

NOAA Marine Debris Program



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Caribbean Regional Coordinator



NOAA Marine Debris Program

Photo: USCG





**Established in 2006 by Congress
as the federal lead for marine debris.**

**Vision: the global ocean and its coasts free
from the impacts of marine debris**

**Mission: to investigate and prevent the
adverse impacts of marine debris.**



Marine Debris Program

OFFICE OF RESPONSE AND RESTORATION

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[DISCOVER MARINE DEBRIS](#)
[OUR WORK](#)
[IN YOUR REGION](#)
[RESOURCES](#)
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Resources: Links

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- [Contact Us](#)
- [Careers and Internships](#)
- [Take our Marine Debris Website Satisfaction Survey](#)
- [NOAA Marine Debris Program e-Newsletter Archive](#)

Resources: Downloads

- [NOAA MDP Programmatic Environmental Assessment](#)

Sign up to receive Blog notifications, the Marine Debris Newsletter, or the Educator Newsletter. The monthly e-newsletters are filled with news, announcements, and goings-on for the program and marine debris community. Get details on projects, accomplishments, and upcoming events. We promise not to share or sell your personal information. Learn more in our [privacy policy](#).

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On Our Radar




Garbage Patches



Project Clearinghouse




Education




Discover Marine Debris



Funding Opportunities



Derelict Vessel Info Hub



How to Help

Who We Are

In 2006, Congress authorized the NOAA Marine Debris Program (MDP) as the U.S. Federal government's lead for addressing marine debris. The MDP achieves its mission through six main pillars: Prevention, Removal, Research, Monitoring and Detection, Response, and Coordination.

MDP staff is positioned across the country in order to support projects and partnerships with state and local agencies, tribes, non-governmental organizations, academia, and industry.

Vision

The NOAA Marine Debris Program envisions the global ocean and its coasts free from the impacts of marine debris.

Mission

The mission of the NOAA Marine Debris Program is to investigate and prevent the adverse impacts of marine debris.

2021-2025 Strategic Plan

Since the inception of the NOAA Marine Debris Program in 2006, NOAA has strived to help find solutions to the marine debris problem. The fiscal year 2021-2025 Strategic Plan highlights how the MDP will work with dedicated staff and partners for the next five years to make a measurable change toward reaching our vision: the global ocean and its coasts free from the impacts of marine debris.

The Marine Debris Act

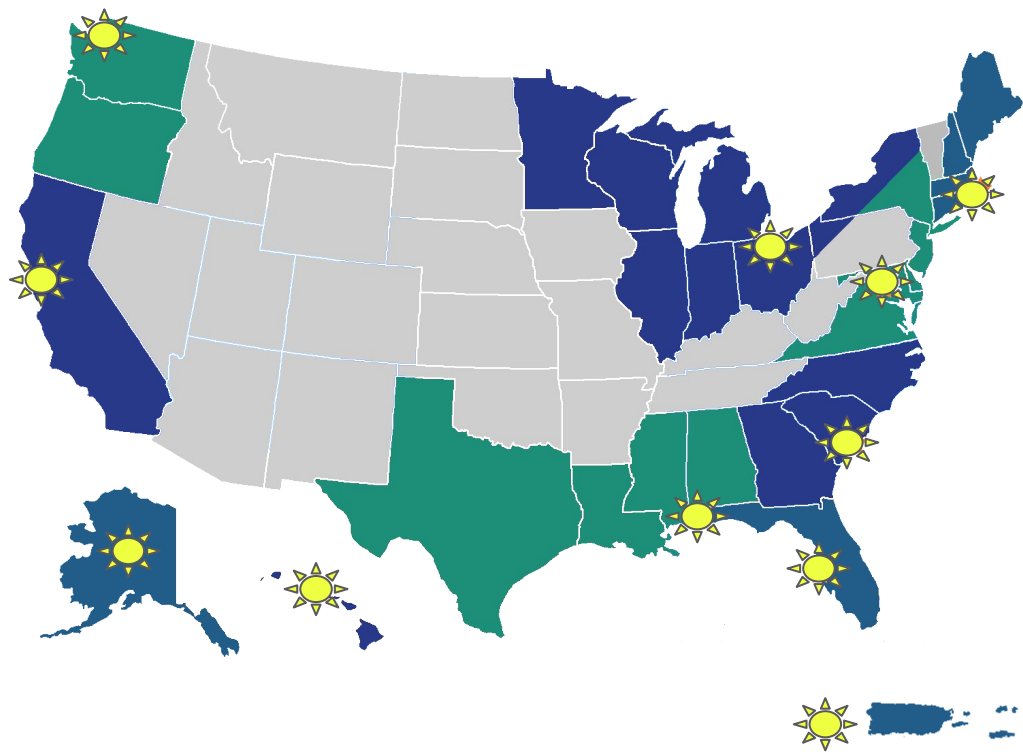
The NOAA Marine Debris Program is authorized by Congress to work on marine debris through the Marine Debris Act, signed into law in 2006 and amended in 2012, 2018, and 2020.



Marine Debris Program Goals



- Prevention
- Removal
- Research
- Monitoring and Detection
- **Emergency Response**
- Coordination



NOAA MDP Projects and Resources in the Caribbean

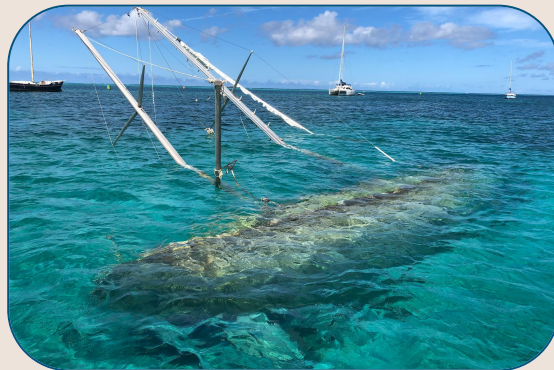
Yaritza Rivera

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U.S. Virgin Islands

- One Removal grant
- One hurricane supplemental project
- Emergency Response Guide (2020)
- Marine Debris Action Plan



Puerto Rico

- One Removal grant
- One hurricane supplemental project
- Emergency Response guide- March 2023
- Aquatic Debris Strategic Plan - published October 2023
- One Sea Grant education project
- One BIL project

Response Relevant Projects

Bipartisan Infrastructure Law

Isla Mar Research Expeditions

DNER

HJR Reefscaping

This project has three main goals:

- management and stakeholder engagement,
- large-scale ADV removals,
- and development of prevention and awareness strategies.

To streamline and strengthen the implementation of an ADV removal protocol in Puerto Rico, partners are establishing a coordination strategy within the ADV community that includes local, state and federal agencies.

Setting the Baseline for a Marine Debris-free Puerto Rico



Response Relevant Projects

Removal Project FY21-24 Scuba Dogs Society



Emergency response and action plan

- Adapted to the knowledge and experience of a pilot community in Parcelas Suárez in Loíza.
- Focused on preventing the accumulation of aquatic debris that affects its safety during hurricanes.
- Joint effort - community and Municipality.
- Adaptable to other communities.

Response Relevant Projects in the Caribbean

Hurricane Relief Funds

Hurricanes Irma y Maria



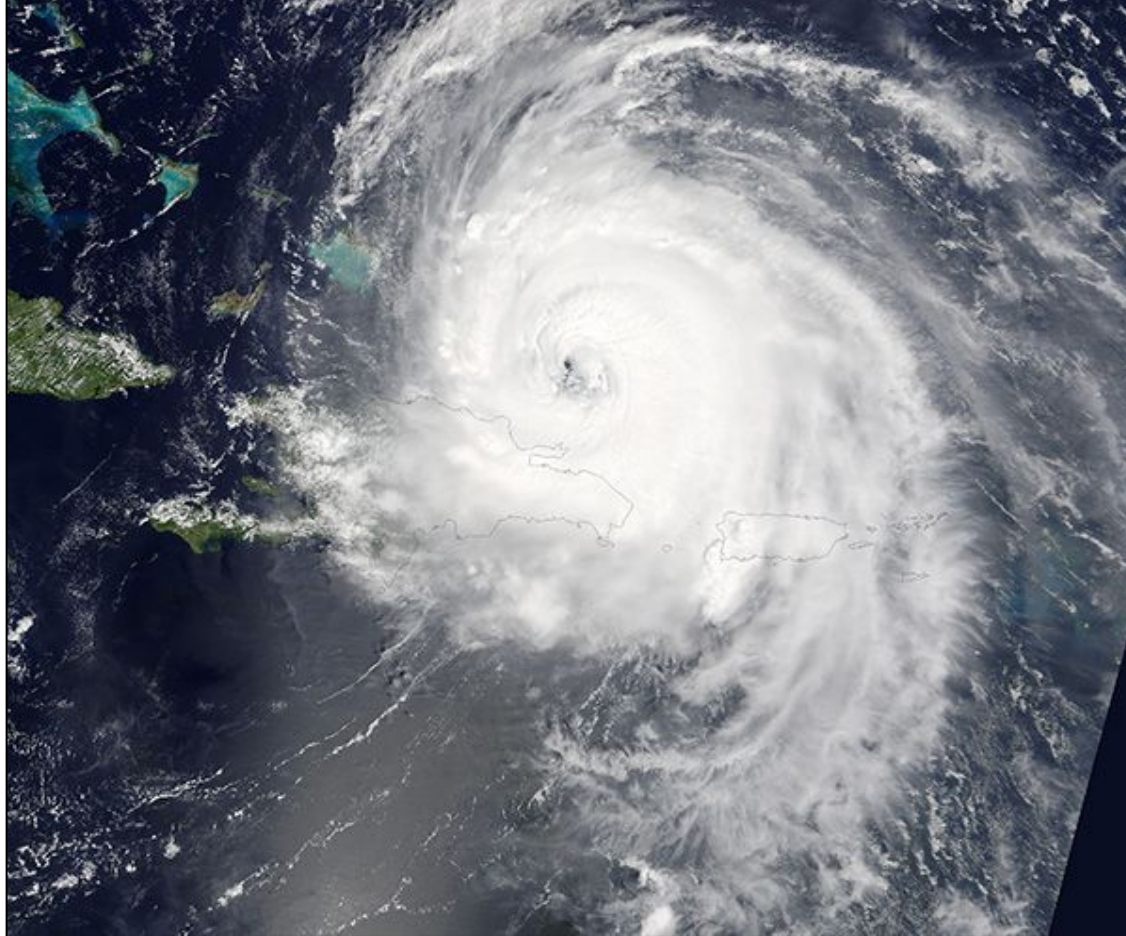
USVI

Grant: \$4.2M



Puerto Rico

Grant: \$3.7M



Response Relevant Projects - Puerto Rico



Hurricane Relief funds

Hurricanes Irma y Maria



Response Relevant Projects - U.S. Virgin Islands



Hurricane Relief funds

Hurricanes Irma y Maria

Priority 1

Krum Bay



Priority 2

ADV Removal



Priority 3

Community Cleanups



Response Relevant Projects

Recently closed FY20-22 Removal of fishing gear
Conservación ConCiencia



Coordination

Marine Debris Program Región del Caribe




Regional Action Plans



Puerto Rico Strategic Plan to Reduce Aquatic Debris

Download File:

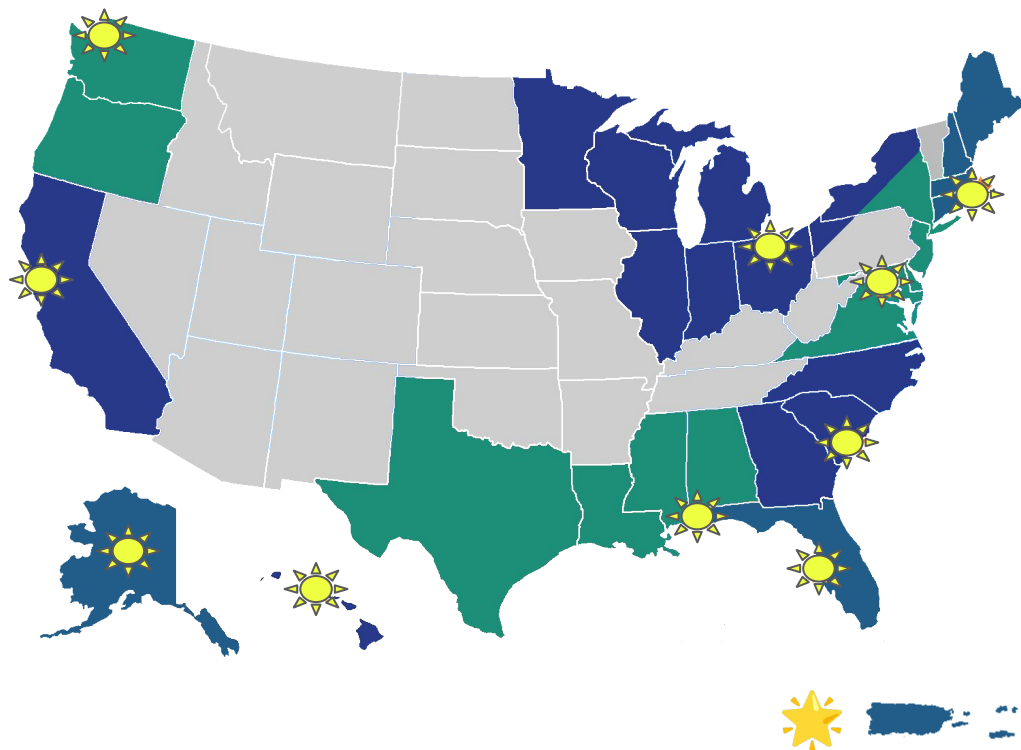
 Puerto Rico Strategic Plan To Reduce Aquatic Debris.pdf (13.59 MB)

[more info >>>](#)



U.S. Virgin Islands Marine Debris Action Plan

[more info >>>](#)



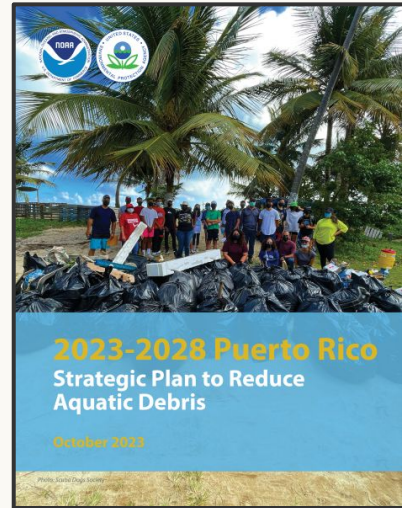
Goal 3: Emergency Response

Increase preparedness to respond to and recover from aquatic debris emergencies.



Action

Provide training once a year to first responders from local, state and federal governments on existing marine debris response resources.





