Sector Maryland-National Capital Region (MD-NCR) Captain of the Port (COTP) Zone

Salvage Response Plan (SRP)

Revised March 28, 2023

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REFRENCES

(a) Security and Accountability for Every Port Act of 2006 (SAFE Port Act)

(b) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 CFR § 103.505

(c) Sector MD-NCR COTP Zone Area Maritime Security Plan (AMSP)

(d) Sector MD-NCR COTP Zone Area Contingency Plan (ACP)

(e) Sector MD-NCR COTP Zone Marine Transportation System Recovery Plan (MTSRP)

(f) Department of Homeland Security, National Response Framework (4th Ed. 2019)

(g) U.S. Coast Guard Incident Management Handbook (IMH), COMDTPUB P3120.17 (series)

(h) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. § 5121 *et. seq.*, as amended

(i) Navigation and Navigable Waters, Department of the Army, Corps of Engineers, Removal of Wrecks and Other Obstructions, 33 CFR part 245

(j) Salvage and Marine Firefighting; 33 CFR part 155, subpart I

(k) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels and Other Obstructions, 33 CFR part 64

(l) Navigation and Navigable Waters, Jurisdiction, 33 CFR § 2.36

(m) United States Navy and the United States Coast Guard MOA Regarding Inter-service Cooperation in Oil Spill Clean-up and Salvage Operations, 2015

(n) Memorandum of Agreement (MOA) between the Department of the Army Corps of Engineers and U.S. Coast Guard, October 2012

(o) Risk Management (RM), COMDTINST 3500.3 (series)

(p) Memorandum of Agreement (MOU) between the USCG and the American Salvage Association, December 2022

(q) USCG OES Policy Letter for Commercial Diving Operations, Feb 2020

(r) U.S. Coast Guard Environmental Response and Preparedness Manual COMDTINST M16000.14(series)

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SECTION 1: INTRODUCTION

The Salvage Response Plan (SRP) provides an all-hazard, post-incident framework for salvage response activities to facilitate the recovery of the MTS. In compliance with references (a), (b) and (c), this plan provides notional objectives, procedures, and localized resource information to support the clearing of the port navigation systems and enable the resumption of maritime commerce. These references and this plan do not create any new Captain of the Port (COTP), Federal Maritime Security Coordinator (FMSC), or Federal on Scene Coordinator (FOSC) authorities or funding sources. Salvage operation planning and mission execution must occur within the constraints of existing law and policy.

A. PURPOSE: Per references (d), (e), (f), (g), and (j), the SRP anticipates the establishment of an Incident Commander (IC)/Unified Command (UC) under the National Incident Management System (NIMS) protocols and the use of a common salvage response coordination framework for all forms of marine casualties resulting in the disruption of the MTS. This plan incorporates coordination activities in a pre-incident environment between the Area Maritime Security Committee (AMSC) and/or the Area Committee (AC) for response to discharges of oil or the release of hazardous substances into the marine environment. The SRP does not preclude the advice or support of other advisory bodies in a pre-incident preparedness or post-incident prioritization advice in support of the IC/UC.

B. SCOPE: The SRP does not provide detailed guidance on every potential salvage response operation that may occur. Factors such as vessel type, vessel location, cargo, regulatory requirements, and fuel/cargo amounts all have a significant impact on a coordinated, effective salvage response. Using basic scenarios to establish context for the SRP scope, this plan will provide limited guidance, recommended objectives, and salvage operations that fall into four general categories:

1. **Responsible Party (RP) Led Salvage Response - OPA-90/Comprehensive Environmental Response Compensation and Liability Act (CERCLA) Applicable** -

   Example Scenario: The M/V ANYVESSEL, a 1092' Suezmax vessel with 12,000 containers ran aground in the Craig Hill Channel. There was a report of a sheen at the site of the grounding with an unknown amount of oil discharged into the navigable waters. Initial response actions included:
   - Notifying the National Response Center (NRC).
   - Issuing an Urgent Marine Information Broadcast (UMIB).
   - Issuing and posting to Homeport a Marine Safety Information Bulletin (MSIB) outlining the establishment of a Safety Zone restricting all vessel traffic from transiting within 500yds of M/V ANYVESSEL and closing Craig Hill Channel to all deep draft vessels.
   - Notifying Port Stakeholders via the Alert Warning System (AWS).
   - Dispatched two CG small boats to enforce the 500yd Safety Zone and to document the vessel condition, draft readings, and pollution.
   - Dispatched Marine Inspectors to conduct and document an initial assessment of the vessel casualty.

- Dispatched Pollution Responders conduct and document an initial assessment of any pollution and pollution potential.

Potential impacts from this grounding:
- Disruption of the MTS in/out of the Port of Baltimore resulting in local and regional supply chain impacts and loss of revenue.
- Substantial environmental damage from the discharge of petroleum products.

Based on the vessel size, type, and amount of fuel, the provisions of the Vessel Response Plan (VRP) Geographic Specific Annex (GSA) for Salvage Marine and Firefighting (SMFF) are applicable to this incident.

A UC consisting of the USCG, Maryland Department of the Environment (MDE), and the Owner-Operator's Salvage Response Provider (Qualified Individual (QI)/Plan Holder) was established with the following initial response objectives to be considered:
- Ensure the safety of the vessel crew, responders, and public health/safety.
- Mitigate the environmental impact from discharge of petroleum products.
- Identify source of petroleum product discharge and secure the source.
- Consider any sensitive area or environmental impacts relating to salvage.
- Determine the salvage service provider for the vessel. Ensure initial assessments of all vessel systems are conducted and identify how the provider will meet the timelines for personnel and equipment to the Port of Baltimore.
- Notify CG Salvage Engineering Support Team (SERT) to stand by for additional information and prepare to coordinate with vessel salvage representatives on vessel stability concerns and the development of an incident specific salvage response plan.
- Activate a Salvage Branch under the Operations Section to coordinate all salvage-related actions including the initial structural and stability assessment and coordinate with SERT to review the submission of an incident specific salvage response plan.
- Activate a Marine Transportation System Recovery Unit (MTSRU) to identify impacts to the MTS and coordinate appropriate actions
- Access the Oil Spill Liability Trust Fund for the purpose of activating and funding Special Teams to support response efforts including the CG National Strike Force (NSF), SERT, NOAA Scientific Support Coordinator, and to provide funding for local agency support as requested by the FOSC.

During the initial Unified Command meeting, clear lines of effort were established to be further refined with the submission/approval of an incident specific salvage response plan and development of an Incident Action Plan. These lines of effort include:
- The RP/QI will formally activate their pre-determined salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I.
- COTP will issue a COTP Order to the RP/QI to require the development of a salvage plan for review/approval prior to taking any actions beyond initial stabilization. The COTP Order will include the requirement to develop a plan based on salvage phases beginning with initial stabilization efforts and temp repairs; vessel stability; lightering; movement of the vessel into port; submerged operations for assessment and location of containers; and final disposition.

- SERT will work within the Salvage Branch and coordinate directly with the salvage service provider on all vessel stability calculations and development of an incident specific salvage plan.
- An Environmental Response Branch under the Operations Section will be activated to manage all oil spill response activities.
- USACE and NOAA Underwater Survey Teams will work under the direction of the Salvage Branch to conduct underwater surveys.
- The salvage service provider will identify an appropriate staging area for incoming equipment and designate/source a staging area manager.
- The salvage service provider will provide all required safety personnel as needed by the specified operations such as diving, underwater hazmat recovery, underwater welding, lightering, etc.
- The MTSRU will identify MTS impacts, determine priorities, and develop courses of action (COAs) to reduce the impact to maritime commerce. The Common Assessment and Reporting Tool (CART) will be used to document all MTS Recovery activities.

Additionally, the COTP will initiate a Marine Casualty Investigation and coordinate all investigative activities within the construct of the IMT.

2. <u>U.S. Coast Guard Led Salvage Response - OPA-90/CERCLA Applicable</u> -

<u>Example Scenario</u>: While transiting southbound near Ocean City, MD during a storm, the 90 ft length F/V BIG CATCH, lost maneuverability, and began drifting towards the shoreline eventually grounding partially submerged on it's PORT side, adjacent to an environmental sensitive area with heavy tourist activity. The vessel had approximately 33,000 gallons of #2 diesel on board. The owner of the vessel's insurance had been canceled for non-payment. Initial response actions included:

- Notified the NRC.
- Issuing an UMIB.
- Notifying MDE and other appropriate stakeholders.
- Dispatched Marine Inspectors to conduct and document an initial assessment of the vessel casualty.
- Dispatched Pollution Responders conduct and document an initial assessment of any pollution and pollution potential.
- FOSC issuing an Administrative Order under OPA-90 to the Owner/Operators of the fishing vessel to take appropriate actions in accordance with OPA-90 to respond to the potential oil discharge and take all necessary steps to initiate response operations. (The owner/operator subsequently notified the FOSC that they did not have the monetary means to respond to this incident.)
- FOSC opening of the OSLTF and hiring an oil spill removal organization (OSRO) to respond and conduct operations under the direction of the USCG to prevent the discharge of oil and remove vessel from an environmentally sensitive area.
- Relayed Marine Inspector and Pollution Responder initial assessment of the vessel casualty and pollution to SERT and the OSRO.

Potential impacts from the grounding include:

- Substantial environmental damage from the discharge of petroleum products and location of grounded vessel.
- Substantial loss of tourist revenue to the local community.
- Increased state and local government concerns and increased media attention.

A UC consisting of the USCG, MDE, and Ocean City Office of Emergency Management was established with the following initial response objectives to be considered:

- Ensure the safety of the vessel crew, responders, and public health/safety.
- Mitigate the environmental impact from discharge of petroleum products and location of grounded vessel.
- Mitigate any threats to the public health/welfare.
- Identify any petroleum product discharge and secure the source.
- Conduct a topside structural assessment, inventory of all petroleum products onboard, and provide results to SERT to develop a stability analysis.

During the initial Unified Command meeting, clear lines of effort were established to be further refined with the submission/approval of an incident specific salvage response and lightering plans and development of an Incident Action Plan. These lines of effort include:

- OSRO coordinate with SERT on vessel structural analysis and stability calculations.
- Develop a lightering plan in accordance with local requirements to remove all petroleum products and lighter to an appropriately certified vessel.
- Develop a salvage plan to remove the vessel environmental sensitive area.
- Identify all required equipment, including location and estimated time to arrive on scene for all equipment necessary to conduct lightering, underwater operations, and heavy lift to refloat vessel.

3. <u>Responsible Part Led Salvage Response - No OPA-90/CERCLA Applicability</u> -

<u>Example Scenario</u>: A 40ft catamaran sailing vessel was southbound transiting under the Francis Scott Key Bridge I-695 when it struck the STBD side bridge support adjacent to the federal channel and began rapidly taking on water. All persons on the vessel jumped in the water and were rescued by a good samaritan, the vessel drifted southbound, and sank in the middle of the federal channel south of the bridge. Initial response actions included:

- Notifying the NRC.
- Issuing an UMIB.
- Issuing and posting to Homeport a MSIB outlining the establishment of a Safety Zone restricting all vessel traffic from transiting in the federal channel from the Francis Scott Key Bridge I-695 to a 1000yds south without COTP approval.
- Notifying Port Stakeholders via AWS.

Potential impacts from the sunken vessel include:

- Disruption of the MTS in/out of the Port of Baltimore resulting in local and regional supply chain impacts and loss of revenue.

A UC consisting of the USCG, MDE, and USACE was established with the following initial response objectives to be considered:

- Ensure the safety responders and public health/safety.
- Assess pollution potential from the sunken vessel.
- Mitigate any threats to the public health/welfare.
- Identify the location and depth of the sunken vessel.
- Activate a MTSRU to identify impacts to the MTS and coordinate appropriate actions.

During the initial UC meeting, clear lines of effort were established to be further refined with the submission/approval of an incident specific salvage response plan and development of an Incident Action Plan. These lines of effort include:

- Coordinate with local municipal agency with side-scan sonar capabilities to identify the location and depth of the sunken vessel.
- Refine the safety zone based on side-scan sonar findings.
- The issuance of a COTP Order to the Owner/Operator of sunken vessel to take timely and specific actions regarding the obstruction in the federal channel. Specific actions include contracting with a vessel salvage service provider, the submission of vessel assessment and salvage plan to the UC for approval prior to initiating any salvage operations, and identifying all required equipment necessary, including the estimated time to arrive on scene, to conduct underwater and heavy lift operations to refloat vessel.

4. <u>No Responsible Party Salvage Response - No OPA-90/CERCLA Applicability</u> -

<u>Example Scenario</u>: A sunken derelict wooden hull commercial fishing vessel that had been charted outside the federal channel has been pushed by effects from a winter storm, drifted north under the Curtis Creek I-695 and Curtis Creek Pennington Ave Bridge Bridges, struck Curtis Bay LB 13, and sank. Presumably impacting safe navigation of the federal channel. The vessel was known by the COTP, MDE, and Maryland Department of Natural Resources (DNR) to have been abandoned for many years, and free of all petroleum products or hazardous materials. Having no nexus with OPA-90 or CERCLA and no owner/operator, the COTP is limited in the legal and financial authority to initiate a salvage response operation. Initial COTP actions included:

- Issuing an UMIB.
- Issuing and posting to Homeport a MSIB outlining the establishment of a safety zone restricting all vessel traffic from transiting with a 500yd radius Curtis Bay LB 13's charted position without COTP approval.
- Notifying Port Stakeholders via AWS.

Potential impacts from the sunken vessel include:

- Disruption of the MTS in the vicinity of the sunken vessel which may impact a maritime petroleum facility to receive vessels resulting in local supply chain impacts and loss of revenue.
- Restrict USCG Cutters from transiting to an/or from the USCG Yard.

Additional actions taken by the COTP:

- Coordinated with local municipal agency with side-scan sonar capabilities to identify the location and depth of the sunken vessel.
- Refined the safety zone based on side-scan sonar findings.
- Coordinated with the USACE to salvage the sunken vessel from the federal channel.

C. SALVAGE RESPONSE PLAN GOALS AND OBJECTIVES: The procedures in this SRP cover salvage preparedness planning up to the point at which incident-specific salvage response planning and operations are initiated. The plan also provides information on salvage resources or concepts that could be employed or considered during responses managed by the IC/UC. The Commander's Intent for all salvage operations will include or consider all five (5) objectives below:

1. **Objective 1** - Support short-term MTS Recovery by implementing a flexible framework to plan for, arrange, and engage marine salvage response capabilities within existing authorities, policy, and funding, to clear the port navigation system sufficiently for maritime commerce.

2. **Objective 2** - Initiate salvage response assessments, planning, and coordination with pertinent stakeholders and salvage response providers, as soon as practicable following an incident.

3. **Objective 3** - Determine appropriate pathways for authorities, funding, and resources to conduct salvage response to reopen channels and access routes within waterways and connecting channels that support maritime commerce.

4. **Objective 4** - Identify salvage needs of MTS infrastructure salvage beyond the scope of this SRP and refer consideration for FEMA Mission Assignments (MAs) or long-term recovery support through Emergency Support Functions (ESFs) 1, 3 and/or 10, as appropriate.

5. **Objective 5** - Support marine salvage operations through the IC/UC structure.

D. ORGANIZATION:

1. **Area of Responsibility** - The Sector MD-NCR COTP Zone, as defined in 33 CFR § 3.25-15, encompasses the State of Maryland and National Capitol Region, as defined in 10 U.S.C. § 2674 (f)(2), including the Upper Chesapeake Bay, tributaries thereof, and Maryland coastline out to 150 miles, see Figure 1.

