine Tourism:
Whale watching boats would most likely be shut down. In addition, all of the marine excursion vessels, maritime museums, and ferries would most likely be shut down. Recreational fishing is sparse and transient. The USS Midway is next to Broadway Pier.

Other Economic Impacts:
The Navy's Broadyway Complex could be affected. The adjacent Navy Pier does not have too much daily activity.

PPOR Pre-Incident Information Summary for Broadway Pier

Type: Dockage | County: San Diego | **Latitude:** 32° 42.6' 117.18 | **Longitude:** 117° 10.8' 117.18

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Port of San Diego (619) 683-8966

Marine Fire Fighting Resources: San Diego Harbor Police boats and Navy Tugs

Approximate Tug Response Time

List of Nearby Environmentally Sensitive Sites: Entrance to San Diego Bay

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Pilot Requirements ☑

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach
17 Kts	4-8 Ft	Mud	37	32	.5-5 Kts	Calm	<.5 miles	Yes	West

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	Broadway Pier	Light	900	34	2800		Booming strategies
Site Contact/Leasee/Owner:	Sector San Diego (619) 278-7057						

Location Description: This buoy is close to the main channel for the SD Bay and the channel going into Glorietta Bay.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
Brown pelicans and Least terns (seasonally) may utilize surface waters of SB Bay in this area.

Critical Habitat for TAES:
Brown pelicans/ Least terns (seasonally) feeding may occur in surrounding water surface areas.

Sensitive Non-protected (Non-TAES) Species:
Shoreline and marine invertebrates are in this area. Extensive use of surrounding water surface area by numerous species of marine birds and shore birds.

Critical Habitat for Non-protected (Non-TAES) Species:
The Bay provides loafing, breeding, and foraging for numerous bird species, but the most important areas for birds in the inner Bay are in the southern part.

Subsistence-use Species:
None

Critical Habitat for Subsistence Species:
None

Essential Fish Habitat:
San Diego Bay and shallow water eelgrass beds

Historic and Cultural Resources:
SHPO Contact Info
Milford Wayne Donaldson
(916) 651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:
None

Recreational Species and Habitat:
San Diego Bay waters are used for finfish

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Coronado Island proximity would be the biggest issue. People could not reach the vessel by foot. Still, the vapors from a potential distressed vessel could easily reach the island. They would need some sort of marine transportation.

Economic Impact on Maritime Commerce and Shipping:
Depending on where the vessel is located, this could close the channes to South Bay and Glorietta Bay.

Economic Impact on Commercial Fishing and Aquaculture:
None

Economic Impact on Non-maritime Commerce:
Depending on the severity of the incident, the public might react by not visiting Coronado. Coronado could feel a signicant impact economically if people stay away for an extended period

Economic Impact on Recreational Fishing and Marine Tourism:
Recreational activity in this area is sparse and transient. There possibly might be a rerouting of commerical ferries in the area. This would have a minimal impact.

Other Economic Impacts:
If the bridge is at all impacted, the economy of Coronado could suffer greatly.

PPOR Pre-Incident Information Summary for Buoy 1 going into Glorietta Ba y

Type: Anchorage | County: San Diego | **Latitude:** 32° 41.4' 117.153 | **Longitude:** 117° 9.2' 117.153

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Navy Afloat Training Group Pacific (619) 556-0900

Marine Fire Fighting Resources: San Diego Harbor Police Boats and Navy Tugs

Approximate Tug Response Time

List of Nearby Environmentally Sensitive Sites: Entrance into San Diego Bay

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach	Pilot Requirements
17 Kts	4-8 Ft	Shells	31	14	.5- 5 Kts	Calm	< .5 miles	Yes	Southwest	☑

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	Bouy 1 going into Glorietta Bay	Light	400	27	270		Booming strategies
Site Contact/Leasee/Owner:	Sector San Diego (619) 278-7057						

Location Description: This buoy is very close to the main channel and the carrier basin at North Island. If a vessel were to go here, it would greatly prohibit maritime traffic.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
Brown pelicans and Least terns (seasonally) may utilize surface waters of San Diego Bay in this area

Critical Habitat for TAES:
Brown pelican and Least terns (seasonally) feeding may occur in surrounding water surface area.

Sensitive Non-protected (Non-TAES) Species:
Shoreline and marine invertebrates are in this area. Extensive use of surrounding water surface area by numerous species of marine birds and shore birds.

Critical Habitat for Non-protected (Non-TAES) Species:
This Bay provides loafing, breeding, and foraging for numerous bird species, but the most important areas for birds in the inner bay are in the southern part.

Subsistence-use Species:
None

Critical Habitat for Subsistence Species:
None

Essential Fish Habitat:
San Diego Bay and shallow water eelgrass beds

Historic and Cultural Resources:
SHPO Contact Info
Milford Wayne Donaldson
916-651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:
None

Recreational Species and Habitat:
San Diego waters are used for finfish

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Accessible only by boat. Still, the vapors from a potential distressed vessel could easily reach the island. Close in proximity to the Northern side of Coronado Island.

Economic Impact on Maritime Commerce and Shipping:
If the shipping lane is closed for an extended period of time, this could have a impact on the economy of San Diego.

Economic Impact on Commercial Fishing and Aquaculture:
Limited economic potential impact for the white seabass pens located across the channel at Grape St..

Economic Impact on Non-maritime Commerce:
Depending on the severity of the incident, the public might react by not visiting Coronado. Coronado could feel a signicant impact economically if people stay away for an extended period

Economic Impact on Recreational Fishing and Marine Tourism:
There would not be a significant impact on recreational fishing and marine tourism. The perceived impact to Coronado would most likely be greater than the actual impact.

Other Economic Impacts:
This could impact the Navy ship movement at Naval Base Coronado, which is where the aircraft carriers tie up.

PPOR Pre-Incident Information Summary for Buoy 22A

Type:	Anchorage	County: San Diego	Latitude:	32° 42.2'	117.175	Longitude:	117° 10.5'	117.175

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Sector San Diego (619) 278-7057

Marine Fire Fighting Resources: San Diego Police Boats and Navy Tugs

Approximate Tug Response Time

List of Nearby Environmentally Sensitive Sites: Entrance to San Diego Bay

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Pilot Requirements ☑

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach
17 Kts	4-8 Ft	Shells/Hard	36	21	.5-5 Kts	Calm	<.5 miles	Yes	Southwest

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	Buoy 22A	Shallow	90	30	600		Booming strategies

Site Contact/Leasee/Owner: Port of San Diego (619) 683-8966

Location Description: Located in the deep bight of S end of San Clemente Island. It is used as a naval shore bombardment area and includes a danger zone.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):

Potential white abalone in deep water areas of the cove. Potential Brown pelican resting/feeding activity in area. Black abalone, Snowy Plover, Loggerheard Shrike, Island Fox, Island Night Lizard and Sage Sparrow are also in this area.

Critical Habitat for TAES:

Deepwater benthic habitat for white abalone. Shallow water habitat for black and red abalone. Anything from highwater mark out 300 yards.

Sensitive Non-protected (Non-TAES) Species:

Marine mammal haul outs along shoreline areas to northwest. Numerous species of marine birds may rest and feed on surface of this area. Shoreline and marine invertebrates are in this area.

Critical Habitat for Non-protected (Non-TAES) Species:

Nearshore kelpbeds may be present. Intertidal habitat for various plants and invertebrates.

Subsistence-use Species:

N/A

Critical Habitat for Subsistence Species:

N/A

Essential Fish Habitat:

Nearshore shallow water, kelpbeds, intertidal habitat, deep offshore water may represent EFH for various finfish, mammals, birds, and inveterbrate species in proximity to proposed POR.

Historic and Cultural Resources:

SHPO Contact Info
Milford Wayne Donaldson
916-651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:

Commercial finfish activity may periodically occur around the island at varying locations and varying seasons. Proposed POR may have limited impact.

Recreational Species and Habitat:

Recreational finfish habitat is associated with surrounding island waters. Activity varies seasonally. PPOR may have limited impact.

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:

This is a remote location with no people in the immediate vicinity. Navy personnel are mostly located at the north end of the island. Depending on the day, there might be people in the area fishing.

Economic Impact on Maritime Commerce and Shipping:

A very limited potential for any economic impact on maritime commerce and shipping. Lightering takes places approximately eight miles off the island.

Economic Impact on Commercial Fishing and Aquaculture:

Limited potential impact commerical fishing.

Economic Impact on Non-maritime Commerce:

No economic impact on non-maritime commerce.

Economic Impact on Recreational Fishing and Marine Tourism:

Limited potential impact for recreational fishing.

Other Economic Impacts:

None

PPOR Pre-Incident Information Summary for Pyramid Cove

Type:	Anchorage	County: San Diego	Latitude:	32° 49.4'	118.3841	Longitude:	118° 23'	118.3841

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Navy Region Southwest (916) 556-1434

Marine Fire Fighting Resources:

Approximate Tug Response Time: 76 miles from San Diego to Pyramid Cove

List of Nearby Environmentally Sensitive Sites: 6-670-B, 6-680-A

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Pilot Requirements ☐

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach
10-15 Kt	3-5 Ft	Rock	10	1	Minimal	Calm	<.5 miles	Yes	Any

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	Pyramid Cove	Deep		50		No marine fire fighting resources or tugs; basic oil spill recovert euipment; San Clement Port Ops is (619) 524-9121. There is no limit on vessel size or swing room.	Booming strategies

Site Contact/Leasee/Owner: Sector San Diego (619) 278-7057

Location Description: This is located south of Harbor Island and its availability is wide open because most Navy ships use anchorage outside of the harbor.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
Brown pelicans and Least terns (seasonally) may utilize surface waters of San Diego Bay in this area

Critical Habitat for TAES:
Brown pelican and Least terns (seasonally) feeding may occur in surrounding water surface area

Sensitive Non-protected (Non-TAES) Species:
Shoreline and marine invertebrates are in this area. Extensive use of surrounding water surface area by numerous species of marine birds and shore birds.

Critical Habitat for Non-protected (Non-TAES) Species:
This Bay provides loafing, breeding, and foraging for numerous bird species, but the most important areas for birds in the inner bay are in the southern part.

Subsistence-use Species:
None

Critical Habitat for Subsistence Species:
None

Essential Fish Habitat:
San Diego Bay and shallow water eelgrass beds

Historic and Cultural Resources:
SHPO Contact Info
Milford Wayne Donaldson
916-651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:
None

Recreational Species and Habitat:
San Diego Bay waters are used for finfish

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
This is a public venue so there is little public control. Of the eight sites identified, this has the highest potential to human health.