TROPICAL ISLANDS WEBINAR SERIES

U.S. PACIFIC ISLANDS

FLORIDA KEYS

U.S. CARIBBEAN



NOAA Marine Debris Program

Preparedness, Response, and Recovery Tools



PROVIDING SUPPORT



COORDINATION

Information sharing
and coordination



BMPS

Provide removal best
management practices



MAPPING

Mapping and debris
assessments



COMPLIANCE

Environmental permitting
& compliance



DEPLOYMENT

Deploy to ICP, JFO,
and/or EOC



FUNDING

Provide supplemental
funding for recovery

- 9 “episodes” on ADV topics
- Improve coordination
- 30 experts shared expertise and experiences
- 1100 attendees across all webinars

SALVAGING **SOLUTIONS** to Abandoned and Derelict Vessels



ADV Information Hub

- ADV program information
- Legislative overviews
- Case studies
- Resource links

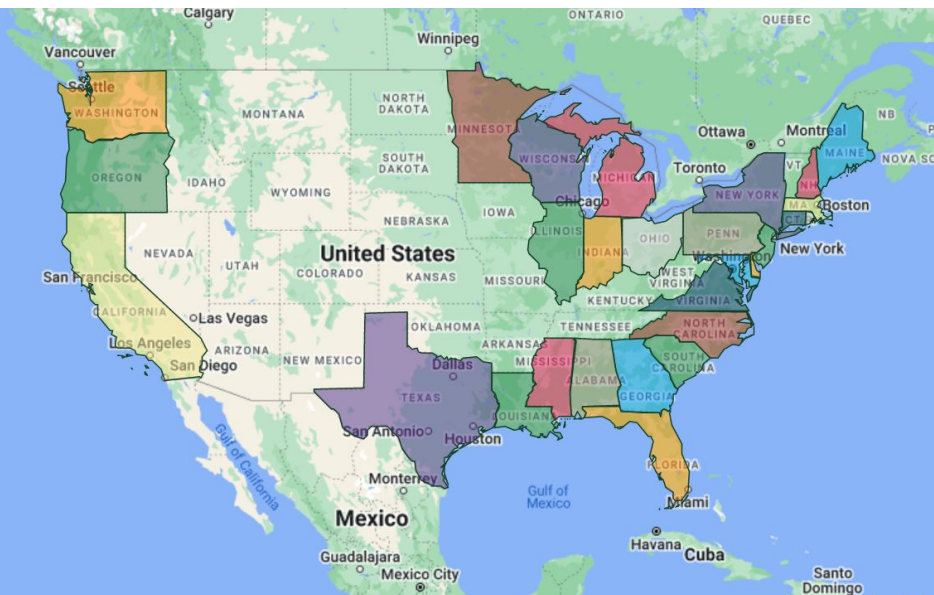
Pacific and Caribbean

- ▶ American Samoa
- ▶ Guam
- ▶ Hawai'i
- ▼ Puerto Rico
- ▶ US Virgin Islands

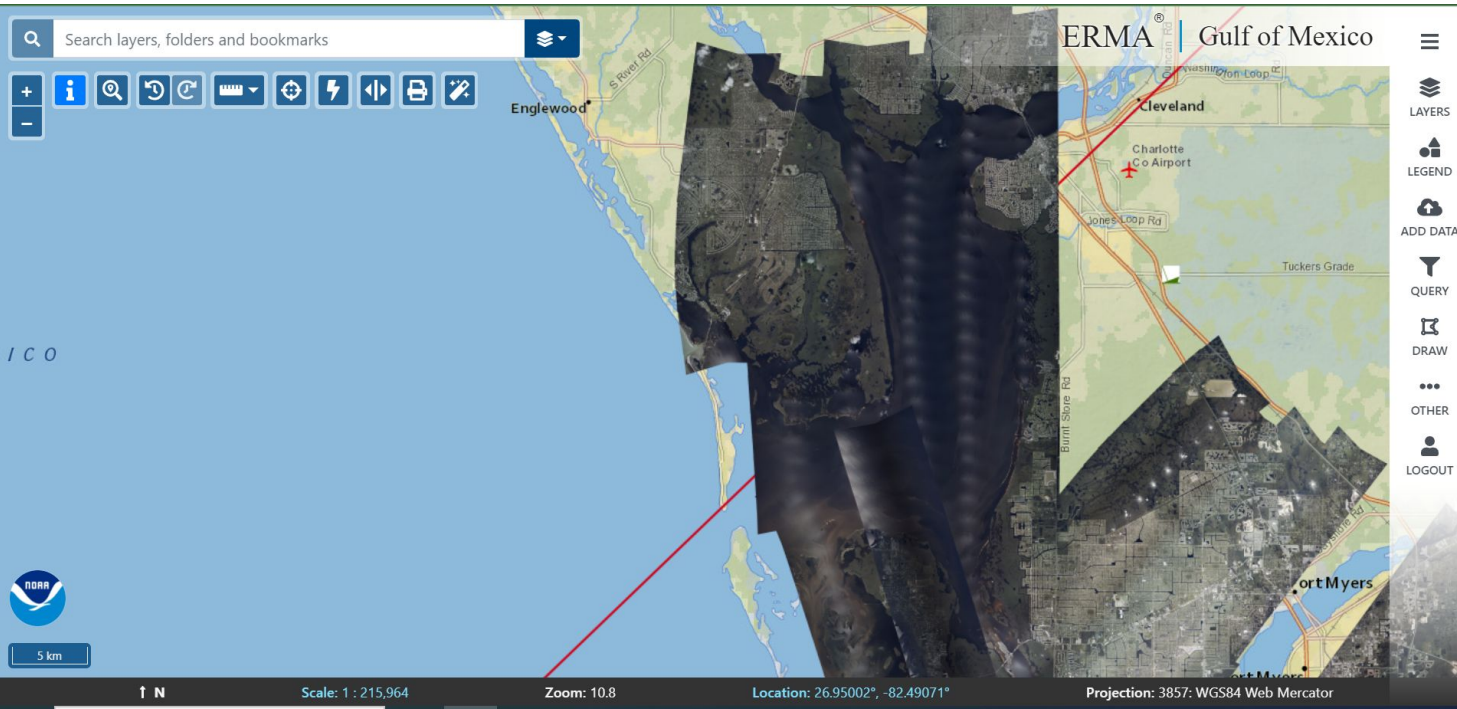
Puerto Rico

Contact:
Puerto Rico Department of Natural and Environmental Resources
<http://www.drna.gobierno.pr/>

787-999-2200
ADV Program? **no**
ADV Legislation? **no**
ADV State Funding? **no**



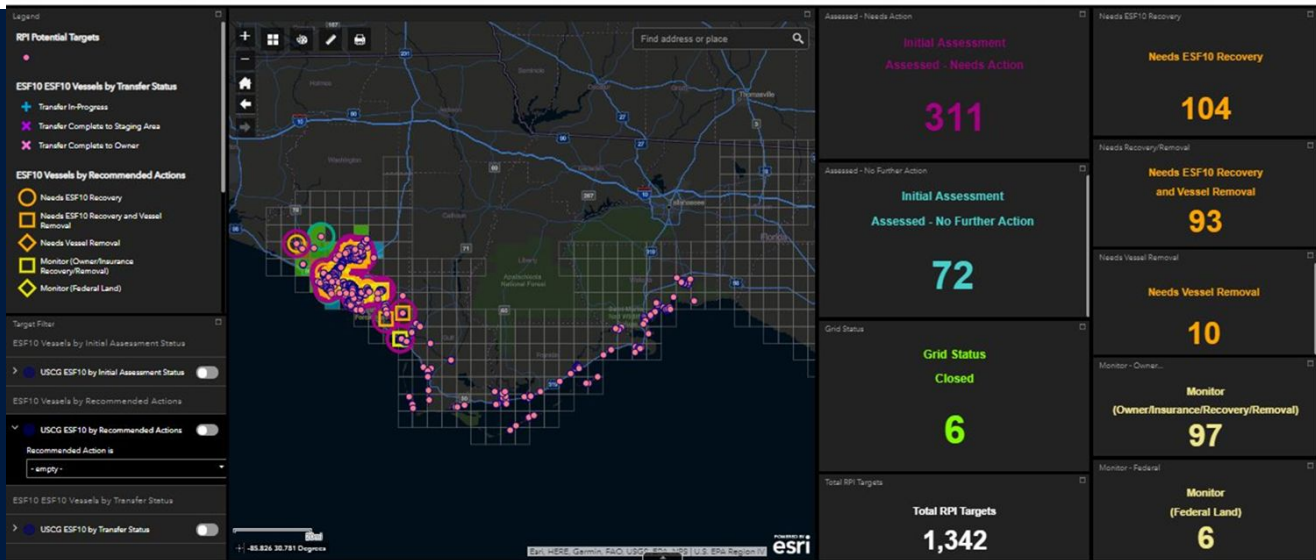
Aerial Imagery



- Assess damages
- Rapid processing
- Publicly available

Environmental Response Management Application (ERMA)

- Online Mapping Tool
- Integrated environmental data
- Common Operational Picture





Resource Advisor Training

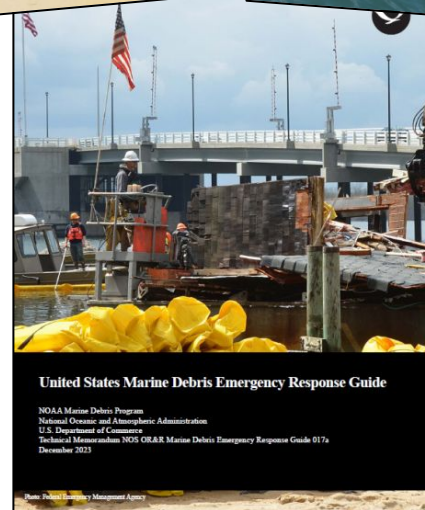
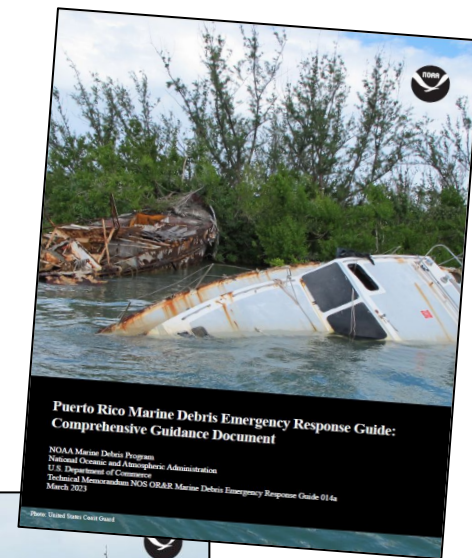
- Improve coordination on removal operations
- Protect natural resources from damage
- Understand BMP and salvaging techniques



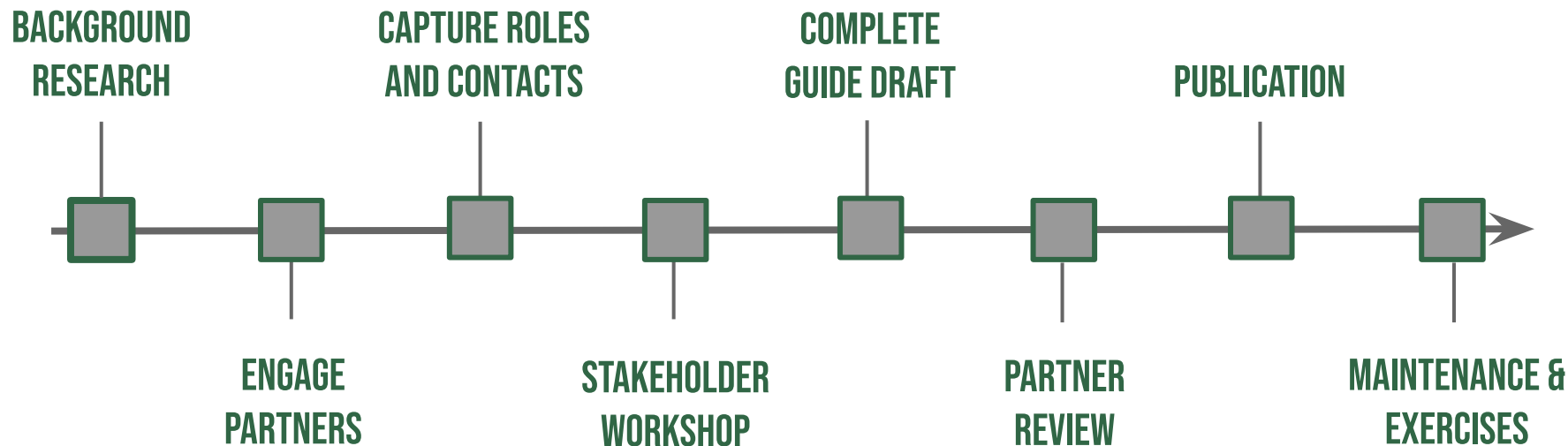
Funding

- Marine Debris Removal
- Supplemental
- Bipartisan Infrastructure Law

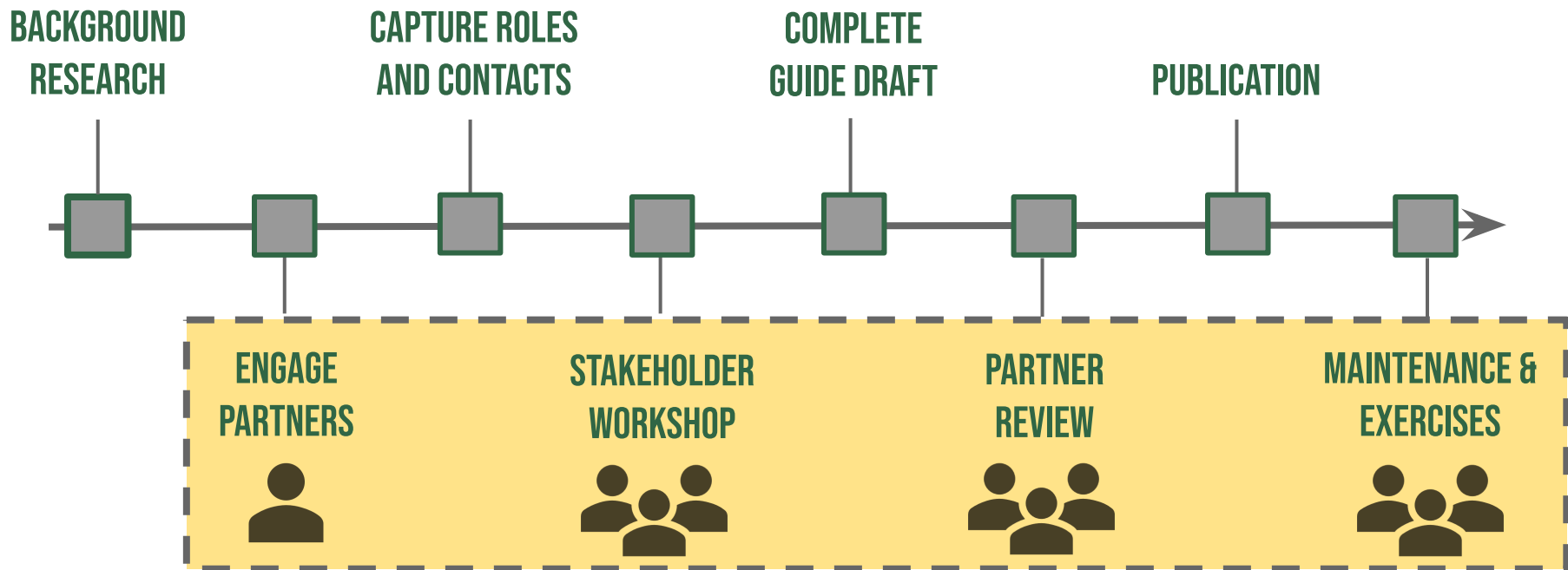
MARINE DEBRIS EMERGENCY RESPONSE GUIDES



Emergency Response Guide Development Process



Emergency Response Guide Development Process



Response Guide Contents



1. Introduction
2. Background Risk
3. Roles and Responsibilities
4. Response Map
5. Compliance Requirements
6. Needs and Recommended Actions
7. Contacts

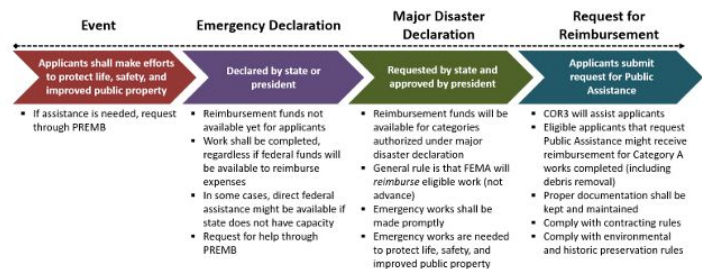
Response Guide Contents

1. Introduction
2. Background Risk
- 3. Roles and Responsibilities**
4. Response Map
5. Compliance Requirements
6. Needs and Recommended Actions
7. Contacts

4 Roles and Responsibilities

Determining responsibility for marine debris response and removal can be complicated and may involve multiple agencies and overlapping jurisdictions. The response lead may change depending on the type of incident, the magnitude of the incident, and the debris location. Emergency response in Puerto Rico is in accordance with the National Incident Management System, and the Incident Command System (ICS) is the standard for on-scene emergency management for all types of hazards. While information on response to debris in waterways is limited, the *Joint Operational Catastrophic Incident Plan of Puerto Rico* (JOCIP) establishes operational procedures for all levels of government, nongovernmental organizations, and the private sector to protect life and property before, during, and after a catastrophic disaster (PREMB, 2019a).

Local municipal offices of emergency management lead the initial response to emergencies and disasters and serve as a first point of contact for reporting a marine debris incident. Municipalities may declare local states of emergency through executive order from the mayor. The Puerto Rico Emergency Management and Disaster Administration Bureau (PREMB) in the Department of Public Safety manages emergency response for the territory, and the Federal Government may supplement territorial response actions. The governor may declare a state of emergency or disaster for the territory, and under the Stafford Act, may request federal assistance from the president if the territory's capabilities are exceeded (25 L.P.R.A. § 3650; 42 U.S.C. § 5121 et seq.). After issuing a state of emergency or disaster, the governor may also direct the removal of wreckage, debris, or waste that may affect the health or safety of public or private lands or bodies of water (25 L.P.R.A. § 3651). If the president issues a declaration that a major disaster exists, it authorizes FEMA to provide financial assistance to municipal and territorial governments. [Figure 2](#) describes the process and agency roles for reimbursement funding requests during a major disaster declaration.



