SALVAGE RESPONSE PLAN

FOR

U.S. Coast Guard
Sector Honolulu
Captain of the Port Zone

Annex 10200 to the Hawai‘i and American Samoa Area Maritime Security Plan

Version: October 2024

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U.S. Department of Homeland Security
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22 October, 2024

Hawai‘i and American Samoa Salvage Response Community:

This Salvage Response Plan (SRP) provides guidance toward coordinating salvage recovery operations for the U.S. Coast Guard Sector Honolulu Captain of the Port (COTP) Zone as defined in the Code of Federal Regulations (33 CFR §3.70-10). This plan is required by the SAFE Port Act of 2006 and is published as a non-SSI (Sensitive Security Information) stand-alone plan which serves as Annex 10200 of the Area Maritime Security Plan (AMSP).

The SRP also supports and is linked to the Marine Transportation System Recovery Plan (MTSRP) as described in section 6000 of the AMSP, and Pollution/Marine Fire Fighting efforts as described in section 8000 of the Area Contingency Plan (ACP).

This SRP provides a regional port-level framework for a unified and coordinated approach to preparedness and response to salvage incidents. The plan complements required facility and vessel response plans but does not relieve vessel/facility owners/operators of their responsibility for the safety of vessel and/or facilities under their control.

We welcome suggestions and recommended changes, which may be submitted to the COTP for review and adjudication by emailing d14-dg-sh-sechono-mtsru@uscg.mil.

This plan can be referenced by any port stakeholder with a need for salvage contingency planning/response information within the boundaries of the Sector Honolulu COTP Zone. This plan is posted on the public facing side of Homeport Honolulu Port Directory Content.

Sincerely,

A. L. Kirksey
Captain, U.S. Coast Guard
Captain of the Port, Honolulu

Enclosure: (1) SRP for U.S. Coast Guard Sector Honolulu COTP Zone

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RECORD OF CHANGES

Date	Content and Pages Affected	Entered By
Oct 2024	Entire Plan Updated iaw NVIC 09-02 (Change 6)	EMFR Staff

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REFERENCES

(a) Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation (DOT), September 1999
(b) Security and Accountability for Every Port Act of 2006 (SAFE Port Act), Public Law (Pub. L.) 109-347
(c) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 CFR § 103.505
(d) COTP Zone Honolulu Area Maritime Security Plan (AMSP)
(e) COTP Zone Honolulu Area Contingency Plan (ACP)
(f) COTP Zone Honolulu Marine Transportation System Recovery Plan (MTSRP)
(g) Department of Homeland Security, National Response Framework, (4th Ed. 2019)
(h) Strategy to Enhance International Supply Chain Security, Department of Homeland Security (DHS), July 2007
(i) U.S. Coast Guard Incident Management Handbook (IMH), COMDTPUB P3120.17 (series)
(j) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. § 5121 *et. seq*., as amended
(k) Navigation and Navigable Waters, Department of the Army, Corps of Engineers, Removal of Wrecks and Other Obstructions, 33 CFR Part 245
(l) Salvage and Marine Firefighting; 33 CFR Part 155, Subpart I
(m) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels and Other Obstructions, 33 CFR Part 64
(n) Navigation and Navigable Waters, Jurisdiction, 33 CFR § 2.36
(o) Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations dated 15 SEP 1980
(p) Memorandum of Agreement (MOA) between the Department of the Army Corps of Engineers and U.S. Coast Guard, October 2012
(q) Risk Management (RM), COMDTINST 3500.3 (series)

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SECTION 1: INTRODUCTION

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

A. PURPOSE

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

B. SCOPE

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

1. Responsible Party (RP)-Led Salvage Response Operations under the Oil Pollution Act of 1990 (OPA- 90)/Comprehensive Environmental Response Compensation and Liability Act (CERCLA);
2. USCG-Led Salvage Response Operations under OPA-90/CERCLA;
3. RP-led Salvage Response Operations with **no** OPA-90 applicability; and
4. No RP and **no** OPA-90/CERCLA applicability.

Scenario 1*:* [*Salvage scenario for a RP-Led Salvage Response Operations under OPA-90/CERCLA.] The M/V NIKKI, a 417' container vessel with 600 containers ran aground while transiting the entrance to the Port of Honolulu. The vessel suffered a breach of the #1 and #3 port voids and is hard aground. Several containers have dislodged from their guides with an unknown number of containers in the water and numerous containers are in an unstable condition on the port side. There is a report of a sheen at the site of the grounding with an unknown amount of oil discharged into the navigable waters. Potential impacts from this grounding and basic response strategies include:*

- *Potential disruption of Department of Defense (DoD) missions with the expectation of senior leadership engagement with DoD Commands and USCG District/Area Commanders.*

- *Concern for regional fuel distribution will become a high priority with emphasis from the Hawai'i State Emergency Management Agency (HI-EMA) on port status reporting and prioritization of vessels entering and departing the port.*
- *The logistical supply chain between the Port of Honolulu and neighboring islands will be disrupted, impacting the limited supplies estimated to be a 3–5-day inventory remaining on the islands before critical shortages will cause wide-spread shortages of essential commodities.*

Based on the vessel size, type, and amount of fuel, the provisions of the Vessel Response Plan (VRP) Geographic Specific Annex for Marine Firefighting and Salvage are applicable to this incident. The COTP will initiate the establishment of a UC with the Vessel Owner/Operator, State Department of Transportation – Harbors Division (DOT-Harbors), State Department of Health – Hazard Evaluation and Emergency Response (DOH-HEER), and the Owner- Operator's Salvage Response Provider at a location TBD. The COTP will coordinate with the Owner and Salvage Response Provider on an initial risk assessment of the vessel and provide essential information to the USCG Salvage Engineering Response Team (SERT). Because of the anticipated oil spill response and potential long-term salvage operation, the COTP, as FOSC, will access the Oil Spill Liability Trust Fund (OSLTF) to fund additional expert resources including the USCG National Strike Force (NSF), SERT, and USN Supervisor of Salvage (SUPSALV) to develop an initial Incident Action Plan (IAP) and to review the initial submission of a salvage plan. Additionally, the COTP will initiate a Marine Casualty Investigation and coordinate all investigative activities within the construct of the UC. Based on the potential for an extended disruption of the MTS, an MTS Recovery Unit (MTSRU) will be established within the Incident Management Team (IMT) to guide the development of port impact reports using the Common Assessment and Reporting Tool (CART), port and vessel priorities, and develop courses of action (COAs) to resume movement of commercial traffic.

Scenario 2*: [Salvage scenario for a USCG-Led Salvage Response Operations under OPA-90/CERCLA.] The Tug/Barge KAPEANA allided with a pier structure in the Port of Honolulu when the towing vessel lost propulsion and control of the barge. The barge suffered a rupture of the #1 starboard tank resulting in the loss of 10K bbls of #2 diesel. The barge is partially submerged. The barge was not currently certified for transport of petroleum products and the owner/operator of the towing vessel company was not appropriately certified for the operation and did not have the required oil spill response/salvage resources on contract as required by OPA-90. The COTP dispatched personnel from USCG Sector Honolulu to conduct an initial assessment, pollution response investigation, and notified all appropriate stakeholders including DOT-Harbors for any pier inspection requirement. The initial on-site vessel assessment measurements and observations were obtained by Marine Inspectors from USCG Sector Honolulu and relayed to the SERT. The COTP accessed the OSLTF to fund the travel and support of expert salvage/oil spill response organizations including the NSF, SERT, SUPSALV, National Oceanic and Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC), in addition to funding State and local government agency support.*

The FOSC issued an Administrative Order under OPA-90 to the Owner/Operator of the towing vessel and barge to take appropriate actions in accordance with OPA-90 to respond to the oil discharge and take all necessary steps to initiate salvage response operations. In the interim, the COTP/FOSC coordinated with the National Pollution Funds Center to

activate a professional salvage company using the OSLTF to respond and conduct salvage operations under the direction of the USCG and conduct oil spill removal operations. The initial direction to the salvage provider was to dispatch a Salvage Master to the scene within 12 hours and coordinate with SERT/NSF to develop an initial salvage plan for the FOSC approval. A UC was established at USCG Sector Honolulu with the USCG, DOT-Harbors, and DOH-HEER as the UC. The initial salvage-specific objectives included:

- *Coordinate with SERT on a complete structural analysis/stability calculation.*
- *Coordinate with Department of Justice and USCG Investigative Service on investigation.*
- *Develop submerged plans to include ROV/Divers to conduct underwater assessment of the hull.*
- *Develop a Lightering Plan in accordance with local requirements to remove all petroleum product from the damaged barge and lighter to an appropriately certified vessel.*
- *Identify all required equipment, including location and estimated time to arrive on scene for all equipment necessary to conduct lightering operations, submerged operations, and any heavy lift/towing equipment essential to execute the required missions.*

Scenario 3*:* [*Salvage scenario for a RP-led Salvage Response Operations with no OPA-90 applicability.] The towing vessel BIG TUG was pushing a deck barge NONAME through the port with 15K tons of sand and aggregate when it ran aground and partially submerged on the edge of the main ship channel into Kalaeloa Barbers Point. The cargo is not a regulated hazardous material and has no petroleum component. Compliance with the VRP Geographic Specific Annex for Salvage and Marine Firefighting is not required of the Owner/Operator due to the cargo type. The COTP issued a COTP Order to the Owner/Operator of the vessel to take specific actions regarding the status of the vessel, obstruction of the channel, locating the missing cargo hatches, and plans for the remaining cargo. The COTP Order further required the submission of any vessel assessment information and development of a salvage plan to be submitted to the COTP for approval prior to initiating any operations. The Owner/Operator contracted with a nationally recognized salvage and diving organization to lead the response. The COTP activated a UC with the Owner/Operator representative, DOT-Harbors, DOH-HEER, and the USCG as the UC. A Salvage Branch under the Operations Section was activated as part of the IMT with task of coordinating with SERT on any Salvage Plan review and providing recommendations for action to the UC. USCG Sector Honolulu dispatched marine inspectors to provide essential measurements and photographs to the SERT for development of initial stability calculations. SERT has also coordinated with the Salvage Response organization for the transfer of vessel plans and coordination of stability calculations. Based on the potential for an extended disruption, a MTSRU was established within the IMT to guide the development of port impact reports using CART, port and vessel priorities, and develop COAs to resume movement of commercial traffic. A marine casualty investigation will most likely happen concurrently.*

Scenario 4*:* [*Salvage scenario for a No RP and no OPA-90/CERCLA applicability] A derelict yacht was reported to have floated free from its mooring in Ke'ehi Harbor and drifted into the Port of Honolulu main ship channel and sunk. The vessel was known by the local COTP, state DOH-HEER, and the Department of Land and Natural Resources (DLNR) to be an abandoned vessel, free of all petroleum products, and had no hazardous*

materials onboard. The COTP notified the pilots, towing vessel operators, and issued a safety zone to restrict all vessel movements within .5 mile of the sinking location. Having no nexus with OPA-90 or CERCLA and no owner/operator, the COTP is limited in the legal and financial authority to initiate a salvage response operation. The COTP initiated the development of a UC with the United States Army Corps of Engineers (USACE) and DOT-Harbors as the lead agencies. Based on the location of the vessel, any prolonged port closure will significantly impact vessel movements, shipment of essential fuels, and shipment of essential cargoes. The COTP requested agency support to utilize side-scan sonar equipment to provide an initial assessment. The COTP has requested the USACE initiate an emergency salvage contract to conduct salvage operations on the vessel as it resides in a navigable channel with no owner/operator and no capability to use OPA-90 or CERCLA funds.

C. SALVAGE RESPONSE PLAN GOALS AND OBJECTIVES

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

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

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

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

Objective 4. Identify salvage needs of MTS infrastructure beyond the scope of this SRP and refer consideration for Federal Emergency Management Agency (FEMA) Mission Assignments (MAs) or long-term recovery support through Emergency Support Functions (ESFs) 1 (Transportation), 3 (Public Works and Engineering) and/or 10 (Oil and Hazardous Materials Response), as appropriate.

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

D. ORGANIZATION

1. **Area of Responsibility:**
The Sector Honolulu COTP Zone (***Figure 1.1***) corresponds with the limits as quoted below from the Code of Federal Regulations, 33 CFR 3.70-10: "…comprise the State of Hawai'i, including all the islands and atolls of the Hawaiian chain and the adjacent waters of the exclusive economic zone (EEZ); and the following islands and their adjacent waters of the EEZ: American Samoa, Johnston Atoll, Palmyra Atoll, Kingman Reef, Wake Island, Jarvis Island, Howland and Baker Islands, and Midway Island…"

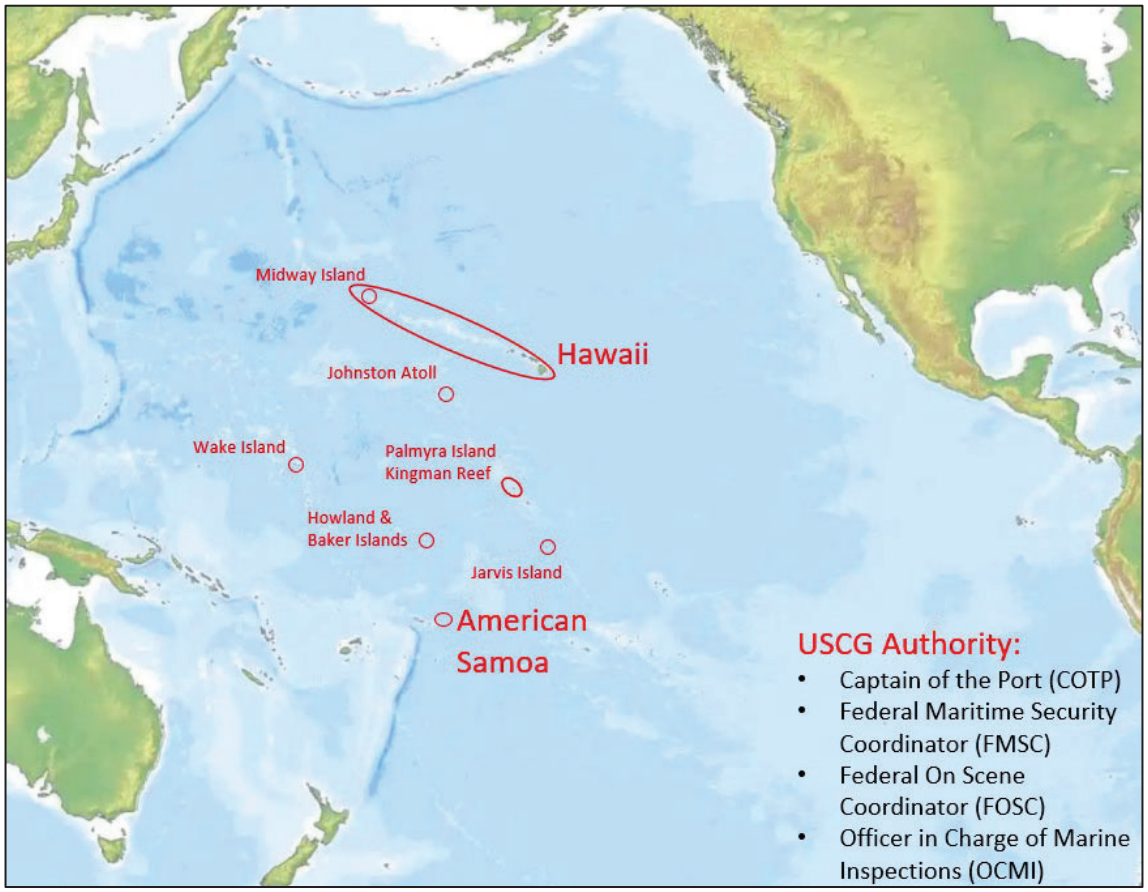


Figure 1.1 – USCG Sector Honolulu COTP Zone

2. **COTP Zone Overview:**
   a. USCG Sector Honolulu COTP Zone also includes the Northwest Hawaiian Islands (Papahānaumokuākea) Marine National Monument, stretching roughly 1,200 nautical miles west of the main Hawaiian Islands, the single largest conservation area in the U.S. The MTS focus can be divided into two distinct regions: the State of Hawai‘i and the Territory of American Samoa, approximately 2,600 miles south of Hawai‘i.