Economic Impact on Maritime Commerce and Shipping:
This is a cruise ship terminal so if operations closed this terminal, there could be a significant impact to maritime commerce. People fly into San Diego to catch cruises and it would be expensive to move all of these people to Los Angeles. This could have a significant impact of the Southern California region. Each cruise ship has approximately 2,000 people. Grape St Pier and part of the Embarcadero has become docking piers for mega yachts.

Economic Impact on Commercial Fishing and Aquaculture:
If Grape Street pier is affected, this would affect the sea bass restocking program. G-Street Mole and its offloading of commerical fish might be affected.

Economic Impact on Non-maritime Commerce:
San Diego could potentially lose a fair amount of revenue from people visiting from the cruise ships. In addition, if the situation warranted the closing of Harbor Drive, this could have a significant economic impact to the city. Public services, Seaport Village, and the County Administration Building could also be impacted.

Economic Impact on Recreational Fishing and Marine Tourism:

Whale watching boats would most likely be shut down. In addition, all of the marine excursion vessels, maritime museums, and ferries would most likely be shut down. Recreational fishing is sparse and transient.

Other Economic Impacts:

The Navy's Broadway Complex could be affected.

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Navy Afloat Training Group Pacific (619)556-0900

Marine Fire Fighting Resources: San Diego Harbor Police boats and Navy tugs

Approximate Tug Response Time

List of Nearby Environmentally Sensitive Sites:

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach	Pilot Requirements
17 Kts	4-8 Ft	Mud/Sticky	38	31	.5-5 Kts	Calm	<.5 miles	Yes	West	☐

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	Commercial Anchorage Area		400	30	1300		Booming strategies

Site Contact/Leasee/Owner:

Location Description: This location is south of Pt Loma. It is in a sheltered gyre. The sandy bottom is deep enough for most major vessels and grounding is possible to the east which is the Coronado beach shoreline, an area of great public use and tourism.

Natural Resource Concerns and Issues for this Place / Site

Threatened and Endangered Species (TAES):
Brown pelican may congregate to rest and feed. This is also used for foraging for Least Tern. In addition this is a Snowy Plover nesting and foraging habitat.

Critical Habitat for TAES:
Shoreline area used by Western Snowy Plover, Least Tern (seasonally). Pelicans use Zuniga Jetty during low tide periods.

Sensitive Non-protected (Non-TAES) Species:
Extensive use of surrounding water surface area by numerous species of marine birds and shore birds. Shoreline and marine invertebrates are in this area.

Critical Habitat for Non-protected (Non-TAES) Species:
Extensive use of surrounding water surface area by numerous species of marine and shore birds.The rocky intertidal there (particularly at the national monument) is very productive and provides foraging grounds for lots of shore birds. The peregrine falcon is present here as well.

Subsistence-use Species:
N/A

Critical Habitat for Subsistence Species:
N/A

Essential Fish Habitat:
Extensive shallow eelgrass bed

Historic and Cultural Resources:
SHPO Contact Info
Milford Wayne Donaldson
916-651-9404
mwdonaldson@parks.ca.gov

Commercial Fisheries / Species:
Shallow water purse sein for anchovy. There is lobster from Autumn to Spring.

Recreational Species and Habitat:
Various finfish, lobster, clam resources associated with eelgrass bed, rock habitat, and nearby sandy beach.

Human Health / Safety Concerns and Economic Issues for this Place / Site

Human Health and Safety:
Breakers Beach and Silver Strand State Beach and located here. In addition, Imperial Beach is located nearby. Depending on the day, a large amount of people might be out. Personnel at the Coronado Naval Base and the residents of Coronado might be affected.

Economic Impact on Maritime Commerce and Shipping:
None

Economic Impact on Commercial Fishing and Aquaculture:
There is commercial fishing in this area. Primarily it is lobster and anchovy.

Economic Impact on Non-maritime Commerce:
There is a potential that the cities of Coronado and Imperial Beach might see drops in tourism.

Economic Impact on Recreational Fishing and Marine Tourism:
The recreational fishing and beach related tourist activity might be impacted heavily. This will most likely be a local impact.

Other Economic Impacts:
There could be an impact to the Naval Amphibious Base. Numerous types of operational training would be affected. It would be difficult for the Navy to find alternate areas to conduct this training.

Stakeholder List for this Place / Site

Name / Title	Organization	Phone	more details

Characteristics and Tactical Considerations

Primary Jurisdictional Contact: Navy Afloat Training Group Pacific (619)556-0900

Marine Fire Fighting Resources: San Diego Harbor Police boats and Navy tugs

Approximate Tug Response Time

List of Nearby Environmentally Sensitive Sites: Entrance to the San Diego Bay

Is Containment Possible? ☑

Coast Pilot and Navigation Chart Information

Pilot Requirements ☐

Prevailing Winds	Tidal Range	Bottom Type:	Max Water Depth	Min Water Depths	Currents	Sea Conditions	Fog	Shelter From Severe Storms	Navigational Approach
17 Kts	4-8 Ft	Sand/Shells	18	5	.5-5 mile	Calm	<.5 miles	No	Any

Specific Site Details

Site ID	Site Name	Vessel Capacities			Site Capacities and Facilities		
		Max Size	Mini Size	Max Draft	Swing Room or Dock Face	Facilities, capabilities, and any other issues or concern	ContainmentPossiblities:
	Outer Anchorage	Light	None	35		There is no limit on swing room in this area.	Not likely
Site Contact/Leasee/Owner:	Sector San Diego (619) 278-7057						

9000 Appendices

9100 Emergency Notification

9110 Initial Awareness, Assessment, & Notification Sequence

9110.1 Initial Awareness, Assessment, & Notification Sequence List

The Initial Assessment, Action, and Notification Check-Off List is maintained by the Sector San Diego Command Center: Pollution Incidents QRC. Below is a comprehensive list of all pertinent entities.

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

Personnel and Services Directory	
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 National 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 1430 of the RRT IX 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 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 teams, 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 RRT IX:

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 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 (Voice)
(202) 781-3889 (Fax)
(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 RRT IX 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 Section 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 firefighters 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 5200 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

Region 6 Local Emergency Planning Committee
4671 Liberty Avenue, Bldg. 283, Los Alamitos, CA 90720
Deborah.Yoon@CalOES.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 firefighting 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 cleanup 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.

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 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 RRT IX	(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

Storage/Disposal 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
NRC Environmental Services, INC	San Diego	(619) 235-3320

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

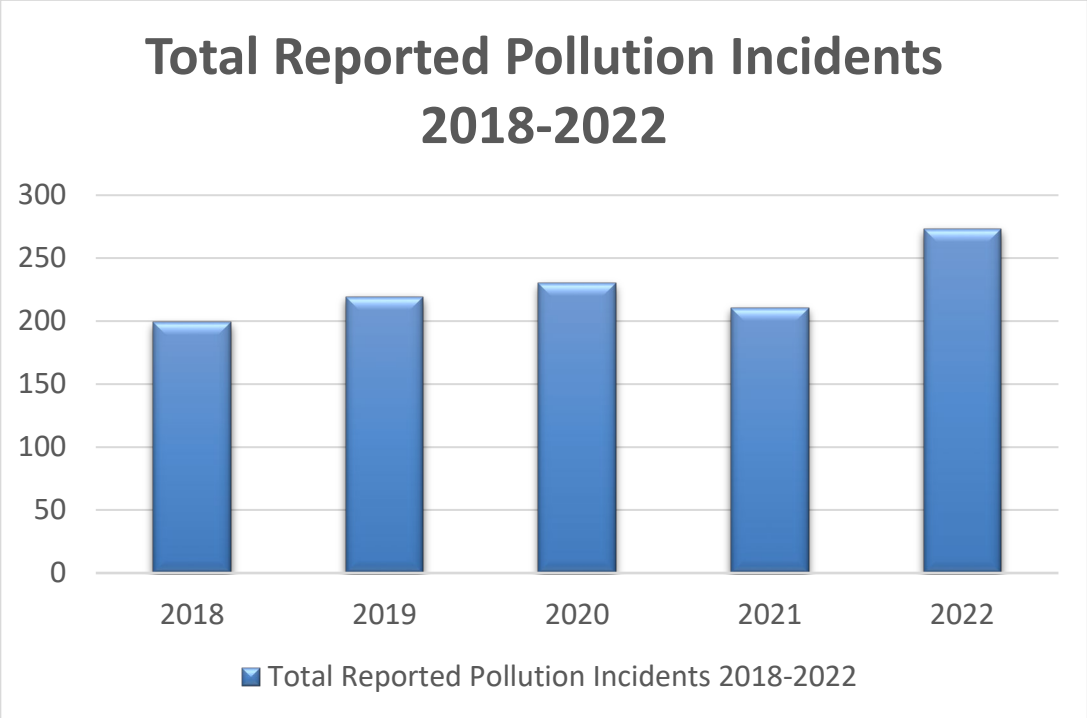
9300 Draft Incident Action Plan (IAP)

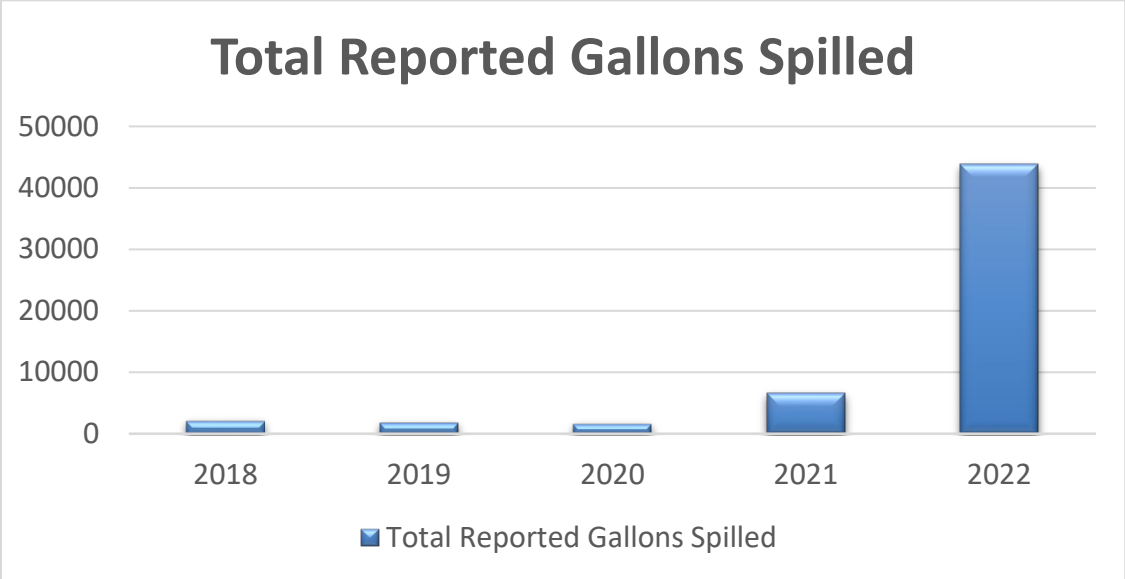
Refer to Appendix A to Section 9000 in Volume I for the Draft Incident Action Plan for a worst-case discharge.

