SALVAGE RESPONSE PLAN (SRP)

FOR

San Diego COTP Zone

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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 109-347
(c) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 C.F.R. § 103.505
(d) COTP Zone San Diego Area Maritime Security Plan (AMSP)
(e) COTP Zone San Diego Area Contingency Plan (ACP)
(f) COTP Zone San Diego Marine Transportation System Recovery Plan (MTSRP)
(g) National Response Framework, June 2016
(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 C.F.R. Part 245
(l) Salvage and Marine Firefighting; 33 C.F.R. Part 155, Subpart I
(m) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels and Other Obstructions, 33 C.F.R. Part 64
(n) Navigation and Navigable Waters, Jurisdiction, 33 C.F.R. § 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)

SECTION 1: INTRODUCTION

The Salvage Response Plan (SRP) provides an all-hazard, post-incident framework for salvage response activities to facilitate the recovery of the MTS. In compliance with references (a), (b), (c), Emergency Support Function (ESF) 1 (Transportation), ESF 3 (Public Works and Engineering), and ESF 10 (oil and Hazardous Substances), 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 COTP, FMSC, or 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), Area Committee (AC), and/or U.S. Navy EOD MCMGRU3 or Commander 3rd Fleet for U.S. Navy Supervisor of Salvage Liaison 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 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.
4. No RP and **no** OPA-90/CERCLA applicability.

Scenario 1: Combination Container/Ro-Ro vessel allision with Coronado Bridge - S*alvage scenario for a RP-Led Salvage Response Operations under OPA-90/CERCLA.*

Scenario 2: Sinking of adrift commercial fishing vessel in Tuna Harbor with fuel and solvents aboard – *Salvage scenario for a USCG-Led Salvage Response Operations under OPA-90/CERCLA.*

Scenario 3: Tug and deck cargo barge allision with Coronado Bridge – *Salvage scenario for a RP-led Salvage Response Operations with no OPA-90 applicability.*

Scenario 4: Derelict fishing vessel sunk in main channel of San Diego Bay – *Salvage scenario for a No RP and no OPA-90/CERCLA applicability.*

***Scenario 1**: The M/V MARJORIE C, a 692' United States flagged vessel with 1,400 containers and 1,200 vehicles allides with the Coronado Bridge during the in-bound transit to National City Marine Terminal in South San Diego Bay. 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 allision with an unknown amount of oil discharged into the navigable waters. Potential impacts from this allision and basic response strategies include:*

- *Disruption of DoD missions with the expectation of senior leadership engagement with senior USN Commands and District/Area Commanders.*
- *Concern for regional fuel distribution will become a high priority with emphasis from the State Emergency Operations Center on port status reporting and prioritization of vessels entering and departing the port.*
- *The logistical supply chain between the State of Hawaii and California will be disrupted, impacting the limited supplies estimated to be a 3-5 day inventory remaining on the island 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 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 Environmental Protection, 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 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 NSF, SERT, and USN Supervisor of Salvage (SUPSALV) to develop an initial IAP and to review the initial submission of a SRP. Additionally, the COTP will initiate a Marine Casualty Investigation and coordinate all investigative activities within the construct of the IMT. Based on the potential for an extended disruption of the MTS, an MTS Recovery Unit was established within the 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**: During a severe winter thunderstorm, a 110' steal hull fishing vessel broke free from its slip and drifted into the concrete pier that makes up the south entrance pillar to Tuna Harbor. The vessel owner estimated 10,000-20,000 gallons of diesel oil is onboard and a host of paints and solvents, estimated at 100 +/- gallons. The vessel is partially submerged in about 15 feet of water with an oil sheen emanating from it. The vessel is creating a hazard to navigation and partially blocking the entrance/exit from Tuna Harbor to San Diego Bay. Several fishing vessels are awaiting to depart and enter Tuna Harbor. The owner, although cooperative, has no response plan nor money or insurance to address the incident.*

Based on lack of a Vessel Response Plan and an owner with no insurance and no money to take actions, the provisions of the Vessel Response Plan Geographic Specific Annex for Salvage and Marine Firefighting are not applicable for this scenario.

Potential impacts from this partial sinking and basic initial response strategies include:

- *Possible disruption of the navigable channels including recreational and limited commercial vessel traffic.*
- *Environmental damage from the vessel sinking and discharge of oil and hazardous substances.*

The COTP dispatched personnel from Sector Prevention and Response Departments to conduct an initial structural assessment, pollution response investigation, and notified all appropriate stakeholders including the California Department of Fish and Wildlife – Office of Spill Prevention and Response. The initial on-site vessel assessment measurements and observations were obtained by Marine Inspectors from the Sector Prevention Department and relayed to the USCG-SERT. The COTP accessed the OSLTF to fund travel and support of expert salvage/oil spill response organizations including the NSF, SERT, SUPSALV, National Oceanic & 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/Operators of the fishing vessel 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 the Sector with the USCG, California Department of Fish and Wildlife – Office of Spill Prevention and Response State DEP, and Port of San Diego as the UC. The initial salvage-specific objectives included:

- *Coordinate with SERT on complete structural analysis/stability calculations.*
- *Develop submerged plans to include ROV/Divers to conduct underwater assessment of the hull.*
- *Develop a Lightering Plan IAW 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*: The towing vessel MACKENZIE C was pushing the deck barge PTS 1 through the port with wind tower steel structures. The towing vessel lost steering at speed while transiting San Diego Bay and ran aground and partially submerged on the edge of the main ship channel. The barge is taking on water and has a severe starboard list. There is no oil or hazardous material believed to be on the barge, however, some of the deck cargo has rolled off and gone overboard, creating a potential hazard to navigation.*

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.

Potential impacts or issues as a result of this grounding include:

- *Potential disruption of MTS from a grounded vessel in main navigable waterway.*
- *Environmental damage from an unregulated cargo (No OPA-90 or CERCLA authorities).*
- *Large-scale public affairs event and heightened local government concerns.*
- *Lack of authority to compel or assume control of salvage operations due to the vessel type, cargo, and location.*

The COTP issued a COTP Order to 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, California Department of Fish and Wildlife – Office of Spill Prevention and Response State DEP, Port of San Diego, and the USCG COTP 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, providing recommendations for action to the UC, and USCG Sector dispatched marine inspectors to provide essential measurements and photographs to the USCG SERT for development of initial stability calculations. The 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 of the MTS, an MTS Recovery Unit 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.

Scenario 4: *A derelict commercial fishing vessel was reported to have floated free from its slip, drifted into the main ship channel and sunk. The vessel was known by the local COTP and California Department of Fish and Wildlife – Office of Spill Prevention and Response as an abandoned vessel, free of all petroleum products, and no hazardous materials onboard. The COTP notified bar pilots, towing vessel operators, and issued an urgent marine broadcast to restrict all vessel movements within 1 mile of the sinking location. Having no nexus with OPA-90 or CERCLA and no owner/operator, the COTP is limited in legal and financial authority to initiate a salvage response operation. The COTP initiated the development of a UC with USCG, USACE, and California Department of Fish and Wildlife – Office of Spill Prevention and Response State DEP as lead agencies. The COTP requested support of municipal emergency services to utilize side-scan sonar equipment (purchased using Port Security Grant Program funds) 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.

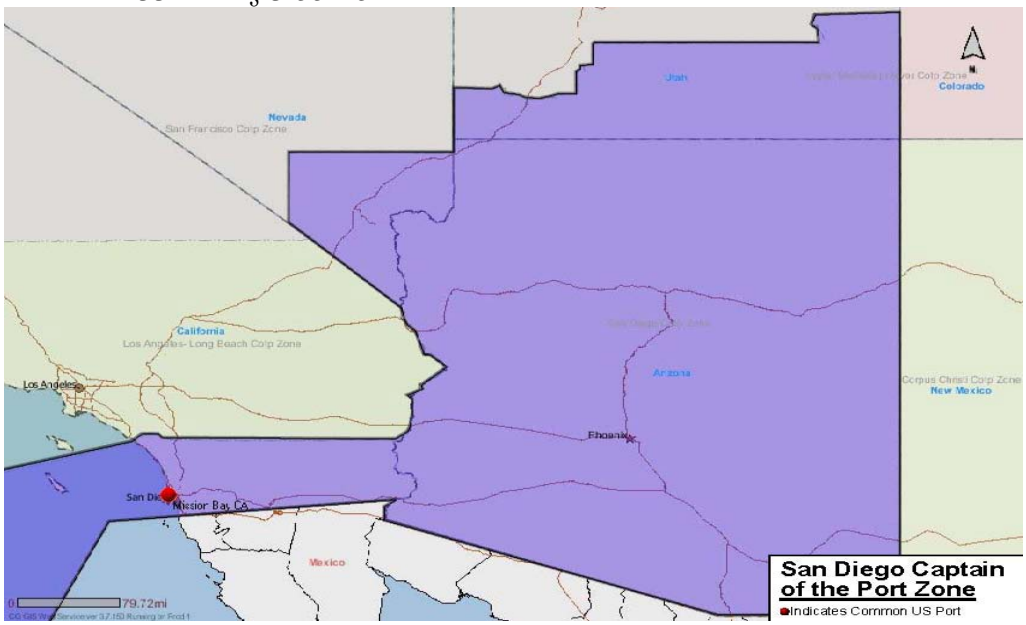
Objective 3. Determine appropriate pathways for authorities, funding, and resources to conduct salvage response to reopen channels and access routes within waterways and connecting channels that support maritime commerce.

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

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

D. ORGANIZATION

1. AOR: Title 33 CFR § 3.55-15

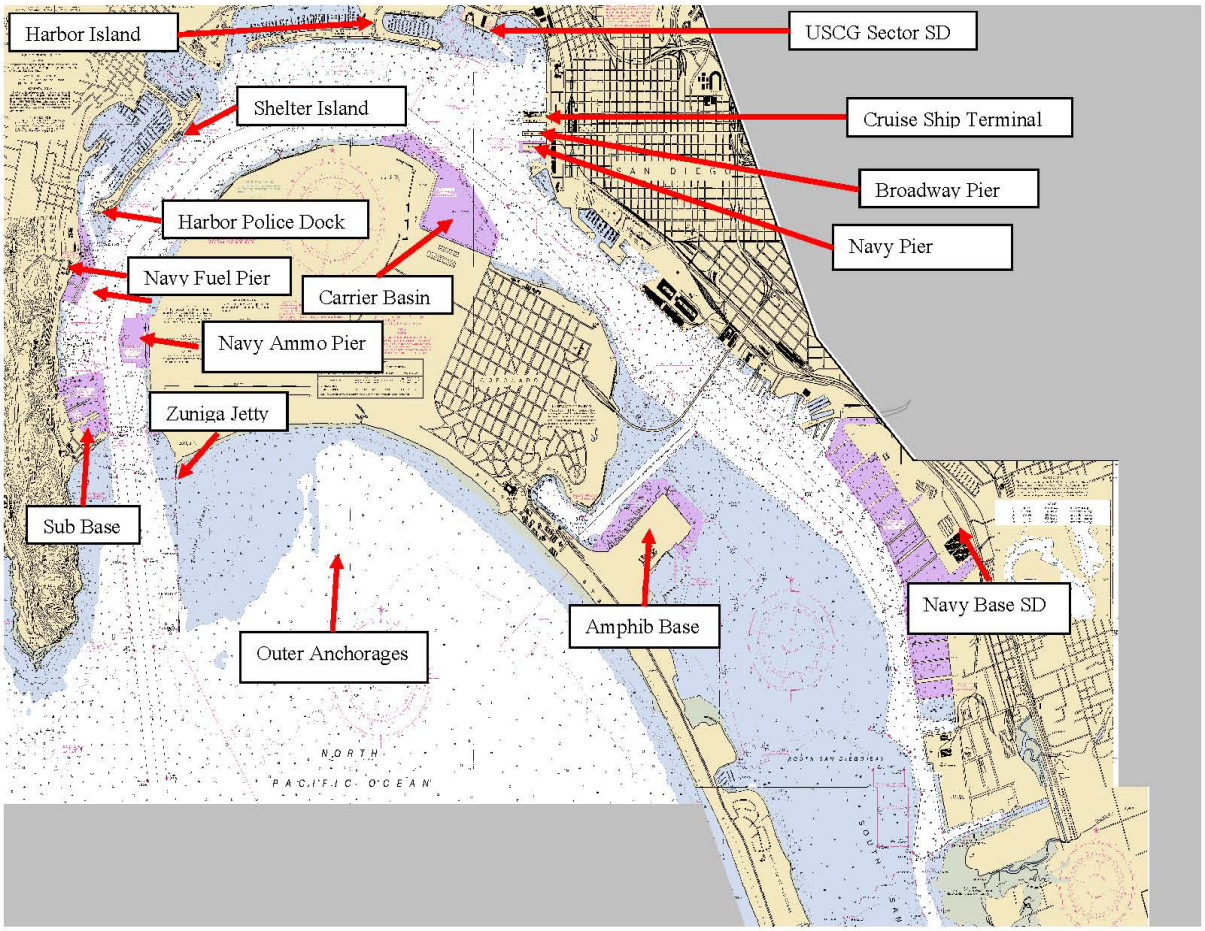


Map of the San Diego COTP zone including counties in California, Arizona, Nevada, and Utah.