   b. Located in the middle of the Pacific Ocean, Hawai‘i and American Samoa’s separation from the mainland results in a necessary and almost complete dependence on ocean shipping to supply all the population needs. This dependence has placed an urgent demand on the commercial harbors to provide the facilities, space, utilities, and roadways necessary to facilitate the receipt of the community lifeline infrastructure. The Hawai‘i MTS includes nine active state-owned and managed commercial harbors (ports) on six Hawaiian Islands (***Figure 1.2***). All the ports are overseen by the state DOT-Harbors. Additionally, Pearl Harbor is a military installation on the Joint Base Pearl Harbor Hawai‘i (JBPHH) complex located on the south shore of Oahu, between Kalaeloa Barbers Point and the Port of Honolulu.

   c. In normal operations, the Port of Honolulu is the “hub” port where goods are broken down into smaller shipments and transshipped to “spoke” ports via interisland barge service. Cargo is then delivered to local markets via land transportation.

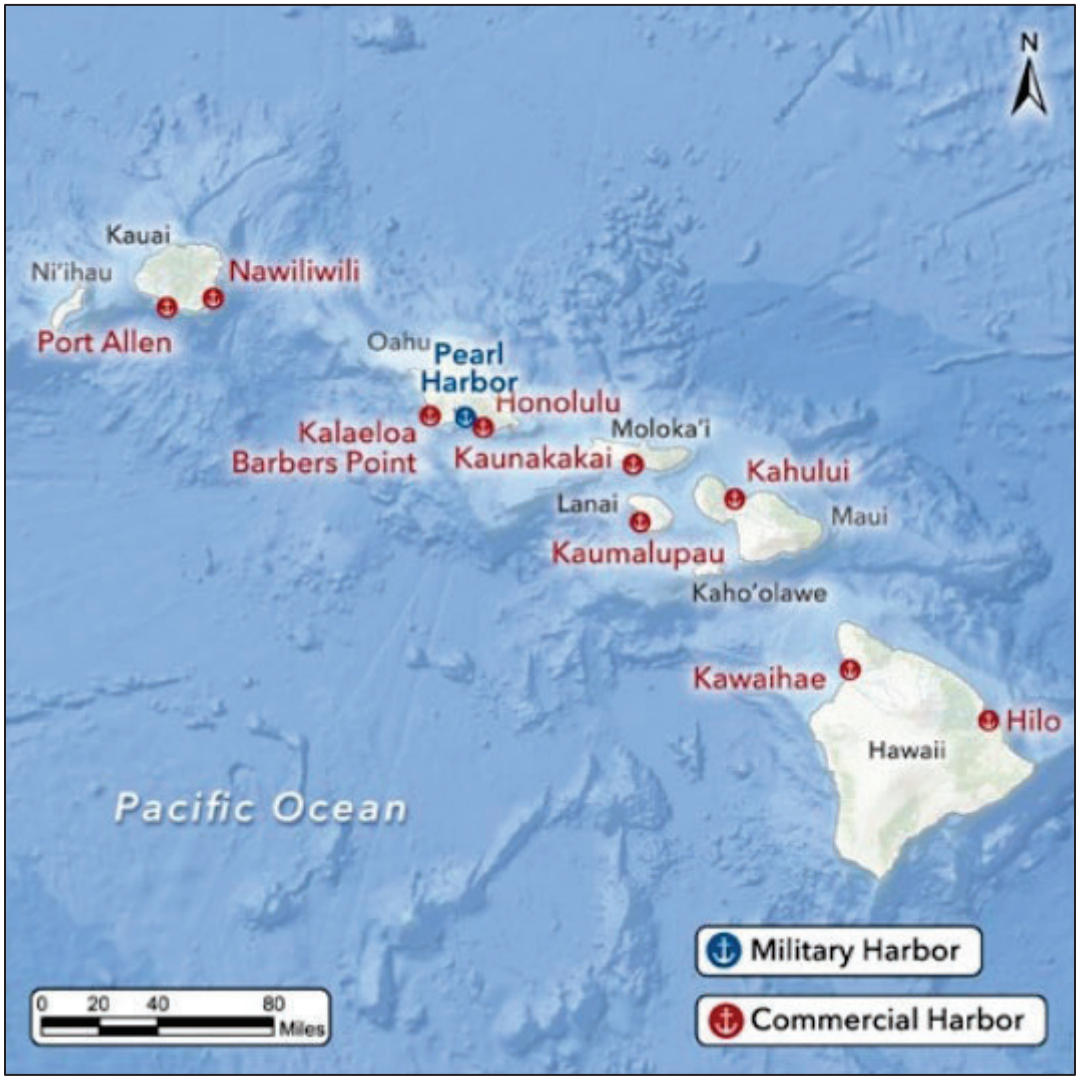


Figure 1.2 - Hawai'i Marine Transportation System [Hawai'i Maritime RRAP 2022]

d. The Hawai'i MTS is critical to the state's civilian and military supply chains and plays an important role in the supply chains serving American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, and Micronesia. Close to U.S. allies and potential threats, Hawai'i, Guam, and Micronesia host dozens of DoD units. U.S. military personnel and their family members comprise approximately 7% of the 1.4-million-person population of Hawai'i. Most groceries and other goods purchased on military bases in Hawai'i arrive through the civilian MTS and Port of Honolulu. The "just-in-time" economy results in reduced product storage capacities that can impact supplies needed following an emergency. The loss of the Port of Honolulu's importation capability and capacity would result in a rapid depletion of these essential life sustainment and recovery supplies. Estimates place on-hand supplies at only 3-5 days. Closure of the Port of Honolulu for more than one week will severely affect the state's health, safety, and ability to recover [source: Resiliency Assessment, Hawai'i Maritime Transportation RRAP Project July 2022].

e. **City and County of Honolulu (Oahu):**

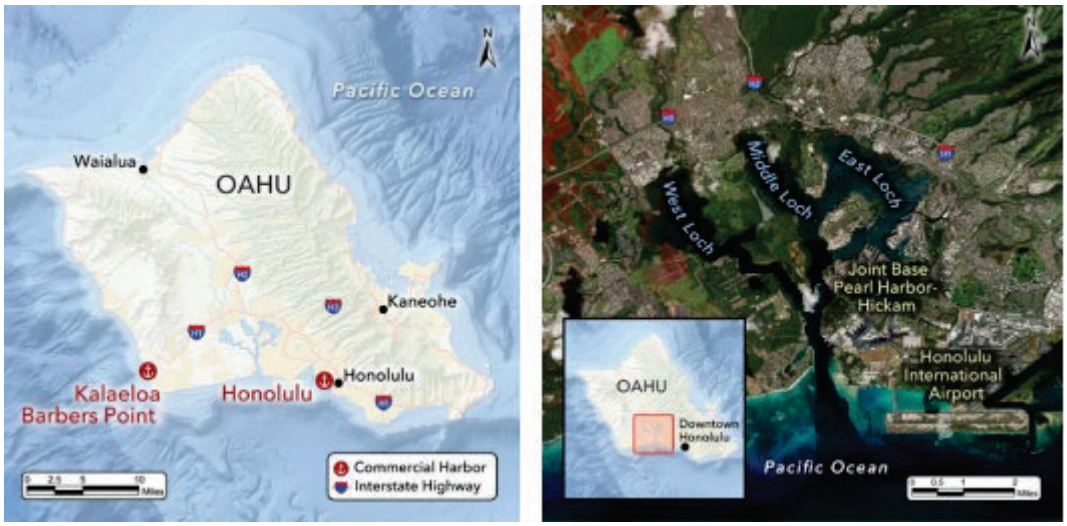


Figure 1.3 – City and County of Honolulu Overview [Hawai'i Maritime RRAP 2022]

- Port of Honolulu: The primary port on Oahu and the highest priority element of the MTS in Hawai'i as it hosts the only gantry cranes in the state. Facilities include piers for handling overseas, inter-island containerized, and general cargo. The Port of Honolulu is also used as a port-of-call for cruise ships. It is just two miles from Honolulu International Airport with easy access to the island's highway system.
- Kalaeloa Barbers Point Harbor capabilities are limited due to lack of gantry cranes necessary for loading/off-loading of containers. The offshore moorings at Barbers Point are critical to the delivery of fuel products to the Hawaiian Islands.
- USN Base Pearl Harbor: Located on JBPHH, this is the primary port area for maritime military traffic and out loads.

f. **Kaua‘i County:**

Figure 1.4 – Kauai County Overview [Hawai‘i Maritime RRAP 2022]

- Nawiliwili Harbor: The primary port, Nawiliwili Harbor is located on the southeast coast of Kaua‘i. About 96 nautical miles northwest of the Port of Honolulu, Nawiliwili Harbor serves as the primary commercial harbor for Kaua‘i. Facilities include piers for handling overseas, inter-island containerized and general cargo. Nawiliwili Harbor is also used as a port-of-call for cruise ships. It is just four miles from Lihue Airport with easy access to the island’s highway system through Waapa Road.
- Port Allen: Located on the south coast of the island 106 nautical miles from the Port of Honolulu, Port Allen has facilities for liquid-bulk cargo. Military and excursion/charter vessels also use pier space. Port Allen is 20 miles from the Lihue Airport, and Waialo Road provides access to the harbor from Kaumaualii Highway.

g. **Maui County:**

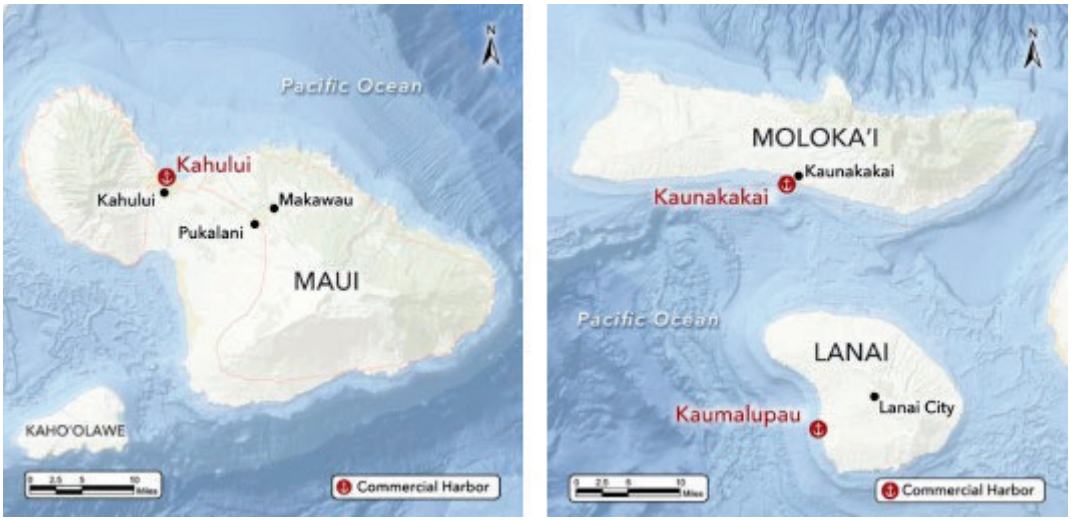


Figure 1.5 – Maui County Overview [Hawai'i Maritime RRAP 2022]

- Kahului Harbor: Located on the north shore of Maui within Kahului Bay, and approximately 89 nautical miles southeast of the Port of Honolulu. Kahului Harbor provides a complete range of maritime services and facilities to meet the island's needs. Kahului Harbor is a regular stop for passenger cruise ships, and is situated near the city of Kahului, the industrial and commercial center of Maui. The harbor is just two miles from Wailuku, Maui's largest town and the county seat of Maui County. Kahului Harbor is close to Kahului Airport with easy access to the island's highway system.
- Kaunakakai Harbor (Moloka'i): Located on the south-central shore of the island of Molokai the harbor is located 52 nautical miles from the Port of Honolulu. It has facilities for inter-island barge operations and a passenger ferry terminal. The harbor is served by Maunaloa Highway and is located adjacent to Kaunakakai, the capital of Molokai.
- Kaumalapau Harbor (Lana'i): Located on the southern shore of Lanai, the harbor has facilities for inter-island barge operations. The harbor is served by Kaumalapau Highway and is located 1 mile from Lanai City, the island's largest population center.

h. **Maui County Harbors not associated with the MTS:**

- Lahaina Harbor (Maui): **Estimated to resume operations in 2025**, the harbor is located on the west side of Maui, provides anchorages for large cruise vessels, carrying 1000 passengers or more to conduct passenger tender operations. This harbor also serves as the ferry terminal for the inter-island ferries running between Maui and Moloka'i, and Maui and Lana'i. Although there is a coastline road connecting Lahaina to Kahului, it is not suitable for large cargo vehicle traffic.
- Manele Bay Small Boat Harbor (Lana'i): Manele Bay is the ferry terminal for Expeditions Ferry Service between Maui and Lana'i. It is a sheltered small boat marina that harbors a mix of recreational vessels, inspected, and uninspected commercial passenger vessels. Most of its tenants are commercial operators. The harbor is located on the south coast of the island. A single road connects Manele Bay to Lana'i City.