Figure 1 Sector MD-NCR COTP Zone

2. **<u>COTP Zone Overview</u>** - Sector MD-NCR COTP Zone's primary port area, the Port of Baltimore (also known as the Helen Delich Bentley Port of Baltimore), is located on the Patapsco River, 150 nautical miles from the mouth of the Chesapeake Bay and includes five public Maryland Port Administration (MPA) and several other private MTSA regulated marine terminals. Other Sector MD-NCR COTP Zone priority port areas include; in Annapolis, MD on the Severn River is the US Naval Academy, in Lusby, MD just north of the Patuxent River is Cove Point Liquefied Natural Gas Facility and the Calvert Cliffs Nuclear Power Plant, in Washington, DC on the Potomac River a jet fuel pipeline runs from Joint Base Anacostia to Andrews Air Force Base, and Salisbury, MD on the Wicomico River has 2 MTSA regulated petroleum facilities that are the primary suppliers of consumer petroleum products to Eastern Shore of Maryland.

3. **<u>Uniqueness of the COTP Zone</u>** - The Chesapeake Bay is the largest estuary in the US, the watershed covers 64,299 square miles with more than 150 rivers and streams draining into the Bay, and produces over 500 million pounds of seafood a year, to include the famous Maryland blue crabs. The Port of Baltimore, strategically located in the Mid-Atlantic region of the U.S. East Coast, is one of only a few East Coast ports with a 50 ft. deep channel and berth, the furthest inland East Coast Port, and closest seaboard port to the Midwest making it an overnight drive of one-third of the nation's population. To get to the Port of Baltimore vessels must transit through either Sector Delaware Bay COTP Zone to the North via the Chesapeake and Delaware (C&D) Canal or Sector Hampton Roads COTP Zone to the south.

E. <u>FUNDING CONSIDERATIONS</u>: This section provides a general statement on the responsibility for funding a salvage operation by owners/operators. In the event that the RP is unable, unwilling, or unavailable to fund appropriate actions to conduct salvage operations in accordance with this plan and other applicable guidance, there are limited funding streams available to the COTP/FOSC and are dependent on circumstances such as incident type, cargo types, and location.

1. **U.S. Army Corps of Engineers (USACE) -** Funding for operation and maintenance of "Federal" waterways is through USACE's Operations and Maintenance General Appropriation each year. This includes the ability to issue emergency contracts to salvage companies to conduct salvage operations for vessels strictly within the limits of federal channels under the USACE's responsibility.

2. **Federal Emergency Management Agency (FEMA)** -

   a. FEMA will: (1) reimburse applicants to remove eligible debris, or (2) through a MA to another Federal agency (and upon request of the State) – provide direct Federal assistance or technical assistance when it has been demonstrated that the State and Local government lack the capability to perform or contract for the requested work.

   b. Assistance will be cost-shared (at no less than 75% Federal and 25% non-Federal). In extreme circumstances, FEMA will provide up to 100% funding for a limited period of time.

3. **U.S. Coast Guard (USCG)** - USCG managed funding streams are available for a limited range of scenarios. USCG units should ensure that the RP or vessel owner assumes responsibility for salvage costs when appropriate. Large commercial vessels and barges typically have Protection and Indemnity (P & I) Insurance to cover instances that result in salvage. This insurance provides coverage to vessel owners and charterers against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance. However, there are times when the CG must take responsibility to rectify a waterway. In such instances, possible funding sources include:

   a. **The Oil Spill Liability Trust Fund (OSLTF)** - Created by the Oil Pollution Act of 1990 for spills or threats of spills of oil or petroleum products.

   b. **CERCLA** - Funding for hazardous substance releases or threats of release.

   c. **Stafford Act** - Pursuant to a disaster declaration. These funded operations will normally include a MA issued by FEMA for a specific operation under the leadership and oversight of one of the ESFs activated for the disaster response.

   d. **Agency Funding** - Provided by the agency in accordance with existing legislation.

   e. **Other Instances** - In some instances, the USCG may not take action because of lack of authority or funding. In those cases, COTPs/FOSCs should make every effort to engage either the private entities or agencies that do have authority and capability to act.

F. LEGAL CONSIDERATIONS AND AUTHORITIES:

- This SRP does not modify existing laws, policies, regulations or agreements regarding salvage, wreck and debris removal. Nothing in this SRP alters the rights of owners, operators, lessees, or Responsible Parties from recovering their property expeditiously in accordance with applicable law.

- This SRP does not provide authority to contract for or conduct salvage operations nor does it provide a coordination and procedural framework for access to salvage resources, consistent with existing authorities, policy, and funding.

- This SRP identifies and relies on existing salvage authorities and funding mechanisms of Federal agencies and stakeholders with a salvage nexus for salvage response tactical planning and operations.

- Section 1.E. above describes funding considerations related to salvage response.

- In addition to the USCG authorities for conducting salvage response operations under the authorities of OPA-90 and CERCLA, supporting Federal organizations operate under other authorities that may be applicable to the incident. Authorities shown are subject to change and interpretation and should not be considered a complete list.

1. <u>U.S. Army Corps of Engineers (USACE)</u> -

- Authorized by Section 202 of Water Resources Development Act (WRDA) of 1976 (PL 94-587) to develop projects for the collection and removal of drift and debris from publicly maintained commercial boat harbors and from land and water areas immediately adjacent thereto.

- WRDA of 1976 provides general authority for development of drift and debris removal projects. The Department of the Army does not currently support authorization of or budgeting for such projects.

- Specific and limited local programs for continuing debris collection and disposal have been authorized by Congress for New York, Baltimore, and Norfolk Harbors; Potomac and Anacostia Rivers in the Washington, D.C. Metropolitan area; and San Francisco Harbor and Bay, California. These authorizations are on an individual basis, and the work is carried out as authorized at each locality as a separate, distinct project.

- Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.

- Flood Control and Coastal Emergencies (PL 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to

have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its PL 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.

- USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 Public Works and Engineering. Under ESF #3, FEMA tasks the USACE to perform debris removal operations at the request of a State. This can include debris in the water outside the federally maintained channel if FEMA declares it to be eligible.

2. **U.S. Navy Supervisor of Salvage and Diving (SUPSALV)** -

- The Salvage Facilities Act, codified at 10 U.S.C. §§ 8701-8704, gives the Navy broad discretion to provide necessary salvage facilities for both public & private vessels. This authorizes the provision of salvage facilities and services directly by Navy or via lease, sale, or other contractual arrangement, which implies a standing role for SUPSALV as the "national salvage advisor".

- SUPSALV works on a reimbursable basis and is postured to accept all forms of government funding.

3. **Federal Emergency Management Agency (FEMA)** -

- In accordance with 42 U.S.C. §§ 5170b, 5173, and 5192, FEMA is authorized under the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide assistance to eligible applicants to remove debris from public and private property or waters following a Presidential disaster declaration, when in the public interest.

- Removal must be necessary to eliminate immediate threats to lives, public health and safety; eliminate immediate threats of significant damage to improved public or private property or waters; or ensure the economic recovery of the affected community to the benefit of the community-at-large. The debris must be the direct result of the disaster and located in the disaster area, and the applicant must have the legal responsibility to remove the debris.

G. DEFINITIONS:

1. **Assessment of Structural Stability** - Completion of a vessel's stability and structural integrity assessment using a salvage software program. The data used for the calculations would include information collected by the on-scene salvage professional. The assessment is intended to allow sound decisions to be made for the subsequent salvage efforts. In addition, the assessment must be consistent with the conditions set forth in 33 CFR §§ 155.240 and 155.245, as applicable.

2. **Debris** - Jointly promulgated as a definition by NOAA in 15 CFR § 909.1(a) and the USCG in 33 CFR § 151.3000(a), "marine debris is defined as any persistent solid

material that is manufactured or processed and directly or indirectly, intentionally or unintentionally, disposed of or abandoned into the marine environment or Great Lakes." The following additional definitions apply to this plan:

- **Construction and Demolition Debris** - The definition of debris (e.g., construction and demolition debris, general debris, marine debris, wet debris) may vary between jurisdictions and legal authorities. For the purposes of this plan, the applicable definition must be determined by the facts pertaining to each incident. When dealing with debris issues, the COTP and any other involved party must ensure they have the authority and funding to act in a specific instance.

- **Marine Debris/Floatable Debris** - Includes damaged components of buildings and structures such as lumber/wood, gypsum wallboard, glass, metal, roofing material, tile, carpeting and floor coverings, window coverings, pipe, concrete, fully cured asphalt, equipment, furnishing, and fixtures. (Public Assistance: Debris Management Guide, FEMA-325, June 2014).

- **Debris (Stafford Act)** - Items and materials broken, destroyed, or displaced by a natural or man-made (federally declared) disaster. Examples of debris include, but are not limited to, trees, construction and demolition material, and personal property. Materials classified as debris under the Stafford Act will vary by incident. (Public Assistance: Debris Management Guide, FEMA-325, June 2014).

- **Post Disaster Waterway/Marine Debris** - No definition that can be universally applied. However, marine debris is typically characterized as trash consisting of floatable materials and saturated floatable materials that have become suspended or have sunk to the bottom. Marine debris may potentially include (1) floatable materials/floatable debris including trash (see subparagraph 2.b.(5) below), and (2) derelicts, which is lost, abandoned, or discarded property (e.g., abandoned sunken vessels without salvage value, lost or abandoned fishing gear, abandoned submerged vehicles or equipment).

- **Floatable Materials** - The Beaches Environmental Assessment and Coastal Health Act (Public Law 106-284) defines floatable materials to mean any foreign matter that may float or remain suspended in the water column and includes plastic, aluminum cans, wood products, bottles, and paper products.

3. **Hazard to Navigation** - In accordance with 33 CFR § 245.5, a hazard to navigation is "an obstruction, usually sunken, that presents sufficient danger to navigation so as to require expeditious, affirmative action such as marking, removal, or redefinition of a designated waterway to provide for navigation safety".

4. **Heavy Lift** - The use of a salvage crane, A-Frames, hydraulic jacks, winches, or other equipment for lifting, righting, or stabilizing a vessel.

5. **Marine Salvage** - Service/assistance that is rendered to a vessel and/or her cargo to save the vessel or cargo in whole, or in part, from impending marine or maritime peril, or in

recovery such property from actual maritime peril or loss, with contribution to the success by the service that was rendered by the salvor. Marine peril typically increases with time.

6. **Obstruction** - Anything that restricts, endangers, or interferes with navigation as described in Reference (l). Obstructions can be authorized man-made structures such as bridges, pier heads, offshore towers, or unexpected interferences, which must be assessed to determine their effect on navigation.

7. **On-Site Salvage Assessment** - A salvage professional is on-scene, at a safe distance from the vessel or on the vessel, who can assess the vessel's stability and structural integrity. The data collected during the assessment will be used in the salvage software calculations and to determine necessary steps to salve the vessel.

8. **Port Navigation System** - Federally constructed and/or maintained channels and anchorages that are within the geographical limits of the port as defined by the COTP (pursuant to 33 CFR § 103.300 (b)(1)) and may include the transportation and/or utility structures above or below the water surface that cross or are adjacent to such channels and anchorages. Also included in the meaning of the port navigation system are the services aiding vessel navigation on the waterway such as pilotage, tug/towing services, navigation aids, harbormaster services, vessel traffic services, and police or fire services on the waterway.

9. **Qualified Individual or Alternate Qualified Individual** - Shore-based representative of a vessel owner or operator who meets the requirements of 33 CFR 155.1026.

10. **Responsible Party (RP)** - Under the Oil Pollution Act of 1990, the term "RP" refers to the persons owning, operating, or chartering a vessel by demise; the owner or operator of a facility from which oil is discharged; owners and operators of pipelines; the licensees of Deepwater ports; and the persons leasing, permittee of, or holder of a right to use or easement for an area in which an offshore facility is located. The RP is liable for the costs associated with the containment or cleanup of the spill and any damages resulting from the spill. The first priority of the Environmental Protection Agency (EPA) and Coast Guard is to ensure that responsible parties pay to clean up their own oil releases. However, when the RP is unknown or refuses to pay, funds from the OSLTF can be used to cover removal costs or damages resulting from discharges of oil or threat of a discharge of oil, subject to the rules and procedures that apply.

11. **Salvage** - Any act undertaken to assist a vessel in potential or actual danger, to prevent loss of life, damage or destruction of the vessel and release of its contents into the marine environment.

12. **Salvage Award** - The reward or compensation allowed by maritime law for service rendered in saving maritime property, at risk or in distress, by those under no legal obligation to render it, which results in benefit to the property, if eventually saved.

13. **Specialized Salvage Operations** - Operations associated with a salvage that include or requires the use of heavy lift equipment, subsurface operations, or subsurface product removal (lightering).

14. **Towage/Towing Service** - Towing service that is motivated for convenience, not safety, in the absence of peril. Rescue towing or other salvage towing service that is conducted in conjunction with marine salvage is not considered towage or towage service.

15. **Transportation Disruption** - Any significant delay, interruption, or stoppage in the flow of trade caused by natural disaster, heightened threat level, an act of terrorism, or any TSI (SAFE Port Act of 2006, Public Law 109-347, Section 2).

16. **Transportation Security Incident (TSI)** - A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area (33 CFR § 101.105).

17. **Wreck** - A sunken or stranded ship, or any part thereof, or any object that is lost at sea from a ship that is stranded, sunken or adrift, or any of the above that may reasonably be expected to sink or strand where activity to assist the ship or property is not underway.

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SECTION 2: PREPAREDNESS

A. PURPOSE: Pre-Incident Preparedness is a key consideration when account for the potential for significant impacts to the regional and national economies in response to a prolonged salvage response resulting in a port closure, or disruption to the MTS. This plan can be used by all maritime stakeholders to develop internal preparations for post-incident recovery activities including training, standard procedures, identification of key processes, communicating operational status to the IC/UC, and identification of critical personnel.

B. AGENCY ROLES AND RESPONSIBILITIES: General roles and responsibilities for salvage response will depend upon the circumstances of the incident. Primary, Federal, State, local, tribal, and industry roles and responsibilities are described as follows:

1. Primary Responsibility –

a. Under normal operating conditions, primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation, including marking, is ***the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; or, the owner, operator or lessee of other obstructions in the waterway such as structures, train cars, and vehicles***. Where a discharge of oil, hazardous substance release or threat thereof is involved, primary responsibility belongs to the RP as defined by the Oil Pollution Act of 1990.

b. The identified owner, operator, or lessee of a sunken or grounded vessel or wreck bears lead responsibility if the USACE and the USCG jointly determine that such vessel or wreck is a hazard to navigation and must be removed expeditiously.

2. Institutional Responsibilities –

a. Federal -

(1) U.S. Coast Guard (USCG) - Per reference (p), the USCG works closely with the USACE to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U. S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The Coast Guard, upon the request of FEMA, may provide management and contract administration for certain MAs under the authority and funding per reference (j). The COTP, as FMSC, and the FOSC is responsible for maintaining and implementing this SRP. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking, and notification as required by references (m), (n), (o) and (p).