2. COTP Zone Overview: The land, waters, and air space of the San Diego COTP Zone, as defined in 33 Code of Federal Regulations (CFR) § 3.55-15, comprises the land masses and waters of Arizona; Washington, Kane, San Juan, and Garfield Counties in Utah; Clark County in Nevada; and San Diego and Imperial Counties in California. The offshore boundary, which includes all ocean waters and islands contained therein, starts at the intersection of Orange-San Diego County lines (approximately 33°22.5'N latitude) and the California coast and proceeds seaward on a line bearing 225T° to the outermost extent of the Exclusive Economic Zone (EEZ); thence proceeds southerly along the outermost extent of the EEZ to the intersection of the maritime boundary with Mexico; thence easterly, along the maritime boundary with Mexico to its intersection with the California coast. For the purposes of this plan, the term "Port" means the port area and its adjacent waterways, including Marine Transportation System (MTS) infrastructure and ship/port interfaces. This plan also encompasses the Colorado River system, Oceanside Harbor and Mission Bay.
3. Uniqueness of the COTP Zone:
    a. VESSELS: San Diego Bay is transited at all times of day and night by recreational, commercial, and military vessels. While deep draft commercial and large military vessels stay in the main navigation channel, the rest of the bay is heavily transited by a large assortment of smaller military vessels, recreational craft and small passenger vessels and ferries. Mission Bay is utilized only by small pleasure craft, sport fishers, commercial fishing vessels, and dive boats.
    b. COMMODITIES: Commodities are carried on San Diego harbor at all times of day and night. In addition to naval vessels, the main types of ship traffic are RO-ROs, bulk carriers, oil barges, container ships (with onboard container handling gear), general freight ships and commercial fishing vessels.
    c. PASSENGERS: With approximately 500,000 passengers per year, cruise ships are a major portion of the port's economy. In addition, there are many other day cruises, harbor excursions, whale watching tours, sailing cruises, sport fishing trips, private tours and cross channel ferries. Mission Bay focuses on sport fishing and dive boat trips.
    d. PORT SERVICES: Some of the port services offered in San Diego are admiralty law firms, ship agents, crew and seafarer's services, marine consulting and engineering, customs brokers, importers, freight forwarders, divers, refrigeration facilities, ship builders and repair, ship chandlers, stevedoring, surface transportation, surveyors, tug services, barge lines, environmental response and vessel assistance.
    e. PILOTAGE: San Diego Bay is served by the San Diego Bay Pilots Association, Inc. The association is comprised of a small group of professional mariners who operate on a Coast Guard license as federally regulated pilots. They are not regulated under the California Board of Pilot Commissioners, instead work under the San Diego Unified Port District Tariff, which requires pilots for all vessels over 500 gross tons. The pilot's office and boat monitor VHF-FM channel 16 and use channel 12 as a working frequency. Pilots are usually booked by vessel agents, but arrangements can

be made directly by telephone at (619) 233-3096 or by radio ("Pilot San Diego").

f. PORT AUTHORITIES: All tidal lands of San Diego Bay, including the international airport, are within the jurisdiction of the Unified Port District of San Diego. The San Diego Harbor Police are an arm of this organization. Mission Bay is under the jurisdiction of the City of San Diego Police Department. They maintain a professional lifeguard service, assisted by city police officers.



Port Of San Diego

E. FUNDING CONSIDERATIONS

General: Organizations participating in MTS Recovery are responsible for their own funding. However, expenses related directly to responding to and recovering from an incident, such as a TSI or a man-made/natural disaster may be reimbursable. The following non-USCG special funding sources may be available in certain circumstances.

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

2. FEMA:

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

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

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

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

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

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

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

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

F. LEGAL CONSIDERATIONS AND AUTHORITIES

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 Responsible Parties from recovering their property expeditiously.

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/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.

6. District Legal Guidance. Relationships between the U.S. Coast Guard, property owners, underwriters and salvors may become very complex. The COTP/FOSC shall consult with the Southwest District Legal Office before commencing any vessel removal/destruction actions and if questions arise regarding legal authorities or responsibilities.

Federal Government

- Intervention on High Seas Act (IHSA), 33 U.S.C. § 1471, et seq. The IHSA implements the International Convention Relating to Intervention on the High Seas. The ISHA permits the Secretary of the department in which the Coast Guard is operating to take whatever action deemed necessary to prevent, mitigate, or eliminate a threat of oil pollution resulting from a maritime accident beyond the coastal States territorial sea. The IHSA requires that there be an express determination by the Secretary that there exists a grave and imminent danger to the coastline or related interests of the United States from pollution or threat of pollution of the sea by oil before such authority is exercised. Intervention with foreign vessels is used when an owner is uncooperative, taking no actions, or taking insufficient action.
- Abandoned Barge Act of 1992, 46 U.S.C. 4702, et seq. The Abandoned Barge Act of 1992, known as the Oceans Act of 1992, is United States federal law prohibiting the abandonment of barges greater than 100 gross tons in navigable and territorial waters of the United States. In accordance with 46 U.S.C. 4703, et seq, thirty days after the notification procedures under section 4704(a)(1) are completed, the Secretary may assess a civil penalty of not more than $1,000 for each day of the violation against an owner or operator that violates section 4702.
- Federal Water Pollution Control Act (FWPCA), 33 U.S.C. § 1251, et seq. The FWPCA gives the federal government the authority to “remove and, if necessary, destroy a vessel discharging, or threatening to discharge, by whatever means are available.”

- Economy Act of 1932, as amended, 31 U.S.C. § 1535. The Economy Act permits Federal Government agencies to purchase goods or services from other Federal Government agencies or other major organizational units within the same agency. An Economy Act purchase is permitted only if: (1) amounts for the purchase are actually available, (2) the purchase is in the best interest of the Government, (3) the ordered goods or services cannot be provided by contract from a commercial enterprise, i.e., the private sector, as conveniently or cheaply as could be by the Government, and (4) the agency or unit to fill the order is available to provide or get by contract the ordered goods or services.

United States Army Corps of Engineers (USACE)

- Authorized by Section 202 of Water Resources Development Act (WRDA) of 1976 (PL 94-587) to develop projects for the collection and removal of drift and debris from publicly maintained commercial boat harbors and from land and water areas immediately adjacent thereto.
- WRDA of 1976 provides general authority for development of drift and debris removal projects. The Department of the Army does not currently support authorization of or budgeting for such projects. For further guidance on FEMA debris removal policy, see Debris Removal for Waterways, FEMA Recovery Policy RP 9523.5 (series) 9523_5.pdf (fema.gov).
- Specific and limited local programs for continuing debris collection and disposal have been authorized by Congress for New York, Baltimore, and Norfolk Harbors; Potomac and Anacostia Rivers in the Washington, D.C. Metropolitan area; and San Francisco Harbor and Bay, California. These authorizations are on an individual basis, and the work is carried out as authorized at each locality as a separate, distinct project.
- Sections 15, 19, and 20 of the River and Harbor Act of 1899, 33 U.S.C. § 401, et seq. as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.
- Flood Control and Coastal Emergencies (PL 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its PL 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.
- USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 Public Works and Engineering. Under ESF #3, FEMA tasks the USACE to perform debris removal operations at the request of a State. This can include debris in the water outside the federally maintained channel if FEMA declares it to be eligible.

United States Navy Supervisor of Salvage (SUPSALV)

- The Salvage Facilities Act (10 USC § 7361 *et seq*.) gives the Navy broad discretion to provide necessary salvage facilities for both public & private vessels. This authorizes the provision of salvage facilities and services directly by Navy or via lease, sale or other contractual arrangement, which implies a standing role for SUPSALV as the "national salvage advisor."
- SUPSALV works on a reimbursable basis and is postured to accept all forms of government funding.

FEMA

- FEMA is authorized in Sections 403, 407 and 502 of 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 – The definitions below are general guides, and are not substitutes for definitions contained in law, regulation, or official Coast Guard policy. As informally used, the term "salvage" encompasses a broad range of topics including salvage, wreck, obstruction and debris removal, and aspects of spill response.

Anchorage: Designated areas, identified on navigational charts, where ships may safely anchor.

Assessment of Structural Stability: Completion of a vessel's stability and structural integrity assessment through the use of 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.

Bollard Pull: The maximum towing forces a tug can exert against a towline at zero speed. Bollard pull is often measured in tons. Even though Title 14, California Code of Regulations, Section 851.23 refers specifically to towing vessels escorting petroleum tankers in the Los Angeles/Long Beach Harbor, this is a good reference if there is ever a need in San Diego Bay.

Broadcast Notice to Mariners (BNM): BNMs are marine radio broadcasts made by the Coast Guard for navigational warnings and meteorological information. Broadcasts begin with "sécurité, sécurité, sécurité".

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

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

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

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

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

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

External Firefighting Teams: Trained firefighting personnel, aside from the crew, with the capability of boarding and combating a fire on a vessel or platform.

External Vessel Firefighting Systems: Firefighting resources (personnel and equipment) that can combat a fire from other than onboard the vessel. These resources include fire tugs, portable fire pumps, airplanes, helicopters, or shore side fire trucks and engines.

Federal On Scene Coordinator (FOSC): The Federal official pre-designated by the EPA or the USCG to coordinate responses under Subpart D of the National Contingency Plan (NCP) in accordance with 40 CFR Part 300 or the government official designated to coordinate and direct removal actions under Subpart E of the NCP. A FOSC can also be designated as the Incident Commander.

Fire Control Plan: Set of general arrangement plans for each deck that illustrate fire stations, fire resisting bulkheads, and fire-retarding bulkheads together with particulars of fire detecting systems, manual alarm systems, fire extinguishing systems, fire doors, means of access to different compartments, and ventilating systems (including locations of dampers and fan controls). Plans are stored in a prominently marked weather-tight enclosure outside the house for the assistance of land-based fire-fighting personnel.

Fire Main System: System that supplies water to all areas of a vessel; composed of fire pumps, piping (main and branch lines), control valves, hose, and nozzles.

Fire Wire: Length of wire rope or chain hung from the bow and stern of a vessel in port to allow the vessel to be towed away from the pier in case of fire; also called fire warp or emergency towing wire.

Free Surface Effect: Tendency of a liquid within a compartment to remain level as a vessel moves, which allows the liquid to move unimpeded from side to side. Loose water anywhere in a vessel impairs stability by raising the center for gravity.

Hazardous Material: As defined in 49 CFR 171.8, a Hazardous material is a substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and has been designated as hazardous under section 5103 of Federal Hazardous Material Transportation Law. The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (49CFR 172.101), and materials that meet the defining criteria for hazard classes and divisions in 49 CFR 173 for flammability, reactivity, toxicity, and corrosive properties.

Hazard to Navigation: An obstruction, usually sunken, that presents sufficient danger to navigation to require expeditious, affirmative action such as marking, removal, or redefinition of a designated waterway to provide for navigation safety (33 C.F.R. Part 245).

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

Lead Agency: A government agency responsible for providing an adequate fire response. Normally a local fire department, but under certain circumstances the COTP may fulfill this function. In cases in which it is determined that a master or facility cannot or will not effectively take charge, the lead agency will assign an Incident Commander. For example, if a fire occurs in the Port of San Diego, an official from the San Diego Harbor Police Department shall be designated as the Incident Commander. In the event of a marine fire occurring outside a fire department's jurisdiction, the COTP will become the Incident Commander, or delegate to an assisting outside agency as needs warrant.

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 can assess the vessel's stability and structural integrity. The data collected during the assessment will be used in the salvage software calculations and to determine necessary steps to salve the vessel.

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 C.F.R. 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.

Security: The term "security" as used in marine salvage normally pertains to financial risk rather than prevention, protection and maritime security measures. During a TSI that involves salvage response, the context in which the term is used needs to be clearly articulated to avoid misunderstanding with salvors.

Area Maritime Security. As characterized by 33 CFR Part 101-103.

Security (Salvage). An escrowed financial reserve, irrevocable letter or credit (of the like from a customer, underwriters or both) that is sought to provide a financial refuge for collecting payment for services when salvage values are questionable.

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 TSI (SAFE Port Act of 2006, Public Law 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 C.F.R. § 101.105).

Vessel Response Plan: An environmental protection contingency plan required by the Coast Guard for most commercial vessels operating in U.S. waters. The plan must cover all geographic areas of the United States in which the vessel intends to operate, including port areas and offshore transit areas.

The plan includes:

- Notification procedures
- Shipboard spill mitigation procedures
- Shore-based response activities
- List of contacts
- Training procedures
- Exercise procedures
- Plan review and update procedures
- On board notification checklist and emergency procedures (unmanned tank barges only)
- Geographic-specific Tab for each COTP zone in which the vessel or vessels operate
- A Tab for vessel-specific information for the vessel or vessels covered by the plan

For all petroleum tank vessels and certain non-tank vessels over 400 gross tons, vessel response plans must also include contact information for contracted commercial salvage and maritime firefighting service providers.

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 consideration 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, tribal, and industry roles and responsibilities are described as follows:

1. Primary Responsibility

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

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

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

   a. Federal

      United States Coast Guard (USCG). Per reference (p), USCG works closely with the USACE to ensure a coordinated approach to maintaining safety and functionality of the port navigation system in U. S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The Coast Guard, upon request of FEMA, may provide management and contract administration for certain MAs under the authority and funding per reference (j). The COTP, as FMSC, and the FOSC is responsible for maintaining and implementing this SRP. The Sector Commander is responsible for the safety and security of the waterways in their COTP zone, as well as protection of the environment. The Sector Commander has broad authority to act as necessary without additional authorization and acts a coordinator among other major Federal agencies in the maritime are of responsibility. 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).