RESPONSE FLOWCHART

Flowchart for determining debris removal funding eligibility:

- Is the debris exposed to or does it have the potential to release oil or hazardous substances?**
 - Yes:** **Debris in federally maintained waterway (pollution threat)**
 - Report to NRC 1-800-424-8802
 - Removal authorized under NCP
 - USCG oversees response by RP. If vessel with no RP, USCG removes pollution threat (battery, oil) and USACE removes vessel.
 - No:** **Debris in federally maintained waterway**
 - USACE removes debris that poses a navigation hazard or oversees removal by RP
- Is the debris in federal waters or on federal lands?**
 - No:** **Debris in federal waters/lands**
 - In PR, owned by DoD, NPS, USFWS, and USFS who are responsible for debris removal on their lands
 - Debris beyond 3 marine leagues (9 nm) is generally not removed by the U.S. unless it is a pollution threat or in a USACE federally maintained waterway
 - Yes:** **Is the debris a direct result of a major disaster declared by the president?**
 - Yes:** **Debris eligible for NRCES EWP funding**
 - NRCES funds removal by eligible sponsor under EWP program if funds are available. Cost share is typically 75% NRCES, 25% sponsor.
 - No:** **Is the debris exposed to or does it have the potential to release oil or hazardous substances?**
 - Yes:** **Pollution threat, no Stafford Act declaration**
 - Report to NRC 1-800-424-8802 and 911
 - Response managed at lowest jurisdictional level capable of handling the removal: Municipal → Territory (PR) → Federal
 - PR response led by DNER
 - If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP coastal zone and by EPA in inland zone.
 - Unlike response under Stafford Act declaration, under NCP USCG/EPA may respond without a request from the local territorial government
 - If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel
 - No:** **Is the debris an abandoned or derelict vessel?**
 - Yes:** **Debris in Puerto Rico waters**
 - Report debris to local emergency management office
 - Response, if any, managed at lowest jurisdictional level capable of handling the removal: Municipal → Territory (PR)
 - If PR manages response, DNER may lead response as on-scene coordinator in DNER-managed areas
 - DNER Ranger Corps may provide logistical support
 - DNER Commissioner of Navigation may assist with vessel identification
 - PR Ports Authority leads removal within San Juan Bay
 - DTPOT leads removal of debris impacting DTPOT infrastructure
 - No:** **Eligibility Determination by FEMA: Is removal necessary to eliminate the immediate threat to life, public health and safety, or improved property?**
 - Made on case-by-case discretionary basis in coordination with eligible applicant, territorial government, and other federal agencies. See *guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide PP 104-009-2.*

Additional Information:

 - After a Stafford Act declaration, FEMA typically does not provide funding unless debris threatens public health and safety and removal is in the public interest.**
 - If owner is found, apply insurance and owner takes property**
 - If no owner is found, USCG may remove pollution threat (battery, oil) but generally does not remove vessel - see below**
 - Applicable Programs/Legislation:**
 - During state of emergency or disaster, governor may direct the removal of wreckage, debris, or waste that could affect public health or safety of public or private land or bodies of water (25 L.P.R.A. § 3651)
 - Submerged objects in public channels that obstruct currents or navigation and are not removed in a timely manner can be removed as if they had been abandoned (12 L.P.R.A. § 642)
 - DNER manages Adopt-a-Beach program to clean beaches (12 L.P.R.A. § 257)
 - Note: The maritime zone and submerged lands seaward to 3 marine leagues (9 nm) are property of Puerto Rico and managed by the DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

potential to release oil or hazardous substances?

Yes No

➢ Report to NRC 1-800-424-8802 and 911
➢ FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
If FEMA funds not used, removal authorized under NCP
➢ Response managed at lowest jurisdictional level capable of handling the removal:
Municipal/Territory (PR) → Federal
➢ PR response led by DNER
➢ If federal assistance requested and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
➢ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
➢ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding
Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
➢ Funding from FEMA to COR3 then to applicant
➢ If territory is applicant, response led by DNER
➢ For vessels, DNER may identify and contact owners (RP) using vessel registration data
➢ If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance
FEMA mission assignment to another federal agency to perform or contract the debris removal work
➢ USCG or EPA typically lead hazardous waste disposal under ESF 10
➢ USACE may dispose of building debris hazard, such as household hazardous materials, under ESF 3

an offshore, a vessel, or a hull identification number?

Yes No

Recoverable debris in Puerto Rico waters
➢ DNER may identify and contact vessel owners using registration data
➢ If owner is found, apply insurance and owner takes property
➢ If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal
⚡ *FEMA provides funding but does not conduct debris removal work*
⚡ *FEMA provides applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.*
⚡ *Public Assistance cost share is typically 75% FEMA - 25% applicant.*

8. Is it necessary to hire a contractor or contract the debris removal work?

Yes No

FEMA Public Assistance Funding
Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
➢ Funding from FEMA to COR3 then to applicant
➢ If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance (requested through PREMB)
FEMA mission assignment to another federal agency to perform or contract the debris removal work
➢ USACE typically leads eligible debris removal under ESF 3

If meets FEMA criteria

Fig. 2021-1

Puerto Rico Marine Debris Response Flowchart

Purpose
The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

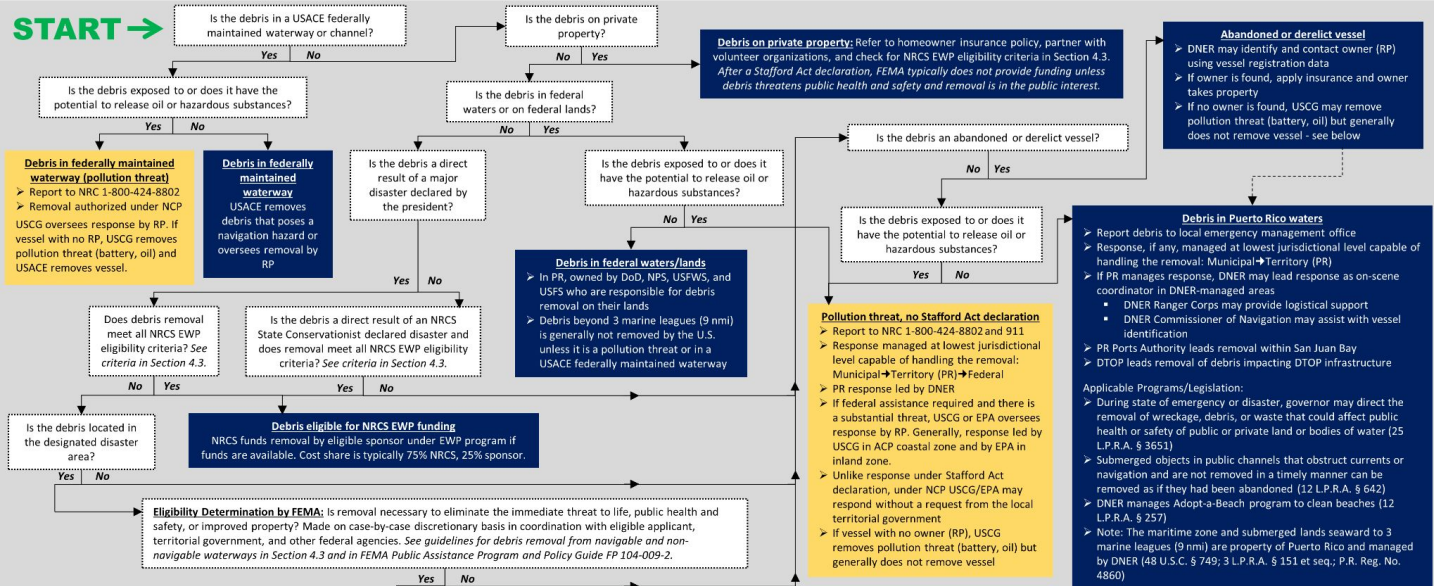
ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DOTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

EWPP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRS – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
USFWS – U.S. Fish and Wildlife Service

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds



Stafford Act Declaration

➤ Report to NRC 1-800-424-8802 and 911
➤ FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
If FEMA funds not used, removal authorized under NCP
➤ Response managed at lowest jurisdictional level capable of handling the removal:
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➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes
Does the local territorial government have the capacity to perform or contract the debris removal work?

No
Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes
FEMA Public Assistance Funding
Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
➤ Funding from FEMA to COR3 then to applicant
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➤ For vessels, DNER may identify and contact owners (RP) using vessel registration data
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No
FEMA Direct Federal Assistance
FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USCG or EPA typically lead hazardous waste disposal under ESF 10
➤ USACE may dispose of building debris hazard, such as household hazardous materials, under ESF 3

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes
Recoverable debris in Puerto Rico waters
➤ DNER may identify and contact vessel owners using registration data
➤ If owner is found, apply insurance and owner takes property
➤ If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

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* FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
* Public Assistance cost share is typically 75% FEMA, 25% applicant

No
Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes
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Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
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No
Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes
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Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
➤ Funding from FEMA to COR3 then to applicant
➤ If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DOTOP jurisdiction

No
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FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USACE typically leads eligible debris removal under ESF 3

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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →

Is the debris in a USACE federally maintained waterway or channel?

Yes No

Is the debris on private property?

No Yes

Debris on private property: Refer to homeowner insurance policy, partner with volunteer organizations, and check for NRC FEMA eligibility criteria in Section 4.3

Abandoned or derelict vessel

➤ DNER may identify and contact owner (RP)

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances

Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances

Response under Stafford Act authorities and/or funds

➤ If debris is in a USACE federally maintained waterway or channel, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
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Puerto Rico Marine Debris Response Flowchart

Purpose
The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

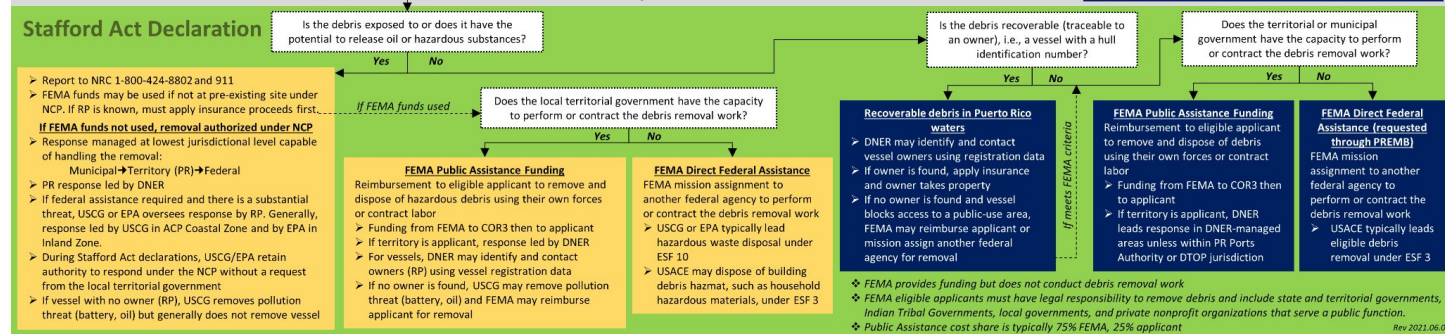
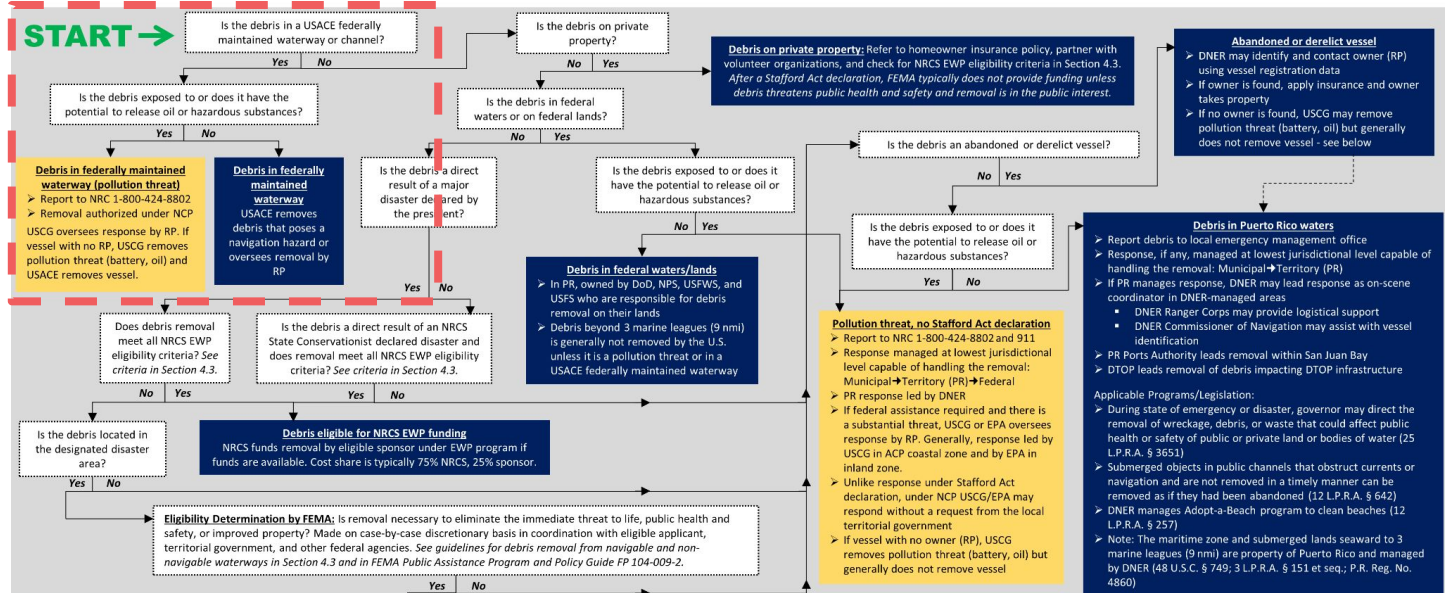
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COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

EMP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRS – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds



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chart key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances

START →

Is the debris in a USACE federally maintained waterway or channel?

Yes

No

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes

No

Debris in federally maintained waterway (pollution threat)

- Report to NRC 1-800-424-8802
 - Removal authorized under NCP
- USCG oversees response by RP. If vessel with no RP, USCG removes pollution threat (battery, oil) and USACE removes vessel.

Debris in federally maintained waterway

USACE removes debris that poses a navigation hazard or oversees removal by RP

Is the debris the result of a disaster or the product of the private sector?