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, most pollution incidents are 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, North Island carrier piers, and USM Camp Pendleton have been involved in pollution discharges on numerous occasions. The size of these spills is generally from five to 100 gallons. However, in 2022, Marine Corps Air Station Camp Pendleton spilled roughly 30,000 gallons of AFFF due to a fire suppression system failure. The AFFF found its way into the surrounding storm drains and pumped an unknown amount into the Santa Margarita River.





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. Since 2018, the largest recorded pollution incident was 30,000 gallons of AFFF, which occurred in MCAS Camp Pendleton.

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. One potential vessel discharge incident 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.

Reference Volume II Section 9800 for pertinent details on sensitive sites

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 321. Based on the historical data, one spill per year in excess of 1,000 gallons can be expected. The maximum most probable 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 exercised by representatives from the Department of Fish and Wildlife, Sector San Diego, and NOAA. These scenarios are based off frequent activities in the San Diego area of operations that might lead to an oil spill.

Worst Case Discharges for Sector San Diego ACP 6				
Federal On-Scene Coordinator: Commander Sector San Diego				
ACP 6 San Diego AOR				
Type	Owner Operator – Vessel/Facility Name	Location	Amount	Product
MTR Facility	TJC CA, LLC	San Diego, CA	67,140 bbl.	Refined Oil
Pipeline	n/a	n/a	n/a	Natural Gas pipelines
Vessel	Crude Oil Tanker	All Coastal Areas	1,200,000 bbl.	Crude Oil
Barge	The Jankovich Company	All Coastal Areas	15,029 bbl.	Refined Oil
Rail	BNSF/Union Pacific	n/a	n/a	n/a

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 small boat 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 this response strategy, SAR details are assumed complete.

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.

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 works 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. SCC 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.

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 assess 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 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 within 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 cleanup 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 cleanup is ongoing 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 Southwest.

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 can 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 affected 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 firefighting 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 offshore 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 helicopter 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 U.S. 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 offshore. 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 received 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 enroute.

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 pretreatment of the beaches, providing boom, storage of waste oil and dock space for incoming offshore 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.

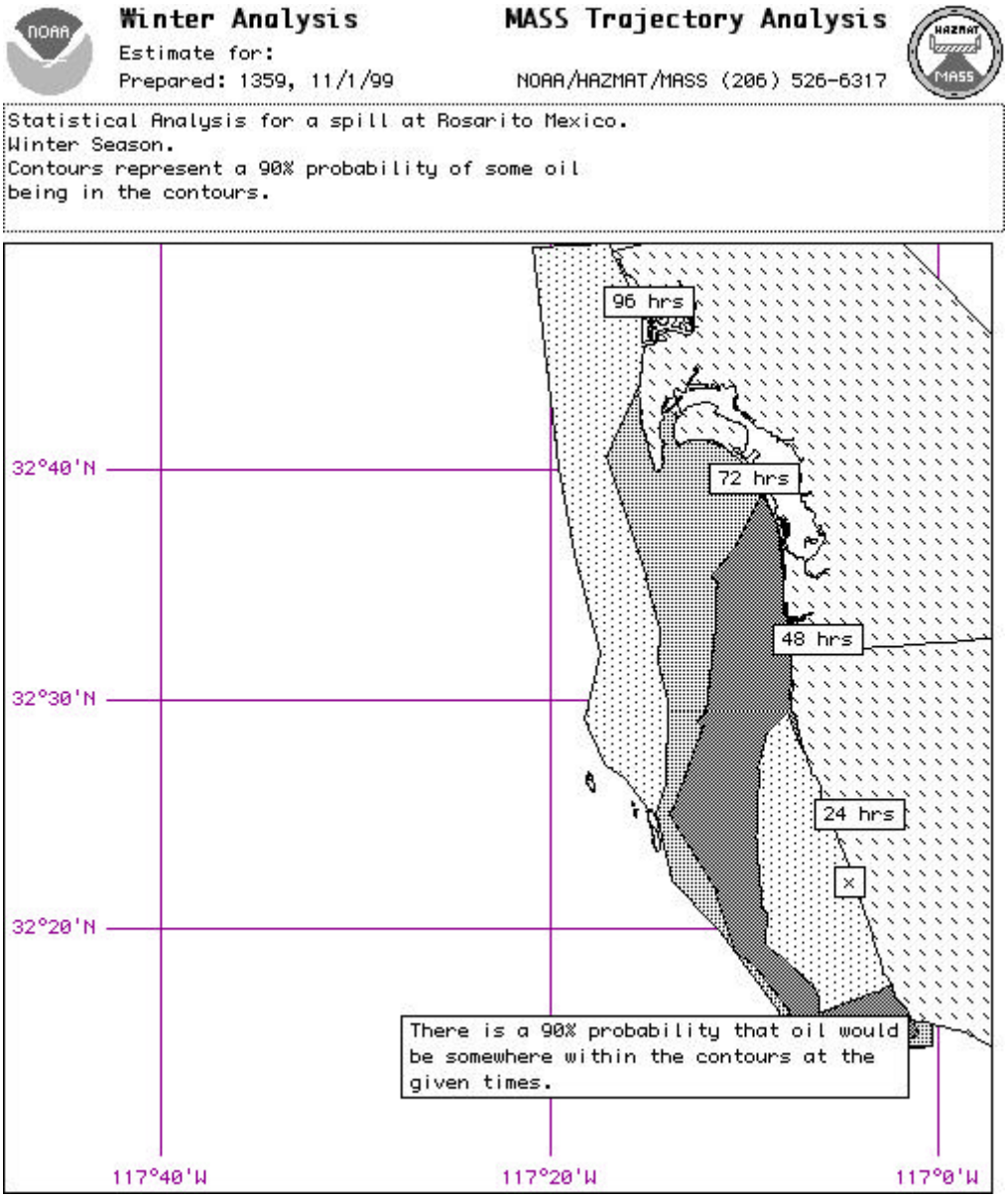
DAY THREE

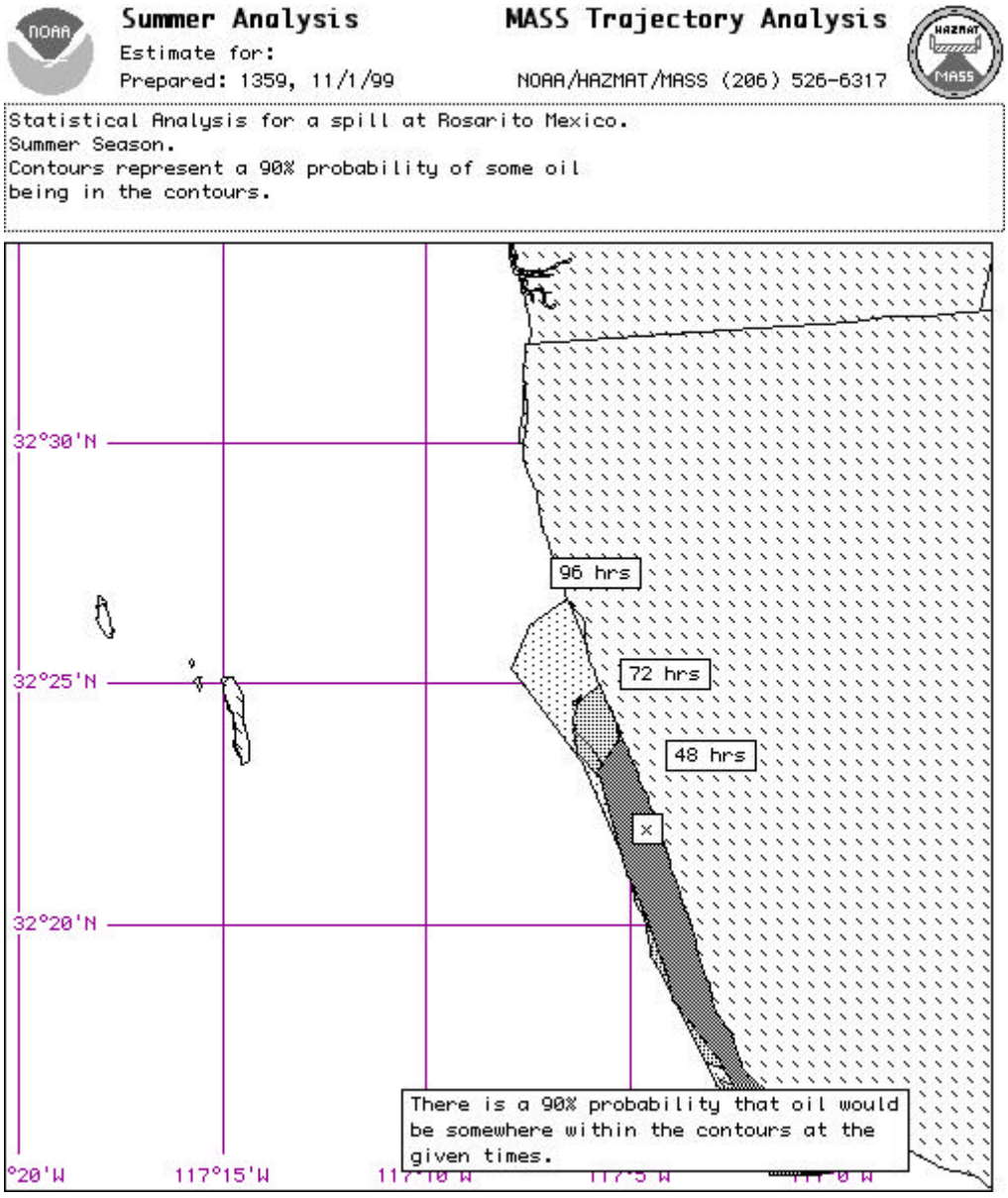
Imperial Beach and Coronado Beach are still closed to the public; Coastal Cleanliness and CG skimmers remain in service. Beach cleanup is ongoing and will continue for many days possibly weeks. The weather is the typical night and morning low clouds burning off in the afternoon with late morning to early 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 cleanup and rehab will be underway for weeks as more oil washes ashore.