(2) U.S. Army Corps of Engineers (USACE) - The USACE serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. When there is a non-pollution event

in which a vessel or other obstruction is creating a hazard to navigation within a federally defined navigable channel, the USACE serves as the lead Federal agency for ensuring either removal of the obstruction from or immediately adjacent to the Federal channel by the owner, operator, or lessee, or by effecting removal using hired labor forces or a contractor. The USACE also arranges for and conducts hydrographic surveys, post-incident assessments of navigation conditions, and emergency and non-emergency dredging. The USACE is one of two primary agencies for ESF #3 (Public Works & Engineering), and may provide engineering management and contract administration, at the request of the FEMA, for salvage-related MAs under authority and funding of reference (j).

(3) **U.S. Navy Supervisor of Salvage and Diving (SUPSALV)** - SUPSALV is the Department of Defense's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (o). SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV can quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the Navy's hydrographic survey assets/capabilities and can provide in-office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities.

(4) **National Oceanic and Atmospheric Administration (NOAA)** - NOAA provides aerial and hydrographic survey support and expertise. NOAA also administers the Abandoned Vessel Program (AVP). The main objective of this program is to investigate problems posed by abandoned and derelict vessels in U. S. waters. The program maintains various information resources.

The NOAA website has several useful documents to every level of government/commercial responders:

- Abandoned Vessel Authorities and Best Practices Guidance.
- Abandoned and Derelict Vessel Removal.
- Best Management Practices for Abandoned Boats.
- End-of-Life Vessel Material Management Guide.

(5) **Environmental Protection Agency (EPA)** - The EPA serves as the coordinator and as one of two Primary Agencies for ESF #10 (Oil & Hazardous Materials Response).

(6) **Federal Emergency Management Agency (FEMA)** - FEMA is the Federal lead for MAs under reference (j) authority and funding. FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering). FEMA also serves

as the coordinator and primary agency for ESF #14 (Long-Term Community Recovery & Mitigation).

(7) **U. S. Department of Transportation (DOT)** - DOT serves as coordinator and primary agency for ESF #1 (Transportation).

(8) **National Transportation Safety Board (NTSB)** - The NTSB has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be as a result of an act of terrorism.

(9) **Federal Bureau of Investigation (FBI)** - The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

b. **State, Local, and Tribal Governments -** State, local, and tribal governments have an important and concurrent role to play in helping to determine priorities and in developing a rational coordination of efforts/assets to accomplish rapid marine survey, salvage, wreck/debris removal in waters within, or adjacent to, their jurisdictions. State governments also have a role in the determination of local sponsors and cost share criteria for FEMA Mission Assignments for marine debris removal.

State, local, and tribal jurisdictions have certain responsibilities for removal of obstructions and debris that are outside of federally maintained channels and do not create hazards to navigation.

Some states have established abandoned and derelict vessel programs for their waters to address removal of abandoned vessels that do not pose an environmental or navigation-safety risk that would cause Federal agencies to fund or initiate removal. For example, the State of Florida has well developed and exercised such programs or statutes that pertain to salvage of recreational vessels.

In the event of a vessel sinking that resulted in an oil spill, or if an oil spill from the sunken vessel were imminent, the Maryland Department of the Environment would be part of the IC/UC managing the complete response, including salvage of the vessel.

(1) **Maryland Department of Emergency Management (MDEM)** - May participate in the salvage operation planning phase, the assumption being that circumstances will vary for each project using the all-hazard concept (e.g., such as marine casualty, TSI, heavy weather, etc.) of incident emergency management. The State Emergency Plan, Mutual Aid Agreements, Governor's Executive Order or direction from FEMA and other Federal agencies may be made and placed in effect.

(2) Maryland Department of Transportation (MDOT) - Will participate in any salvage operation that includes elements of bridge/infrastructure damage under their direct jurisdiction or to facilitate any Maritime Transportation System (MTS) Recovery elements in accordance with reference (f).

(3) Maryland Department of the Environment (MDE) - Will participate in any salvage operation that includes elements of environmental damage or the potential thereof under their direct jurisdiction.

(4) DC Homeland Security and Emergency Management Agency (HSEMA) - May participate in the salvage operation planning phase, the assumption being that circumstances will vary for each project using the all-hazard concept (e.g., such as marine casualty, TSI, heavy weather, etc.) of incident emergency management. The State Emergency Plan, Mutual Aid Agreements, Governor's Executive Order or direction from FEMA and other Federal agencies may be made and placed in effect.

(5) DC District Department of Transportation (DDOT) - May participate in any salvage operation that includes elements of bridge/infrastructure damage under their direct jurisdiction or to facilitate any Maritime Transportation System (MTS) Recovery elements in accordance with reference (f).

(6) DC Department of Energy & Environment (DOEE) - Will participate in any salvage operation that includes elements of environmental damage or the potential thereof under their direct jurisdiction.

c. Industry -

(1) National Salvage Roles/Capabilities -

(a) American Salvage Association. Refer to www.americansalvage.org for details.

(b) Additional information for national-level salvage capability and equipment information is available thru the NSF, NSF Coordination Center, and the SUPSALV.

(2) Local and Regional Salvage Capabilities -

(a) Refer to Appendix G for regional and local salvage commercial diver capabilities.

(b) Refer to Appendix G for regional and local marine construction equipment and capabilities that may be considered as alternative sources of equipment.

(3) Vessel and Cargo Owners/Operators and Insurers -

(a) For vessels and cargos, the owners/operators (and also those that underwrite their property) retain the primary responsibility for obtaining salvage assistance when needed. Under references (m) and (n), the owners retain responsibility for marking and removal of their vessel and or cargo even if it has no more value. COTPs must give the owners reasonable opportunity to comply with appropriate legal requirements while protecting the value of their property. For vessels that are required to have VRPs, COTPs should ensure that owners adhere to their VRPs, especially with respect to using their pre-identified and contracted salvors.

(b) The above notwithstanding, the COTP must balance the ability of the RP to take appropriate action in a timely fashion. Delay in salvage or inappropriate initial action may worsen the situation, increasing impact on the MTS, the environment, and/or overall cost. The COTP should not hesitate, if in doubt, to seek advice from the organizations listed in Section 2.B.

(c) Relationships between the USCG, owners, underwriters, and salvors may become very complex. It is recommended that COTPs immediately seek the guidance of the district legal office if questions regarding legal authorities, responsibilities, etc. arise.

(d) To assist in salvage planning efforts, 33 CFR part 155, subpart I, contains information about each required salvage service for Tank Vessels and Non-Tank Vessels. Vessel owners and operators are required to develop appropriate Geographic Specific Annexes for their areas of operation and update their existing VRP to reflect these new requirements. The process to gain access to the required salvage information is outlined in Section 3.G. to this plan.

(e) Vessel owners/operators are responsible for determining the adequacy of the resource providers noted in the VRP. When the determination of adequacy was made, the owner/operators were responsible to ensure that the provider met, to the maximum extent possible, the 15 factors listed below:

- Resource Provider is currently working in response service needed.
- Resource Provider has documented history of participation in successful salvage and/or marine firefighting operations, including equipment deployment.
- Resource Provider owns or has contracts for equipment needed to perform response services.
- Resource Provider has personnel with documented training certification and degree experience (Naval Architecture, Fire Science, etc.).
- Resource Provider has 24-hour availability of personnel and equipment, and history of response times compatible with the time requirements in the regulation.
- Resource Provider has on-going continuous training program.

- Resource Provider has successful record of participation in drills and exercise.
- Resource Provider has salvage or marine firefighting plans used and approved during real incidents.
- Resource Provider has membership in relevant national and/or international organizations.
- Resource Provider has insurance that covers the salvage and/or marine firefighting services which they intend to provide.
- Resource Provider has sufficient up-front capital to support an operation.
- Resource Provider has equipment and experience to work in the specific regional geographic environment(s) that the vessel operates in (e.g., bottom type, water turbidity, water depth, sea state, and temperature extremes).
- Resource Provider has the logistical and transportation support capability required to sustain operations for extended periods of time in arduous sea states and conditions.
- Resource Provider has the capability to implement the necessary engineering, administrative, and personal protective equipment controls to safeguard the health and safety of their workers when providing salvage and marine firefighting services.
- Resource Provider has familiarity with the salvage and marine firefighting protocol contained in the local ACPs for each COTP area for which they are contracted.

C. STAKEHOLDER COORDINATION:

1. Advanced planning and preparedness require the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagements with local stakeholder groups is vital to advance preparation and effective incident response and recovery. The following standing committees support incident response contingency plan development and validation:

- Area Maritime Security Committee.
- Area Committee.
- Harbor Safety Committee.
- Delmarva Water Transport Committee.
- Salvage and Marine Firefighting Subcommittee.

During response operations, select members of these standing committees activate as members of Sector MD-NCR's MTS Recovery Workgroup, also known as a Port Coordination Team, to support incident response operations. Each incident type or location is different and may require augmentation by personnel with different skill sets.

In accordance paragraph 2.H of this plan the AWS is the primary method used to notify members of Sector MD-NCR MTS Recovery Workgroup's of activation and communicate incident information to port stakeholders.

D. INCIDENT COMMAND SYSTEM CONSIDERATION AND STAFFING:

1. The staffing for a salvage response shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts (SMEs). The staffing, organization, and location of a Salvage Branch within the Incident Command organization will be dependent upon the type of incident and the direction of the COTP or FOSC as required.

Under the direction of the Operation Section Chief, a Salvage Branch or other similarly named Branch may be established under the Operations Section to lead and functionally manage all tactical operations associated with a salvage incident response. This Branch may include the assignment of Divisions or Groups to execute specific operational elements of a salvage response such as salvage plan review, lightering, dewatering, submerged operations, or other on-water operations. If established, a Salvage Branch may consist of representatives from:

- USCG members from SERT/NSF.
- USCG members with MTS Recovery SMEs.
- USCG members with Marine Salvage SMEs.
- USCG members with vessel inspection SMEs.
- USCG members with Federal on Scene Coordinator Representative (FOSCR).
- USCG member with Waterways Management SMEs.
- USCG member with Port State Control SMEs.
- RP Salvage Service Provider (Salvage Master or their designee).

The success of the Salvage Branch depends on having an adequate number of qualified members. Each incident type or location may require members with different skill sets. Nonetheless, a baseline of qualified members shall be established to employ salvage objectives that will enhance capability.

E. PORT AND WATERWAY PRIORITIES: Port and waterway priorities are found in Ref E Sector MD-NCR COTP Zone MTSRP, specifically section 2.TAB D and 3.B.3.b. A general overview of priority considerations is included here.

1. Waterways - There are 5 primary deep draft channels for commercial vessel traffic in Sector MD-NCR's COTP Zone; Chesapeake Bay, C&D Canal, Patapsco River, Potomac River, and Wicomico River.

2. Vessels and Cargo -

a. **Vessel Movement** - Vessel queue movement priorities shall be aligned with industry concerns and capabilities and take into account vessel characteristics (cargo, draft, height, port state, security restrictions, or stability issues), waterway restrictions (draft, air gap, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, security, availability of labor).

b. **Cargo** - Potential national level cargo needs and priorities have been established in a joint protocol developed by USCG and CBP. These protocols were not designed to make operational decisions or establish regional and local priorities. National priorities that the IC/UC should consider when developing regional and local level priorities in order are:

- National Response Supplies.
- National Recovery Supplies.
- National Defense Materials.
- Other National Priority Cargo.
- Local Response Supplies.
- Local Recovery Supplies.
- Local Fuels and Energy Cargo.
- Local Consumption Food.
- Other Local Priority Cargo.
- All other cargo.

CBP/USCG Joint Protocols for the Expeditious Recovery of Trade National Priorities for Vessel and Cargo Movement

3. **Facilities** - Industry will make decisions on the movement of their cargo and the operations of their facilities. This may include automatic rerouting of cargo vessels to ports outside the incident area or the use of trade alliances to offload cargo at a competitor's terminal.

F. SALVAGE OPERATION FUNDING/MANAGEMENT CLASSIFICATIONS: Salvage operations vary in size, complexity, and agency response depending on certain operational factors. These operations are given "Type" categories under the National Response Framework. These incident types will be determined by the amounts of resources assigned, operational periods worked, monetary damages, environmental impacts and overall public interest. Guidance for "Typing" incidents can be found in the USCG Incident Management Handbook.

The primary factors for classification of salvage operations for the purpose of this plan are the Owner/Operator of the vessel(s) location in proximity of navigable waterways and cargo types. The Oil Pollution Act of 1990 contains specific guidance for salvage planning and service provider contract requirements for vessels depending on size and cargo. Without a responsive Owner/Operator, the complexity and level of management for federal agencies increases. The following are basic descriptions of the most likely salvage operation classifications, consistent with the scenarios in Section 1. B above, which may be experienced in the field:

1. **Owner/Operator or RP Managed** - The Owner/Operator meets all requirements of 33 CFR § 155.4010 for vessels that carry Group I-IV Oils and 33 CFR § 155.5010 for Non-Tank Vessels. The requirements set forth in the above regulations provide a framework and planning factors for contracted salvage services, timelines for arrival of specific personnel, services, and equipment to support a RP-led salvage operation. Applicability to the VRP and the Salvage and Marine Firefighting requirements/regulations also provide the COTP, Officer in Charge of Marine Inspections (OCMI), and FOSCs with a

myriad of tools to engage the RP or Owner/Operator to compel compliance and to engage additional subject matter expertise to monitor and coordinate salvage operations.

2. **U.S. Coast Guard Managed** - The vessel meets the applicability of OPA-90 VRP requirements but is unwilling, unable, or is not in compliance with the requirements to meet specific milestones such as having a designated salvage provider, emergency towing, etc. Based on the type of vessel and risk presented to public health, safety, the MTS, and the environment the FOSC will likely be required to access the appropriate federal fund and lead all aspects of the salvage operation. This type of salvage management will likely require activation of the appropriate CG NSF Team with potential for additional support from SERT, SUPSALV, and potential funding of local or regional agencies for supporting services.

   ***Note**: Any use of the OSLTF or CERCLA Funding must be associated with activities to prevent or reduce the substantial threat of a discharge of oil or release of hazardous materials. This includes but is not limited to activities normally associated with a salvage operation such as pumping, dewatering, lightering, submerged operations, and emergency towing. The OSLTF or CERCLA funding cannot be used to contract/coordinate vessel salvage operations if there is no substantial threat of a discharge or release.*

3. **U.S. Army Corps of Engineers Managed** - The vessel does not meet the applicability of OPA-90 and is in a condition/location that is obstructing a federal channel with the potential of presenting a significant disruption of the MTS. The USACE has the federal responsibility to maintain the federal channels in a safe, navigable status. Without the legal authority to contract support or services for salvage, the USCG FOSC will rely on the statutory authority of the USACE to issue an emergency contract to a reputable salvage organization. As the lead agency, the USACE can direct all aspects of the salvage operation in coordination with the USCG FOSC and will be a component of the UC. In this type of event, the USACE may rely on the USCG to provide additional support such as safety monitoring of the operation, waterway management and coordination to support salvage operations, coordination of outside agency support, and using the USCG COTP authority to compel certain actions of the RP if known.

4. **Federal Emergency Management Agency Managed** - In the event of a natural disaster or other type of incident resulting in the declaration of a disaster under the Stafford Act (i.e., earthquake, hurricane, tsunami, bridge collapse, etc.), the USCG may be the lead agency or part of the UC in either a large-scale salvage, wreck, or debris removal operation. The coordination of this type of operation is similar in many respects to a USCG Managed Salvage operation, however, there are additional coordination actions that must be considered. These actions and/or decisions may include:

   - Identification of owner/operators of vessels for cost recovery.
   - Health and/or environmental threat.
   - Location of the vessels, or debris.
   - Final disposition of the vessels or debris.
   - Possible investigation elements may be required as part of the incident response.