i. **Hawai‘i County (Big Island):**

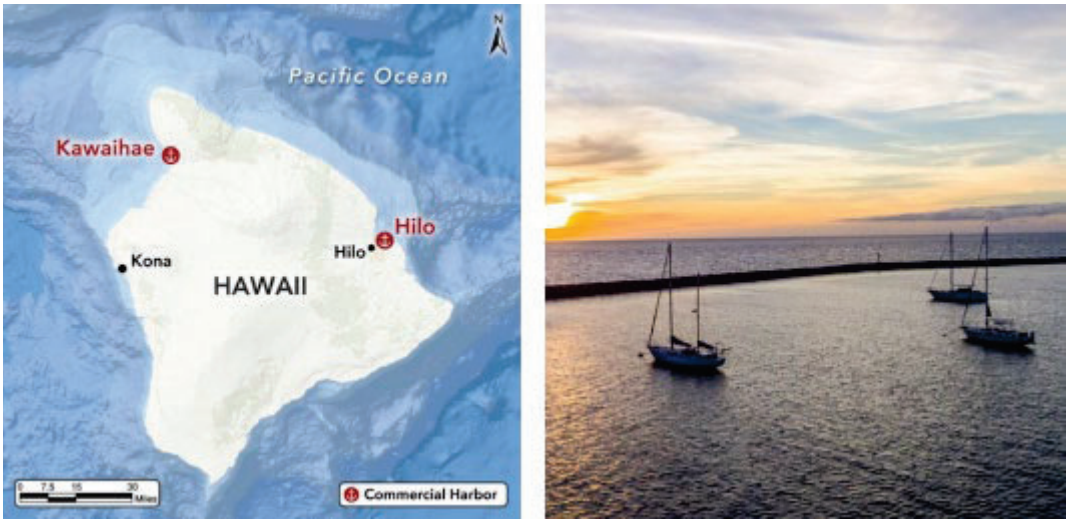
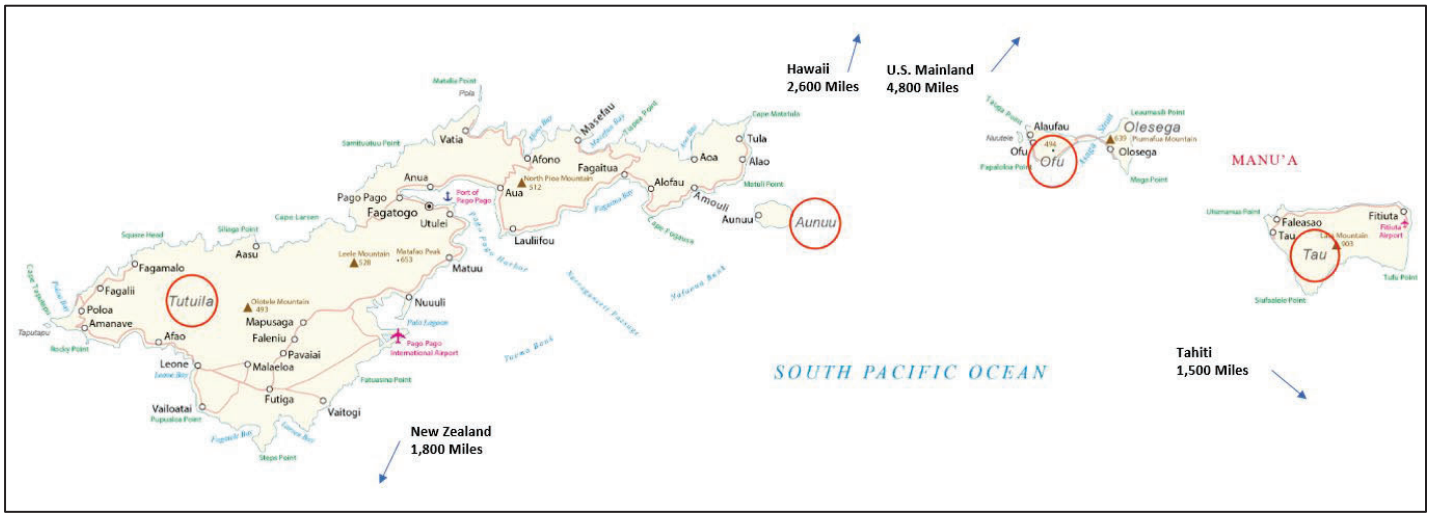


Figure 1.6 – Hawai‘i County Overview [Hawai‘i Maritime RRAP 2022]

- Hilo Harbor: Located on the northeast coast of the Big Island, the southernmost island, is one of two deep-draft harbors servicing the island. The harbor is two miles from the business district of Hilo, the island’s principal city. Located 194 nautical miles southeast of the Port of Honolulu, Hilo Harbor provides a wide range of maritime facilities and services and is the major distribution center for the Big Island. Both overseas and inter-island ships and barges, to include passenger cruise ships, make regular calls to Hilo. The harbor is located near Hilo’s industrial and commercial center. Hilo Harbor, located a mile south of Hilo International Airport, is served by Kalanianaole Avenue.
- Kawaihae Harbor: The second deep-draft harbor on the Big Island, is located on the northwest coast of Hawai‘i, approximately 85 nautical miles from Hilo Harbor and 132 nautical miles from the Port of Honolulu. Kawaihae Harbor offers facilities for handling both overseas and inter-island cargo with room for future expansion. The harbor is served by Queen Kaahumanu Highway and is located 28 miles north of Kona International Airport at Keahole.

j. American Samoa:



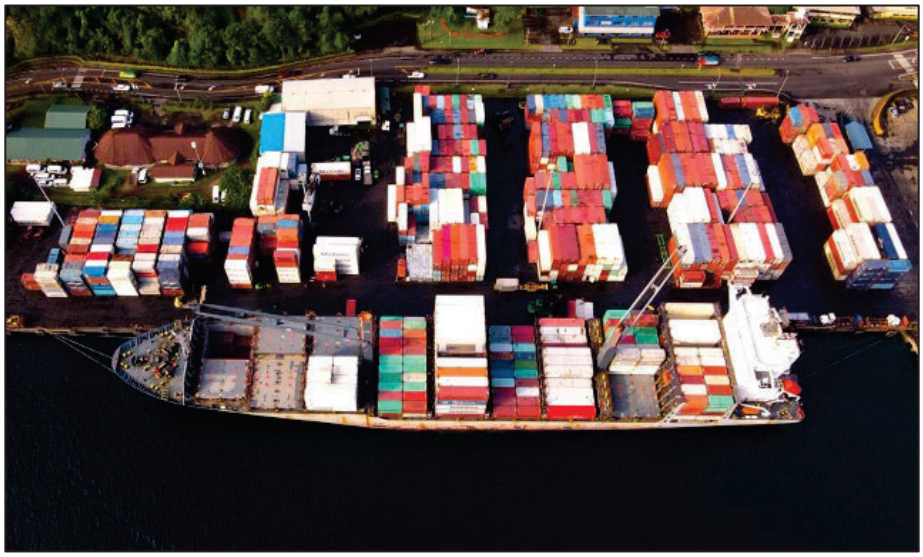


Figure 1.7 – American Samoa Overview [ASG Department of Port Administration website]

- Pago Pago Harbor: Located in the heart of Pago Pago, the capital of American Samoa on the Southern Shore of Tutuila Island, is the primary harbor for American Samoa. Facility and vessel operations serve the surrounding areas.
- Auasi and Aunu'u: Auasi harbor is in the village of Auasi on the island of Tutuila. Aunu'u harbor is located on the island of Aunu'u. These harbors provide ocean transport between the islands of Tutuila and Aunu'u. Private alia owners provide transportation services for students, workers, and the traveling public.
- Manu'a Harbors: Ofu, Olosega, and Ta'u make up the family of islands known as the islands of Manu'a. Ofu and Olosega are connected by a bridge. Foreign and US vessels must enter the Port of Pago Pago on the island of Tutuila, the largest island of American Samoa, before entry may be granted to the smaller harbors.

3. **Uniqueness of the COTP Zone**:
Hawai‘i faces unique challenges should a hurricane, tsunami, or other catastrophic event impact the Port of Honolulu. Approximately 85% of all goods and 100% of fuel is transported to Hawai‘i by the MTS and into the Port of Honolulu’s commercial harbor system. The Port of Honolulu is a single point of failure, so it is critical that the State exhaust all measures to find means/mechanisms in port recovery/resiliency planning and implementation. Due to the remoteness of the Hawaiian Islands, there exists a lack of comprehensive on-island restoration supplies, equipment, specialty personnel, heavy salvage, and dredging capabilities. It is estimated to take a minimum of 19 days before port survey and clearance assets could arrive from the Continental United States, with full port restoration taking months or more. Hawai‘i only has 3-5 days of supplies on the island to support the residents and visitors throughout the islands. DoD commands located in Hawai‘i rely on the Port of Honolulu for most, if not all, supplies, and equipment.

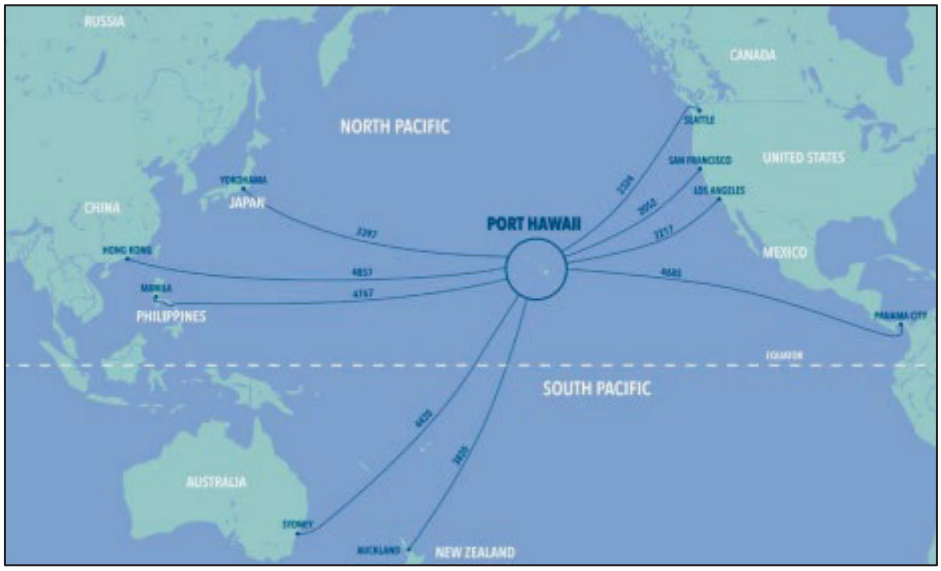


Figure 1.8 – Distance from MTS Ports [Hawai‘i Maritime RRAP 2022]

E. FUNDING CONSIDERATIONS

1. **USACE**: Funding for operation and maintenance of "Federal" waterways is through the USACE’s Operations and Maintenance General Appropriation each year. This includes the ability to issue emergency contracts to salvage companies to conduct salvage operations for vessels strictly within the limits of federal channels under the USACE’s responsibility.

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

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

3. **USCG**: USCG managed funding streams are available for a limited range of scenarios. USCG units should ensure that the RP or vessel owner assumes responsibility for salvage costs when appropriate. Large commercial vessels and barges typically have Protection and Indemnity (P & I) insurance to cover instances that result in salvage. This insurance

provides coverage to vessel owners and charterers against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury, or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P&I insurance. However, there are times when the USCG must take responsibility to rectify a waterway. In such instances, possible funding sources include:

a. OSLTF - Created by the Oil Pollution Act of 1990 for spills or threats of spills of oil or petroleum products;
b. CERCLA – Funding for hazardous substance releases or threats of release;
c. Stafford Act – Pursuant to a disaster declaration. These funded operations will normally include a MA issued by FEMA for a specific operation under the leadership and oversight of one of the ESFs activated for the disaster response;
d. Agency Funding – Provided by the agency in accordance with existing legislation; and
e. Other Instances - In some instances, the USCG may not act because of lack of authority or funding. In those cases, COTPs/FOSCs should make every effort to engage either the private entities or agencies that do have authority and capability to act.

F. LEGAL CONSIDERATIONS AND AUTHORITIES

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

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

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

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

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

   a. **USACE**

   - Authorized by Section 202 of Water Resources Development Act (WRDA) of 1976 (Pub. L. 94-587) to develop projects for the collection and removal of drift and debris from publicly maintained commercial boat harbors and from land and water areas immediately adjacent thereto.
   - WRDA of 1976 provides general authority for development of drift and debris removal projects. The Department of the Army does not currently support authorization of or budgeting for such projects.
   - Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by

Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.

- Flood Control and Coastal Emergencies (Pub. L. 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its Pub. L. 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.
- The USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 (Public Works and Engineering). Under this ESF, FEMA tasks the USACE to perform debris removal operations at the request of a State. This can include debris in the water outside the federally maintained channel if FEMA declares it to be eligible.

b. **SUPSALV**

- The Salvage Facilities Act, codified at 10 U.S.C. §§ 8701-8704, gives the USN broad discretion to provide necessary salvage facilities for both public and private vessels. This authorizes the provision of salvage facilities and services directly by USN or via lease, sale, or other contractual arrangement, which implies a standing role for SUPSALV as the "national salvage advisor."
- SUPSALV works on a reimbursable basis and is postured to accept all forms of government funding.

c. **FEMA**

- In accordance with 42 U.S.C. §§ 5170b, 5173, and 5192, FEMA is authorized under the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide assistance to eligible applicants to remove debris from public and private property or waters following a Presidential disaster declaration, when in the public interest.
- Removal must be necessary to eliminate immediate threats to lives, public health and safety; eliminate immediate threats of significant damage to improved public or private property or waters; or ensure the economic recovery of the affected community to the benefit of the community-at-large. The debris must be the direct result of the disaster and located in the disaster area, and the applicant must have the legal responsibility to remove the debris.

