

May 9-11, 2017

 <p>www.epaosc.org/rrt6-homepage</p>	<p><u>Meeting Location:</u></p> <p>US EPA Training Center 16650 Westgrove Drive Addison, Texas</p>	<p><u>RRT Co-Chairs</u></p> <p>Ronnie Crossland, EPA Crossland.Ronnie@epa.gov</p> <p>Michael Sams, USCG Michael.K.Sams@uscg.mil</p>	<p><u>RRT Coordinators</u></p> <p>Steve Mason, EPA Mason.Steve@epa.gov</p> <p>Todd Peterson, USCG Todd.M.Peterson@uscg.mil</p>
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RRT-6 Executive Committee Meeting – Tuesday, May 9, 2017

1:00 – 4:30 PM Executive Meeting (Invite only)

Day 1 -- RRT-6 General Session -- Wednesday, May 10, 2017

Time	Topic	Presenter / Facilitator
8:30 – 9:00 AM	Introductions / Administrative Announcements / Opening Statements	Ronnie Crossland, EPA / Michael Sams, USCG
9:00 – 9:30 AM	Review of 2017 RRT Priorities / Status	Michael Sams, USCG
9:30 – 9:45 AM	Open Forum	All
9:45 – 10:15 AM	Bay Long Pipeline Incident	LCDR Michael Wolfe, Sector New Orleans
10:15 – 10:30 AM	Break	
10:30 – 11:30 AM	State Reports (NM, TX, AR, OK & LA)	State Agencies
11:30 AM – 1:00 PM	Lunch	
1:00 – 1:30 PM	Role of FEMA Environment and Historic Preservation (EHP) During Response Activities	Kevin Jaynes, FEMA Region 6
1:30 – 2:30 PM	USCG FOSC Reports	USCG FOSCs
2:30 – 2:45 PM	Break	
2:45 – 3:30 PM	Especially Hazardous Cargo (EHC) Initiative; Harbor of Safe Refuge Initiative; & OPA '90 HazSub – Overview & update	John Temperilli, CTEH
3:30 – 5:00 PM	Federal Agency Reports	Federal Agencies
5:00 PM	Adjourn	

Networking Session – Location TBD

Adobe Connect: <https://epawebconferencing.acms.com/region6rrtmeeting/>

Conference Call: 866-299-3188 **Pin:** 214-665-2292#

Day 2 -- RRT-6 General Session -- Thursday, May 11, 2017

Time	Topic	Presenter / Facilitator	
8:30 – 10:00 AM	Tabletop Exercise – Role of Federal/State Agencies during an incident		
10:00 – 10:15 AM	Break		
10:15 – 11:00 AM	NOAA Gulf of Mexico Debris Response Program	Caitlin Wessel, NOAA	
11:00 – 11:30 AM	Corpus Christi Drinking Water Incident	Chris Ruhl, EPA Region 6 / Anthony Buck, TCEQ	
11:30 AM – 12:30 PM	Lunch		
12:30 – 1:30 PM	EPA FOSC Reports	EPA FOSCs	
1:30 – 2:15 PM	Improved integration of NRDA within Response	Gina Saizan, LOSCO / Liza Hernandez (NOAA)	
2:15 – 3:00 PM	Keathley Canyon PREP Full-Scale Exercise Debrief	Mike Sams, USCG / Mike Drieu, APC	
3:00 – 3:15 PM	Open Forum	All	
3:15 – 3:30 PM	Closing Remarks	Ronnie Crossland, EPA / Michael Sams, USCG	
3:30 PM	Adjourn		
Adobe Connect: https://epawebconferencing.acms.com/region6rrtmeeting/ Conference Call: 866-299-3188 Pin: 214-665-2292#			
Dates for next RRT Meetings:	(Confirmed) (Confirmed)	Fall 2017 Spring 2018	Nov 8-9, 2017 May 9-10, 2018



Spring 2017 Meeting

10-11 May 2017

Adobe Connect: <https://epawebconferencing.acms.com/region6rrtmeeting/>

Conference Call: 866-299-3188

Pin: 214-665-2292#

Meeting Administrative Issues

- Silence all Cell Phones
- Breaks/Lunch
- Restrooms
- Smoking
- Emergency Exits
- Avoid Acronyms
- Parking Lot
- Please Use Microphones



Opening Remarks

Co-Chairs



Ronnie Crossland, USEPA



Michael Sams, USCG

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1:30 – 2:15 PM	Improved integration of NRDA within Response	Speakers TBD
2:15 – 3:00 PM	Keathley Canyon PREP Full-Scale Exercise Debrief	Mike Sams, USCG / Mike Drieu, APC
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		Nov 8-9, 2017 May 9-10, 2018

Introductions

- **Name**
- **Agency**
- **Job Title**



Approve Fall 2016 Meeting Minutes



Region 6 RRT Fall Meeting November 8-10, 2016 – Addison, TX

Day 1: November 08, 2016: Executive Committee Meeting

The Executive Committee meeting was conducted on November 08. In Attendance: Mike Sams (USCG D8), Ronnie Crossland (EPA), Monica Smith (EPA), Karolien Debusschere (LOSCO), Althea Foster (EPA), Steve Buschang (TGLO), Steve Mason (EPA), Paige Doelling (NOAA), Madison Baxter (EPA). Via Phone – Adam Tyndale (USCG D8), Dee Oos (USCG D8), Todd Peterson (USCG D8). Minutes by Hilary Gafford (Weston Solutions).

- Topics discussed included:
 - Standing Committee Updates
 - Reviewed / Revised 2017 Priority List

2017 Priority List -- In Progress or Continuing	
1. Monthly Executive Committee Teleconferences	Executive Committee
2. Conduct Incident Specific Conference Calls, including Exercises and Document Results	RRT Function
3. Develop Region 6 Decanting Plan	Science & Technology Committee
4. Develop Flower Garden Banks Plan	Science & Technology Committee
5. Develop Region 6 RRT Evaluation Job-Aids for Alternative Response Technologies	Preparedness Committee
6. Review / Revise existing In-Situ Burn Preauthorization and Guidance	Executive Committee

- Reviewed General Meeting Agenda
 - Discussed Logistics for General Meeting
 - Established dates & locations for upcoming meetings -- Next Meeting Spring 2017: 10-11 May 2017 (confirmed); Fall 2017: 8-9 Nov 2017 in Addison, TX
- Templates for state/federal reports for inclusion in minutes
- MEXUS exercise schedule and participants (7-9 Mar 2017)
- Integrated Contingency Plans (ICPs) – still viable?
- Job-Aid for Alternative Response Technologies
- New technologies/products for RRT6 review/approval

END EXECUTIVE COMMITTEE MEETING

Executive Committee

Priorities for 2017

As of 04/12/2017



In Progress or Continuing

1.	Monthly Executive Committee Teleconferences	Executive Committee
2.	Conduct Incident Specific Conference Calls, including Exercises and Document Results	RRT Function
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4.	Develop Region 6 RRT Evaluation Job-Aids for Alternative Response Technologies	Preparedness Committee
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Open Forum



State Agency Reports

- Personnel Changes affecting the RRT membership
- Significant Incidents / Events / Responses
- Challenges
- Any Laws / Regulations / Policies updates or changes
- Significant Exercises / Trainings
- Anything else for the good of the RRT or other agencies

Federal Agency Reports

- Personnel Changes affecting the RRT membership
- Significant Incidents / Events / Responses
- Challenges
- Any Laws / Regulations / Policies updates or changes
- Significant Exercises / Trainings
- Anything else for the good of the RRT or other agencies



Coast Guard Sector New Orleans

Regional Response Team 6 Spring Meeting

Bay Long Lessons Learned

10 May 2017



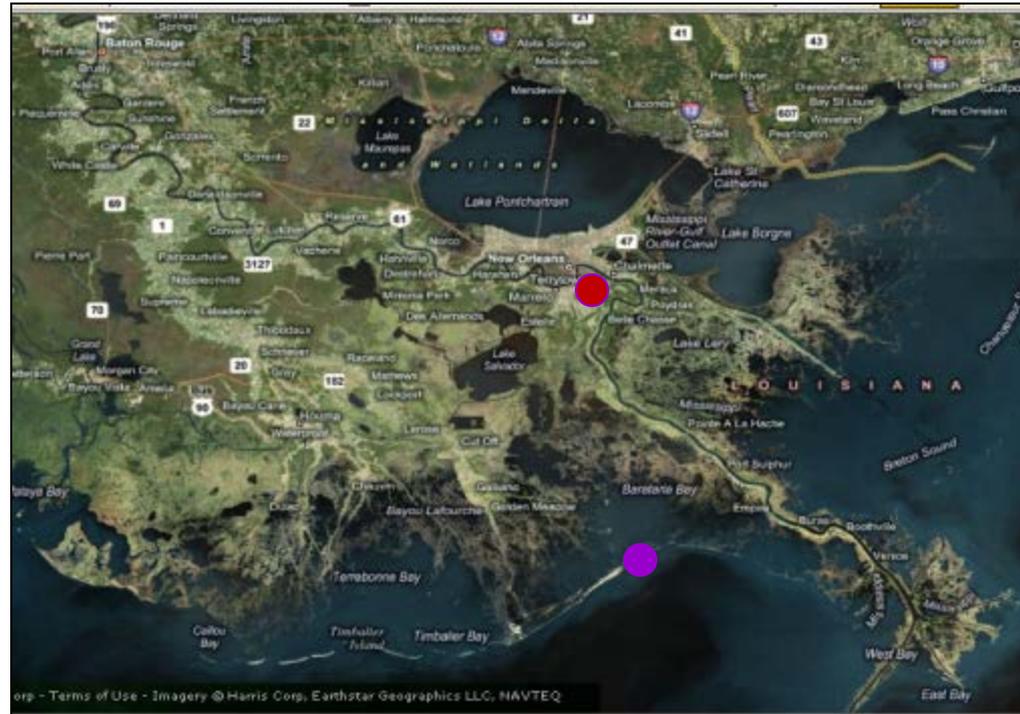
Outline

- Incident Specifics
- Impact Area
- Initial Response
- Response Operations
 - Pipeline Repair
- Demobilization
- Statistics
- Lessons Learned



Bay Long Pipeline Spill

- 05 September 2016
 - Marsh Buggy working Coastal Restoration Project on a barrier island impacts a Harvest pipeline causing an oil discharge into Barataria Bay, LA/GOM





Initial Response



- Initial report was 10bbbls...
- Harvest Pipeline as RP
- After assessment, estimate was 125bbbls
- Multiple oil spill response resources mobilized on 05 September
 - OSRO: CGA, NRC, ES&H, OMI
- Decision made for ICP stand-up on morning of 06 Sept; ICP in Cutoff, LA
 - UC: USCG, LOSCO, ECM Maritime Services, LLC
 - Other Fed/State Gov't: NOAA, LDWF, LDEQ
 - OSRO: CGA, NRC, ES&H, OMI



Impact Area

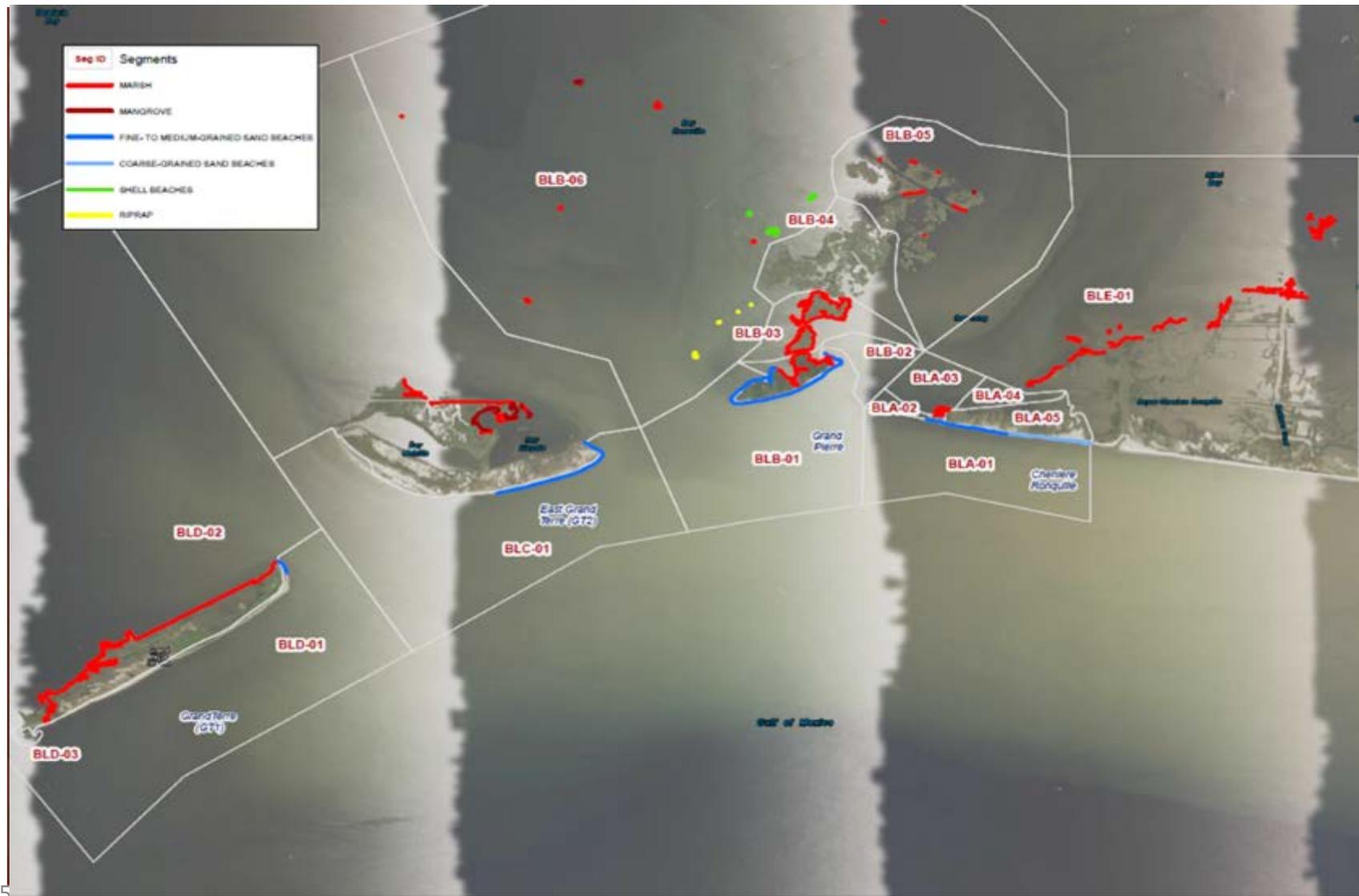


5/17/2017

COTP Reports

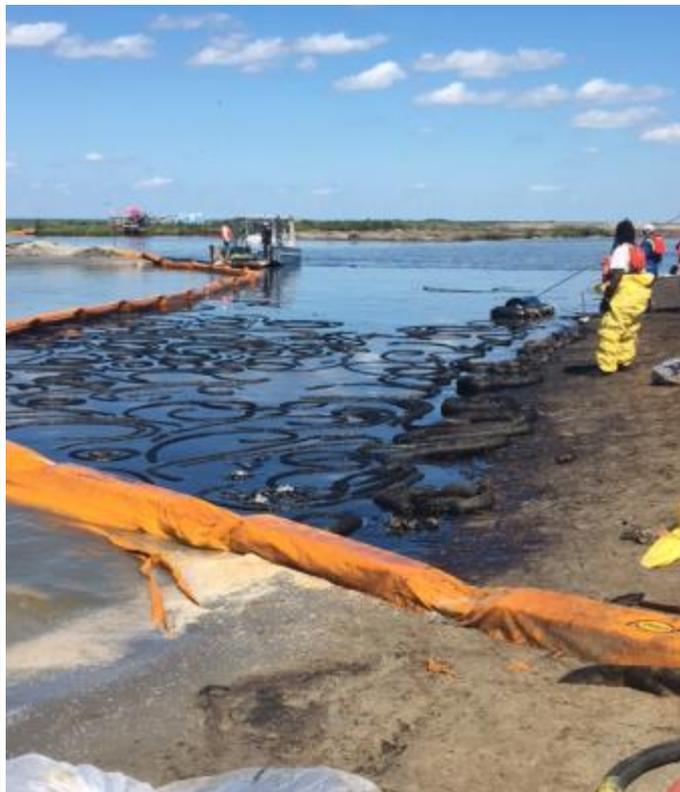


SCAT Effect





Response Operations





Pipeline Repair/ Oil Evacuation Plan





IMT Demobilization

- ICP Demobilized on 19 September
- Demobilized with all segments signed out of response except for 3 segments near ground zero; drafted transition plan
- RP engaged in project management to eventually meet endpoints





Statistics

- Miles of shoreline impacted: 85.8/
350sqNM
- Personnel: ~180 at Max
- Vessels deployed:
 - Skimming vessels: 5
 - Workboats: 25+
- Boom Deployed: 12,000' hard
- Sorbents: 300cuyd
- Recovered Liquids: 381.8bbbls





Lessons Learned

- Staffing/Resources for a Type II(?) Response
 - [Public Affairs](#)
- Safety +++
- Relationship development, maintenance – PHMSA
- SCAT Value +++
- Plans and plan approval process
- Weather has a vote – Delays from rain, lightening heat
- And of course...



Lesson Learned

- Communication. Bad comms feels like...





Questions?





FEMA

Environmental and Historic Preservation (EHP) – Response Activity Support

Region 6 RRT
May 10, 2017

Kevin Jaynes
Regional Environmental Officer



FEMA

Environmental and Historic Preservation



EHP provides technical expertise to FEMA's programs to ensure their activities comply with all applicable EHP laws, regulations and Executive Orders.

EHP Misconceptions

- What Does FEMA EHP Really Do?
 - Clean up debris...
 - Decides where wetlands and endangered species are...
 - Determines flood zones...
 - Respond to sewage leaks...
 - We make up all these rules...
 - Bottleneck projects!
- Absolutely NONE of the above!



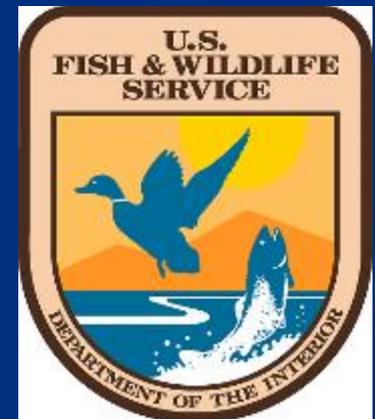
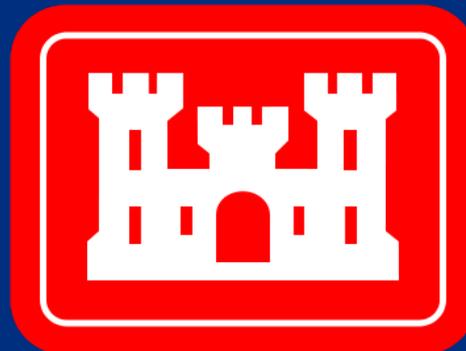
The Importance of EHP

- All Federal agencies are required to comply with EHP laws and Executive Orders (EOs).
- FEMA's unique mission does not exempt the agency from complying with EHP laws and EOs.
- Consequences for non-compliance include:
 - Project delays
 - Denial of funding
 - De-obligation of funding
 - Civil penalties, fines
 - Lawsuits, imprisonment
 - Negative publicity



FEMA's EHP Review:

- Must be complete before FEMA can fund any project and before project activities can begin.
- Applicants must comply with any conditions placed on project as result of EHP review.
- May require consultation with resource and regulatory agencies.



EHP Laws and Executive Orders: The basis for FEMA's EHP Review

Endangered Species Act

**National Historic
Preservation Act**

**Migratory Bird Treaty
Act**

Clean Air Act

Clean Water Act

**Farmland Protection
Policy Act**

NEPA

National Environmental Policy Act

**Executive Orders:
Environmental Justice
Floodplains
Wetlands**

**Coastal Barrier
Resources Act**

**Coastal Zone
Management Act**

EHP Roles & Responsibilities

- EHP routinely supports ESFs and RSFs during all disaster phases.
- The degree of EHP involvement in disaster operations will vary with the type of disaster, location and impacted resources and/or stakeholders.



Response

- EHP provides pre- and post-disaster guidance to Response Programs on incorporating cultural, historical and environmental considerations and requirements into disaster response operations and mission assignments.
- EHP supports Response activities by reviewing locations of staging areas, base camps, JFO sites, or any other federally utilized site for potential EHP impacts.



Recovery

- EHP supports Individual Assistance by evaluating proposed sites for placement of housing units, including temporary and group sites.
- EHP provides technical assistance and project review to Public Assistance to ensure FEMA funded activities comply with all applicable EHP laws, regulations, and EOs.



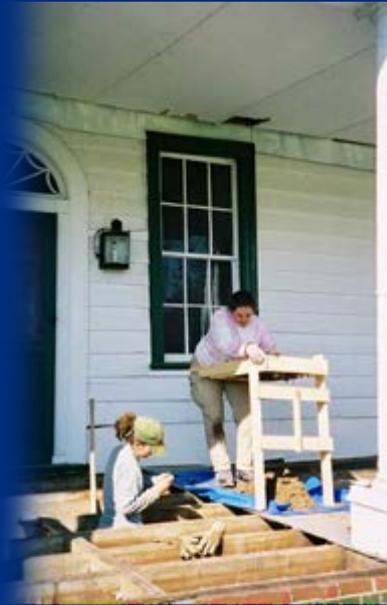
Mitigate, Prepare & Protect

- EHP supports Mitigation as well as numerous Preparedness/Protection grant actions by reviewing plans for proposed project locations to ensure new or expanded facilities and mitigation activities are in compliance with all applicable laws, regulations and EOs.



Types of FEMA Actions

The potential of FEMA-funded actions to affect natural and cultural resources in the human environment or cause un-due harm to historic properties depends on the nature and location of the action... It's all about location.



FEMA

Disasters, Emergency Actions and EHP

- Many emergency actions do not require significant EHP review:
 - Police, fire, and rescue response
 - Emergency access and communications
 - Health and Safety measures
- However, the following emergency actions require EHP review:
 - Temporary stream crossings
 - Emergency demolition
 - Temporary levees or pumping



Debris Removal

- These types of actions require EHP review:
 - Establishment of temporary debris staging and reduction sites
 - Final debris disposal
 - Work in waterways



Repair

- EHP review is required for projects that involve repairing public facilities to pre-disaster condition:
 - Roads and Bridges
 - Water Control Facilities
 - Utilities
 - Parks and Recreational Areas
 - Buildings and Equipment



Modification, Expansion and Mitigation

- Modification, expansion and mitigation of existing facilities may generate more EHP issues.
- Examples include:
 - Building an addition
 - Retrofitting
 - Floodproofing
 - Elevation



New Construction and Ground Disturbance

- Has the greatest potential to affect environmental/historic resources
- Examples include:
 - Construction of new facilities
 - Changing water courses
 - Road relocation
 - Temporary housing site preparation



EHP Support – Region 6 “Battle Rhythm”

- EHP personnel and cadre are available to support pre- and post declaration activities at any activation level and “Type” of incident.
 - RRCC activation
 - Preliminary Damage Assessments
 - Advisory & Liaison support to FCOs, Senior Leadership and all FEMA Programs
 - JFO / VFO Field Operations
 - Mission Assignment collaboration and oversight

EHP's RRCC Support

In the RRCC when EHP is activated:

- Provide advisory support to Response, Planning and Logistics
 - Pre-decisional support
 - Identifying EHP areas of concern



EHP's RRCC Support

- Support to Recovery
 - Begin coordination with other agencies
- FEMA Liaison to ESFs
 - ESF 10 – EPA
 - ESF 3 – USACE
 - ESF 11 – USDA



EHP's Pre-Declaration Support

- Act in an advisory role providing guidance to FCO's, Senior Leadership and all FEMA Programs on potential EHP concerns
- Participate in Preliminary Damage Assessments



EHP's JFO / VFO Support

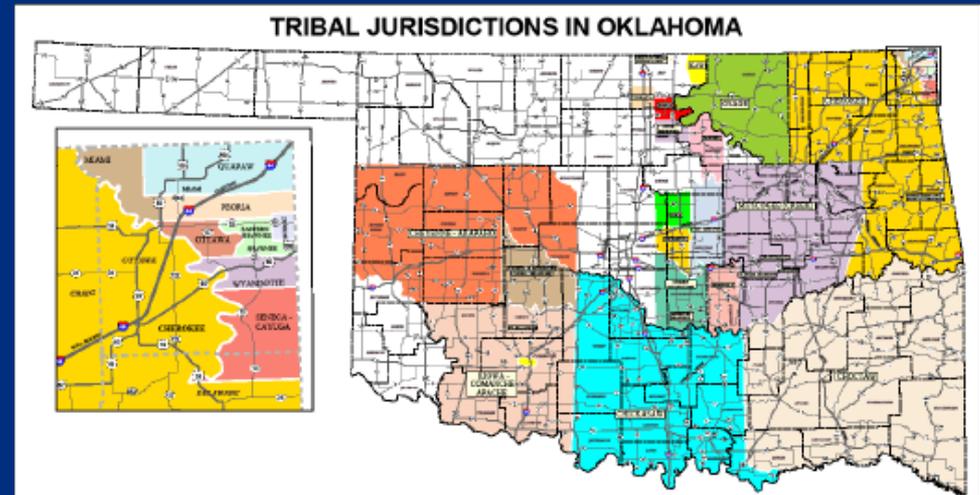


- Attend applicant briefings
- Prepare disaster specific Greenbook for applicants
- Brief/Advise PA staff on disaster specific EHP concerns
- Attend/Participate in Kick-Off Meetings and Public Meetings



EHP's JFO / VFO Support

- Accompany FEMA Programs on site visits.
- Provide EHP technical assistance to PA during Project Worksheet (PW) development.
- Review all disaster PWs to ensure compliance with EHP laws, regulations and EOs.
- Consult and coordinate with other Federal, State, and local agencies and Tribal Governments.



EHP's Disaster Close-Out Support

- As a disaster transitions from JFO Field Operations to long term closeout, or to National Disaster Recover Framework implementation, EHP's mission continues.
 - Continued review of PWs to ensure EHP compliance.
 - Continued coordination and consultation with other Federal, State, and local agencies and Tribal Governments to address EHP issues.
 - Work with Programs in region and provide guidance, expertise and innovative solutions to ensure that FEMA funded projects are legally compliant with Environmental and Historic Preservation Laws and Executive Orders.
 - Unified Federal Review



Unified Federal Review Process (UFR)

Overview, Implementation, and Collaboration

May 9, 2017



FEMA

OFFICE OF ENVIRONMENTAL PLANNING AND HISTORIC PRESERVATION
Partners in shaping resilient communities

UFR's Statutory Authority

The Sandy Recovery Improvement Act of 2013 (SRIA)

Added Section 429 to the Stafford Act, directing the President, in consultation with DHS, FEMA, CEQ, and ACHP, to “establish an expedited and unified interagency review process to ensure compliance with environmental and historic requirements under federal law relating to disaster recovery projects, in order to expedite the recovery process, consistent with applicable law.”



Oglala Sioux Tribal Leadership and FEMA dignitaries commemorate Federal Tribal Agreement signing (photo credit FEMA/Christopher Mardorf)



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OFFICE OF ENVIRONMENTAL PLANNING AND HISTORIC PRESERVATION
PARTNERS IN SHAPING RESILIENT COMMUNITIES

The UFR Process Established

An interagency MOU was executed by eleven departments and agencies on **July 29, 2014**, which committed them to support the UFR Process in the following ways:

- Provide staffing and resources.
- Distribute and use the Tools and Mechanisms and provide lessons learned and training to staff.