The FOSC or designated OSC will likely require the activation of the NSF, CG Reserve support, and possibly additional agency support from subject matter experts such as SERT, SUPSALV, and more.

5. **Restricted Salvage Operations** - Salvage operations that may be required or conducted that have no nexus with the salvage requirements under OPA-90, do not restrict navigable waterways, do not present a threat to public, health, safety, or the environment, and may not have a RP. Operations of this type may include barges transporting non-petroleum or hazardous materials such as bulk aggregate materials or may be empty. The location may not present any threat to safe navigation including outside normal shipping lanes or grounded on a shoreline. With no regulatory component or legal authority to compel compliance or actions, the USCG FOSC authorities are extremely limited including the inability to access various funds to initiate salvage operations, compel compliance in many cases, and may result in relying on either the Trustee for the impact area or state/local government authorities. These types of salvage operations require extensive research and coordination and may also result in the need for the USCG to carefully consider an enhanced public affairs/public messaging objective to ensure the USCG limitations are widely known, and all efforts legally taken by the Coast Guard are highlighted.

G. INCIDENT MANAGEMENT TEAM (IMT) LOCATIONS:

1. The primary location for the Sector MD-NCR Incident Management Team (IMT) is at the U.S. Coast Guard Yard 2401 Hawkins Point RD Baltimore, MD 21226. Building 28A Berry Hall. Berry Hall, which is near Sector MD-NCR, is often used. See Figure 2 the U.S. Coast Guard Yard Map and Figure 3 Example Berry Hall IMT Layout.

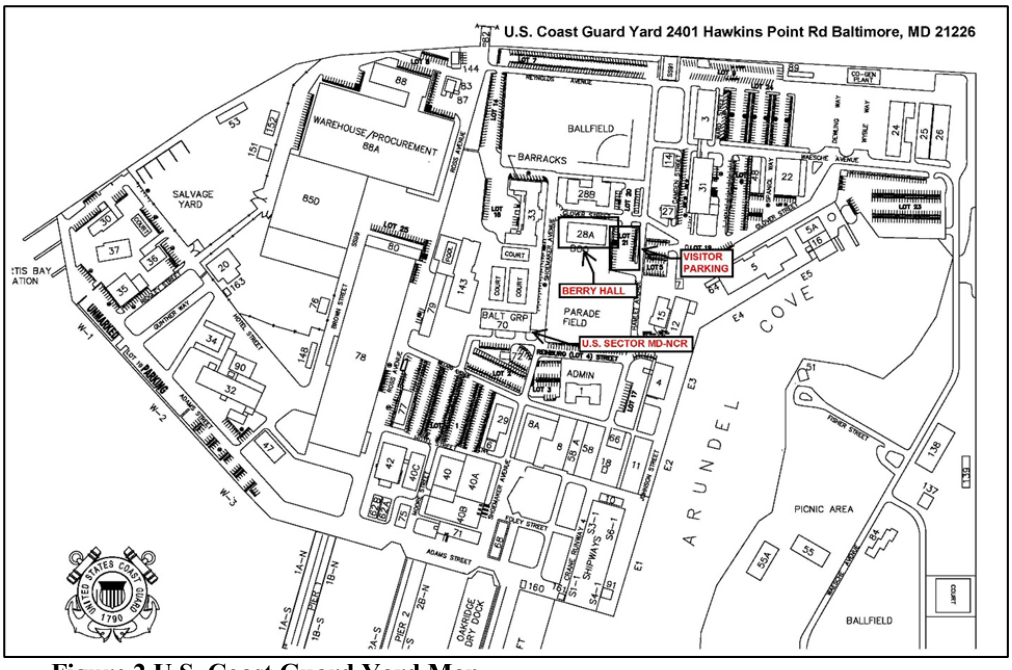

Figure 2 U.S. Coast Guard Yard Map

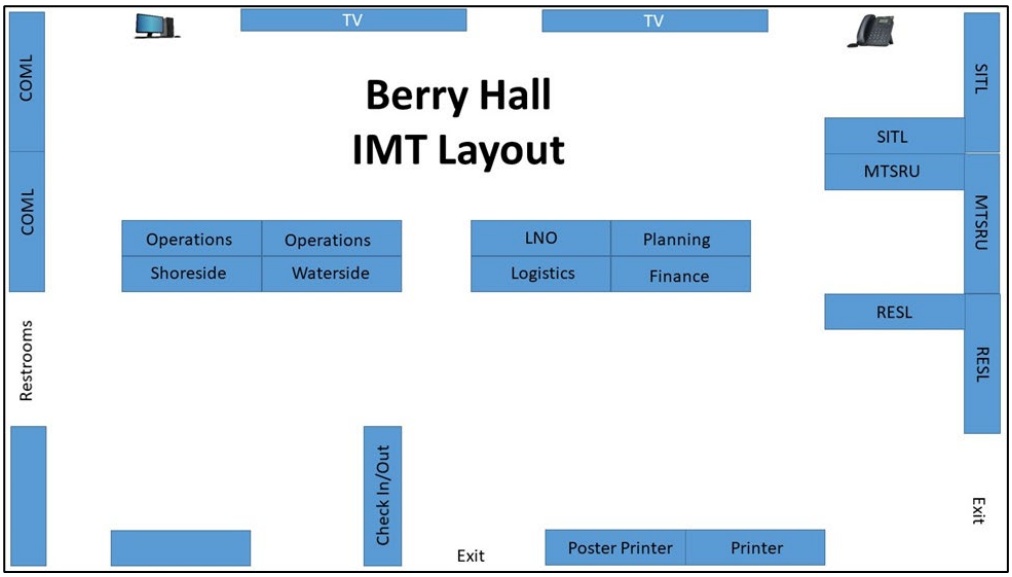

Figure 3 Example Berry Hall IMT Layout

2. There are no alternate pre-established IMT locations. The space required to establish a functional IMT will vary from incident to incident and will depend on the number of personnel assigned and anticipated participation of industry stakeholders. Some primary considerations for an alternated space include:

   - Proximity to the Incident.
   - Size of the space.
   - Internet Connectivity to the CGDN and for Non-Standard Laptops.
   - Access to electrical outlets.
   - Adequate lighting.
   - Telephone Line.
   - Private Space for Industry Discussions/Teleconference.

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H. NOTIFICATION PROCEDURES:

1. The AWS is the primary method used to communicate incident notification to port stakeholder and inform all IMT personnel that an incident requiring IMT activation has occurred. Email and phone may be used as secondary notification methods.

   The Sector MD-NCR Command Center (SCC) is the primary communications manager for IMT notification via the AWS. The AWS Alert will include specific details regarding the establishing of the IMT.

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SECTION 3: SALVAGE RESPONSE MANAGEMENT

A. FRAMEWORK: This section provides the salvage response framework for the salvage response scenarios listed in 1.B. of this plan.

B. PLANNING ASSUMPTIONS:

1. **Reconstitution** - Functional capabilities and resources sufficient to support salvage response will be sufficiently restored before salvage response operations commence.

2. **Salvage during Environmental Response** - Salvage, when necessary for response to incidents involving discharges of oil or hazardous substance release, or threat thereof, will be initiated during the response phase as outlined in our unit' s ACP to prevent or mitigate damage to environment.

3. **Initiation of Salvage Response** -

   a. Deployment of salvage response resources to assist in reopening waterways to commerce will occur after emergency lifesaving and other first responder operations have been completed, to include stabilization of safety or security situations.

   b. Vessel Owners/Operators will initiate remote assessment and consultation with a Qualified Individual within the time frames noted in 33 CFR part 155.4040 and in accordance with their approved VRP. Follow on structural assessment and other actions toward development of a comprehensive Incident-specific Salvage Plan will be coordinated with the established UC.

   c. Sector MD-NCR AOR does not have a designated area for vessel lightering. Any emergency planning for lightering must be approved on a case-by-case basis by the COTP or IC/UC. If emergency lightering is requested as an essential element of the salvage plan, the procedures in Appendix J or other lightering procedure approved by the COTP will be followed for lightering of a vessel.

C. LOCAL ASSUMPTIONS:

1. There are limited salvage resources in the Sector MD-NCR AOR. An event that would require *special salvage* capabilities as defined in 33 CFR part 155 (submerged ops, heavy lift) generally requires a 48-72 hour minimum equipment deployment period. Local resources, including the use of alternative equipment may require consideration and approval by the COTP.

2. Alternative salvage equipment is available in the Sector Jacksonville AOR. In the event local vessels such as deck barges, hopper barges, and towing vessels from local vendors are requested or contracted, the COTP/OCMI will verify the vessel's certification, route, and operational safety prior to activation. The types of equipment or services available in the AOR include:

- Crane/Heavy Lift Equipment.
- Deck Barges.
- Compressors.
- Equipment/Material Fabrication.
- Welding.
- Commercial Diving.

3. Appendix H includes a list of available contractors and essential contact information.

4. MDEM, MDOT, MDE, HSEMA, DDOT, and DOEE may participate in salvage planning operations as it relates to concurrent environmental response operations; coordination of investigation; or resource damage assessments because of any incident.

5. If a decision is made to move a vessel to a designated anchorage, the following factors must be considered prior to determining the proper location:

   - Whether the anchorage is easily accessible from shore.
   - Whether there is a discharge of oil or hazardous substance, and can it be easily contained and recovered.
   - Whether the anchorage is close to an environmentally sensitive area.
   - Weather conditions/direction having the potential to blow ashore airborne debris.
   - If there is a catastrophic failure, whether it affects anything else or causes a problem to vessel traffic.
   - Weather and tide conditions.
   - Potential interruption of commerce.
   - Effect on transportation hubs (vehicle/rail bridges).
   - Adherence to any existing port-restrictions for anchorage, such as depth and length of vessel or any additional restrictions as may exist.

D. OPERATIONAL STAGES:

1. Stage 1 - Risk Assessment Process -

An assessment of the incident and basic information is essential for establishing a fact-based approach to initial response decisions. Risk assessment for a potential salvage operation, wreck removal, or obstruction removal requires an assessment of the authorities and funding applicable to the incident, the inherent risk of the operation (not to be confused with an Incident-specific Salvage Plan), and a menu of risk factors to consider during the initial response phase and a project management phase guided by a comprehensive Incident-specific Salvage Plan. Use of the SERT Rapid Salvage Survey in Appendix C will assist with the assessment. Reference (q) provides additional guidance in conducting risk assessments.

Initial assessments of potential salvage operations require careful consideration on the deployment of personnel to coordinate/conduct the assessment. Initial assessments can be conducted several ways including:

- Topside Deck Surveys.
- Waterside Surveys.
- Aerial Surveys.
- Hydrographic Surveys (Submerged and Commercial Diving).
- Interior Surveys (Machinery and Systems).

Each type of survey noted above presents an operational risk to first responders, so it is imperative that an operational risk assessment is conducted to develop mitigating procedures to address the risk factors and reduce them where applicable. ***Under NO circumstances is it appropriate to risk the health, safety, and well-being of first responders during any phase of a salvage operation.***

The initial assessment will include two levels of review:

a. **Vessel Information and Regulatory Applicability** - This information is essential to determine the regulatory requirement for any RP or owner/operator to comply with the provisions of OPA-90 and the Salvage and Marine Firefighting regulations. This analysis will provide essential information to the USCG in regard to the authorities available to compel compliance, authority restrictions, and/or need to engage outside agencies for greater support. The information should also be provided to the established Salvage Group or Prevention Department/Incident Management personnel to assist in determining if there are pre-determined resource providers for salvage. The information includes:

- Vessel Name / Official Number.
- Latitude/Longitude/Location/Flag State.
- Agent.
- Salvage Master and/or Salvage Service Provider (if known).

Salvage Group or Prevention/Incident Management personnel will refer to Section 3.G. for guidance on accessing VRP information from the USCG database.

b. **Inherent/Operational Risk** - Inherent / operational risk information will be gathered. This specific risk information would be provided to the COTP/FOSC offering a concept of the risk presented by the salvage incident. There are eight initial basic risk factors to consider:

(1) **Vessel Location** – Offshore, In Port, Adjacent to Navigable Channels, Beach, Dockside, etc.

(2) **Vessel Type** – HCPV, Tank Vessel, Chemical Tank Vessel, Container, Ro-Ro, Barge (Fuel), CFV, Recreational, etc.

(3) **Weather** – Beaufort or other similar weather scale

(4) **Vessel Condition** – Taking on Water, Fire, Hull Damage, Sinking, Submerged, Grounded, etc.

(5) **Submerged Operations** – Required <100', Required > 100', Not Required.

(6) **Lightering Operations** – Types of Cargoes inform the risk of lightering, including liquid cargoes, containers, bulk, break bulk, or Ro-Ro cargoes.

(7) **Equipment Requirements** – Additional Vessels, Barges, Helicopter, Heavy Lift Equipment, Lightering Equipment.

(8) **Crew Emergency Medical Safety** – The availability of emergency services based on location and proximity to services.

These eight risk factors can be locally reviewed to determine the potential risk associated with the initial response and may help inform the COTP/FOSC when a determination is needed for requiring specific details or attributes in an incident-specific salvage plan, if required.

There may be additional risk factors to consider including any crew or licensing requirements, or additional operations that may occur simultaneous to a salvage response (e.g., SAR, pollution response, etc.).

2. **Stage 2 - Determination of Responsible Party** - The initial report of a marine casualty resulting in the potential to require salvage response operations must include information on the owner/operator of the vessel. Additional details necessary to verify the Responsible Party is accurately identified include the vessel name, Documentation Number (Official Number), vessel Call Sign, Certificate of Inspection, Certificate of Compliance, or other official documents associated with the Flag State if the vessel foreign flagged.

   In the event of a collision between two vessels (or more), it is beyond the scope of the COTP or FOSC to determine the responsible party without completion of a formal investigation. In this event, each vessel should be treated as a Responsible Party for their own vessel salvage actions and may require separate COTP Orders, incident-specific salvage plans, and include the potential of more than one Incident Management Team and salvage service providers.

   The COTP may formally designate the vessel owner/operator as the Responsible Party via a COTP Order. This formal letter will notify the owner/operator of their responsibilities to take appropriate actions, within a specified timeline, to prevent any threat to public health and safety, minimize disruption to the MTS, and to prevent the discharge of oil/release of hazardous materials into the navigable waters of the United States. The COTP Order may also include specific directions related to salvage operations and may also contain provisions to develop Incident Specific Salvage Plans for COTP review/approval and direct the vessel's designated salvage service provider to coordinate actions with the IMT established for the response. Figure 4 below shows the

Responsible Party/Owner-Operator requirements in 33 CFR Part 155 Subpart I for salvage service providers based on vessel type and fuel capacity.