G. DEFINITIONS

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

Debris: Jointly promulgated as a definition by NOAA in 15 CFR § 909.1(a) and the USCG in 33 CFR § 151.3000(a), "marine debris is defined as any persistent solid material that is manufactured or processed and directly or indirectly, intentionally or unintentionally, disposed of or abandoned into the marine environment or Great Lakes." The following additional definitions apply to this plan:

***Construction and Demolition Debris*:** The definition of construction and demolition debris may vary between jurisdictions and legal authorities. For the purposes of this plan, general definition of debris, as defined above, applies. However, when specifically classifying the type of debris, the applicable classification must be determined by the facts pertaining to each incident. When dealing with debris issues, the COTP and any other involved party must ensure they have the authority and funding to act in a specific instance."

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

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

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

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

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

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

Marine Salvage: Service/assistance that is rendered to a vessel and/or her cargo to save the vessel or cargo in whole, or in part, from impending marine or maritime peril, or in recovery such property from actual maritime peril or loss, with contribution to the success by the service that was rendered by the salvor. Marine peril typically increases with time.

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

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

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

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

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

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

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

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

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

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

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

SECTION 2: PREPAREDNESS

A. PURPOSE

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

B. AGENCY ROLES AND RESPONSIBILITIES

General: Roles and responsibilities for salvage response will depend upon the circumstances of the incident. Primary, Federal, state, local, and industry roles and responsibilities are described as follows:

1. Under normal operating conditions, primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation, including marking, is ***the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; or the owner, operator or lessee of other obstructions in the waterway such as structures, train cars, and vehicles***. Where a discharge of oil, hazardous substance release or threat thereof is involved, primary responsibility belongs to the RP as defined by OPA-90.

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

3. The following summary identifies general institutional roles and responsibilities.

   a. **Federal**

   - **USCG**. Per reference (p), the USCG works closely with the USACE to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U. S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response.
     - The USCG, upon the request of FEMA, may provide management and contract administration for certain MAs under the authority and funding per reference (j). The COTP, as FMSC and FOSC is responsible for maintaining and implementing this SRP. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking, and notification as required by references (m), (n), (o) and (p).
   - **USACE**. The USACE serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. When there is a non-pollution event in which a vessel or other obstruction is creating a hazard to navigation within a federally defined navigable channel, the USACE serves as the lead Federal agency for ensuring either removal of the obstruction from or immediately adjacent to the Federal channel by the owner,

operator, or lessee, or by effecting removal using hired labor forces or a contractor. The USACE also arranges for and conducts hydrographic surveys, post-incident assessments of navigation conditions, and emergency and non-emergency dredging. The USACE is one of two primary agencies for ESF #3 (Public Works & Engineering), and may provide engineering management and contract administration, at the request of the FEMA, for salvage-related MAs under authority and funding of reference (j).

- **SUPSALV**. SUPSALV is the DoD's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (o). SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV can quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the USN's hydrographic survey assets/capabilities and can provide in- office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities.
- **NOAA**. NOAA provides aerial and hydrographic survey support and expertise. NOAA also administers the Abandoned Vessel Program. The main objective of this program is to investigate problems posed by abandoned and derelict vessels in U. S. waters. The program maintains various information resources.
- **EPA**. The EPA serves as the coordinator and as one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response).
- **FEMA**. FEMA is the Federal lead for MAs under reference (j) authority and funding. FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering). FEMA also serves as the coordinator and primary agency for ESF #14 (Long-Term Community Recovery & Mitigation).
- **U. S. Department of Transportation (DOT)**. DOT serves as coordinator and primary agency for ESF #1 (Transportation).
- **National Transportation Safety Board (NTSB)**. The NTSB has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be because of an act of terrorism.
- **Federal Bureau of Investigation (FBI)**. The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

b. **State, Local, and Tribal Governments**

State, local, and tribal governments have an important and concurrent role to play in helping to determine priorities and in developing a rational coordination of efforts/assets to accomplish rapid marine survey, salvage, wreck/debris removal in waters within, or adjacent to, their jurisdictions. State governments also have a role in the determination

of local sponsors and cost share criteria for FEMA MAs for marine debris removal.

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

The State of Hawai‘i addresses abandoned or sinking boats and the actions required by the owner to mitigate the problems or face monetary penalties for failure to act. For the state to act without notice there must be an emergency where life or property is endangered, or where the boat may interfere with other boats or with free and proper navigation of waterway. (Hawai‘i Administrative Rules 19-42-59).

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

- **HI-EMA and County Emergency Management**. HI-EMA's mission is to prepare for, respond to, and facilitate recovery from disasters and emergencies affecting Hawai‘i. HI-EMA is the lead in state planning for preparedness resources, hazard mitigation, coordinating state response to emergencies, and collaboration with the federal government to request resources and assistance beyond the capabilities of the state, among many other critical functions. During a Hawai‘i MTS emergency, HI-EMA is a critical element of the MTSRU; this includes sharing information and coordinating a wholistic state response. Additionally, HI-EMA is the lead state agency for resourcing MAs, issuing emergency declarations, providing alerts and warnings, and working with partners to secure outside resources and funding.
- **Hawai‘i Division of Aquatic Resources (DAR)**. Administers the artificial reef program for the state. The purpose of these reef shelters is to increase and enhance opportunities for anglers. There are presently five artificial reefs established around the islands with material used from small boats, concrete, barges, tires, and other material. Permits must be obtained from the USACE. Environmental Impact Statements also must be completed for EPA review.
- **Hawai‘i Department of Land and Natural Resources (DLNR)**. Responsible for managing, administering, and exercising control over public lands, water resources, ocean waters, navigable streams, coastal areas (except commercial harbors), minerals, and all interests therein. Has authority that extends 3 miles from the shoreline.
- **Division of Conservation and Resources Enforcement (DOCARE)**. Under the "Enforcement" Chapter of the Statewide Comprehensive Board of Land and Natural Resources Coastal Policy, DLNR's Division of DOCARE has primary responsibility for resource enforcement in the State, with full police powers and therefore is the lead division for this submittal. DOCARE's overall mission is to promote the safe and responsible use of Hawai‘i's natural resources.
- **DOT-Harbors.** Has state authority over vessels and facility operations for state harbors under their jurisdiction. DOT-Harbors also has the authority to close any port under their jurisdiction to vessel traffic or specific facility operations. DOT-Harbors will participate in any salvage operations and is responsible for the following:

- Development of tentative vessel departure schedule and safe haven plans for the state ports;
- Develop and implement schedule for returning vessels based on the condition of the harbor channels, basins, available piers, and vessels low on fuel;
- Coordinate reopening of the entrance channels with USCG. Utilize anchorages, if necessary;
- Plan for dispersing or securing disabled vessels and safe havens for local fishing fleet;
- Prioritize and initiate debris removal requirements. Identify and clear debris from DOT-Harbors-maintained culverts and drainage systems;
- Pre-identify landside and waterside debris staging sites on DOT-Harbors property. During recovery, confirm availability and accessibility of debris storage sites on Harbor property to minimize hauling distances and fuel consumption;
- Identify evaluate, prioritize, and document piers, facilities, and areas to be repaired, cleaned, and secured;
- Identify condition of internal access roadways to piers and debris staging sites;
- Coordinate with USCG, assist tugs or pilot boat to sweep the harbor and identify and secure floating and submerged navigational hazards. If large navigational hazards are present within the federal project line, coordinate removal with USACE through the UC; and
- Crowd control and pier security is the responsibility of the state, which is enforced through the Department of Law Enforcement or local police departments.

c. **Industry**

- **National Salvage Roles / Capabilities**
  - American Salvage Association. Refer to www.americansalvage.org for details.
  - Additional information for national-level salvage capability and equipment information is available thru the NSF, NSF Coordination Center, and the USN SUPSALV.
- **Local and Regional Salvage Capabilities**
  - Refer to Appendix G for regional and local salvage, marine construction equipment, and capabilities that may be considered as alternative sources of equipment.
- **Vessel and Cargo Owners/Operators and Insurers**
  - For vessels and cargos, the owners/operators (and those that underwrite their property) retain the primary responsibility for obtaining salvage assistance when needed. Under references (m) and (n), the owners retain responsibility for marking and removal of their vessel and or cargo even if it has no more value. COTPs must give the owners reasonable opportunity to comply with appropriate legal requirements while protecting the value of their property. For vessels that are required to have VRPs, COTPs should ensure that owners adhere to their VRPs, especially with respect to using their pre-identified and contracted salvors.
  - The above notwithstanding, the COTP must balance the ability of the RP to take appropriate action in a timely fashion. Delay in salvage or inappropriate initial action may worsen the situation, increasing impact on the MTS, the environment, and/or overall cost. The COTP should not hesitate, if in doubt, to seek advice

from the organizations listed in Section 2.B.

- It is recommended the COTP immediately seek the guidance of the USCG District Fourteen legal office if questions regarding legal authorities, responsibilities, etc. arise.
- To assist in salvage planning efforts, 33 CFR part 155, subpart I, contains information about each required salvage service for Tank Vessels and Non-Tank Vessels. Vessel owners and operators are required to develop appropriate Geographic Specific Annexes for their areas of operation and update their existing VRP to reflect these new requirements. The process to gain access to the required salvage information is outlined in Section 3.G. to this plan.
- Vessel owners/operators are responsible for determining the adequacy of the resource providers noted in the VRP. When the determination of adequacy was made, the owner/operators were responsible to ensure that the provider met, to the maximum extent possible, the 15 factors listed below:

(1) *Resource Provider* is currently working in response service needed.
(2) *Resource Provider* has documented history of participation in successful salvage and/or marine firefighting operations, including equipment deployment.
(3) *Resource Provider* owns or has contracts for equipment needed to perform response services.
(4) *Resource Provider* has personnel with documented training certification and degree experience (Naval Architecture, Fire Science, etc.).
(5) *Resource Provider* has 24-hour availability of personnel and equipment, and history of response times compatible with the time requirements in the regulation.
(6) *Resource Provider* has on-going continuous training program.
(7) *Resource Provider* has successful record of participation in drills and exercise.
(8) *Resource Provider* has salvage or marine firefighting plans used and approved during real incidents.
(9) *Resource Provider* has membership in relevant national and/or international organizations.
(10) *Resource Provider* has insurance that covers the salvage and/or marine firefighting services which they intend to provide.
(11) *Resource Provider* has sufficient up-front capital to support an operation.
(12) *Resource Provider* has equipment and experience to work in the specific regional geographic environment(s) that the vessel operates in (e.g., bottom type, water turbidity, water depth, sea state, and temperature extremes).
(13) *Resource Provider* has the logistical and transportation support capability required to sustain operations for extended periods of time in arduous sea states and conditions.
(14) *Resource Provider* has the capability to implement the necessary engineering, administrative, and personal protective equipment controls to safeguard the health and safety of their workers when providing salvage and marine firefighting services.
(15) *Resource Provider* has familiarity with the salvage and marine firefighting protocol contained in the local ACP for each COTP area for which they are contracted.

C. STAKEHOLDER COORDINATION

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

validation of initial response objectives and strategies.

- AMSC
- AC
- Hawai‘i Harbor Users Group (HHUG)
- Hawai‘i Ocean Safety Team (HOST)

During response operations, select members of these standing committees activate as members of the MTSRU to support incident response operations, provide essential support or recommendations to the FOSC, and identify threats to the MTS. Sector Honolulu notifies the members of the team activation via the Alert Warning System (AWS) and facilitates each teleconference/meeting following protocols outlined in the MTSRP. Refer to Section H, Notification Procedures.

D. INCIDENT COMMAND SYSTEM CONSIDERATION AND STAFFING

The staffing for a salvage response shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts (SMEs). The staffing, organization, and location of a salvage group within the Incident Command System (ICS) organization will be dependent upon the type of incident and the direction of the COTP or FOSC as required. If established, a Salvage Group may consist of representatives from:

1. USCG Marine Transportation System Recovery Unit (MTSRU) Leader (MTSL) trained personnel;
2. USCG members with vessel inspection (Hull) (SMEs);
3. USCG members with vessel inspection (Machinery) (SMEs);
4. USCG members with vessel inspection (Tank Vessel) (SMEs);
5. USCG members with Federal On Scene Coordinator Representative (FOSCR);
6. USCG member with waterways management (SMEs);
7. USCG member with Port State Control (SMEs); and,
8. RP Salvage Service Provider (Salvage Master or their designee).

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

E. PORT AND WATERWAY PRIORITIES

The Port of Honolulu is the highest priority element of the MTS in Hawai‘i, followed on the neighboring islands by Kahului Harbor, Hilo Harbor, and Nawiliwili Harbor. These four harbors are the primary points of entry for commodities into the Hawaiian Islands. A localized maritime incident to the Port of Honolulu that disables the harbor will have devastating economic effects to the neighboring Hawaiian Islands and Pacific Rim countries that rely on the import of goods to their populations.

1. More than 85% of goods consumed in Hawai‘i are produced elsewhere and shipped to the islands, and 90% of those are shipped through the California ports of Oakland and Long Beach on the ships of Oakland-based Matson Navigation Co., Horizon Lines, and Pasha Hawai‘i Transport. An incident affecting these respective ports will have a cascading effect that would cripple the state’s economy within days.

2. Hawai‘i depends on oil for its energy needs. The islands, unlike states on the continental U.S., have no indigenous source of crude oil or natural gas. 89% of its primary energy,

most of this oil, comes from foreign nations. Additionally, Hawai‘i’s isolation makes it impossible to buy generated power from other states. Salvage operations may be hampered due to limited fuel availability.

The Sector Honolulu COTP Zone MTSRP, Section 2 (Planning and Preparedness), should be referenced for additional guidance.

F. SALVAGE OPERATION TYPING

Salvage operations vary in size, complexity, and agency response depending on certain operational factors. However, the primary factors for typing salvage operations are the Owner/Operator of the vessel(s) and cargo types. OPA-90 contains specific guidance for salvage planning and service provider contract requirements for vessels depending on size and cargo. Without a responsive Owner/Operator, the complexity and level of management for federal agencies increases. The following are basic descriptions of the most likely salvage operation types, consistent with the scenarios in Section 1. B, which may be experienced in the field:

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

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

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

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

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

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

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

G. INCIDENT MANAGEMENT TEAM (IMT) LOCATIONS

The COTP, in consultation with port partners, shall determine the location of the IC/UC at the time of the incident. This may be the USCG Base Honolulu at Sand Island (Smith Building Conference Room or Club 14) depending on the scale of operations. The State of Hawai‘i DOT-Harbors Command Center at Pier #1 and additional sites, such as Red Hill and Wahiawa, may be used IAW Sector Honolulu’s Continuity of Operations (COOP) Plan. Also, MSRC located on Sand Island has the capabilities and resources necessary for incident management coordination for oil or HAZMAT-related incidents. Additionally, the RP may contract hotel or conference centers for response support.