U.S. Coast Sector San Diego

- Joint Harbor Operations Center (JHOC). JHOC watchstanders will maintain real time Maritime Domain Awareness (MDA) including vessels arriving and departing, operating within the port, both moored and at anchor. The JHOC will complete all applicable QRCs (SAR, Marine Casualty, Sunken Vessel, Closing Channel, etc.) and ensure copies are provided to the incident management team.

- Emergency Management and Force Readiness (EMFR). The EMFR Division Chief will establish an incident management structure utilizing the Sector Watch, Quarter, and Station Bill (WQSB), and if the situation warrants, request additional incident management support from the Pacific Area Incident Management Team. Additionally, the EMFR Chief will ensure incident operations, planning, and logistics are supported using established contingency plans. After the response has concluded, the EMFR Chief will provide technical support to the incident management team in developing an After-Action Report (AAR) capturing lesson learned in accordance with Reference (m).

- Sector Intelligence. The Intelligence Division Chief will work with the intelligence community and other intelligence units to identify if any threats exist to maritime transportation or Coast Guard personnel; coordinate intelligence gathering and sharing between port partners.

- Prevention Department. The Prevention Department Head will oversee and advise the Sector Commander on initial vessel salvage and incident stabilization activities. This includes initiating any requests for U.S. Navy Supervisor of Salvage (SUPSALV) support.

- Waterways Management (WWM) Division. The WWM Division Chief will develop and prepare to implement safety & security zones around the incident. The WWM Division Chief will assist the JHOC with maintaining real time awareness of vessels arriving and departing, operating within the port, and both moored and at anchor. If need arises for a vessel to head to a designated anchorage, the WWM Division Chief will make recommendations and coordinate with the Port of San Diego that maintains awareness of anchorage status. Lastly, the WWM Division Chief will make broadcast notice to mariners to ensure safety of navigation.

- Inspections Division. The Inspection Division Chief will act as the Coast Guard's on-scene technical expert for vessel stability and liaise with USCG Marine Safety Center (MSC) Salvage Engineering Response Team (SERT). The Senior Marine Inspector is also responsible for downloading vessel specific information from Marine Information for Safety and Law Enforcement (MISLE) and other applicable databases to help inform command and tactical decision-making processes.

- Investigation Division. The Investigation Division Chief may be called to initiate or assist on a marine casualty investigation to determine cause and effect if the incident includes a documented commercial vessel. This may include coordinating with the National Transportation Safety Board (NTSB).

- Response Department. The Response Department Head will oversee and advise the Sector Commander on initial environmental protection and port security activities. This includes initiating any requests for Deployable Special Forces such as the National Strike Force and/or Maritime Safety and Security Teams.

- Incident Management Division. Pollution Responders will deploy to the immediate area of the marine casualty and report the extent of any environmental impact to the Command Duty Officer and Response Department Head. A Federal On-Scene Coordinator's Representative (FOSCR) will act as the Coast Guard's on-scene representative for environmental protection and liaise with oil spill response organizations (OSROs). The FOSCR will also be responsible for opening the Oil Spill Liability Trust Fund within pre-established Sector and Southwest District limits.

- Enforcement Division. The Enforcement Division Chief may be required to increase Ports, Waterways, & Coastal Security (PWCS) activities including increased armed boardings, vessel escorts, and security zone enforcement. The Enforcement Division should be ready to provide for the safety and security of responders as well.

- Small Boat Stations. As directed by the Response Department, assume a heightened readiness level to assist with MDA, SAR, security patrols, enforcement of safety and security zones, and escorts in congested waterways.

- Patrol Boats. As directed by the Response Department, Commanding Officer/Officer-In-Charge of a Patrol Boat will assume a heightened readiness level to assist with MDA, SAR, security patrols, enforcement of safety and security zones, and escorts in congested waterways. The Patrol Boat commander may also act as the on-scene coordinator for offshore activities.

- Logistics Department. The Logistics Department Head will oversee all contracting issues, including coordination with USCG Shore Infrastructure Logistics Center (SILC), as well as identify facility needs for establishing an incident command post, issuing travel orders for Coast Guard personnel, and tracking all incident related costs.

- Marine Transportation System Recovery Unit (MTSRU). Determine needs, arrange for and coordinate provision of salvage response using this plan for COTP Zone San Diego and ACP San Diego salvage provisions, as appropriate.

    - Assess the scope of the salvage response needed, including aerial surveys to assist in identifying salvage issues and hydrographic survey of critical waterways/channels.

    - Use the SRP to support identification and application of existing salvage authorities and funding mechanisms when salvage response

becomes necessary.

- Use the ACP to guide salvage operations conducted during oil and hazardous substance environmental response activities.

- Identify Responsible Parties (RPs) to determine their intentions for developing and executing a removal/salvage plan.

- Assess and recommend priorities for salvage response needed to reopen the navigable waterways.

- Coordinate with the Infrastructure Liaison Officer (ILO) at the Joint Field Office (JFO) (if established) for recovery support, including identification of recovery issues under Stafford Act disaster declarations.

- Coordinate with USACE in accordance with Reference (p) for removal of hazards to navigation by the Responsible Party when ownership of the hazard cannot be determined, or if removal of the hazard by the Responsible Party cannot be accomplished in a timely manner.

- Coordinate with ESF 1, ESF 3, and ESF 10 primary and supporting agencies through the JFO (when established) to arrange for salvage response services.

- Consistent with Reference (m), identify and coordinate the marking of obstructions and hazards to navigation by the Responsible Party, or if they fail to act in a timely manner, the Coast Guard and USACE will intervene.

- Coordinate the establishment of an IC/UC salvage response function with subject matter expertise to conduct site-specific assessments of obstructions to navigation and salvage needs to develop and implement salvage plans to address the obstruction(s) to navigation.

- Identify available public and commercial salvage assets when the Responsible Party cannot be identified or respond in a timely manner.

- Monitor impact of salvage recommendations on MTS Recovery.

- Document salvage response activities and operations.

Department of Defense (DOD)/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). For contact and other information about USACE, visit www.usace.army.mil.

DOD/U.S. Navy Supervisor of Salvage and Diving (SUPSALV). SUPSALV is the Department of Defense's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (o). SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV can quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the Navy's hydrographic survey assets/capabilities and can provide in-office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities. For additional information, including SUPSALV points of contact, capabilities and equipment, visit www.supsalv.org. The SUPSALV main telephone line is (202) 781-1731.

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

For contact and other information about NOAA, visit:

- www.nauticalcharts.noaa.gov
- www.response.restoration.noaa.gov
- www.noaa.gov/wx.html

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

Federal Emergency Management Agency (FEMA). FEMA is the Federal lead for MAs under reference (j) authority and funding. FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering). FEMA also serves as the coordinator and primary agency for ESF #14 (Long-Term Community Recovery & Mitigation).

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 as a result 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.

The Port Readiness Committee (PRC). The PRC meets quarterly at Sector San Diego. The COTP chairs the Committee, which is attended by members of the community who are involved with Military Outload Operations in the Port of San Diego. Representatives on the Committee include Surface Deployment and Distribution Command (formerly Military Transportation Management Command, MTMC), U.S. Navy; U.S. Marine Corps; U. S. Army; Military Sealift Command; Port of San Diego; U. S. Maritime Administration; as well as Federal, State, and local law enforcement agencies. The Committee deals with the complex security issues encountered when multi-jurisdictional and multi-agency interactions are required to manage a military outload. Representatives from each of the above organizations meet quarterly with the PRC to discuss jurisdictional responsibilities and to coordinate shared responsibilities. The Committee has met regularly to plan, train, exercise, and conduct actual military outload operations. Ancillary benefits derived from the efforts of these Committees include enhanced preparedness for all port safety and security contingencies.

The San Diego Area Committee (AC). The COTP also serves as the pre-designated Federal On-Scene Coordinator for oil spills and hazardous substances and as such, is the chair of the Area Committee established by the Oil Pollution Act of 1990. This Committee is responsible for the development and oversight of the Area Contingency Plan (ACP) for their area of responsibility, in accordance with the National Contingency Plan. Each ACP provides guidance for oil and hazardous material spill response. This Committee is comprised of a wide range of Port Stakeholders including Federal, State, and local governments, facility operators, vessel operators, and other interested parties.

FBI's Joint Terrorism Task Force (JTTF). The U. S. Coast Guard has assigned a full time Coast Guard Investigative Service Special Agent to the Southern California JTTF located in San Diego. This further enhances our intelligence sharing and subsequently protection of the Port and its stakeholders. The JTTF works to deter, counter, and respond to acts of terrorism. Combining of Federal, State, and local law enforcement resources has resulted in effective maximization of resources, the provision of sophisticated investigative and technological resources, and linkage to all Federal government resources in the United States and worldwide. The participating law enforcement agencies, working as one, provide the needed knowledge, skills, and resources essential for law enforcement agencies to succeed in fighting the menace of terrorism. The COTP serves as a member of the JTTF Executive Committee.

Commander Navy Region Southwest (CNRSW). Commander Navy Region Southwest trains its security force in dealing with terrorist threats to Navy assets and personnel. Navy security teams are equipped to deal with attacks on any level and can muster resistance to any threat scenario encountered to include CBRNE situations. Security forces work in conjunction with individual ship commands as well as Navy EOD (detachment of CNRSW) and Navy Special Warfare Command to ensure vessels are protected. Naval security forces are heavily armed and have waterside response vessels capable of repelling waterside threats to Navy assets. In coordination with the U.S. Coast Guard, CNRSW continuously enforces all security zones around Naval facilities and Naval Vessel Protection Zones of transiting Naval vessels as necessary. Non-military vessels are restricted from entering these zones and must maintain a 500-yard distance from any U.S. Naval vessel. Port security includes, but is not limited to combat divers, patrol craft, anti-personal devices, electronic surveillance, and heavily armed shore side guards.

Terrorism Early Warning Unit (TEW). TEW is a multi-agency task force focused on terrorism-specific intelligence and information-sharing. Participating agencies include the San Diego Sheriff's Department, FBI, California Department of Justice, California Highway Patrol, Federal Department of Homeland Security, and Governor's Office of Homeland Security. The Regional Law Enforcement Coordination Center is co-located with the FBI's Joint Terrorism task Force and a Criminal Intelligence component and together comprise the Law Enforcement Coordination Center (LECC), San Diego's Intelligence "Fusion Center."

Regional Terrorism Threat Assessment Center (RTTAC). The San Diego Law Enforcement Coordination Center (SD-LECC) is San Diego's RTTAC. The RTTAC is a 24-hour operation ran by the Sheriffs. The purpose is to be on the lookout for any intelligence linked to terrorism. The intelligence is then shared with local, state and federal partners.

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.

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

In the event of a vessel sinking that resulted in an oil spill, or if an oil spill from the sunken vessel were imminent, the ***California Department of Fish and Wildlife: Office of Spill Prevention and Response*** would be part of the IC/UC managing the complete response, including salvage of the vessel.

California Department of Transportation (Caltrans): Will participate in any salvage operation that includes elements of bridge/infrastructure damage under their direct jurisdiction or to facilitate any Maritime Transportation System (MTS) Recovery elements in accordance with reference (f). If the San Diego-Coronado Bridge suffered major damage from any natural or man-made incident, Caltrans Office of Structure Maintenance & Investigations will be responsible to investigate and recommend bridge removal if the bridge condition is deemed to be a total loss. Caltrans maintenance will process an emergency contract to be approved by the Caltrans District Director for removal of the bridge. This initiates District Maintenance Engineers to start a project development phase for a bid to prepare an engineering contract plan, specifications, and cost estimates for removal from the waterway and adjacent shoreline. Maintenance Engineers will be contacting all impacted outside agencies, such as USCG, DFG/OSPR, Port of San Diego, etc., for their permits for this bridge removal contract as part of the Environmental Impact process. Caltrans anticipates maintenance engineers would be working quickly and closely with the UC or MTSRU during the project development phase. After the contract is awarded, Caltrans Structure Construction Engineers will take over the bridge removal phase contract administration, who will also be working closely with the UC/MTSRU. However, District maintenance will assign a Project Manager Engineer to oversee and coordinate the entire project from development to the end of the bridge removal.

California Governor's Office of Emergency Services (Cal OES): Participates in the salvage and recovery incident planning phase, the assumption being that circumstances will vary for each project using the all-hazard concept (e.g., such as fire, collapse, flood, earthquake, heavy weather, etc.) of incident emergency management. The State Emergency Plan (SEP), Mutual Aid Agreements, Governor's Executive Order or direction from the Federal Emergency Management Agency (FEMA) and other Federal agencies may be made and placed in effect. The SEP and information on Mutual Aid Plans are available on the Cal OES website: 2024 State Emergency Plan | California Governor's Office of Emergency Services. NOTE: Cal OES is the former California Emergency Management Agency (CalEMA) and Governor's Office of Homeland Security (OHS).