Yes

➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

➤ If vessel with owner (RP), USACE removes pollution threat (battery, oil) and FEMA may reimburse applicant for removal

➤ If debris poses a navigation hazard, USACE removes debris, under ESF 3

➤ If debris poses a pollution threat, USACE removes debris, under ESF 3

➤ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2021.06.02

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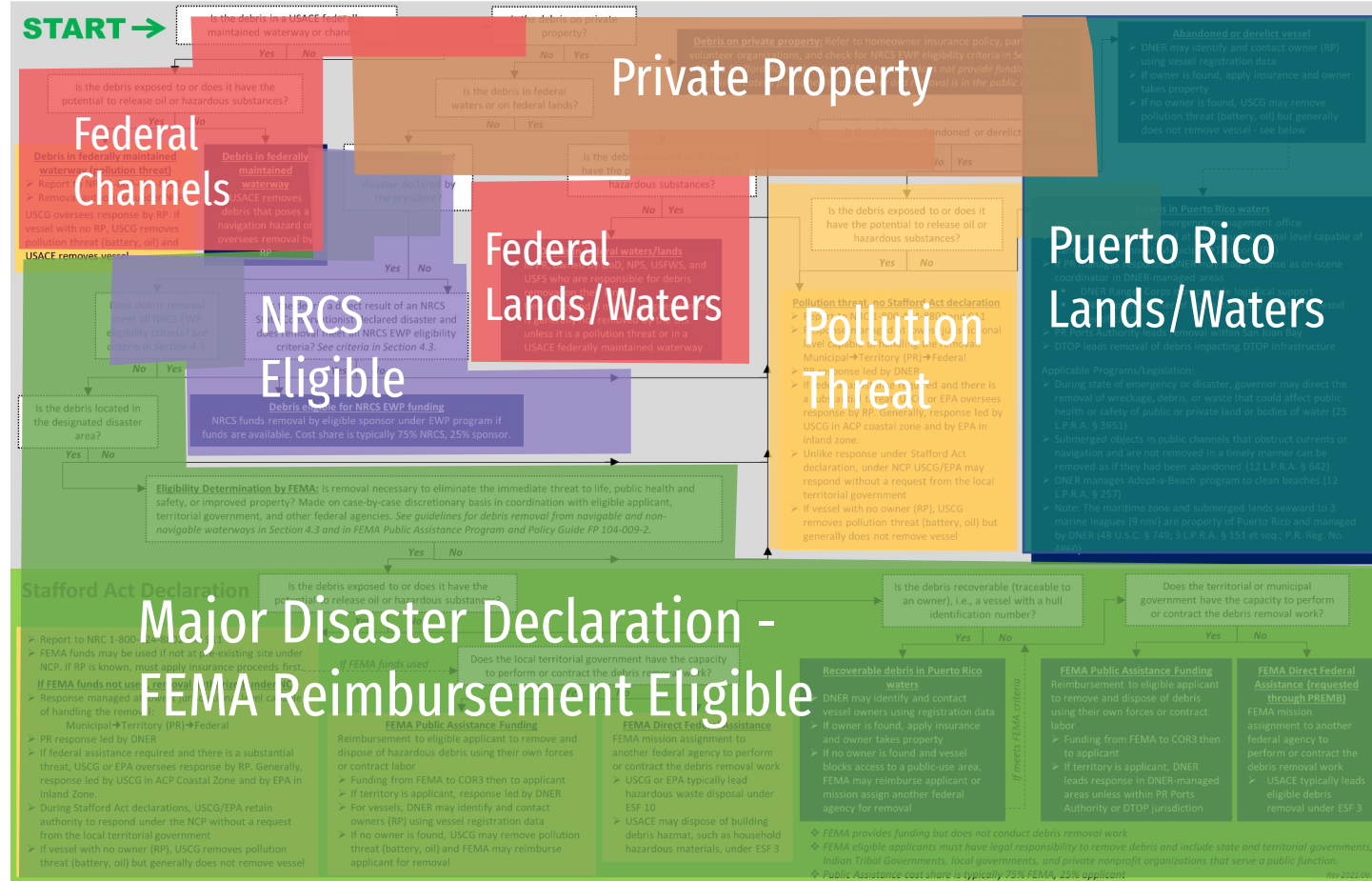
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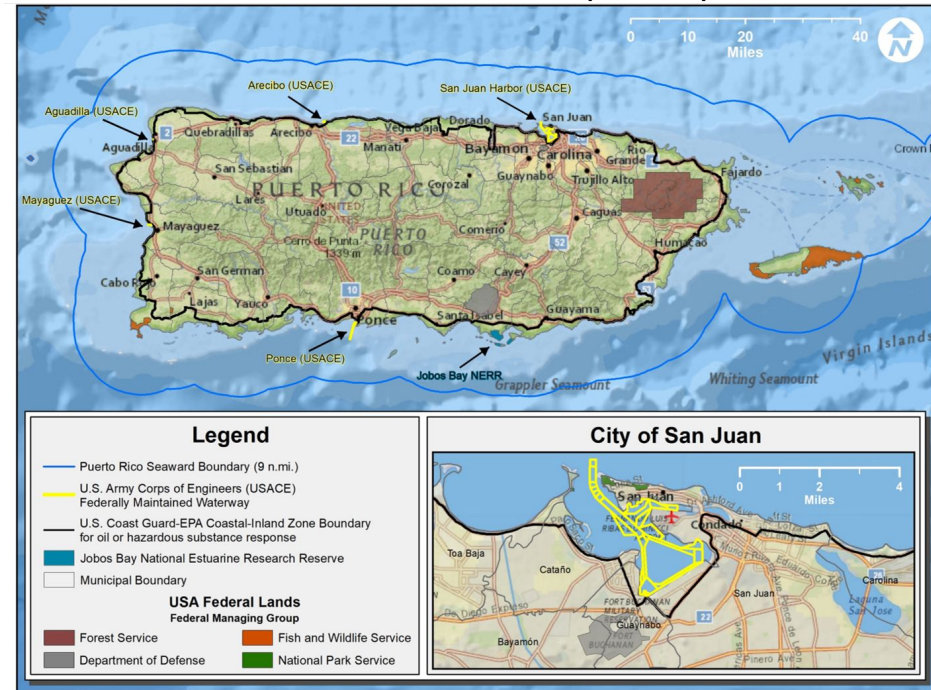
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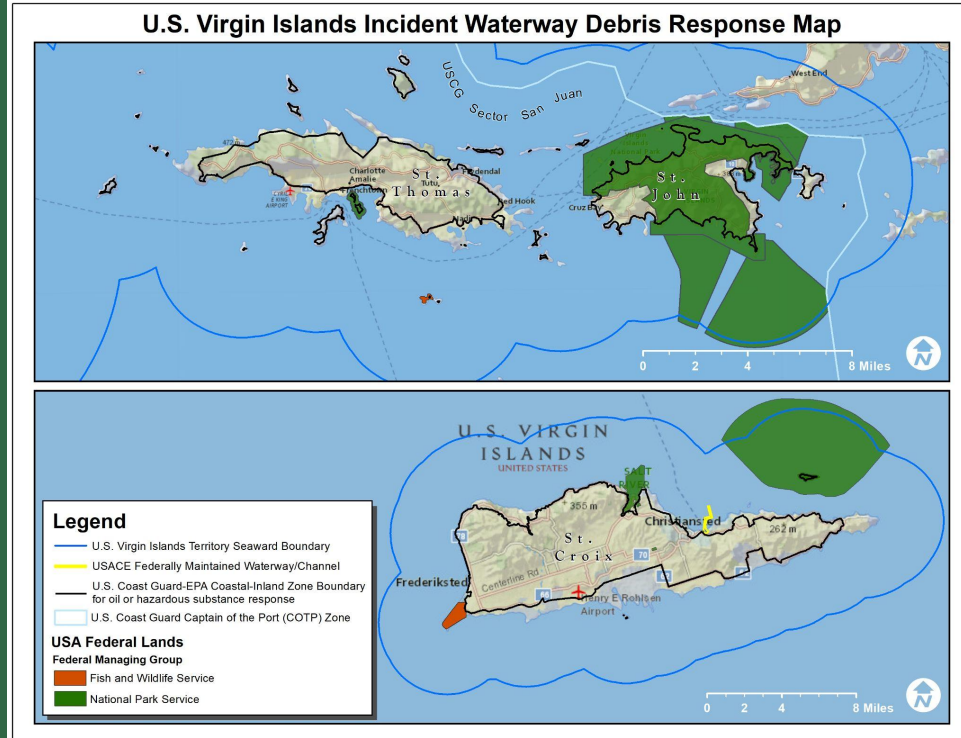
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Puerto Rico Marine Debris Response Map



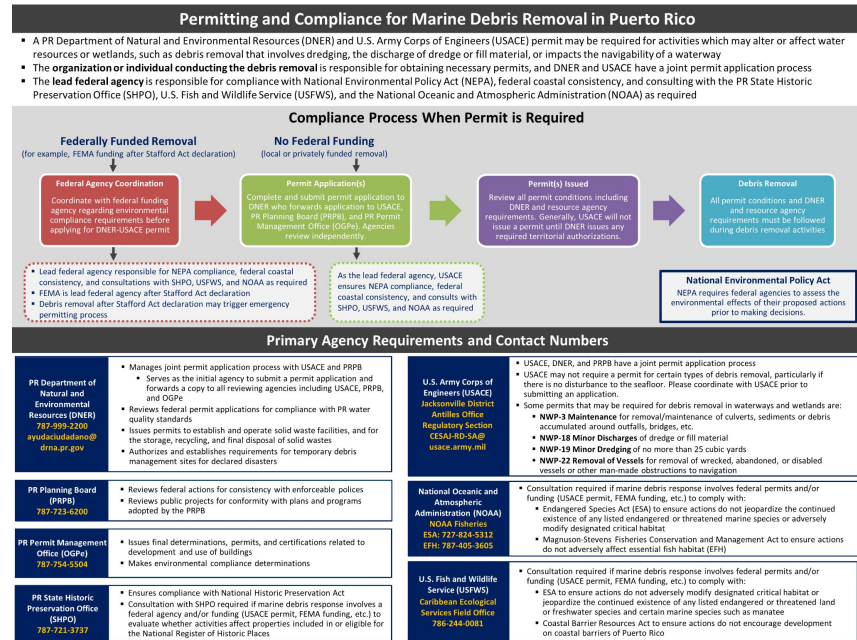
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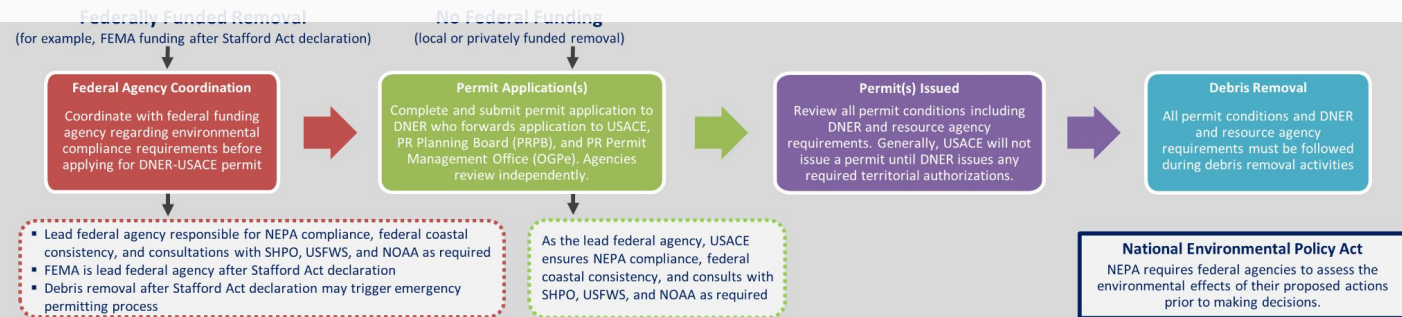
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- A PR Department of Natural and Environmental Resources (DNER) and any other federal, state, or territorial agency that may have jurisdiction over the resource involved, including but not limited to, dredging, filling, excavation, or other construction, alteration, disturbance, or fill placement, or any other activity that may affect water resources or the environment.
- The organization that is the project sponsor or the responsible party for obtaining the permit, and the organization that is the applicant for the permit.
- The lead federal agency responsible for compliance with National Environmental Policy Act (NEPA) and any other federal laws, regulations, and orders that may apply to the project.

COMPLIANCE HANDOUT

Compliance Process When Permit is Required



Primary Agency Requirements and Contact Numbers

<p>PR Department of Natural and Environmental Resources (DNER) 787-999-2200 ayudaciudadano@drna.pr.gov</p>	<ul style="list-style-type: none"> ▪ Manages joint permit application process with USACE and PRPB <ul style="list-style-type: none"> ▪ Serves as the initial agency to submit a permit application and forwards a copy to all reviewing agencies including USACE, PRPB, and OGPe ▪ Reviews federal permit applications for compliance with PR water quality standards ▪ Issues permits to establish and operate solid waste facilities, and for the storage, recycling, and final disposal of solid wastes ▪ Authorizes and establishes requirements for temporary debris management sites for declared disasters 	<p>U.S. Army Corps of Engineers (USACE) Jacksonville District Antilles Office Regulatory Section CESAJ-RD-SA@usace.army.mil</p>	<ul style="list-style-type: none"> ▪ USACE, DNER, and PRPB have a joint permit application process ▪ USACE may not require a permit for certain types of debris removal, particularly if there is no disturbance to the seafloor. Please coordinate with USACE prior to submitting an application. ▪ Some permits that may be required for debris removal in waterways and wetlands are: <ul style="list-style-type: none"> ▪ NWP-3 Maintenance for removal/maintenance of culverts, sediments or debris accumulated around outfalls, bridges, etc. ▪ NWP-18 Minor Discharges of dredge or fill material ▪ NWP-19 Minor Dredging of no more than 25 cubic yards ▪ NWP-22 Removal of Vessels for removal of wrecked, abandoned, or disabled vessels or other man-made obstructions to navigation
<p>PR Planning Board (PRPB) 787-723-6200</p>	<ul style="list-style-type: none"> ▪ Reviews federal actions for consistency with enforceable policies ▪ Reviews public projects for conformity with plans and programs adopted by the PRPB 	<p>National Oceanic and Atmospheric Administration (NOAA) NOAA Fisheries ESA: 727-824-5312 EFH: 787-405-3605</p>	<ul style="list-style-type: none"> ▪ Consultation required if marine debris response involves federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with: <ul style="list-style-type: none"> ▪ Endangered Species Act (ESA) to ensure actions do not jeopardize the continued existence of any listed endangered or threatened marine species or adversely modify designated critical habitat ▪ Magnuson-Stevens Fisheries Conservation and Management Act to ensure actions do not adversely affect essential fish habitat (EFH)
<p>PR Permit Management Office (OGPe) 787-754-5504</p>	<ul style="list-style-type: none"> ▪ Issues final determinations, permits, and certifications related to development and use of buildings ▪ Makes environmental compliance determinations 	<p>U.S. Fish and Wildlife Service (USFWS) Caribbean Ecological Services Field Office 786-244-0081</p>	<ul style="list-style-type: none"> ▪ Consultation required if marine debris response involves federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with: <ul style="list-style-type: none"> ▪ ESA to ensure actions do not adversely modify designated critical habitat or jeopardize the continued existence of any listed endangered or threatened land or freshwater species and certain marine species such as manatee ▪ Coastal Barrier Resources Act to ensure actions do not encourage development on coastal barriers of Puerto Rico
<p>PR State Historic Preservation Office (SHPO) 787-721-3737</p>	<ul style="list-style-type: none"> ▪ Ensures compliance with National Historic Preservation Act ▪ Consultation with SHPO required if marine debris response involves a federal agency and/or funding (USACE permit, FEMA funding, etc.) to evaluate whether activities affect properties included in or eligible for the National Register of Historic Places 		

Permitting and Compliance for Marine Debris Removal in Puerto Rico

- A PR Department of Natural and Environmental Resources (DNER) and U.S. Army Corps of Engineers (USACE) permit may be required for activities which may alter or affect water resources or wetlands, such as debris removal that involves dredging, the discharge of dredge or fill material, or impacts the navigability of a waterway
- The **organization or individual conducting the debris removal** is responsible for obtaining necessary permits, and DNER and USACE have a joint permit application process
- The **lead federal agency** is responsible for compliance with National Environmental Policy Act (NEPA), federal coastal consistency, and consulting with the PR State Historic Preservation Office (SHPO), U.S. Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA) as required



Primary Agency Requirements and Contact Numbers

PR Department of Natural and Environmental Resources (DNER) 787-995-1000 ayudaciad@dnre.pr.gov dnre@dnre.pr.gov	<ul style="list-style-type: none"> Manages joint permit application process with USACE and PRPB <ul style="list-style-type: none"> Serves as the initial agency to submit a permit application and forwards a copy to all reviewing agencies including USACE, PRPB, and OGP Reviews federal permit applications for compliance with PR water quality standards 	U.S. Army Corps of Engineers (USACE) Jacksonville District Antilles Office Regulatory Section JA@corps.army.mil	<ul style="list-style-type: none"> USACE, DNER, and PRPB have a joint permit application process USACE may not require a permit for certain types of debris removal, particularly if there is no disturbance to the seafloor. Please coordinate with USACE prior to submitting an application. Some permits that may be required for debris removal in waterways and wetlands are: <ul style="list-style-type: none"> NWIS Maintenance for removal/maintenance of piers, sediments or debris accumulated around outfalls, bridges, etc. NWIS Dredging and Filling NWIS Disposal of Vessels or Other Man-made Obstructions to Navigation
PR Planning Board (PRPB) 787-723-6200	<ul style="list-style-type: none"> Reviews federal actions for consistency with enforceable policies Reviews public projects for conformity with plans and programs adopted by the PRPB 	National Oceanic and Atmospheric Administration (NOAA) Caribbean Regional Office Caribbean Regional Office EPA-NOAA-PR-400-0001	<ul style="list-style-type: none"> Consultation required if marine debris response involves federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with: <ul style="list-style-type: none"> Endangered Species Act (ESA) to ensure actions do not jeopardize the continued existence of any listed endangered or threatened marine species or adversely affect designated critical habitat Stevens Fisheries Conservation and Management Act to ensure actions do not adversely affect essential fish habitat (EFH)
PR Permit Management Office (OGPe) 787-754-5504	<ul style="list-style-type: none"> Issues final determinations, permits, and conditions for development and use of buildings Makes environmental compliance determinations 	U.S. Fish and Wildlife Service (USFWS) Caribbean Ecological Services Field Office 786-244-0081	<ul style="list-style-type: none"> Consultation required if marine debris response involves federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with: <ul style="list-style-type: none"> ESA to ensure actions do not adversely modify designated critical habitat or jeopardize the continued existence of any listed endangered or threatened land or freshwater species and certain marine species such as manatee Coastal Barrier Resources Act to ensure actions do not encourage development on coastal barriers of Puerto Rico
PR State Historic Preservation Office (SHPO) 787-721-3737	<ul style="list-style-type: none"> Ensures compliance with National Historic Preservation Act Consultation with SHPO required if marine debris response involves a federal agency and/or funding (USACE permit, FEMA funding, etc.) to evaluate whether activities affect properties included in or eligible for the National Register of Historic Places 		