Vessel Type	Fuel Capacity	Salvage	Emergency Lightering	Firefighting
Tank Vessel	Any	Identified in VRP & Under Contract	Identified in VRP & Under Contract	Identified in VRP & Under Contract
Nontank Vessel	2,500 bbls or greater	Identified in VRP & Under Contract	Identified in VRP & Under Contract	Identified in VRP & Under Contract
Nontank Vessel	Less than 2,500 bbls but greater than 250 bbls	Identified in VRP	Identified in VRP	Identified in VRP
Nontank Vessel	Less than 250 bbls	Identified in VRP	Not Required	Not Required

Figure 4 Vessel Response Plan Applicability

3. **Stage 3 - Evaluation of Funding Sources and Service Providers** - The COTP/FOSC is limited in the ability to obligate funds in support of salvage response operations including costs associated with travel, equipment rental, supplies or services, and to fund support of CG Special Forces or external agencies. The COTP/FOSC will evaluate the applicability of funds from the Oil Spill Liability Trust Fund (OSLTF) and the Comprehensive Environmental Compensation and Liability Act (CERCLA) for hazardous materials. In each case, actions or expenditure of funds for salvage operations from one of these two sources must be associated with actions necessary to remove a substantial threat of a discharge or release of oil or hazardous materials and will cease when the vessel no longer presents a substantial threat.

   The COTP/FOSC will make the appropriate determination and follow the procedures outlined in the U.S. Coast Guard National Pollution Funds Center User Reference Guide (URG) that includes procedures for fund access, cost documentation, claim procedures, cost recovery, and more. The NPFC User Reference Guide can be found at https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/urg/.

4. **Stage 4 - Evaluation of Incident Specific Salvage Plan Proposals** - When required by the Captain of the Port, an incident-specific salvage plan will be reviewed by a pre-identified team at Sector MD-NCR comprised of qualified marine inspectors, FOSC representatives, qualified Safety Officers, and a qualified MTS Recovery Unit Leader.

   The Captain of the Port will document the requirement for the incident specific salvage response plan in the form of a Captain of the Port Order. Appendix I to this plan provides an example of a Captain of the Port Order for an incident-specific salvage plan. The details of the incident-specific plan as required by the Captain of the Port Order will vary based on the incident, vessel type, location, vessel condition, threat to public health and safety, and more. Appendix I provides additional guidance on what may be required on most incident-specific plans and the review process.

5. **Stage 5 – Salvage Response Operations** -

   a. **Incident Organization** - Sector MD-NCR will initiate the activation of an Incident Management Team under the NIMS ICS Organization that will incorporate sufficient Branches, Divisions, and Groups as necessary to manage salvage response operations including but not limited to activation of Staging Area Managers; Source Control Branch, Submerged Operations Branch; Vessel Control Branch; and more. Figure 5 provides a notional incident organization that may be considered.

   b. **Incident Objectives** - Section 3.F. and Figure 6 provide a list of notional objectives for potential salvage operations. The notional objectives include those that may be considered for the overall response including SAR; Vessel Control; Vessel Assessment; and Reporting. In addition, basic first response strategies are also included to support the transition from the initial ICS-201 to the Incident Action Plan.

   c. **Evaluation of Operations** - The safety and efficacy of operations shall be evaluated before the end of each operational period to determine if the personnel safety, equipment selection, equipment performance, and the results are consistent with expectations of the IC/UC. The Operations Section Chief (OSC) will coordinate an operational review with Branch Supervisors, SERT, and the RP salvage service provider representation.

      Appendix B to this plan includes a basic evaluation guide for initial response actions and operations required within the Incident Action Plan to ensure all essential stages are evaluated. Consistent evaluation of decisions and planned actions are necessary to ensure that accurate, timely, and actionable information is available to adjust strategies, enhance safety where necessary, and identify the need for additional equipment or procedures.

E. NOTIONAL INCIDENT COMMAND ORGANIZATION FOR SALVAGE:

The response and organization structure to an incident including marine casualties resulting in a salvage response operation may vary widely depending on the scope of the event. A salvage operation can bring together a variety of entities depending on variables including the types of vessels, operating environment, and cargoes. In all cases, the RP must be part of the organization in various lead and supporting positions. As noted in Reference (i), experience and judgement are required to develop the best organizational construct to address the complexities of the incident.

The notional ICS Organization displayed in Figure 5 is a general example only and should not be considered to be the definitive Operations Section organization for a salvage response operation.

This general organization provides a focus on the salvage-specific positions and does not include other positions likely activated within the Operations Section including a Recovery and Protection Branch, Air Operations Branch, Wildlife Branch, and an MTS Recovery

Branch or similar position to ensure salvage operations are planned and conducted in partnership with MTS Recovery planning and coordination.

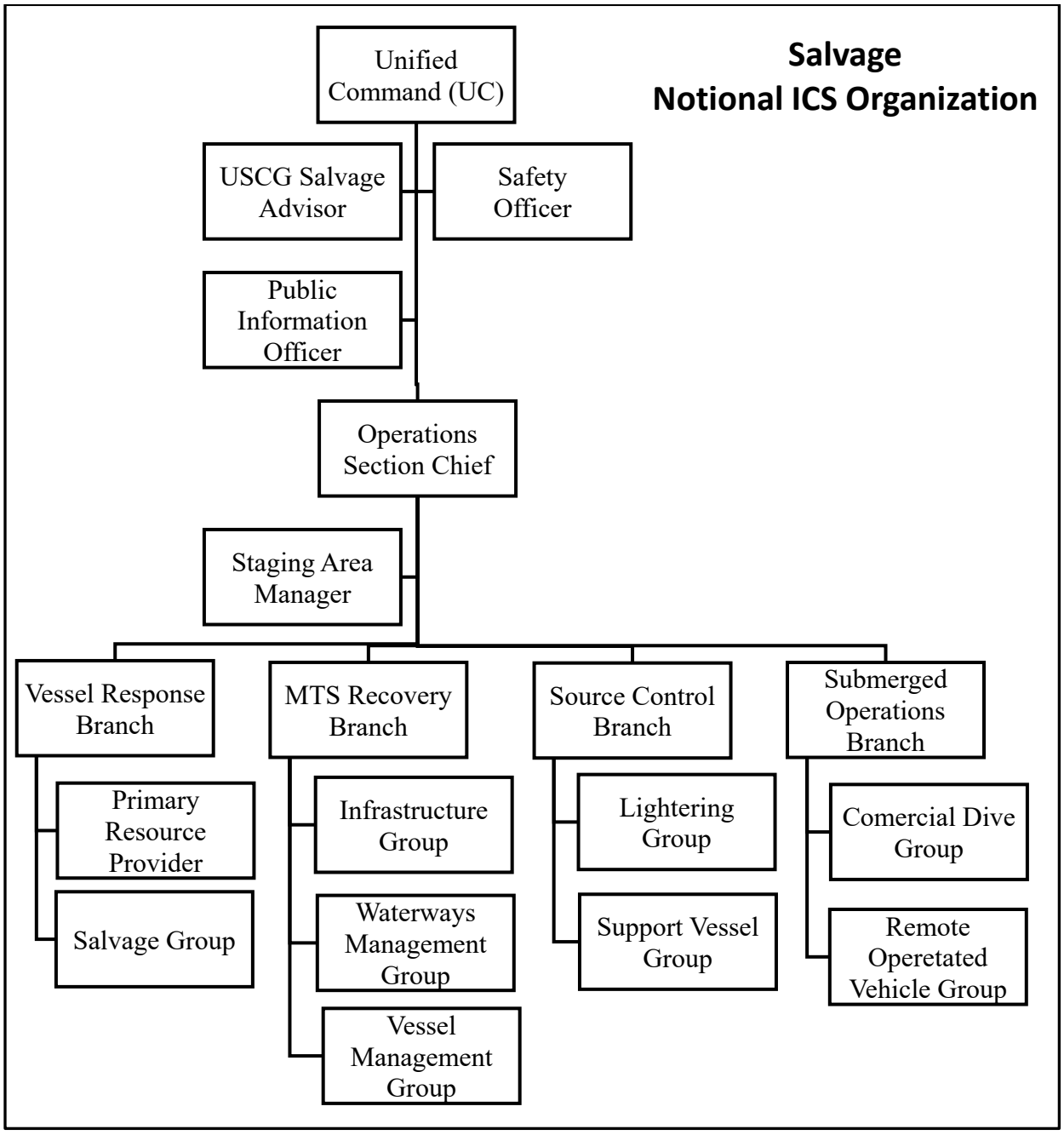

Figure 5 Notional ICS Organization

F. BASIC SALVAGE STRATEGIES AND OBJECTIVES:

1. During the initial response phase, the identification of strategies and objectives needed to set the stage for salvage response in support of MTS recovery should be developed. Figure 6 is an example of possible initial incident objectives. Development of salvage

and MTS recovery specific tasks should be addressed as part of the IAP planning process in accordance with reference (i).

SAR Objectives	Response Objectives	Assessment Objectives	Reporting Objectives	Initial Strategies
Crew Evacuation and Safety	Control of Vessel	Structural Assessment *See Appendix C*	Vessel Info to SERT	Contain/Control Flooding
Ensure Safety of First Responders during Assessment Phase and Salvage Operations	Fire / Flooding Control	Vessel Stability	Notify all Appropriate Fed, State, and Local agencies	Address Sustained Firefighting & Dewatering
	Establish Safety Zone(s) as Required	Cargo Safety *See Appendix C*	Notify Flag State/ Class Society	Stabilize Vessel
		Pollution Assessment *See [Insert Unit Name] ACP*	Notify Possible Salvage Special Forces (NSF, SUPSALV)	• Appropriate Salvage Contractor Identified • Issue Requirement for Salvage Plan and any operational maritime safety requirements (tow plan) • Issue appropriate MSIBs for mariner safety
		ID Potential MTSR Impacts		Initiate Pollution Response IAW ACP
		ID Potential Resources Needs (Towing, Equipment, Lightering Barges, Firefighting.		IC/UC Consider Possible Supporting Forces (SUPSALV/ NSF/USACE)

Figure 6 List of Notional Strategies and Objectives

a. Initial response activities will be in accordance with standing Sector MD-NCR Standard Operating Procedures (SOP). This plan does not establish separate guidance for first responders, boat forces, Ports, Waterways, and Coastal Security Operations, or safety procedures. All resources used during initial response and assessment will be identified on the ICS-201 Incident Briefing and establish the baseline for the Logistics Section (if established) for resource management and support.

b. Initial reports from first responders and/or vessel crew should contain sufficient information to help determine the scope of the incident and develop initial COAs to reduce any associated risk. Of primary importance are the life, safety and health of any crewmembers, first-responders, and the public.

c. Refer to Appendix C (SERT Rapid Salvage Survey Form) for initial reporting information for vessels.

d. Initial assessments conducted in accordance with Appendix C may elicit areas for additional focus/investigation. These assessments may originate from the vessel crew/master; first responders; pollution assessment teams; and other waterway users (pilots/tug operators). Information obtained during the initial incident assessment and briefing should be used to develop the ICS-201 and set the initial incident objectives for the incident response phase.

e. Sector MD-NCR Response and Prevention Departments, or Operations Section within the IC/UC, if initiated, will ensure initial assessment reports are obtained and distributed to the appropriate stakeholders. Salvage reports and initial assessment information will be transmitted via e-mail/fax to the SERT. The initial report/assessment transmitted to the SERT will include the Sector MD-NCR initial response structure and point of contact for salvage response elements.

f. Sector MD-NCR Response or Prevention Departments, or Operations Section within the IC/UC, if initiated, will coordinate investigation activities with the appropriate Federal and State agencies to determine any responsible parties for vessels, wrecks, or obstructions that represent a significant threat to the public health, safety, welfare, and the navigable waterways of the United States.

2. Determine needs, arrange for, and coordinate provision of salvage response using this plan for Sector MD-NCR, or applicable salvage information in the ACP, as appropriate.

a. Assess the scope of the salvage response needed, including aerial surveys to assist in identifying salvage issues and hydrographic survey of critical waterways/channels. Appendix E provides guidance to assess salvage response needs.

b. Use the SRP as a coordination and procedural medium to support identification and application of existing salvage authorities and funding mechanisms when salvage response becomes necessary to facilitate resumption of trade and to assist in restoring functional performance of the MTS. Appendix F provides general SRP considerations. Appendix K provides SRP-related acronyms.

c. Use the ACP to guide salvage operations conducted as elements of oil and hazardous substance environmental response activities.

d. Identify owners, operators, lessees, and Responsible Parties (RPs) to determine intentions for developing and executing a removal/salvage plan and for assembling the required assets.

e. Assess and recommend priorities for salvage response needed to reopen the port navigation system to commerce.

f. Coordinate with the Infrastructure Liaison Officer at the Joint Field Office (JFO), if established, for recovery support; including identification of recovery issues for which FEMA MAs under Stafford Act disaster declarations may be appropriate.

g. Coordinate with the USACE for removal of hazards to navigation by the party with primary responsibility or by the USACE if ownership cannot be determined or removal by the party with primary responsibility cannot be accomplished in a timely manner.

h. Coordinate with ESFs #1, 3, and 10 through the JFO (when established) as necessary and appropriate to arrange for salvage response services.

i. Consistent with reference (m), identify and coordinate the marking of obstructions and hazards to navigation by the owner, or if they fail to act, the Coast Guard and USACE.

j. Coordinate the establishment of a salvage response team with subject matter expertise to conduct site-specific assessments of obstructions to navigation and salvage needs and to develop and implement salvage plans to resolve the obstruction(s) to navigation.

k. Identify hazards to navigation that require removal. Coordinate with the USACE for removal of hazards to navigation by the identified owner or by the USACE if ownership cannot be determined or removal by owner cannot be done in a timely manner.

l. Identify available public and commercial salvage assets when the owner or RP cannot be identified or cannot respond in a timely manner.

m. Monitor impact of recommendations on MTS Recovery.

n. Document salvage response activities and operations.

G. VESSEL RESPONSE PLAN REQUIREMENTS AND PLANNING FACTORS:

It is essential for the initial response team members to understand the applicability of VRP regulations, the planning factors required for certain services and equipment, and other essential information. This section will briefly describe the process for accessing required VRP information and the essential information necessary to establish initial assessment and survey strategies, site stabilization considerations, and specialized operations such as heavy lift or subsurface operations.

1. Vessel Response Plan - The CG Marine Safety Center has streamlined the process to obtain VRP information and availability using ***Homeport***. COTPs and owners/operators can manage, track, and review the VRPs and can quickly access critical information

essential to the initial response, assessment, planning effort, including service provider contact information and points of contact. Figure 7 outlines process to review VRP data.