California State Lands Commission (CSLC): Has jurisdiction and management authority over all ungranted tidelands, submerged lands and the beds of navigable rivers, sloughs, lakes, etc. (e.g., Public Resources Code Section 6301). All tide and submerged lands, legislatively granted or ungranted, as well as navigable rivers, sloughs, etc., are impressed with the Common Law Public Trust. The Public Trust is a sovereign public property right held by the State or its delegated trustee for the benefit of the people. This right does limit the uses of these lands to waterborne commerce, navigation, fisheries, open space, recreation, or other recognized Public Trust purposes. Further, it is CSLC's position that if the State of California has an interest where a waterway hazard or removal of obstructions would occur, then that project would be subject to the Commission's leasing authority and a lease would need to be issued by the Commission. Of course, circumstances vary for each project and for some past emergency situations; CSLC has considered special accommodations in order for the project to move forward and without needless delay. The state's hazards management program is not currently funded by the California legislature.

California State Parks – Boating and Waterways: The California Department of Boating and Waterways has an interest where a waterway hazard or removal of obstructions occurs (e.g., bridge collapse, earthquake shoaling, large vessel grounding). That project would be subject to the state's authority and the state would need to issue permission (through Cal OES, Caltrans, State Lands Commission, etc.). Circumstances vary for each project and under emergency situations special accommodations would likely be made for the project to move forward without unnecessary delay.

The Harbor Safety Committee (HSC): The COTP is a non-voting member of the Harbor Safety Committee. The State of California law mandated the creation of HSCs to help to ensure safe navigation and operation of tankers, barges and vessel traffic within the San Diego Bay area, and complete an annual review of the Harbor Safety Plan. The Committee is comprised of a wide range of Port Stakeholders including Federal, State and local governments, facility operators, vessel operators, and other interested parties that meets quarterly.

The Port of San Diego (POSD): The Port of San Diego would involve itself following an incident that has or could potentially impact the federal waterways within their area of interest; the Port of San Diego makes security threat assessments and an initial impact survey with the San Diego Harbor Police in conjunction with USCG and other law enforcement agencies.

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

*[*States may apply other terms to their Emergency Management Office [e.g., the state of California uses the term Governor's Office of Emergency Services (Cal OES)].*

San Diego Unified Disaster Council. The San Diego Unified Disaster Council (UDC) is responsible for coordinating efforts with its core members to ensure that the city of San Diego and its surrounding cities will be able to recover from any type of disaster (natural or man-made). The council falls under the purview of San Diego County's Office of Emergency Services. Core members of this group include but are not limited to: San Diego Area Fire Coordinator, San Diego Sheriff's Department, and member city police departments, Federal Bureau of Investigation, San Diego Hazmat Incident Response Team (HIRT), Metropolitan Medical Strike Team (MMST), Public Health/EMS, Sector San Diego and Cal OES.

c. Industry

National Salvage Roles / Capabilities

1. American Salvage Association. Refer to www.americansalvage.org for details.
2. Additional information for national-level salvage capability and equipment information is available thru the NSF, NSF Coordination Center, and the U. S. Navy SUPSALV.

Local and Regional Salvage Capabilities

1. Refer to Appendix G for regional and local salvage commercial diver capabilities.
2. Refer to Appendix G for regional and local marine construction equipment and capabilities that may be considered as alternative sources of equipment.

Vessel and Cargo Owners/Operators and Insurers

1. 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.
2. 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.
3. Relationships between the USCG, owners, underwriters, and salvors may become very complex. It is recommended that COTPs immediately seek the guidance of the district legal office if questions regarding legal authorities, responsibilities, etc. arise.
4. 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.
5. 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 ACPs for each COTP area for which they are contracted.

C. STAKEHOLDER COORDINATION:

1. **MTS Recovery Planning Coordination** – Advanced planning and preparedness requires the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagements with stakeholder groups are vital to advance preparation and effective incident response and recovery.

2. **MTS Recovery Workgroup**

   a. The San Diego COTP established a Port Coordination Team to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices, including the development and maintenance of the MTSRP.

   b. The San Diego Port Coordination Team will develop, maintain, exercise, and validate MTS information during port level normal operations identified in Tabs H and I. The workgroup shall identify and prioritize critical industries, facilities, and infrastructure within its AOR. In addition, the workgroup shall identify possible port recovery solutions and contingencies that support business continuity planning. The workgroup shall at a minimum meet on an annual basis to maintain the accuracy of this information.

   c. Membership in the San Diego Port Coordination Team should include selected representatives from subject matter experts who are port stakeholders listed in Tab E, of Section 2 of this plan. Required information for each member includes:
      - Local stake holder agency
      - POC Name
      - Business Telephone number
      - Business e-mail address

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 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:

- USCG Marine Transportation System Recovery Unit (MTSRU) Leader Type 3 (MTSL3) trained personnel;
- USCG members with vessel inspection (Hull) (SMEs);
- USCG members with vessel inspection (Machinery) (SMEs);
- USCG members with vessel inspection (Tank Vessel) (SMEs);
- USCG members with Federal On Scene Coordinator Representative (FOSCR);
- USCG member with waterways management SMEs;
- USCG member with Port State Control SMEs; and,
- 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. If/when an incident command is formed, refer to Section 5600 and 6000 of the AMSP for guidance on incident management as it relates to salvage response.

E. PORT AND WATERWAY PRIORITIES:

Major economic elements, operations, and physical characteristics of the Port of San Diego are located in Tab F of Reference (f); however, it is not intended to replace the Essential Elements of Information (EEI) data base or provide details of all trade activities and is intended to provide MTS Recovery officials a broad understanding of pre-incident normal state and the general priorities for salvage and recovery port operations.

1. **Infrastructure** – Ports are complex entities, involving facilities and structures supporting transportation by several modes: water, rail, road, or even air. Consequently, ports are a vitally important part of the nationwide MTS, which includes not only ports, but also inland and coastal waterways, and inter-modal connectors. Local pre-incident infrastructure priorities have been developed with input from local industry and agency stakeholders. The list of infrastructure priorities based on extent of impact and information will be developed by the MTSRU.

2. **Operations** – Those activities that must be done for the safe, secure, and efficient movement of cargo and people. This may include vessel movement, loading and offloading, and transport mode transition. It may also include port maintenance such as dredging, waterway clearance, and Aids to Navigation.

3. **Linkages** – These are downstream impacts that go beyond the local area when an MTS disruption occurs. Cargo and commodity distribution disruptions that could impact other regions of the United States or its territories and can be described as the port's 'Regional Linkages.' Both a receiving port (reliant) and a providing port (supplier) will be affected by a disruption but in different ways. Downstream or cascading impacts can be described in operations and or capabilities, e.g. container transshipment and bunkering operations. In the event of a MTS disruption in the San Diego COTP Zone, vessels departing the West coasts of Mexico, Central America and South America would also be significantly impacted as these regions rely on import and export with San Diego as the closest US Port.

4. **Cargo Priorities -** For the purpose of advance planning, guidelines for understanding potential national level needs and priorities have been established in a joint protocol developed by USCG and Customs & Border Protection. These priorities are in order:

- National response supplies
- National recovery supplies
- National defense materials
- Other national priority cargo
- Local response supplies
- Local recovery supplies
- Local fuels and energy cargo
- Local consumption food
- Other local priority cargo
- All other cargo

National Level

Cargo Priorities

Department of Homeland Security

5. **Vessel Movement –** When developing vessel movement priorities, all factors will be considered, such as vessel characteristics (cargo, draft, height, port state, security restrictions, or stability issues), waterway restrictions (draft, air gap, visibility, sea state, tug and pilotage requirements), as well as facility restrictions (berth availability, power, security, and availability of labor). The **Vessel Arrival Scoring and Prioritization Tool (VASPT)**, located in MSTRU CG Portal site, maybe used to score arriving vessels [or up-bound and down-bound for river port areas]. The VASPT is a risk-based and weighted scoring system that takes into consideration the cargo, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. **The results of the VASPT are not final and are designed solely to provide a discussion for any prioritization scheme.** After evaluating the results of the VASPT against any incident specific criteria or priorities, recommended vessel queue priorities will be provided to the Incident/Unified Command.

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. The Oil Pollution Act of 1990 contains specific guidance for salvage planning and service provider contract requirements for vessels depending on size and cargo. Without a responsive Owner/Operator, the complexity and level of management for federal agencies increases. A salvage response team may be needed to execute salvage operations during an incident. Members assigned to the salvage response team would be responsible for developing an incident-specific salvage response plan for assigned salvage work. Therefore, salvage operations will be included as an element of the IAP. This SRP is a supporting plan to those incident-specific response efforts. The following are basic descriptions of the most likely salvage operation types, consistent with the scenarios in Section 1. B above, 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 USCG NSF Team with potential for additional support from SERT, USN 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 a presenting a significant disruption of the MTS. The USACE has the federal responsibility to maintain the federal channels in a safe, navigable status. Without the legal authority to contract support or services for salvage, the USCG FOSC will rely on the statutory authority of the USACE to issue an emergency contract to a reputable salvage organization. As the lead agency, the USACE can direct all aspects of the salvage operation in coordination with the USCG FOSC and will be a component of the UC. In this type of event, the USACE may rely on the USCG to provide additional support such as safety monitoring of the operation, waterway management and coordination to support salvage operations, coordination of outside agency support, and using the USCG COTP authority to compel certain actions of the RP if known.

4. 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, bridge collapse, etc.), the USCG may be the lead agency or part of the UC in either a large-scale salvage, wreck, or debris removal operation. The coordination of this type of operation is similar in many respects to a 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
- Possible investigation elements may be required as part of the incident response

The USCG FOSC or designated OSC will likely require the activation of the USCG NSF, USCG Reserve support, and possibly additional agency support from subject matter experts such as USN SUPSALV, USCG 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 USCG FOSC authorities are extremely limited including the inability to access various funds to initiate salvage operations, compel compliance in many cases, and may result in relying on either the Trustee for the impact area or state/local government authorities. These types of salvage operations require extensive research and coordination and may also result in the need for the USCG to carefully consider an enhanced public affairs/public messaging objective to ensure the USCG limitations are widely known and all efforts legally taken by the Coast Guard are highlighted.

G. INCIDENT MANAGEMENT TEAM (IMT) LOCATIONS:

Establish location of salvage response "planning functions" for incident management. The salvage response planning functions may be assigned to a Maritime Transportation System Recovery Unit (MTSRU) established per References (d), (f), (h) and (i) or, if an MTSRU is not implemented, placed within the Planning Section within a Unified Command structure as appropriate.

Incident Command Posts (ICPs) and Headquarters may be located at a Sector San Diego. However, if Sector San Diego isn't practical, a specific location will be identified based upon the responders required and other factors.

H. NOTIFICATION PROCEDURES:

The COTP, as FMSC, is responsible for maintaining and implementing this SRP. Immediately upon discovery of an obstructing vessel or object, the Coast Guard has responsibilities for marking and notification as required by References (k), (l), (m) and (n). Coast Guard authority for vessel removal/destruction when no Responsible Party can be identified is described in COMDTINST 16465.5 (series), and COMDTINST M16465.43 (series).

The San Diego COTP established a Port Coordination Team to gather and maintain up-to-date information with respect to MTS Recovery planning, coordination, and best practices, including the development and maintenance of this SRP. The San Diego Port Coordination Team will develop, maintain, exercise, and validate MTS information during port level normal operations identified in Reference (f). The workgroup shall identify and prioritize critical industries, facilities, and infrastructure within its AOR. In addition, the workgroup shall identify possible port recovery solutions and contingencies that support business continuity planning. The workgroup shall at a minimum meet on an annual basis to maintain the accuracy of this information. Membership in the San Diego Port Coordination Team should include selected representatives from subject matter experts who are port stakeholders who are an essential part of the coordination of salvage operations or elements thereof including but not limited to primary federal, state, and local agencies; MTS-essential stakeholders, and DoD stakeholders. Required information for each member includes:

- Local stake holder agency
- POC Name
- Business Telephone number
- Business e-mail address

Examples include, but not limited to:

- USCG MTSRU Leader level 3 (MTSL3) trained personnel
- USCG members with facilities subject matter experts (SMEs)
- USCG member with waterways management SMEs
- USCG member with Port State Control SMEs
- U.S. Customs & Border Protection
- U.S. Maritime Administration
- U.S. Army Corps of Engineers
- U.S Navy 3rd Fleet
- U.S Navy Region Southwest