In addition, the MOU established an issue elevation process, to be followed as appropriate, to quickly resolve any issues or disputes that arise during the EHP review of a disaster recovery project.



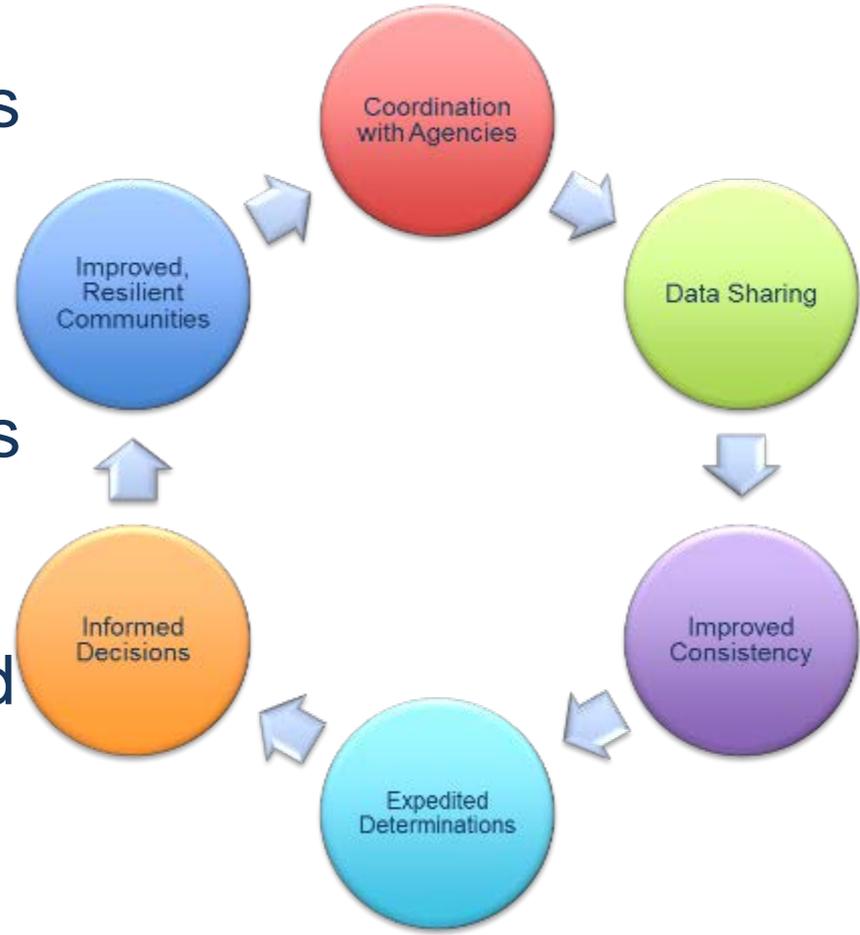
FEMA

OFFICE OF ENVIRONMENTAL PLANNING AND HISTORIC PRESERVATION
PARTNERS IN SHAPING RESILIENT COMMUNITIES



Benefits of the UFR Process

The UFR Process improves federal decision making to allow for more timely and integrated processes, resulting in better outcomes for communities and the environment when federal funds and permits are used for disaster recovery projects.





For More Information

The UFR Webpage is a one stop source for information about the UFR Process. It contains Tools and Mechanisms such as:

- UFR Guidance for EHP Practitioners (Practitioner Guidance), including Tools and Mechanisms in the Appendices
 - Unified Federal Environmental and Historic Preservation Review Guide for Federal Disaster Recovery Assistance Applicants (Applicant Guide)
 - UFR Newsletter
 - Best Practices Library
 - and much more...
- **UFR Webpage:** <https://www.fema.gov/unified-federal-environmental-and-historic-preservation-review-presidentially-declared-disasters>



FEMA

OFFICE OF ENVIRONMENTAL PLANNING AND HISTORIC PRESERVATION
PARTNERS IN SHAPING RESILIENT COMMUNITIES

Contacts

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Environmental Officer
FEMA Region 6

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Kevin.Jaynes@fema.dhs.gov



U.S. Coast Guard District 8

Federal On-Scene Coordinator (FOSC) Reports



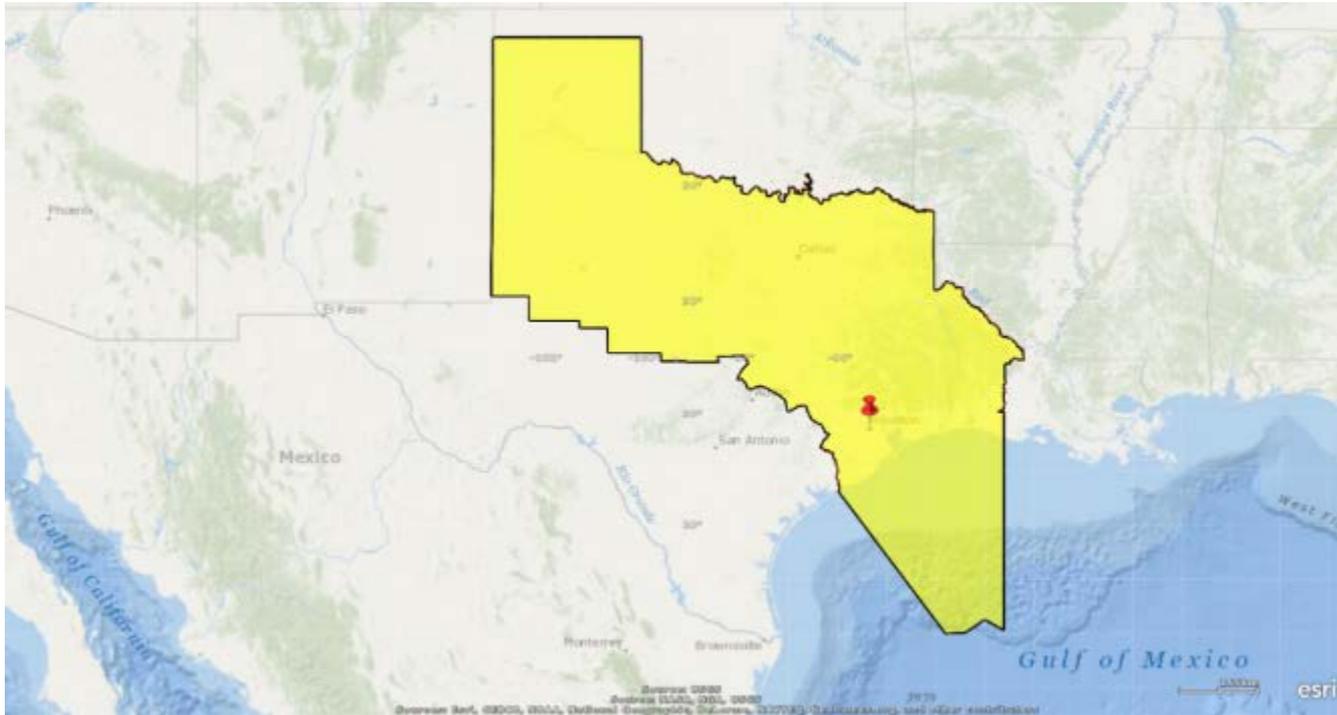




Sector Houston-Galveston



Captain Kevin Oditt
Sector Commander



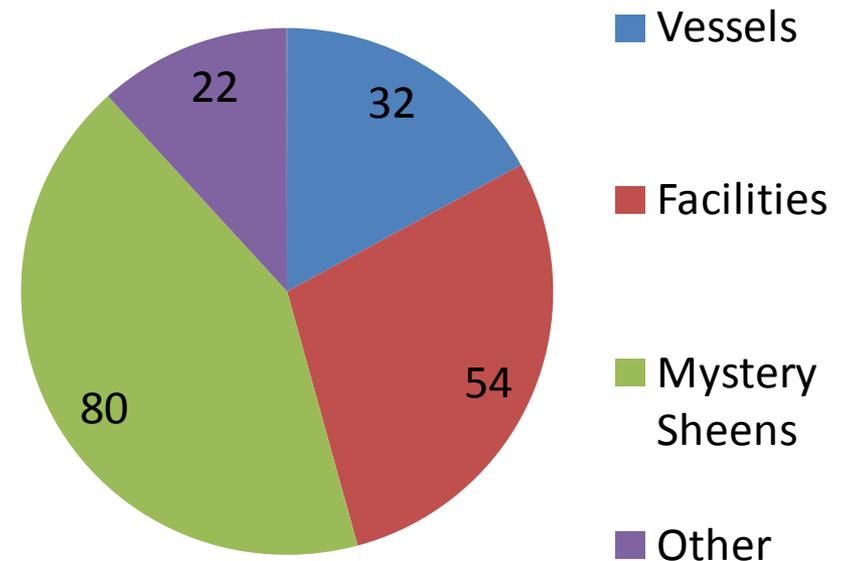
NRC Notifications	RRT Activations	Federal Projects	CERCLA Projects
188	00 Surface Washing Agents 00 In-situ Burns 00 Dispersants	07	03



NRC Notifications

- **Facility** reports made up 29% of all notifications (previous percentages unavailable).
- **Vessel** reports made up 17% of all notifications (previous percentages unavailable).
- **Mystery Sheen** reports made up 42% of all notifications (previous percentages unavailable).

Breakdown of Reports





RRT Activation / Notification

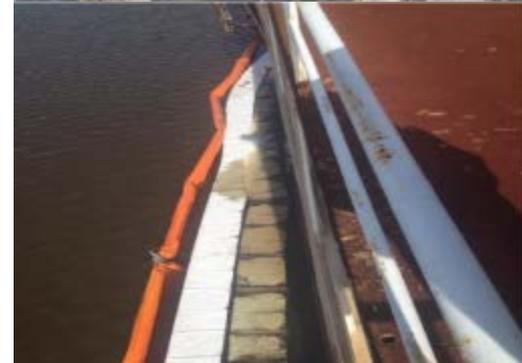
Date:	21 Nov 2016	Activation	N	Notification	N
Incident Name:	Kirby Barge Discharge				
Location:	Houston Ship Channel				
Responsible Party:	Kirby				
Type and amount of product spilled:	Cutter Stock – 30bbls				
Issue / Concern:	Wildlife, other vessels transiting the area				
Agencies Involved:	USCG, TGLO				
Decisions Made:	Responsible Party was proactive in cleaning up the discharge. RP was able to act swiftly to prevent a more significant impact to the environment.				





RRT Activation / Notification

Date:	12 Dec 2016	Activation	N	Notification	N
Incident Name:	P/C Elusion (sunken vessel)				
Location:	Dickinson Bayou, Dickinson, TX				
Responsible Party:	Jerry Manus				
Type and amount of product spilled:	20 Gallons of diesel and slop oil in the water with a potential of 7000 gallons of diesel within the fuel tanks and 20 gallons of bilge slops trapped in the engine room.				
Issue / Concern:	Wildlife, public concern (property owner and neighbors)				
Agencies Involved:	USCG, TGLO, and Galveston County OEM				
Decisions Made:	RP was very responsive and cooperative. All costs were incurred by him. Vessel's bilge, engine room and fuel tanks were cleared of all oil products and vessel was left in place.				





RRT Activation / Notification

Date:	07 Feb 2017	Activation	N	Notification	N
Incident Name:	Mystery Substance Surfside				
Location:	Surfside Beach				
Responsible Party:	N/A				
Type and amount of product spilled:	100 yard stretch of Surfside Beach in a sporadic distribution.				
Issue / Concern:	Hazard to beachgoers and wildlife				
Agencies Involved:	USCG, TGLO, TCEQ, and Brazoria County OEM				
Decisions Made:	Brazoria County OEM notified and the Fund was opened for \$10k to contract OMI. Substance was sampled and found to be petroleum based but non-hazardous.				





RRT Activation / Notification

Date:	13 Mar 2017	Activation	N	Notification	N
Incident Name:	Pelican Refining				
Location:	Channelview, TX				
Responsible Party:	Pelican Refining				
Type and amount of product spilled:	Asphalt – 50bbls				
Issue / Concern:	Wildlife and possible hazards to ships. Product quickly cools and sinks, making cleanup especially difficult.				
Agencies Involved:	USCG & TGLO				
Decisions Made:	Required divers to assess the extent of product that sunk to the bottom. Ensured product on the bottom was recovered to avoid future issues.				





Accomplishments

Training

Description	Dates
PR College	23 Jan 2017
S.O.S Course	27 Mar 2017
SCAT Course	11 Apr 2017

Exercises/Workshops

Description	Dates
Kinder Morgan Ex.	29 Nov 2016
IMT Workshop	07-09 Dec 2016
Salvage/Marine FF Seminar & TTX	23 Feb 2017
GIUE	14 Mar 2017
BSEE GIUE - Exxon Ex.	20 Apr 2017

Federal, state, and local planning and coordination efforts

Description	Dates
CTCAC	01 Dec 2016 02 Feb 2017
NDOW	23 Jan 2017
Marine Fire Work Group	14 Mar 2017

Consultations

Description	Dates
N/A	N/A



Outlook

Training

Description	Dates
FOSCR	10-21 Jul 2017

Exercises/Workshops

Description	Dates
BP Exercises	04 May 2017 07 JUN 2017
Stone Energy Ex.	09-10 May 2017
GIUEs (x3)	May-July 2017
Marathon TTX	08 Dec 2017

Federal, state, and local planning and coordination efforts

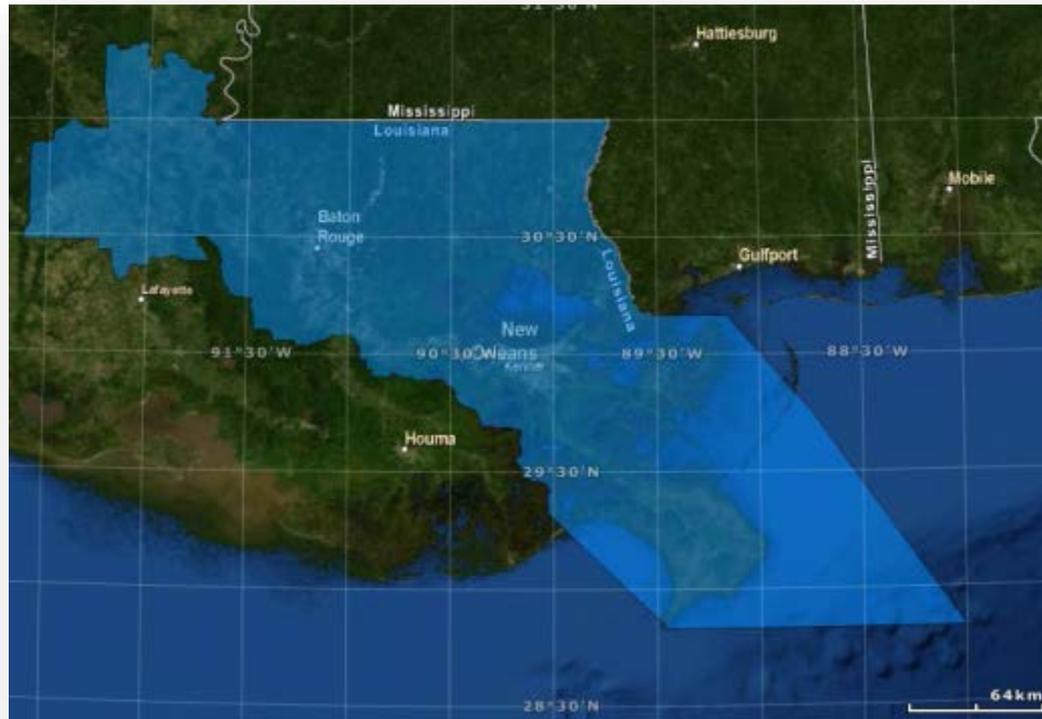
Description	Dates
CTCAC: Quarterly / State-wide	01 Jun 2017 26 Oct 2017
NDOW	21-22 Jun 2017 12-13 Sep 2017



Sector New Orleans



Captain Wayne Arguin
Sector Commander



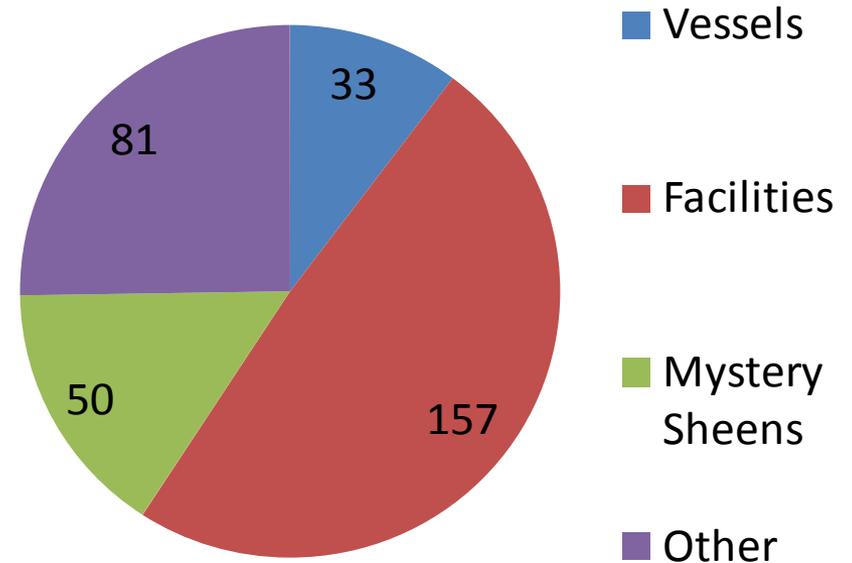
NRC Notifications	RRT Activations	Federal Projects	CERCLA Projects
321	0 Surface Washing Agents 0 In-situ Burns 0 Dispersants 0 Consultation	02	None



NRC Notifications

- **Facility** reports up 22% since last RRT meeting (128)
- **Vessel** reports up 18% since last RRT meeting (28)
- **Mystery Sheen** reports down 10% since last RRT meeting (55)

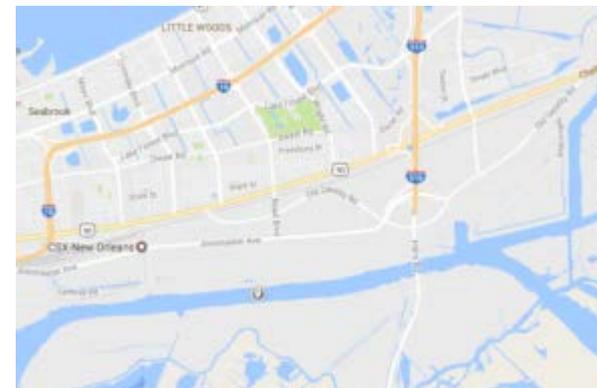
Breakdown of Reports





RRT Activation / Notification

Date:	19 Jan 2017	ACT or NOT?	None
Incident Name:	F/V Vincent		
Location:	MM 12 ICW EHL		
Type and amount of product spilled:	500 Gallons Diesel		
Issue / Concern:	500 gallons remaining in the fuel tank of the burned VSL in the ICW. Primary concern was access to the VSL it was recently on fire and still smoldering.		
Agencies Involved:	USCG		
Decisions Made:	Opened FPN N17012 to ensure the VSL was safe to conduct a complete pollution assessment of VSL and remove the remaining fuel.		



Incident Location



Photo



RRT Activation / Notification

Date:	20 Mar 2017	ACT or NOT?	None
Incident Name:	Hilcorp Energy		
Location:	West Bay, South of Venice, LA		
Type and amount of product spilled:	20 BBL Crude oil and Natural Gas		
Issue / Concern:	Abandoned Wellhead offline for over three years. Typical condition for a lot of wells in South East Louisiana		
Agencies Involved:	USCG		
Decisions Made:	IMD worked with Hilcorp and monitored the situation until they regained control and secured the well.		



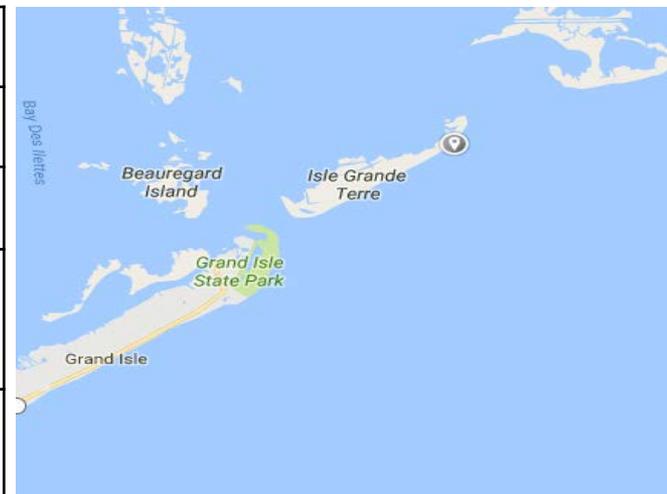
Incident Location





RRT Activation / Notification

Date:	10 Apr 2017	ACT or NOT?	None
Incident Name:	F/V BENDORA		
Location:	Grand Terre Island, LA		
Type and amount of product spilled:	1,200 Gallons Diesel		
Issue / Concern:	1,200 gallons of diesel next to a bird nesting ground. The owner had no ability to salvage his vessel		
Agencies Involved:	USCG/ LA DWF		
Decisions Made:	Opened FPN N17022 to conduct complete pollution assessment of VSL. When we were able to access VSL it had deteriorated in discharged its contents. All 1,200 gallons dissipated before causing impact to the beach.		



Incident Location





Accomplishments



Training

Description	Dates
Sci. of Oil Spills	27-31 Mar 2017
Sci. of Chemical Releases	03-06 Apr 2017

Exercises/Workshops

Description	Dates
Hurricane Ex	26 Apr 2017

Federal, state, and local planning and coordination efforts

Description	Dates
Area Committee	30 Mar 2017

Consultations

Description	Dates
F/V BENDORA	10 Apr 2017



Outlook

Training

Description	Dates
Hurricane Preps/ NDRP Tng	ongoing

Exercises/Workshops

Description	Dates
SMFF PREP Ex	21 Jun 2017

Federal, state, and local planning and coordination efforts

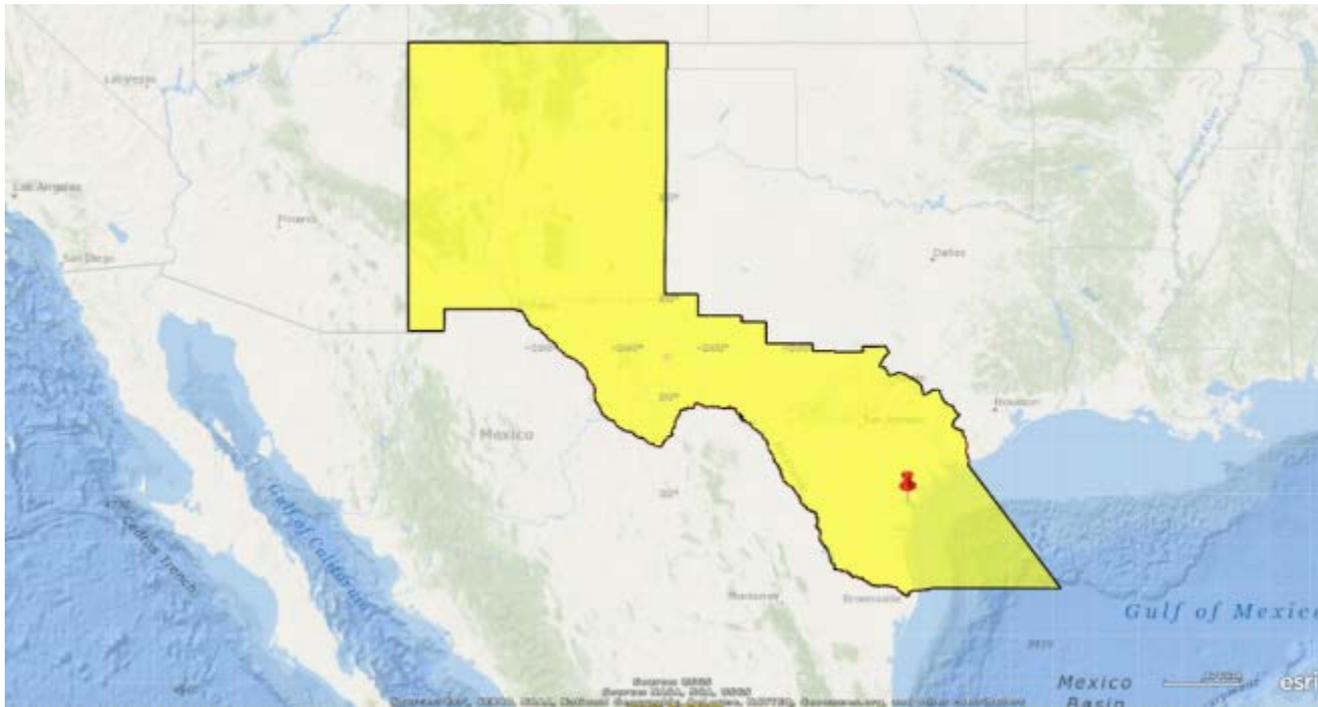
Description	Dates
None	



Sector Corpus Christi

Captain Richard "Tony" Hahn

Sector Commander



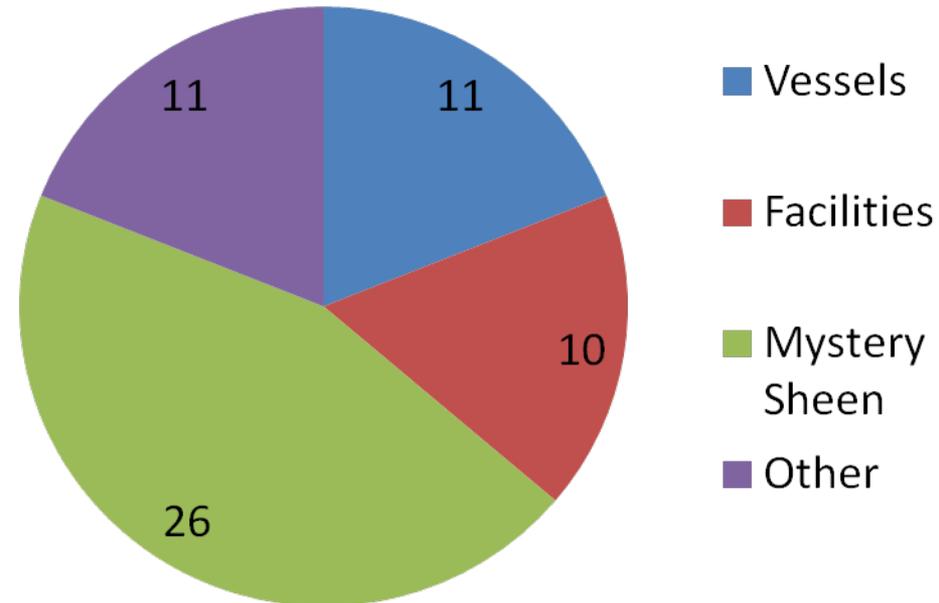
NRC Notifications	RRT Activations	Federal Projects	CERCLA Projects
58	0 Surface Washing Agents 0 In-situ Burns 0 Dispersants	03	03



NRC Notifications

- **Facility** reports up 40% since last RRT meeting (10)
- **Vessel** reports down 42% since last RRT meeting (11)
- **Mystery Sheen** reports up 8% since last RRT meeting (26)
- **Other** (11)

Breakdown of Reports





RRT Activation / Notification



Date:	12 Dec 2016	ACT or NOT?	NOT
Incident Name:	Chiltipin Creek Response		
Location:	Taft, Texas		
Responsible Party:	Welder Exploration		
Type and amount of product spilled:	75 BBL Crude Oil		
Issue / Concern:	Storage tank used in drilling operations failed causing an estimated 75 BBL crude oil discharged into a tributary of Copano Bay. 0.4 miles of land, and 4miles of waterway were impacted.		
Agencies Involved:	Multi-agency response with TRRC, TGLO and USCG. USCG and TRRC monitored clean up of soil and waterway.		
Decisions Made:	Class I Civil Penalty – Pollution & Failure to Notify the NRC.		