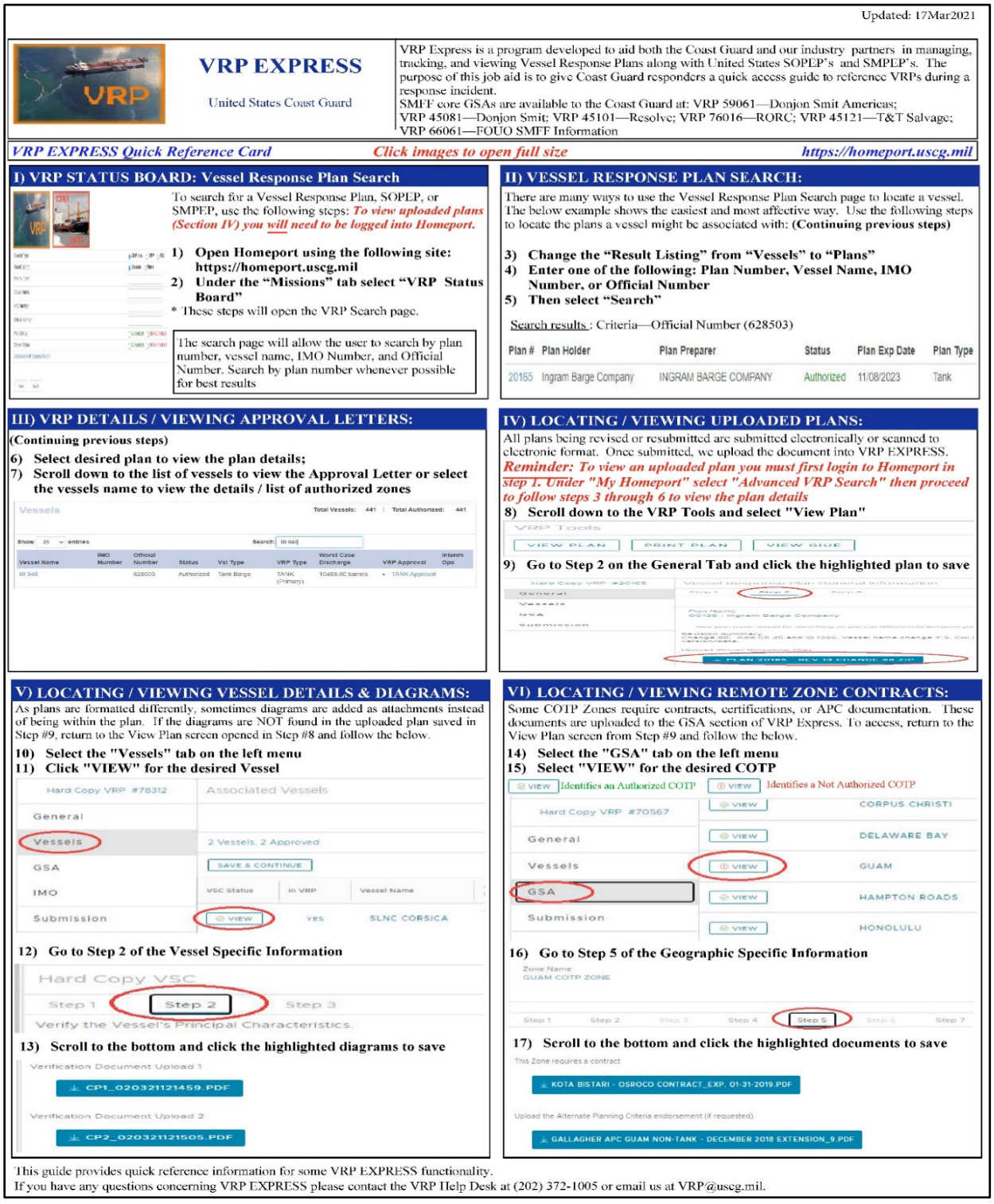

Figure 7 VRP Express Quick Reference Card

2. **<u>Salvage Services and Response Times for Tank Vessels and Non-Tank Vessels</u>** - Figure 8 provides the planning factors for services and equipment for vessels when required for salvage operations. The timelines noted in Figure 8 are considered to be Planning Factors, not Performance Factors. Strict adherence to the timelines although desired, may not be achievable due to specific circumstances and are not enforceable.

Service	**Location of Incident Response Activity Timeframe**		
(1) Salvage ***Assessment & Survey:***		**CONUS**: Nearshore Nearshore area; inland waters; Great Lakes; and **OCONUS**: <or = 12 Miles from COTP City (Hours)	**CONUS** Offshore: Offshore area; and **OCONUS**: <or = 50 miles from COTP City (Hours)
1. Remote assessment and consultation		1	2
2. Begin assessment of structural stability		3	3
3. On-site salvage assessment		6	12
4. Assessment of structural ability		12	18
5. Hull and bottom survey		12	18
Stabilization:			
6. Emergency towing		12	18
7. Salvage Plan		16	22
8. External emergency transfer operations		18	24
9. Emergency lightering		18	24
10. Other refloating methods		18	24
11. Making temporary repairs		18	24
12. Diving services support		18	24
Specialized Salvage Operations:			
12. Special salvage operations		18	24
14. Subsurface product removal		72	84
15. Heavy lift [1]		***Estimated***	***Estimated***
(2) Marine Firefighting ***Assessment & Planning:***	***At Pier (hours)***	**CONUS**: Nearshore Nearshore area; inland waters; Great Lakes; and **OCONUS**: <or = 12 Miles from COTP City (Hours)	**CONUS** Offshore: Offshore area; and **OCONUS**: <or = 50 miles from COTP City (Hours)
16. Remote assessment and consultation	1	1	1
17. On site fire assessment	2	6	12
Fire Suppression:			
18. External firefighting teams	4	8	12
19. External vessel firefighting systems	4	12	18

[1] Heavy lift services are not required to have definite hours for a response time. The plan holder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services.

Figure 8 Salvage and Marine Firefighting Response Requirements

H. SUPPORT FORCES ACTIVATION: Appendix D includes general information, and procedures to request supporting forces including but not limited to:

- USCG Atlantic Strike Team (AST)
- USCG Incident Management Assistance Team (IMT)
- USCG Public Information Assistance Team (PIAT)
- USCG Salvage Engineering Response Team (SERT)
- USN Supervisor of Salvage (SUPSALV)
- NOAA Navigation Response Team (NRT)
- NOAA Mobile Integrated Survey Team (MIST)
- USCG Regional Dive Locker East (USCG RDLE)

All inter-USCG resource requests should either follow the prescribed District 5 Request For Forces (RFF) procedures or, if an IC/UC is stood up should utilize resource request procedures as set forth by the Incident Action Plan (IAP) or those as mandated by the Resource Unit Leader. For class IV and V funded incidents the District Response Advisory Team (DRAT) should be consulted in addition to National Pollution Funds Center (NPFC) for assistance in cost recovery.

I. MTS RECOVERY CONSIDERATIONS: For salvage response operations, the activation of a Marine Transportation System Recovery Unit (MTSRU) or Marine Transportation System Recovery Branch (MTSRB) may become be essential to the development of incident-specific salvage plans to minimize MTS disruptions.

If activated, the MTSRU/MTSRB will provide essential information to the Incident/Unified Command on MTS disruptions as a result of the incident, impacts on the MTS based on planned salvage operations, coordinate with port stakeholders on alternate pathways or courses of action, and operational recommendations to alleviate disruptions to the MTS.

The Sector MD-NCR COTP Zone MTSRP includes detailed information on the following:

- Port cargo and waterway priorities.
- Stakeholder membership in the MTSRU/MTSRB.
- Notification Procedures for MTSRU/MTSRB Members.
- Standard Procedures for Common Access Reporting Tool (CART).
- Baseline Essential Elements of Information for the MTS.

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SECTION 4: APPENDICES

APPENDIX A: PUBLIC AFFAIRS CONSIDERATIONS – The need to create, distribute, and continually update the status of salvage response operations, including any impact on the MTS and any ongoing recovery operations, is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for its cargoes so it is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.

1. **Joint Information Center (JIC)** - A JIC will be activated during most salvage response incidents resulting in a disruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG Incident Management Handbook, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-5, Management of Domestic Incidents; National Incident Management System.

2. **Use of Social Media** - Coast Guard Fifth District Public Affairs Detachment (PADET) will support Sector MD-NCR and the IC/UC in developing and disseminating public information regarding the status of the MTS following standard press-release practices and through the use of social media. However, collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding MTS status and recovery efforts is appropriately reviewed and approved by the Public Information Officer (PIO) before posting. All posts must first be made using the following authorized social media accounts or, if created, the designated social media accounts for the response. The following authorized and/or pre-established social media account may be used:

    a. **Facebook -** https://www.facebook.com/USCoastGuardMarylandNationalCaptitalRegion. This site, managed by the Sector MD-NCR Unit Public Affairs Officer, may be used for incident messaging and information dissemination.

    b. **Twitter** – Will be managed by the Sector MD-NCR Unit Public Affairs Officer, may be used for incident messaging and information dissemination.

3. **Public Affairs Support** -

    a. **Local Public Affairs Support** - Local support is available 24/7 and requested via Coast Guard Fifth District PADET Baltimore. The Sector Command Center or the unit's designated Public Affairs Officer will notify the Supervisor, PADET Baltimore as per standing directives.

b. Fifth District Public Affairs - During Type II and Type I Complex Incidents an enhanced Public Affairs presence will be required. The Coast Guard Fifth District Public Affairs Officer will determine the appropriate personnel and location for this support.

c. Public Information Assist Team (PIAT) - The PIAT is a special team available to the CG via the NSF. The PIAT can assist in establishing a JIC, and providing additional Public Affairs trained personnel and equipment. See Appendix A.

APPENDIX B: SALVAGE OPERATION ASSESSMENT CHECKLIST -

Sector Maryland-National Capital Region Captain of the Port Zone Salvage Operation Assessment Checklist		
Salvage Stage I	**Initial Risk Assessment**	**X**
Vessel Condition	Confirmation of Vessel Status (Grounded/Fire/Flooding/Hull Damage) Status	
	Determine Crew Status (Master/1st Mate/Chief Engineer Availability)	
	Assess On Scene Weather	
	Complete Operational Risk Assessment for Responders	
	Obtain Pre-incident fore/aft draft readings	
	Conduct Vessel Systems Evaluation	
	Evaluation of Cargo Status (stability, safety concerns)	
Salvage Stage II	**Determination of Responsible Party and Authorities**	**X**
Responsible Party	Evaluate Vessel Type and Cargo (Salvage Reg Applicability)	
	Access VRP to Identify Salvage Service Provider/QI	
	Issue COTP Order/Admin Order w/Salvage Response and Salvage Plan Requirements	
	SERT Notification and Activation	
	Evaluation of Funding Source for USCG Cost (OSLTF, CERCLA)	
	NSF Activation/SUPSALV Support Request	
No Responsible Party	Evaluation of Funding Source (OSLTF, CERCLA, USACE)	
	SERT Notification and Activation	
	NSF Activation/SUPSALV Support Request	
Salvage Stage III	**Determination of Strategies and Equipment**	**X**
Responsible Party	Coordination with Salvage Service Provider/QI	
	Discuss Timeline for Required Stability Calculations	
	Coordination of Info Sharing with SERT	
	Develop COTP Requirements for Incident Specific Salvage Plan	
	Coordinate Incident Specific Salvage Plan Review with SERT	
	Review and Approve/Amend Recommended Strategies	
	Review and Assess Recommended Equipment (pump rates, vessel characteristics and certifications, transit and arrival times)	
Salvage Stage IV	**Salvage Response Coordination and Execution**	**X**
	Coordination with Salvage Service Provider/QI	
	Discuss Timeline for Required Stability Calculations	
	Coordination of Info Sharing with SERT	

Figure 9 Salvage Operation Checklist

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APPENDIX C: SALVAGE ENGINEERING RESPONSE TEAM and RAPID SALVAGE SURVEY -

1. **SERT Mission** – SERT provides immediate 24/7 naval architecture and salvage engineering support to U.S. Coast Guard units in response to vessel casualties, including grounding, sinking, capsizing, allision/collision, and structural damage.

2. **SERT Team Composition** – SERT members are uniformed, post-graduate trained naval architects and marine engineers, whose primary focus is conducting structural and stability plan review for certificated commercial vessels. Once selected as a SERT member, these individuals also receive extensive training and qualification in salvage techniques and salvage engineering. Many SERT members also have at sea experience onboard ships, are qualified marine inspectors, and have Professional Engineering (PE) licenses.

3. **SERT Resources** -

   - **Salvage software -** SERT members are experts in the use of state-of-the-art naval architecture and salvage engineering software packages, including General Hydrostatics and HECSALV.
   - **Vessel computer model databases -** SERT has immediate access to thousands of vessel computer models, which can be used to conduct rapid detailed analyses. Members also have access to thousands of additional vessel models through external relationships with classification societies and commercial naval architecture, ocean engineering, salvage and emergency response firms.
   - **External relationships -** SERT has extensive history and experience in vessel casualty response and salvage. The team maintains professional relationships with the American Salvage Association and its members, numerous classification societies, commercial naval architecture, and engineering firms, and the SUPSALV. These partnerships enable SERT to quickly access pertinent technical information and rapidly integrate into a casualty response.

4. **SERT Services Provided** -

   - Immediate 24/7 support for CG field units in response to vessel casualties of any size,
   - Expertise in commercial vessel design, construction, structures, and stability,
   - Independent analysis and technical review of submitted salvage plans, lightering plans, and other documents,
   - Direct interface with salvage companies, engineering firms, classification societies, and SUPSALV,
   - On-scene technical support, including salvage oversight and engineering analysis,
   - Assistance with PREP exercises, including scenario development and SERT “player” participation, and
   - Assistance with casualty investigations, including technical review and independent analysis of intact stability, damaged stability, and structural integrity.

5. **SERT Contact Information (24/7) -** SERT should be contacted by Coast Guard units as soon as practical following a vessel casualty, so that pertinent technical information can be gathered and SERT can be integrated quickly into the early phases of the response. SERT Duty Officer Phone: (202) 327-3985 Email: SERT.Duty@uscg.mil

6. **SERT Rapid Salvage Survey Form** - See Figure 10.

SERT Rapid Salvage Survey Form (Page 1 of 2)

Instructions: Initial contact with the SERT Duty Officer should be made by phone at (202)327-3985. The Duty Officer will provide initial assessment of the casualty and guide requests for additional information. If requested, fill this sheet out as completely as possible with the information available. However, items marked with an asterisk (*) are the most critical for initial action, and should also be as accurate as possible. Once completed, e-mail the form as an attachment to: sert.duty@uscg.mil. This PDF fillable form is available on the Marine Safety Center SERT web page, which can be found by searching "USCG SERT" on Google, CG Portal or Homeport.