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Photo: U.S. Coast Guard

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Territorial Agencies

Agency	Division/Topic	Point of Contact	Phone	Email
Puerto Rico Department of Natural and Environmental Resources (DNER)	Debris response	Nilda Jimenez-Marrero	787-645-5593 (C)	njimenez@dnra.pr.gov
	Debris response: Jobos Bay National Estuarine Research Reserve	Aliza Pabón, Manager	787-538-2352	aepabon.jobos@gmail.com
		Milton Muñoz, Stewardship Coordinator	787-853-4617 x 3163	mlton.jbnerr@gmail.com
	Environmental emergencies: Oiled or hazardous debris (ESF 10)	Karen Cortés	-	karencortes@dnra.pr.gov
	Ranger Corps, first responders	Haydelin Ronda Torres, Commissioner of Rangers	-	hronda@dnra.pr.gov
Puerto Rico Department of Public Safety	Solid and hazardous waste management	Maria Coronado	-	mariacoronado@jca.pr.gov
	Permitting and compliance	General contact	787-999-2200	ayudaciudadano@dnra.pr.gov
	Planning and coordination	Kay Vazquez, Intelligence Analyst	787-233-8010	kvazquez@dsp.pr.gov
		Carlos Verges Rodriguez, Intelligence Analyst	787-598-2818	cmverges@dsp.pr.gov
Puerto Rico Permit Management Office (OGPe)	Puerto Rico Emergency Management and Disaster Administration Bureau (PREMB)	Nino Correa, Commissioner	-	ncorrea@prema.pr.gov
		Abner Torres, Director	-	atorres@prema.pr.gov
Puerto Rico Planning Board (PRPB)	-	General contact	787-754-5504	-
Puerto Rico Ports Authority	-	General contact	787-723-6200	-
	Planning and coordination	Maryguel Fuentes	-	fuentes_m@jp.pr.gov
Puerto Rico Public-Private Partnerships Authority		Rose Ortiz Diaz	-	ortiz_r@jp.pr.gov
	Division of Engineering and Planning	Rommel Pedraza, Chief	787-729-8715 x 3178	rpedraza@prpa.gobierno.pr
Puerto Rico State Historic Preservation Office (SHPO)	Central Office for Recovery, Reconstruction and Resiliency (COR3)	Ricardo Pallens Cruz, Earthquakes Disaster Recovery Director & Natural and Cultural Resources Sector Lead	787-370-3853	rpallens@cor3.pr.gov
	-	General contact	787-721-3737	-
	Planning and coordination	Miguel Bonini, Senior Historic Property Specialist	787-721-3737 x 2005	mbonini@prshpo.pr.gov
		Elba Diaz	-	ediaz@prshpo.pr.gov
		Gloria Ortiz	-	gmortiz@prshpo.pr.gov



Exercise!

Response Notification



Hurricane Caiman

[September 23, 2026]

A tropical depression forms in the eastern Atlantic Ocean and is tracking westward. The storm slowly intensifies as Tropical Storm Caiman

[September 28, 2026]: [0300]

Tropical Storm Caiman quickly strengthens into a category 3 hurricane and makes landfall on Puerto Rico overnight. Caiman’s slow movement results in prolonged, heavy rainfall.

[September 28, 2026]: [1100]

The hurricane deposits vegetative and construction debris along shorelines and waterways of Puerto Rico, including remote and ecologically sensitive areas.

[September 29, 2026]: [1200]

The Governor requests a declaration by the president that a major disaster exists, and the president approves this request. The designated disaster area includes all of Puerto Rico.



Hurricane Caiman



Key Issues

- Both vegetative and human-made debris (metal roofing material, vessels, tree limbs, etc.) is dispersed throughout coastal areas of Puerto Rico.
- Amount and types of debris is not fully known, but hazards to navigation are present, and the debris poses an immediate threat to public safety.
- Debris removal is not eligible for funding under the Natural Resources Conservation Service (NRCS) Emergency Watershed Protection Program.
- The debris does not pose a pollution threat.
- The debris is non-recoverable, and cannot be traced to an owner.
- All FEMA applicants have capabilities to contract out the debris removal work.

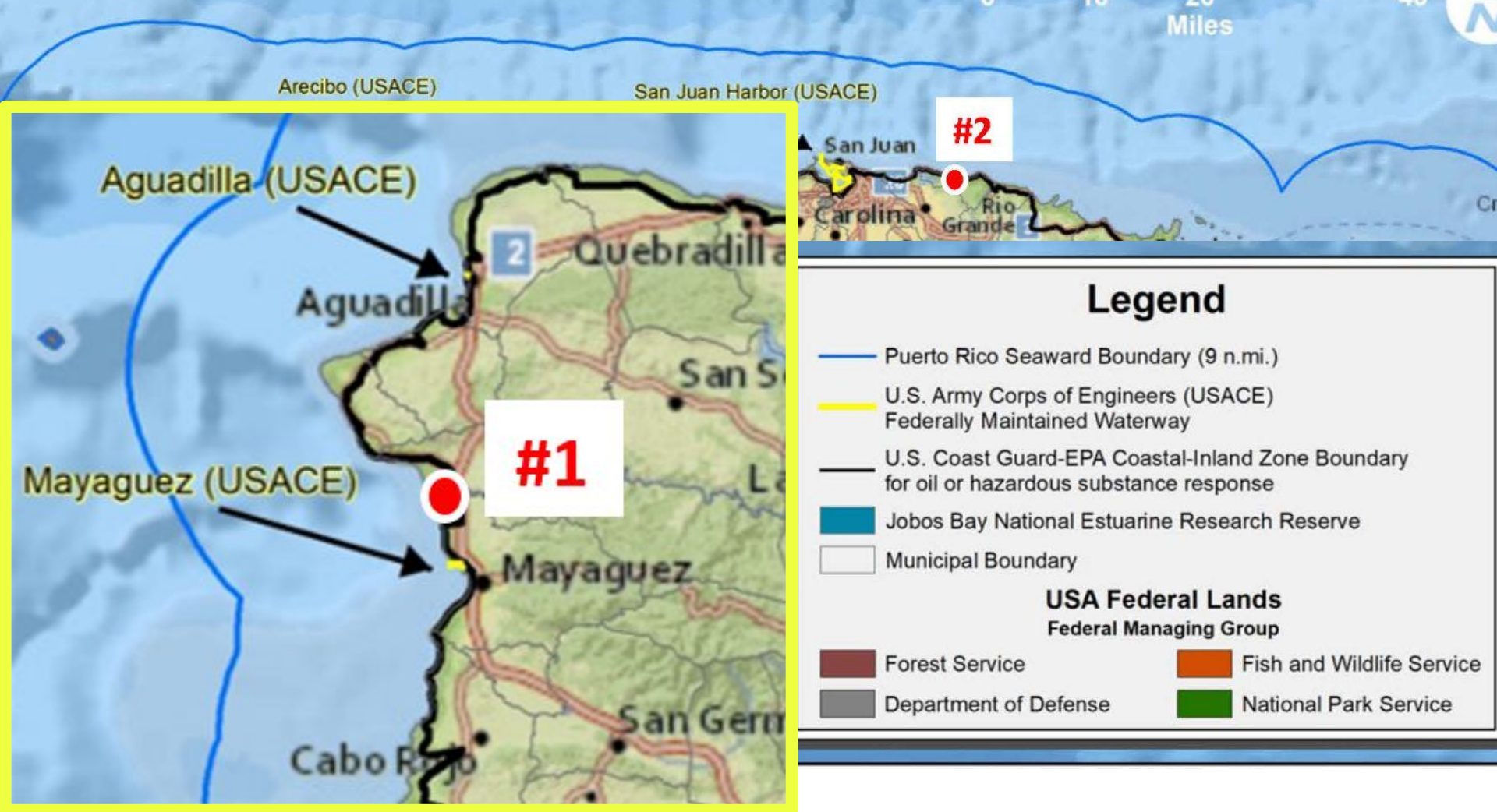




Questions

Using the disaster description, map, and key issues, answer yes or no to the provided questions for disaster debris in public waterways and shorelines of El Maní at Map Location #1.







Question

Using your answers and the PR Marine Debris Response Flowchart, what is the response endpoint for the debris?

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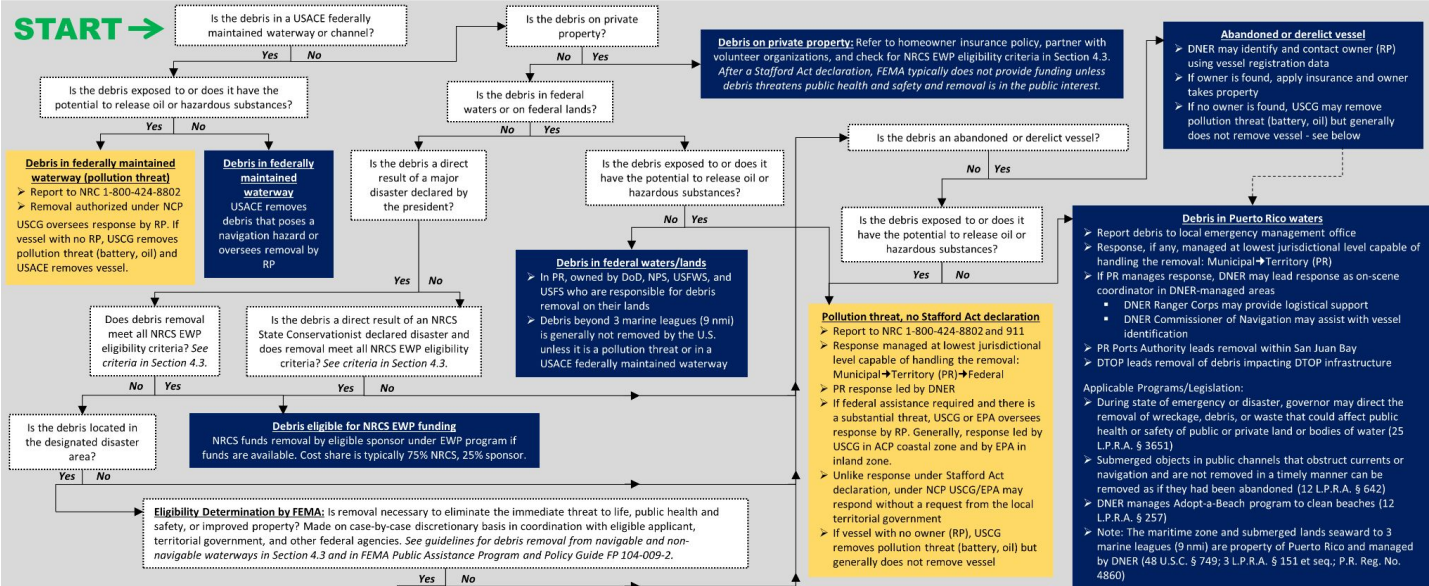
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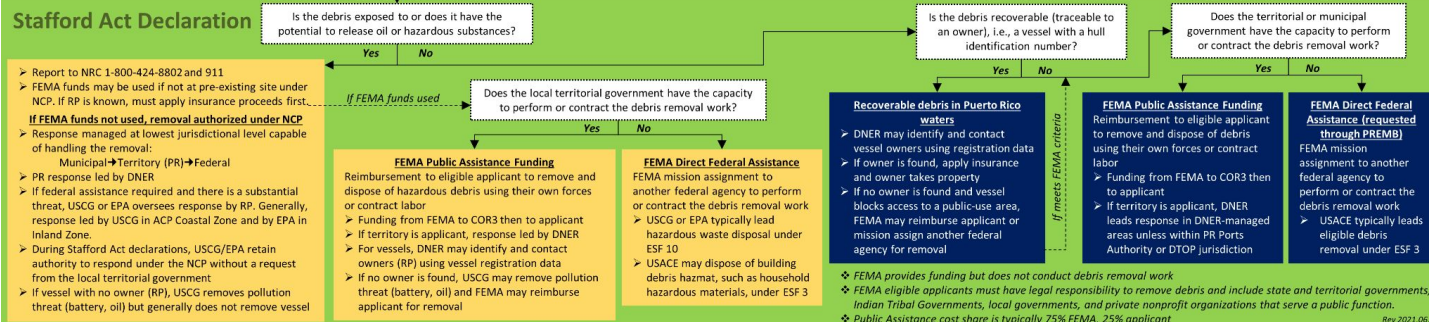
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Stafford Act Declaration



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START →

Is the debris in a USACE federally maintained waterway or channel?

Is the debris on private property?

Debris on private property: Refer to homeowner insurance policy, partner with volunteer organizations, and check for NRCS EWP eligibility criteria in Section 4.3. *After a Stafford Act declaration, FEMA typically does not provide funding unless debris threatens public health and safety and removal is in the public interest.*

Abandoned or derelict vessel

- DNER may identify and contact owner (RP) using vessel registration data
- If owner is found, apply insurance and owner takes property
- If no owner is found, USCG may remove pollution threat (battery, oil) but generally does not remove vessel - see below

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Debris in federally maintained waterway (pollution threat)
➤ Report to NRC 1-800-424-8802

Debris in federally maintained waterway
➤ Report to NRC 1-800-424-8802

Is the debris a direct result of a major disaster declared by the President?

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Is the debris an abandoned or derelict vessel?

Is the debris in a USACE federally maintained waterway or channel?

Yes

No

S

potential to release oil or hazardous substances?

Yes No

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, response led by DNER
- For vessels, DNER may identify and contact owners (RP) using vessel registration data
- If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USCG or EPA typically lead hazardous waste disposal under ESF-10
- USACE may dispose of building debris, hazmat, such as household hazardous materials, under ESF 3

an owner), i.e., a vessel with a hull identification number?

Yes No

Recoverable debris in Puerto Rico waters

- DNER may identify and contact vessel owners using registration data
- If owner is found, apply insurance and owner takes property
- If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USACE typically leads eligible debris removal under ESF 3

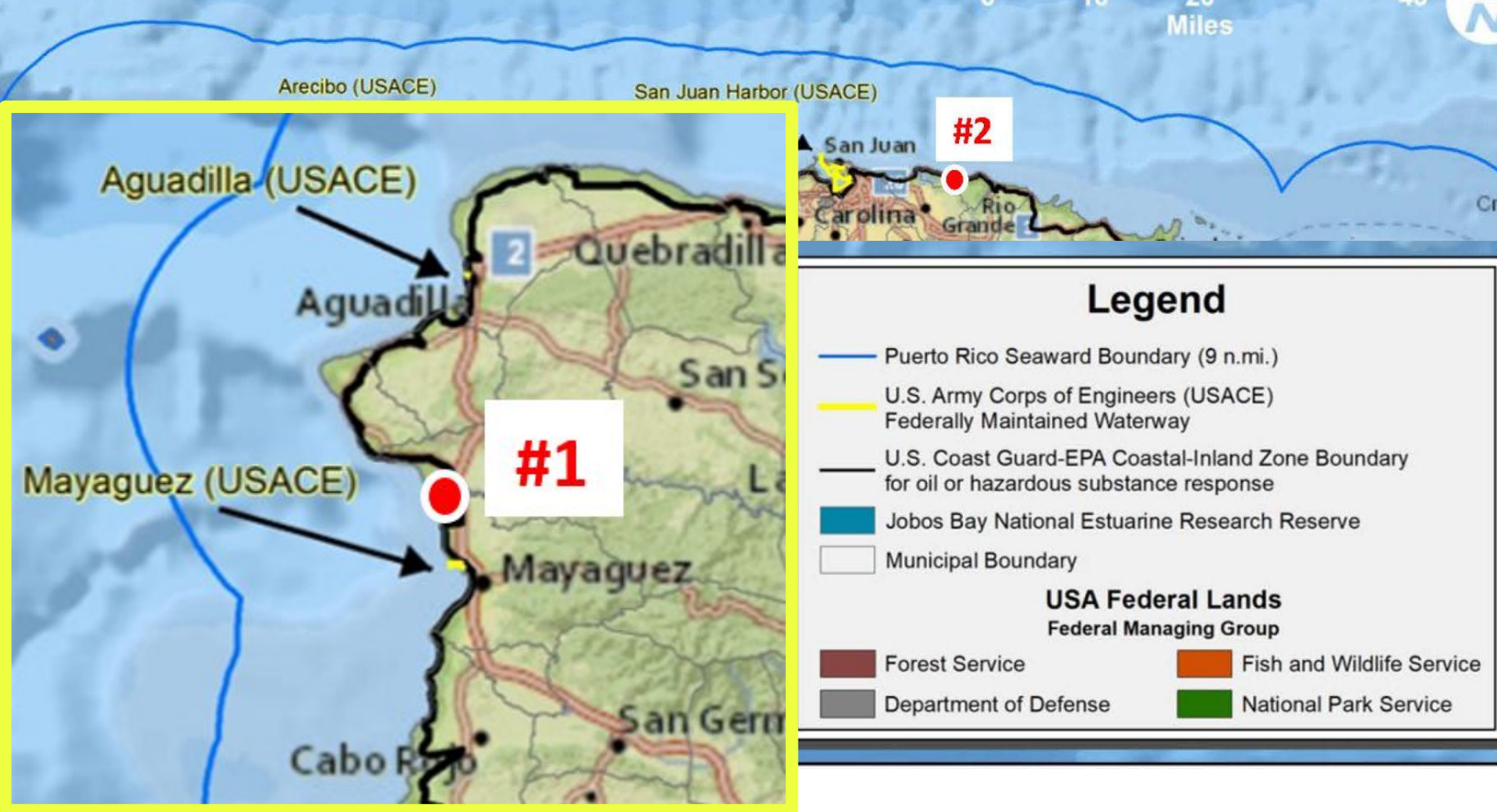
government have the capacity to perform or contract the debris removal work?