H. NOTIFICATION PROCEDURES

AWS is the primary method to notify port stakeholders who are an essential part of the coordination of salvage operations or elements. The Sector Honolulu COTP Zone MTSRP contains additional guidance and protocols for notification and coordination of MTS activities.

Refer to Appendix I for the FOSC notification list.

SECTION 3: SALVAGE RESPONSE MANAGEMENT

A. FRAMEWORK

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

B. PLANNING ASSUMPTIONS

1. **Reconstitution**.

   a. Functional capabilities and resources sufficient to support salvage response will be sufficiently restored before salvage response operations commence.

2. **Salvage during Environmental Response**.

   a. Salvage, when necessary for response to incidents involving discharges of oil or hazardous substance release, or threat thereof, will be initiated during the response phase as outlined in the ACP to prevent or mitigate damage to environment.

3. **Initiation of Salvage Response**.

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

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

   c. Any emergency planning for lightering must be approved on a case-by-case basis by the COTP or IC/UC. If emergency lightering is requested as an essential element of the salvage plan, the procedures in Appendix F will be followed.

C. LOCAL ASSUMPTIONS

1. There are limited salvage resources in the region. An event that would require *special salvage* capabilities as defined in 33 CFR part 155 (submerged ops, heavy lift) generally requires a 48–72 hour minimum equipment deployment period if able to be sourced locally. For equipment that cannot be sourced locally, assume a 7–14 day deployment period. The geographic isolation of the Pacific Islands from the U.S. mainland, the large geographic area covered, the scarcity of salvage response capabilities, and the variety of marine activities that occur in this area significantly increases deployment periods and further complicates salvage response and recovery. Local resources, including the use of alternative equipment may require consideration and approval by the COTP.
2. Debris management will present challenges. The lack of landfill sites for a catastrophic event will delay maritime debris removal as will the lack of dump trucks available to haul the material. Non-recoverable debris may be loaded onto barges, but the disposition of said debris along with the additional costs will be challenging.

3. DOH-HEER may participate in salvage planning operations as it relates to concurrent environmental response operations; coordination of investigation; or resource damage assessments because of any incident.
4. Hawai‘i and Pacific Islands generally lack well protected anchorages, and all anchorages maybe exposed to ocean waves and swell depending on time of year. If a decision is made to move a vessel to a designated anchorage, the following factors must be considered prior to determining the proper location:

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

D. OPERATIONAL STAGES

STAGE 1 – RISK ASSESSMENT PROCESS

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

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

- Topside Deck Surveys;
- Waterside Surveys;
- Aerial Surveys;
- Hydrographic Surveys (submerged and commercial diving); and
- Interior Surveys (machinery and systems).

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

The initial assessment will include two levels of review:

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

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

2. **Inherent / Operational Risk**: Specific risk information would be provided to the COTP/FOSC offering a concept of the risk presented by the salvage incident. There are eight initial basic risk factors to consider:

- Vessel Location – Offshore, In Port, Adjacent to Navigable Channels, Beach, Dockside, etc.
- Vessel Type – High-Capacity Passenger Vessel (HCPV), Tank Vessel, Chemical Tank Vessel, Container, Ro-Ro, Barge (Fuel), CFV, Recreational, etc.
- Weather – Beaufort or other similar weather scale
- Vessel Condition – Taking on Water, Fire, Hull Damage, Sinking, Submerged, Grounded, etc.
- Submerged Operations – Required <100', Required > 100', Not Required.
- Lightering Operations – Types of Cargoes inform the risk of lightering, including liquid cargoes, containers, bulk, break bulk, or Ro-Ro cargoes.
- Equipment Requirements – Additional Vessels, Barges, Helo, Heavy Lift Equipment, Lightering Equipment.
- Crew Emergency Medical Safety – The availability of emergency services based on location and proximity to services.

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

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

STAGE 2 - DETERMINATION OF RESPONSIBLE PARTY

Primary responsibility for salvage response belongs to the RP, and their insurance underwriters, if any. Determine if there is a RP or not, and whether the RP has accepted responsibility, and can perform the necessary salvage response within an acceptable period as determined by applicable rules and regulations. If so, then determine oversight responsibility within the IC/UC established in response to the incident, and coordinate oversight and support as may be appropriate and consistent with applicable jurisdiction and authority. If the RP is not capable of or willing to perform salvage as required, or there is no RP, then proceed to Stage 3.

STAGE 3 – EVALUATION OF FUNDING SOURCES AND SERVICE PROVIDERS

Determine the appropriate combination of authority and funding sources that are available to perform essential salvage response. Determine Federal lead and supporting roles, the appropriate mix of roles and responsibilities when multiple authorities and funding streams are needed to complete salvage response. Once authority and funding are identified, the incident-specific salvage plan should be prepared by technical specialists with the SMEs necessary to conduct site-specific salvage assessments and to develop and implement procedures to resolve the obstruction(s) to navigation.

The COTP/FOSC will make the appropriate determination and follow the procedures outlined in the USCG National Pollution Funds Center User Reference Guide (URG) that includes procedures for fund access, cost documentation, claim procedures, cost recovery, and more. The NPFC User Reference Guide can be found at URG (uscg.mil)

STAGE 4 – EVALUATION OF INCIDENT-SPECIFIC SALVAGE PLAN PROPOSALS

Refer to Appendix H for general guidance and consideration for IMT (Salvage Group) personnel in conducting a review of salvage plans submitted by a RP.

STAGE 5 – SALVAGE RESPONSE OPERATIONS

- Incident Organization: ***Figures 3.1 and 3.2*** provide notional NIMS ICS Organization (Operations Section specific).
- Incident Strategies: Section 3.F. addressing Basic Salvage Strategies.
- Incident Objectives: Refer to Appendix J – IAP Objectives.
- Evaluation of Operations: Refer to Appendix B – Salvage Operations Assessment Checklist. Consistent evaluation of decisions and planned actions are necessary to ensure that accurate, timely, and actionable information is available to adjust strategies, enhance safety where necessary, and identify the need for additional equipment or procedures.

E. NOTIONAL IC/UC ORGANIZATION FOR SALVAGE

The response and organization structure to an incident including marine casualties resulting in a salvage response operation may vary widely depending on the scope of the event. A salvage operation can bring together a variety of entities depending on variables including the types of vessels, operating environment, and cargoes.

In all cases, the RP must be part of the organization in various lead and supporting positions. As noted in Reference (i), experience and judgement are required to develop the best organizational construct to address the complexities of the incident. The notional ICS Organization (***Figures 3.1 and 3.2***) are general examples only.

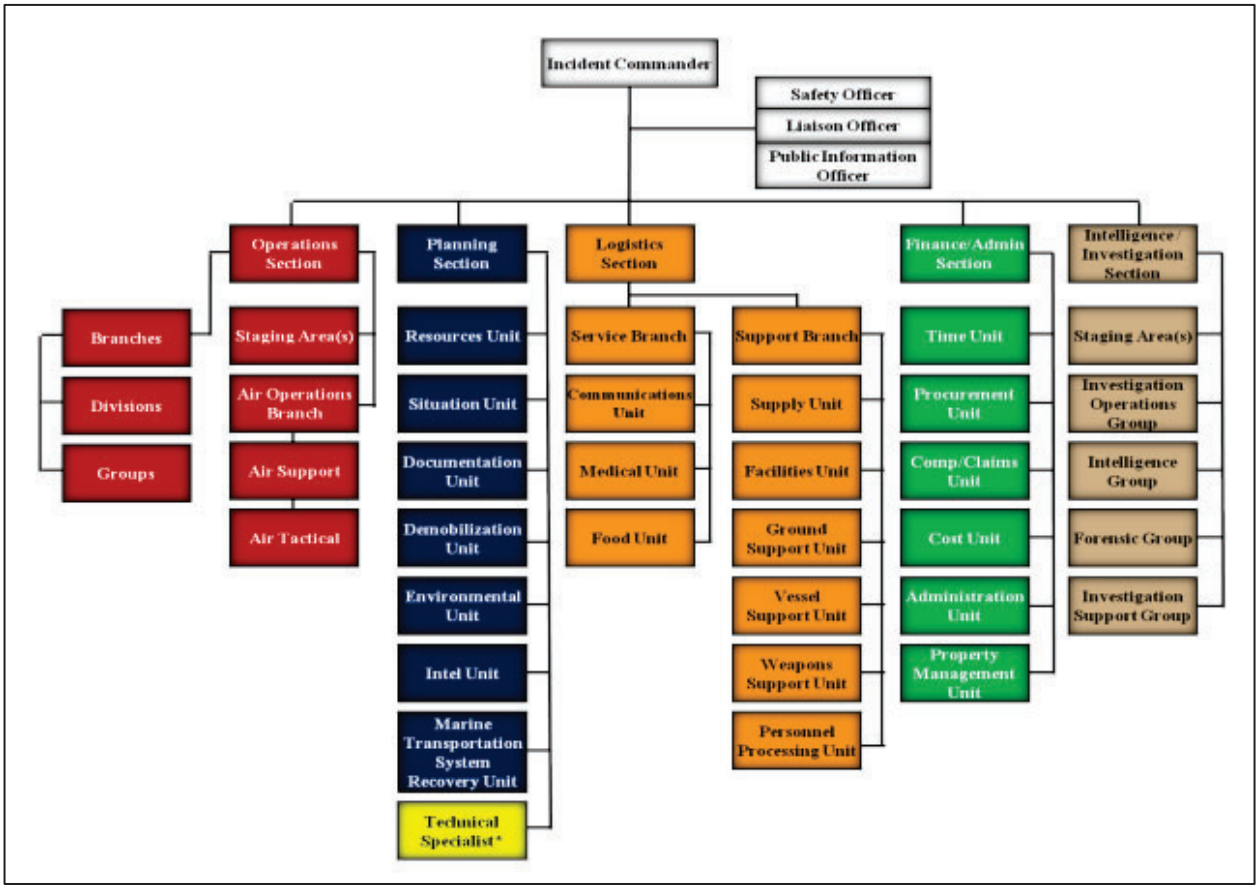


Figure 3.1 – Template ICS Organization

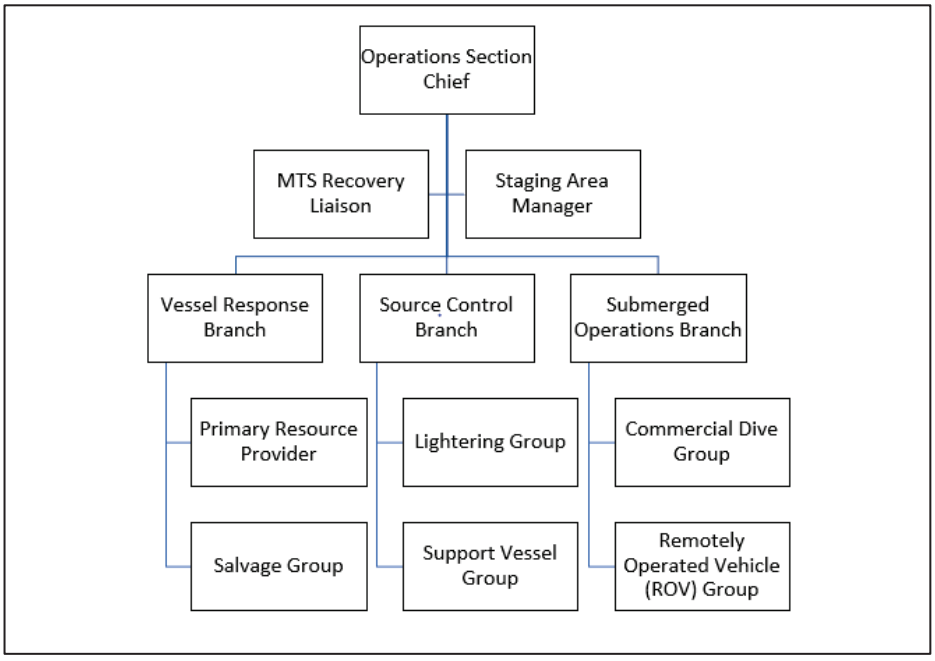


Figure 3.2 – Notional Operations Section Organization

F. BASIC SALVAGE STRATEGIES

1. During the initial response phase, the identification of strategies needed to set the stage for salvage response in support of MTS recovery should be developed. ***Figure 3.3*** is an example of possible initial incident objectives. Development of salvage and MTS recovery specific tasks should be addressed as part of the IAP planning process in accordance with reference (i).

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

SAR Objectives	Response Objectives	Assessment Objectives	Reporting Objectives	Initial Strategies
Crew Evacuation and Safety	Control of Vessel	Structural Assessment *See Appendix C*	Vessel Info to MSC SERT	Contain / Control Flooding
Ensure Safety of First Responders	Fire / Flooding Control	Vessel Stability	Notify all Appropriate Fed, State, and Local agencies	Address Sustained Firefighting & Dewatering
	Establish required zone as per 33 CFR part 165 and CGTTP 3-71-1	Cargo Safety *See Appendix C*	Notify Flag State / Class Society	Stabilize Vessel
		Pollution Assessment *See Hawai'i ACP*	Notify Possible Salvage Special Forces (NSF, SUPSALV)	• Salvage Contractor Identified • Requirement for Salvage Plan and any operational maritime safety requirements • Issue appropriate MSIBs
		ID Potential MTS Recovery Impacts		Initiate Pollution Response IAW ACP
		ID Potential Resource Needs (Towing, Equipment, Lightering Barges, FF Equip)		IC/UC Consider possible supporting forces (USN SUPSALV / NSF / USACE)

Figure 3.3 - List of Notional Strategies and Objectives

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

c. Refer to Appendix C for initial reporting information for vessels.

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

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

f. The IC/UC, if initiated, will coordinate investigation activities with the appropriate Federal and state agencies to determine any responsible parties for vessels, wrecks, or obstructions that represent a significant threat to the public health, safety, welfare, and the navigable waterways of the United States.

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

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

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

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

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

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

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

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

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

i. Identify and coordinate the marking of obstructions and hazards to navigation by the owner, or if they fail to act, the USCG and the USACE.

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

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

l. Monitor impact of recommendations on MTS Recovery.

m. Document salvage response activities and operations.

G. VESSEL RESPONSE PLAN (VRP) REQUIREMENTS AND PLANNING FACTORS

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

1. **VRP**: The COTP can access essential VRP information from the USCG Marine Safety Center, who has streamlined the process to obtain VRP information and availability using ***Homeport***.