Attached are two trajectory maps. These two trajectories were 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.


Summer 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.
Summer Season.
Contours represent a 90% probability of some oil
being in the contours.
32°30'N
32°25'N
32°20'N
96 hrs
72 hrs
48 hrs
There is a 90% probability that oil would be somewhere within the contours at the given times.
°20'W
117°15'W

9500 List of Agreements

Refer to Section 9000 and in the Enclosures of the RRT IX 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 Minerals Management Service 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 RRT IX RCP.

9710 Relevant Statute/Regulations/Authorities List

Refer to Section 3732 and 9700 of the RRT IX RCP.

9720 Relevant Instructions/Guidelines/SOP and Practices List

Refer to Section 9700 of the RRT IX 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

COMDTINST 16465.6A, National Incident Commander's (NIC) Manual for Spill of National Significance (SONS) (2021)

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 RRT IX RCP for the California Wildlife Response Plan.

9740 Technical References List

Refer to Section 9700 of the RRT IX 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: CHRIS Manual

9740.4 FOG

The Incident Management Handbook has replaced the Field Operation Guide (FOG).

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 “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 only 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.

Crude Oil and Refined Petroleum Product. 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 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. 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 waste stream 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 onshore 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) 255-3545
Region 2 (Berkley) 510-540-2122
Region 3 (Chatsworth) 818-717-6500

Region 4 (Cypress) 717-484-5300

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 415-904-5202, or 24-hour cell phone 415-693-8375); or (2) if CCC Oil Spill Program cannot be reached, call CCC San Diego District Manager (619-767-2370)

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 cleanup. 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 for a copy of the California Waste Exchange Directory of Industrial Recyclers and Listing of Hazardous Wastes Available for Recycling.

INCIDENT ACTION PLAN

M/V HORTON SOUND

Operational Period

0900 3OCT17 – 0900 5OCT17

1. Incident Name	2. Operational Period to be covered by IAP (Date / Time)	IAP COVER SHEET
HORTON SOUND	From: 10/03/17 To: 10/05/17	

3. Approved by:

USCG _____

SDFD _____

SDHPD _____

CDFW _____

INCIDENT ACTION PLAN

The items checked below are included in this Incident Action Plan:

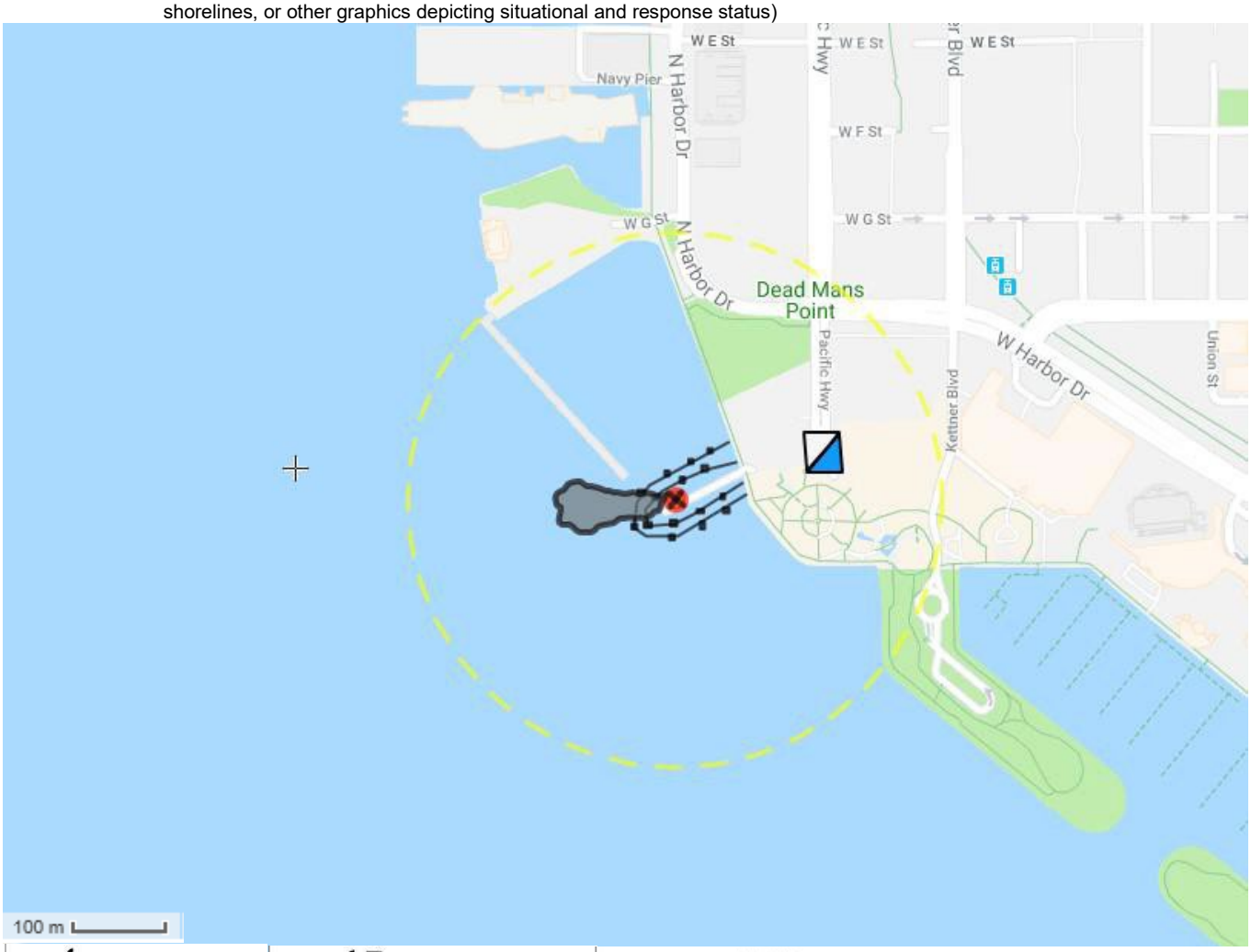
X	ICS 201 (Incident Briefing)
X	ICS 202-OS (Response Objectives)
X	ICS 203-OS (Organization List) - AND - ICS 207-OS (Organization Chart)
X	ICS 204-OSs (Assignment Lists)
X	ICS 205-OS (Communications List)
X	ICS 206-OS (Medical Plan)
X	Weather and Tides Briefing
X	ICS 208 (Safety Message and Response Plan)
X	ICS 230 (Daily Meeting Schedule)

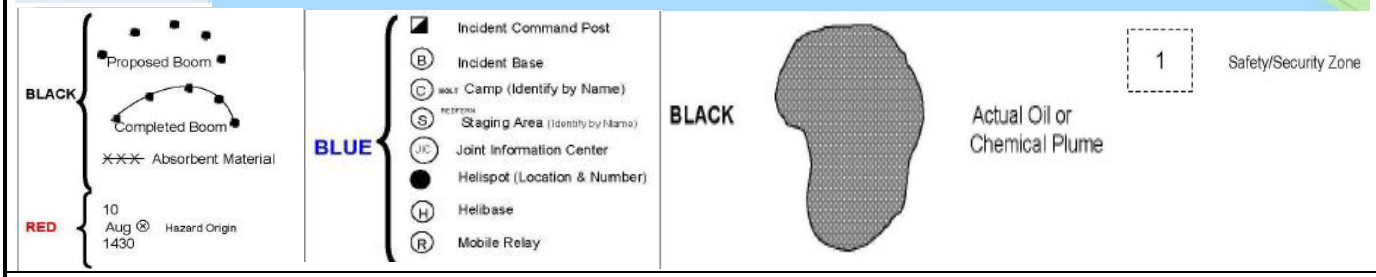
4. Prepared by: ENS John Smith

Date / Time 03OCT17/0800

1. Incident Name	2. Prepared by: MST3 Drew Fisher	INCIDENT BRIEFING
F/V HORTON SOUND	Date: 03OCT2017 Time: 0800	ICS 201-CG

3. Map/Sketch (include sketch, showing the total area of operations, the incident site/area, overflight results, trajectories, impacted shorelines, or other graphics depicting situational and response status)





4. Current Situation: At 0800 the F/V HORTON SOUND, carrying 12,000 gallons of diesel, experienced a significant allision with the pier during a mooring evolution which caused a major hull breach and main diesel engine fire at Seaport Village pier. The vessel discharged all of its contents of 12,000 gallons of diesel, prior to boom deployment and containment. SD City Fire Department assumed Incident Commander with an Incident Command Post setup in Seaport Village. Due to safety and stability concerns, fire fighting efforts from the pier were halted and ordered back to the command post. Harbor police vessels continue to spray the hull of the F/V HORTON SOUND until the fire is extinguished. Coast Guard contracted NRC Environmental Services to provide air quality monitoring and containment boom.

1. Incident Name	2. Operational Period (Date/Time)	INCIDENT OBJECTIVES ICS 202-CG
HORTON SOUND	From: 3OCT17 To: 05OCT17	

3. Objective(s)

MANGEMENT OBJECTIVES

- Inform the public, stakeholders, and the media of response activities.
- Provide for the safety and welfare of citizens and response personnel.
- Provide for the safety and security of responders and maximize the protection of public health and welfare.

CONTROL OBJECTIVES

- Conduct an operational risk assessment and ensure controls are in place to protect responders and the public.
- Minimize water application that will affect vessel stability.
- Evaluate opportunities for safe and effective direct fire attack.
- Conduct damage and stability assessment of vessel.
- Develop and implement a salvage and tow plan.
- Identify and protect any environmentally sensitive areas including wildlife habitat and critical infrastructure.

4. Operational Period Command Emphasis (Safety Message, Priorities, Key Decisions/Directions)

- Work in coordination under the unified command.
- Safely contain and control hot spots throughout the vessel.
- Transition from firefighting operations to pollution control and removal.