Yes No

- Report to NRC 1-800-424-8802 and 911
- FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first
- If FEMA funds not used, removal authorized under NCP**
- Response managed at lowest jurisdictional level capable of handling the removal:
 - Municipal → Territory (PR) → Federal
- PR response led by DNER
- If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
- During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

- ✦ FEMA provides funding but does not conduct debris removal work
- ✦ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
- ✦ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2023.06.02



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START →

Is the debris in a USACE federally maintained waterway or channel?

Is the debris on private property?

Debris on private property: Refer to homeowner insurance policy, partner with volunteer organizations, and check for NRCS EWP eligibility criteria in Section 4.3. *After a Stafford Act declaration, FEMA typically does not provide funding unless debris threatens public health and safety and removal is in the public interest.*

Abandoned or derelict vessel

- DNER may identify and contact owner (RP) using vessel registration data
- If owner is found, apply insurance and owner takes property
- If no owner is found, USCG may remove pollution threat (battery, oil) but generally does not remove vessel - see below

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes No

Debris in federally maintained waterway (pollution threat)
➤ Report to NRC 1-800-424-8802

Debris in federally maintained waterway
➤ Report to NRC 1-800-424-8802

Is the debris in federal waters or on federal lands?

No Yes

Is the debris a direct result of a major disaster declared by the President?

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Is the debris an abandoned or derelict vessel?

No Yes

Is the debris in a USACE federally maintained waterway or channel?

Yes

No

potential to release oil or hazardous substances?

Yes No

- Report to NRC 1-800-424-8802 and 911
- FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
- If FEMA funds not used, removal authorized under NCP**
- Response managed at lowest jurisdictional level capable of handling the removal:

Municipal → Territory (PR) → Federal

- PR response led by DNER
- If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
- During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, response led by DNER
- For vessels, DNER may identify and contact owners (RP) using vessel registration data
- If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USCG or EPA typically lead hazardous waste disposal under ESF-10
- USACE may dispose of building debris, hazmat, such as household hazardous materials, under ESF 3

an owner), i.e., a vessel with a hull identification number?

Yes No

Recoverable debris in Puerto Rico waters

- DNER may identify and contact vessel owners using registration data
- If owner is found, apply insurance and owner takes property
- If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USACE typically leads eligible debris removal under ESF 3

government have the capacity to perform or contract the debris removal work?

Yes No

- ✦ FEMA provides funding but does not conduct debris removal work
- ✦ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
- ✦ Public Assistance cost share is typically 75% FEMA, 25% applicant

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

EWP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRCS – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →

Is the debris in a USACE federally maintained waterway or channel?

Is the debris on private property?

Debris on private property: Refer to homeowner insurance policy, partner with volunteer organizations, and check for NRCS EWP eligibility criteria in Section 4.3. After a Stafford Act declaration, FEMA typically does not provide funding unless debris threatens public health and safety and removal is in the public interest.

Abandoned or derelict vessel

➤ DNER may identify and contact owner (RP) using vessel registration data
➤ If owner is found, owner insurance and owner takes property
➤ If no owner is found, USCG may remove pollution threat (battery, oil) but generally does not remove vessel - see below

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Is the debris in federal waters or on federal lands?

Is the debris an abandoned or derelict vessel?

Debris in federally maintained waterway (pollution threat)
➤ Report to NRC 1-800-424-8802
➤ Removal authorized under NCP
USCG oversees response by RP. If vessel with no RP, USCG removes pollution threat (battery, oil) and USACE removes vessel.

Does debris removal meet all NRCS EWP eligibility criteria? criteria in Section 4

Is the debris located in the designated disaster area?

Eligibility, safety, or territorial navigability

Is the debris on private property?

No

Yes

Puerto Rico waters
cy management office
lowest jurisdictional level capable of
all Territory (PR)
may lead response as on-scene
areas
provide logistical support
navigation may assist with vessel
al within San Juan Bay
impacting DTOP infrastructure
disaster, governor may direct the
it waste that could affect public
water land or bodies of water (25
channels that obstruct currents or
d in a timely manner can be
abandoned (12 L.P.R.A. § 642)
program to clean beaches (12
submerged lands seaward to 3
erty of Puerto Rico and managed
R.A. § 151 et seq.; P.R. Reg. No.

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

➤ Report to NRC 1-800-424-8802 and 911
➤ FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
If FEMA funds not used, removal authorized under NCP
➤ Response managed at lowest jurisdictional level capable of handling the removal:
Municipal → Territory (PR) → Federal
➤ PR response led by DNER
➤ If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
➤ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Yes

No

Yes

No

Yes

No

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes

No

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
➤ Funding from FEMA to COR3 then to applicant
➤ If territory is applicant, response led by DNER
➤ For vessels, DNER may identify and contact owners (RP) using vessel registration data
➤ If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USCG or EPA typically lead hazardous waste disposal under ESF-10
➤ USACE may dispose of building debris, such as household hazardous materials, under ESF 3

Recoverable debris in Puerto Rico waters

➤ DNER may identify and contact vessel owners using registration data
➤ If owner is found, apply insurance and owner takes property
➤ If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
➤ Funding from FEMA to COR3 then to applicant
➤ If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USACE typically leads eligible debris removal under ESF 3

❖ FEMA provides funding but does not conduct debris removal work
❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
❖ Public Assistance cost share is typically 75% FEMA, 25% applicant

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

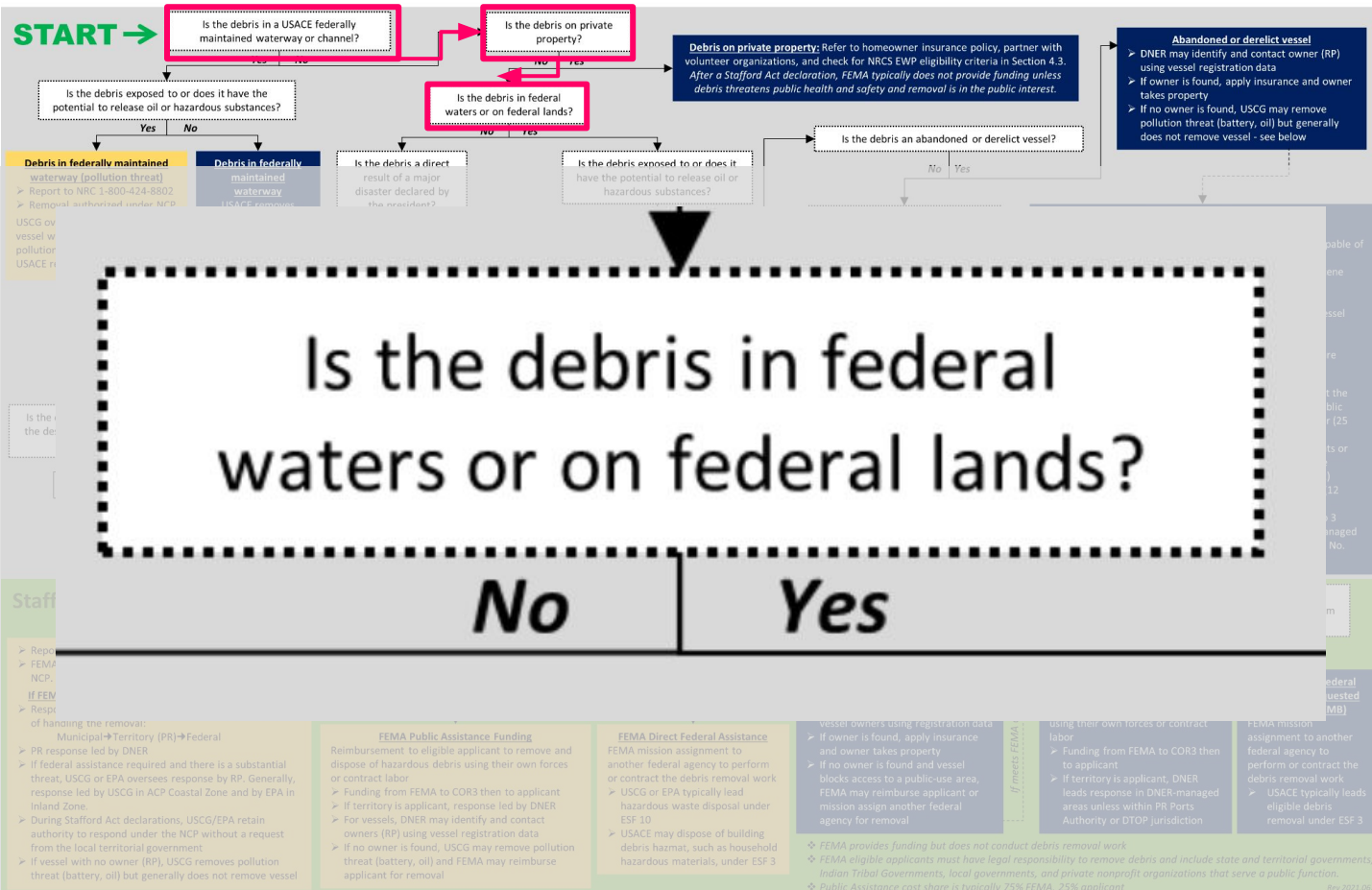
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Bureau

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds



Purpose	Puerto Rico Marine Debris Response Flowchart	
<p>The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.</p>	<p>Acronyms</p> <p>ACR – Area Contingency Plan CO3 – Central Office for Recovery, Reconstruction and Resiliency DOT – U.S. Department of Defense DTOP – PR Department of Transportation and Public Works DNER – PR Department of Natural and Environmental Resources EPA – U.S. Environmental Protection Agency ESF – Emergency Support Function</p>	<p>EWPP – Emergency Watershed Protection FEMA – Federal Emergency Management Agency NCP – National Oil & Hazardous Substances Contingency Plan NPS – National Park Service NRC – National Response Center NRCS – Natural Resources Conservation Service PREMB – PR Emergency Management and Disaster Administration Bureau</p> <p>USAC – Responsible Party USARP – U.S. Army Corps of Engineers USCG – U.S. Coast Guard USFS – U.S. Forest Service USFWS – U.S. Fish and Wildlife Service</p>

Acronyms

EWP – Emergency Watershed Protection
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Flowchart Key	Response to debris that is exposed to or has the potential to release oil or hazardous substances
	Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
	Response under Stafford Act authorities and/or funds

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

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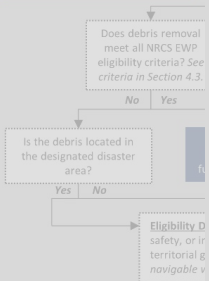
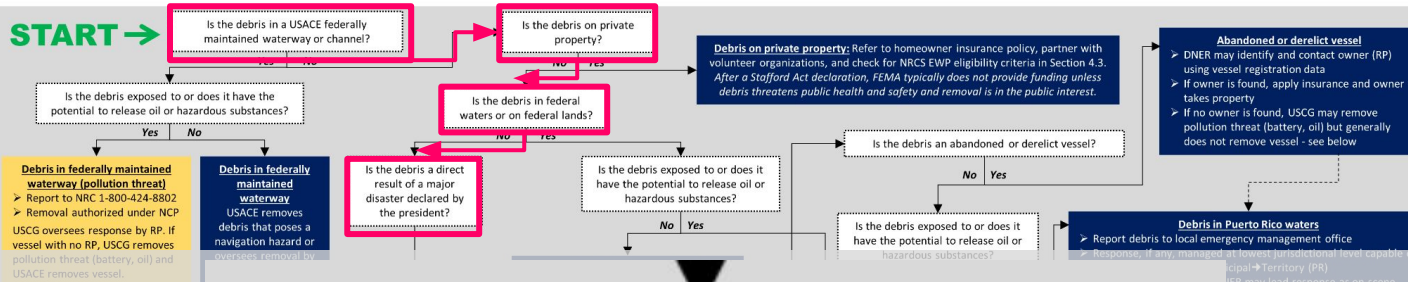
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →



Stafford Act Declaration

➤ Report to NRC 1-800-424-8802 and 5
➤ FEMA funds may be used if not at pr NCP. If RP is known, must apply insu
If FEMA funds not used, removal aut
➤ Response managed at lowest jurisdic of handling the removal:
Municipal→Territory (PR)→Fec
➤ PR response led by DNER
➤ If federal assistance required and th threat, USCG or EPA oversees respo response led by USCG in ACP Coast Inland Zone.
➤ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Is the debris a direct result of a major disaster declared by the president?

➤ For vessels, DNER may identify and contact owners (RP) using vessel registration data
➤ If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal
ESF-10
➤ USACE may dispose of building debris hazmat, such as household hazardous materials, under ESF 3
agency for removal
Authority or DTOP jurisdiction

Response: if any, managed at lowest jurisdictional level capable of response
Principal→Territory (PR)
DNER may lead response as on-scene lead areas
may provide logistical support
if Navigation may assist with vessel removal within San Juan Bay
is impacting DTOP infrastructure
on:
or disaster, governor may direct the s, or waste that could affect public private land or bodies of water (25
c channels that obstruct currents or oved in a timely manner can be n abandoned (12 L.P.R.A. § 642)
ach program to clean beaches (12
id submerged lands seaward to 3 property of Puerto Rico and managed L.P.R.A. § 151 et seq.; P.R. Reg. No.
s the territorial or municipal ent have the capacity to perform tract the debris removal work?
Yes No
FEMA Direct Federal Assistance (requested through PREMB)
FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USACE typically leads eligible debris removal under ESF 3
FEMA provides funding but does not conduct debris removal work
FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
Public Assistance cost share is typically 75% FEMA, 25 applicant
Rev 2023.06.02

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

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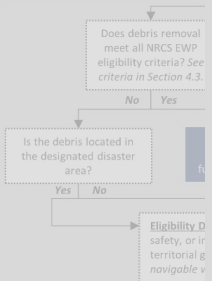
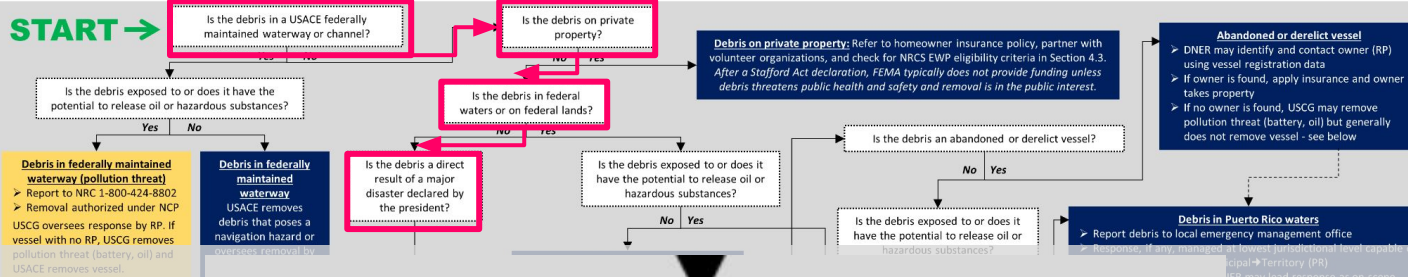
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →



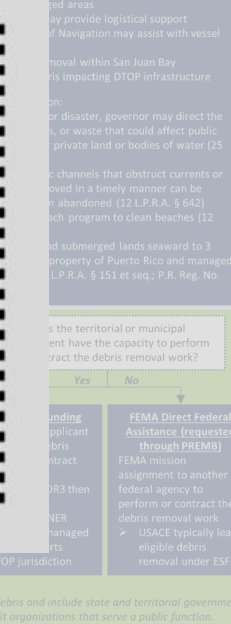
Stafford Act Declaration

➢ Report to NRC 1-800-424-8802 and 5
➢ FEMA funds may be used if not at pr NCP. If RP is known, must apply insu
If FEMA funds not used, removal aut
➢ Response managed at lowest jurisdic of handling the removal:
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➢ PR response led by DNER
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➢ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
➢ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Is the debris a direct result of a major disaster declared by the president?