   Using ***Homeport***, COTPs and owners/operators can manage, track, and review the VRPs and can quickly access critical information essential to the initial response, assessment, planning effort, including service provider contact information and points of contact.

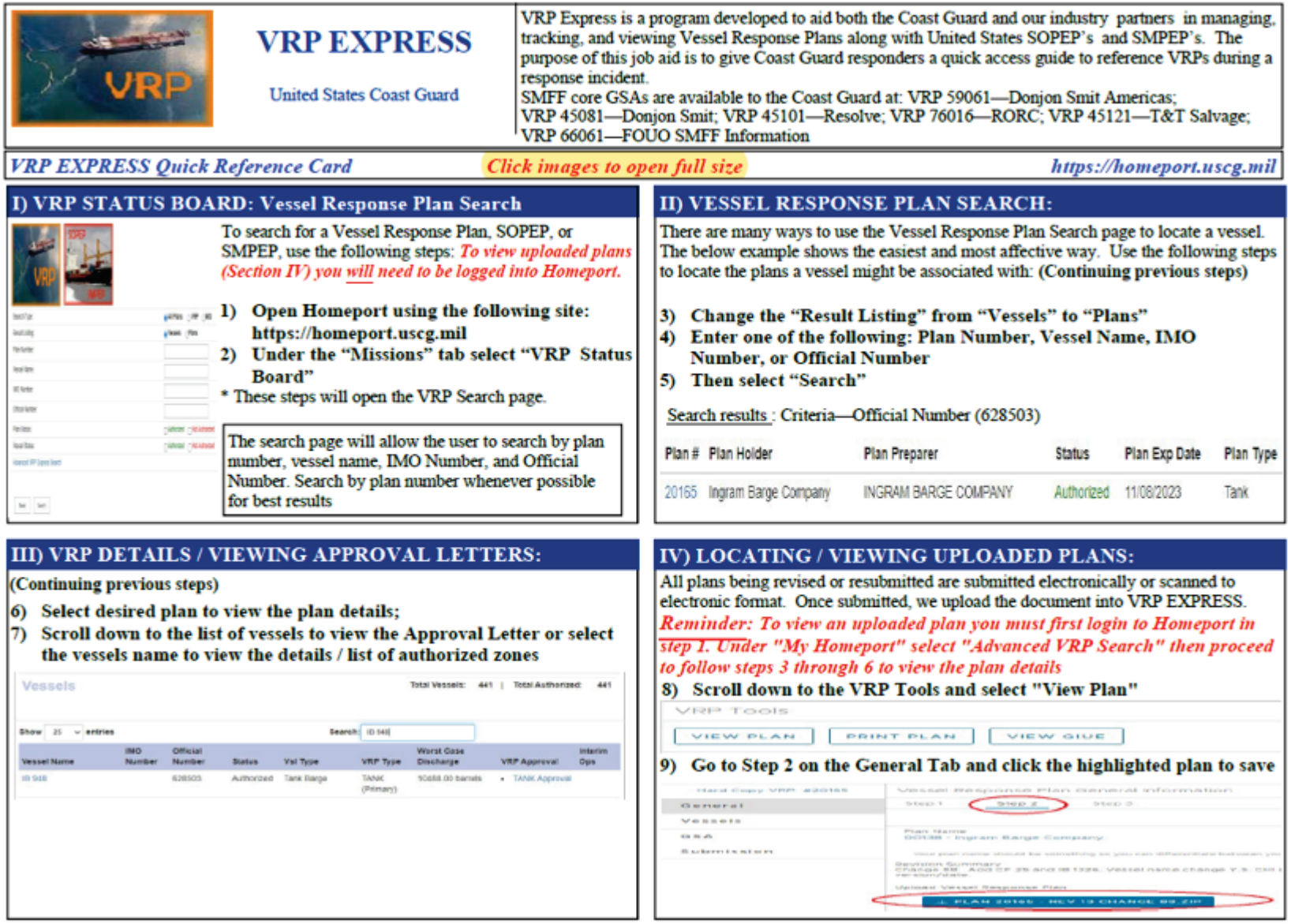
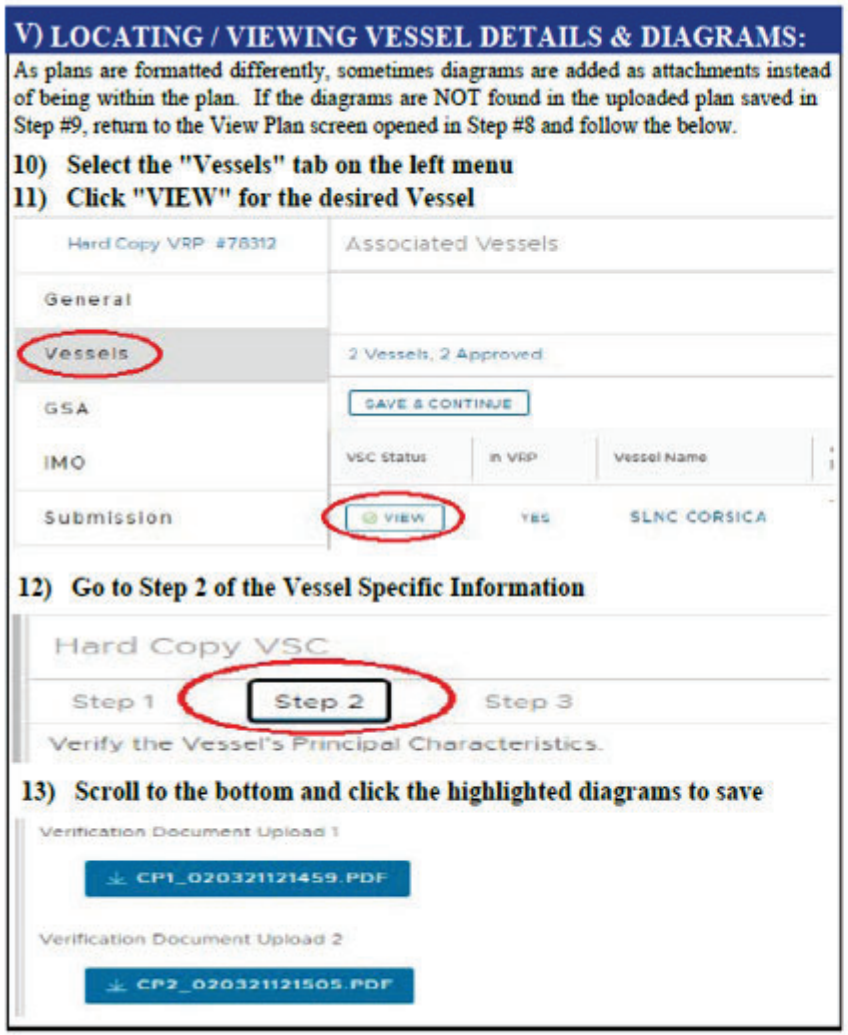
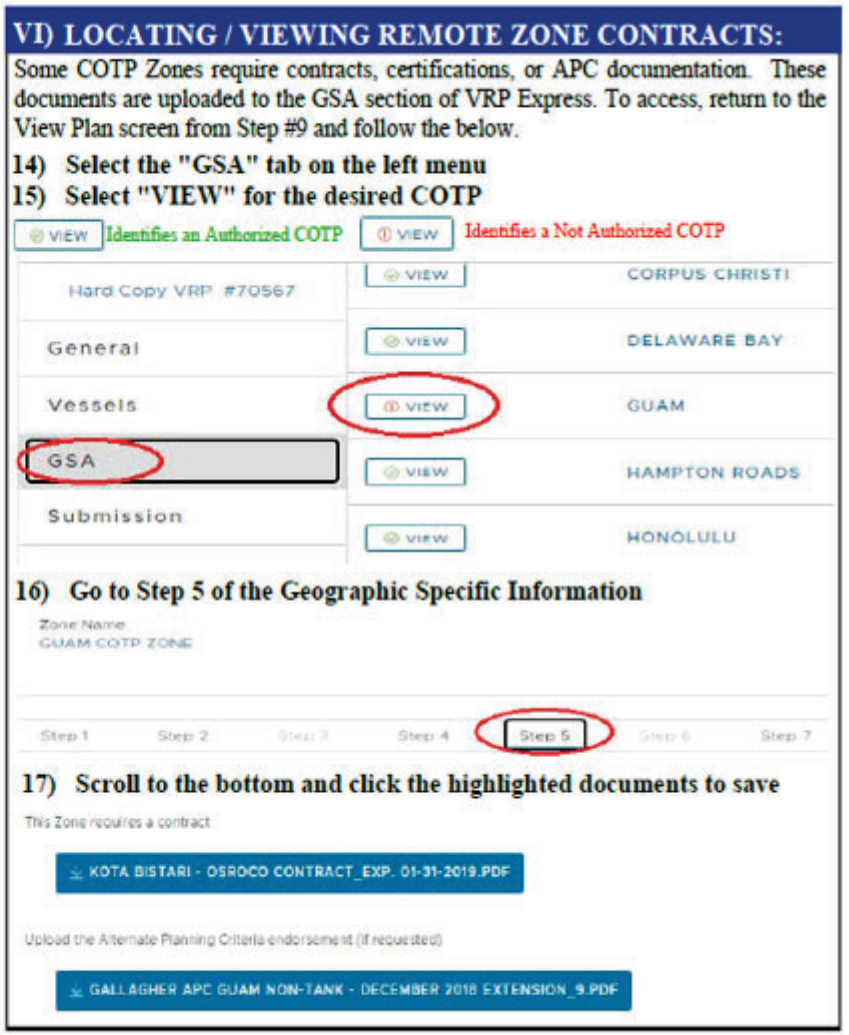


Figure 3.4 - VRP Express Guide [Revised 17 March 2021]





This guide provides quick reference information for some VRP EXPRESS functionality.
If you have any questions concerning VRP EXPRESS please contact the VRP Help Desk at (202) 372-1005 or email us at VRP@uscg.mil.

(Continued) Figure 3.4 VRP Express Guide [Revised 17 March 2021]

2. Salvage Services and Response Times for Tank Vessels and Non-Tank Vessels

Figure 3.5 provides the planning factors for services and equipment for vessels when required for salvage operations. The timelines noted below are Planning Factors, not Performance Factors. Strict adherence to the timelines although desired, may not be achievable due to specific circumstances and are not enforceable.

Service		**Location of Incident Response Activity Timeframe**	
(1) Salvage ***Assessment & Survey:***		**CONUS** Nearshore: Nearshore area; inland waters; Great Lakes; and **OCONUS**: >12 Miles from COTP City (Hours)	**CONUS** Offshore: Offshore area; and **OCONUS**: < or = 50 miles from COTP City (Hours)
1. Remote assessment and consultation		1	2
2. Begin assessment of structural stability		3	3
3. On-site salvage assessment		6	12
4. Assessment of structural ability		12	18
5. Hull and bottom survey		12	18
Stabilization:			
6. Emergency towing		12	18
7. Salvage Plan		16	22
8. External emergency transfer operations		18	24
9. Emergency lightering		18	24
10. Other refloating methods		18	24
11. Making temporary repairs		18	24
12. Diving services support		18	24
Specialized Salvage Operations:			
12. Special salvage operations		18	24
14. Subsurface product removal		72	84
15. Heavy lift [1]		***Estimated***	***Estimated***
(2) Marine Firefighting ***Assessment & Planning:***	***At Pier (hours)***	**CONUS** Nearshore: Nearshore area; inland waters; Great Lakes; and **OCONUS**: >12 Miles from COTP City (Hours)	**CONUS** Offshore: Offshore area; and **OCONUS**: < or = 50 miles from COTP City (Hours)
16. Remote assessment and consultation	1	1	1
17. On site fire assessment	2	6	12
Fire Suppression:			
18. External firefighting teams	4	8	12
19. External vessel firefighting systems	4	12	18
[1] Heavy lift services are not required to have definite hours for a response time. The plan holder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services.			

Figure 3.5 - Salvage and Marine Fire Fighting Response Requirements

H. SUPPORT FORCES ACTIVATION

Appendix G – Tab A, and Appendix D include information for formal request for supporting forces including but not limited to:

- NSF (Atlantic/Gulf/Pacific Strike Teams)
- USCG SERT
- USCG Incident Management Assist Team (CG-IMAT)
- USCG District Fourteen Response Advisory Team (DRAT)
- NOAA Scientific Support Coordinator
- USN SUPSALV
- State Agencies
- Local Companies

I. MTS RECOVERY CONSIDERATIONS

Upon establishment of an IC/UC, the SRP becomes a supporting plan to the IAP and informs salvage response planning by the MTSRU and salvage SMEs engaged in an incident. Activities of the MTSRU will be guided by the Sector Honolulu COTP Zone MTSRP. If there is a large-scale salvage response need, a separate salvage response unit integrated into the Operations Section may be established. In the latter case, MTSRU and salvage response planning will be closely coordinated.

SECTION 4 - APPENDICES

APPENDIX A. PUBLIC AFFAIRS CONSIDERATIONS

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

1. **Joint Information Centers (JICs)**: A JIC will be activated during most salvage response incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG Incident Management Handbook, COMDTINST 3120.14 (series), Homeland Security Presidential Directive -5 (2003), and Management of Domestic Incidents, National Incident Management System (3rd ed. 2017).

2. **Use of Social Media**: USCG District Fourteen Public Affairs will support USCG Sector Honolulu and the IC/UC in developing and disseminating public information regarding the status of the MTS following standard press-release practices and through the use of social media. However, collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding MTS status and recovery efforts is appropriately reviewed and approved by the Public Information Officer (PIO) before posting. All USCG posts will be made using the following authorized social media accounts or, if created, the designated social media accounts for the response:
   a. ***Facebook*** https://www.facebook.com/USCoastGuardSectorHonolulu/ This site will be used for incident messaging and information dissemination. Access to this account will be limited to USCG Public Affairs Specialists.
   b. ***X (formally Twitter)*** @uscgHawaiipac - This site will be used for incident messaging and information dissemination. Access will be limited to USCG Public Affairs Specialists.

3. **Public Affairs Support**:
   a. ***USCG Sector Honolulu*:** In accordance with the USCG Public Affairs Manual, COMDTINST M5728.2D, USCG Area, District and unit commanders can release news of activities of their commands without prior approval. USCG Sector Honolulu maintains a collateral duty Public Affairs Officer to assist with press releases and coordination with local news organization.
   b. ***USCG District Fourteen***: During Type II and Type I Complex Incidents an enhanced Public Affairs presence will be required. The USCG District Public Affairs Officer will determine the appropriate personnel and location for this support.
   c. ***USCG Public Information Assist Team (PIAT)***: Available via the NSF. The PIAT can assist in establishing a JIC and providing additional Public Affairs trained personnel and equipment.