Approved Site Safety Plan Located at: ICP

5. Prepared by: (Planning Section Chief)	Date/Time
MST1 Joe Campbell as directed by PSC	03OCT17 0800

ICS 203 - ORGANIZATION ASSIGNMENT LIST	
1. Incident Name Horton Sound	
2. Date October 3, 2017 **3.**	**Time** 0900
4. Operational Period October 3, 2017 0900 - October 5, 2017 0900	

5. Incident Commander and Staff	
Unified Incident Commander's	CDR Bob Coastie (USCG) / LT Ron Brown (Harbor PD) / Steve Sal (SDFD) / Rich Lon (CDFW)
Deputy Incident Commander	
Liaison Officer	Jennifer Cantrell (HPD)
Safety Officer	LT John Forsythe (USCG)
Public Information Officer	Mary Mendez (SDFD)

6. Agency Representative	

7. Planning Section	
Chief	LCDR Don Kalgren (USCG)
Deputy	
Resource Unit Leader	MST3 Drew Fisher (USCG)
Demob Unit Leader	
Situation Unit Leader	MST2 Stephen Hill (USCG)
Documentation Unit Leader	YN3 Chelsea Underhill (USCG)
GIS Specialist	
Field Observer	
Fire Behavior Analyst	
Incident Meteorologist	
Training Specialist	

8. Logistics Section	
Chief	MST 1 Joe Campbell (USCG)
Deputy	
Facilities Unit Leader	Sal Monella (SDFD)
Supply Unit Leader	
Ground Support Unit Leader	
Medical Unit Leader	Scott Lewis (SDFD)
Food Unit Leader	
Security Manager	
Communication Unit Leader	SGT Pete Sariya (HPD)
Ordering Manager	
Computer Tech. Specialist	

9. Operations Section	
Chief	ENS John Smith (USCG)
Deputy	

a. Recovery & Protection Branch	
Branch Director	MSSR Brian Harvey (USCG)
On-Water Recovery Grp	James Williams (OSPR)
Protection Group	Jack Owen (OSPR)

b. Firefighting & Salvage Branch	
Branch Director	Bill Ryll (SDFD)
Firefighting Group	Ralph Nelson(SDFD)

c. Safety & Security Branch	
Branch Director	Lt. Michael Fletcher (HPD)

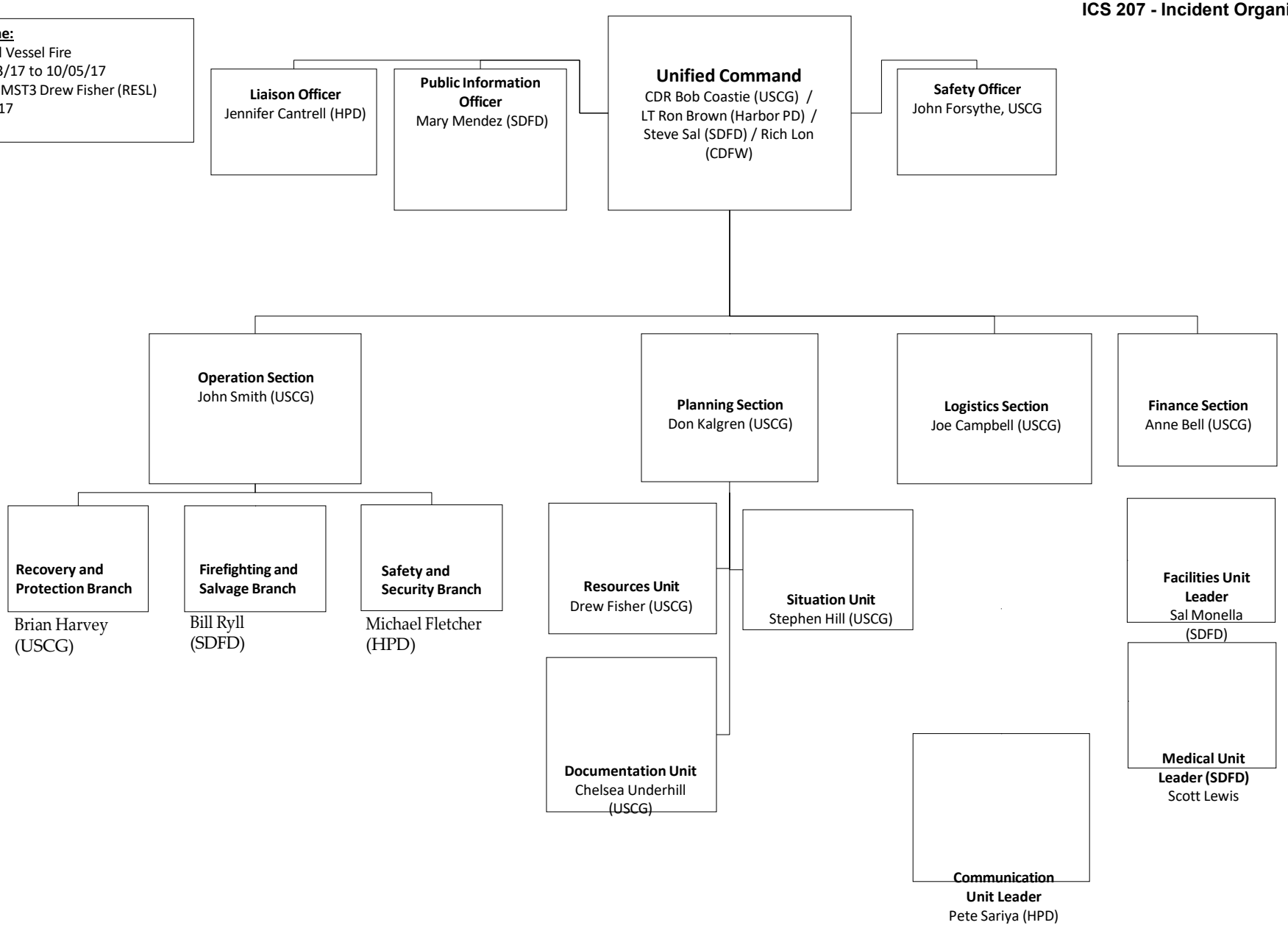
e. Air Ops Branch	
Air Operations Director	
Helibase Manager	

10. Finance Section	
Chief	SKC Anne Bell (USCG)
Time Unit Leader	
Cost Unit Leader	
Comp. Claims Unit Leader	

Prepared by
ENS John Smith

ICS 207 - Incident Organization Chart

Incident Name:
Horton Sound Vessel Fire
Period: 10/03/17 to 10/05/17
Prepared by: MST3 Drew Fisher (RESL)
Date: 10/03/17
Time: 0800



1. Incident Name	2. Operational Period (Date/Time)	Assignment List ICS 204-CG
M/V HORTON SOUND	From: 3OCT17 To: 5OCT17	

3. Branch	4. Division/Group/Staging
Recovery & Protection Branch	On-water Recovery Group

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	ENS John Smith	USCG	
Branch Director:	MSSR Brian Harvey	USCG	
Division/Group Supervisor/STAM:	James Williams	OSPR	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# Of Persons	Reporting Info/Notes/Remarks	▼
Oil Recovery Team 1	Will Yutley		3	Every 2 hours	☐
Oil Recovery Team 2	Susan Leery		3	Every 2 hours	☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Work Assignments

ORT1 - Recovery of discharged oil within the vicinity of the containment boom surrounding the M/V Horton Sound. ORT1 shall conduct contractor oversight and draft applicable documentation including photo documentation of removal activities. ORT2 - Locate and recover discharged oil that has escaped the containment area, assist ORT1 upon completion, ORT2 shall conduct contractor oversight and draft applicable documentation including photo documentation of removal activities.

8. Special Instructions

Observe proper boating safety and enforce PFD wear for all occupants of vessels throughout operations. Hydrate regularly, replenish electrolytes and calories often, take breaks and recieve adequate rest. Continue periodic communications with supervisors. All impacted wildlife need to be documented and immediately reported to supervisor.

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the **Safety Officer**.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Name/Function	Radio: Freq./System/Channel	Phone	Cell/Pager	
Emergency Communications	CH 16			
Routine Communications	CH 13			

Emergency Communications

Medical 911 Evacuation 911 Other

10. Prepared by: Date/Time	11. Reviewed by (PSC): Date/Time	12. Reviewed by (OSC): Date/Time
MST3 Drew Fisher (RESL)		

1. Incident Name	2. Operational Period (Date/Time)	Assignment List ICS 204-CG
M/V HORTON SOUND	From: 3OCT17 To: 5OCT17	

3. Branch	4. Division/Group/Staging
Recovery & Protection Branch	Protection Group

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	ENS John Smith	USCG	
Branch Director:	MSSR Brian Harvey	USCG	
Division/Group Supervisor/STAM:	Jack Owen	OSPR	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# Of Persons	Reporting Info/Notes/Remarks	▼
Protection Team 1	MST1 Ted Berry		3	Every 2 hours	☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Work Assignments

PT-1 - Responsible for the deployment and maintenence of containment boom, diversion boom, and absorbent materials at and around the incident location. PT-1 shall conduct contractor oversight and draft applicable documentation including photo documentation of response activities.

8. Special Instructions

Observe proper boating safety and enforce PFD wear for all occupants of vessels throughout operations. Hydrate regularly, replenish electrolytes and calories often, take breaks and recieve adequate rest. Continue periodic communications with supervisors. All impacted wildlife need to be documented and immediately reported to supervisor.

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the **Safety Officer**.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Name/Function	Radio: Freq./System/Channel	Phone	Cell/Pager	
Emergency Communications	CH 16			
Routine Communications	CH 13			

Emergency Communications

Medical 911 Evacuation 911 Other

10. Prepared by: Date/Time	11. Reviewed by (PSC): Date/Time	12. Reviewed by (OSC): Date/Time
MST3 Drew Fisher (RESL)		

1. Incident Name	2. Operational Period (Date/Time)	Assignment List ICS 204-CG
M/V HORTON SOUND	From: 3OCT17 To: 5OCT17	

3. Branch	4. Division/Group/Staging
Firefighting Branch	Fire Suppression Group

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	ENS John Smith	USCG	
Branch Director:	MSSR Brian Harvey	USCG	
Division/Group Supervisor/STAM:	Ralph Nelson	SDFD	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# Of Persons	Reporting Info/Notes/Remarks	▼
Fire Team 1	Jose Ramirez		5	Every 2 hours	☐
Fire Team 2	Scott Goodwin		5	Every 2 hours	☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Work Assignments

FT1 - Conduct shoreside firefighting and suppression operations. Monitor and assess vessel stability and damage throughout operations.

