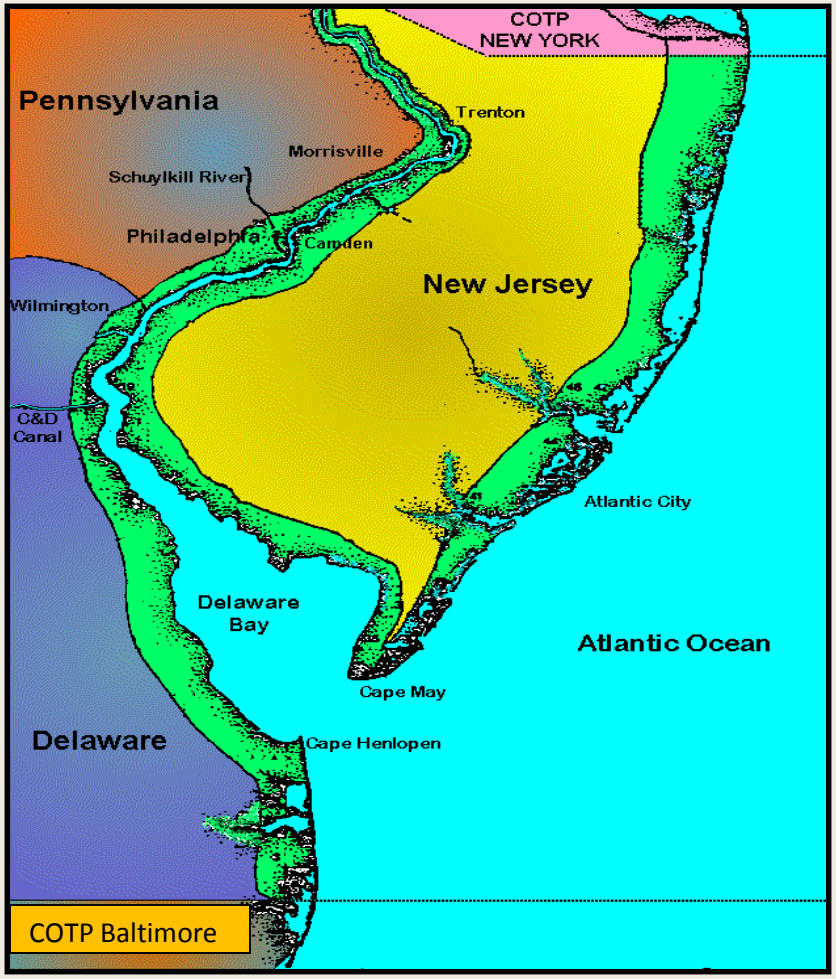
Sector Delaware Bay

Captain Benjamin Cooper

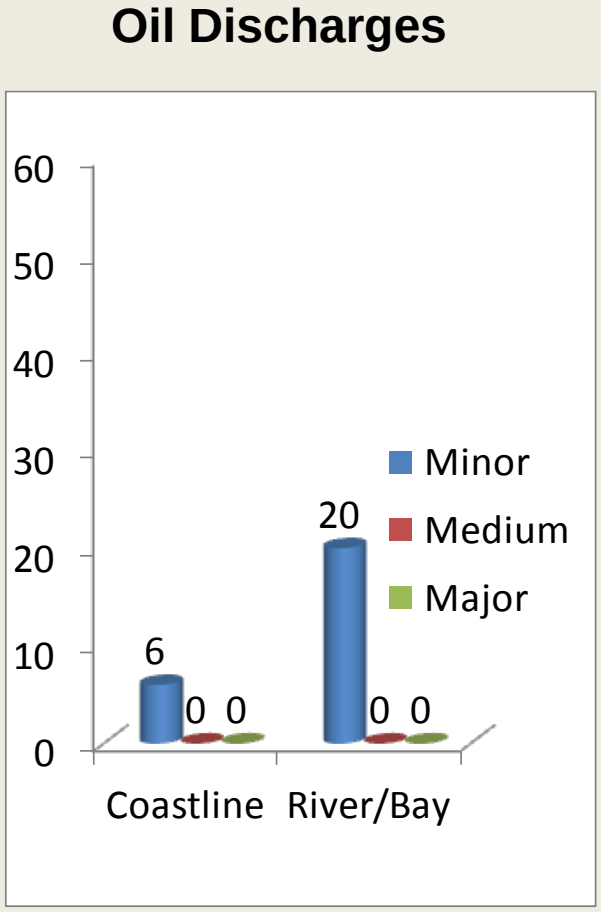
Sector Commander

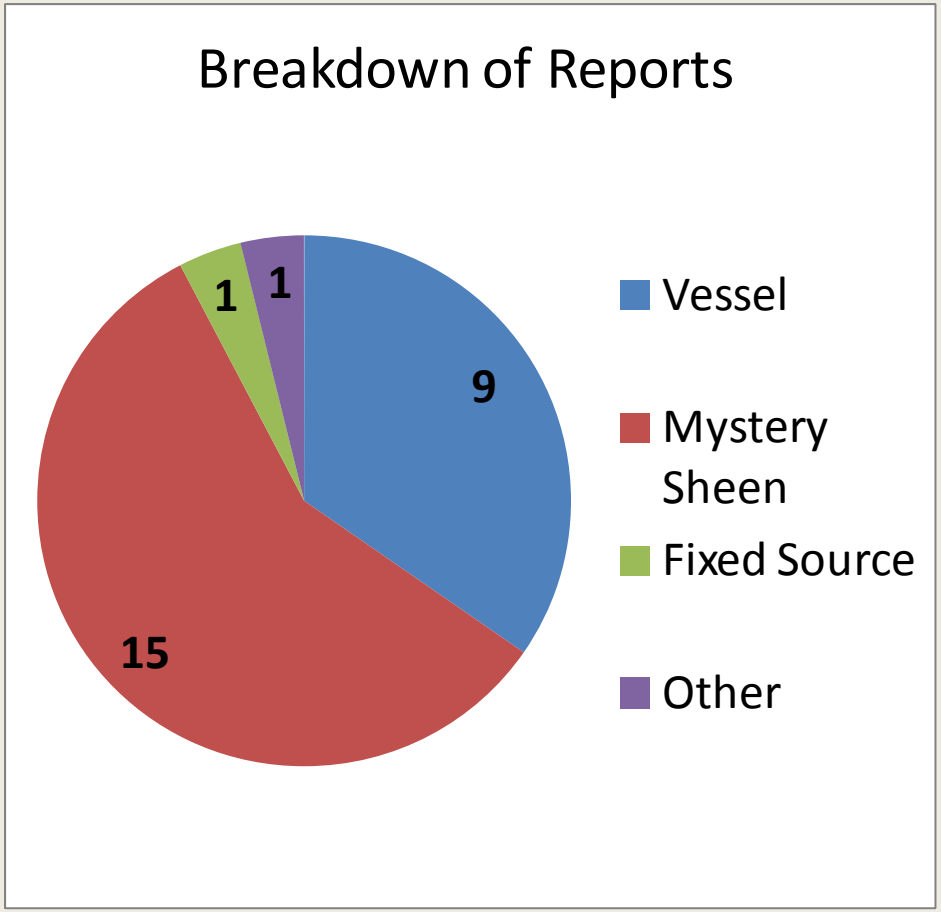


COTP Report to RRT II 13 MAY 2015 – 05 NOV 2015		
NRC Notifications	**Oil Spill Reports**	**HAZMAT Release Reports**
41	26	0
RRT Activations	**OSLTF Projects**	**CERCLA Projects**
0	2	0

* These numbers reflect CG Sector Delaware Bay data for the RRT II region only.

SDB Responses





Sunken Pleasure Craft
Mystic Island, NJ

- Abandoned VSL submerged at private residence.
- Case federalized for $10K.
- Recovered 260 gallons of oily water.
- Vessel owner unable to take responsibility.
- NJ State Police issued a summons to owner.

Mystery Oil – Cape May, NJ

- Estimated 10 Gallons of waste oil discharge into Mud Hen Creek, a tributary to Cape May Harbor.
- 02 CFVs, 01 Crane/Barge, and 10 Recreational Vessels were oiled.
- Case federalized for $25K.
- Recovered 350 bags of oily debris.
- Samples from all vessels in area were taken and sent to CG-MSL for fingerprinting and spill source comparison.
- Oil sampling inconclusive - No Responsible Party found.

IMD/Contingency Preparedness Initiatives

1. **<u>Area Contingency Plan (ACP)</u>:** The Oil/HAZMAT Response to Rail Risks initiative has been incorporated into the Area Contingency Plan (ACP) – Geographic Response Plan (GRP) update project. Booming strategies for the 38 critical rail/water nexus areas have been approved by the Area Committee Executive Steering Committee. Additionally, an Incident Command System (ICS) Form 204A Work Assignment and GRP were created for each area, and have been incorporated into the ACP. Sector Delaware Bay Contingency Planning Division is validating the proposed rail/water nexus booming strategies by utilizing PISCES II, a computer-based trajectory modeling software program. It is anticipated that the ACP/GRP project will be complete and presented for Area Committee approval on 10 February 2016.