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APPENDIX B. SALVAGE OPERATION ASSESSMENT CHECKLIST

Additional risk assessment guidance is in Reference (q).

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

Figure B.1 Salvage Operation Checklist

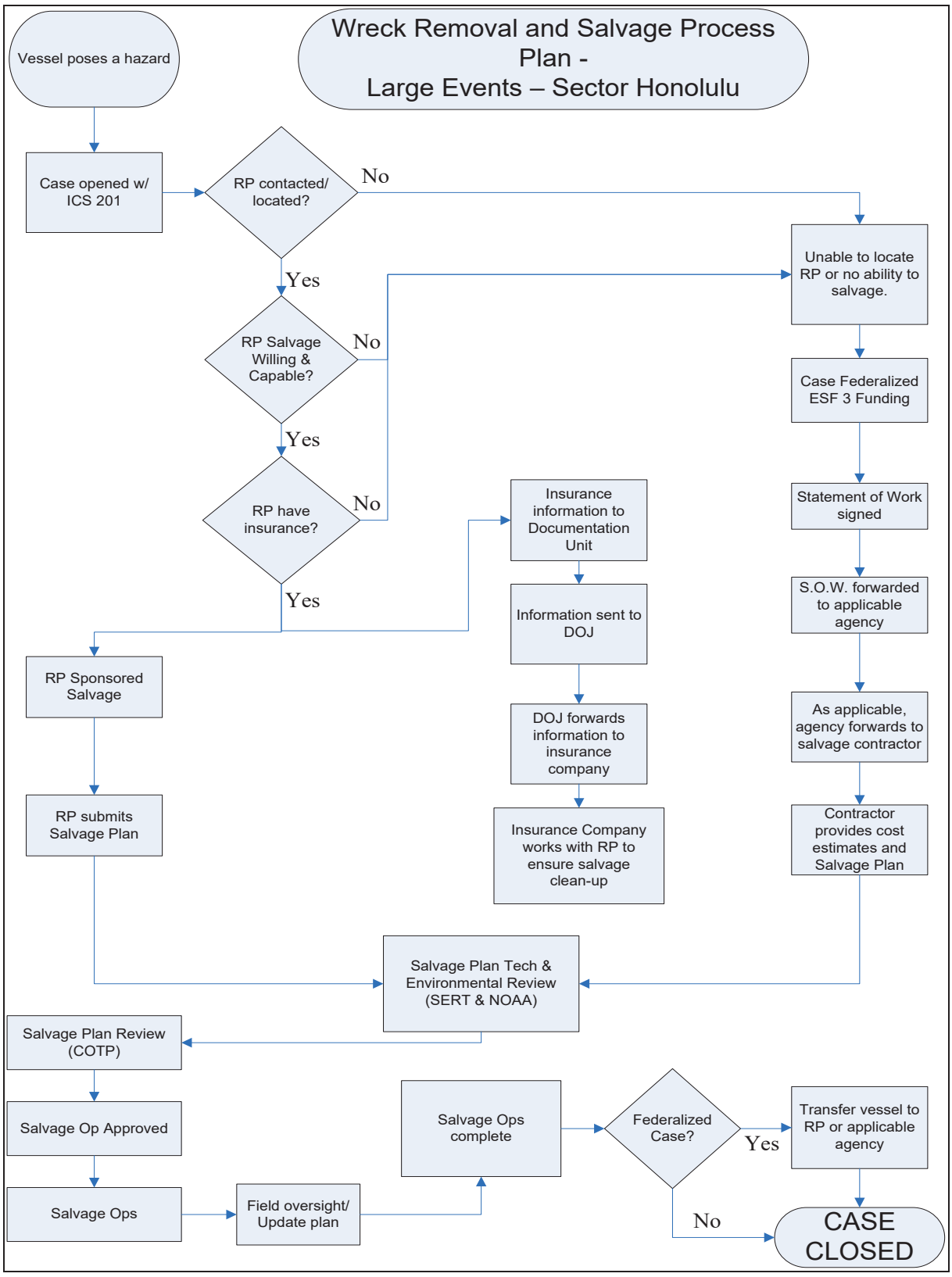

Figure B.2 Wreck Removal and Salvage Process Plan

APPENDIX C. SALVAGE ENGINEERING RESPONSE TEAM (SERT) and RAPID SALVAGE SURVEY

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

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

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

4. **SERT Services Provided**
   a. Immediate 24/7 support for USCG field units in response to vessel casualties of any size;
   b. Expertise in commercial vessel design, construction, structures, and stability;
   c. Independent analysis and technical review of submitted salvage plans, lightering plans, and other documents;
   d. Interface with salvage companies, engineering firms, classification societies, and SUPSALV;
   e. On-scene technical support, including salvage oversight and engineering analysis;
   f. Assistance with PREP exercises, including scenario development and SERT "player" participation; and
   g. Assistance with casualty investigations, including technical review and independent analysis of intact stability, damaged stability, and structural integrity.

5. **SERT Contact Information (24/7)** SERT should be contacted by USCG units as soon as practical following a vessel casualty, so that pertinent technical information can be gathered and SERT can be integrated quickly into the early phases of the response.

SERT Duty Officer Phone: **(202) 327-3985**; SERT Duty Officer Email: S**ERT.Duty@uscg.mil**

SERT Rapid Salvage Survey Form (Page 1 of 3)

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

Basic Vessel Information:
Vessel name*: _____ Official Number: _____

Classification Society: _____

Length (B.P.)*: _____ Beam*: _____Depth*: _____

Full load draft*: _____ Service speed: _____*(if known)*

Vessel type*: ☐ Bulk carrier ☐ LPG/LNG carrier ☐ OBO carrier ☐ Product carrier
☐ Crude carrier ☐ Container ship ☐ RO/RO ship ☐ Break-bulk ship

☐ Barge carrier ☐ Barge with rake ☐ Barge w/o rake
☐ Other: _____

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

Type of Casualty: *(check all that apply)*
☐ Grounding ☐ Sinking ☐ Capsizing ☐ Collision/Allision
☐ Flooding ☐ Fire/explosion ☐ Oil/HAZMAT spill ☐ Structural Damage
☐ Other: _____

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

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

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

SERT Rapid Salvage Survey Form (Page 2 of 3)

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

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

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

Tides *(if applicable)*: Time/height at time of casualty *(if known)*: _____

Time/height at next high tide: _____

Time/height at next low tide: _____

River height or lake level trend *(if applicable)*: _____

Vessel Damage*: *(if applicable)*

Flooding:

_____

_____

Structural Damage:

_____

_____

Vessel Cargo:

Cargo type and quantity: _____

_____

Cargo damage, loss, hazards: _____

_____

Pollution:

Reported pollution, oil spill:

_____

_____

Fuel oil type and quantity: _____

_____

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

☐ Ground reaction, force to free, refloating analysis

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

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

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

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

☐ General Arrangement Plan ☐ Trim & Stability Book

☐ Capacity Plan, Deadweight Scale

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

☐ ☐ Other: _____

Onboard Loading Computer: *(if known)*

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

☐ Other: _____ ☐ None/unknown

SERT Rapid Salvage Survey Form (Page 3 of 3)

Additional Information: *(if applicable)*

_____
_____
_____
_____
_____
_____
_____

Primary Contact Information*:

Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

Secondary Point of Contact: *(if applicable)*

Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

SERT Contact Information (24/7):

SERT Duty Officer Cell Phone: (202) 327-3985
SERT Duty Officer E-mail: sert.duty@uscg.mil

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

USCG MSC SERT (REV 01/18)

APPENDIX D. SUPPORTING FORCES ACTIVATION

1. **National Strike Force**
   Refer to Appendix G, Tab A for NSF contact information.

2. **USCG SERT**
   Refer to Appendix C and the MTSRP for additional information.

3. **USN SUPSALV**
   P_____Z FEB 14
   FM COMCOGARD SECTOR HONOLULU
   TO CNO WASHINGTON DC//N3N5/N30N//
   INFO CCGDFOURTEEN HONOLULU CA//DRM//
   COMPACAREA COGARD ALAMEDA CA//PR//
   COMDT COGARD WASHINGTON DC//3RPP/3RPF//
   JCS NMCC WASHINGTON DC
   JOINT STAFF WASHINGTON DC//J3/DDATHD/JDOMS//
   COMNAVSEASYSCOM WASHINGTON DC//00C//
   USNORTHCOM PETERSON AFB CO
   BT
   UNCLAS
   SUBJ: REQ FOR USN SUPSALV ASSIST ISO RESPONSE TO {Vessel, location, and nature of salvage or pollution emergency}
   REF/A/IAA/USCG-USN/15SEP1980//
   REF/B//40 CFR PART 300//
   NARR/REF A IS USN/USCG INTER-AGENCY AGREEMENT FOR POLLUTION CLEAN-UP AND SALVAGE OPS. REF B, NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN, ARE THE FEDERAL REGULATIONS PROVIDING FOR INTER-AGENCY POLLUTION RESPONSE COORDINATION.//

   1. IAW REFS A AND B, COAST GUARD FEDERAL ON-SCENE COORDINATOR (FOSC), USCG SECTOR HONOLULU, **REQUESTS IMMED NAVSEA-00C, USN SUPERVISOR OF SALVAGE (SUPSALV), SUPPORT IN RESPONSE TO** (sinking, grounding, collision etc.,} OF {vessel} ON {Body of water and nearest geographic reference point}. SINKING HAS CAUSED {impact of casualty} **DUE TO NAVIG HAZARDS AND OIL SPILL CLEAN-UP OPS. CLEAN-UP OPS. REQ SUPPORT IN FOLLOWING AREAS: SALVAGE, DIVING, OIL SPILL CONTROL CONSULTATION, EVALUATION, PLANNING, AND OPERATIONAL SVCS. SPECIALIZED SALVAGE AND OIL SPILL CONTROL EQUIPMENT MAY BE REQUESTED AT LATER DATE. ANTICIPATED DUR OF DEPLOYMENT IS 14 DAYS. FUNDING WILL BE UNDER THE OIL SPILL LIABILITY TRUST FUND, FPN _____ APPLIES.**

   2. POC IS CAPT XXXX, USCG: 808-842-2640
   BT

[NOTE: Modify above sample to meet particular needs/situation. Be careful when modifying addressees and language because most is necessary to satisfy DoD requirements for timely action on the request.]

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APPENDIX E. SUBMERGED SALVAGE OPERATIONS

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

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

3. During a USCG directed and funded oil or hazardous material response, internal USCG policy requires all commercial diving contractors meet the applicable OSHA and USCG commercial diving regulations. This provision is also a requirement of companies awarded a Basic Ordering Agreement (BOA) for pollution response operations. To obtain a BOA, commercial diving contractors "self- certify" that they perform services in accordance with the required OSHA and USCG regulations.

4. Responders must still conduct a summary inspection of the actual on-site diving operation to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations.

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

Figure E.1 is a notional dive safety checklist that can be adapted for submerged operations.

Pre-Dive Safety Checklist

References

OSHA	USCG
29 CFR 1910 (Section 410, 421)	46 CFR (Section 197)
COLREGS	

Dive Operation: [Incident Name]

Date		Start Time		Stop Time	
Location					

Pre-Dive

Mission Safety

☐	Dive objectives and goals are defined, reviewed, and understood by all divers and support personnel.
☐	Diving Emergency Assistance Plan is reviewed (dive chamber, evac route and info, etc.)
☐	All personnel aware of duties
☐	Pre-Dive Safety Brief Held

Risk Assessment and Mitigation

☐	Dive site entry and exit points identified and recognized by all divers/support personnel.
☐	Max Depth and Bottom Time defined for the dive.
☐	Physical conditions (current, water temperatures, entanglement/traps, and other physical hazards identified.
☐	Marine Traffic and appropriate dive safety zones coordinated with USCG.

Diving and Support Personnel

☐	Divers are authorized to performed assigned tasks IAW training and certification.
☐	Divers Qualified.
☐	Support personnel understand all emergency calls and hand signals.
☐	Repetitive dive designation has been evaluated for each diver for any dives in the previous 12-16 hours).

Equipment

☐	Support equipment (vessels, air compressors, tools, etc.) available and trained personnel designated to operate it.
☐	Dive techniques are safe, authorized, and appropriate for the task.
☐	Tools evaluated as appropriate for the task.
☐	Complete dive first-aid kit, O2 resuscitator, “Alpha” flag, Diver Down flag, and de-compression dive tables for air and Nitrox are on-site.

Safety Evaluators

USCG Representative		**Date**	
Dive Master		**Date**	

Figure E.1 - Dive Safety Checklist

APPENDIX F: EMERGENCY LIGHTERING / DECLARATION OF INSPECTION (DOI) CHECKLIST

Lightering operations will only be allowed during emergency situations. All lightering operations require a Lightering Plan containing at a minimum, the items on the below checklist. USCG Sector Honolulu will review and approve this plan prior to operations beginning.

Discharging Vessel: _____
Operator: _____

The Lightering Plan should address at a minimum the following:	Check if addressed	Remarks
1. General description of the operation		
2. Involved parties [include Name, Address, Telephone Number, and Point of Contact of the vessel to be lightered and the receiving vessel (s)]		
3. Vessels involved (include discharging vessel, receiving vessel (s) & tugs)		
4. Location, latitude, longitude, mile marker, nearest town, buoy, etc.		
5. Mooring arrangement – Method of approach, mooring and unmooring procedures		
6. Persons in charge of discharging vessel and receiving vessel		
7. Operational time (include estimated start time and estimated completion time) **Daylight startup only**.		
8. Tank capacities and product (include the number of tanks, amount and product in each of the tanks of the discharging vessel, and the specific tanks to be emptied)		
9. Include MSDS for each product to be transferred.		
10. Vessel stability (Pre, During and Post Transfer)		
11. Tank off -loading sequence		
12. Transfer rate		
13. Static electricity (Bonding/Grounding)		
14. Vapor control		
15. Lighting		
16. Sounding and void check schedule		
17. Communications (At a minimum two radio channels aboard all involved vessels should be monitored)		
18. Emergency Communications		
Spill Contingency Plan. **Oil Spill Removal Organization (OSRO) on stand-by. Vessel to be lightered is surrounded by pollution boom**.		
20. Weather, Including tides and current		
21. Site Control		
22. Air Monitoring		
23. Personnel Protection		
24. Decontamination of Personnel and Equipment		
25. **Arrangement for transportation of USCG personnel**		
26. Getting Underway		

Figure F.1 - Lightering Plan Checklist

EMERGENCY LIGHTERING DOI ADDENDUM

An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving person in charge (PIC). PIC indicate by initialing the appropriate spaces, that the specific requirement has been met.