FT2 - Conduct on-water firefighting and suppression operations. Monitor and assess vessel stability and damage throughout operations.

8. Special Instructions

Closely monitor vessel stability and the amount of water used during suppression and firefighting operations. Notify supervisor of stability and damage concerns throughout operations. Ensure compliance with all department safety regulations and PPE. Notify supervisor of any changes to fire location or intensity.

Observe proper boating safety and enforce PFD wear for all occupants of vessels throughout operations. Hydrate regularly, replenish electrolytes and calories often, take breaks and recieve adequate rest. Continue periodic communications with supervisors. All impacted wildlife need to be documented and immediately reported to supervisor.

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the Safety Officer.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Name/Function	Radio: Freq./System/Channel	Phone	Cell/Pager	
Emergency Communications	CH 16			
Routine Communications	CH 13			

Emergency Communications

Medical 911 Evacuation 911 Other

10. Prepared by: Date/Time	11. Reviewed by (PSC): Date/Time	12. Reviewed by (OSC): Date/Time
MST3 Drew Fisher (RESL)		

1. Incident Name	2. Operational Period (Date/Time)	Assignment List ICS 204-CG
M/V HORTON SOUND	From: 3OCT17 To: 5OCT17	

3. Branch	4. Division/Group/Staging
Safety and Security Branch	

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	ENS John Smith	USCG	
Branch Director:	MSSR Brian Harvey	USCG	
Division/Group Supervisor/STAM:	Lt. Michael Fletcher	HPD	

6. Resources Assigned "X" indicates 204a attachment with additional instructions

Strike Team/Task Force/Resource Identifier	Leader	Contact Info. #	# Of Persons	Reporting Info/Notes/Remarks	▼
HPD Vessel 1	Jose Ramirez		4	Every 2 hours	☐
HPD Mobile Command	Scott Goodwin		2	Every 4 hours	☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Work Assignments

HPDV - 1 Conduct routine patrols and enforcement of safety and or security zone. Communicate with public boaters the restrictions involved with the incident.

HPD MC - Conduct surveillance and on-scene coordination between various asssets including communication support.

8. Special Instructions

Notify supervisor of security breaches and incidents of non-compliant boaters. Ensure compliance with all department safety regulations and PPE. Notify supervisor of any changes to situation or safety concerns.

Observe proper boating safety and enforce PFD wear for all occupants of vessels throughout operations. Hydrate regularly, replenish electrolytes and calories often, take breaks and recieve adequate rest. Continue periodic communications with supervisors. All impacted wildlife need to be documented and immediately reported to supervisor.

Critical Information Reporting (CIR): All teams shall immediately report injuries or accidents to the Safety Officer.

9. Communications (radio and/or phone contact numbers needed for this assignment)

Name/Function	Radio: Freq./System/Channel	Phone	Cell/Pager	
Emergency Communications	CH 16			
Routine Communications	CH 13			

Emergency Communications

Medical 911 Evacuation 911 Other

10. Prepared by: Date/Time	11. Reviewed by (PSC): Date/Time	12. Reviewed by (OSC): Date/Time
MST3 Drew Fisher (RESL)		

INCIDENT RADIO COMMUNICATIONS PLAN	1. Event Name Horton Sound	2. Date/Time 3OCT17 0800	3. Operational Period Date/Time 3-5OCT17 0900

4. Basic Radio Channel Utilization

Radio Type/Cache	Talk Group	Function	Frequency/Tone	Assignment	Remarks
City of San Diego-Fire	8A	COMMAND	800 RCS	Suppression Group	
City of San Diego-Fire	8B	TAC	800 RCS	Suppression Group	
San Diego Harbor PD	HPD DISP 1	TAC	800 RCS	Harbor PD	
U.S. Coast Guard	VHF 22A	CMD	VHF	Safety Zone Group	HPD can monitor this channel
City of San Diego-Fire				ECDC Command BC	619-550-9396

5. Prepared by Don Kalgren PSC3

MEDICAL PLAN	1. INCIDENT NAME **Horton Sound**	2. DATE PREPARED 10/03/17	3. TIME PREPARED 0800	4. OPERATIONAL PERIOD October 3-5, 2017 0900-0900

5. INCIDENT MEDICAL AID STATIONS

MEDICAL AID STATIONS	LOCATION	PARAMEDICS	
		YES	NO

6. TRANSPORTATION

A. Air Ambulances

NAME	ADDRESS	PHONE	PARAMEDICS	
			YES	NO
Mercy Air		800-222-3456	x	
San Diego Fire-Rescue Copter	Montgomery Field	858-974-9891	x	

B. Ground Ambulances

AMR		619-236-6823	X	

7. HOSPITALS

NAME	ADDRESS	TRAVEL TIME		PHONE	HELIPAD		BURN CENTER	
		AIR	GRND		YES	NO	YES	NO
UCSD Medical Center Trauma/Burn Center	200 W. Arbor Dr. San Diego, CA 92103	5	10	619-543-7644	X		X	
Scripps Mercy Trauma Center	4077 5th Ave. San Diego, CA 92103	5	9	619-260-7067	X			X

8. MEDICAL EMERGENCY PROCEDURES

EMERGENCY: Contact Division Supervisor with patient complaint/condition and location. Division Supervisor will run medical incident until Fire arrives.

- Division Supervisor contacts:
  - Command
- Fire Command will clear command channel for emergency traffic
- Fire Command contacts:
  - ECDC
  - Safety
- ECDC will:
  - Dispatch ground ambulance as appropriate

INJURY REPORTING PROCEDURES

NATURE OF INJURY_____

LOCATION OF PATIENT_____

TRANSPORTATION REQUESTED BY: AIR___ GROUND___

POINT OF PICKUP_____

PATIENT UNIT ID_____

REMINDER: DO NOT GIVE PT NAME OVER RADIO

AGE_____

SEX: MALE_____ FEMALE_____

ICS 206 8-78	9. PREPARED BY (MEDICAL UNIT LEADER) Don Kalgren PSC3	10. REVIEWED BY (SAFETY OFFICER)

Weather Briefing

An approaching upper-level trough will help lower high temperatures 5 to 10 degrees below seasonal normals, create a deep marine layer, and breezy westerly winds in the afternoons through Tuesday. Temperatures will begin to increase again on Wednesday.

03OCT17 Tuesday DAY...

Sky/weather.....Cloudy in the morning...becoming partly cloudy.
Max temperature.....Around 74.
Surface Winds.....Southwest winds 3 to 6 mph...with gusts to 14 mph in the afternoon.
Chance of Pcpn.....0 percent.

03OCT18 Tuesday NIGHT...

Sky/weather..... Cloudy.
Min temperature.....Around 65.
Surface Winds.....Southeast winds 3 to 5 mph.
Chance of Pcpn.....0 percent.

04OCT18 Wednesday DAY...

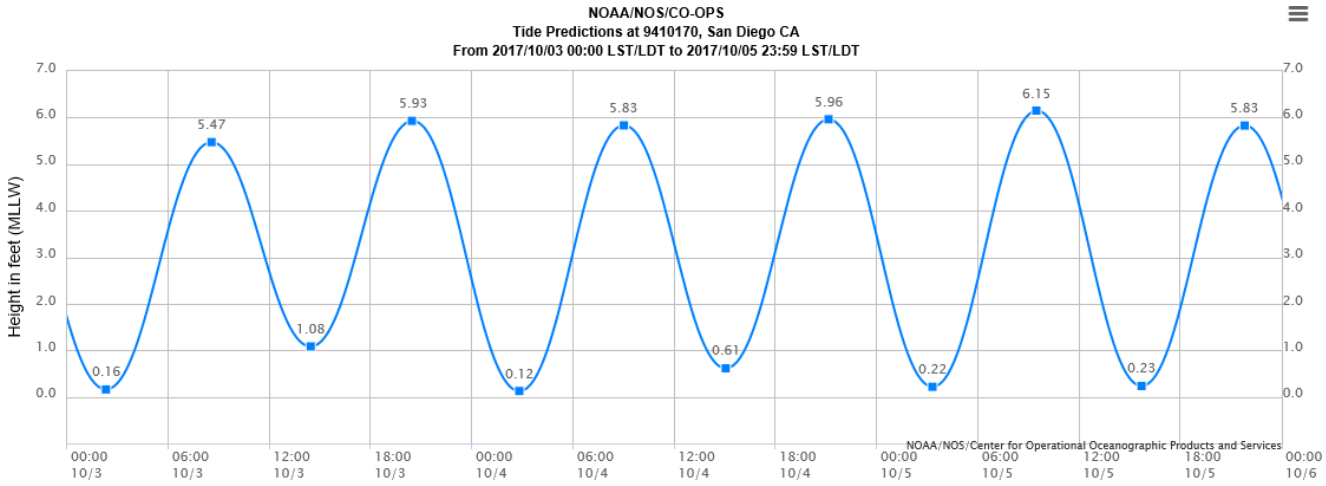
Sky/weather.....Cloudy...becoming partly cloudy.
Max temperature.....Around 74.
Surface Winds.....South southwest winds 4 to 9 mph...with gusts to 17 mph in the afternoon.
Chance of Pcpn.....0 percent.

04OCT18 Wednesday NIGHT...

Sky/weather.....Mostly cloudy.
Min temperature.....Around 66.
Surface Winds.....South winds 3 to 6 mph.
Chance of Pcpn.....0 percent.

05OCT18 THURSDAY DAY...

Sky/weather.....Cloudy...becoming partly cloudy.
Max temperature.....Around 75.
Surface Winds.....South southwest winds 4 to 9 mph...with gusts to 17 mph in the afternoon.
Chance of Pcpn.....0 percent.



SAFETY MESSAGE/PLAN (ICS 208)

Personal Safety:

- Personnel will have all required personal protective equipment (PPE) necessary to safely perform job duties.
- Inspect your equipment/gear to ensure it is in good working order prior to your assigned shift.
- Any injury/illness or exposure should be reported to your supervisor immediately and should be handled according to agency SOP. If follow-up care is required, supervisors will report the Incident to the designated Incident Safety Officer.

Environmental Safety:

- Plan accordingly for the weather. Hydrate at least 24 hours prior to the event and continue to hydrate thorough out the event. If you feel over exerted stop and cool down in AC vehicle or building. Sun protection is a must, use sunscreen stay in the shade when possible monitor each other for heat stress and mandatory fluid intake.
- Personnel will be aware of their assigned work areas and notify Command/Safety of all work related environmental issues.