2. **<u>Ecological Risk Assessment</u>:** Sector Delaware Bay recently completed an Ecological Risk Assessment (ERA) to study the effects of, and the concerns associated with response actions to discharges of Bakken and Diluted Bitumen (Dilbit) in the Delaware River and Bay. The final ERA report was published and is posted on Homeport at http://homeport.uscg.mil/delawarebay.

   Major findings of the ERA include:
   - For Bakken oil: the primary initial strategy is to mitigate flammable vapor safety risks for both first responders and the public. Air monitoring is critical.
   - Protective booming strategies should be implemented during the initial stages of the response.
   - For Dilbit oil: the primary initial strategy is to contain and recover the oil.
   - There are greater long-term ecological risks associated with a Dilbit spill than a Bakken crude oil spill.
   - There are moderate ecological risks associated with the use of fire fighting foam in fresh, brackish and salt water environments.

IMD/Contingency Preparedness Initiatives

3. **<u>Exercises</u>:** The Sector Delaware Bay Area Committee hosted a 1 day industry led NPREP functional exercise on 15 October 2015. The scenario involved a discharge of 60,000 gallons of Bakken crude oil from a crude by rail transfer facility. Industry, first responders, federal and state government officials, and other port partners discussed the response challenges and trade-offs associated with responding to a Bakken discharge. The primary concern was to mitigate the flammable vapor safety risks to both first responders and the public. The Area Committee has formed a work group to develop a first-responder Quick Response Card with locally agreed upon best practices.