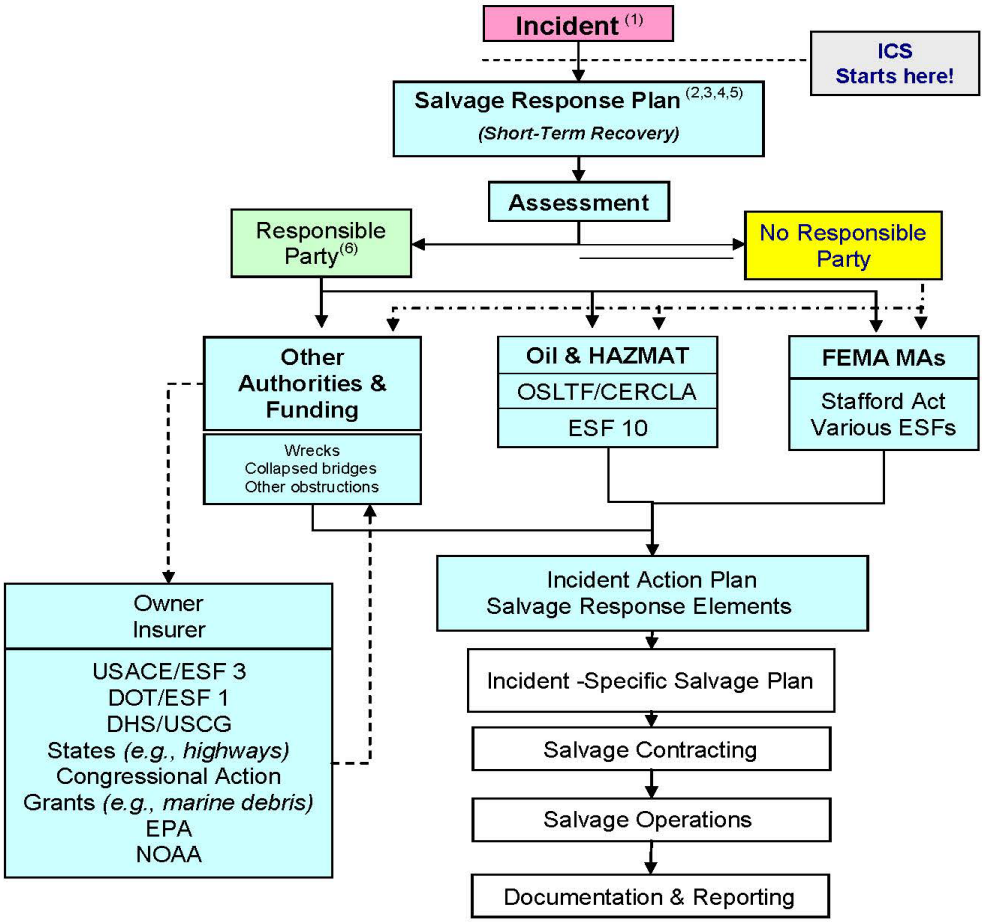
- National Oceanic and Atmospheric Administration
- Local Governor's Office of Emergency Services
- Ports Administration
- Marine Exchanges
- Pilot Services
- Private Stakeholders

The success of notification procedures depends on having an adequate number of stakeholders identified and represented when an Incident or Unified Command is established. Each incident type or location may require members with different skill sets. COTP Zone San Diego is unique as it is one of the 17 U.S Strategic Ports, so ensuring adequate presence established within the MSTRU is essential for efficient port recovery. Additional members of the MTSRU will come from port stakeholders as incidents require. Port stakeholders, who are jurisdictionally or organizationally responsible for assisting with port recovery, may be identified through the Area Maritime Security Committee and the MTS Recovery Workgroup Port Coordination Team. Reference (f) lists organizations and potential member contact information.

SECTION 3: SALVAGE RESPONSE MANAGEMENT

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

SALVAGE RESPONSE FRAMEWORK



Notes:

1. Transportation Security Incident/other Transportation Disruption (e.g., manmade event, natural disaster).
2. Supporting plan to MTS Recovery during short-term recovery phase.
3. Relies on existing authorities and funding.
4. Applies to removal of obstructions to navigation from federally defined navigable waters… "To ensure that the waterways are cleared and the flow of commerce through the United States ports is reestablished as efficiently and quickly as possible after a maritime transportation security incident…" per the SAFE Port Act.
5. Will be structured for all-hazard and all transportation disruption compatibility.
6. For the purpose of this notional diagram, Responsible Party includes the responsible party as defined by the Oil Pollution Act of 1990; the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; and, the owner, operator or lessee of other obstructions in the waterway such as structures, train cars, and vehicles.

The following narrative explains the diagram above depicting salvage planning and response decision-making. Any salvage response will be characterized by the type of incident that requires it. The framework assumes that ICS will be implemented for incident management and that salvage response needed to ensure that waterways can support maritime commerce is a post-incident activity after initial responses to the incident (e.g., SAR) have been completed. Salvage response operations for planning purposes are considered an element of the short-term recovery phase (3-90 days post-incident).

The following progression provides an orderly approach to salvage planning:

(1) Step 1. Perform an assessment to determine what occurred and what is needed (if anything) in terms of a salvage response.

(2) Step 2. Primary responsibility for salvage response belongs to the Responsible Party (RP), and their insurance underwriters (if any). Determine if there is a RP or not, and whether or not the RP 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 and coordinate support as appropriate, 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 Step 3.

(3) Step 3. 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 conduct the salvage operation, and the necessary coordination/transition mechanisms to be used during the operation. Once authority and funding are identified, a salvage plan specific to the incident should be developed. The incident-specific salvage plan should be prepared by technical specialists with the subject matter expertise necessary to conduct site specific salvage assessments and to develop and implement procedures to resolve the obstruction(s) to navigation.

(4) Step 4. Arrange for salvage support directly from government sources if appropriate (e.g. salvage of assets owned by federal agencies), for contracting of commercial salvors, or if appropriate other marine service providers (e.g., for removal of marine debris other operations when marine salvage protocols are not applicable).

(5) Step 5. The salvor will mobilize salvage response operations and conduct necessary salvage operations. The UC's technical specialists will provide oversight of RP salvage activity or manage salvage operations as appropriate to the situation.

(6) Step 6. Plan and conduct documentation activities to provide a record of salvage response, and to track and monitor costs incurred by the federal government. Periodic reporting will be required to keep the UC posted on developments and will follow the reporting schedule and protocols established for the incident.

B. PLANNING ASSUMPTIONS:

1. Reconstitution.

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

2. Salvage during Environmental Response.

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

3. Initiation of Salvage Response.

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

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

   c. COTP San Diego's AOR may not have a designated area for vessel lightering. Any emergency planning for lightering must be approved on a case-by-case basis by the COTP or IC/UC. If emergency lightering is requested as an essential element of the salvage plan, the procedures in Appendix J [*or other locally developed lightering procedures]* will be followed for lightering of a vessel.

C. LOCAL ASSUMPTIONS:

a. A Unified Command will be established, and a series of conferences will be held to initiate planning.

b. The Maritime Transportation System Recovery Unit (MTSRU) will be established within the UC Planning Section or elsewhere as appropriate.

c. Due to the large U.S. Navy presence combined with the physical characteristics of the port, the U.S. Navy will be very active in the salvage response in at least some aspects (i.e., salvage planning, providing technical expertise or providing response salvage personnel and resources).

d. Intentional Grounding or Sinking a Vessel. CAUTION: This action must be approved by the COTP in accordance with the Potential Places of Safe Refuge (PPOR) guidelines listed in the ACP and COMDTINST 16451.9. A decision to ground a vessel may be needed during a response. The possibility of a vessel sinking, becoming derelict or a persistent pollution problem should be considered.

e. There are limited salvage resources in the San Diego *COTP Zone* AOR may not be available. Likewise, national and/or regional salvage capabilities identified in this plan may not be available. An event that would require *special salvage* capabilities as defined in 33 CFR Part 155 (submerged ops, heavy lift) generally requires a 48-72 hour minimum equipment deployment period. Local resources, including the use of alternative equipment may require consideration and approval by the COTP. Refer to Section 9250 in the San Diego Area Contingency Plan (ACP) for information on salvage capabilities, including Federal Salvage Resources and salvage companies/divers. Refer to Section 3003.01.2 of the Region 9 Regional Contingency Plan (RCP) for information on Salvage/Source Control.

f. The California Department of Environmental Protection and/or CA BEM or Cal OES 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.

g. 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:

(1) Whether the anchorage is easily accessible from shore.
(2) Whether there is a discharge of oil or hazardous substance, and can it be easily contained and recovered.
(3) Whether the anchorage is close to an environmentally sensitive area.
(4) Weather conditions/direction having the potential to blow ashore airborne debris.
(5) If there is a catastrophic failure, whether it affects anything else or causes a problem to vessel traffic.
(6) Weather and tide conditions.
(7) Potential interruption of commerce.
(8) Effect on transportation hubs (vehicle/rail bridges).
(9) 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:

Prioritization of Salvage Response depends upon the hazards present and the impact of those hazards on the recovery effort, community, commerce and the environment. The impact of this decision cuts across many interagency and organizational goals at the same time; safety, security, environmental protection and, potentially, homeland security and national defense. The Risk Based Decision Making process is a Relative Ranking/Risk Indexing approach. This method, used most often as a top-level risk assessment technique, generates an index of numbers that provide ordered lists of priorities. This index number is the product of a projected consequence (severity) and probability (how likely it is to occur). Values of consequence and probability are determined based upon expert judgment against established indices. Prioritization of Salvage Response and objectives established through the risk-based assessment will be forwarded to the Incident Commander or Unified Command.

1. 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)
- Interior Surveys (Machinery and Systems)

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

The initial assessment will include two levels of review:

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 or Prevention Department/Incident Management personnel to assist in determining if there are pre-determined resource providers for salvage. The information includes:

Vessel Information and Regulatory Applicability

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

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

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

Inherent Risk Factors

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

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

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

[*If a locally developed salvage-specific risk assessment tool or process is available, this information should be included in the SRP along with the tool's procedures, examples of the tool, etc., describing how risk assessments are conducted.*]

STAGE 2 - DETERMINATION OF RESPONSIBLE PARTY

Responsible Party: Under the Oil Pollution Act of 1990, the term Responsible Party refers to 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 Responsible Party 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 EPA and Coast Guard is to ensure that responsible parties pay to clean up their own oil releases. However, when the responsible party is unknown or refuses to pay, funds from the Oil Spill Liability Trust Fund 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.

Identification of the Responsible Party of the vessel/cargo/structure that became a hazard, and whether a salvor or other interested party is attempting to salvage the property. Identification of the Responsible Party is usually required as part of the process of determining the responsibility for conducting/funding of salvage operations and determining whether unknown hazards to salvage operations exist.

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

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

The COTP may formally designate the vessel owner/operator as the Responsible Party via a COTP Order. This formal letter will notify the owner/operator of their responsibilities to take appropriate actions, within a specified timeline, to prevent any threat to public health and safety, minimize disruption to the MTS, and to prevent the discharge of oil/release of hazardous materials into the navigable waters of the United States. The COTP Order may also include specific directions related to salvage operations and may also contain provisions to develop Incident Specific Salvage Plans for COTP review/approval and direct the vessel's designated salvage service provider to coordinate actions with the IMT established for the response. Figure 3.1 below shows the Responsible Party/Owner-Operator requirements in 33 CFR Part 155 Subpart I for salvage service providers based on vessel type and fuel capacity.

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

Figure 3.1 Vessel Response Plan Applicability

STAGE 3 – EVALUATION OF FUNDING SOURCES AND SERVICE PROVIDERS

Pursuant to References (b) and (c), this plan identifies and relies on existing authorities, procedures, policies, funding mechanisms, and sources of technical expertise and salvage resources for incident management activities and operations needed to coordinate resumption of maritime commerce following a TSI or threat of a TSI during the short-term recovery phase of incident management. This plan serves as an Annex to the COTP Zone San Diego Area Maritime Security Plan (AMSP). Below are some funding considerations for salvage-related activities.

1. U.S. Army Corps of Engineers (USACE)
   - Funding for operation and maintenance of these federally maintained navigable channels and waterways through USACE's Operations and Maintenance General Appropriation each year.

2. Federal Emergency Management Agency (FEMA)
   - FEMA is authorized to; (1) reimburse applicants to remove eligible debris, or (2) through a Mission Assignment (MA) to another Federal agency (or upon request of the State) provide direct federal assistance or technical assistance when it has been demonstrated that state and local government lack the capability to perform or contract for the requested work.
   - Assistance provided by FEMA will be on a cost-share basis (at no less than 75% federal and 25% non-federal). In extreme circumstances FEMA may provide up to 100% funding for a limited period of time.

3. U.S. Coast Guard (USCG)

   a. Funding is only available for a limited range of scenarios. Coast Guard units should ensure that the responsible party 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 ship owners and charterers against third-party liabilities encountered in their commercial operations. Death, injury or illness of passengers or crew, pollution, pollution, damage to cargo, and damage to docks and other installations are examples of incidents typically covered by P & I insurance. However, there are times when the CG must take responsibility to rectify a waterway. In such instances, possible sources of funding include:

      - The Oil Spill Liability Trust Fund (created by OPA 90) - for spills or threats of spills of oil or petroleum products.

      - Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - for hazardous substance releases or threats of release.

      - Stafford Act - pursuant to a disaster declaration.

      - Agency Funding in accordance with existing legislation.

   b. In some instances, there may not be authority or funding for the Coast Guard to act. In those cases, COTPs should make every effort to engage either private organizations or agencies that do have the authority and capability to act. The COTP/FOSC will make the appropriate determination and follow the procedures outlined in the U.S. Coast Guard National Pollution Funds Center User Reference Guide (URG) that includes procedures for fund access, cost documentation, claim procedures, cost recovery, and more. The NPFC User Reference Guide can be found at URG (uscg.mil).

STAGE 4 – EVALUATION OF INCIDENT-SPECIFIC SALVAGE PLAN PROPOSALS

When required by the Captain of the Port, an incident-specific salvage plan will be reviewed by a pre-identified team at Sector San Diego comprised of qualified marine inspectors, FOSC representatives, qualified Safety Officers, and a qualified MTS Recovery Unit Leader.

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

STAGE 5 – SALVAGE RESPONSE OPERATIONS

Sector San Diego will initiate the activation of an Incident Management Team under the NIMS ICS Organization that will incorporate sufficient Branches, Divisions, and Groups as necessary to manage salvage response operations including but not limited to activation of Staging Area Managers; Source Control Branch, Submerged Operations Branch; Vessel Control Branch; and more. Figure 3-2 below provides a notional incident organization that may be considered.