Basic Vessel Information:

Vessel name*: _____ Official Number: _____
Classification Society: _____

Length (B.P.)*: _____ Beam*: _____ Depth*: _____
Full load draft*: _____ Service speed: _____ *(if known)*

Vessel type*: ☐ Bulk carrier ☐ LPG/LNG carrier ☐ OBO carrier ☐ Product carrier
☐ Crude carrier ☐ Container ship ☐ RO/RO ship ☐ Break-bulk ship
☐ Barge carrier ☐ Barge with rake ☐ Barge w/o rake
☐ Other: _____

Vessel Response Plan (VRP):

Does the vessel have a VRP? _____ Has the VRP been activated? _____
Who is the designated SMFF provider on the VRP? _____ *(if known)*

Type of Casualty: *(check all that apply)*

☐ Grounding ☐ Sinking ☐ Capsizing ☐ Collision/Allision
☐ Flooding ☐ Fire/explosion ☐ Oil/HAZMAT spill ☐ Structural Damage
☐ Other: _____

Date/Time of Casualty*: _____ **Position*:** Latitude _____
Longitude _____

Vessel drafts*: *(as accurate as possible)*

Pre-Casualty Drafts* Date/Time Taken: _____			Post-Casualty Drafts* Date/Time Taken: _____	
Port	*Starboard*		*Port*	*Starboard*
		Forward		
		Midships		
		Aft		

Bottom Type*: *(for grounding or sinking, check all that apply)*

☐ Mud/silt ☐ Sand ☐ Gravel ☐ Rock ☐ Coral

Water Depth Information*: *(for grounding or sinking)*

Tides *(if applicable)*: Time/height at time of casualty *(if known)*: _____
Time/height at next high tide: _____
Time/height at next low tide: _____
River height or lake level trend *(if applicable)*: _____

Vessel Damage*: *(if applicable)*

Flooding: _____
_____
Structural Damage: _____
_____

USCG MSC SERT (REV 01/18)

Figure 10 SERT Rapid Salvage Survey Form

SERT Rapid Salvage Survey Form (Page 2 of 2)

Vessel Cargo:

Cargo type and quantity: _____

_____

Cargo damage, loss, hazards: _____

_____

Pollution:

Reported pollution, oil spill: _____

_____

Fuel oil type and quantity: _____

_____

Initial SERT Assistance Required: *(check all that apply)*

☐ Ground reaction, force to free, refloating analysis

☐ Stability analysis ☐ Structural analysis ☐ Damage, oil outflow analysis

☐ Salvage/refloating plan review ☐ Lifting/rigging plan review

☐ Other: _____ ☐ Any/all of the above (as required)

Documentation Available: *(if known, check all that apply)*

☐ General Arrangement Plan ☐ Trim & Stability Book

☐ Capacity Plan, Deadweight Scale

☐ Structural Drawings (Midship Section Plan, Shell Expansion Plan, Deck Plans)

☐ Other: _____

Onboard Loading Computer: *(if known)*

☐ CARGOMAX (HECSALV) ☐ GLM (GHS) ☐ NAPA

☐ Other: _____ ☐ None/unknown

Additional Information: *(if applicable)*

_____

_____

_____

Primary Contact Information*:

Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

Secondary Point of Contact: *(if applicable)*

Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

SERT Contact Information (24/7):

SERT Duty Officer Cell Phone: (202)327-3985

SERT Duty Officer E-mail: sert.duty@uscg.mil

*Please scan or save completed form, then e-mail as attachment to: sert.duty@uscg.mil

USCG MSC SERT (REV 01/18)

Figure 10 SERT Rapid Salvage Survey Form

APPENDIX D: SUPPORTING TEAMS ACTIVATION -

1. **U.S. Coast Guard National Strike Force (NSF)** - The NSF is comprised of the National Strike Force Coordination Center (NSFCC), three Strike Teams (Atlantic, Gulf, and Pacific), Public Information Assist Team (PIAT), and Coast Guard Incident Management Assist Team (CG-IMAT), which are a highly trained cadre of professionals who maintain and operate specialized response equipment, assist with public affairs, and provide incident management expertise. The NSF can support the FOSC either remotely or on-scene. The FOSC representative, under the direction of the COTP or FOSC, may contact the NSF directly following the guidance in reference (r).

   a. **NSFCC** - Provides operational control, oversight, and standardization for the three Strike Teams, PIAT, and CG-IMAT. ensuring enhanced interoperability through a program of standardized operating procedures for response, equipment, training, and qualifications.

   b. **Strike Teams** – The primary duty of the Atlantic Strike Team (AST), Gulf Strike Team (GST), and Pacific Strike Team (PST) is to assist FOSCs during all phases of a response to an oil spill, a hazardous material release, natural disaster response, and providing technical assistance/support pertaining to response equipment and operations.

   c. **PIAT** - Assists FOSCs in meeting the demand for public information during a response.

   d. **CG-IMAT** - Provide incident support to IC/UC. CG-IMAT members are capable of serving assigned roles within the NIMS ICS structure as Deputies or Assistants, as reliefs during 24-hour operations, or as coaches to assigned personnel.

   For Strike Team support contact the respective Command Duty Officer at:

   - AST (609) 556-9376
   - GST (251) 441-6601
   - PST (415) 559-9908

   For PIAT or CG-IMAT support contact the NSFCC Command Duty Officer at:

   - NSFCC (252) 267-3458

2. **U.S. Coast Guard Salvage Engineering Support Team** - See Appendix C.

3. **U.S. Coast Guard Regional Dive Lockers** - The USCG maintains both East and West Regional Dive Lockers. Regional Dive Locker East (RDLE) is in Portsmouth, VA. Personnel from RDLE can provide expertise on dive safety plans, conduct ROV inspections, assist with underwater salvage assessments, set up underwater communications, and provide technical assistance to the IC/UC. Requests for RDLE assistance must be sent through the following link: FY23 Dive Request (CG Data Network access required). To confirm your request was received send an email to CGDive@uscg.mil.

4. **U.S. Navy Supervisor of Salvage and Diving** - SUPSALV is an agency of the USN and maintains and extensive inventory of specialized equipment and personnel available to the RFOSC to support salvage operations in relation to the prevention of the discharge of oil or hazardous materials. Activation of the SUPSALV for response operations will follow the procedures noted in the Memorandum of Agreement between the USCG and USN, Enclosure (2) to reference (r).

APPENDIX E: SUBMERGED SALVAGE OPERATIONS -

Coast Guard personnel will typically encounter commercial diving operations during the oversight of salvage and pollution response operations and during commercial vessel inspections. During an oil spill or hazardous substance release, the National Contingency Plan (40 CFR part 300) requires that response operations, including commercial diving operations, be conducted in accordance with the requirements, standards, and regulations of the Occupational Safety and Health Administration (OSHA). In general, the OSHA diving standards (29 CFR §§ 1910.401-441) apply to all commercial diving operations that take place in U.S. waters and on the U.S. Outer Continental Shelf. Additionally, when diving in contaminated waters, commercial divers must meet the requirements of the Hazardous Waste Operations and Emergency Response standards of 29 CFR § 1910.120.

USCG policy also sets an expectation for their personnel to inspect commercial diving operations in accordance with their own diving regulations (46 CFR part 197) when operations occur from any deep-water port, offshore platform, or vessel required to have a certificate of inspection.

During a USCG directed and funded oil or hazardous material response, internal Coast Guard policy requires all commercial diving contractors meet the applicable OSHA and USCG commercial diving regulations. This provision is also a requirement of companies awarded a Basic Ordering Agreement (BOA) for pollution response operations. To obtain a BOA, commercial diving contractors "self-certify" that they perform services in accordance with the required OSHA and USCG regulations. Responders must still conduct a summary inspection of the actual on-site diving operation to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations.

ICs and safety officers should ensure that an inspection of the on-site diving operation is conducted to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations. Additionally, checklists should be used/developed to facilitate the inspection of commercial diving operations to protect the health and safety of commercial divers.

See Figure 11 pre-dive safety checklist that can be adapted for submerged operations.

Sector Maryland-National Capital Region Captain of the Port Zone Pre-Dive Safety Checklist						
References						
OSHA			USCG			
29 CFR 1910 (Section 410, 421)			46 CFR (Section 197)			
COLREGS						
Dive Operation						
Date		Start Time		Stop Time		
Location						
Pre-Dive						
Mission Safety						
☐	Dive objectives and goals are defined, reviewed, and understood by all divers and support personnel.					
☐	Diving Emergency Assistance Plan is reviewed (dive chamber, evac route and info, etc.)					
☐	All personnel aware of duties					
☐	Pre-Dive Safety Brief Held					
Risk Assessment and Mitigation						
☐	Dive site entry and exit points identified and recognized by all divers/support personnel.					
☐	Max Depth and Bottom Time defined for the dive.					
☐	Physical conditions (current, water temperatures, entanglement/traps, and other physical hazards identified.					
☐	Marine Traffic and appropriate dive safety zones coordinated with USCG.					
Diving and Support Personnel						
☐	Divers are authorized to performed assigned tasks IAW training and certification.					
☐	Divers Qualified.					
☐	Support personnel understand all emergency calls and hand signals.					
☐	Repetitive dive designation has been evaluated for each diver for any dives in the previous 12-16 hours).					
Equipment						
☐	Support equipment (vessels, air compressors, tools, etc.) available and trained personnel designated to operate it.					
☐	Dive techniques are safe, authorized, and appropriate for the task.					
☐	Tools evaluated as appropriate for the task.					
☐	Complete dive first-aid kit, O2 resuscitator, “Alpha” flag, Diver Down flag, and de-compression dive tables for air and Nitrox are on-site.					
Safety Evaluators						
USCG Representative				Date		
Dive Master				Date		

Figure 11 Pre-Dive Safety Checklist

APPENDIX F: EMERGENCY LIGHTERING CHECKLIST and DECLARATION of INSPECTION -

Sector Maryland-National Capital Region Captain of the Port Zone Emergency Lightering Plan Checklist			
Lightering operations are not approved without specific authorization from Sector MD-NCR COTP. Lightering operations will only be allowed during emergency situations. All lightering operations require a Lightering Plan to be reviewed and approved by Sector MD-NCR COTP prior to beginning lightering operations.			
Discharging Vessel			
Person in Charge		Date	
The Lightering Plan should address at a minimum the following:		**Plan Addresses**	
		Yes	**No**
1. General description of the operation		☐	☐
2. Involved parties (Name, Address, Telephone Number, and Point of Contact of the vessel to be lightered and the receiving vessel(s))		☐	☐
3. Vessels involved (discharging vessel, receiving vessel(s) & tugs)		☐	☐
4. Location, latitude, longitude, mile marker, nearest town, buoy, etc.		☐	☐
5. Mooring arrangement - Method of approach, mooring and unmooring procedures		☐	☐
6. Persons in charge of discharging vessel and receiving vessel		☐	☐
7. Operational time (include estimated start time and estimated completion time) ***Only Daylight Startup Allowed***		☐	☐
8. Tank capacities and product (number of tanks, amount and product in each of the tanks of the discharging vessel, and the tanks to be emptied)		☐	☐
9. Include MSDS for each product to be transferred.		☐	☐
10. Vessel stability (Pre, During and Post Transfer)		☐	☐
11. Tank off -loading sequence		☐	☐
12. Transfer rate		☐	☐
13. Static electricity (Bonding/Grounding)		☐	☐
14. Vapor control		☐	☐
15. Lighting		☐	☐
16. Sounding and void check schedule		☐	☐
17. Communications (At a minimum two radio channels aboard all involved vessels should be monitored)		☐	☐
18. Emergency communications		☐	☐
19. Weather, including tides and current		☐	☐
20. Site Control		☐	☐
21. Air Monitoring		☐	☐
22. Personnel Protection		☐	☐
23. Decontamination of Personnel and Equipment		☐	☐
24. Arrangement for transportation of USCG personnel		☐	☐
25. Getting Underway		☐	☐

Figure 12 Emergency Lightering Plan Checklist

Sector Maryland-National Capital Region Captain of the Port Zone Emergency Lightering Declaration of Inspection Checklist		
A lightering operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving vessel person in charge (PIC). PIC indicate by initialing the appropriate spaces, that the specific requirement has been met and agreed upon.		
Discharging Vessel: _____	**Receiving Vessel:** _____	
Requirements to be met and agreed upon:	**PIC Initials**	
	Discharge Vessel	**Receive Vessel**
General		
1. Sector MD-NCR and appropriate authorities notified.		
2. Lightering plan approved by the USCG.		
3. Pollution Control & Fire-fighting Equipment checked and ready for use.		
4. OSRO placed on stand-by		
5. Engines, steering gear, controls, and navigational equipment tested and in good working order.		
6. Anchors made ready for dropping.		
7. Protrusions on outboard or side of berthing retracted.		
8. Sufficient time remaining for daylight start-up.		
9. Portable transceiver sets tested and are intrinsically safe.		
10. Vessel to be lightered is surround by pollution boom.		
11. Voids checked on schedule. Soundings taken at regular intervals.		
Mooring		
12. Mooring System (including lines, bits, winches, heaving lines, handling and fendering gear) in good working order. Communications established regarding arrangement. Fire axes in position fore and aft.		
13. Power on winches and windlass.		
14. Mooring gangs in position.		
Hoses/Manifold		
15. Hose lifting equipment checked and found ready for use.		
16. Hoses checked and found to be in good order.		
17. Manifold connections ready and marked.		
Bridge/Deck Operations		
18. Radio station closed down and aerials grounded.		
19. Qualified 24 hr wheelhouse watch and qualified anchor watch set.		
20. Deck watch established with particular attention to mooring, fendering, hoses and manifold observation.		
21. Mooring crews instructed how to cast off in an emergency breakaway.		
22. Accommodation doors and ports closed.		
23. Area vessel traffic checked.		
24. Radio watch established to make passing arrangements with vessel traffic. Monitoring channel 16 and additional working channel.		
25. Navigational signals displayed.		
26. Gangway in position and secured.		

Figure 13 Emergency Lightering Declaration of Inspection Checklist

Sector Maryland-National Capital Region Captain of the Port Zone Emergency Lightering Declaration of Inspection Checklist Continued		
Engineering/Transfer Operations.		
26. Chief engineer briefed on engine requirements.		
27. Efficient and qualified engine room watch established, and main engines on standby.		
28. Initial, maximum, and topping off rates agreed with each vessel		
29. Grounding procedures properly established.		
30. Hoses properly connected and inspected for leaks as pressure is slowly brought up.		
31. Firefighting and pollution response equipment checked and ready for use.		
32. Sea and overboard discharge valves of cargo system tightly closed and sealed.		
33. Tools located at manifold ready for rapid disconnecting.		
34. Agreed tank venting system being used.		
35. Inert gas system operating.		
Before Unmooring		
36. Method of disengagement and of letting go moorings agreed with each vessel.		
37. Mooring crews instructed to cast off only in the manner and when requested by the maneuvering vessel.		
The above list of items have been addressed.		

Discharging Vessel PIC	**Receiving Vessel PIC**
Position: _____	Position: _____
Name: _____	Name: _____
Signature: _____	Signature: _____
Date: _____	Date: _____
Comments: _____	Comments: _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Figure 13 Emergency Lightering Declaration of Inspection Checklist

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APPENDIX G: MARINE SALVAGE RESOURCES -

Tab A: Federal Marine Salvage Resource Contact List -

Federal Marine Salvage Resource Contacts		
Agency	**Website**	**Contact #**
NOAA Office of Response and Restoration District 5	response.restoration.noaa.gov/about/orr-field-staff.html	732-371-1005
USACE Baltimore District	www.nab.usace.army.mil	410-962-2809
USCG SERT	www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Commercial-Regulations-standards-CG-5PS/Marine-Safety-Center-MSC/SERT	202-327-3985
USCG NSF AST	www.dco.uscg.mil/Our-Organization/National-Strike-Force/AST	609-556-9376
USN SUPSALV	www.navsea.navy.mil/Home/SUPSALV	202-781-3889

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Tab B: Regional/National Marine Salvage Resource Contact List -

Regional/National Marine Salvage Resource Contacts		
Company	**Website**	**Contact #**
Cashman Equipment Corporation	4barges.com	781-535-6222
Donjon-Smit	www.donjon-smit.com	703-299-0081
Global Diving and Salvage	www.gdiving.com	800-441-3483
Mainstream Commercial Divers, Inc.	www.mainstreamdivers.com	888-233-5338
NorthStar Marine, Inc	www.northstarmarineinc.com	609-263-6666
Resolve Marine	www.resolvemarine.com	954-764-8700
T&T Marine Salvage, Inc.	www.ttsalvage.com	713-534-0700

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Tab C: Local Marine Salvage Tug and Towing Contact List -

Local Marine Salvage Resource Contacts – Tug and Towing		
Company	**Website**	**Contact #**
Chesapeake Marine	www.chesapeakemarine.net	410-698-2047
McAllister Towing & Transportation	mcallistertowing.com/ports-and-rates/baltimore	410-276-8000
McLean Contracting Company	mcleancontracting.com	410-553-6700
Moran	www.morantug.com/ports-and-operations/baltimore-piney-point	410-732-9610
Smith Brothers	smithbarge.com	410-861-1818

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Tab D: Local Marine Salvage Marine Construction Contact List -

Local Marine Salvage Resource Contacts - Marine Construction		
Company	**Website**	**Contact #**
Kokosing Industrial, Inc. Mid-Atlantic Marine Division	www.kokosing.biz	410-792-9400
McAllister Towing & Transportation	mcallistertowing.com/ports-and-rates/baltimore	410-276-8000
McLean Contracting Company	mcleancontracting.com	410-553-6700
Smith Brothers	smithbarge.com	410-861-1818

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Tab E: Local Marine Salvage Heavy Equipment Contact List -

Local Marine Salvage Resource Contacts - Heavy Equipment		
Company	**Website**	**Contact #**
Kokosing Industrial, Inc. Mid-Atlantic Marine Division	www.kokosing.biz	410-792-9400
McLean Contracting Company	mcleancontracting.com	410-553-6700

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Tab F: Compressed Gas Resource Contact List -

Compressed Gas Resource Contacts		
Company	**Website**	**Contact #**
Airgas, Inc	www.airgas.com	866-734-3438
Baltimore Welding Supply Co	baltimore-welding-supply-co.business.site	443-798-0151
Earlbeck Gases & Technologies	www.earlbeck.com	410-687-8400
Keen Compressed Gas Co.	keengas.com/locations	302-594-4545
Linde Welding Gas & Equipment Center	www.lindedirect.com	410-354-0700
Roberts Oxygen Company, Inc.	www.robertsoxygen.com	301-948-8100

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APPENDIX H: INCIDENT SPECIFIC SALVAGE PLAN REVIEW –

This Appendix provides general guidance and consideration for Prevention, Response, Incident Management Division, or IMT (Salvage Group) personnel in conducting a review of Salvage Plans submitted by a RP. The intent is to clarify the role of the USCG when reviewing submitted plans for safety, technical, tactical, and multi-agency coordination actions. In all circumstances, the assistance of the SERT is strongly encouraged for all submitted salvage plans.