Response Safety:

- Work breaks and or work rotations are suggested where possible to be implemented by Command Staff and Division supervisors.
- Safety signals: in the event we need to deliver a safety signal, the following signals: delivered by either air horn or whistle: will also be used to signal all participants:
- Evacuate the area: three short signals, one second duration, delivered continuously until all participants have been accounted for.
- Cease operations: one long signal of three seconds in duration
- Resume operations: one long signal (three second duration) and one short signal one second duration
- No freelancing. All personnel must be accounted for at all times at the event where they are scheduled.

4. Site Safety Plan Required? Yes ☐ No ☐
Approved Site Safety Plan(s) Located At:

5. Prepared by: Name: LT Forsythe Position/Title: SOFR Signature: _____

ICS 208	**IAP Page** _____	Date/Time: 10/03/17 0800

San Diego - ACP 6

Section 9000-95

May 2023

EMERGENCY SAFETY and RESPONSE PLAN	1. Incident Name F/V Horton Sound	2. Date/Time Prepared 10/03/17 0730	3. Operational Period 10/03/17 0900 – 10/05/17 0900	4. Attachments: **Attach MSDS for each Chemical:** Marine Diesel
5. Organization IC/UC: CAPT. (USCG) SDFD NRC	Safety: LT Forsythe	Entry Team: SDFD	Backup Team: SDFD	Decon Team: N/A
6.a. Physical Hazards and Protection	6.b. Confined Space ☒ Noise ☐ Heat Stress ☒ Cold Stress ☐ Electrical ☒ Animal/Plant/Insect ☐ Ergonomic ☐ Ionizing Rad ☐ Slips/Trips/Falls ☒ Struck by ☒ Water ☒ Violence ☐ Excavation ☐ Biomedical waste and/or needles ☒ Fatigue ☒ Other (specify)			

6.c. Tasks & Controls	6d Entry Permit	6.e. Ventilate	6f. Hearing Protection	6g. Shoes (type)	6.h. Hard Hats	6i. Clothing (cold wx)	6j. Life Jacket	6l. Work/ Rest (hrs)	6.m. Fluids (amt/time)	6.n. Signs & Barricade	6.p. Fall Protect	6.q. Post Guards	6.r. Flash Protect	6.s. Work Gloves	6.t. Other
Booming	N/A	N/A	N/A	Steel Toe Boots	YES	YES	YES	Set by Supervisor	As needed	N/A	N/A	N/A	N/A	Yes	N/A
Fire Fighting/Fire Boat	N/A	N/A	N/A	Steel Toe Boots	YES	YES	YES	Set by Supervisor	As needed	N/A	N/A	N/A	YES	YES	N/A
On Water Safety Group	N/A	N/A	As Needed	Steel Toe Boots	N/A	YES	YES	Set by Supervisor	As Needed	N/A	N/A	N/A	N/A	As Needed	N/A

7.a. Agent	7.b. Hazards	7.c. Target Organs	7.d. Exposure Routes	7.f. PPE	7.g. Type of PPE
Marine Diesel	Explosive ☐ Flammable ☒ Reactive ☐ Biomedical ☐ Toxic ☒ Radioactive ☐ Carcinogen ☒ Oxidizer ☐ Corrosive ☐ Specify Other: ☐	Eyes ☐ Nose ☐ Skin ☐ Ears ☐ Central Nervous System ☐ Respiratory ☐ Throat ☐ Lungs ☐ Heart ☐ Liver ☒ Kidney ☐ Blood ☒ Lungs ☐ Circulatory ☐ Gastrointestinal ☐ Bone ☐ Other Specify: ☒ Thymus	Inhalation ☒ Absorption ☒ Ingestion ☒ Injection ☐ Membrane ☐	Face Shield ☒ Eyes ☒ Gloves ☒ Inner Suit ☐ Splash Suit ☒ Level A Suit ☐ SCBA ☐ APR ☐ SAR ☐ Cartridges ☐ Fire Resistance ☐	Chemical protective clothing Chemical resistant gloves

8. Instruments:	8.a. Action Levels	8.b. Chemical Name(s):	8.c. LEL/UEL %	8.d. Odor Thresh Ppm	8.e. Ceiling/ IDLH	8.f. STEL/TLV	8.g. Flash Pt/ Ignition Pt (F or C)	8.h. Vapor Pressure (mm)	8.i. Vapor Density	8.j. Specific Gravity	8.l. Boiling Pt F or C
O2 ☒ CGI ☒ Radiation ☐		Marine Diesel	N/A	N/A	N/A	STEL 15 PPM	>140 F	N/A	1.01	N/A	302-1,112 F
Total HCs ☐ Colorimetric ☐ Thermal ☒ Other ☒ VOC	Level D <5PPM Level C – Full Face APR 5ppm – 50ppm Level B - >50 PPM										

EMERGENCY SAFETY and RESPONSE PLAN (Cont)	1. Incident Name F/V Horton Sound	2. Date/Time Prepared 10/03/2017 0730	3. Operational Period 10/03/17 0900 – 10/05/17 0900	4. Attachments: **Attach SDS for each Chemical**

9. Decontamination:				
Instrument Drop Off ☐	Suit Wash ☒	Bottle Exchange ☐	SCBA/Mask Rinse ☐	Intervening Steps ☐ Specify:
Outer Boots/Glove Removal ☒	Decon Agent: Water ☒	Outer Suit Removal ☐	Inner Glove Removal ☐	
Suit/Gloves/Boot Disposal ☒	Other ☒	Inner Suit Removal ☐	Work Clothes Removal ☒	
	Specify: Simple Green	SCBA/Mask Removal ☐	Body Shower ☐	

10. Site Map. Include: Work Zones, Locations of Hazard, Booming, Security Perimeter,
☒ Attached, ☐ Drawn Below:

11.a. Potential Emergencies:	11.b. Evacuation Alarms:	11.c Emergency Prevention and Evacuation Procedures:
Fire ☒ Explosion ☐ Other ☒ TOXIC, CAPSIZING, SINKING	Horn ☐ # Blasts ☒ OR MORE Bells ☐ #Rings ☐ Radio Code ☒ 16 Other: Cell Phone	3 Blasts for evacuation alarm Call 911 or seek medical assistance via VHF CH 16

12. a. Communications: Radio ☒ Phone ☒ Other ☐	12.b. Command #:	12.c. Tactical #:	12.d. Entry #:
13.a. Site Security: Personnel Assigned	13.b. Procedures:		13.c. Equipment:
14.a. Emergency Medical: Personnel Assigned	14.b. Procedures:		14.c Equipment:
15. Prepared by:	16. Date/Time Briefed:		**ICS-208-CG SSP-A Page 2. (rev 9/06):** Page 2 of 9

CG ICS SITE SAFETY PLAN (SSP) HAZARD ID/EVAL/CONTROL	1. Incident Name F/V Horton Sound	2. Date/Time Prepared 10/03/17 0730	3. Operational Period 10/03/17 0900 to 10/05/17 0900	4. Safety Officer (include method of contact) LT Forsythe
5. Supervisor/Leader CAPT. (USCG) SDFD NRC	6. Location and Size of Site	7. Site Accessibility Land ☒ Water ☒ Air ☐ Comments:	8. For Emergencies Contact: 911	9. Attachments: **Attach SDS for each Chemical**

10.a. Job Task/Activity	10.b. Hazards* ⇨	10.c. Potential Injury & Health Effects	10.d. Exposure Routes	10.e. Controls: Engineering, Administrative, PPE
Environmental Protection	Slips, trips and falls Heat stress, cold stress, moving pinch points, fire, drowning, fatigue	Broken bones, loss of life, sickness	Inhalation ☒ Absorption ☐ Ingestion ☐ Injection ☒ Membrane ☐ ☐	Life jackets, life rings, sun block, drinking fluids, fendering, safety briefs, fire extinguishers, safey plans, work/rest periods, proper PPE
Safety Zone	Slips, trips and falls Heat stress, cold stress, moving pinch points, fire, drowning, fatigue	Broken bones, loss of life, sickness	Inhalation ☐ Absorption ☐ Ingestion ☐ Injection ☒ Membrane ☐ ☐	Life jackets, life rings, sun block, drinking fluids, fendering, safety briefs, fire extinguishers, safety plans, work/rest periods, proper PPE, proper lighting
Boomimg	Slips, trips and falls, heat stress, cold stress, blunt objects, sharp objects, pinch points, drowning, limited egress/access,	Broken bones, loss of life, punctures	Inhalation ☒ Absorption ☒ Ingestion ☐ Injection ☐ Membrane ☐ ☐	Life jackets, drinking fluids, safety briefs, safety plans, work/rest periods, training, pre-inspections, comms checks, equipment staging, safety observers, proper lighting, proper PPE
Fire Fighting/ Fire Boat	Slips, trips and falls Heat stress, cold stress, moving pinch points, fire, drowning, fatigue	Broken bones, loss of life, sickness	Inhalation ☒ Absorption ☐ Ingestion ☒ Injection ☒ Membrane ☐ ☐	Life jackets, drinking fluids, safety briefs, safety plans, work/rest periods, training, pre-inspections, comms checks, equipment staging, safety observers, proper lighting, proper PPE

11. Prepared By:	12. Date/Time Briefed:	***HAZARD LIST**: Physical/Safety, Toxic, Explosion/Fire, Oxygen Deficiency, Biological, Biomedical, Electrical, Heat Stress, Cold Stress, Ergonomic, Noise, Cancer, Dermatitis, Drowning, Fatigue, Vehicle, & Diving	**ICS-208-CG SSP-B (rev 9/06):** Page 3 of 9

CG ICS SSP: SITE MAP	1. Incident Name F/V Norton Sound	2. Date/Time Prepared 10/03/17 0730	3.Operational Period 10/03/17 0900 – 10/05/17 0900	4. Safety Officer (include method of contact) LT Forsythe
5. Supervisor/Leader CAPT. (USCG) SDFD NRC	6. Location and Size of Site	7. Site Accessibility Land ☒ Water ☒ Air ☐ Comments:	8. For Emergencies Contact: 911	9. Include: - Work Zones - Locations of Hazards - Security Perimeter
10. Sketch of Site: ☒ Attached. ☐ Drawn Here				
11. Prepared By:	12. Date/Time Briefed:	**HAZARD LIST**: Physical/Safety, Toxic, Explosion/Fire, Oxygen Deficiency, Biological, Biomedical, Electrical, Heat Stress, Cold Stress, Ergonomic, Noise, Cancer, Dermatitis, Drowning, Fatigue, Vehicle, & Diving	**ICS-208-CG SSP-C (rev 9/06):** Page 4 of 9	