Accomplishments



Training

Description	Dates
NDOW/PR College	23-27 Jan 2017
Oiled Wildlife Seminar	17 Feb 2017
IMSS Training	22 Mar 2017

Exercises/Workshops

Description	Dates
CITGO PREP	16-17 Oct 2016
Kinder Morgan WCD Exercise	13 Dec 2016
BSEE GIUE	12 Apr 2017

Federal, state, and local planning and coordination efforts

Description	Dates
ACP Meeting	10 Nov 2016
ACP Meeting	14 Feb 2017
LEPC Meeting	07 Mar 2017

Consultations

Description	Dates
SWA Pre-authorization Plan	On-Going



Outlook



Training

Description	Dates
ICS 339/400	10-11 May 2017

Exercises/Workshops

Description	Dates
Full Scale Hurrex	18 May 2017
Plains Marketing WCD Exercise	04 Oct 2017

Federal, state, and local planning and coordination efforts

Description	Dates
ACP Meeting	23 May 2017
GRS Sub-Committee	May 17 (on-going monthly meetings)



Consultations

Start	Stop	With	Phase- Planning (P) Response (R)	For	Species (Common Name)	Listing Status	Cost
02/01/2016	Ongoing	DOI/ USFWS & DOC/NMFS	P	SWA Pre- Authorization	Multiple	ESA	\$1210.00
GRAND TOTAL							\$1210.00

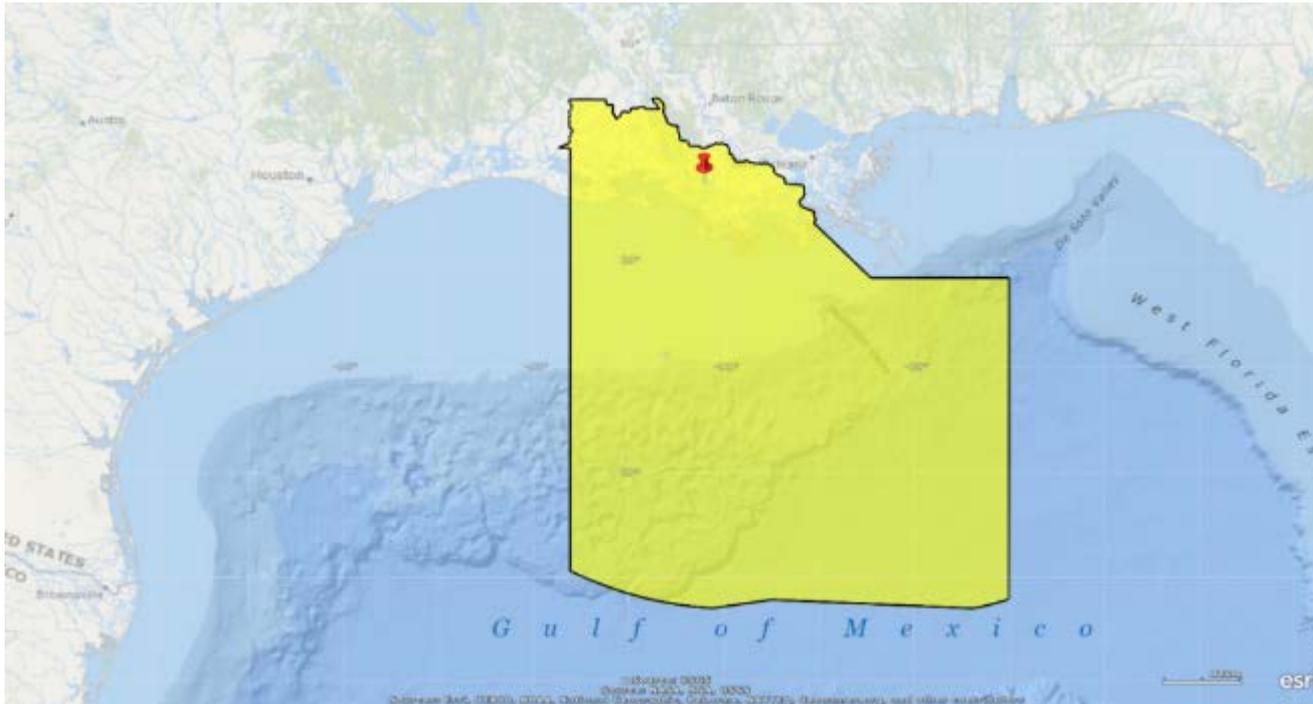
[REIMBURSABLE STANDARD RATES](#)



MSU Morgan City



Captain Blake Welborn
MSU Commanding Officer

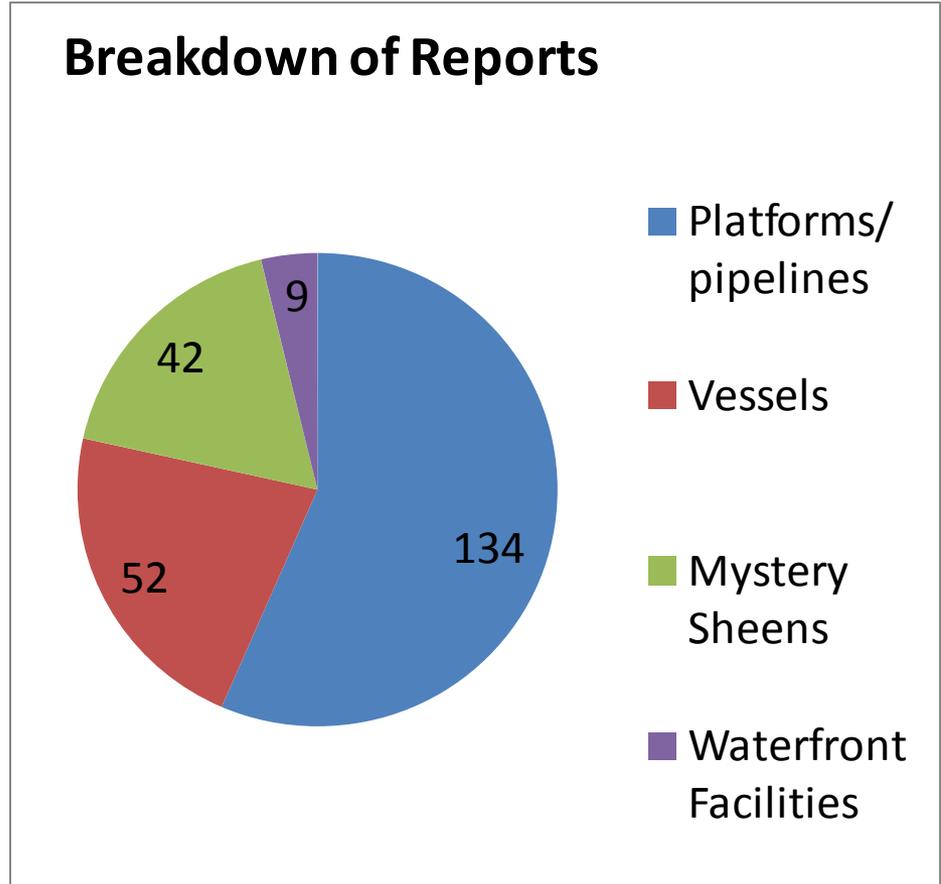


NRC Notifications	RRT Activations	Federal Projects	CERCLA Projects
237	0 Surface Washing Agents 0 In-situ Burns 0 Dispersants	1	None



NRC Notifications

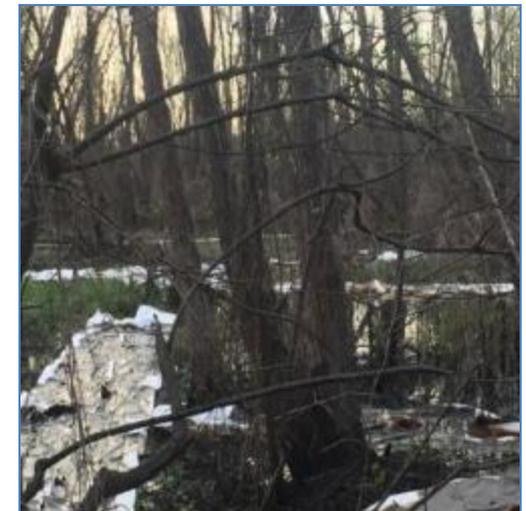
- **Platforms/pipelines:** 134
- **Waterfront Facilities:** 9
- **Vessels:** 52
- **Mystery Sheens:** 42
- 237 reports v. 601 reported in Fall 2016 represents a 60% reduction. Winter is typically a slower season, although numbers appear to remain affected by industry down turn.





Hilcorp Energy Duck Lake

Date:	13 Mar 2017	ACT or NOT?	None
Incident Name:	Hilcorp Energy Duck Lake		
Location:	Duck Lake		
Responsible Party:	Hilcorp Energy		
Type and amount of product spilled:	5 bbls of crude oil from a flow line.		
Issue / Concern:	Environmentally Sensitive Area. Discharge was in the flood plain, but at the time of spill water levels were down causing a lot of ground contamination.		
Agencies Involved:	USCG, LA DEQ and LA Wildlife and Fisheries		
Decisions Made:	Manual recovery of the oil. Removed bags of dead foliage and top soil. Used leaf blowers to heard pockets of free floating oil and then used sorbents to recover oil. Left sorbent material onsite to recover any oil that may surface as the water levels rise.		





Watkins 109 Incident

Date:	09 Apr 2017	ACT or NOT?	None
Incident Name:	Watkins 109 Incident		
Location:	West White Lake		
Responsible Party:	Texas Petroleum Investment Company		
Type and amount of product spilled:	2 bbls of crude oil from a flow line.		
Issue / Concern:	Environmentally Sensitive Area. Area of spill was in located in marsh area. Oil contaminated mostly marsh grass which made clean up difficult.		
Agencies Involved:	USCG, LA DEQ and LA Wildlife and Fisheries		
Decisions Made:	Oil was recovered via wash pumps and sorbents.		





Accomplishments



Training

Description	Dates
ICS-339	28-29 Nov 2016
IMSS Training	01-02 Mar 2017
ICS-300	11-14 Apr 2017
CGA Dispersant /skimmer Training	Mar 2017

Federal, state, and local planning and coordination efforts

Description	Dates
None	

Exercises/Workshops

Description	Dates
2017 PREP MEXUS EX	07-10 Mar 2017
Joint GIUE with EPA	22 Feb 2017

Consultations

Description	Dates
Hilcorp Duck Lake Spill.	13 Mar 2017



Outlook



Training

Description	Dates
None	

Exercises/Workshops

Description	Dates
Stone energy	May 2017
LOOP	May 2017
Joint GIUE with EPA	August 2017

Federal, state, and local planning and coordination efforts

Description	Dates
GOHSEP Hurricane Prep	May 2017
GICA Hurricane Prep	May 2017
Abandoned Tank Battery Removal	TBD

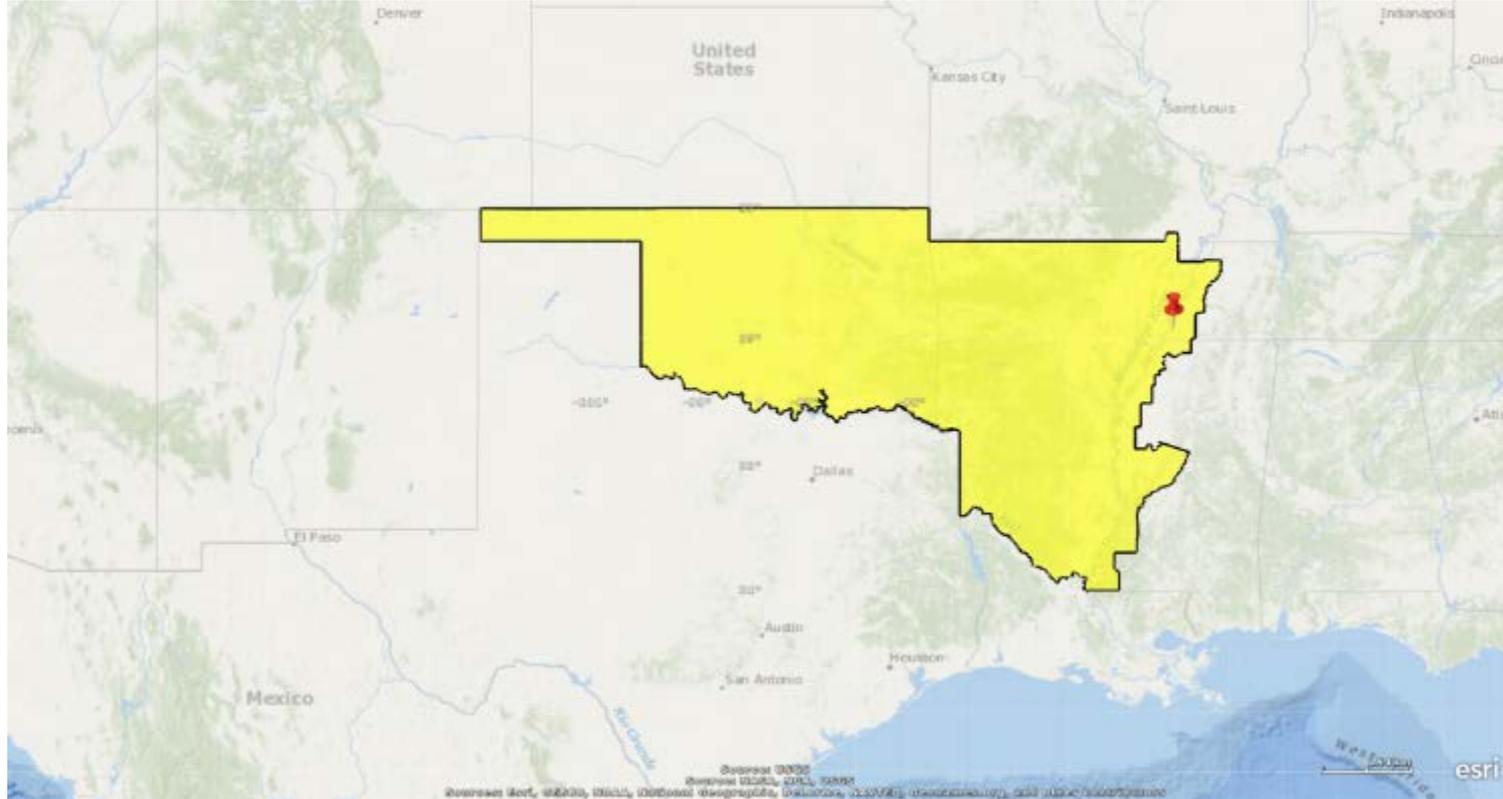


Sector Lower Mississippi River



Captain Timothy Wendt (departing)
Captain Roxanne Tamez (incoming June 2017)

Sector Commander



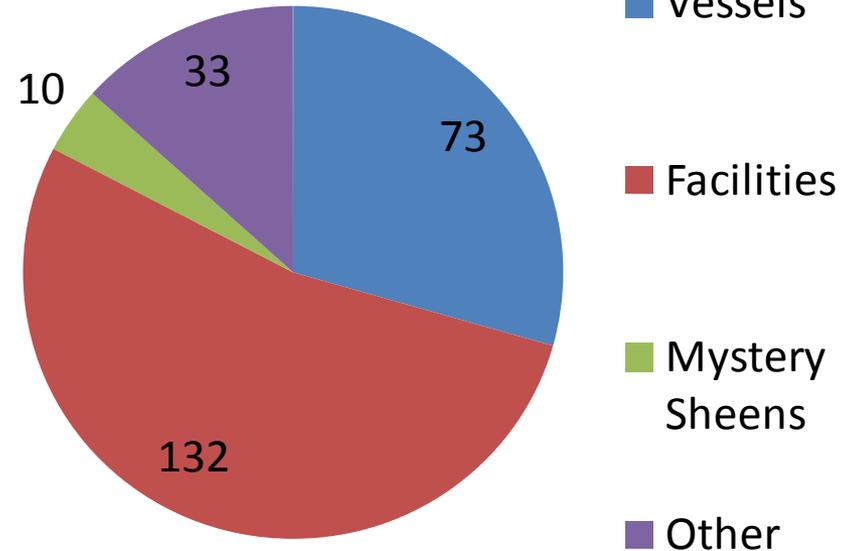
NRC Notifications	RRT Activations	Federal Projects	CERCLA Projects
248	None	01	None



NRC Notifications

- **Facility** reports up 95% since last RRT meeting (132)
- **Vessel** reports up 71% since last RRT meeting (73)
- **Mystery Sheen** reports up 80% since last RRT meeting (10)

Breakdown of Reports





Accomplishments



Training

Description	Dates
PR Training Nola	13-19 Nov 2016
PR Training Nola	21 Mar – 01 Apr 2017
NOAA SCAT Training	30 Jan-03 Feb 2017
Western Rivers Salvage	04 May 2017

efforts

Description	Dates
CBRNE Workshop	23 Feb 2017
RRT4	7-9 Mar 2017
RRT6	10-12 May 2017

Exercises/Workshops

Description	Dates
Vertex Annual Spill Drill	10 Nov 2016
GIUE	12 Jan 2017
Valero Hazmat Drill	12 Apr 2017
GIUE	Apr 2017

Consultations

Description	Dates
Preparedness Assist Visit	24-28 Apr 2017



Outlook



Training

Description	Dates
Clean Waterways Conf	27-28 Jun 2017

Exercises/Workshops

Description	Dates
CG IMAT Workshop	8-11 Aug 2017

Federal, state, and local planning and coordination efforts

Description	Dates
RRT-7 Fall mtg	13-14 Sep 2017
RRT-6 Fall mtg	8-9 Nov 2017



MSU Port Arthur



Captain Randal Ogrydziak
MSU Commanding Officer



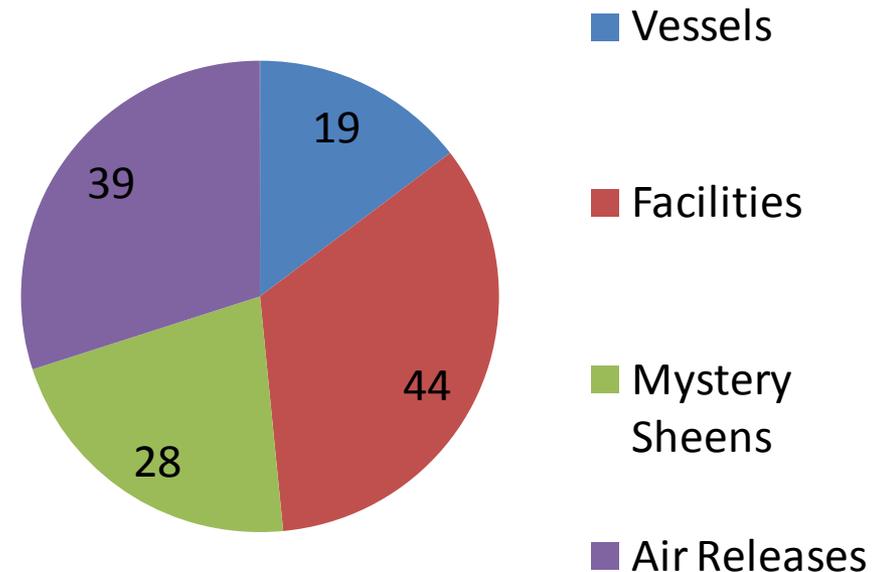
NRC Notifications	RRT Activations	Federal Projects	CERCLA Projects
190	00 Surface Washing Agents 00 In-situ Burns 00 Dispersants	1	9



NRC Notifications

- **Facility** reports down 21% since last RRT meeting (44)
- **Vessel** reports down 20% since last RRT meeting (19)
- **Air Release** reports up 7% since last RRT meeting (39)
- **Mystery Sheen** reports down 45% since last RRT meeting (28)

Breakdown of Reports



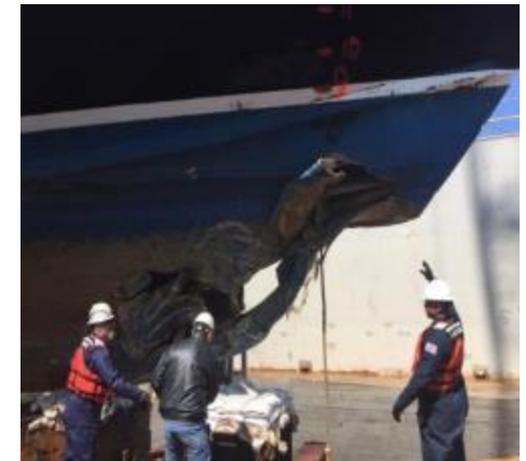


RRT Activation / Notification

Date:	08 Mar 2017	ACT or NOT?	NOT
Incident Name:	OSV MISS LYNDA Grounding		
Location:	Cameron Jetties		
Responsible Party:	Abe's Boat Rentals		
Type and amount of product spilled:	5,000 gal diesel potential		
Issue / Concern:	Vessel ran hard aground, rupturing the bow section of the hull.		
Agencies Involved:	USCG, NOAA, SERT		
Decisions Made:	Based on NOAA trajectory, the decision was made to have the RP stage the OSRO and response equipment in the event the fuel was discharged when vessel was freed.		



Cameron, LA Jetty





Accomplishments

Training

Description	Dates
IMSS Training	16-17 Feb 2017
Bioremediation Training	27 Apr 2017
SCAT (LKC)	10-14 Apr 2017
ICS 339 (LKC)	18-19 Apr 2017
HAZWOPER (LKC)	22 Mar 2017 27 Apr 2017

Federal, state, and local planning and coordination efforts

Description	Dates
Hurricane Plan Review	25 Apr 2017
AC Meeting	4 May 2017

Exercises/Workshops

Description	Dates
GIUE (PA)	11 Jan 2017
UCO Seminar LKC	22 Feb 2017
GIUE (LKC)	15 Mar 2017
Prep Tabletop Exercise	11 Apr 2017

Consultations

Description	Dates
None	



Outlook



Training

Description	Dates
ICS 339/400	17-21 Apr 2017
ICS 300 (LKC)	13-17 Jun 2017

Exercises/Workshops

Description	Dates
GIUE (PA)	May 2017
GIUE (LKC)	June 2017

Federal, state, and local planning and coordination efforts

Description	Dates
USCG-TCEQ MOA	TBD



Especially Hazardous Cargo (EHC) Initiative;
Harbor of Safe Refuge Initiative; & OPA '90
HAZSUB – Overview & Update

RRT VI Meeting – Addison, TX

May 10, 2017

John Temperilli – Senior Crisis Manager – CTEH





Especially Hazardous Cargo Considerations

(Special CDC's)







CHEMICAL TRANSPORTATION ADVISORY COMMITTEE



Hazardous Cargo Transportation Security Subcommittee



CTAC

John Temperilli – HCTSS Chairman

HCTSS Task Statement

CHEMICAL TRANSPORTATION ADVISORY COMMITTEE (CTAC)

TASK STATEMENT ACTION SHEET

TASK TITLE: Hazardous Cargo Transportation Security Subcommittee

DESCRIPTION OF TASK: Assist the Coast Guard in the development of policies and procedures designed to deny the use of hazardous cargoes as weapons while they are being transported or stored within the U.S. Marine Transportation System (MTS).

RECOMMENDED ACTION: Through subcommittee meetings, workgroup meetings, and correspondence, provide recommendations to the Coast Guard for the development of security measures aimed at preventing Transportation Security Incidents (TSIs) involving hazardous cargoes in the maritime environment.

RECOMMENDED PRIORITY AND TIME FRAME:

Priority: (highest) 1 2 3 4 5 (lowest)

Date Required: Long Term Tasks: February 2021

Other dates/deadlines/milestones: Periodic tasks on an as needed basis over a 4-5 year period.

COAST GUARD TECHNICAL REPRESENTATIVES:

Bob Reimann (202) 372-1146
COMDT (CG-FAC-1)
2703 Martin Luther King Jr., Ave. SE
Washington, DC 20593-7501

Pat Keffler (202) 372-1424
COMDT (CG-ENG-5)
2703 Martin Luther King Jr., Ave. SE
Washington, DC 20593-7501

Forwarded for Committee consideration.

Signed



Pat Keffler
Alternate Designated Federal Official

Date forwarded: September 28, 2016

Committee Action: The task was accepted by the Committee, and a new Subcommittee created to address the issue on February 3, 2016.

Signed



James E. Prazak
Chairman

Focus & Intent

- Especially Hazardous Cargo – LPG, LNG, Anhydrous Ammonia, Chlorine, Ammonium Nitrate
- Other dangerous cargo considerations – Acetone Cyanohydrin, EO, PO, Hydrogen Fluoride, Hydrogen Cyanide
- Waterside safety & security of vessels carrying and facilities handling EHC's (Especially Hazardous Cargo)

Focus & Intent

- Strategies & tactics for waterside safety and security of Especially Hazardous Cargo seeks to reduce risk while considering all costs and promoting economic growth
- Incorporation of EHC's as part of a larger all-threat, all-hazard protection scheme
- Incorporate intent of Executive Order 13650 (improving chemical facility safety & security) & Section 812b of the 2010 USCG Reauthorization Bill



Strategy for Waterside Security of Especially Hazardous Cargo

September 01, 2015



U. S. Coast Guard



Waterside Security of Especially Hazardous Cargo National Study Results

2012 Report to Congress
May 14, 2012



Homeland
Security

United States Coast Guard

USCG Strategic Goals

- Working with port partners, **contribute to real-time national, regional, and local awareness of the location of especially hazardous cargoes, and the potential risks and consequences** associated with a waterside accident or other maritime incident on the Marine Transportation System involving especially hazardous cargoes.
- Work with port partners to **assess the risk, vulnerability and potential consequences** to the Marine Transportation System of waterside accidents or other maritime incidents **on vessels and facilities carrying, transferring, and/or storing especially hazardous cargoes** and **mitigate this vulnerability through risk based prevention and/or protection measures.**

USCG Strategic Goals

- **Improve response capabilities and coordination** that would mitigate the impact of a marine transportation incident.
- **Promote** state, local, tribal, and territorial **capabilities for Marine Transportation System recovery** from maritime incidents on vessels and facilities carrying, transferring, and/or storing especially hazardous cargoes, and **continually assess that capability.**









EAGLE OTOME



114TH CONGRESS
2D SESSION

S. 3379

To improve surface transportation and maritime security.

IN THE SENATE OF THE UNITED STATES

SEPTEMBER 21, 2016

Mr. THUNE (for himself, Mr. NELSON, Mrs. FISCHER, and Mr. BOOKER) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To improve surface transportation and maritime security.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) **SHORT TITLE.**—This Act may be cited as the
5 “Surface Transportation and Maritime Security Act”.

6 (b) **TABLE OF CONTENTS.**—The table of contents of
7 this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

Sec. 3. Surface transportation and maritime threat assessment and implementation of risk-based strategy.

Sec. 4. Risk-based budgeting and resource allocation.

Sec. 5. Surface transportation and maritime security management review.

Sec. 6. Transparency.

Sec. 7. TSA counterterrorism asset deployment.