Yes **No**

➢ For vessels, DNER may identify and control using vessel registration data
➢ For oil, oil and FEMA may reimburse for removal
➢ Provides funding but does not conduct debris removal work
➢ Eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
➢ Public Assistance cost share is typically 75% FEMA, 25% applicant



Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

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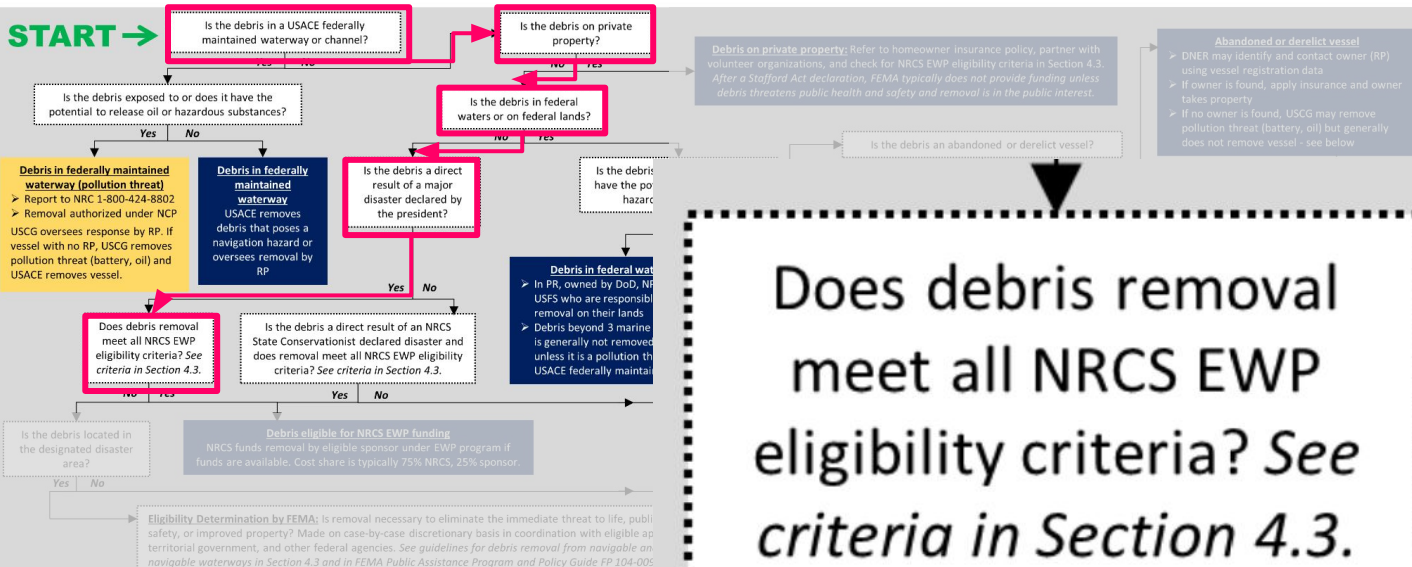
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →



Does debris removal meet all NRCS EWP eligibility criteria? See criteria in Section 4.3.

No

Yes

Stafford Act Declaration

Report to NRC 1-800-424-8802 and 911
FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
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If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

- Yes**: **Does the local territorial government to perform or contract the debris removal?**
 - Yes**: **FEMA Public Assistance Funding**
 - Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
 - Funding from FEMA to COR3 then to applicant
 - If territory is applicant, response led by DNER
 - For vessels, DNER may identify and contact owners (RP) using vessel registration data
 - If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal
 - No**: **FEMA Direct Federal Assistance**
 - FEMA mission assignment to another federal agency to perform or contract the debris removal work
 - USCG or EPA typically lead hazardous waste disposal under ESF-10
 - USACE may dispose of building debris hazards, such as household hazardous materials, under ESF 3
- No**: **Does the local territorial government to perform or contract the debris removal?**
 - Yes**: **FEMA Public Assistance Funding**
 - No**: **FEMA Direct Federal Assistance**

Vessel owners being registered in data
If owner is found, apply insurance and owner takes property
If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

Using their own resources or contract labor
Funding from FEMA to COR3 then to applicant
If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

Federal mission assignment to another federal agency to perform or contract the debris removal work
USACE typically leads eligible debris removal under ESF 3

FEMA provides funding but does not conduct debris removal work
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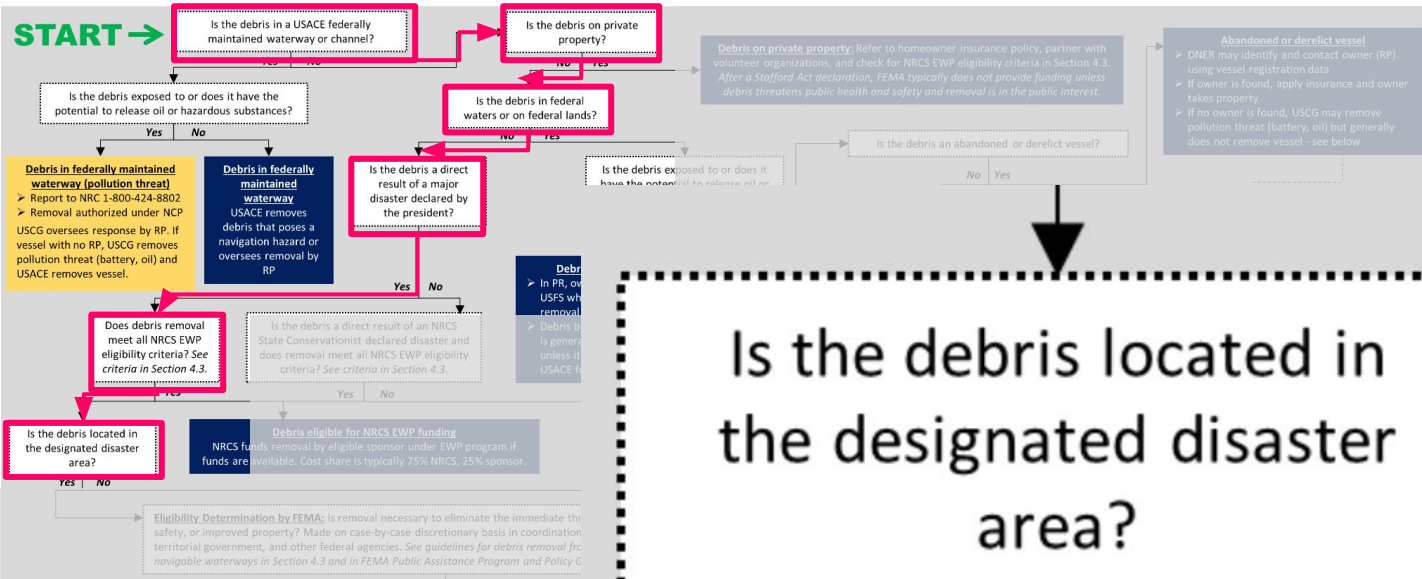
Rev 2023.06.02

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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds



Is the debris located in the designated disaster area?

Yes | **No**

Stafford Act Declaration

<p>➤ Report to NRC 1-800-424-8802 and 911</p> <p>➤ FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first</p> <p>If FEMA funds not used, removal authorized under NCP</p> <p>➤ Response managed at lowest jurisdictional level capable of handling the removal:</p> <p>Municipal → Territory (PR) → Federal</p> <p>➤ PR response led by DNER</p> <p>➤ If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.</p> <p>➤ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government</p> <p>➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel</p>	<p>Is the debris exposed to or does it have the potential to release oil or hazardous substances?</p> <p>Yes → If FEMA funds used → Does the local territory perform or coordinate removal?</p> <p>Yes → FEMA Public Assistance Funding Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor. ➤ Funding from FEMA to COR3 then to applicant If territory is applicant, response led by DNER For vessels, DNER may identify and contact owners (RP) using vessel registration data If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal</p> <p>No → FEMA Direct Federal Assistance FEMA mission assignment to another federal agency to perform or contract the debris removal work ➤ USCG or EPA typically lead hazardous waste disposal under ESF-10 ➤ USACE may dispose of building debris hazard, such as household hazardous materials, under ESF 3</p>	<p>waterways</p> <p>➤ DNER may identify and contact vessel owners using registration data</p> <p>➤ If owner is found, apply insurance and owner takes property</p> <p>➤ If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal</p> <p>➤ FEMA provides funding but does not conduct debris removal work</p> <p>➤ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.</p> <p>➤ Public Assistance cost share is typically 75% FEMA, 25% applicant</p>	<p>Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor</p> <p>➤ Funding from FEMA to COR3 then to applicant</p> <p>➤ If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction</p>	<p>Assistance (requested through PREMB)</p> <p>FEMA mission assignment to another federal agency to perform or contract the debris removal work</p> <p>➤ USACE typically leads eligible debris removal under ESF 3</p>
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Purpose		Puerto Rico Marine Debris Response Flowchart	
<p>The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.</p>		<p>ACRONYMS</p> <p>ACP – Area Contingency Plan COR3 – Central Office for Recovery, Reconstruction and Resiliency DO – U.S. Department of Defense DTP – PR Department of Transportation and Public Works DNER – PR Department of Natural and Environmental Resources EPA – U.S. Environmental Protection Agency ESF – Emergency Support Function</p>	<p>EWPP – Emergency Watershed Protection FEMA – Federal Emergency Management Agency NCP – National Oil & Hazardous Substances Contingency Plan NPS – National Park Service NRC – National Response Center NRS – Natural Resources Conservation Service PREM – PR Emergency Management and Disaster Administration Bureau</p> <p>RP – Responsible Party USACE – U.S. Army Corps of Engineers USCG – U.S. Coast Guard USFWS – U.S. Forest Service USFWS – U.S. Fish and Wildlife Service</p>

START →

Is the debris in a USACE federally maintained waterway or channel?

Yes → **Debris in federally maintained waterway (pollution threat)**
 ➤ Report to NRC 1-800-424-8802
 ➤ Removal authorized under NCP
 USCG oversees response by RP. If vessel with no RP, USCG removes pollution threat (battery, oil) and USACE removes vessel.

No → Is the debris on private property?

Yes → **Debris on private property**
 ➤ Refer to homeowner insurance policy, partner with volunteer organizations, and check for NRCS EWP eligibility criteria in Section 4.3. After a Stafford Act declaration, FEMA typically does not provide funding unless debris threatens public health and safety and removal is in the public interest.

No → Is the debris in federal waters or on federal lands?

Yes → **Debris in federal waters or on federal lands**
 ➤ USACE removes debris that poses a navigation hazard or oversees removal by RP.

No → Is the debris a direct result of a major disaster declared by the president?

Yes → **Debris is a direct result of a major disaster declared by the president**
 ➤ In PR, on USFS where removal is generally not required unless it poses a hazard to USACE property.

No → Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes → **Debris is exposed to or does it have the potential to release oil or hazardous substances**
 ➤ USCG oversees response by RP. If vessel with no RP, USCG removes pollution threat (battery, oil) and USACE removes vessel.

No → Is the debris an abandoned or derelict vessel?

Yes → **Abandoned or derelict vessel**
 ➤ DNER may identify and contact owner (RP) using vessel registration data.
 ➤ If owner is found, apply insurance and owner takes property.
 ➤ If no owner is found, USCG may remove pollution threat (battery, oil) but generally does not remove vessel - see below.

No → Is the debris a direct result of an NRCS State Conservatism declared disaster and does removal meet all NRCS EWP eligibility criteria? See criteria in Section 4.3.

Yes → **Debris eligible for NRCS EWP funding**
 ➤ NRCS funds removal by eligible sponsor under EWP program if funds are available. Cost share is typically 75% NRCS, 25% sponsor.

No → Does debris removal meet all NRCS EWP eligibility criteria? See criteria in Section 4.3.

Yes → **Debris eligible for NRCS EWP funding**
 ➤ NRCS funds removal by eligible sponsor under EWP program if funds are available. Cost share is typically 75% NRCS, 25% sponsor.

No → Is the debris located in the designated disaster area?

Yes → **Eligibility Determination by FEMA:** Is removal necessary to eliminate the immediate threat to life, health, safety, or improved property? Made on case-by-case discretionary basis in coordination with territorial government, and other federal agencies. See guidelines for debris removal from navigable waters in Section 4.3 and in FEMA Public Assistance Program and Policy Guide.

No → **Is the debris located in the designated disaster area?**

Is the debris located in the designated disaster area?

Yes

No

- DNER may identify and contact vessel owners using registration data
- If not found, apply insurance and make property claim
- If not found, vessel is found and vessel blocked off to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

Purpose
The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

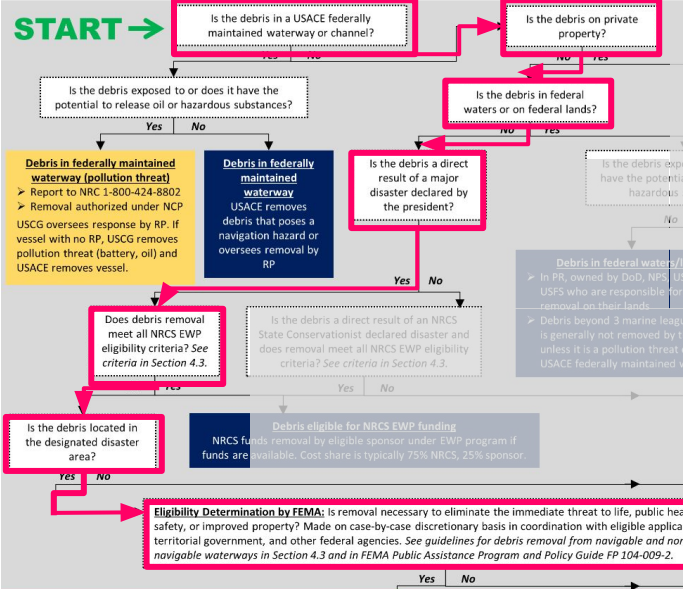
ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTPP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

EWP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRCES – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
USFWS – U.S. Fish and Wildlife Service

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds



Eligibility Determination by FEMA:

- Is removal necessary to eliminate the immediate threat to life, public health and safety, or improved property?
- Made on case-by-case discretionary basis in coordination with eligible applicant, PR government, and other federal agencies.
- See guidelines for debris removal from navigable and non-navigable waterways in FEMA Public Assistance Program and Policy Guide FP 104-009-2.