Incident Objectives

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

Evaluation of Operations

The safety and efficacy of operations shall be evaluated before the end of each operational period to determine if the personnel safety, equipment selection, equipment performance, and the results are consistent with expectations of the Incident/Unified Command. The Operations Section Chief will coordinate an operational review with Branch Supervisors, USCG SERT, and the RP salvage service provider representation. ***[Reference Appendix B – Salvage Operations Assessment Checklist.]***

E. NOTIONAL INCIDENT COMMAND ORGANIZATION FOR SALVAGE:

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

In all cases, the RP must be part of the organization in various lead and supporting positions. As noted in Reference (i), experience and judgement are required to develop the best organizational construct to address the complexities of the incident. The notional ICS Organization displayed in ***Figure 3.2*** is a **general example only** and should not be the definitive Operations Section organization for a salvage response operation.

This general organization provides a focus on the salvage-specific positions and does not include other positions likely activated within the Operations Section including a Recovery and Protection Branch, Air Operations Branch, Wildlife Branch, and an MTS Recovery Branch or similar position to ensure salvage operations are planned and conducted in partnership with MTS recovery planning and coordination.

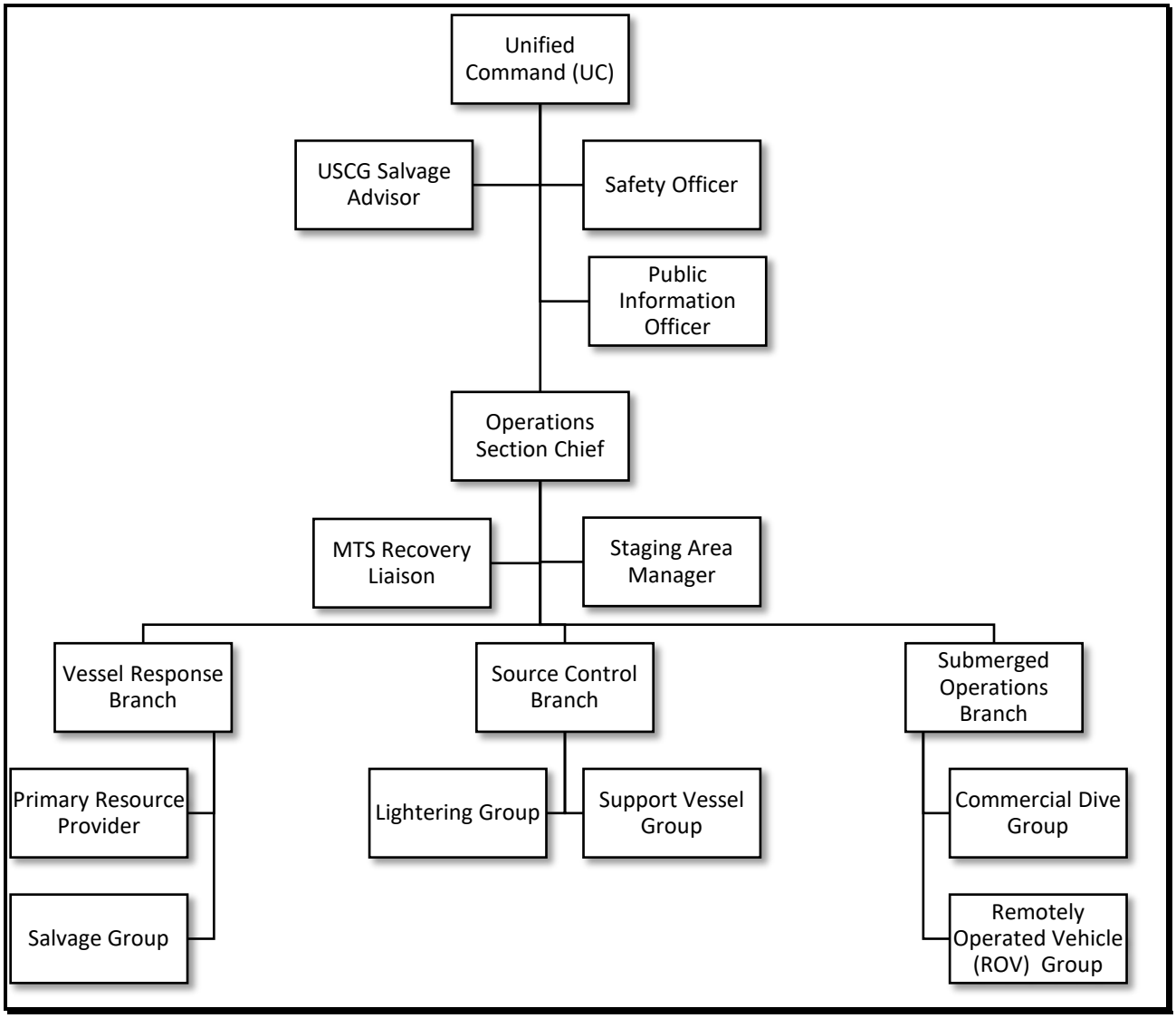


Figure 3.2 Notional ICS Organization

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*** *(next page)* is an example of possible initial incident objectives. Development of salvage and MTS recovery specific tasks should be addressed as part of the IAP planning process in accordance with reference (i).

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

Figure 3.3 List of Notional Strategies and Objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

m. Monitor impact of recommendations on MTS Recovery.

n. Document salvage response activities and operations.

o. A site safety plan must be developed, and operations conducted in accordance with the plan under the supervision of a qualified safety officer with expertise in vessel construction, marine salvage, or commercial diving.

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***. VRP Search (uscg.mil)

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. Refer to Sector San Diego AMSP Section 3410 (U) Communication of Area Maritime Security Information for appropriate communications with the public, waterway users, commercial vessels, facilities, companies, and use of HOMEPORT.

Figure 3.4 is the VRP Express process to review VRP data. COTPs should verify the current VRP Express Quick Reference Card is used to validate the salvage service provider information in the Vessel Response Plans.

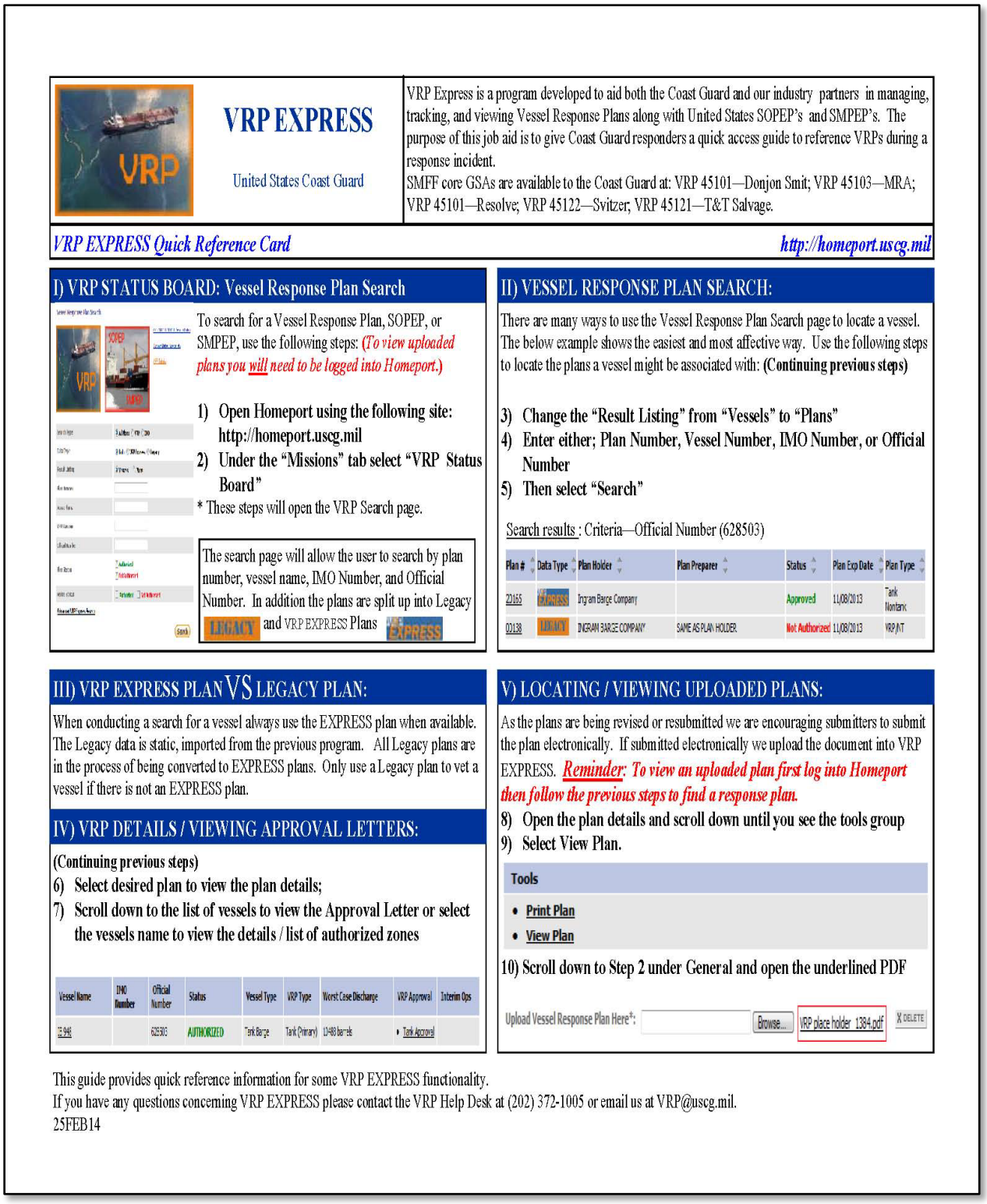


Figure 3.4 VRP Express Guide

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 in Figure 2 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 FF Response Requirements

H. SUPPORT FORCES ACTIVATION:

Supporting forces including the USCG National Strike Force, USCG Salvage Engineering Response Team (SERT), Public Information Assist Team (PIAT), and USN SUPSALV may be activated to support response planning and operations. See Appendix D of this plan or the U.S. Coast Guard Marine Environmental Response and Preparedness Manual, Chapter 11, for specific procedures to activate these teams.

Except for CG SERT providing remote support services, Special Forces require funding streams from either the Oil Spill Liability Trust Fund (OSLTF) under OPA-90 for potential oil discharges and CERCLA for potential release of hazardous materials. If oil or hazardous material discharge or release or the threat thereof is not present or if a Stafford Act Disaster has not been declared, CG Sector SENE in most cases will be unable to request the support of the deployable Special Forces.

Pacific Strike Team: Provides on scene or remote assistance for oil and hazardous substance incidents; ship damage control and salvage operations oversight; communications support and generally support the Federal on Scene Coordinator or Incident Commander during a response. For Sector San Diego, the PST would be the specified team to respond.

USCG SERT: Comprised of CG staff engineers on call 24/7 to provide immediate salvage engineering support to COTP for a variety of vessel casualties. Capabilities include the assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, vessel construction, and safety. CG SERT will provide technical reviews and comments to the COTP/FOSC for incident specific salvage response plans when requested.

PIAT: Crisis communication professionals providing FOSCs with public affairs support during actual or potential oil discharges or release of hazardous materials. The PIAT can serve as the Public Information Officer, manage Joint Information Centers, and coordinate media relation activities at a response.

USN SUPSALV: An agency of the U.S. Navy and is highly proficient in ship salvage and salvage-related operations. SUPSALV maintains a broad array of specialized equipment and personnel available for use in salvage operations.

Additionally, The U.S. Navy Explosive Ordnance Disposal (EOD) Mobile Unit Three, as directed by U.S. Navy Commander Naval Region Southwest, U.S. Navy Mine Countermeasures Group THREE (MCMGRU-3), and Commander 3rd Fleet (C3F) representatives in San Diego have been active in this planning effort and should be notified while drafting and sending the Request for Forces (RFF) for U.S. Navy Supervisor of Salvage Support, assuming a Navy response is expected. The RFF will be done in accordance with the National Contingency Plan.

Additional Special Forces that may be requested include:

- CG Incident Management Assist Team (CG-IMAT)
- National Pollution Funds Center
- First District Response Advisory Team (DRAT)
- NOAA Scientific Support Coordinator

I. MTS RECOVERY CONSIDERATIONS:

For all salvage response operations, the activation of a MTSRU will be essential to the development of incident-specific salvage plans to address and minimize any disruptions to normal operations within the port or port areas. If activated as part of the IMT, the MTSRU will provide essential information to the Incident/Unified Command on disruptions to the MTS as a result of the incident; impacts on the MTS based on planned salvage operations, coordinate with port stakeholders on alternate pathways or courses of action, and operational recommendations to alleviate disruptions to the MTS.

The MTS Recovery Plan for Sector San Diego includes detailed information on the following:

- Port cargo and waterway priorities for the Port of San Diego, Mission Bay, and Oceanside Federal Navigation Channels;

- Stakeholder membership in the MTSRU;

- Notification Procedures for MTSRU members via the Port Coordination Team and Alert Warning System (AWS);

- Standard Procedures for Common Assessment Reporting Tool (CART);

- Baseline Essential Elements of Information (EEI) for the marine transportation system. The EEIs for Sector San Diego may be found in the Coast Guard's MTSR Common Assessment and Reporting Tool (CART) at https://cgcart.uscg.mil.

SECTION 4 - APPENDICES

APPENDIX A. PUBLIC AFFAIRS CONSIDERATIONS:

1. 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.