Sec. 8. Surface Transportation and Maritime Security Advisory Committee.



115TH CONGRESS
1ST SESSION

S. 74

To improve the ability of the National Oceanic and Atmospheric Administration, the Coast Guard, and coastal States to sustain healthy ocean and coastal ecosystems by maintaining and sustaining their capabilities relating to oil spill preparedness, prevention, response, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JANUARY 9, 2017

Mr. NELSON introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To improve the ability of the National Oceanic and Atmospheric Administration, the Coast Guard, and coastal States to sustain healthy ocean and coastal ecosystems by maintaining and sustaining their capabilities relating to oil spill preparedness, prevention, response, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) **SHORT TITLE.**—This Act may be cited as the
5 “Marine Oil Spill Prevention Act”.

1 (b) **TABLE OF CONTENTS.**—The table of contents of
2 this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—IMPROVING MARINE OIL SPILL PREVENTION CAPABILITIES

- Sec. 101. Coordination between National Oceanic and Atmospheric Administration, Coast Guard, and Department of the Interior on oil spill matters.
- Sec. 102. Strengthening coastal State oil spill planning and response.
- Sec. 103. Moratorium on commercial industrial activity in certain areas of Gulf of Mexico.
- Sec. 104. Coast Guard inspections.
- Sec. 105. Navigational measures for protection of natural resources.
- Sec. 106. Gulf of Mexico Regional Citizens’ Advisory Council.
- Sec. 107. Vessel as responsible party.
- Sec. 108. Transportation and commerce aspects of outer continental shelf lands.

TITLE II—IMPROVING MARINE OIL SPILL PREPAREDNESS

- Sec. 201. Improvements to National Oceanic and Atmospheric Administration oil spill response, containment, and prevention.
- Sec. 202. Coast Guard response plan requirements.
- Sec. 203. Oil spill technology evaluation.
- Sec. 204. Safety management system requirements for mobile offshore drilling units.
- Sec. 205. Gulf of Mexico long-term marine environmental monitoring and research program.
- Sec. 206. Use of oil spill liability trust fund for expenses of National Oceanic and Atmospheric Administration.
- Sec. 207. Notice to States of bulk oil transfers.
- Sec. 208. Coast Guard research and development.

TITLE III—IMPROVING MARINE OIL SPILL RESPONSE CAPABILITIES

Collaborative waterways management

Places of Safe Refuge

Lone Star Harbor Safety Committee

James Prazak

Tricon Energy, Ltd

(Appropriated by John Temperilli – CTEH)

September 13, 2016

2002 – The “Prestige”



HOGANSAC – 2006 HSR Plan

Executive Summary

This document is designed to provide plans, procedures, options, and decision aids consistent with IMO Resolution A.949(23) (see Appendix A) for conducting risk assessment and facilitating decision-making when a vessel is in distress and/or seeks safe refuge to minimize the overall impact to the vessel and shipboard personnel, the community, the marine transportation system, and the environment of Sector Houston-Galveston.

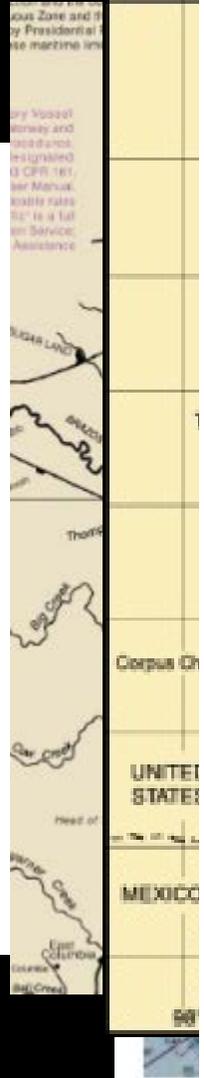
After deliberate consideration, the working group focused its efforts on a guide for the Houston-Galveston Captain of the Port Zone. The product and its methodology support expansion into other jurisdictions, albeit with significant coordination.

Harbor of Safe Refuge decision-making requires a shift in mind-set, not least because it is largely a matter of selecting from among an array of bad options and requires recognition that some of the required decisions will be irrevocable. A timely initial decision may become critical to reducing the magnitude of an incident, but to be timely, initial decisions must be made on incomplete and/or inaccurate information.

This document is intended to provide a decision-making process and the requisite background information to assist principal decision-makers in achieving the best available outcome.

We recommend that the Area Committee incorporate these findings and processes into the Area Plan, and develop appropriate training materials to develop the resources and logistic support necessary to implement this planning.

This document is intended solely as guidance. It does not constitute rulemaking by any agency and may not be relied upon to create a right or benefit, substantive or procedural, enforceable by law or in equity, by any person. Any agency or person may take action at variance with this guide or its internal implementing procedures. Mention of trade names, commercial products, or commercial companies does not constitute endorsement or recommendation for their use by any agency of the United States Government or the State of Texas.



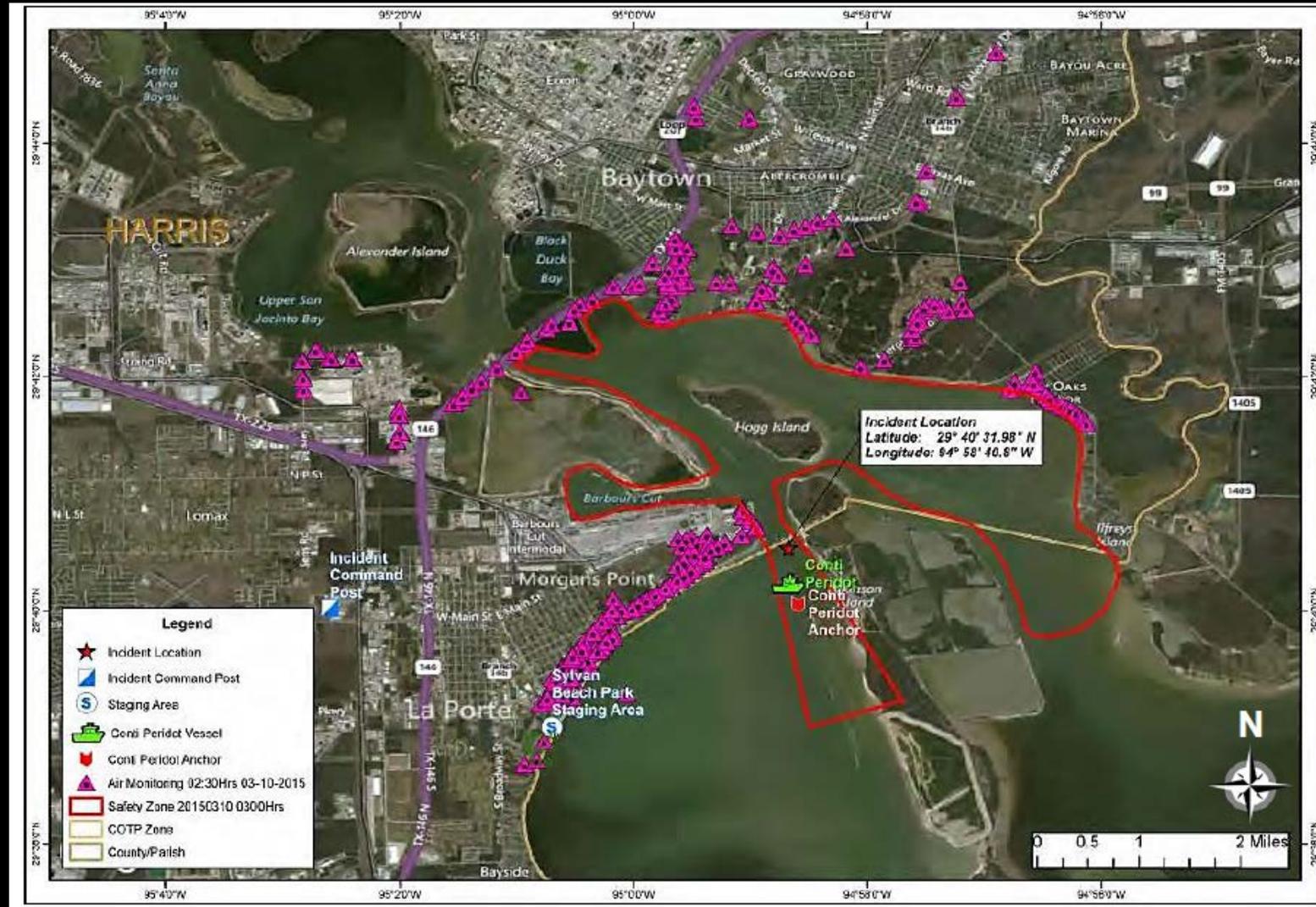
2012 - The "MSC Flaminia"



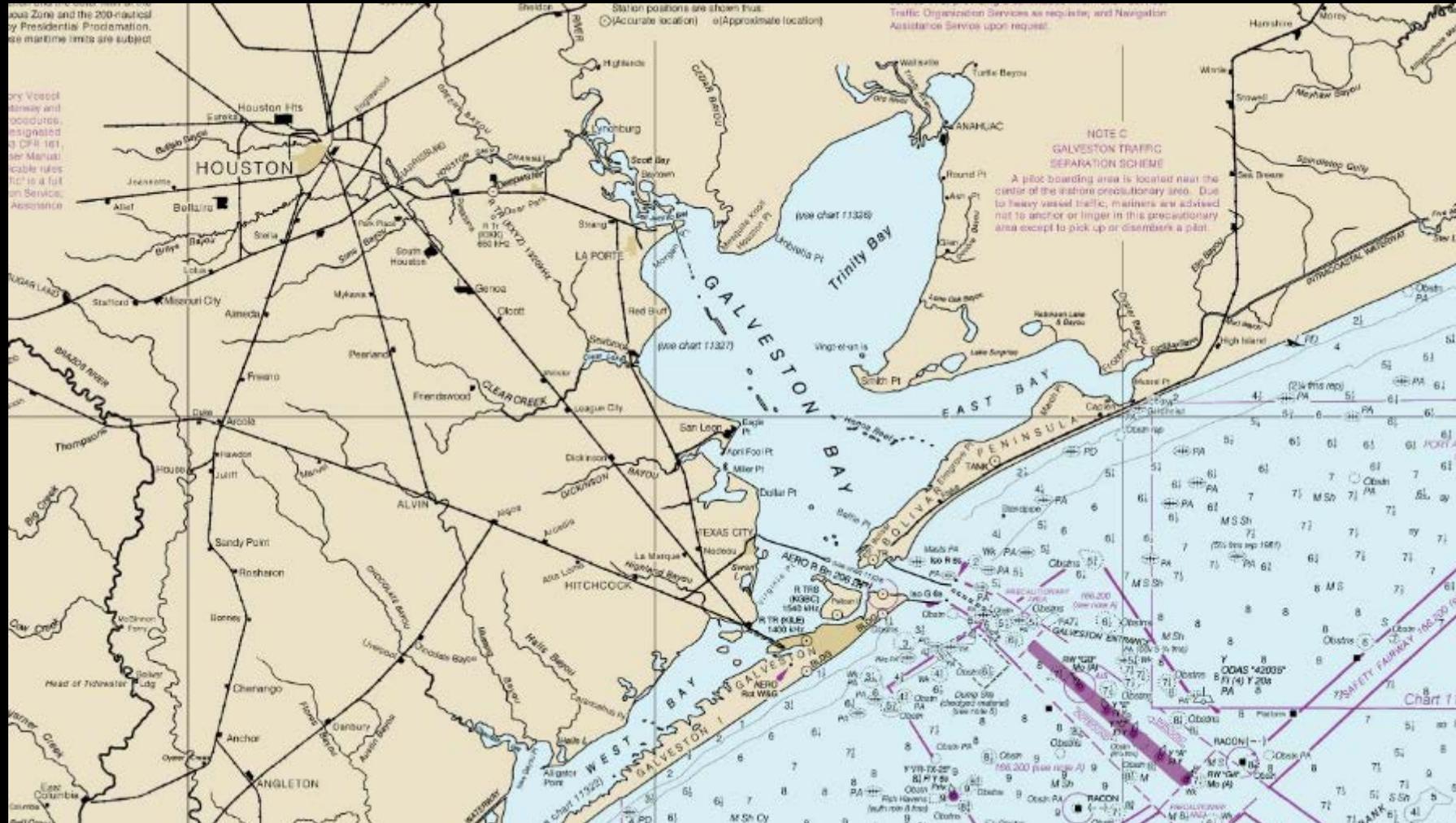
2015 – Collision of the “Carla Maersk/Conti Peridot”



Surprise – I'm Already Here!



Lone Star HSC Places of Safe Refuge



Methodology

- Team Selection
- Learn from Carla Maersk/Conti Periodot
- Identify possible locations for refuge
- Model releases versus impacts
- Should I Stay or Should I Go???
- If I stay, where do I go???
- Longer-term issues
 - ID and/or Create Places of Refuge
 - Incorporation into SOPs (Area Plan, Rotations, etc.)

HAZSUB

OPA '90

(The Regs that time and benign neglect could not kill)



CHEMICAL TRANSPORTATION ADVISORY COMMITTEE



Hazardous Substance Response Plans for Tank Vessels and Facilities



CTAC

CHEMICAL TRANSPORTATION ADVISORY COMMITTEE (CTAC)

TASK STATEMENT ACTION SHEET

TASK TITLE: Hazardous Substance Response Plans for Tank Vessels and Facilities

DESCRIPTION OF TASK: As defined in the Task Title, with further details provided in the Task Statement.

RECOMMENDED ACTION: Through subcommittee meetings, workgroup meetings, and correspondence, provide recommendations to CTAC regarding hazardous substance response plans for tank vessels and facilities.

RECOMMENDED PRIORITY AND TIME FRAME:

Priority: (highest) 1 2 3 4 5 (lowest)

Date Required: Short Term Tasks: April 16, 2018

Other dates/deadlines/milestones: N/A

COAST GUARD TECHNICAL REPRESENTATIVES:

LCDR John Rossetti
Commandant (CG-REG-2)
U. S. Coast Guard
2703 MLK Jr. Ave SE
Washington, DC 20593-0001
Phone: (202) 372-2263
e-mail: john.a.rossetti@uscg.mil

Glen Mine
Commandant (CG-REG-2)
U. S. Coast Guard
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Washington, DC 20593-0001
Phone: (202) 372-1491
e-mail: Glen.J.Mine@uscg.mil

Mike Blair
Commandant (CG-REG-2)
U. S. Coast Guard
2703 MLK Jr. Ave SE
Washington, DC 20593-0001
Phone: (202) 372-1400
e-mail: Michael.L.Blair@uscg.mil

Forwarded for Committee consideration.

Signed



2017.03.15

11:22:18 -04'00'

Patrick M. Hilbert, Commander
Designated Federal Official

Date forwarded: March 15, 2017

Committee Action: Task accepted by the Committee. Committee established a new Subcommittee to address the issue under Task Statement #17-01.

Signed



James Prazak
Chairman

CHEMICAL TRANSPORTATION ADVISORY COMMITTEE (CTAC)
TASK STATEMENT

TASK #17-01

I. **TASK TITLE:**

Hazardous Substance Response Plans for Tank Vessels and Facilities.

II. **BACKGROUND:**

The Clean Water Act (CWA), as amended by section 4202(a)(6) of the Oil Pollution Act of 1990 (OPA 90), requires owners or operators of tank vessels, offshore facilities, and onshore facilities to prepare response plans to mitigate spills of both oils and hazardous substances. Specifically, it requires the owners and operators of those vessels and facilities that could reasonably be expected to cause substantial or significant and substantial harm to the environment to prepare and submit response plans. These plans must address measures to respond, to the maximum extent practicable, to a worst-case discharge or a substantial threat of such a discharge, of oil or a hazardous substance into or on navigable waters, adjoining shorelines, or the exclusive economic zone of the United States. The primary purpose of requiring response plans is to minimize impact of a discharge of oil or hazardous substances into the navigable waters of the United States. The response plan requirements for oils have previously been implemented through regulation, but those for hazardous substances have yet to be developed and implemented. The Commandant (CG-REG-2) and (CG-MER-1) would like to work with industry subject matter experts, through CTAC, to develop a course of action to develop these response plan regulations.

III. **DISCUSSION:**

In response to the OPA 90 mandate, the Coast Guard published proposals regarding response plans for hazardous substances. On May 3, 1996, we published an Advance Notice of Proposed Rulemaking (ANPRM) addressing vessel and facility response plans (61 FR 20084). The Coast Guard held two public meetings in 1996. With assistance from CTAC, the Coast Guard developed proposed regulations and published two separate Notice of Proposed Rulemakings (NPRMs) for tank vessels and marine transportation-related facilities on March 22, 1999 and March 31, 2000, respectively. In February 17, 2011 the Coast Guard reopened the comment period.

Since the reopening of the comment period in 2011, the regulatory analyses of the proposed rules have shown that rules would not be cost beneficial, mainly due to the safe track record of the industry. The Coast Guard recognizes that the proposed rules are no longer applicable in their current form. While keeping the legislative requirements in mind, the Coast Guard is seeking CTAC's assistance to better understand the current response capability of the industry and recommendations to move forward.

IV. TASKS:

1. Review the existing Congressional mandate for response plans for hazardous substances under OPA 90.
2. Identify and provide insights into the existing regulations (federal, state, local, etc) that drive environmental safety, quality and management systems, and response capabilities for vessels and facilities handling hazardous substances.
3. Identify and provide insights into the other drivers (e.g., insurance, litigation risk, contractual arrangements, etc) and their relative impact on environmental safety and response capabilities for how vessels and facilities handling hazardous substances operate.
4. Identify the existing response plans, if any, that vessels and facilities already possess, and what is required by each of the response plans.
5. Identify the type and frequency of drills and exercises that are conducted by vessels and facilities.
6. Provide recommendations for a hazardous substance response plan scheme that meets the intent of OPA 90.

V. DUE DATE:

Provide responses to the above tasks and other pertinent recommendations to the Coast Guard no later than April 16, 2018

VI. COAST GUARD TECHNICAL REPRESENTATIVES:

Mr. Glen Mine (CG-REG-2); (202) 372-1491; e-mail: Glen.J.Mine@uscg.mil

Mr. Michael Blair (CG-REG-2); (202) 372-1400; e-mail: Michael.L.Blair@uscg.mil

LCDR Johna Rossetti; (202) 372-2263; e-mail: Johna.n.rossetti@uscg.mil

VII. CTAC REPRESENTATIVE:

Mr. Lance Nunez (Dow Chemical); (281) 966-2099; e-mail: lemunez@dow.com



As we acknowledge and walk the elephant from the room, it is vital to acknowledge that the base laws and authorities under which we operate, the integrity of what we do in concert with one another, and the importance of meetings like this be maintained, supported and expanded as warranted.

So, If you're tempted
to coast...

Please remember that it
usually means that you're
going downhill.

Remembering pre-
DeepWater, pre-Katrina, pre-
9/11, pre OPA 90 and pre-
Clean water act, I applaud the
efforts of those here today in
service, & encourage you to
press ahead.





Questions?

jtemperilli@cteh.com

713-542-3878

REGION 6 RRT MEETING (MAY 11, 2017)

RRT EXERCISE OBJECTIVES and OUTCOMES

OBJECTIVES

- a. Determine which state agency within each of the 5 states of Region 6 would be the lead agency for an incident, such as those listed below.
- b. Determine which federal agency (EPA/USCG) would be the lead agency for the incident, based on the EPA/USCG MOA for Areas of Responsibilities.
- c. Determine which other federal or state agencies may have responsibilities to responding to these incidents.

ASSUMPTION

The incidents below are not part of a natural disaster which may lead to a Stafford Act declaration, nor are they related to any terrorist activity, so the responses would be under the authority of the NCP and state response authorities.

INCIDENTS

Each incident below may occur in inland or coastal zones (LA & TX):

- a. A spill from an oil production facility, which includes 4 400-bbl tanks impacted. 2 tanks currently hold approximately 500 bbl crude oil; 2 tanks hold approximately 300 bbl salt water. All four tanks lose their entire contents into a nearby creek.
- b. A small hole in a pipeline crossing a creek results in a release of an undetermined amount of crude oil into the creek. The creek intersects with a river nearby, with a drinking water inlet for a neighboring community a few miles downstream from the release point.
- c. A pipeline between two facilities across town from each other develops a release, resulting in a release of a hazardous material onto the ground, and creating a plume.
- d. An oil servicing facility has a large release of hydrochloric acid from several of its 275-gallon totes. The vapors from the release are impacting a public roadway next to the facility. A radioactive source used for well logging is located at the facility at the time, as well as explosive charges used in well servicing.
- e. A spill of several 275-gallon sulfuric acid totes occurs on a public roadway from an 18-wheeler.
- f. A train derailment causes the release of an undetermined amount of crude oil from two rail cars into a nearby creek.
- g. A train derailment causes the release of an undetermined amount of chlorine from a 180,000-pound rail car, causing a large plume of chlorine gas.
- h. An off-shore pipeline or facility (but in State waters) is punctured, releasing an undetermined amount of crude oil into the Gulf of Mexico. What if incident originated from an offshore facility (within state waters)?

QUESTIONS TO ANSWER DURING THE EXERCISE:

1. For each of the incidents above, which state agency would be considered the lead agency for the response?
2. If more than one incident occurred at the same time in the same general location, would that influence which state agency would be considered the lead agency for the response?
3. How could the geographic location of the incident affect which federal agency (EPA/USCG) would provide the OSC and be the lead agency for the response (i.e., coastal vs. inland), including specific rivers within Region 6?
4. How could the geographic location of the incident influence which state agency would be the lead agency for the response (e.g., coastal vs. inland)?
5. Would other federal or state agencies have an active role in the response to the hazardous materials/oil/radiation/drinking water impacts (e.g., role of the RRT in any decision-making)?
6. How would the response (lead agencies) be affected if the incident(s) were a result of a terrorism/deliberate action?

Lead Agency for the State							
STATE	ARKANSAS	LOUISIANA INLAND	LOUISIANA COASTAL	NEW MEXICO	OKLAHOMA	TEXAS INLAND	TEXAS COASTAL
SCENARIO A							
SCENARIO B							
SCENARIO C							
SCENARIO D							
SCENARIO E							
SCENARIO F							
SCENARIO G							
SCENARIO H							
MULTIPLE SCENARIOS							
NOTES							

Use the Agency Acronym to save space...



Regional Response Planning



Marine Debris Regional Response Planning

Caitlin Wessel

Gulf of Mexico Regional Coordinator
NOAA's Marine Debris Program

Regional Response Team Region VI Meeting
May 10-11, 2017



Overview

1. Background

- NOAA's Marine Debris Program
- Regional Response Planning Project

2. Project Status

- State Overview
- Plan Development Process

3. Response Plan Contents

4. Next Steps





What is Marine Debris?

Any solid man-made material

Directly

(from a ship or ocean platform)



Indirectly

(storm drains, tourism, etc.)



Intentionally disposed



Unintentionally abandoned



into our marine environment



NOAA Marine Debris Program Overview

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

5 Program Pillars:

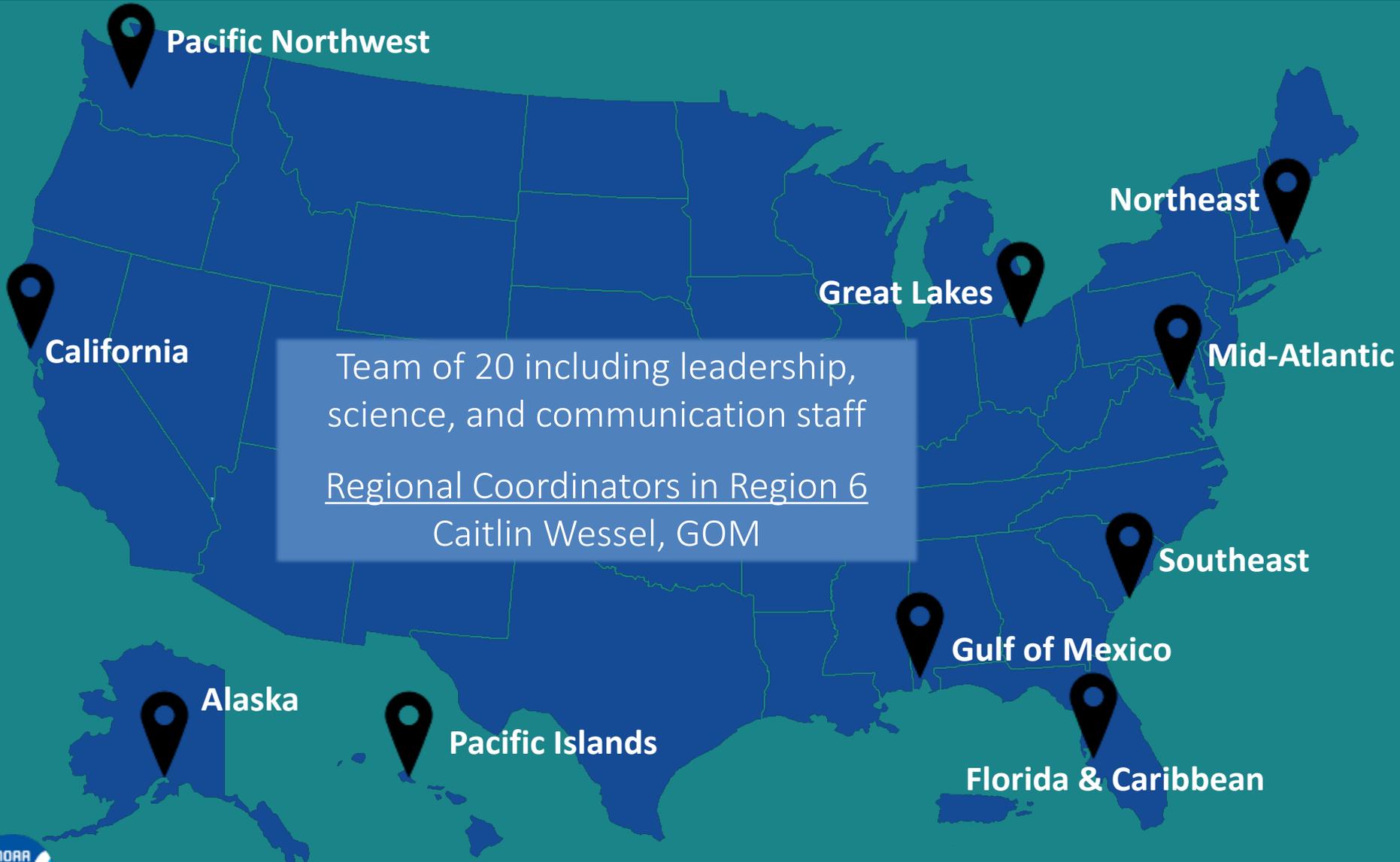
- 1) Research
- 2) Emergency Response
- 3) Prevention
- 4) Regional Coordination
- 5) Removal

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

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



Regional Coordination



Legislative Mandates

- Identify, determine sources of, assess, prevent, reduce, and remove marine debris
- Provide national and regional coordination
- Reduce adverse impacts of lost and discarded fishing gear
- Conduct outreach and education

Address “severe marine debris events”





Program Pillars

R
E
S
E
A
R
C
H



Near Dog River, AL, Credit: DISL

EMERGENCY RESPONSE



Debris from Hurricane Katrina

P
R
E
V
E
N
T
I
O
N



Watching unmanned watercraft



Regional workshop

C
O
O
R
D
I
N
A
T
I
O
N



Barge removal, Horn Island, MS

R
E
M
O
V
A
L



Emergency Response

- Debris can threaten **navigation, natural resources, and human safety**
- Responded to **4 extreme weather events**
- Response guides for Alabama, Florida, North Carolina, South Carolina, Mississippi, Georgia, and the Pacific Northwest
- Response plan for **Japanese Tsunami Marine Debris**





MDP: Response History

2005-2012: Case-by-case

- Hurricanes Katrina and Rita (2005)
- American Samoa Tsunami (2009)
- Japan Tsunami (2011)
- Super Storm Sandy (2012)



You are here: [Home](#)

Welcome to the Gulf of Mexico Marine Debris Project Web Site

by admin — last modified 2013-09-02 00:42

Click on the name of the area of interest to view survey chart index for that area.
Note: There are no data for Lafayette, St. Martin, West Baton Rouge and East Baton Rouge parishes.