1. **Salvage Plan Requirement** - The COTP will normally require the submission of a Salvage Plan for USCG approval from any RP prior to initiation of vessel stabilizing or salvage/wreck/obstruction removal operations. Generally, the requirement to submit a salvage plan will come in the form of a COTP Order or Administrative Order, if applicable, and establish specific requirements for plan content. While each scenario presents unique challenges and risk factors, the COTP Orders or Administrative Orders may include the requirement to provide the following basic elements in an initial Salvage Plan:

   - Basic incident information including date and location-specific information
   - Vessel Particulars including cargo/fuel onboard
   - Survey of the structural integrity and seaworthiness of the vessel
   - Stability review approved by a Naval Architect and SERT
   - List of proposed initial actions

   To provide the above information, the deployment of salvage response personnel and USCG personnel may be required. In all cases the **safety of all response personnel must be an overarching requirement** for all phases of a salvage response with safety procedures and protocols clearly articulated.

   The SERT developed Brief Sheets for Coastal/Offshore Salvage Plans and Inland/Harbor Salvage Plans. These Brief Sheets are available thru the District DRAT member or the SERT Desk.

2. **Salvage Plan Review** - The Sector MD-NCR COTP has established a Salvage Plan Review Team consisting of marine inspectors from the Prevention Department, Incident Management Division personnel from the Response Department, representatives from Emergency Management and Force Readiness, and the Unit Safety Coordinator. This team will be activated and normally become part of the Salvage Group assigned to the IC organization. A lead Salvage Plan Review Team representative will be selected for each salvage operation and be responsible for establishing the objectives and timeline for the review of a submitted Salvage Plan. The review of the submitted Salvage Plan will focus on the following basic elements:

   - **Safety**: Identify the operations anticipated in the Salvage Plan and consider all safety aspects associated with the task including onboard responder safety protocols, communications, emergency services support and reaction times, types of vessels involved, and weather/sea conditions.
   - **Data Integrity** - Review all dates, essential numbers or figures, draft readings, and any other similar factor for accuracy. Many Salvage Plans are copies of previous versions

and may contain incorrect information inadvertently copied or not updated to reflect the current vessel/conditions.

- **Assist Vessels** - Many salvage operations require the hiring/contracting of support vessels to provide essential services such as equipment transport, heavy lift, lightering support, and more. ***In all cases, a review of the vessel's certification (if required), licensing requirements, authorized operating area/routes, and any outstanding USCG OCMI requirements must be reviewed.***
- **Towing** - A review of any proposed tow plan requires a review to ensure appropriately powered and configured tow vessels are in use, types of tow wire and bridles, communication procedures, and coordination of any vessel movement with local stakeholders (i.e., Pilots/Docking Pilots).
- **Lightering** - Cargo lightering including liquid cargoes, containerized, bulk, or break-bulk, presents a significant operational risk and must be carefully considered. Appendix F includes an example of a Lightering Plan review Checklist and Declaration of Inspection for Lightering.
- **Dive/Submerged Operations** - Any documented request or intent to conduct submerged operations increases the operational risk and requires experience-based review of the stated operations. Specifically, dive operations require experience in the type of diving operations used in salvage operations. If applicable, support by the USCG NSF or other CG Units with diving operations should be considered to assist in dive operation oversight. See Appendix E for dive operation safety information.

There will be technical and engineering calculations likely associated with a Salvage Plan submission. **Unless members of the Salvage Plan Review Team have specific training and experience/qualifications, any calculations associated with hull integrity, stability, and other similar engineering data, if required by the COTP, must be reviewed by the SERT**. The partnership between the COTP/IMT personnel and SERT will be ensure that the salvage service provider has confidence in the feedback and requirements of the USCG.

3. **Supporting Information** - The type of casualty or incident resulting in a salvage operation/obstruction removal/wreck removal will dictate the complexity of the Salvage Plan. Additionally, the characteristics of the incident will also add additional levels of complexity in the plan and include:

   - Flooding.
   - Fire.
   - Additional Vessels Involved.
   - Vessel Type(s) and Location.

   The COTP may find it more productive to view the submitted plan in terms of Phases of the salvage operation. It will be difficult to determine what will occur in the long-term for salvage, however, the initial stages of a salvage operation will require a greater level of detail than anticipated later-stage operations.

   Example: A vessel fire resulting the requirement to submit a Salvage Plan may result in the COTP requiring a phased approach to the planning:

- **Phase I - Post Fire / Initial Assessment (structural/stability/systems).**
- **Phase II - Overhaul of Remaining Spots, Cargo assessment, and Cargo Removal Plan.**
- **Phase III - Cargo Removal (solid and liquid cargoes including lightering plans).**
- **Phase IV - Final Disposition of Vessel.**

Phase I would have a greater level of detail on the initial submission than Phase IV will have. This will assist the IC/UC in its planning effort as the response transitions from one phase to the next phase.

4. **Salvage Plan Updates** - Salvage operations are dynamic in nature and require consistent review of the current assumptions and calculations. Conditions including on-scene weather, supporting vessel or equipment casualties, or other influences require the IC/UC to constantly review the characteristics of the plan and, where deviations are necessary, ensure these are appropriately documented.

   In addition to dynamic changes, the salvage operations will also be influenced during the transition between the salvage phases noted above. It is essential for the IC/UC to ensure that a documented update to the Salvage Plan is complete before transitioning to the next operational phase. This update will include new information for the new Salvage Response Phase as well as additional information available for the follow-on Phases if available.

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APPENDIX I: FEDERAL ON SCENE COORDINATOR NOTIFICATION LIST -

Agency	Location	Name	Work Phone	Email
NRC	Washington, DC	Desk Officer	800-424-8802	nrc@uscg.mil
SERT	Washington, DC	Desk Officer	202-327-3985	sert.duty@uscg.mil
USACE	Baltimore, MD	Chief of Navigation	410-962-6113	cenab-cc@usace.army.mil
NOAA SSC	Highlands, NJ	Frank Csulak	732-371-1005	frank.csulak@noaa.gov

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APPENDIX J: EXAMPLE INCIDENT ACTION PLAN -

1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

3. Map/Sketch (include sketch, showing the total area of operations, the incident site/area, overflight results, trajectories, impacted shorelines, or other graphics depicting situational and response status)

INSERT GRAPHIC OF INCIDENT AREA

4. Current Situation: PROVIDE INCIDENT SUMMARY AND CURRENT STATUS

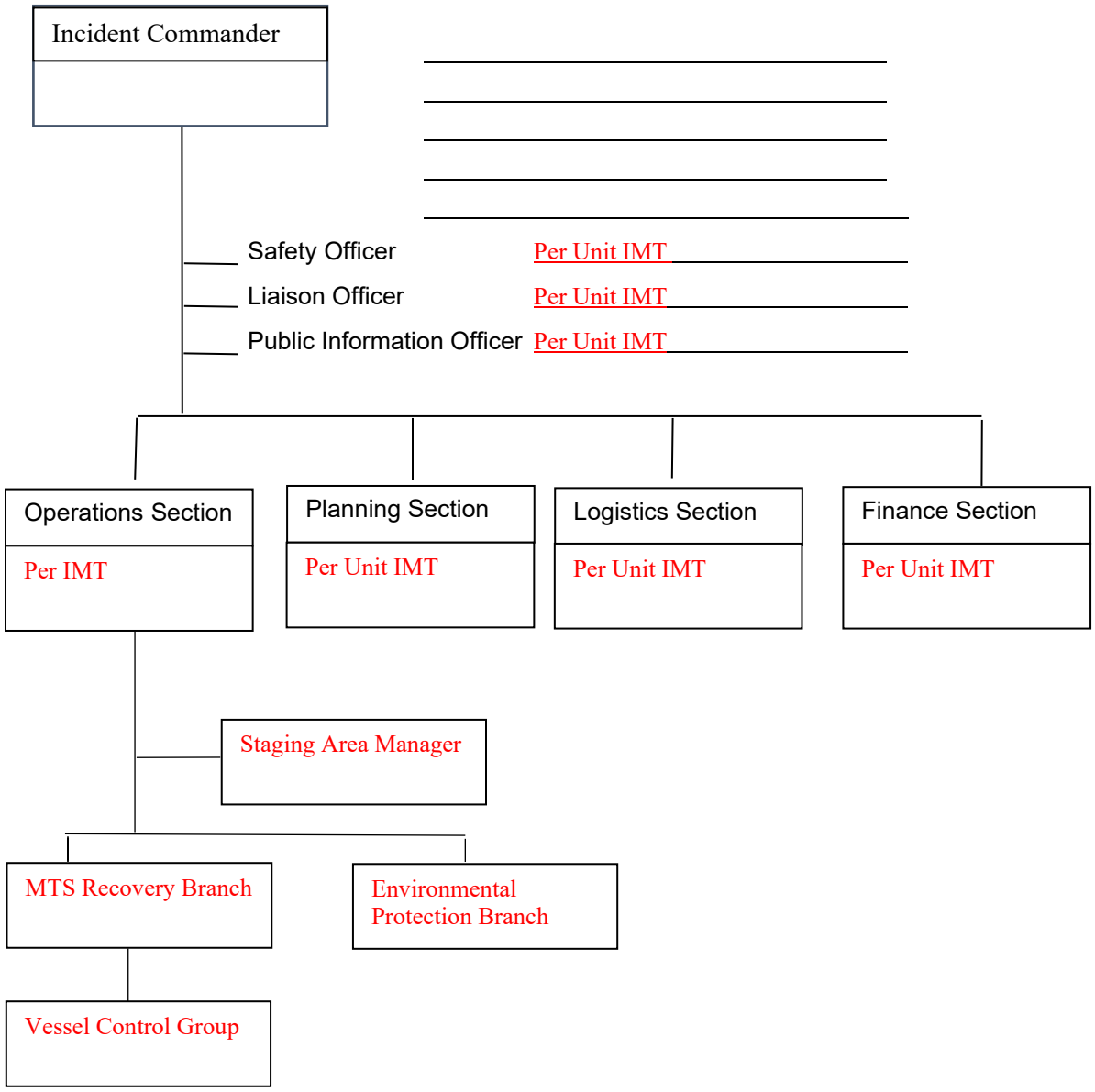
1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

5. Initial Response Objectives, Current Actions, Planned Actions

	Select from one of the below Initial Objectives and Incident Priorities.
	A. Provide for the safety and security of responders as well as maximize the protection of public health and welfare
	B. Locate and evacuate all passengers and crew
	C. Implement accountability process to account for passengers and crew with 100% accuracy
	D. Implement measures to isolate, contain, and stabilize the incident including the establishment and adjustment of security perimeters.
	E. Implement a coordinated response with the vessel master, fire, law enforcement, and the commercial salvage and marine firefighting resource providers.
	F. Initiate actions to stop or control the source of discharge and minimize the total volume released.
	G. Identify impacts on the MTS and port operations as a result of the incident.
	H. Establish an appropriate incident management organization that can effectively meet the initial and long term challenges required to mitigate the incident
	I. Identify and establish incident support facilities to support incident response efforts.
	J. Keep stakeholders, public, and the media informed of response activities
	K. Identify safe refuge / berth for impacted vessel and develop / implement transit plan to include destination or berth for the vessel or vessels.
	Command Incident Response Priorities
	1. Safety of responders and the public.
	2. Protection of the environment
	3. Preservation of property
	4. Restoration of the MTS
	Sector Tasking
	Prevention Department – supervise and advise the Sector Commander on initial vessel status, incident stabilization activities, and salvage or salvage plan requirements. Advise on the need to activate USCG SERT to support salvage plan review.
	Response Department – supervise and advise the Sector commander on initial environmental protection and any port security activities affecting the initial response/assessment/salvage. Advise on the need for special force support i.e., NSF, SUPSALV
	Emergency Management and Force Protection – stand up an appropriate sized IMT
	Logistics Department – manage all contracting issues, including coordination with Shore Infrastructure Logistics Center

1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

6. Current Organization (fill in additional appropriate organization)



1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	**2. Prepared by:** (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

7. Resources Summary

Resource	Resource Identifier	Date Time Ordered	ETA	On-Scene (X)	NOTES: (Location/Assignment/Status)

APPENDIX K: GLOSSARY OF ACRONYMS -

AC	Area Committee
ACP	Area Contingency Plan
AMSP	Area Maritime Security Plan
AOR	Area of Responsibility
BEM	Bureau of Emergency Management
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
COA	Course of Action
COMDTINST	Commandant Instruction
COTP	Captain of the Port
DOT	Department of Transportation
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator
FOSCR	Federal On Scene Coordinator Representative
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Command System
ILO	Infrastructure Liaison Officer
IMH	Incident Management Handbook
IMT	Incident Management Team
JFO	Joint Field Office
JIC	Joint Information Center
MA	Mission Assignment
MOA	Memorandum of Agreement
MTS	Marine Transportation System
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NIMS	National Incident Management System
NOAA	National Oceanic & Atmospheric Administration
NSF	National Strike Force
NTSB	National Transportation Safety Board
OCMI	Officer in Charge of Marine Inspections
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
P & I	Protection and Indemnity
PADET	Public Affairs Detachment
PIAT	Public Information Assist Team
PIO	Public Information Officer
ROV	Remotely Operated Vehicle

RP	Responsible Party
SERT	Salvage Engineering Response Team
SME	Subject Matter Expert
SRP	Salvage Response Plan
SSC	Scientific Support Coordinator
SSI	Sensitive Security Information
SUPSALV	Supervisor of Salvage (U.S. Navy)
TSI	Transportation Security Incident
USACE	United States Army Corps of Engineers
UC	Unified Command
USC	United States Code
USCG	United States Coast Guard
VRP	Vessel Response Plan
WRDA	Water Resources Development Act