Discharging Vessel's Name: _____ **Person in charge** _____
Receiving Vessel's Name: _____ **Person in charge** _____
Date _____ Time _____ Location _____

LIST OF ITEMS	Discharging Vessel	Receiving Vessel	Remarks
GENERAL			
1. COTP Honolulu and appropriate authorities notified.			
2. Lightering plan approved by the USCG.			
3. Pollution Control & Fire-fighting Equipment checked and ready for use.			
4. OSRO placed on stand-by.			
5. Engines, steering gear, controls, and navigational equipment tested and in good working order.			
6. Anchors made ready for dropping.			
7. Protrusions on outboard or side of berthing retracted.			
8. Sufficient time remaining for daylight start-up.			
9. Portable transceiver sets tested and are intrinsically safe.			
10. Vessel to be lightered is surround by pollution boom.			
11. Voids checked on schedule. Soundings taken at regular intervals.			
MOORING			
12. Mooring System (including lines, bits, winches, heaving lines, handling and fendering gear) in good working order. Communications established regarding arrangement. Fire axes in position fore and aft.			
13. Power on winches and windlass.			
14. Mooring gangs in position.			
HOSES/MANIFOLD			
15. Hose lifting equipment checked and found ready for use.			
16. Hoses checked and found to be in good order.			
17. Manifold connections ready and marked.			
BRIDGE/DECK OPERATIONS			
18. Radio station closed down and aerials grounded.			
19. Qualified 24 hr. wheelhouse watch, and qualified anchor watch set.			
20. Deck watch established with particular attention to mooring, fendering, hoses and manifold observation?			
21. Mooring crews instructed how to cast off in the event of an emergency breakaway.			
22. Accommodation doors and ports closed.			
23. Area vessel traffic checked.			
24. Radio watch established to make passing arrangements with vessel traffic. Monitoring channel 16 and additional working channel.			
25. Navigational signals displayed.			
26. Gangway in position and secured.			

Figure F.2 Lightering Addendum

EMERGENCY LIGHTERING DOI ADDENDUM (cont.)

ENGINEERING/TRANSFER OPERATIONS	Discharging Vessel	Receiving Vessel	Remarks
27. Chief engineer briefed on engine requirements.			
28. Efficient and qualified engine room watch established, and main engines on standby.			
29. Initial, maximum, and topping off rates agreed with other vessel.			
30. Grounding procedures properly established.			
31. Hoses properly connected, and inspected for leaks as pressure is slowly brought up.			
32. Firefighting and pollution response equipment checked and ready for use.			
33. Sea and overboard discharge valves of cargo system tightly closed and sealed.			
34. Tools located at manifold ready for rapid disconnecting.			
35. Agreed tank venting system being used.			
36. Inert gas system operating.			
BEFORE UNMOORING			
37. Method of disengagement and of letting go moorings agreed with other ship.			
38. Mooring crews instructed to cast off only in the manner and when requested by the maneuvering ship.			

THE ABOVE LIST OF ITEMS HAS BEEN ADDRESSED	THE ABOVE LIST OF ITEMS HAS BEEN ADDRESSE
Discharging Vessel PIC _____	Receiving Vessel PIC _____
Position: _____	Position: _____
Signature _____	Signature _____

(Continued) Figure F.2 Lightering Addendum

[NOTE: Before lightering operations commence, a Lightering Plan must be submitted and approved by USCG Sector Honolulu. In addition, a USCG Sector Honolulu representative must be on-scene to review operations and completion of both the DOI for the transfer and this Lightering DOI Addendum.]

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APPENDIX G. LOCAL MARINE SALVAGE RESOURCES

(Lists Sorted Alphabetically)

Tab A – Federal Resource Contact List

Agency	Resource	24 Hour Contact Number
NOAA (Local)	Scientific Support Coordinator (SSC)	206-849-9926
USACE (Local)	District Emergency Operations Center (EOC)	808-835-4017
USCG (National)	USCG National Strike Force (NSF) Coordination Center	252-267-3458
	Public Information Assist Team (PIAT)	252-331-4364
	Incident Management Assist Team (IMAT)	757-448-5572
	Salvage Engineering Response Team (SERT)	202-327-3985
USCG (Local)	Sector Honolulu	808-842-2600
	MSU American Samoa	684-258-7001
	District 14 Command Ctr	808-535-3333
	District 14 Public Affairs	808-535-3333
	District 14 Response Advisory Team (DRAT)	808-535-3333
USMC (Local)	MCBH Waterfront Operations	808-257-2941
USN (Local)	Mobile Diving & Salvage Unit One (MDSU-1)	808-471-3201
	SUPSALV	808-423-7100

Tab B – Regional / National Salvage Contractor Resource List

* (Existing Basic Ordering Agreement on file with USCG)

Agency	Website	24 Hour Contact Number
Crowley Maritime – TITAN	www.crowley.com	Review Website
Donjon Smit	http://www.donjon-smit.com/	Review Website
Foss Maritime Company	www.foss.com	Review Website
***Global Diving and Salvage**	www.gdiving.com	Review Website
International Salvage Union (ISU)	http://www.marine-salvage.com/	Review Website
Marine Spill Response Corporation (MSRC)	www.msrc.org	Review Website
***National Response Corporation (NRC)**	https://nrcc.com	800-899-4672
Resolve	www.resolvemarine.com	Review Website
Shaw Environmental.	http://www.shawgrp.com/	Review Website
***T&T Marine Salvage Inc.**	www.tandtmarine.com	Review Website

Tab C – Local Salvage Resource Contact List

* (Existing Basic Ordering Agreement on file with USCG)

Agency	Website	OSRO	Dive	Boats	Tug/ Barge	Crane	Salvage	ROV	24 Hour Contact Number
American Marine Corp	www.Amarinecorp.com		X	X	X	X	X		808-545-5190
Cates Marine				X			X		808-479-7104
Crane Hoisting Hawai‘i LLC	www.cranehoistingHawaii.com					X			808-782-1035
Foss Maritime	www.foss.com/regions/Hawai‘ian-islands				X				808-543-9325
Hawai‘i Marine Company	www.Hawaii-marine.com						X		808-291-0348
Hawaiian Crane and Rigging Ltd	www.Hawaiiancrane.com					X			808-682-7444
Hawaiian Dredging Construction Company, INC	www.hdcc.com				X	X			808-735-3211
Hawaiian Tug and Barge – Young Brothers	www.Htbyb.com				X				808-543-9311
Healy Tibbets	www.healytibbitts.com				X	X			808-487-3664
Honolulu Crane Service Inc.	www.honolulucrane.com					X			808-650-3405
P&R Water Taxi	www.pnrwatertaxi.com				X				808-526-9311
Pacific Commercial Services (PCS)	www.pcshi.com	X							808-206-9989
*** Pacific Environmental Corporation (PENCO)**	www.Penco.org/regional.htm	X		X					808-545-5195

Agency	Website	OSRO	Dive	Boats	Tug/ Barge	Crane	Salvage	ROV	24 Hour Contact Number
Parker Marine Towing & Salvage	www.Parkermarinecorp.com	X		X			X		800-391-4869
Pheonix International	www.phnx-international.com		X						808-486-6595
Rigging Hawai‘i	www.riggingHawai‘i.com					X			808-975-9493
Sause Brothers	www.sause.com				X				503-222-1811
*** Sea Engineering, Inc Construction**	www.seaengineering.com		X	X			X	X	808-536-3603
Starr & Co Inc.	www.starrcoHawaii.com					X			808-839-3002
The Phoenician, LLC	www.thephoenician.net					X			808-682-1961
Triton Marine Construction Corp	www.tritonmarine.us								808-488-0854 Heavy Civil/Marine Construction
American Samoa									
***Solar Environmental Services, Inc.**		X							684-699-8706 or 733-3734 solar684@gmail.com
Green OPS		X							684-256-9117 or 782-0033 greenops2023@gmail.com
Department of Port Administration	https://portadministration.as.gov/				X				684-633-4251 ext. 1104, 1108, 1130 website.support@pa.as.gov
Department of Marine and Wildlife	https://dmwr.as.gov/			X					684-633-4456 dmwr.aquaticed@gmail.com
Atlantic Pacific Marine, Inc. (Divers)			X						684-733-1308 (Owner: Sean Gregg) apmarineinc@gmail.com

APPENDIX H. INCIDENT SPECIFIC SALVAGE PLAN REVIEW

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

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

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

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

2. **Salvage Plan Review**: When necessary, USCG Sector Honolulu will establish a Salvage Plan Review Team consisting of marine inspectors from the Prevention Department, Incident Management Division personnel from the Response Department, representatives from Emergency Management and Force Readiness, and the Unit Safety Coordinator. This team will be activated and normally become part of the Salvage Group assigned to the IC organization. A lead Salvage Plan Review Team representative will be selected for each salvage operation and be responsible for establishing the objectives and timeline for the review of a submitted Salvage Plan. The review of the submitted Salvage Plan will focus on the following basic elements:
    a. **Safety**: Identify the operations anticipated in the Salvage Plan and consider all safety aspects associated with the task including onboard responder safety protocols, communications, emergency services support and reaction times, types of vessels involved, and weather/sea conditions.
    b. **Data Integrity**: Review all dates, essential numbers or figures, draft readings, and any other similar factor for accuracy. Many Salvage Plans are copies of previous versions and may contain incorrect information inadvertently copied or not updated to reflect the current vessel/conditions.
    c. **Assist Vessels**: Many salvage operations require the hiring/contracting of support vessels to provide essential services such as equipment transport, heavy lift, lightering support, and more. ***In all cases, a review of the vessel's certification (if required), licensing requirements, authorized operating area/routes, and any outstanding USCG OCMI requirements must be reviewed.***
    d. **Towing**: A review of any proposed tow plan requires a review to ensure appropriately powered and configured tow vessels are in use, types of tow wire and bridles,

communication procedures, and coordination of any vessel movement with local stakeholders (i.e., Pilots/Docking Pilots).

e. **Lightering**: Cargo lightering including liquid cargoes, containerized, bulk, or break-bulk, presents a significant operational risk and must be carefully considered. Appendix F includes an example of a Lightering Plan review Checklist and Declaration of Inspection for Lightering.

f. **Dive/Submerged Operations**: Any documented request or intent to conduct submerged operations increases the operational risk and requires experience-based review of the stated operations. Specifically, dive operations require experience in the type of diving operations used in salvage operations. If applicable, support by the NSF or other USCG Units with diving operations should be considered to assist in dive operation oversight. See Appendix E for dive operation safety information.

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

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

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

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

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

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

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

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

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

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APPENDIX I: FEDERAL ON-SCENE COORDINATOR (FOSC) NOTIFICATION LIST

Agency	Location	Name	Work Phone	Email
NRC	Virginia	Duty Officer	800-424-8802	nrc@uscg.mil
SERT	Virginia	Duty Officer	202-327-3985	Sert.duty@uscg.mil
USACE	Oahu	EOC	808-835-4017	
NOAA SSC	Oahu	Ruth Yender	206-849-9926	Ruth.yender@noaa.gov
State OSC	Oahu	Duty	0700-1600 808-586-4249 After Hours 808-236-8200	

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APPENDIX J: INCIDENT ACTION PLAN OBJECTIVES

The sample objectives provided below can be used to supplement creation of the IAP. Notional IMT organization can be found in Section 3.E. **For additional IAP templates refer to the Marine Transportation System Recovery Plan and the Area Contingency Plan**.

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

5. Initial Response Objectives	
	A. Provide for the safety and security of responders as well as maximize the protection of public health and welfare
	B. Implement measures to isolate, contain, and stabilize the incident including the establishment and adjustment of security perimeters.
	C. Implement a coordinated response with the vessel master, fire, law enforcement, and the commercial salvage and marine firefighting resource providers.
	D. Initiate actions to stop or control the source of discharge and minimize the total volume released.
	E. Identify impacts on the MTS and port operations as a result of the incident.
	F. Establish an appropriate incident management organization that can effectively meet the initial and long-term challenges required to mitigate the incident
	G. Identify and establish incident support facilities to support incident response efforts.
	H. Keep stakeholders, public, and the media informed of response activities
	I. Identify safe refuge / berth for impacted vessel and develop / implement transit plan to include destination or berth for the vessel or vessels.

Figure J.1 – Example ICS-201 Objectives

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APPENDIX K. GLOSSARY OF ACRONYMS

AC	Area Commander
ACP	Area Contingency Plan
AMSC	Area Maritime Security Committee
AMSP	Area Maritime Security Plan
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
COA	Course of Action
COTP	Captain of the Port
DLNR	Department of Land and Natural Resources
DoD	United States Department of Defense
DOH-HEER	Department of Health – Hazard Evaluation and Emergency Response
DOT-Harbors	Department of Transportation – Harbors Division
EEZ	Exclusive Economic Zone
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator Representative
HHUG	Hawai‘i Harbor Users Group
HI-EMA	Hawai‘i Emergency Management Agency
HOST	Hawai‘i Ocean Safety Team
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Commander System
ILO	Infrastructure Liaison Officer
IMT	Incident Management Team
JBPHH	Joint Base Pearl Harbor Hawai‘i
JFO	Joint Field Office
JIC	Joint Information Center
MA	Mission Assignment
MOA	Memorandum of Agreement
MTS	Marine Transportation System

MTSL	Marine Transportation System Leader
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration
NSF	National Strike Force
NTSB	National Transportation Safety Board
OCMI	Officer in Charge of Marine Inspections
OPA-90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
P & I	Protection and Indemnity
PIAT	Public Information Assist Team
PIO	Public Information Officer
QI	Qualified Individual
ROV	Remotely Operated Vehicle
RP	Responsible Party
SERT	Salvage Engineering Response Team
SME	Subject Matter Expert
SRP	Salvage Response Plan
SSC	Scientific Support Coordinator
SUPSALV	Supervisor of Salvage (United States Navy)
TSI	Transportation Security Incident
USACE	United States Army Corps of Engineers
UC	Unified Command
USC	United States Code
USCG	United States Coast Guard
VRP	Vessel Response Plan
WRDA	Water Resources Development Act

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