Survey Status
■ Sonar survey complete

Gulf of Mexico

NAVIGATION

- Home
- Mapping and Data
 - Home Page
 - Map Data Index
 - Chart Data Index
- Other Content
 - Marine Debris Response Plan
 - Marine Debris Response Model
 - Marine Debris Response Manual
 - Marine Debris Response Checklist
 - Guidance
 - Publications
 - Links
 - Contact
 - FAQ



MDP: Response History

2012: MDP Reauthorization

- Includes specific language on response mandate

2014: Response Planning

- Internal: Developing a response framework and list of core services
- External: Working with relevant agencies to create Regional Response Guides





Response Planning Project Goal

Improve preparedness for response to and recovery from **acute waterway debris incidents** in coastal states

Note: Project only specifically addresses “acute” debris incidents, such as disaster debris, and may not apply to chronic marine debris issues





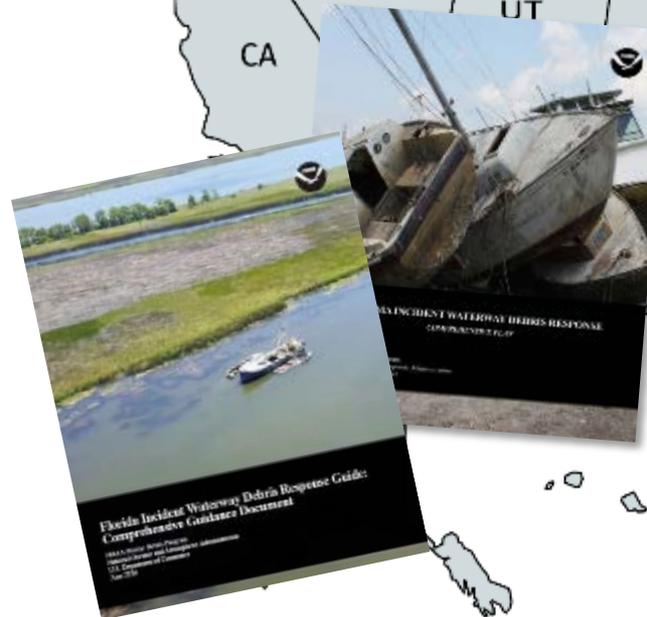
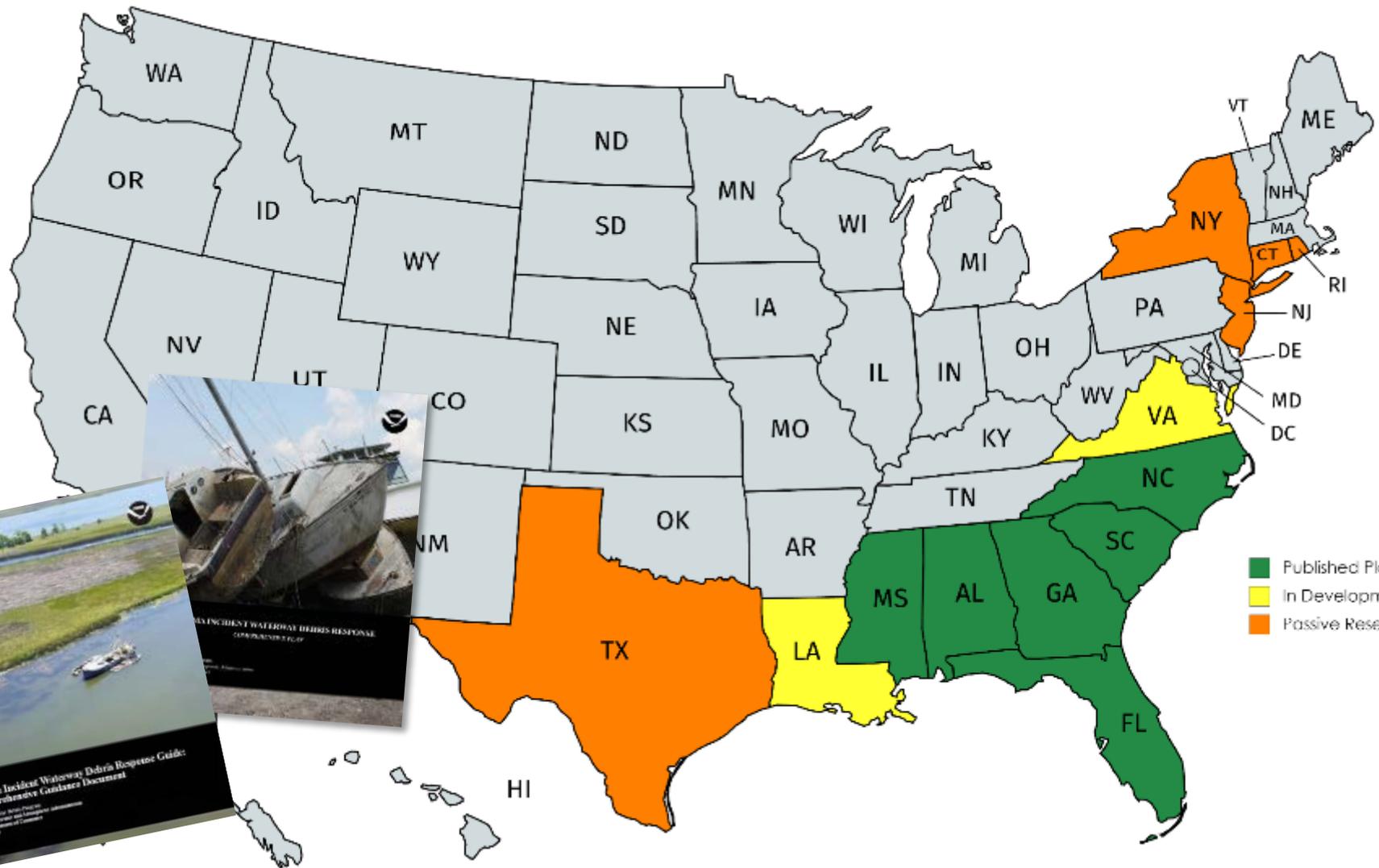
Project Status

State Overview &
Plan Development Process





State Overview



- Published Plan
- In Development
- Passive Research





Guide Development Process

1. Background research *TX, NJ, NY, RI, CT*
2. Engage stakeholders one on one *LA, VA*
3. Document roles, responsibilities, point of contacts and jurisdictions *LA, VA*
4. Outline permitting and compliance structure *LA, VA*
5. Engage stakeholders: workshops
6. Plan writing
7. Stakeholder agency review
8. Plan publication *GA*
9. Ongoing plan maintenance and exercises *AL, MS, FL, SC, NC*





Guide Development Process

Federal Agencies



State Agencies (LA, TX)



Local Agencies and Other Organizations



Response Guide Contents





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1. Introduction
2. Background Risk: Foreseeable Incidents and Debris Types
3. Agency Roles, Responsibilities, and Jurisdictions
4. Permitting and Compliance Requirements
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ALABAMA INCIDENT WATERWAY DEBRIS RESPONSE *COMPREHENSIVE PLAN*

NOAA Marine Debris Program
National Oceanic and Atmospheric Administration
U.S. Department of Commerce
May 2015



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✓ Purpose

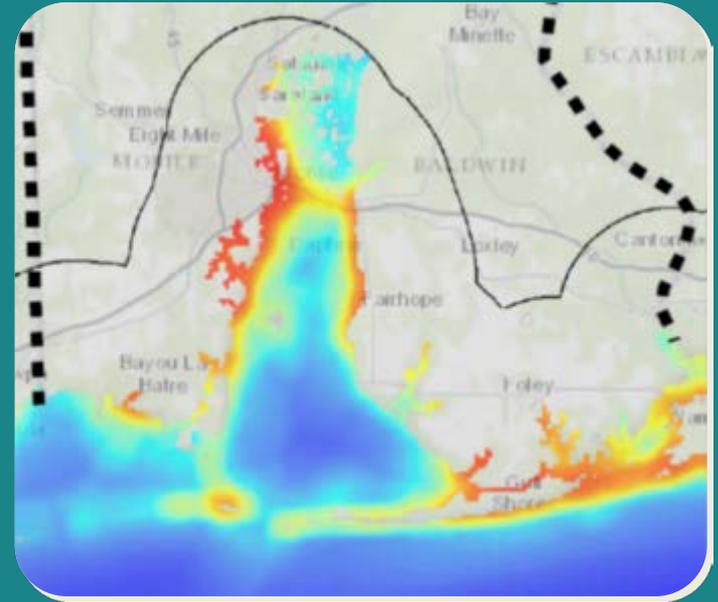
✓ Scope of Plan:
functionally and
geographically

✓ Plan Maintenance



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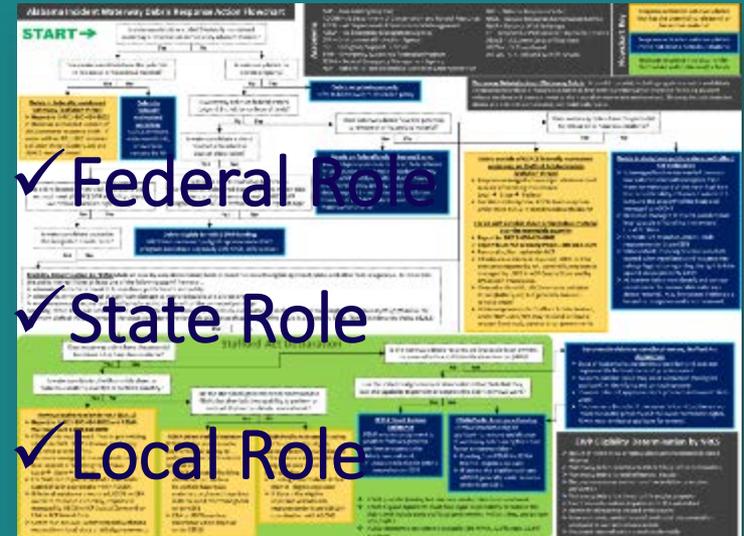
		Risk of Occurrence		
		High	Medium	Low
Natural Hazards	Flooding	H		
	Tornados/Wind Storms	H		
	Hurricanes	H		
	Winter/Ice Storms		M	
	Earthquakes			L
	Landslides/Subsidence			L
	Tsunamis			L
Technological Hazards	Transportation (Air/Sea/Rail)		M	
	Terrorism			L
	Hazmat (Fixed Facility)			L
	Hazmat (Transportation)			L





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✓ Tribal Government

✓ Volunteer and NGOs

✓ Private Landowners





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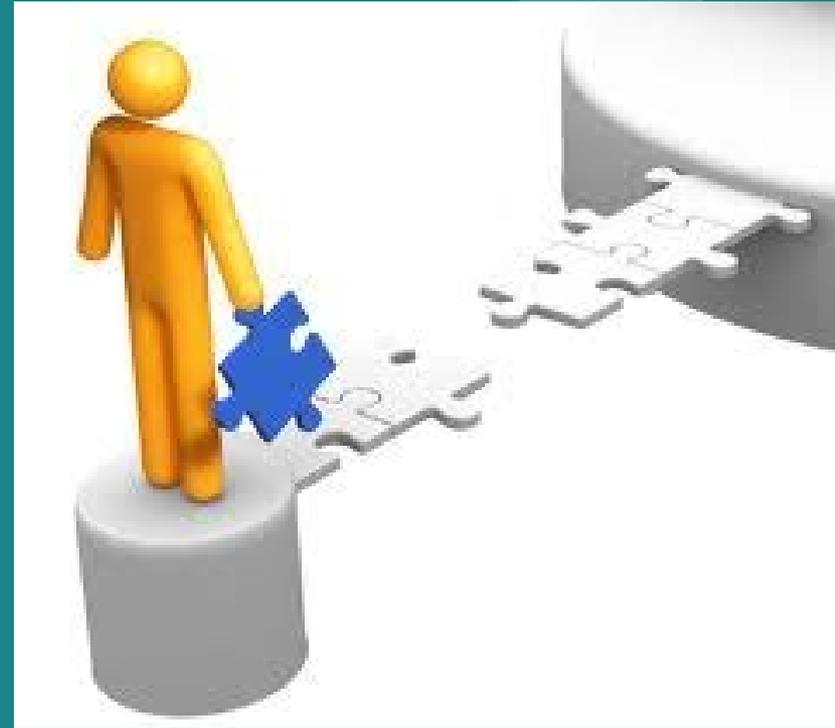
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		Yes - In-house Capability	Baldwin County EMA	Mobile County EMA	ADCNR	ADEM
		Contract - Contracted capability				
Technology	GIS mapping and plotting of imagery	Yes	Yes	Yes	Yes	Yes
	Side scan sonar	-	Contract	Yes	-	-
	Multi-beam sonar	-	-	-	-	-
	Single-beam sonar	-	-	Yes	-	-
	Remote sensing capabilities	-	-	-	-	-
Manpower	Volunteer manpower	Contract	Contract	Yes	-	-
	Technical expertise for removal operations	-	-	Yes	-	-
	Environmental expertise (location of sensitive areas, endangered species present, etc.)	-	-	Yes	Yes	Yes
	Compliance and permitting expertise	-	-	Yes	Yes	Yes
	Dive support	-	Contract	Yes	-	-
Equipment	Vessels	-	-	Yes	Yes	Yes
	Aircraft	-	-	-	-	-
	Barge, Self-loading barge	-	-	-	-	-
	Crane, Knuckleboom Crane	-	-	-	-	-
	Excavator	-	-	-	-	-
	Boom	-	-	-	-	-
	Surplus parts for terrestrial and marine work	-	-	-	-	-
	Surveillance drones	-	-	-	-	-
	Other specialized equipment that cannot be readily procured immediately following a debris incident	-	Yes	Yes ²	-	-





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Agency	Topic	Point of Contact	Phone	
U.S. Army Corps of Engineers (USACE), Mobile District	Compliance and permitting expertise	Mobile District, Regulatory Division	251-893-2658	
	Federally maintained waterway or channel	Duane Poincos, Operations Division	251-893-2570	
	Response capabilities	Bo Andrie, Emergency Management	251-893-2027	
U.S. Coast Guard (USCG), District 8, Sector Mobile	Potential to release oil or hazardous material	National Response Center (NRC)	1-800-475-6000	
	Response capabilities	USCG Sector Mobile Command Center	251-641-6211	
EPA, Region IV	Potential to release oil or hazardous material	National Response Center (NRC)	1-800-424-8000	
	Response capabilities and coordination	Lao Francoponte, On Scene Coordinator, EPA Region IV	404-602-2223	
FEMA, Region IV	Handling following Presidential disaster declaration	Continental Emergency Management Agency	--	
	RIS mapping and plotting of imagery	David Watson, Region IV GIS Coordinator	770-770-7094	
	Technical expertise for removal operations and environmental, compliance and permitting expertise	Valerie Throuth, Public Assistance Branch Chief	770-222-3610	
U.S. Fish and Wildlife Service (USFWS)	Non Secour NWR and response capabilities	Brittany Foreman, Antelope Refuge Manager	251-545-7700	
	Compliance and permitting expertise	Alabama Ecological Services Field Office Bill Pearson, Field Supervisor	251-641-7101 251-441-5670	
National Oceanic and Atmospheric Administration (NOAA)	Emergency ESA/ETRI Consultation	--	--	
	ETRI Information	Rusty Swafford	404-702-3098	
	ESA Information	General Contact		770-874-5117
			Kyle Baiser	770-551-5788
			Dennis Mervis	727-551-5777
Potential to release oil or hazardous material	Adam Davis, Scientific Support Coordinator for USCG District 8	251-544-3012 (U), 251-875-5692 (24hr)		
Response capabilities and coordination	Kim Albino, Gulf of Mexico Regional Coordinator, Marine Debris Program	251-544-3013 (U), 251-222-0274 (C)		
Natural Resource Conservation	Emergency Watershed Protection (EWP) Program information	Diane Guthrie, P.E., State Conservation Engineer	884-887-4588	
	Baldwin County	Joey Koppis, District Conservationist	251-957-8298	





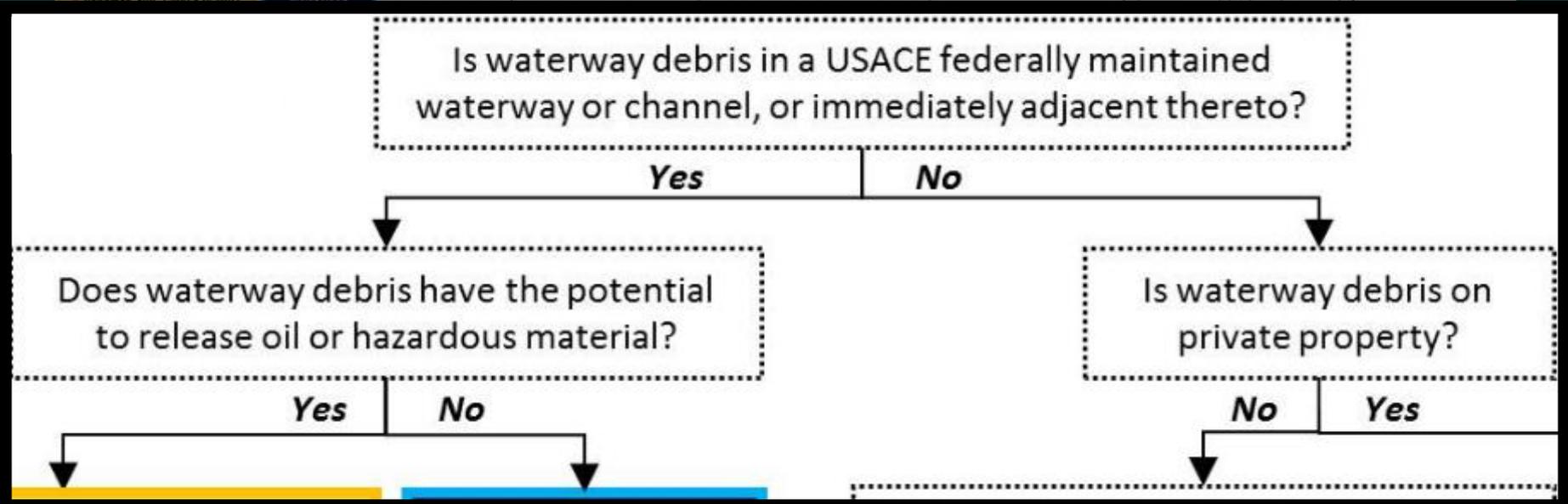
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Field Reference Guide

Alabama Incident Waterway Debris Response Action Flowchart



Removal authorized under NCP [ESF10]

- Report to NRC 1-800-424-8802 and AEMA Warning Point 1-800-843-0699
- FEMA funds may be used if not at pre-existing site under NCP. If RP is known, must apply insurance proceeds first.
- Response managed at lowest jurisdictional level capable of handling the removal: Local → State → Federal
- For State-led response, ADEM is lead under State ESF10 in coordination with ADCNR
- If Federal assistance is required, USCG or EPA oversees response. Generally, response is managed by USCG in ACP Coastal Zone and by EPA in ACP Inland Zone.
- Under NCP, USCG/EPA may respond without a request from local, state or tribal governments.

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work

- USACE disposes of building debris/hazmat, such as household hazardous materials, orphaned hazardous materials and electronic goods under ESF3
- EPA or USCG may lead hazardous waste disposal under ESF10

FEMA Public Assistance Funding

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

- Funding from FEMA to ADMA, then to eligible applicant
- If State is the eligible applicant, ADEM leads response under State ESF10 in coordination with ADCNR

FEMA Direct Federal Assistance

FEMA mission assignment to another federal agency to perform or contract the debris removal work

- USACE leads eligible debris removal under ESF4

FEMA Public Assistance Funding

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

- Funding from FEMA to AEMA, then to eligible applicant
- If State is the eligible applicant, ADCNR generally leads response under State ESF3

Notes:

- FEMA provides funding but does not conduct debris removal work
- FEMA Eligible Applicants must have legal responsibility to remove the debris and include state and local governments, Indian tribes, and certain non-profits
- Public Assistance cost share is typically 75% FEMA, 12.5% state, 12.5% applicant

requires state or local owner ship or insurance

- Alabama Marine Police may assist ADCNR (or the eligible applicant) in identifying and contacting owner
- If owner is found, apply insurance proceeds and owner takes vessel
- If no owner is found or if the owner is found but there is no insurance on the property and the owner surrenders rights, FEMA may reimburse applicant for removal

EWP Eligibility Determination by NRCS

- Result of Presidential or NRCS State Conservationist declared disaster
- Waterway debris is not in coastal or tidally-influenced waters
- Waterway debris is result of natural disaster
- Recovery measures are for runoff retardation or erosion prevention
- Waterway debris is a threat to life and/or property
- Event caused a sudden impairment in the watershed
- Imminent threat was created by this event
- Have economic, environmental, and social documentation adequate to warrant removal action
- Proposed removal action is technically viable



Permitting and Compliance for Waterway Debris Removal in Alabama

- U.S. Army Corps of Engineers (USACE) permit is required for debris removal within waterways and wetlands. One or multiple permits may be needed.
- In Mobile and Baldwin Counties, permit applications are jointly reviewed by USACE and Alabama Department of Environmental Management (ADEM). A "Joint Application and Notification" can be downloaded at the USACE, Mobile District, Regulatory Division webpage.
- It is the responsibility of the **lead Federal agency** to ensure compliance with National Environmental Policy Act (NEPA), federal coastal consistency, and consult with tribal and resource agencies including Alabama Historical Commission (AHC), U.S. Fish and Wildlife Service (USFWS) and NOAA's National Marine Fisheries Service (NMFS).

Process to Stay in Compliance



Agency Requirements and Legislation Details

Agency Contact Information and Details

<p>U.S. Army Corps of Engineers (USACE)</p> <p>Mobile District Regulatory Division 251-690-2658</p>	<ul style="list-style-type: none"> Permit(s) required for debris response/removal work within waterways and wetlands ALG-04 Debris Removal from waterway for navigational or drainage purposes NWP-3 Maintenance of navigational channels and related structures for debris accumulated in navigational channels and wetlands NWP-22 Removal of Vessels for removal of wrecked, abandoned, disabled vessels or other man-made obstructions to navigation NWP-37 Emergency Watershed Protection & Rehabilitation for work done under NRCS's Emergency Watershed Protection Program 	<p>Alabama Historical Commission (AHC) 334-241-8800</p>	<ul style="list-style-type: none"> Consultation with State Historic Preservation Office required if waterway debris response involves Federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with National Historic Preservation Act Activities that affect historic or cultural sites included in or eligible for the National Register of Historic Places Consultation required if waterway debris response involves Federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with: <ul style="list-style-type: none"> Endangered Species Act (ESA) to ensure actions do not adversely affect threatened or endangered species or critical habitat for land and sea Alabama Emergency Response Act (AERA) to ensure actions do not encourage or contribute to hazardous conditions in Mobile and Baldwin Counties
<p>Alabama Department of Environmental Management (ADEM)</p> <p>Coastal Program 251-304-1176 Warning Point 1-800-843-0699 Air Division 334-271-7879</p>	<p>In Mobile and Baldwin Counties, ADEM Coastal Program simultaneously reviews permit applications for USACE and ADEM</p> <p>Disposal of hazardous waste must be coordinated with ADEM</p>	<p>U.S. Fish and Wildlife Service (USFWS) Alabama Ecological Services 334-881-8100</p>	<ul style="list-style-type: none"> Consultation required if waterway debris response involves Federal permits and/or funding (USACE permit, FEMA funding, etc.) to comply with: <ul style="list-style-type: none"> Endangered Species Act (ESA) to ensure actions do not adversely affect threatened or endangered species or critical habitat for land and sea Alabama Emergency Response Act (AERA) to ensure actions do not encourage or contribute to hazardous conditions in Mobile and Baldwin Counties FEMA is provided with statutory exclusions under the Stafford Act which exempts debris removal from NEPA review when FEMA is providing funding



Capabilities Matrix

Yes - In-house Capability		Baldwin County EMA	Mobile County EMA	ADCNR	ADEM	ASPA	GSA	USACE Mobile District	USFWS	FEMA Region IV ^{1,2}	NOAA
Contract - Contracted capability											
Technology	GIS mapping and plotting of imagery	Yes	Yes	Yes	Yes	-	Yes	Yes ⁵	-	Yes	Yes
	Side scan sonar	-	Contract	Yes	-	-	-	Contract	-	-	Yes
	Multi-beam sonar	-	-	-	-	-	-	Contract	-	-	Yes
	Single-beam sonar	-	-	Yes	-	-	-	Contract	-	-	Yes
	Remote sensing capabilities	-	-	-	-	-	Yes	Contract	-	-	Yes
Manpower	Volunteer manpower	Contract	Contract	Yes	-	-	-	-	Yes	-	-
	Technical expertise for removal operations	-	-	Yes	-	-	-	Yes ⁷	-	Yes	Yes
	Environmental expertise (location of sensitive areas, endangered species present, etc.)	-	-	Yes	Yes	-	Yes	Yes	Yes	Yes	Yes ^{2,5}
Equipment	Yes - In-house Capability		Baldwin County EMA	Mobile County EMA	Technology						
	Contract - Contracted capability										
	GIS mapping and plotting of imagery		Yes	Yes							
	Side scan sonar		-	Contract							
	Multi-beam sonar		-	-							
	Single-beam sonar		-	-							
	Remote sensing capabilities		-	-							
Logistics	Facility suitable for establishing an operations center	Yes	Yes	Yes ²	-	Yes	-	Yes	-	-	Yes
	Docks for wet storage of vessels	-	-	Yes ²	-	Yes	-	-	-	-	-
	Staging area for dry storage of vessels	Yes	-	Yes ⁴	-	Yes	-	Yes	Yes	-	Yes
	Pre-designated landfill/disposal sites	Yes	-	-	-	-	-	-	-	-	-
	Pre-event contracts and staged agreements in place	Yes	-	-	-	-	-	Yes	-	-	-
	Contract authority and oversight capabilities	Yes	-	Yes	-	Yes	-	Yes	-	-	Yes
	Land with water access to offload (has not been evaluated for suitability or officially pre-designated)	Yes	-	Yes ⁵	-	Yes	-	-	-	-	-
	Pre-designated staging, off-loading and special handling areas (already evaluated for suitability)	Yes	-	-	-	-	-	-	-	-	-
	Other logistical support, including fuel, housing, food, etc.	Yes	Yes	Yes ⁶	-	-	-	-	-	-	-



Next Steps





Response Planning Next Steps

Alabama, Florida, North Carolina, South Carolina, Georgia

- Published and available on the MDP website

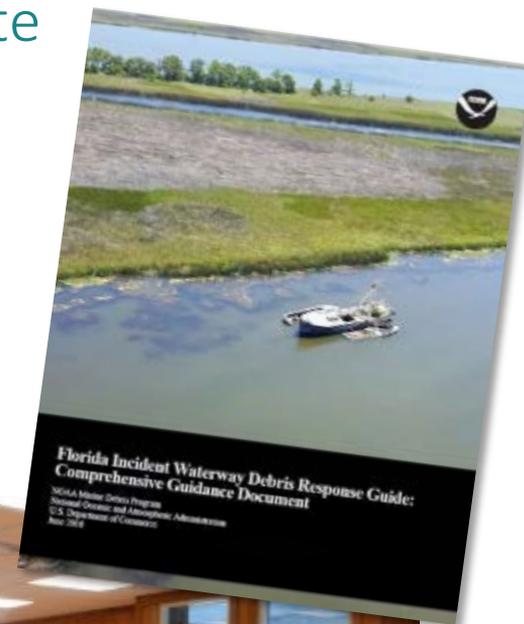
<https://marinedebris.noaa.gov/emergency-response/marine-debris-emergency-response-guides>

Louisiana

- Wrapping up Stakeholder engagement
- Workshop June 27-28, 2017
- Plan writing

Virginia

- Stakeholder engagement
- Workshop August 2-3, 2017





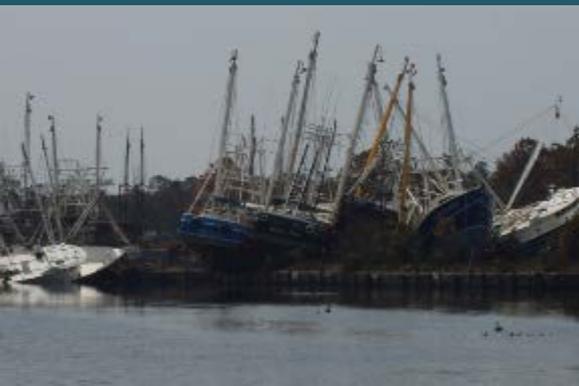
Regional Response Planning



Caitlin Wessel
GOM Regional Coordinator
Caitlin.wessel@noaa.gov

Amy Gohres
Planning and Preparedness Specialist
Amy.gohres@noaa.gov

Questions?