2. 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 IMH, COMDTINST 3120.14 (series) https://homeport.uscg.mil/Lists/Content/Attachments/2923/2014%20USCG%20Incident%20Management%20Handbook%20in%20English.pdf; Homeland Security Presidential Directive-Five Homeland Security Presidential Directive 5 (dhs.gov); National Incident Management System (NIMS) 2017 National Incident Management System (fema.gov).

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

a. ***Facebook*** U.S. Coast Guard San Diego | San Diego CA. There are 25K followers on Facebook. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs Specialists.
b. ***Twitter*** https://twitter.com/USCG Southeast. There are several thousand followers on Twitter, including multiple media outlets. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs Specialists.

4. Public Affairs Support:

a. ***Local Public Affairs Support***: Local support is available 24/7 and requested via Coast Guard Southwest District PADET San Diego. The Sector Joint Harbor Operations Center will notify the Supervisor, PADET Alameda as per standing directives. The main PADET San Diego PA Contact mobile numbers are (619) 252-1304 or (510) 541-7558 and After-Hours number is 206-815-6689. The main email is PADETSD@uscg.mil.

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

c. ***Public Information Assist Team (PIAT)***: The PIAT is a special force available to the Coast Guard via the NSF. The PIAT can assist in establishing a JIC and providing additional Public Affairs trained personnel and equipment.

APPENDIX B. SALVAGE OPERATION ASSESSMENT CHECKLIST:

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 for USCG Cost (OSLTF, CERCLA)	
	NSF Activation / SUPSALV Support Request	
No Responsible Party	Evaluation of Funding Source (OSLTF, CERCLA, USACE)	
	SERT Notification and Activation	
	NSF Activation / SUPSALV Support Request	
Salvage Stage III	Determination of Strategies and Equipment	
Responsible Party	Coordination with Salvage Service Provider Reps	
	Discuss Timeline for Required Stability Calculations	
	Coordination of Info Sharing with USCG SERT	
	Develop COTP Requirements for Incident Specific Salvage Plan	
	Coordinate Incident Specific Salvage Plan Review with USCG 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 IOP IAW the Approved Incident Specific Salvage Plan	
	Coordinate Safety and Operational Monitoring of Salvage Operations	
	Adjust Strategies as Required	

Figure B.1 Salvage Operation Checklist

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

Salvage Engineering Response Team (SERT)

1. SERT Mission

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

2. SERT Team Composition

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

3. SERT Resources

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

4. SERT Services Provided

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

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

SERT Duty Officer Phone: **(202) 327-3985**; 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, CG Portal or Homeport.

Basic Vessel Information:

Vessel name*: _____ Official Number: _____

Classification Society: _____

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

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

Vessel type*: ☐ Bulk carrier ☐ LPG/LNG carrier ☐ OBO carrier ☐ Product carrier

☐ Crude carrier ☐ Container ship ☐ RO/RO ship ☐ Break-bulk ship

☐ Barge carrier ☐ Barge with rake ☐ Barge w/o rake

☐ Other: _____

Vessel Response Plan (VRP):

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

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

☐ Grounding ☐ Sinking ☐ Capsizing ☐ Collision/Allision

☐ Flooding ☐ Fire/explosion ☐ Oil/HAZMAT spill ☐ Structural Damage

☐ Other: _____

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

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

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

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

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

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

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

Time/height at next high tide: _____

Time/height at next low tide: _____

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

Vessel Damage*: (*if applicable)*

Flooding: _____

_____

Structural Damage: _____

_____

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 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: [*In general this section describes the unit's internal process and procedure for requesting external agency support. This section will not describe the funding processes as they may already exist in the ACP, including federal, state, and local agency funding options using Pollution Removal Funding Authorizations (PRFAs)]*

1. National Strike Force (NSF)

The primary duty of the Strike Teams is to assist FOSCs during all phases of a response to an oil spill, a hazardous material release, natural disaster response, and providing technical assistance/support pertaining to response equipment and operations. The NSF can support the FOSC either remotely or on-scene. The NSF capabilities include support for assessment, high volume pumping equipment and site-safety, and supporting incident management with communications and mobile command posts. The FOSC representative, under the direction of the COTP or FOSC, may contact the NSF directly following the guidance in the USCG Environmental Response and Preparedness Manual https://cg.portal.uscg.mil/units/cgmer/MER%20Manual/CIM_16000_14A.pdf.

The NSF available support and equipment:

- Perform site characterization, damage assessment, take samples and mitigate release.
- Develop safety plan for salvage operations.
- Review commercial dive plans and monitor commercial dive operations.
- Develop/review salvage plans.
- Conduct vessel damage assessments.
- Develop transfer plan, including termination plans for use in final product removal.
- Perform basic damage control.
- Monitor/conduct dewatering, de-ballasting, and lightering operations.
- Assist in development/review of dewatering, de-ballasting, and lightering plans.

NSF Equipment

- Salvage Assessment Kit. Designed for determining fluid levels of watertight compartments. The kit may also help distinguish separate fluid levels within a tank or vessel such as water in petroleum products.
- Enhanced Viscous Oil Pumping System. Designed to be incorporated into and enhance an existing offloading pumping system. It is designed to be used when the oil characteristics to be pumped create a higher frictional hose resistance than either the pump or the hose system can handle in the form of discharge pressure. Innovative manifold design enables pumping system to be used as a standard pump, cold water-injected pump for viscous oils or hot water-injected pump for extremely viscous products up to 200 centistokes.
- Large Pumping System. The large pumping system is designed for lightering oil tankers and cargo vessels. The pumps incorporated in the ready load (submersible and non-submersible), can pump a wide range of petroleum products, mild acids, corrosives, and water. The pumping system is pre-staged on a trailer and palletized into four segments, ready for rapid deployment by aircraft or tractor trailer.

NSF assistance Coast Guard Sector Commander/COTPs should call the Coast Guard Strike Team in their AOR or National Strike Force Coordination Center (NSFCC) directly at (252) 331-4400.

Contacting the NSF directly can also be accomplished using the following numbers to the Command Duty Officer:

- Atlantic Strike Team (609) 556-9376
- Gulf Strike Team (251) 441-6601
- Pacific Strike Team (415) 559-9908

2. USCG MARINE SAFETY CENTER – SALVAGE ENGINEERING RESPONSE TEAM (SERT)

The MSC is an engineering technical office located in Arlington, VA. The MSC works directly with the marine industry, Coast Guard Headquarters staffs, and Coast Guard field units in the evaluation and approval of commercial vessel designs, development of safety standards and policies, and oversight of delegated third parties in support of the Coast Guard's marine safety and environmental protection programs.

The MSC created the Salvage Engineering Response Team (SERT) in 1990 to support Coast Guard efforts with several major marine casualties. CG SERT will normally be activated prior to the establishment of a formal Incident Management Team. The Prevention Department Head or members of his/her staff will be requested to initiate contact in accordance with Section 3.H. and Appendix C. To the extent possible, SERT will be provided with essential information contained in Appendix C to establish a baseline of the incident characteristics and will be requested to support salvage operations by:

- Identifying any vessel plans currently on file
- Develop initial stability information
- Establish communication with Responsible Party Salvage Service Provider (Naval Architect)
- Review Incident-Specific Salvage Response Plan
- Participate in operational assessment of ongoing operations to evaluate effectiveness

This information can be found on the CG Portal's MSC SERT Services Page

3. USN SUPSALV

USN Supervisor of Salvage (SUPSALV) is an agency of the USN and maintains and extensive inventory of specialized equipment and personnel available to the RFOSC to support salvage operations in relation to the prevention of the discharge of oil or hazardous materials. Activation of the USN SUPSALV for response operations will follow the procedures noted in the Memorandum of Agreement between the USCG and USN, Enclosure (2) to USCG Environmental Response and Preparedness Manual
https://cg.portal.uscg.mil/units/cgmer/MER%20MOUs%20MOAs%20and%20IAAs/Shared%20Documents/MOA%20between%20USCG%20and%20USN%20on%20interservice%20cooperation%20on%20oil%20spill%20response%20and%20salvage%20operations%20-%20June%202015.pdf.

A Military Interdepartmental Purchase request (MIPR), statement of work and request from command (email) will be necessary to secure goods and services from SUPSALV. Support funding forms 1080 and 1081 will also be requested for funds transfers.

APPENDIX E. SUBMERGED SALVAGE OPERATIONS:

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

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

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

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

[*COTPs can consider adding a list or Table of available ROV Equipment within their AOR by agency and type including equipment owned/operated by USACE, local law enforcement, municipal fire departments, state law enforcement agencies, and USN or DoD components.]*

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

Sector San Diego
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 CHECKLIST

EMERGENCY LIGHTERING CHECKLIST and DECLARATION of INSPECTION (DOI)

SECTOR SAN DIEGO - EMERGENCY LIGHTERING PLAN CHECKLIST

Lightering operations within Sector San Diego AOR **are not approved** without specific authorization from *COTP San Diego*. 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. Sector San Diego 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 & 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		
19. 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

COTP Zone San Diego - 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 Name*] 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			
11. 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.			
12. Power on winches and windlass.			
13. Mooring gangs in position.			
HOSES/MANIFOLD			
14. Hose lifting equipment checked and found ready for use.			
15. Hoses checked and found to be in good order.			
16. Manifold connections ready and marked.			
BRIDGE/DECK OPERATIONS			
17. Radio station closed, and aerials grounded.			
18. Qualified 24 hr. wheelhouse watch and qualified anchor watch set.			
19. Deck watch established with particular attention to mooring, fendering, hoses and manifold observation?			
20. Mooring crews instructed how to cast off in the event of an emergency breakaway.			
21. Accommodation doors and ports closed.			
22. Area vessel traffic checked.			
23. Radio watch established to make passing arrangements with vessel traffic. Monitoring channel 16 and additional working channel.			
24. Navigational signals displayed.			
25. Gangway in position and secured.			

Figure F.2 Lightering Addendum

COTP Zone San Diego

EMERGENCY LIGHTERING DOI ADDENDUM (cont.)

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

Figure F.2 Lightering Addendum

NOTE - Before lightering operations commence, a Lightering Plan (see Lightering Plan Checklist) must be submitted and approved by *COTP San Diego*. In addition, a *COTP San Diego* representative must be on-scene to review operations and completion of both the DOI for the transfer and this Lightering DOI Addendum.

APPENDIX G. LOCAL MARINE SALVAGE RESOURCES:

Tab A – Salvage Resource Contact List

Federal Salvage Resource List (Authorized Service Providers)		
Agency	**Website**	**24 Hour Contact Number**
Donjon Smit Americas	www.donjon-smit.com	703-299-0081
Resolve	www.resolvemarine.com	954-764-8700
RORC	www.RapidOceanResponse.com	833-767-7672
T&T Salvage	www.ttsalvage.com	713-534-0700
Global Diving and Salvage	Commercial Diving Services Company | Global Diving & Salvage (gdiving.com)	800-441-3483
American Salvage Assoc.	American Salvage Association	703-373-2267

Tab B – Regional / National Salvage Contractor Resource List

Federal Salvage Resource List (Authorized Service Providers)		
Agency	**Website**	**24 Hour Contact Number**
Donjon Smit Americas	www.donjon-smit.com	703-299-0081
Resolve	www.resolvemarine.com	954-764-8700
RORC	www.RapidOceanResponse.com	833-767-7672
T&T Salvage	www.ttsalvage.com	713-534-0700
Global Diving and Salvage	Commercial Diving Services Company | Global Diving & Salvage (gdiving.com)	800-441-3483
American Salvage Assoc.	American Salvage Association	703-373-2267

REGIONAL MARINE SALVAGE COMPANIES

SURFACE OPERATIONS and SALVAGE CAPABILITIES

CONTRACTOR	*ADDRESS*	*24-HR. PHONE*
Ocean Blue Environmental	925 W Esther St Long Beach, CA 90813	800-624-9136

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes	yes	yes	Yes	yes	yes	no	no

NRC Environmental Services	3500 Estudillo St. San Diego, CA 92110	800-337-7455

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	no	no	no	yes	yes	no	no

Advanced Cleanup Tech.	121 East 31st Street, Suite #C, National City, CA 91950	(800) 334-2284

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	yes	no	No	yes	yes	no	No

JC Environmental, Inc.				2504 Transportation Ave., Suite C National City, CA 95050			619-477-4416
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	yes	no	No	no	no	no	no

Muldoon Marine Services				Post Office Box 41340 Long Beach, CA 90853				562-432-5670
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes	yes	no	yes	no	no	no	no	no

Castagnola Tug Service, Inc.			P.O. Box 40627 Santa Barbara, CA 93140			805-963-4961
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes	yes	no	Yes	yes	no	no	no

Trac Tide Marine Corp.			417 E Port Hueneme Rd # 131 Port Hueneme, CA 93041			805-488-4466
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	yes	no	Yes	no	no	no	no

Ancon Marine Inc.			2250 Dominguez St. Carson, CA 90810			800-556-9090
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	no	no	No	yes	yes	no	no

So Cal Ship Services			971 S. Seaside Avenue Terminal Island, CA 90731			310-519-8411
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes	no	no	No	no	no	no	no

Crowley Marine Services	Berth 86 300 S.Harbor Blvd. San Pedro, CA 90731	206-332-8000

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes	yes	yes	Yes	yes	yes	no	No

Patriot Environmental	3464 Pickett St. San Diego, CA 92110	619-449-9014 800-624-9136