CG ICS SSP: EMERGENCY RESPONSE PLAN	1. Incident Name F/V Horton Sound	2. Date/Time Prepared 10/03/17 0730	3. Operational Period 10/03/17 0900 – 10/05/17 0900	4. Safety Officer (include method of contact) LT Forsythe
5. Supervisor/Leader CAPT. (USCG) SDFD NRC	6. Location and Size of Site	7. For Emergencies Contact: 911		8. Attachments:
9. Emergency Alarm (sound and location)	10. Backup Alarm (sound and location)	11. Emergency Hand Signals	12. Emergency Personal Protective Equipment Required:	
3 Blasts for evacuation alarm	N/A	N/A	As Needed	

13. Emergency Notification Procedures	14. Places of Refuge (also see site map form 208B)	15. Emergency Decon and Evacuation Steps	16. Site Security Measures
If personnel comes in contact with chemical, affected area will drenched in water. 911 notification will be made if the emergency is life threatening. Contractor safety department will be notified as well as the Safety Officer.		If personnel comes in contact with chemical, affected area will drenched in water. 911 notification will be made if the emergency is life threatening. Contractor safety department will be notified as well as the Safety Officer.	As deemed necessary

17. Prepared By:	18. Date/Time Briefed:	**HAZARD LIST**: Physical/Safety, Toxic, Explosion/Fire, Oxygen Deficiency, Biological, Biomedical, Electrical, Heat Stress, Cold Stress, Ergonomic, Noise, Cancer, Dermatitis, Drowning, Fatigue, Vehicle, & Diving	**ICS-208-CG SSP-D (rev 9/06)** Page 5 of 9

CG ICS SSP: Exposure Monitoring Plan	1. Incident Name F/V Horton Sound	2.Date/Time Prepared:10/03/17	3. Operational Period: 10/03/17 0900 to 10/05/17 0900	4. Safety Officer (Method of Contact): LT Forsythe

5. Specific Task/Operation	6. Survey Location	. Survey Date/Tim e	8. Monitoring Methodology	9. Direct-Reading Instrument	10. Air Sampling	11. Hazard(s) to Monitor	12. Monitorin g Duration	13. Reasons to Monitor	14. Laboratory Support for Analysis
Air Monitoring being accomplished by NRC			☐ Personal Breathing Zone ☐ Area Air Monitoring ☐ Dermal Exposure Monitoring ☐ Biological Monitoring: ☐ Blood ☐ Urine ☐ Other ☐ Obtain bulk samples ☐ Other:	Model: Manufacturer: Last Mfr Calibration Date:	Sampling/Analysis Method: Collecting Media: ☐ Charcoal Tube ☐ Silica Gel ☐ 37 mm MCE Filter ☐ 37 mm PVC Filter ☐ Other:____________			☐ Regulatory Compliance ☐ Assess current PPE adequacy ☐ Validate engineering controls ☐ Monitor IDLH Conditions ☐ Other_________	
			☐ Personal Breathing Zone ☐ Area Air Monitoring ☐ Dermal Exposure Monitoring ☐ Biological Monitoring: ☐ Blood ☐ Urine ☐ Other ☐ Obtain bulk samples ☐ Other:	Model: Manufacturer: Last Mfr Calibration Date:	Sampling/Analysis Method: Collecting Media: ☐ Charcoal Tube ☐ Silica Gel ☐ 37 mm MCE Filter ☐ 37 mm PVC Filter ☐ Other:____________			☐ Regulatory Compliance ☐ Assess current PPE adequacy ☐ Validate engineering controls ☐ Monitor IDLH Conditions ☐ Other_________	
			☐ Personal Breathing Zone ☐ Area Air Monitoring ☐ Dermal Exposure Monitoring ☐ Biological Monitoring: ☐ Blood ☐ Urine ☐ Other ☐ Obtain bulk samples ☐ Other:	Model: Manufacturer: Last Mfr Calibration Date:	Sampling/Analysis Method: Collecting Media: ☐ Charcoal Tube ☐ Silica Gel ☐ 37 mm MCE Filter ☐ 37 mm PVC Filter ☐ Other:____________			☐ Regulatory Compliance ☐ Assess current PPE adequacy ☐ Validate engineering controls ☐ Monitor IDLH Conditions ☐ Other_________	
			☐ Personal Breathing Zone ☐ Area Air Monitoring ☐ Dermal Exposure Monitoring ☐ Biological Monitoring: ☐ Blood ☐ Urine ☐ Other ☐ Obtain bulk samples ☐ Other:	Model: Manufacturer: Last Mfr Calibration Date:	Sampling/Analysis Method: Collecting Media: ☐ Charcoal Tube ☐ Silica Gel ☐ 37 mm MCE Filter ☐ 37 mm PVC Filter ☐ Other:____________			☐ Regulatory Compliance ☐ Assess current PPE adequacy ☐ Validate engineering controls ☐ Monitor IDLH Conditions ☐ Other_________	

15. Prepared By:	16. Date/Time Briefed:	**HAZARD LIST**: Potential Health Effects: Bruise/Lacerations, Organ Damage, Central Nervous System Effects, Cancer, Reproductive Damage, Low Back Pain, Temporary Hearing Loss, Dermatitis, Respiratory Effects, Bone Breaks, & Eye Burning
18. Safety Officer Review:	Reporting: Monitoring results shall be logged in the ICS-208-CG SSP-E-1 form (Air Monitoring Log) and attached as part of a current Site Safety Plan and Incident Action Plan. Significant Exposures shall be immediately addressed to the IC and General Staff for immediate correction.	**ICS-208-CG SSP-E (rev 9/06)** Page 6 of 9

CG ICS SSP: AIR MONITORING LOG	1. Incident Name F/V Horton Sound	2. Date/Time Prepared 10/03/17 0900	3. Operational Period 10/03/17 0730 to 10/05/17 0900	4. Safety Officer (include method of contact) LT Forsythe	
5. Site Location	6. Hazards of Concern Marine Diesel	7. Action Levels (include references): Set in NRC HASP		8. Weather: Temperature: Precipitation: Wind: Relative Humidity: Cloud Cover:	
9.a. Instrument, ID Number Calibrated? Indicate below.	9.b. Monitoring Person Name(s)	9.c. Results (units)	9.d. Location	9.f. Time	9.g. Interferences and Comments
10. Safety Officer Review:		Potential Health Effects: Bruise/Lacerations, Organ Damage, Central Nervous System Effects, Cancer, Reproductive Damage, Low Back Pain, Temporary Hearing Loss, Dermatitis, Respiratory Effects, Bone Breaks.			**ICS-208-CG SSP-E-1 (rev 9/06):** Page 7 of 9

CG ICS SSP: PERSONAL PROTECTIVE EQUIPMENT	1. Incident Name F/V Horton Sound	2. Date/Time Prepared: 10/03/17 0730	3. Operational Period: 10/03/17 0900 to 10/05/17 0900	4. Safety Officer (include method of contact) LT Forsythe
5. Supervisor/Leader CAPT. (USCG) SDFD NRC	6. Location and Size of Site TBD	7. Hazards Addressed:		8. For Emergencies Contact: 911/NRC HASP

9. Equipment:			10. References Consulted:

11. Inspection Procedures:	12. Donning Procedures:	13. Doffing Procedures:	14. Limitations and Precautions (include maximum stay time in PPE):
Set by NRC HASP Set by SDFD	Set by NRC HASP Set by SDFD	Set by NRC HASP Set by SDFD	Set by NRC HASP Set by SDFD

15. Prepared By:	16. Date/Time Briefed:	Potential Health Effects: Bruise/Lacerations, Organ Damage, Central Nervous System Effects, Cancer, Reproductive Damage, Low Back Pain, Temporary Hearing Loss, Dermatitis, Respiratory Effects, Bone Breaks.	**ICS-208-CG SSP-F: (Rev 9/06)** Page 8 of 9

CG ICS SSP: DECONTAMINATION	1. Incident Name F/V Horton Sound	2. Date/Time Prepared 10/03/17 / 0730	3. Operational Period: 10/03/17 0900 to 10/05/17 0900	4. Safety Officer (include method of contact) LT Forsythe
5. Supervisor/Leader NRC Environmental Services	6. Location and Size of Site TBD	7. For Emergencies Contact: LT Forsythe		8. Hazard(s) Addressed:

9. Equipment:				10. References Consulted:

11. Contamination Avoidance Practices:	12. Decon Diagram: ☐ Attached, ☐ Drawn below	13. Decon Steps
Set by NRC Environmental Services.	Set by NRC Environmental Services	Set by NRC Environemental Services

14. Prepared By:	15. Date/Time Briefed:	Potential Health Effects: Bruise/Lacerations, Organ Damage, Central Nervous System Effects, Cancer, Reproductive Damage, Low Back Pain, Temporary Hearing Loss, Dermatitis, Respiratory Effects, Bone Breaks, Eye Burning	**ICS-208-CG SSP-G (rev 9/06):** Page 9 of 9

1. Incident Name Horton Sound	2. Operational Period (Date/Time) From: 03OCT17 @ 0900 To: 05OCT17 @ 0900	DAILY MEETING SCHEDULE ICS 230-CG

3. Meeting Schedule (Commonly-held meetings are included)

Date/ Time	Meeting Name	Purpose	Attendees	Location
03OCT17 1300	Unified Command Objectives Meeting	Review/ identify objectives for the next operational period.	Unified Command members	ICP
03OCT17 0900	Operations Briefing	Present IAP and assignments to the Supervisors/Leaders for the next Operational Period.	Branch Directors, Div/Gru Sups., Task Force/Strike Team Leaders and Unit Leaders	Parking Lot
04OCT17 0900	Operations Briefing	Present IAP and assignments to the Supervisors/Leaders for the next Operational Period.	Branch Directors, Div/Gru Sups., Task Force/Strike Team Leaders and Unit Leaders	Parking Lot
04OCT17 1430	Planning Meeting	Review status and finalize strategies and assignments to meet Incident Objectives for the next Operational Period.	Determined by the IC/UC	ICP

4. Prepared by: (Situation Unit Leader) Stephen Hill (USCG)	Date/Time 03 OCT 2017 0800

DAILY MEETING SCHEDULE ICS 230-CG (Rev.07/04)

This page left intentionally blank.