Sources of Marine Debris



Ocean-Based

- Commercial and recreational fishing
- Offshore oil and gas
- Cargo ships
- Abandoned and derelict vessels



Land-Based

- Littering
- Dumping
- Poor waste management practices
- Storm water discharge
- Extreme weather events



Plastics

- Common form of marine debris that are **non-biodegradable**
- Estimated **8 million metric tons** of plastic enter the ocean every year
- Break into small pieces (called **microplastics**)





Microplastics

- Plastics **smaller than 5mm** in size
- Microplastics come from **multiple sources**
 - Microbeads, microfibers, capsules, preproduction pellets
 - Degradation of larger plastics
- Ingestion by animals
- Chemical impacts





Derelict Fishing Gear

- Commercial or recreational fishing gear that is lost, abandoned, or discarded
- Made with **synthetic materials** and metal
- Includes:
 - Nets
 - Lines
 - Crab/lobster pots



Impacts

- Wildlife Entanglement
- Ingestion
- Vessel Damage and navigational hazard
- Invasive species
- Economic loss:
 - Tourism
 - Recreation
 - Fisheries
 - Vessel Damage
- Ghost fishing
- Habitat destruction





Removal

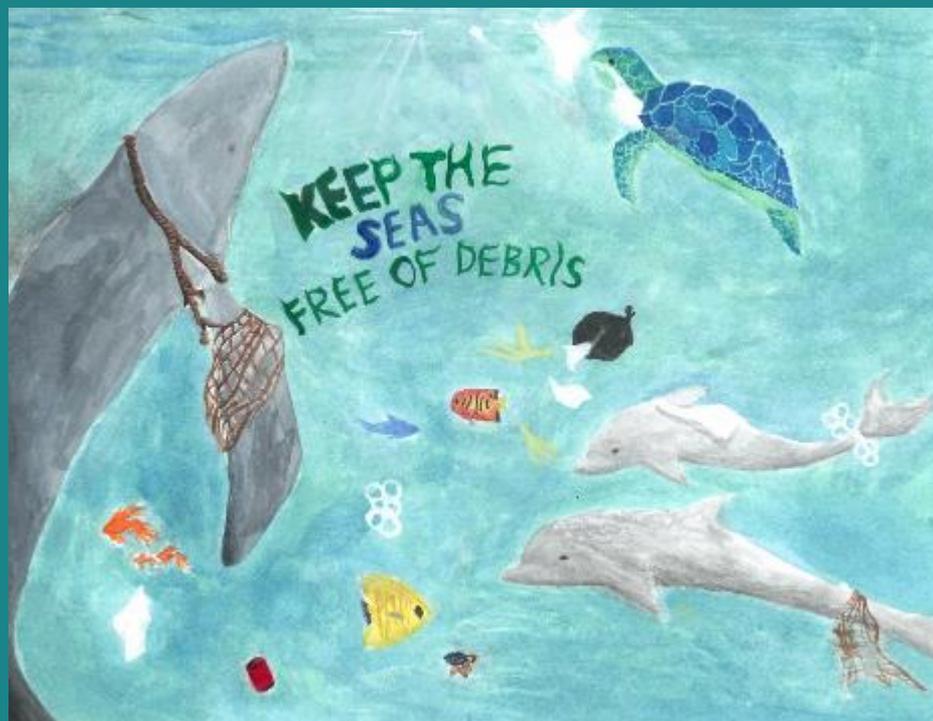
- **Community-based** marine debris removal grants
- Grants support removal projects **nationwide**
- Recipients include NGOs and local governments
- Funded more than 100 removal projects since 2006, with **more than 5,500 metric tons of debris** removed





Prevention

- Outreach and Education partnerships
 - National outreach partnerships – **about 10 per year**
 - Zoos, museums, and aquariums
- School Activities
 - **Annual art contest** for K-8th grades
 - Curriculum, educational activities, and teacher workshops





Research

- Joint projects with academia, NOAA partners
- **Microplastics quantification**
- Fishing gear assessment and modification
- Economic impacts
- Plastics and chemicals
- **Shoreline monitoring and assessment at over 180 sites**
- Detection



Corpus Christi Drinking Water Incident





Situation



- Indulin AA-86 back flowed into the drinking water system
 - Indulin is used as a asphalt emulsifier
- A “Do Not Use” ordered December 14th
- 320,000 people impacted



Cooperating Agencies



- TCEQ
- TDHS
- ATSDR
- EPA



Key Activities



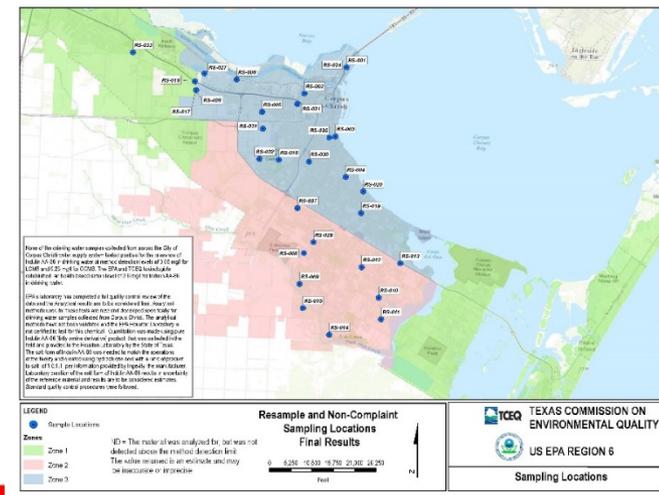
- Isolate the system
- Flush the system
- Establish a sampling protocol
- Monitored health system for exposures
- Collected additional samples based on complaints
- Sample analysis



Outcome



- Portion of system was allowed to use water based on system hydraulics
- “Do Not Drink Order” lifted on December 18th
- 200 samples collected
- Results posted on TCEQ website:
<https://www.tceq.texas.gov/response/corpus-christi-emergency-response>





CAMP MINDEN – Explo Systems, Inc

14 April 2017

EPA R6 On-Scene Coordinators:

A. Adams, B. Rhotenberry, G. Fife, P. Delgado, S. Mason, J. Martin

Additional Agencies and Organizations (not all inclusive)

- Webster Parish Sheriff's Office
- Bossier Parish Sheriff's Office
- Local Emergency Managers
- DOD/ Department of the Army, EOD, ESB, USATCES
- Camp Minden Community Advisory Group (CMCAG)
 - TASC Contractors
 - Dr. Wilma Subra
- FBI and ATF
- EPA HQ, FFO/FFEO
- EPA ERT and TAGA
- EPA Region 6 (Combustion Experts, Legal, RCRA, CID, etc.)
- LMD Explosives Contractors (Explosive Service International, ESI)
- State Officials
 - Representative Reynolds
 - Senator Cassidy
 - Senator Kennedy
 - Senator Gatti
- Local Officials
 - Mayor of Minden
 - Mayor of Doyline
 - Mayor of Sibley
 - Mayor of Haughton
- Webster and Bossier Parish Police Juries
- Webster and Bossier Parish Fire Departments
- DOT

Situational Timeline

- Magazine Explosion, October 2012
- Improper storage of M6 Propellant, November 2012
- Approximately 20 million pounds of energetics
- Explo Systems bankrupt and abandoned the Site, August 2013; Louisiana National Guard / Military Department (LMD) takes ownership
- EPA Administrative Order on Consents (AOCs) signed with
 - General Dynamics Ordnance and Tactical Systems, Inc (to include St Marks) and Alliant Tech Systems, Inc (GD/ATK); approximately 3 million pounds; signed January 2014; Operable Unit one (OU1)
 - Hercules, Inc.; approximately 1 million pounds; April 2014; OU2
 - DOA, LMD, LDEQ; approximately 16 million pounds; October 2014; OU3

Explo Systems, Inc (OU3 Removal Action)

Photos – Initial Conditions



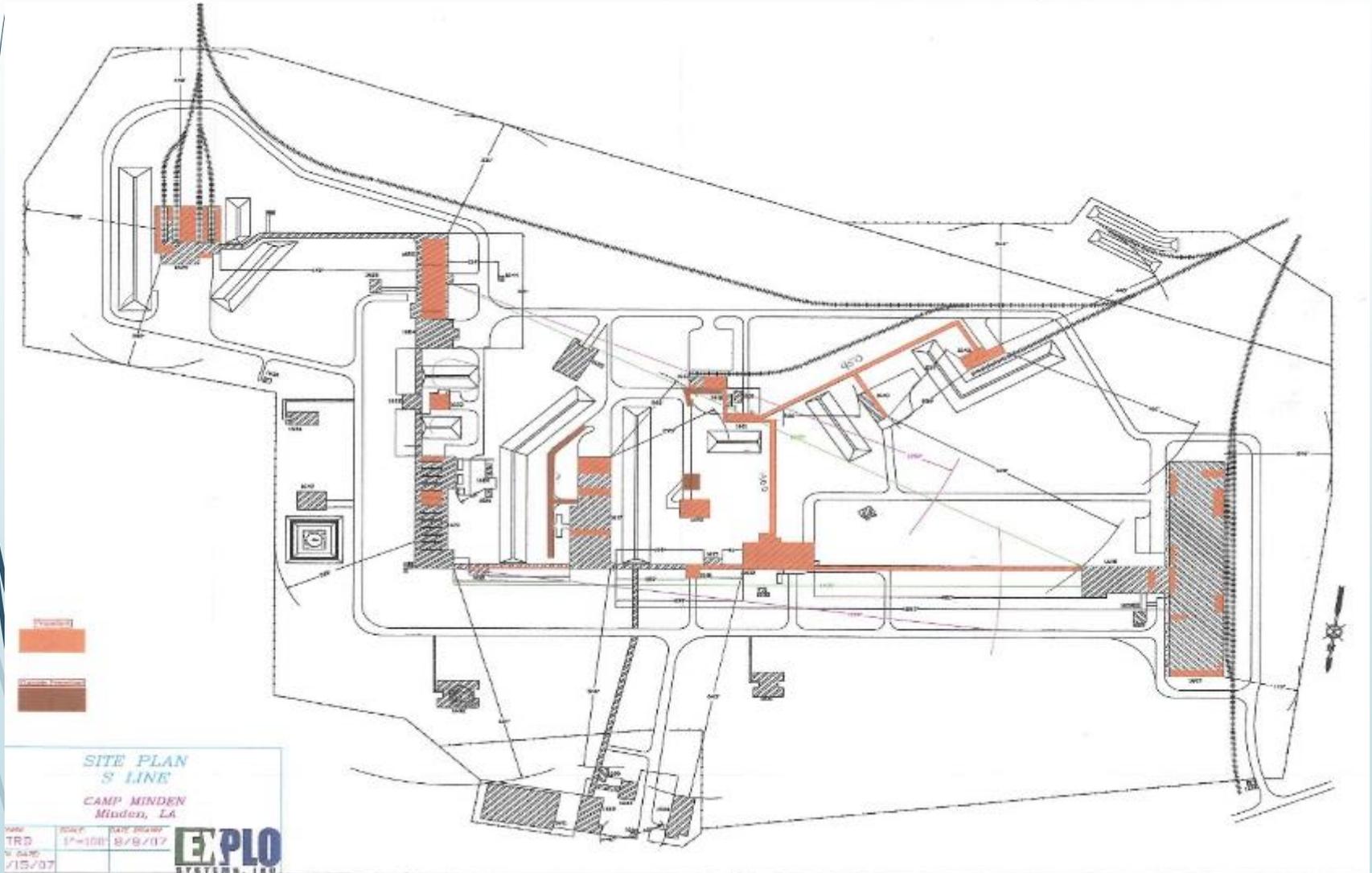
Explosion
Oct 2012

Improperly
Stored M6

M6 on the
ground



Photos – Improper Storage of M6



GD/ATK (OU1)

- ▶ Removed 3,070,809 lbs:
 - ▶ M-30, 112,529 lbs destroyed off-site
 - ▶ Nitrocellulose, 184,256 lbs destroyed off-site
 - ▶ Tritonal Contaminated Debris, 164,405 lbs destroyed off-site
 - ▶ Extracted Aluminum (EA) waste, 80,907 lbs destroyed off-site
 - ▶ EA Fines, 73,220 lbs destroyed off-site
 - ▶ EA PPE and Trash, 30,206 lbs destroyed off-site
 - ▶ EA Recycled, 2,099,154 lbs recycled/re-use
 - ▶ TNT, 1,942 lbs recycled/re-use
 - ▶ H6, 3,065 lbs recycled/re-use
 - ▶ Pit Powder, 321,125 lbs destroyed off-site
- ▶ Completed: August 2015

Explo Systems, Inc (OU3 Removal Action)

Photos – Extracted Aluminum, TNT, Tritonal Contaminated debris, M-30



Hercules (OU2)

- ▶ Removed 849,023 lbs:
 - ▶ Nitrocellulose, 849,023 lbs destroyed off-site
- ▶ Completed: December 2014

Nitrocellulose Drums

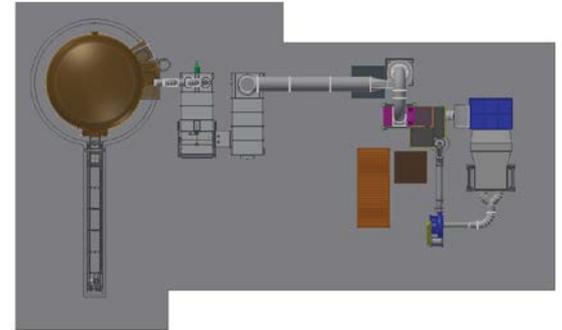
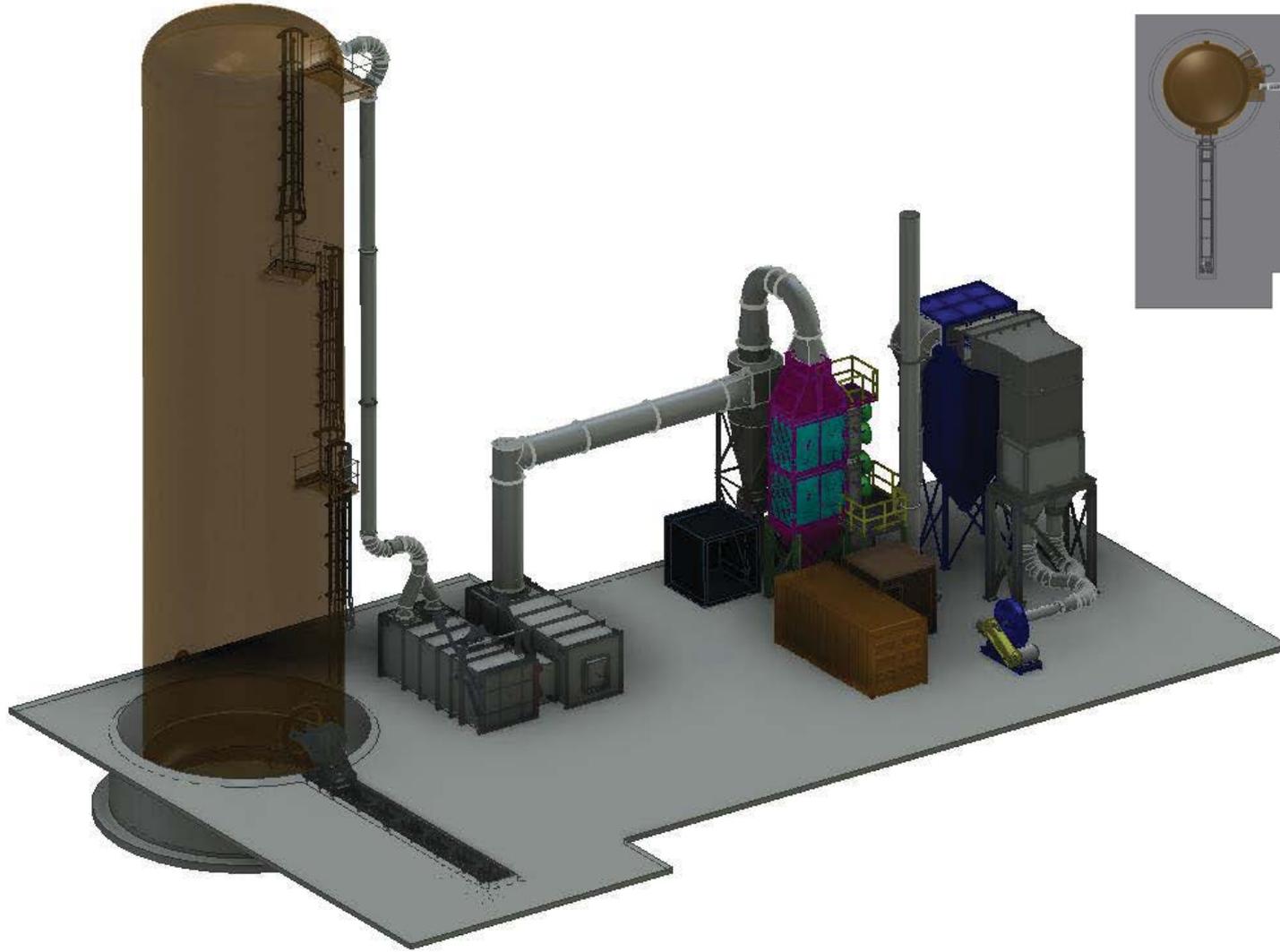


Operable Unit 3 Removal Action

- ▶ M-6.
 - ▶ 15,682,874 lbs destroyed on-site utilizing a Contained Burn System (CBS).
 - ▶ 13 April 2016 to 12 April 2017, Finished.
- ▶ Clean Burning Igniter.
 - ▶ Approximately 120,960 lbs auto-ignited on 29 September 2016.
 - ▶ As a result of the auto-ignition, the instability of the CBI material, and the recommendations of the DOA/DOD ESB, approximately 200,750 lbs of CBI with 40,349 lbs of M6 co-located were disposed of in place.
- ▶ Additional work to be conducted:
 - ▶ Clean up of L2 where the CBI disposal in-place was conducted.
 - ▶ Recover and destroy energetics that were not consumed (270 lbs; 54 events; completed 18 April 2017 to 2 May 2017).
 - ▶ Planning a prescribed burn of the L2 area consistent with standard state procedures conducted every so many years (4 days).
 - ▶ Confirmation sampling.
 - ▶ Site restoration (90 days allocated).

Explo Systems, Inc (OU3 Removal Action)

Photos – M6 and the Contained Burn System (as presented by ESI)



Clean Burning Igniter 29 September 2016 to 2 November 2016



OU3 Environmental Considerations

- Soil samples taken as baseline and confirmatory upon completion
 - Location Area I and four community stations
 - VOCs, SVOCs, RCRA Metals
- Sediment and Surface water samples taken as baseline and confirmatory upon completion
 - Location – Upstream, Source Point of Introduction, and downstream in Clarks Bayou (drainage from the Site)
 - VOCs, SVOCs,
- Groundwater Sampling is baseline, quarterly, and upon completion
 - Location Area I
 - VOCs, SVOCs, Nitroaromatics, and Nitroamines
- Air Sampling is baseline, weekly, and upon completion
 - Location – four community stations
 - VOCs, SVOCs, Dioxin/Furans (DF), PM 2.5 and PM10
 - Sampling of the stack is during the Comprehensive Performance Test to establish Destruction and Removal Efficiency (DRE) and quarterly and does not include particulates; DF sampling is semi-annual
- Air Monitoring is baseline, continuous, and two weeks after completion
 - Location – four community stations
 - NOx, SO2, CO, CO2, and PM 2.5
 - Monitoring of the stack is only during operation of the system and continuous and includes NOx, CO, O2, and THC

Community Involvement

- Early 2015 – A Dialogue Committee consisting of EPA, LMD, LDEQ, state and local officials, and the community was established to evaluate disposal method options for the M6 and CBI.
- The Dialogue Committee, over several months, discussed concerns, technical requirements, and multiple methods. The committee heard vendor presentations, and in June of 2015, LMD entered into a contract with Explosive Service International, Inc (ESI) to dispose of the estimated 15.7 million pounds of M6 and 320,000 lbs of CBI.
- Following this, the community established a Camp Minden Community Advisory Group (CMCAG), which EPA, LDEQ, and LMD have worked closely with and attended monthly meetings, provided updates, respond to questions from the CMCAG and the community, and discussed concerns.
- EPA has sent out monthly factsheets providing updates to the community.
- EPA, LDEQ, and LMD have held workshops for the community to share knowledge about the emergency response process, the system designed to perform this removal action, data, the details of the CBI auto-ignition and follow up disposal in-place, etc.



Questions and Answers

**Oil Spill Response and
Natural Resource Damage
Assessment (NRDA)**

What is NRDA?

- Structured legal process
 - Oil Pollution Act (OPA) 1990
 - Various State Oil Spill Prevention and Response Acts
- Focused on restoration of injured natural resources and their services
- Coordinates with, but is not directed by, Response
- Cooperative process



NRDA Trustees

- Federal and State Agencies, and Indian Tribes
- Assess injury to natural resources and their services due to an oil spill
- Act on behalf of the public to ensure restoration of impacted natural resources and their services

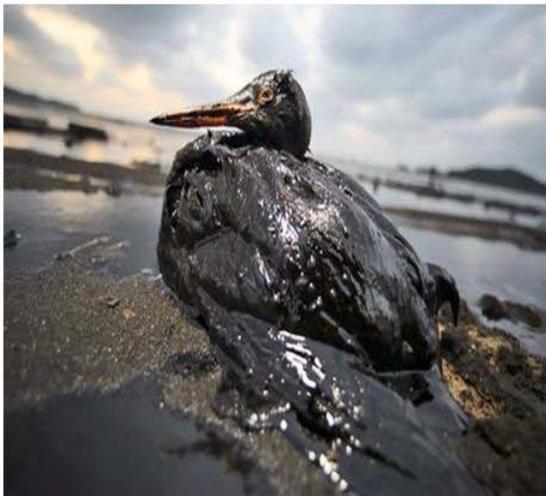
What are Natural Resources?

Land, fish, birds, wildlife, biota, air, water, ground water, drinking water supplies, and recreational resources

“A resource belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by a government”.

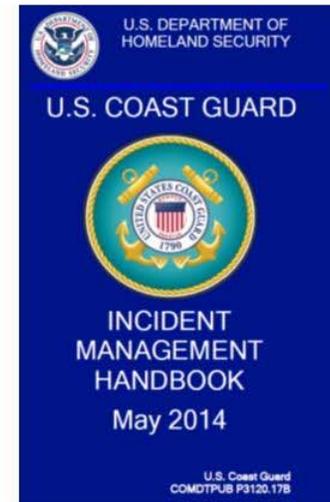


What are Injuries?