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	yes	no	yes	no	yes	no	no

MARINE SALVAGE COMPANIES

SURFACE OPERATIONS and SALVAGE CAPABILITIES

CONTRACTOR	*ADDRESS*	*24-HR. PHONE*
Global Inshore	3059 Cattey Lane Rio Vista, CA 94571	925-439-7227

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	yes	yes	Yes	yes	no	No	no

NRC Environmental Services	San Diego 3500 Estudillo St. San Diego, CA 92110	800-337-7455

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	no	no	No	yes	yes	No	no

CONTRACTOR	*ADDRESS*	*24-HR. PHONE*
Zaccor Companies	2900 Main Street Alameda, CA 94501	510-522-6210

Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	yes	yes	yes	no	no	No	No

Clean Harbors				131 W. 33rd Avenue, Suite 17, National City, CA 91950			800-645-8265
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
no	no	no	no	yes	yes	No	No

FOSS Maritime Company				Pier D Berth D-35 Long Beach, CA 90801			562-435-0171
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes	yes	yes	yes	yes	yes	No	No

UNDERWATER DIVING OPERATIONS and SALVAGE CAPABILITIES								
CONTRACTOR				*ADDRESS*				*24-HR. PHONE*
C & W Diving Services, Inc.				P.O. Box 2433 National City, CA 91950				619-474-2700
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes		Yes	Yes	Yes	Yes	Yes		
Marine Services Hydrostatic testing, diving system maintenance				PO Box 258 Chula Vista, CA 91912				619-422-8918
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes								
Presley Precision Diving				P.O. Box 6247 San Diego, CA 92166				619-223-3234
Air	Mixed Gas	Saturation	Light Salvage	Heavy Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
yes								

Tab C – Local Salvage Resource Contact List

FEDERAL AGENCIES – MARINE SALVAGE – Within USCG – DISTRICT ELEVEN AOR							
SURFACE OPERATIONS and SALVAGE CAPABILITIES							
CONTRACTOR			*ADDRESS*			*24-HR. PHONE*	
U.S. Navy (EOD GRU 3)			**NAB Coronado** **2424 Rendova Road, Bldg. 156** San Diego, CA **92155-5400**			619 524-2030	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)
Yes	Yes	Yes	Yes	Yes	Yes	Yes	yes
U.S. Army Corps of Engineers (USACE)			915 Wilshire Blvd., Suite 980 Los Angeles, CA 90017			213-452-3441	
Vessel Towing	Light Salvage	Heavy Salvage	Beached Vessel Salvage	Lightering (bunker fuel)	Lightering (HazMat)	Lightering (Explosives)	Lightering (EOD)

Tab D – Marine Construction Companies

Marine Construction Company [*Insert Name*]			
Website [http://…….]			
24 Hour Number [*123-456-7890*]			
Equipment	**Type**	**Number**	**Additional Information**
[e.g., Barge]	*[Deck]*	*[4]*	*[USCG Inspected / Lakes/Bays/Sound Route]*

Tab E – Heavy Equipment / Salvage Related Services

Heavy Equipment / Salvage Related Services [*Insert Name*]			
Website [http://…….]			
24 Hour Number [*123-456-7890*]			
Equipment	**Type**	**Number**	**Location**
[e.g., Vac Truck]	*[3000 Gallon]*	*[3]*	*[Chevron Terminal]*

Tab F – Compressed Gas Companies

Compressed Gas Company [*Insert Name*]			
Company	**Gas Type(s)**	**Website**	**Telephone**
	CO2/N Nitrogen / Special Order Mixtures	https://www.lindeus.com	*1-844-445-4633*

APPENDIX H. INCIDENT SPECIFIC SALVAGE PLAN REVIEW:

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

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

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

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

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

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

- **Safety**: Identify the operations anticipated in the Salvage Plan and consider all safety aspects associated with the task including onboard responder safety protocols, communications, emergency services support and reaction times, types of vessels involved, and weather/sea conditions.
- **Data Integrity**: Review all dates, essential numbers or figures, draft readings, and any other similar factor for accuracy. Many Salvage Plans are copies of previous versions and may contain incorrect information inadvertently copied or not updated to reflect the current vessel/conditions.
- **Assist Vessels**: Many salvage operations require the hiring/contracting of support vessels to provide essential services such as equipment transport, heavy lift, lightering support, and more. ***In all cases, a review of the vessel's certification (if required), licensing requirements, authorized operating area/routes, and any outstanding USCG OCMI requirements must be reviewed.***

- **Towing**: A review of any proposed tow plan requires a review to ensure appropriately powered and configured towing vessels are in use, types of tow wire and bridles, communication procedures, and coordination of any vessel movement with local stakeholders i.e., Pilots/Docking Pilots.
- **Lightering**: Cargo lightering including liquid cargoes, containerized, bulk, or break-bulk, presents a significant operational risk and must be carefully considered. Appendix F includes an example of a Lightering Plan review Checklist and Declaration of Inspection for Lightering.
- **Dive/Submerged Operations**: Any documented request or intent to conduct submerged operations increases the operational risk and requires experience-based review of the stated operations. Specifically, dive operations require experience in the type of diving operations used in salvage operations. If applicable, support by the USCG NSF or other CG Units with diving operations should be considered to assist in dive operation oversight. See Appendix E for dive operation safety information.

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

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

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

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

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

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

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

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

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

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

Agency	Location	Name	Work Phone	Email
NRC	Washington, DC		1-800-424-8802	
SERT	Washington, DC		1-202-475-3400	SERT.Duty@uscg.mil
USACE	Los Angeles, CA	District Emergency Operations Center	(213) 452-3440 Switchboard – (213) 452-3333	
NOAA SSC	Alameda, CA	Vacant		
California Office of Emergency Services – Office of Spill Response	Sacramento, CA	Main Line Report Oil Spills	(916) 375-8580 (800) 852-7550	osprinfo@wildlife.ca.gov Office of Spill Prevention and Response (ca.gov)

APPENDIX J: EXAMPLE INCIDENT ACTION PLAN

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

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

INSERT GRAPHIC OF INCIDENT AREA

4. Current Situation: PROVIDE INCIDENT SUMMARY AND CURRENT STATUS

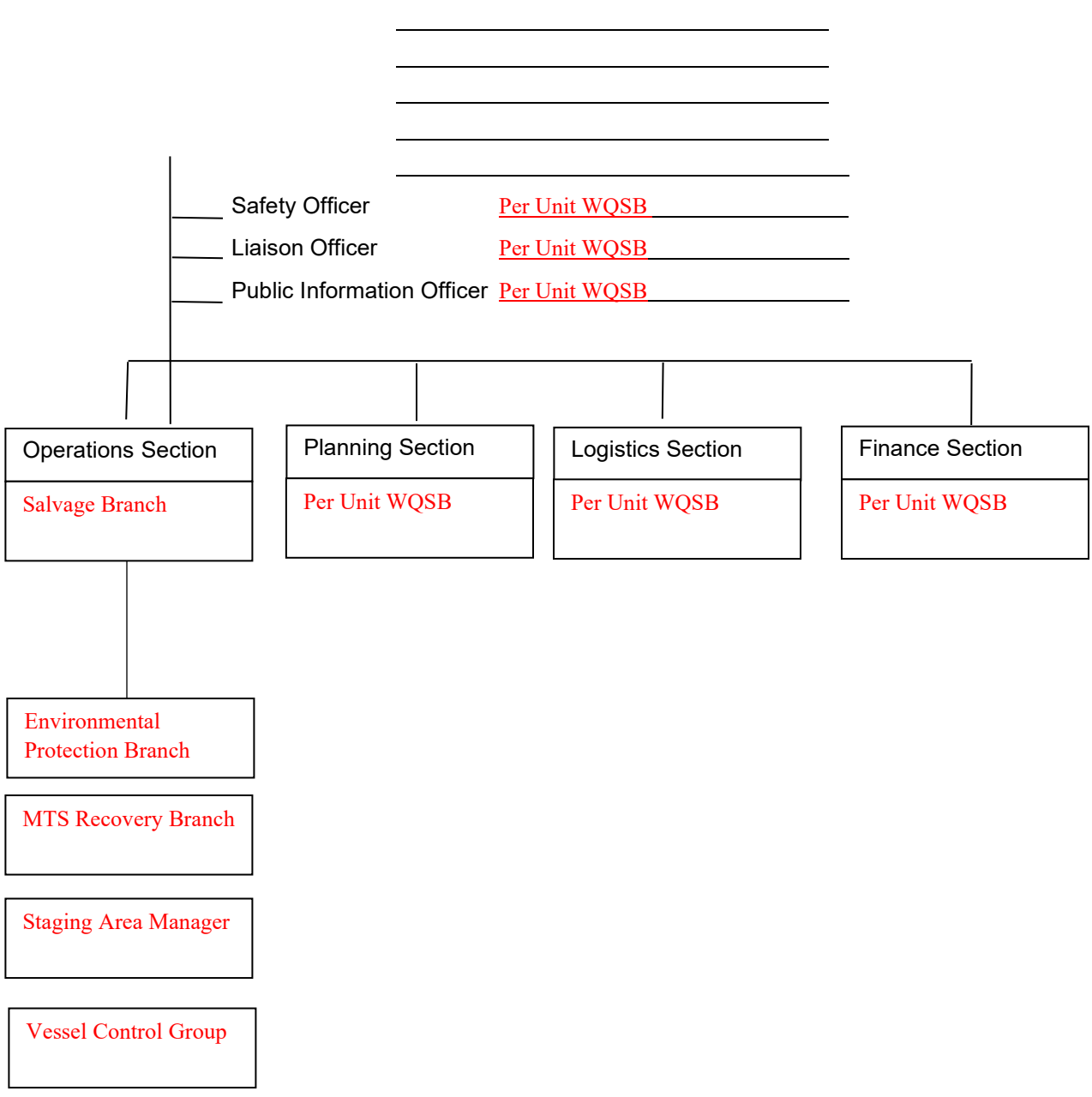
1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

5. Initial Response Objectives, Current Actions, Planned Actions	
	Select from one of the below Initial Objectives and Incident Priorities.
	A. Provide for the safety and security of responders as well as maximize the protection of public health and welfare
	B. Locate and evacuate all passengers and crew
	C. Implement accountability process to account for passengers and crew with 100% accuracy
	D. Implement measures to isolate, contain, and stabilize the incident including the establishment and adjustment of security perimeters.
	E. Implement a coordinated response with the vessel master, fire, law enforcement, and the commercial salvage and marine firefighting resource providers.
	F. Initiate actions to stop or control the source of discharge and minimize the total volume released.
	G. Identify impacts on the MTS and port operations because of the incident.
	H. Establish an appropriate incident management organization that can effectively meet the initial and long-term challenges required to mitigate the incident
	I. Identify and establish incident support facilities to support incident response efforts.
	J. Keep stakeholders, public, and the media informed of response activities
	K. Identify safe refuge / berth for impacted vessel and develop / implement transit plan to include destination or berth for the vessel or vessels.
	Command Incident Response Priorities
	1. Safety of responders and the public.
	2. Protection of the environment
	3. Preservation of property
	4. Restoration of the MTS

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

	Sector Tasking
	Prevention Department – supervise and advise the Sector Commander on initial vessel status, incident stabilization activities, and salvage or salvage plan requirements. Advise on the need to activate USCG SERT to support salvage plan review.
	Response Department – supervise and advise the Sector commander on initial environmental protection and any port security activities affecting the initial response/assessment/salvage. Advise on the need for special force support i.e., NSF, SUPSALV
	Emergency Management and Force Protection – stand up an appropriately sized IMT
	Logistics Department – manage all contracting issues, including coordination with Shore Infrastructure Logistics Center

6. Current Organization (fill in additional appropriate organization)



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

7. Resources Summary

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

APPENDIX K. GLOSSARY OF ACRONYMS:

AC	Area Committee
ACP	Area Contingency Plan
AMSP	Area Maritime Security Plan
AMSC	Area Maritime Security Committee
AOI	Area of Interest
AOR	Area of Responsibility
AVP	Abandoned Vessel Program
BEM	Bureau of Emergency Management
BOA	Basic Ordering Agreement
C3F	Commander Third Fleet
Cal OES	California Governor's Office of Emergency Services
CART	Common Assessment and Reporting Tool
CBRNE	Chemical, Biological, Radiological, Nuclear and Explosive
CDC	Certain Dangerous Cargoes
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
CI/KR	Critical Infrastructure/Key Resource
COA	Course of Action
COMDTINST	Commandant Instruction
COTP	Captain of the Port
CSLC	California State Lands Commission
DOT	Department of Transportation
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator

FOSCR	Federal On Scent Coordinator Representative
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Command System
ILO	Infrastructure Liaison Officer
IMH	Incident Management Handbook
IMT	Incident Management Team
JFO	Joint Field Office
JIC	Joint Information Center
MA	Mission Assignment
MOA	Memorandum of Agreement
MTS	Marine Transportation System
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NIMS	National Incident Management System
NOAA	National Oceanic & Atmospheric Administration
NSF	National Strike Force
NTSB	National Transportation Safety Board
OCMI	Officer in Charge of Marine Inspections
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
P & I	Protection and Indemnity
PADET	Public Affairs Detachment
PIAT	Public Information Assist Team
PIO	Public Information Officer
ROV	Remotely Operated Vehicle
RP	Responsible Party

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