Stafford Act Declaration

Report to NRC 1-800-424-8802 and 911
FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
If FEMA funds not used, removal authorized under NCP
Response managed at lowest jurisdictional level capable of handling the removal:
Municipal→Territory (PR)→Federal
PR response led by DNER
If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Is the debris exposed to or does it have the potential to release oil or hazardous substances?
Yes No
If FEMA funds used
Does the local territorial government have the authority to perform or contract the debris removal?
Yes No
FEMA Public Assistance Funding
Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
Funding from FEMA to COR3 then to applicant
If territory is applicant, response led by DNER
For vessels, DNER may identify and contact owners (RP) using vessel registration data
If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal
FEMA Disposal
FEMA must fund removal of debris from navigable and non-navigable waterways, shore, and inland areas

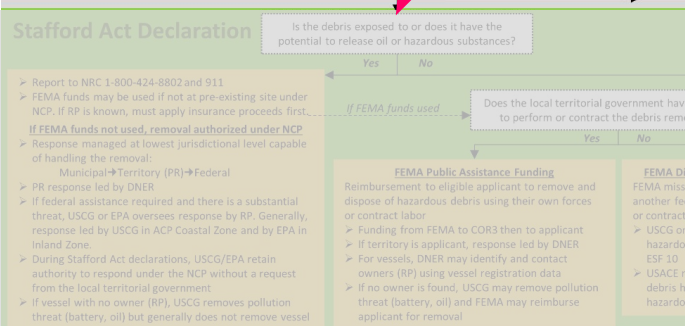
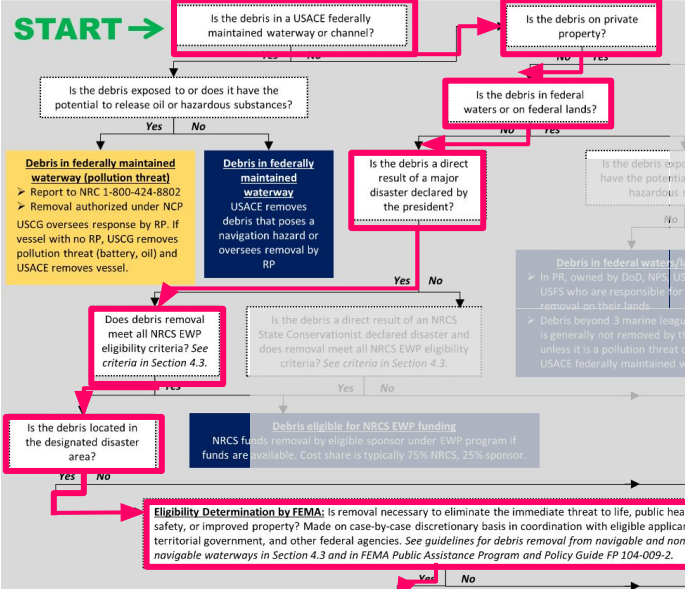
Purpose
The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

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DoD – U.S. Department of Defense
DOTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

Puerto Rico Marine Debris Response Flowchart
EWP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRCS – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
USFWS – U.S. Fish and Wildlife Service

Flowchart Key
Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds



Eligibility Determination by FEMA:

- Is removal necessary to eliminate the immediate threat to life, public health and safety, or improved property?
- Made on case-by-case discretionary basis in coordination with eligible applicant, PR government, and other federal agencies.
- See guidelines for debris removal from navigable and non-navigable waterways in FEMA Public Assistance Program and Policy Guide FP 104-009-2.

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

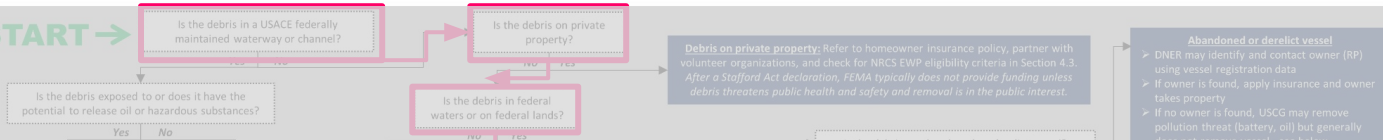
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FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRCES – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
USFWS – U.S. Fish and Wildlife Service

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →



Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes

No

Eligibility Determination by FEMA: Is removal necessary to eliminate the immediate threat to life, public health and safety, or improved property? Made on case-by-case discretionary basis in coordination with eligible applicant, territorial government, and other federal agencies. See guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide FP 104-002.

respond without a request from the local territorial government
 ➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

➤ DNER manages Adopt-a-Beach program to clean beaches (12 L.P.R.A. § 257)
 ➤ Note: The maritime zone and submerged lands seaward to 3 marine leagues (9 nmi) are property of Puerto Rico and managed by DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes / No

➤ Report to NRC 1-800-424-8802 and 911
 ➤ FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
If FEMA funds not used, removal authorized under NCP
 ➤ Response managed at lowest jurisdictional level capable of handling the removal:
 Municipal → Territory (PR) → Federal
 ➤ PR response led by DNER
 ➤ If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
 ➤ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
 ➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes / No

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
 ➤ Funding from FEMA to COR3 then to applicant
 ➤ If territory is applicant, response led by DNER
 ➤ For vessels, DNER may identify and contact owners (RP) using vessel registration data
 ➤ If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work
 ➤ USCG or EPA typically lead hazardous waste disposal under ESF-10
 ➤ USACE may dispose of building debris hazmat, such as household hazardous materials, under ESF 3

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes / No

Recoverable debris in Puerto Rico waters

➤ DNER may identify and contact vessel owners using registration data
 ➤ If owner is found, apply insurance and owner takes property
 ➤ If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
 ➤ Funding from FEMA to COR3 then to applicant
 ➤ If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work
 ➤ USACE typically leads eligible debris removal under ESF 3

❖ FEMA provides funding but does not conduct debris removal work
 ❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
 ❖ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2021.06.02

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

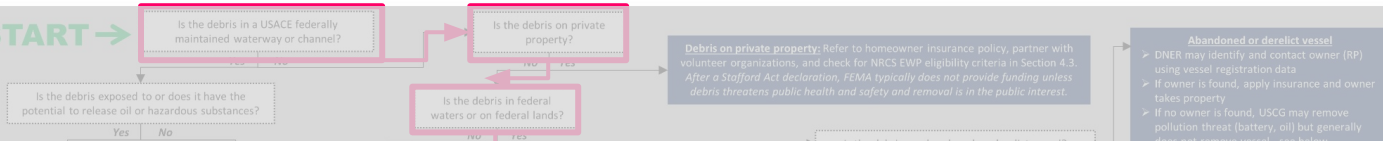
EWP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRCES – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
USFWS – U.S. Fish and Wildlife Service

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →



Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes

No

Eligibility Determination by FEMA: Is removal necessary to eliminate the immediate threat to life, public health and safety, or improved property? Made on case-by-case discretionary basis in coordination with eligible applicant, territorial government, and other federal agencies. See guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide FP 104-002.

respond without a request from the local territorial government
➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

➤ DNER manages Adopt-a-Beach program to clean up L.P.R.A. § 257
➤ Note: The maritime zone and submerged lands seaward to 3 marine leagues (9 nmi) are property of Puerto Rico and managed by DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes No

➤ Report to NRC 1-800-424-8802 and 911
➤ FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
If FEMA funds not used, removal authorized under NCP
➤ Response managed at lowest jurisdictional level capable of handling the removal:
Municipal → Territory (PR) → Federal
➤ PR response led by DNER
➤ If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
➤ During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government
➤ If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
➤ Funding from FEMA to COR3 then to applicant
➤ If territory is applicant, response led by DNER
➤ For vessels, DNER may identify and contact owners (RP) using vessel registration data
➤ If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USCG or EPA typically lead hazardous waste disposal under ESF-10
➤ USACE may dispose of building debris hazard, such as household hazardous materials, under ESF 3

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes No

Recoverable debris in Puerto Rico waters

➤ DNER may identify and contact vessel owners using registration data
➤ If owner is found, apply insurance and owner takes property
➤ If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
➤ Funding from FEMA to COR3 then to applicant
➤ If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance

(requested through PREMB)
FEMA mission assignment to another federal agency to perform or contract the debris removal work
➤ USACE typically leads eligible debris removal under ESF 3

❖ FEMA provides funding but does not conduct debris removal work
❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
❖ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2021.06.02

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

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COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

EWPP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
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NPS – National Park Service
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RP – Responsible Party
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes

No

territorial government, and other federal agencies. See guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide FP 104-009-2.

If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Note: the maritime zone and submerged lands seaward to 3 marine leagues (9 nmi) are property of Puerto Rico and managed by DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes No

- Report to NRC 1-800-424-8802 and 911
- FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
- If FEMA funds not used, removal authorized under NCP**
- Response managed at lowest jurisdictional level capable of handling the removal:
 - Municipal → Territory (PR) → Federal
- PR response led by DNER
- If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
- During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government.
- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, response led by DNER
- For vessels, DNER may identify and contact owners (RP) using vessel registration data
- If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USCG or EPA typically lead hazardous waste disposal under ESF 10
- USACE may dispose of building debris hazmat, such as household hazardous materials, under ESF 3

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes No

Recoverable debris in Puerto Rico waters

- DNER may identify and contact vessel owners using registration data
- If owner is found, apply insurance and owner takes property
- If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USACE typically leads eligible debris removal under ESF 3

- ❖ FEMA provides funding but does not conduct debris removal work
- ❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
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Rev 2021.06.02

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The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

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EWPP – Emergency Watershed Protection
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NPS – National Park Service
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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes

No

territorial government, and other federal agencies. See guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide FP 104-009-2.

If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

Note: the maritime zone and submerged lands outward to 3 marine leagues (9 nmi) are property of Puerto Rico and managed by DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

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- Report to NRC 1-800-424-8802 and 911
- FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
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- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, response led by DNER
- For vessels, DNER may identify and contact owners (RP) using vessel registration data
- If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

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Recoverable debris in Puerto Rico waters

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- If owner is found, apply insurance and owner takes property
- If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Direct Federal Assistance

- (requested through PREMB)
- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USACE typically leads eligible debris removal under ESF 3

- ❖ FEMA provides funding but does not conduct debris removal work
- ❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
- ❖ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2021.06.02

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

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Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →

Is the debris in a USACE federally maintained waterway or channel?

Is the debris on private property?

Debris on private property: Refer to homeowner insurance policy, partner with

Abandoned or derelict vessel
DNER may identify and contact owner (RP)

Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes

No

Eligibility for reimbursement by FEMA is removal necessary to eliminate the immediate threat to life, public health and safety, or improved property? Made on case-by-case discretionary basis in coordination with eligible applicant, territorial government, and other federal agencies. See guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide FP 104-009-2.

territorial government
If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

L.P.R.A. § 257
Note: The maritime zone and submerged lands seaward to 3 marine leagues (9 nmi) are property of Puerto Rico and managed by DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes No

- Report to NRC 1-800-424-8802 and 911
- FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
- If FEMA funds not used, removal authorized under NCP**
- Response managed at lowest jurisdictional level capable of handling the removal:
 - Municipal → Territory (PR) → Federal
- PR response led by DNER
- If federal assistance required and there is a substantial threat, USCG or EPA oversees response by RP. Generally, response led by USCG in ACP Coastal Zone and by EPA in Inland Zone.
- During Stafford Act declarations, USCG/EPA retain authority to respond under the NCP without a request from the local territorial government.
- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, response led by DNER
- For vessels, DNER may identify and contact owners (RP) using vessel registration data
- If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

FEMA Direct Federal Assistance

- FEMA federal assignment to another federal agency to perform or contract the debris removal work
- USCG or EPA typically lead hazardous waste disposal under ESF-10
- USACE may dispose of building debris hazmat, such as household hazardous materials, under ESF 3

Is the debris recoverable (traceable to an owner), i.e., a vessel with a hull identification number?

Yes No

Recoverable debris in Puerto Rico waters

- DNER may identify and contact vessel owners using registration data
- If owner is found, apply insurance and owner takes property
- If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

FEMA Direct Federal Assistance

- (requested through PREMB)
- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USACE typically leads eligible debris removal under ESF 3

- ❖ FEMA provides funding but does not conduct debris removal work
- ❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
- ❖ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2021.06.02

Puerto Rico Marine Debris Response Flowchart

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a waterway following a natural or anthropogenic incident and poses a threat to the natural or built environment. This may include shoreline and wetland debris and debris in some inland, non-tidal waterways.

Acronyms

ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency
DoD – U.S. Department of Defense
DTOP – PR Department of Transportation and Public Works
DNER – PR Department of Natural and Environmental Resources
EPA – U.S. Environmental Protection Agency
ESF – Emergency Support Function

EWP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency
NCP – National Oil & Hazardous Substances Contingency Plan
NPS – National Park Service
NRC – National Response Center
NRCS – Natural Resources Conservation Service
PREMB – PR Emergency Management and Disaster Administration Bureau

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFS – U.S. Forest Service
USFWS – U.S. Fish and Wildlife Service

Flowchart Key

Response to debris that is exposed to or has the potential to release oil or hazardous substances
Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
Response under Stafford Act authorities and/or funds

START →

Is the debris in a USACE federally maintained waterway or channel?

Is the debris on private property?

Debris on private property: Refer to homeowner insurance policy, partner with

Abandoned or derelict vessel
DNER may identify and contact owner (RP)

Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes

No

Removal of debris is necessary to eliminate the immediate threat to life, public health and safety of improved property? Made on case-by-case discretionary basis in coordination with eligible applicant, territorial government, and other federal agencies. See guidelines for debris removal from navigable and non-navigable waterways in Section 4.3 and in FEMA Public Assistance Program and Policy Guide FP 104-002.

territorial government
If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

L.P.R.A. § 257
Note: The maritime zone and submerged lands seaward to 3 marine leagues (9 nmi) are property of Puerto Rico and managed by DNER (48 U.S.C. § 749; 3 L.P.R.A. § 151 et seq.; P.R. Reg. No. 4860)

Stafford Act Declaration

Is the debris exposed to or does it have the potential to release oil or hazardous substances?

Yes No

- Report to NRC 1-800-424-8802 and 911
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- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

If FEMA funds used

Does the local territorial government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of hazardous debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, response led by DNER
- For vessels, DNER may identify and contact owners (RP) using vessel registration data
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- If no owner is found and vessel blocks access to a public-use area, FEMA may reimburse applicant or mission assign another federal agency for removal

If meets FEMA criteria

FEMA Public Assistance Funding

- Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor
- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction

Does the territorial or municipal government have the capacity to perform or contract the debris removal work?

Yes No

FEMA Direct Federal Assistance

- FEMA mission assignment to another federal agency to perform or contract the debris removal work
- USACE typically leads eligible debris removal under ESF 3

- ❖ FEMA provides funding but does not conduct debris removal work
- ❖ FEMA eligible applicants must have legal responsibility to remove debris and include state and territorial governments, Indian Tribal Governments, local governments, and private nonprofit organizations that serve a public function.
- ❖ Public Assistance cost share is typically 75% FEMA, 25% applicant

Rev 2021.06.02

Purpose

The flowchart functions as a decision tree for marine debris response with color-coded endpoints. It is designed to inform response to debris that enters a

PS

ACP – Area Contingency Plan
COR3 – Central Office for Recovery, Reconstruction and Resiliency

EWP – Emergency Watershed Protection
FEMA – Federal Emergency Management Agency

RP – Responsible Party
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFWS – U.S. Fish and Wildlife Service

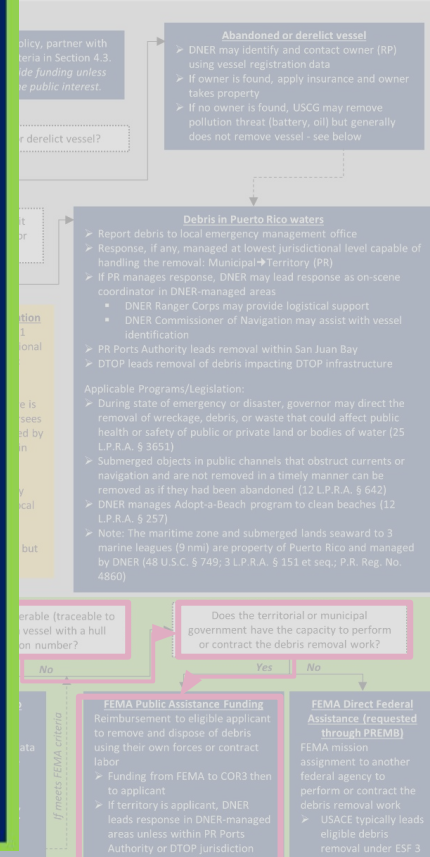
Flowchart Key

- Response to debris that is exposed to or has the potential to release oil or hazardous substances
- Response to debris that is not exposed to and does not have the potential to release oil or hazardous substances
- Response under Stafford Act authorities and/or funds

FEMA Public Assistance Funding

Reimbursement to eligible applicant to remove and dispose of debris using their own forces or contract labor

- Funding from FEMA to COR3 then to applicant
- If territory is applicant, DNER leads response in DNER-managed areas unless within PR Ports Authority or DTOP jurisdiction



authority to respond under the NCP without a request from the local territorial government.

- If vessel with no owner (RP), USCG removes pollution threat (battery, oil) but generally does not remove vessel

owners (RP) using vessel registration data.

- If no owner is found, USCG may remove pollution threat (battery, oil) and FEMA may reimburse applicant for removal

- USACE may dispose of building debris hazard, such as household hazardous materials, under ESF 3

- ✦ FEMA provides funding but does not conduct debris removal work
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- ✦ Public Assistance cost share is typically 75% FEMA, 25% applicant

May 2021 COR3

¡Gracias!



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