NRDA Coordination with Response

- NRDA is included in spill response under the National Contingency Plan (NCP) and Incident Management Handbook (IMH) (2014)
- FOSC shall coordinate with the Trustees when there is injury to, destruction of, loss of, or threat to natural resources, including their ecosystems (NCP; 40 CFR §300)
- FOSC is directed, when able, to share the use of federal response resources with the Trustees, provided those activities do not interfere with response actions (NCP; 40 CFR §300)
- Trustees are obligated to inform the FOSC of their activities and share data from their NRDA activities that may support more effective operational decisions (NCP; 40 CFR §300)



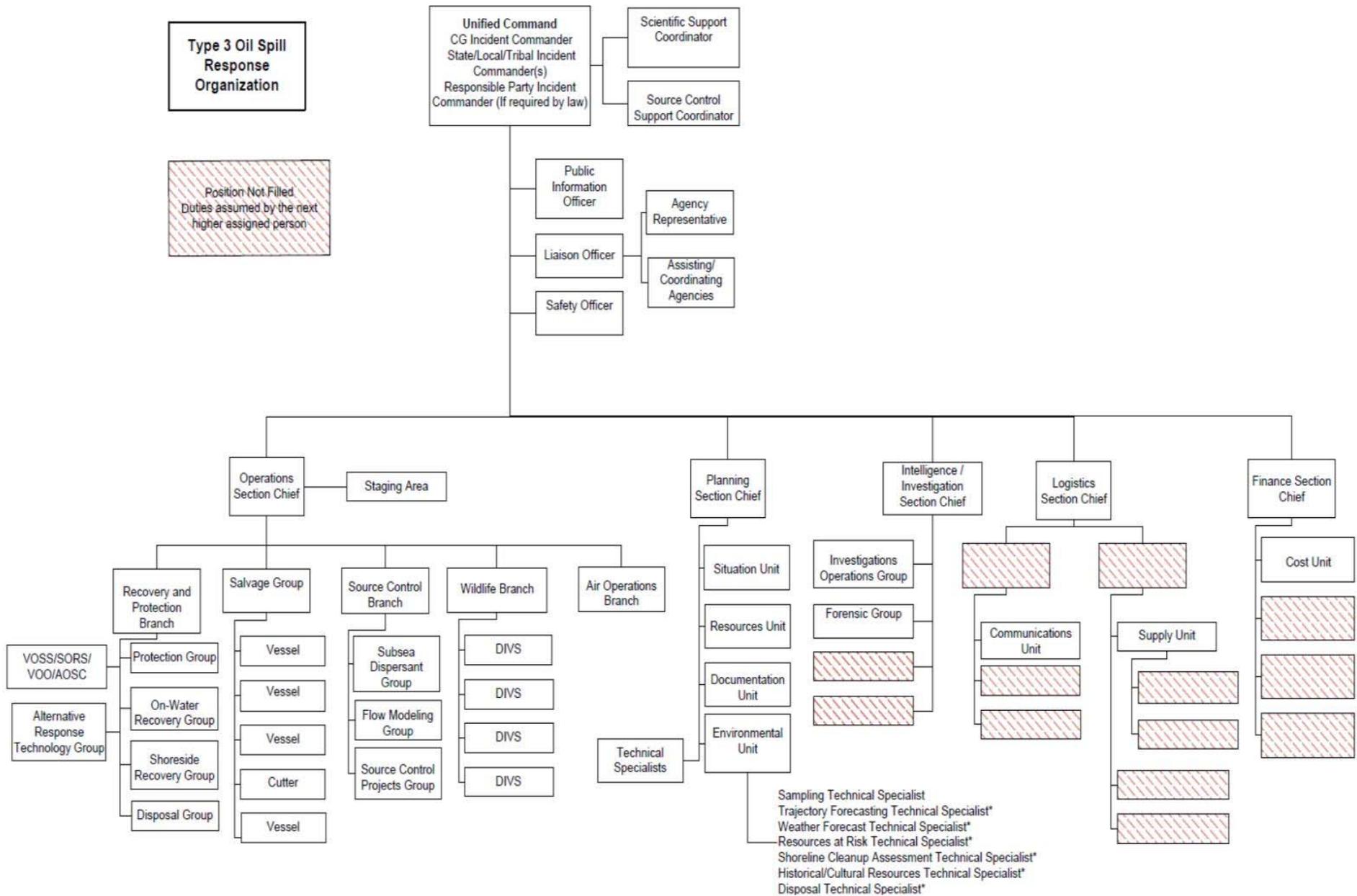
IMH - Chapter 4

Best Response = Successful Response

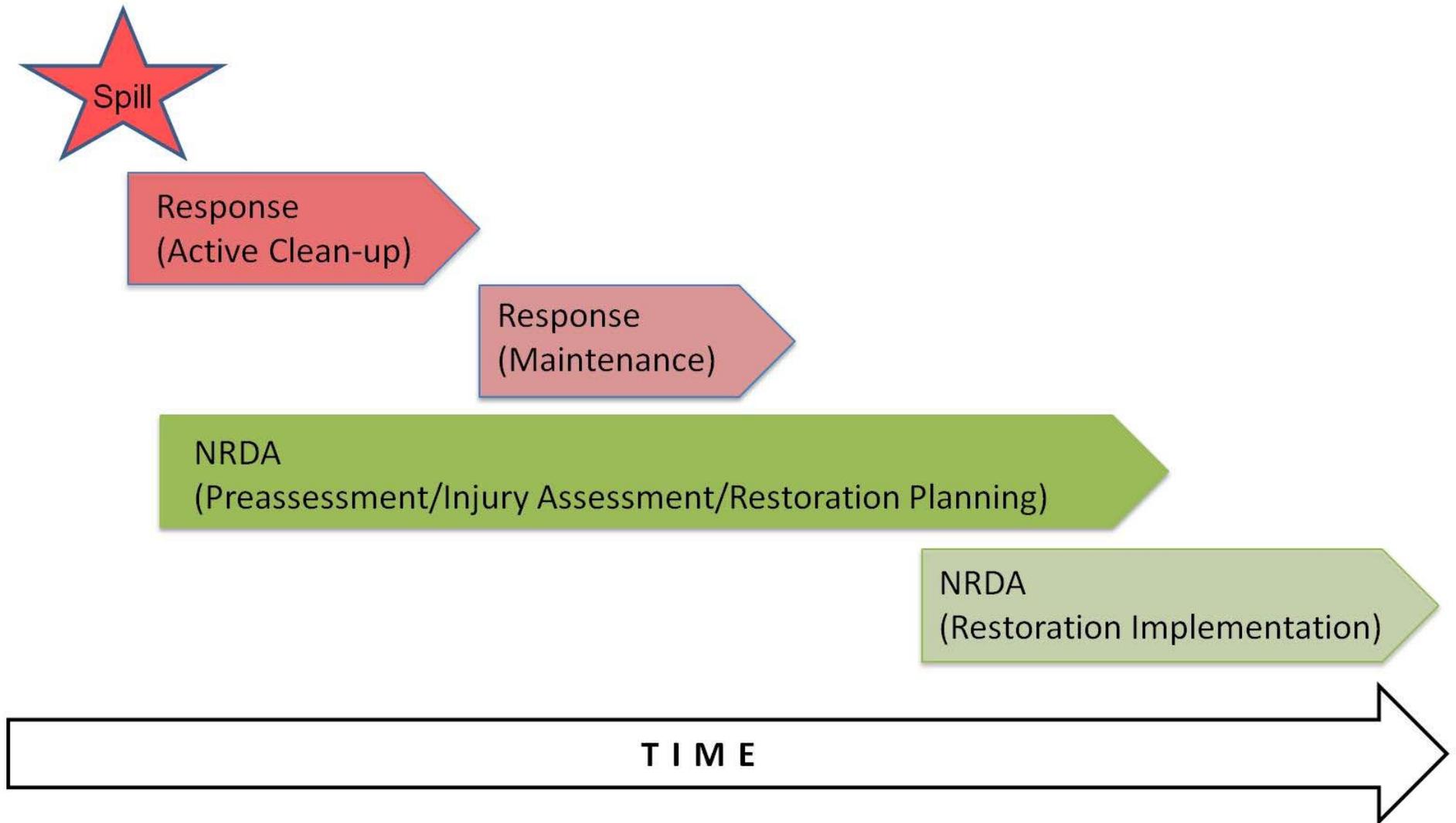
Key Driver: Natural Environment

- ✓ **Source Secured**
- ✓ **Product Contained**
- ✓ **Sensitive Areas Protected**
- ✓ **Resource Damage Minimized**

Where is NRDA during Response?



When does NRDA start?



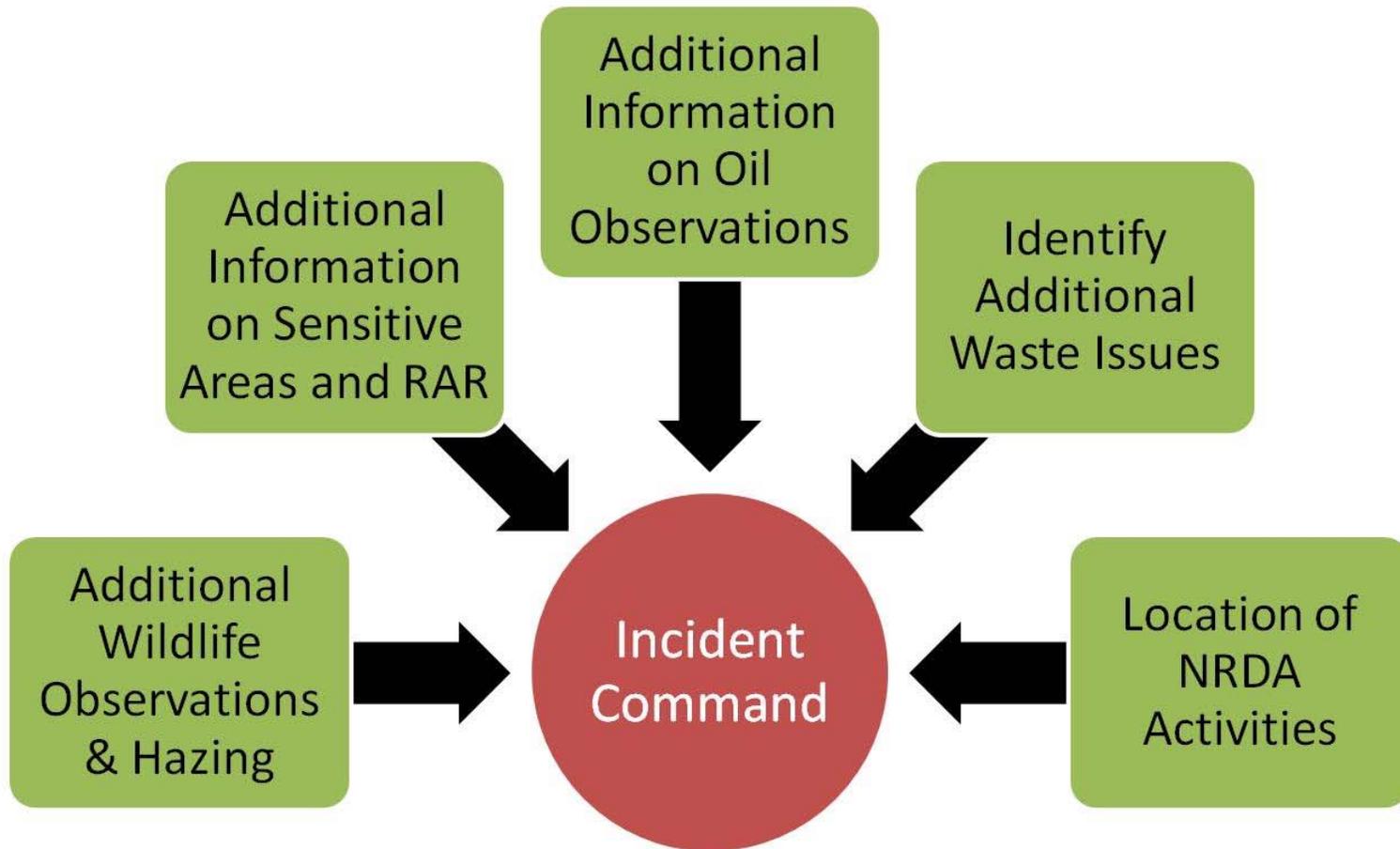
RESPONSE and NRDA Data Needs

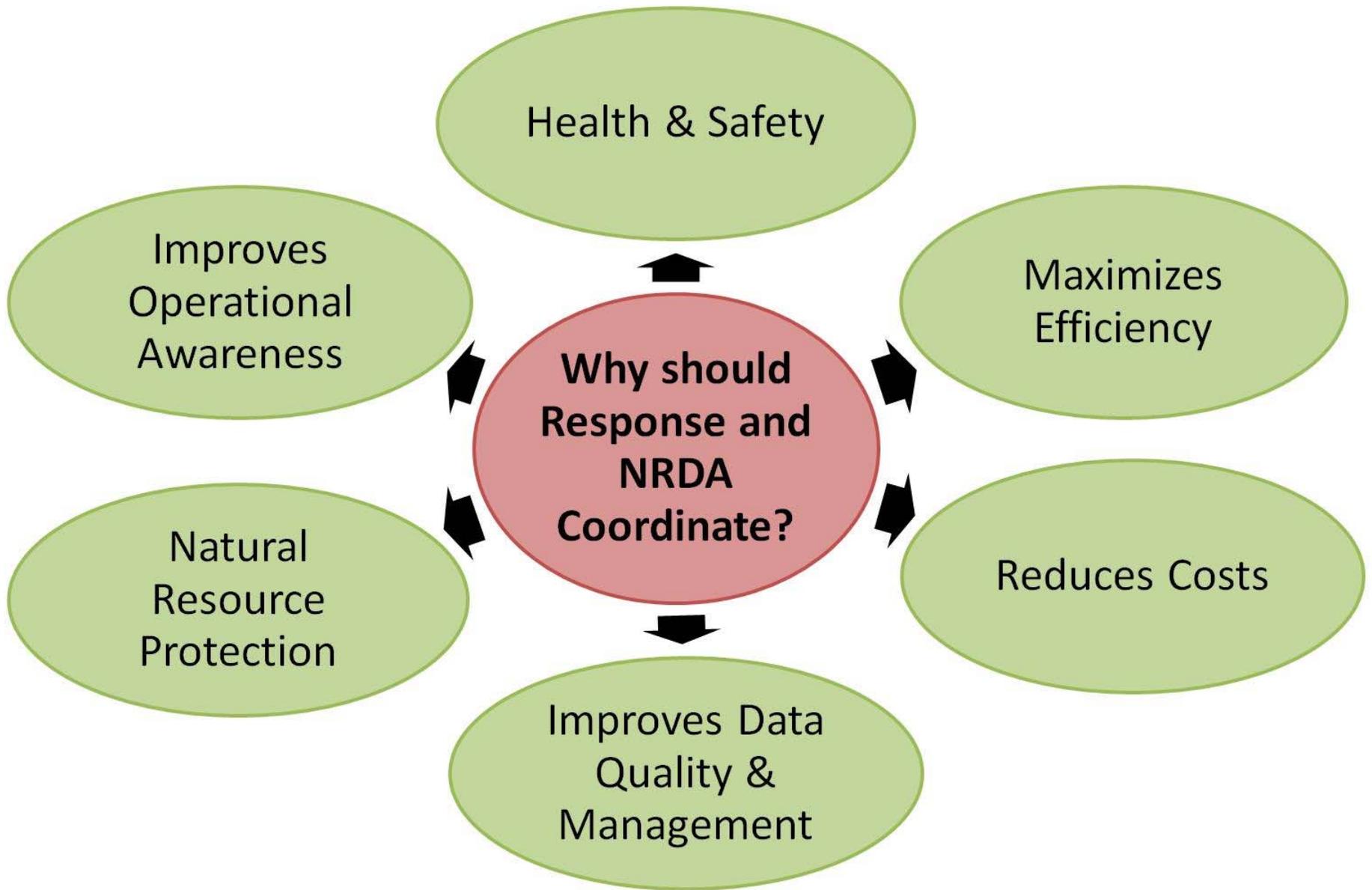
- Source
- Location
- Protection
- Samples
- Location of recoverable oil
- Containment/Collection Areas
- Amount of oil recovered
- Different waste types

RESPONSE and NRDA Data Needs

- What needs to be cleaned up?
- How to clean it?
- Demob and maintenance
- Remediation
- Mitigation under CUP or EUA
- Landowner requirements
- Passive maintenance

What can NRDA provide Response?





Questions?

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One Gulf Commitment to Preparedness

Mike Drieu

Anadarko Petroleum
Corporation

*Health, Safety &
Environmental Advisor*

Mike Sams

Eighth Coast Guard
District

*Incident Management &
Preparedness Advisor*

11 May 2017

Key Topics

- MEXUS
 - Brief History
 - Guidance
 - Exercises
- Keathley Canyon PREP 2017 Full-Scale Exercise
 - Video (developed by Anadarko Petroleum Corporation)
 - Priorities and Objectives
 - Exercise Agenda and Overview
 - Participants
 - Accomplishments
 - Challenges
- Future MEXUSGULF Exercise Cycle

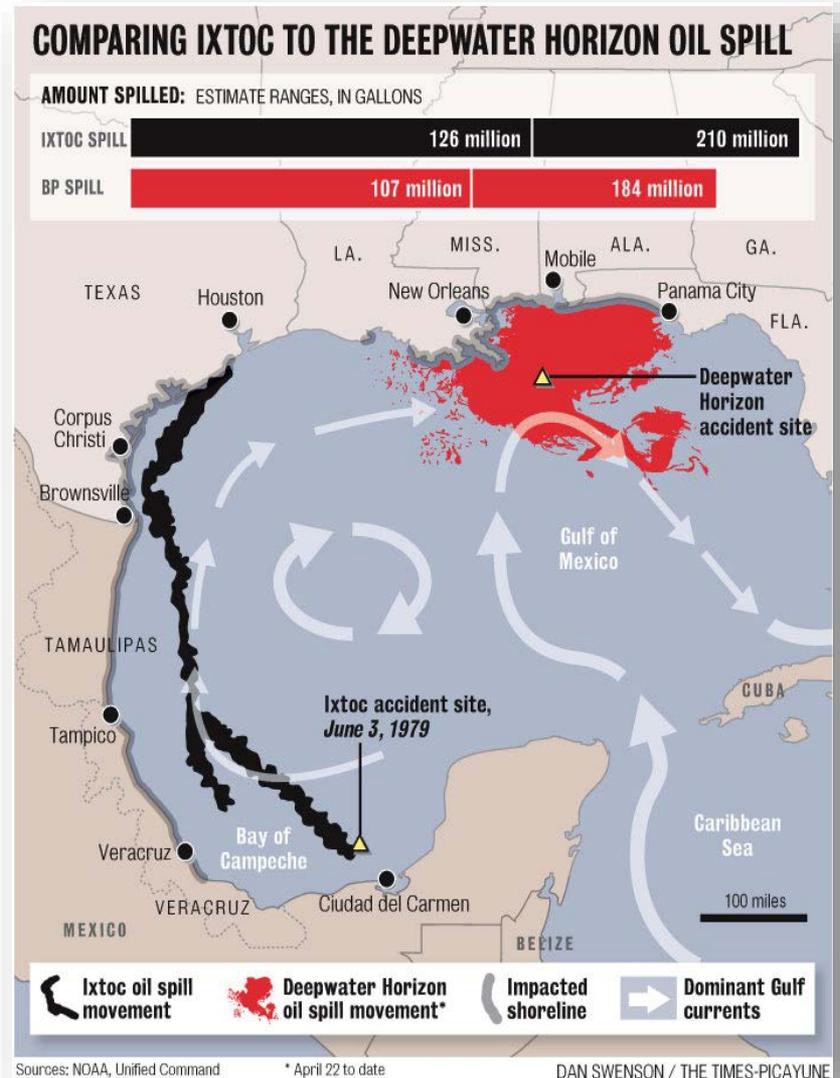
History



Ixtoc I
June 3, 1979



Deepwater Horizon
April 20, 2010





MEXUS

1980 Agreement

MEXUS Plan

MEXUSPAC
Annex

MEXUSGULF
Annex

MEXUSGULF Exercises

Year	Description	Location
2002	First Full-Scale Exercise	USA
2003	Signing Ceremony Gulf Annex	MX
2004	Tabletop Exercise	MX
2006	Full-Scale Exercise	MX
2007	Workshop	MX
2008	Full-Scale Exercise	USA
2010	Full-Scale Exercise	MX
2011	Knowledge Exchange & Workshop	USA
2012	Tabletop and Gulf Annex Update	USA
2014	Seminar	USA
2015	Workshop	USA
2016	Tabletop Exercise	USA
2017	Full-Scale Exercise	USA

Keathley Canyon PREP 2017 Full-Scale Exercise



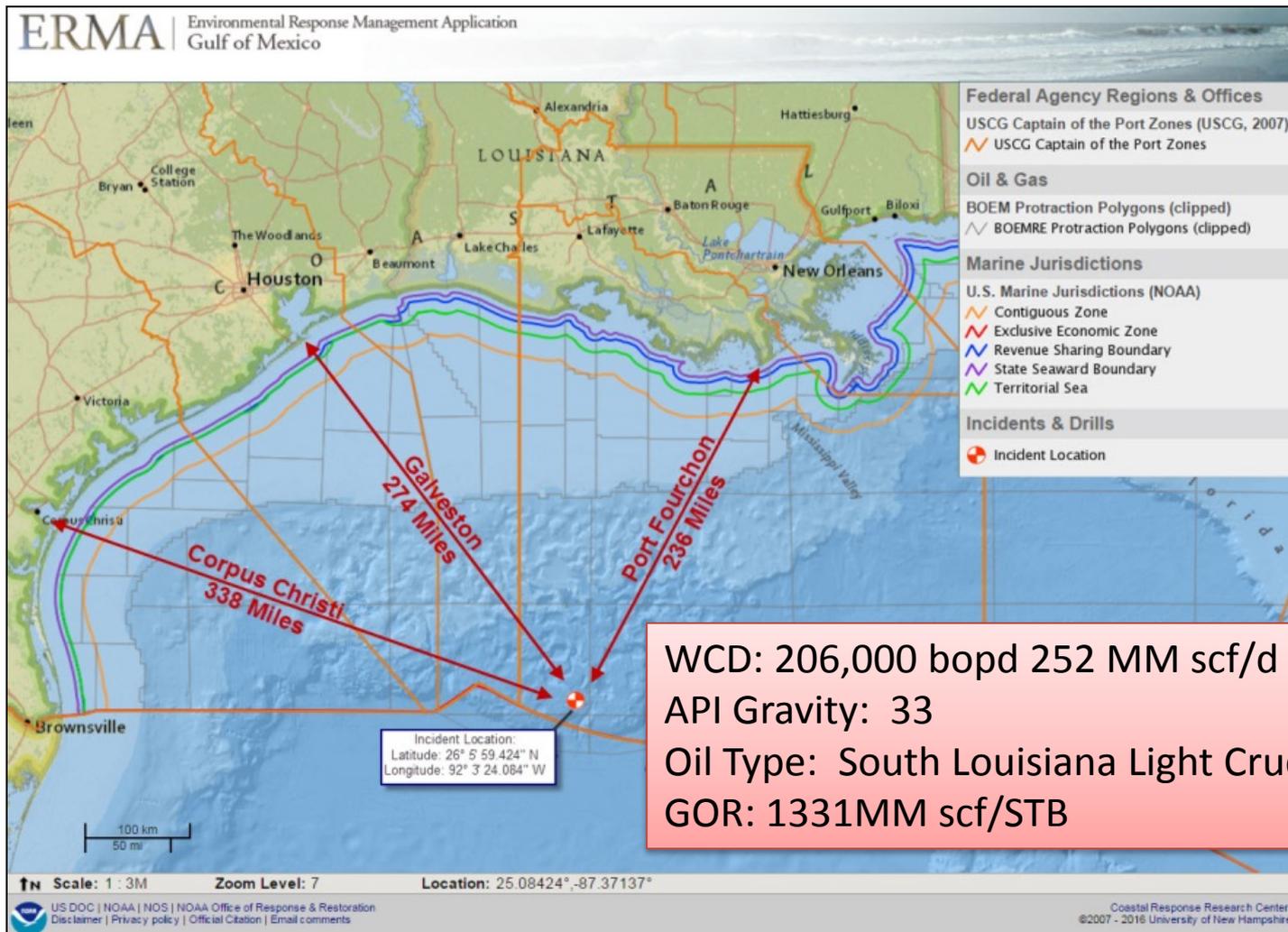
4 Phase Exercise



Priorities

- March 2017 exercise fulfilled:
 - BSEE annual OSRP exercise (normally held October/November)
 - Combined with government-led PREP for MSU Morgan City
 - Met regulatory PREP requirements
 - MEXUS Plan (not required)
- Utilized exercise to gain experience for:
 - Coast Guard - ICS qualifications
 - Anadarko: new consolidated One Team for entire company
 - Area Plan resources: maintain level of readiness
- Challenged ourselves to continue to grow, learn and improve level of preparedness
 - Integrated lessons learned from previous exercises and/or real events
 - Integrated risks and contingencies

Area of Operations and Discharge Location



Objectives

1. Demonstrate the ability to assemble the spill response organization identified in the SE Louisiana Area Contingency Plan (ACP), APC Oil Spill Response Plan (BSEE Core Components D & E), and MEXUSGULF Annex.
2. Exercise the incident response management system (ICS / Unified Command) as identified in the SE Louisiana ACP and APC Oil Spill Response Plan (OSRP), by effectively utilizing a Unified Command that includes federal, state, and industry representation (BSEE Core Components D and E).
3. Demonstrate effective and efficient incident management, information flow, and communication by the UC and representatives not present at the ICP (BSEE Core Component A).
4. Demonstrate deployment of response equipment and personnel, to assemble and deploy on water resources identified in the GRS Annex of the SE LA ACP (BSEE Core Components A, B and D.4).
5. Demonstrate the ability to identify the locations of economically sensitive areas, public, environmentally sensitive areas and historic or cultural properties, and develop strategies to mitigate damage caused by the incident (BSEE Core Component D).

Agenda

Time	Event	Attendees	Location
Monday, March 6			
8:00 a.m. - 3:00 p.m.	<ul style="list-style-type: none"> UCP Set-up. Communication Test. 	EST3	BP HOLC
Tuesday, March 7			
8:30 a.m. - 11:30 a.m.	Controller / Evaluator Training.	Controllers / Evaluators	BP HOLC
TBD	Just-In-Time Training (PIAT, etc).	Open to all Participants?	BP HOLC
1:00 p.m. - 4:00 p.m.	Player Orientation: <ul style="list-style-type: none"> Welcome & Overview Response Organization IAP Process, Resource Ordering Process / Forms Location (TRG) COP brief (Zach) Expectations, Assumptions, Exercise Rules & SIMCELL Operations brief – Handover 	All Participants	BP HOLC
4:00 p.m. - 5:00 p.m.	Assemble in ICP with your sections to receive additional information.	All Participants	All locations
Wednesday, March 8			
8:00 a.m. - 5:00 p.m.	Full-Scale Exercise (FSE)	All Participants	BP HOLC
Thursday, March 9			
8:00 a.m. - 1:00 p.m.	FSE (Continue): <ul style="list-style-type: none"> Complete Planning “P” Process Produce IAP Conduct Ops brief Working Lunch 	All Participants	BP HOLC
1:00 p.m. - 3:00 p.m.	<ul style="list-style-type: none"> Exercise Hotwash Demobilization 	All Participants	BP HOLC
Friday, March 10			
8:30 a.m. - 4:00 p.m.	<ul style="list-style-type: none"> C/E Debrief Meeting After Action Report / Lessons Learned Draft Session Working Lunch 	EPT, Controller, Evaluators	BP HOLC

U.S. Federal

- U.S. Coast Guard:
 - Headquarters (CG-MER-2)
 - Eighth District (D8)
 - Marine Safety Unit Morgan City
 - Marine Safety Unit Houma
 - Exercise Support Division
 - Gulf Strike Team (GST)
 - Incident Management Assistance Team (CG-IMAT)
- U.S. Environmental Protection Agency (EPA)
 - Region 6



U.S. Federal

- U.S. Department of the Interior (DOI) * :
 - U.S. Bureau of Safety and Environmental Enforcement (BSEE)
 - U.S. Fish & Wildlife Service (USFWS) *
- National Oceanic & Atmospheric Administration (NOAA):
 - Office of Response and Restoration
 - Emergency Response Division (ERD)
 - Assessment & Restoration Division (ARD)
 - National Marine Fisheries Service (NMFS)
- U.S. Department of State (DOS) *



* Remote participation

Mexico

- Secretariat of Navy (SEMAR):
 - Headquarters
 - Zone One (ZN-1)
 - Region Two (R-2)
- Agency for Safety, Energy, and Environment (ASEA)
- Port Authority of Altamira



State

- Louisiana Oil Spill Coordinator's Office (LOSCO)
- Louisiana Department of Environmental Quality (LDEQ)
- Texas General Land Office (TGLO) *

* Remote participation



Industry

- Anadarko Petroleum Corporation (APC)
- Marine Well Containment Company (MWCC)
- Marine Spill Response Corporation (MSRC)
- Clean Gulf Associates (CGA)
- Clean Harbors Environmental
- Wild Well Control
- The Response Group (TRG)
- Center for Toxicology, Environmental and Health (CTEH)
- Trendsetter Engineering
- Owens Coastal Consulting
- ADD Energy
- Hamilton Engineering

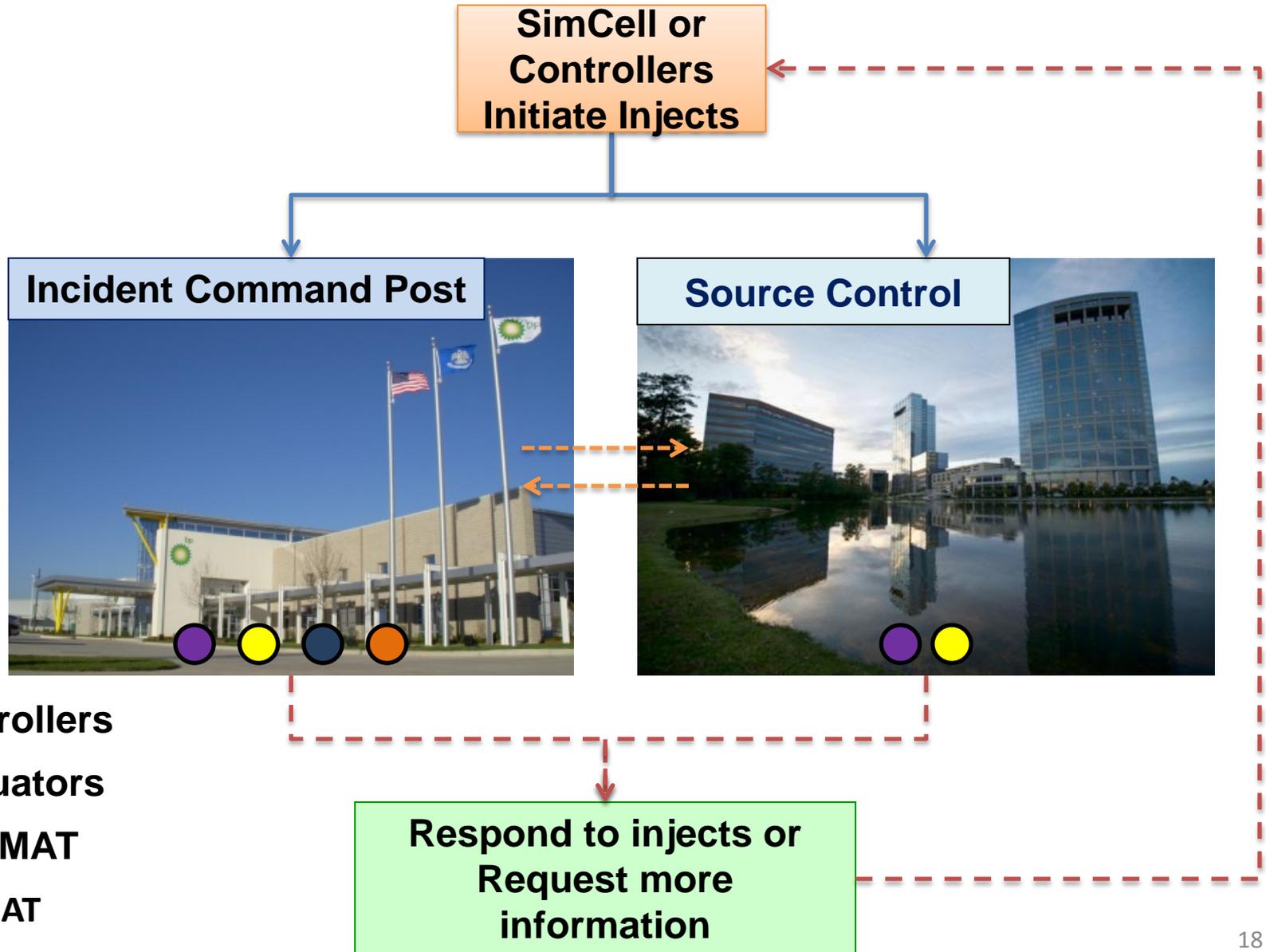


Industry

- RPS Applied Sciences Associates (RPS ASA)
- Continental Shelf Associates (CSA) Ocean Sciences
- Science & Environmental Associates (SEA)
- Clean Harbors
- Global Risk Solutions
- **BP**
- **Chevron**
- **ExxonMobil**
- **Shell Exploration & Production Company**



Flow of Exercise Play



Equipment Deployment

Date of Exercise: 15 February 2017

Locations: two separate locations identified in the SE Louisiana Geographic Response Strategies (GRS):

1. Freshwater City
2. West Joe Aucoin Bayou

Clean Gulf Associates (CGA) Vessels:

- Anadarko Petroleum Corporation (APC)
- Marine Spill Response Corporation (MSRC) skimmers
- U.S. Coast Guard (USCG)
- State of Louisiana
- SE Louisiana Area Committee rep invited

Lessons Learned:

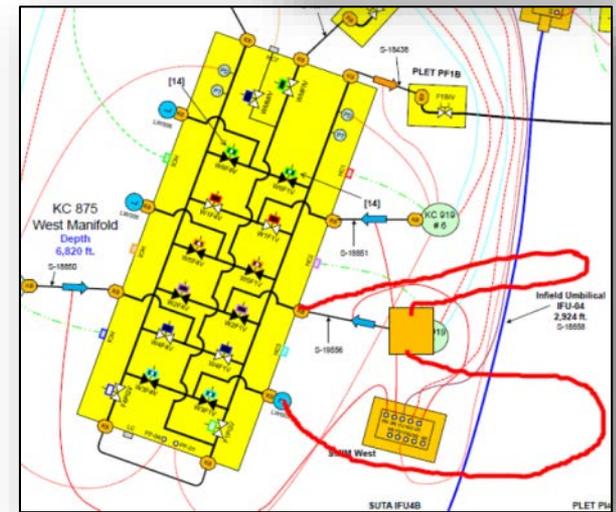
- Great use of combined initiatives for contractor training, PREP compliance and validation of GRSs
- Optimized use of resources and added value working with stakeholders



Accomplishments

By starting on Day 13 and Day 14 events, successfully developed, approved and executed following operational plans not able to do on previous exercises :

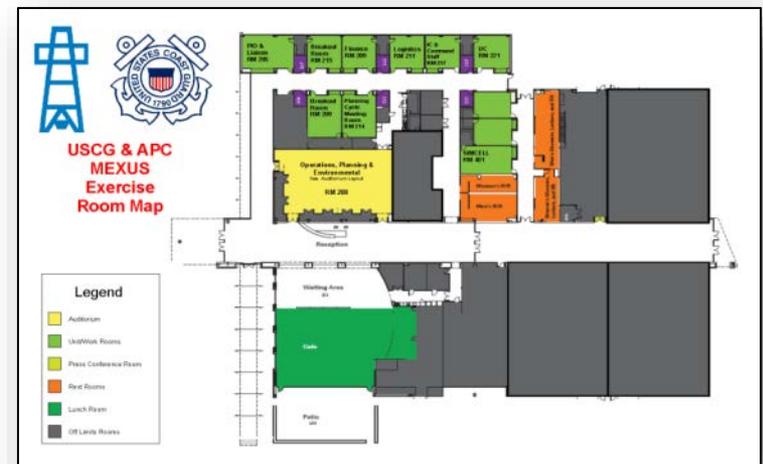
- Capping Stack Installation Plan
- Soft Shut in Procedure
- Cap and Flow Operations Management Plan
 - MWCC Cap and Flow Equipment installation timeline
 - 29 vessels identified for operation
 - Modular Capture Vessel mobilization timeline
 - Shuttle tanker vessel numbers
 - Refineries used for disposal
 - Used existing Lucius field as alternate disposal
- Joint Data Management Plan developed with NOAA
- Joint Sampling Plans developed with NOAA
- Offshore Wildlife Recovery and Rehabilitation Plans



Dataset	Data Type & Format	Description	Temporal Coverage	Delivery Schedule	Use Restrictions	Method of Field Collection	Field Collector & P.O.C.	Data Processor & P.O.C	Short-Term Repository
Trajectory Forecasts	Model Output, Raster	Fate and transport forecasts for oil based on oceanographic and weather conditions	Forecasts out 48 and 72 hours	Once daily	Response only	Model output and field initialization	RPS/ASA	RPS/ASA	RP GIS unit, RP COP, ERMA, NOAA SFTP, RP Central Data Server
Overflight oil extent	GDB, SHP	Based on overflight observations this	Ephemeral	Twice daily	Response only	Overflight observers	RP, CTEH, NOAA,	GIS unit	RP COP, ERMA, NOAA SFTP, RP

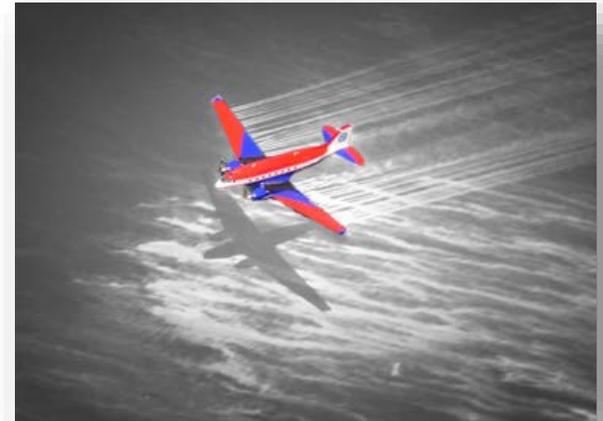
Accomplishments

- Use of BP Houma Operations Learning Center (HOLC) for a Command Post
 - Fully functional command post with full IT services installed, multiple work spaces, full meal support, secure and plentiful parking
- Common Operating Picture (COP) integration with NOAA Environmental Response Management Application (ERMA)
 - Able to share information between work spaces and locations
 - Able to stream simulated remotely operated vehicle video and pressure curves between locations



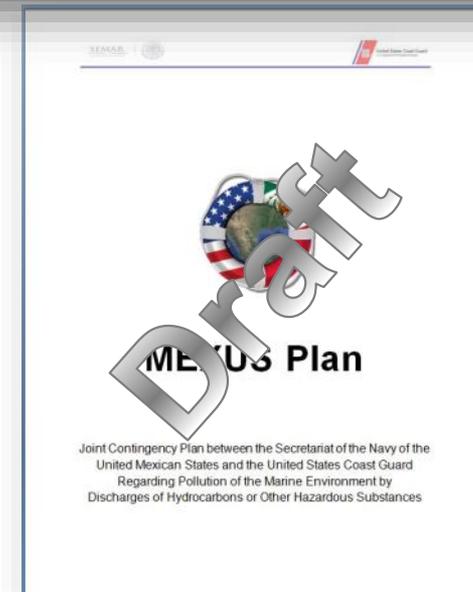
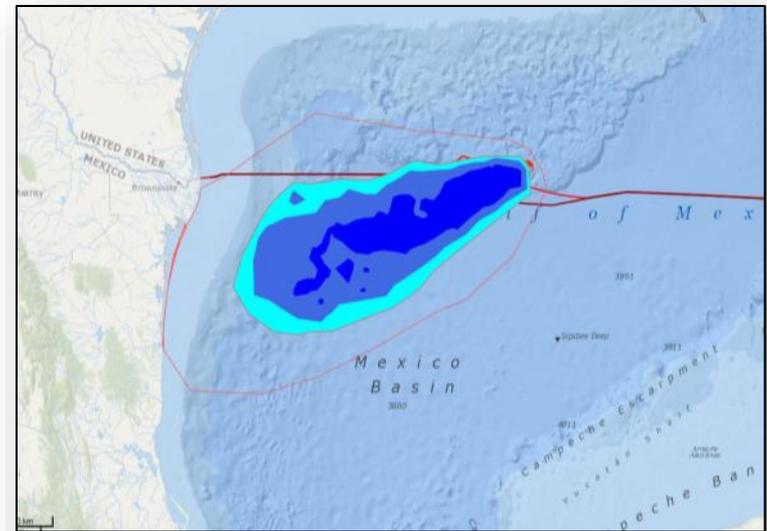
Challenges

- Communications between two locations (ICP and Source Control)
 - Marine Well Containment Company (MWCC) Advisors to Source Control Advisors
 - Bureau of Safety and Environmental Enforcement (BSEE) Source Control Support Coordinator to BSEE Source Control rep
 - Source Control Branch Director to Ops Section/UC
- Responsible Party expectations/alignment for review/approval of MWCC plans and procedures
- Joint Information Center (JIC) integration with Responsible Party
 - Different model compared to government
- Dispersant Management
 - Surface vs subsea dispersants, manufacturing, indemnifications

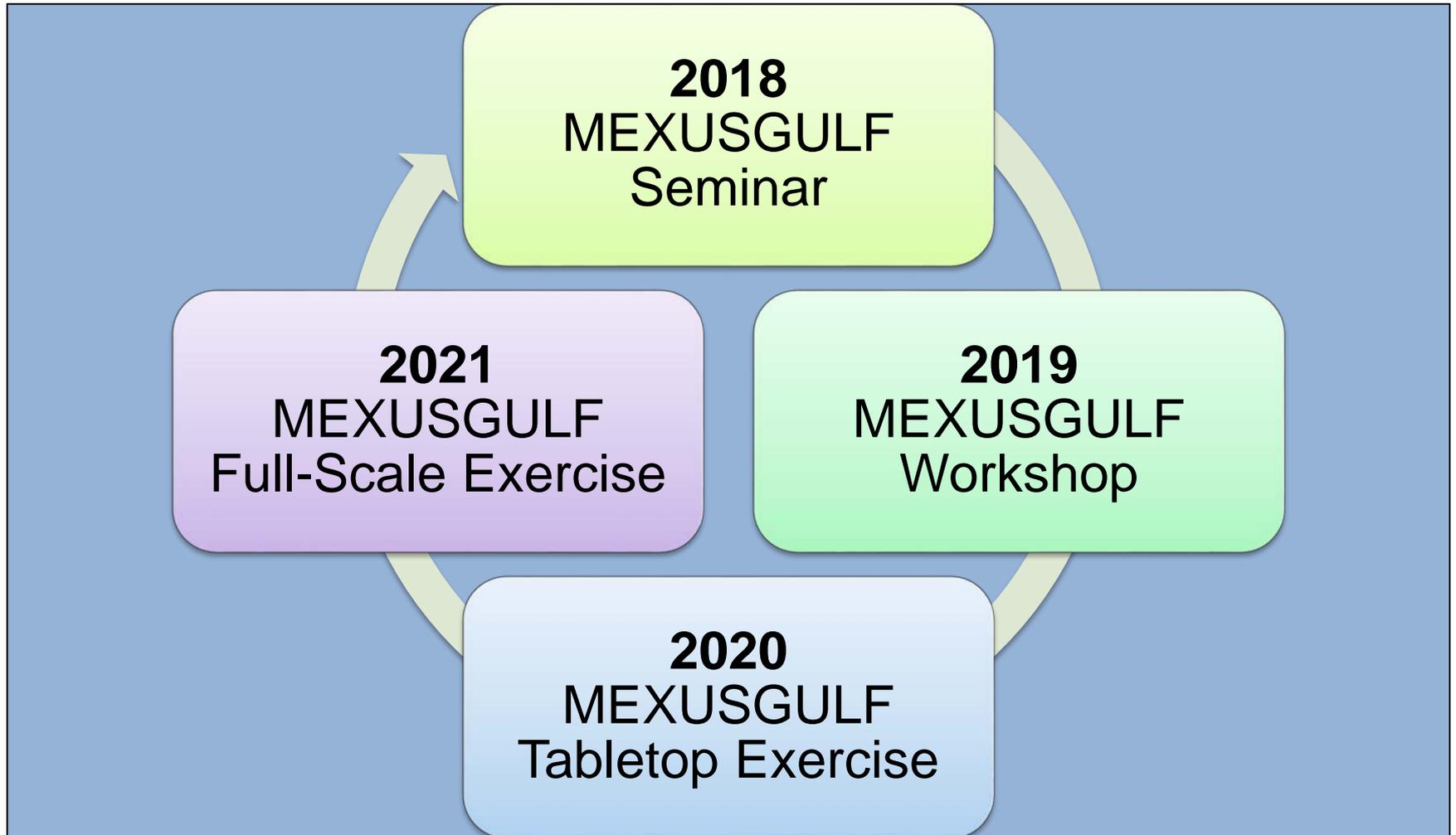


Challenges

- Confusion between subsea dispersant monitoring under source control and water column monitoring away from the source under spill response
- Command posts in two countries; appropriate staffing
- Clear understanding for in situ burn, dispersant use in Exclusive Economic Zone (EEZ)
 - Jurisdictions, approval and no objection



Future Exercise Cycle





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Mike Sams

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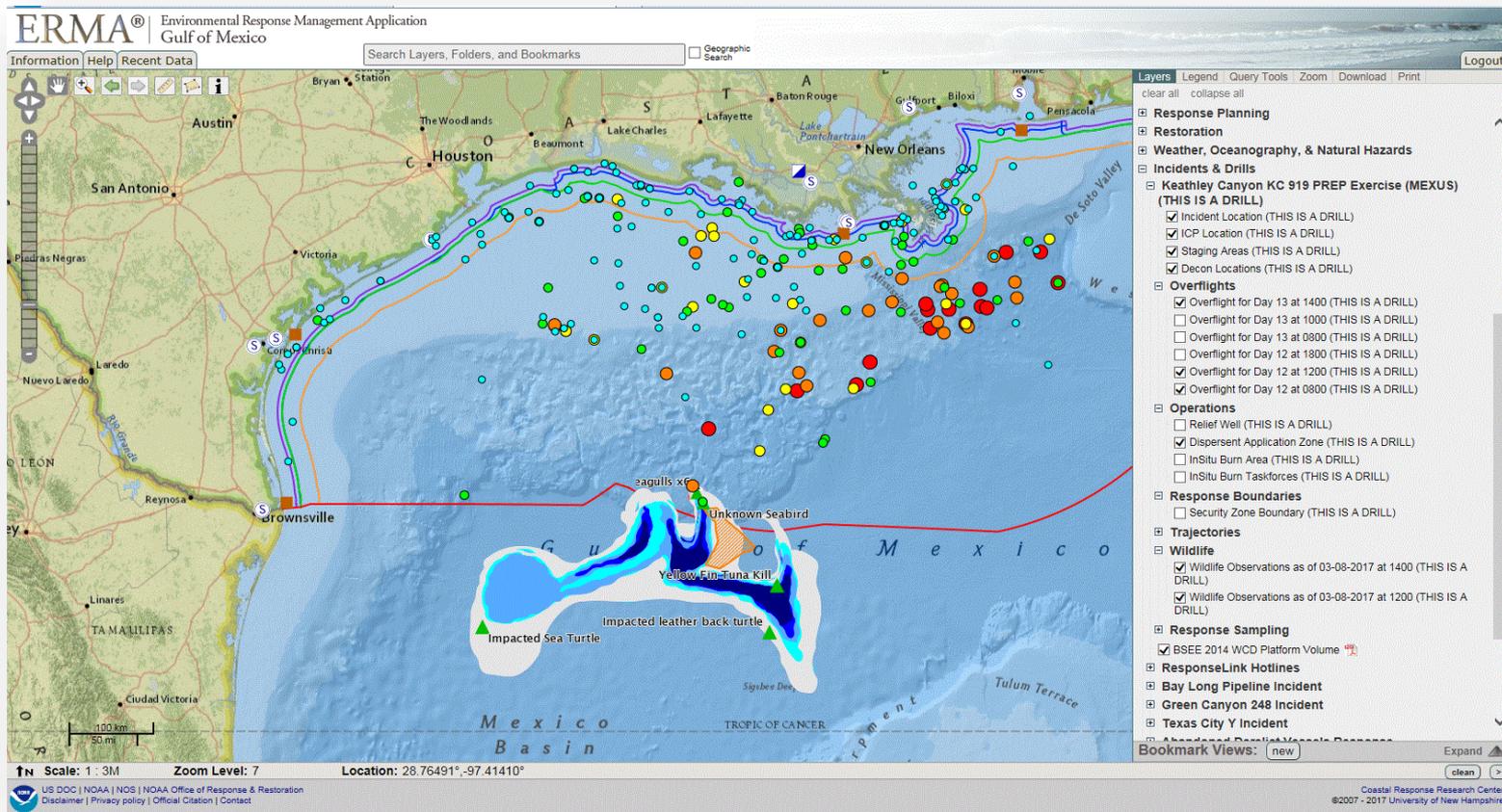
Kelly Wilson

832-636-4910

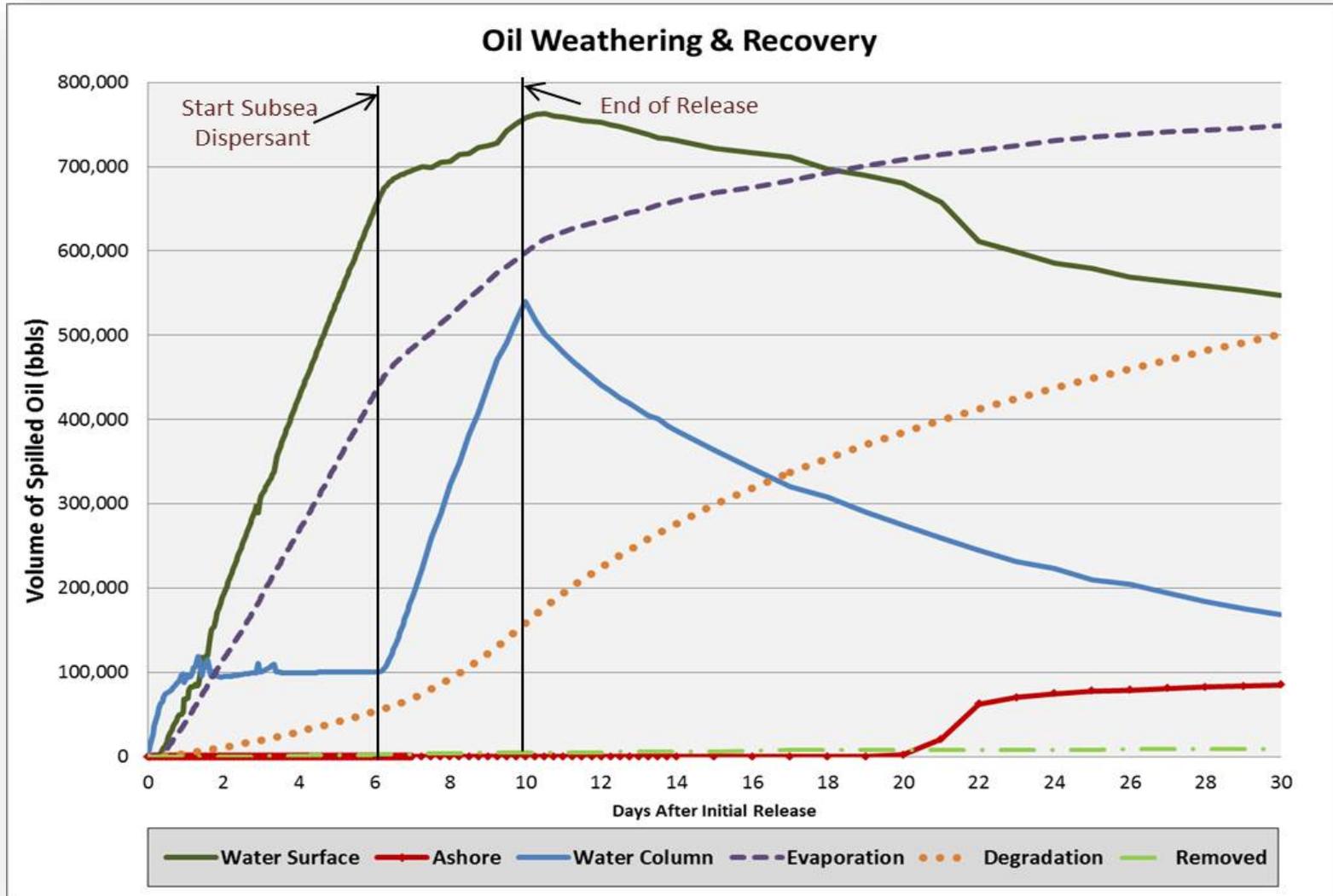
Kelly.Wilson@anadarko.com

Data Management

- Developed in accordance with the Southeast Louisiana Area Contingency
 - The Response Group's IAP Software
 - NOAA's Environmental Response Management Application (ERMA)



Mass Balance



Mass balance line graph illustrating the increased volume of oil in the water column (blue curve) following subsea dispersant application on Day 6. (Source: RPS-ASA, 2016)

Dispersant Approval Process Management

Exercise
Exercise
Exercise

Incident-Specific Activation Report

APC 2016
Gulf of Mexico Exercise

Simulated Major Oil Spill – Coastal Zone
U.S. Coast Guard, Marine Safety Unit Morgan City, LA



Regional Response Team (RRT) 6

[Link](#)

October 24, 2016

(RRT-6 Activation Date)

Brief Timeline of Events:

- On October 24, 2016, Anadarko Petroleum Corporation (APC) conducted their annual Preparedness for Response Exercise Program (PREP) exercise. As part of the exercise, they requested RRT concurrence to use subsea dispersants, specifically COREXIT EC9500A, FINASOL OSR 52, and ACCELL Clean DWD, as an effective means to minimize environmental impact.
- On October 13, 2016, APC's exercise planners provided their subsea dispersant package to RRT-6.
- On October 24, 2016, at 0900 CT, the Incident-Specific RRT (ISRRT) teleconference commenced; call adjourned at 0956.

Exercise Scenario: The Drillship NOBLE BOB DOUGLAS was conducting drilling operations in Keathley Canyon when they lost power. Workers activated the Emergency Disconnect (EDS); however, due to the extreme conditions, the Lower Marine Riser Preventer (LMRP) malfunctioned and prevented the blow out preventer (BOP) from severing the drill string. Due to the force of the currents, the drill string parted; however, it was above the BOP.

A Remote Operating Vehicle (ROV) discovered a steady flow of mud was emanating from the BOP and increasing rapidly. Also, approximately 40' of 8-1/4" drill collar (DC) and 6-5/8" heavy weight drill pipe (HWDP) sticking out of the BOP and bent over to the mud line.

Exercise
Exercise
Exercise

This is a Drill

This is a Drill

This is a Drill

RRT 6 - ART Evaluation Job-Aid - Dispersants

Incident Name: KC 919 Well Bblwout Annual GOM Drill
NRC #: N/A
Incident date: 10/15/16
Date of RRT incident-specific call: Monday, 24 October 2016

Spill Zone (Check all that apply and use one form per Spill Zone):

- OFFSHORE/SURFACE Dispersant Application
 NEARSHORE/SURFACE Dispersant Application
 OFFSHORE/SUBSEA Dispersant Application

REF: 40 CFR 300.905

	Y	N	N/A	Key Components
1	X			Have the applicable forms been appropriately filled out and been submitted to the RRT?
2	X			Is the spilled product dispersible?
3	X			Is the dispersant listed on the NCP Product Schedule?
4		X		Is mechanical response equipment alone deemed adequate (either availability or timeliness) to protect potential resources at risk?
5	X			Will dispersant application support the desired environmental benefit for identified RARs? <i>RARs were not provided for Texas</i>
6	X			Has sufficient dispersant and application equipment been confirmed to be available to be deployable within an acceptable time frame?
7	X			Did the dispersant application contractor have a pre-existing contract to support the operation?
8	X			Are weather conditions conducive for the proposed operation?
9	X			Are operations to be conducted during daylight hours?
10	X			Are operations to be conducted on 24hr basis?
11	X			Will application personnel be using the required PPE?
12	X			Are the personnel applying dispersants properly trained and qualified?
13	X			Does the Dispersant Application System meet applicable guidelines? a) Aircraft spray systems in accordance with manufacturer and ASTM standards. b) Boat application equipment in accordance with ASTM standards. c) Fire monitor and/or nozzle equipment meet ASTM application standards. d) Subsea application systems in accordance with Best Available Technology (BAT).*
14	X			Has the FOSC activated the SMART Program monitoring team?
15	X			Will the SMART observer fly over to monitor dispersant applications?
16	X			Is the subsea monitoring plan in accordance with BAT?*
17			N/A	Will DOI/DOC provide an aerial survey specialist to accompany the SMART observer?
18	X			Have ESA, EFH, and NHPA Section 106 consultations been initiated?
19	X			Have all potentially affected jurisdictions been notified? States, BOEM, BSEE, and MX

Recommendation:

- Approve
 Do not approve
 Approve under the following stipulations: TX withheld concurrence pending submission and review of Texas RAR.

*at this time BAT are NRT and API guidelines

This is a Drill

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Staffing



ICP
236 Attendees



Source Control
106 Attendees



Advisory and Liaison Coordinators (ALC)
2 Attendees (MX & US)

JIC - public affairs management

- JIC training
- NRT JIC Model
- Who fills the PIO role
- Current plans
- Exercises vs. Real-world events
- If we could...

