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23 March 2023

MEMORANDUM

From: C. L. Moberley, CAPT
CG LANTAREA (LANT-53)

Reply to LANT-535
Attn of: Mr. J. E. Couch

To: CG SECTOR New Orleans
Thru: CGD EIGHT (dxc)

Subj: FIVE-YEAR APPROVAL OF THE SALVAGE RESPONSE PLAN (SRP)

Ref: (a) Security and Accountability for Every Port Act (SAFE Port Act) of 2006
(b) Area Maritime Security, Title 33 CFR § 103
(c) Salvage and Marine Firefighting; 33 CFR § 155, Subpart I
(d) COMDTINST 16601.28 (series)
(e) Enclosure (6) to NVIC 09-02 (series)

1. Congratulations. Upon final review, we have determined that Sector New Orleans's SRP complies with references (a) through (e) and is approved.

2. I commend your efforts in completing this formal update. This plan significantly enhances your preparedness posture to respond and manage salvage incidents occurring in your ports and waterways.

3. As you know, the effectiveness of this plan is dependent on continued teamwork with your port stakeholders. I encourage you, as the Captain of the Port / Federal On-Scene Coordinator, to maintain a focus on the SRP and to evaluate it annually for adequacy, accuracy, consistency, and completeness, and incorporate changes based on policy and lessons learned. Your SRP should be periodically exercised as part of a scheduled AMSTEP or PREP Exercise as applicable.

4. Please post a current version of your approved SRP including all appendices and tabs to your specific Homeport Port Directory site, providing access to the USCG, OGAs, and industry.

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SALVAGE RESPONSE PLAN (SRP)

USCG Sector New Orleans

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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 CFR § 103.505
(d) COTP Zone New Orleans Area Maritime Security Plan (AMSP)
(e) COTP Zone New Orleans Area Contingency Plan (ACP)
(f) COTP Zone New Orleans Marine Transportation System Recovery Plan (MTSRP)
(g) Department of Homeland Security, National Response Framework (4th Ed. 2019)
(h) Strategy to Enhance International Supply Chain Security, Department of Homeland Security (DHS), July 2007
(i) U.S. Coast Guard Incident Management Handbook (IMH), COMDTPUB P3120.17 (series)
(j) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. § 5121 *et. seq.*, as amended
(k) Navigation and Navigable Waters, Department of the Army, Corps of Engineers, Removal of Wrecks and Other Obstructions, 33 CFR part 245
(l) Salvage and Marine Firefighting; 33 CFR part 155, subpart I
(m) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels and Other Obstructions, 33 CFR part 64
(n) Navigation and Navigable Waters, Jurisdiction, 33 CFR § 2.36
(o) Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations dated 15 SEP 1980
(p) Memorandum of Agreement (MOA) between the Department of the Army Corps of Engineers and U.S. Coast Guard, October 2012
(q) Risk Management (RM), COMDTINST 3500.3 (series)
(r) Memorandum of Understanding between USCG Sector New Orleans and NOAA Gulf of Mexica Disaster Response Center.

SECTION 1: INTRODUCTION

The Salvage Response Plan (SRP) provides an all-hazard, post-incident framework for salvage response activities to facilitate the recovery of the MTS. In compliance with references (a), (b) and (c), this plan provides notional objectives, procedures, and localized resource information to support the clearing of the port navigation systems and enable the resumption of maritime commerce. These references and this plan do not create any new 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) and/or the Area Committee (AC) for response to discharges of oil or the release of hazardous substances into the marine environment. The SRP does not preclude the advice or support of other advisory bodies in a pre-incident preparedness or post-incident prioritization advice in support of the IC/UC.

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

1. Responsible Party (RP)-Led Salvage Response Operations under 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]: The M/V ANYVESSEL, a 900' Post-Panamax vessel with 9,000 containers ran aground near the entrance to the Mississippi River at Southwest Pass. 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:

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, Louisiana Department of Environmental Quality, Louisiana Oil Spill Coordinators Office and the Owner-Operator's Salvage Response Provider and Oil Spill Removal Organization 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 and Sector Salvage Officer. 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 and SERT to develop an initial IAP and to review the initial submission of a SRP and technical support from the National Oceanic & Atmospheric Administration Scientific Support Coordinator. 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]: The T/B PETRO CARRIER allided with the Crescent City Connection Bridge IVO MM 95.7 on the Lower Mississippi River (LMR) when the towing vessel lost propulsion and control of the barge. The barge suffered a rupture of the #1S tank resulting in the loss of 10K bbls of #2 diesel. The barge is partially submerged in the LMR right descending bank. The barge was not certified for transport of petroleum products and the owner/operator of the towing vessel company was not appropriately certified for the operation and did not have the required oil spill response/salvage resources on contract as required by OPA-90. The COTP dispatched personnel from the Sector Prevention and Response Departments to conduct an initial structural assessment, pollution response investigation, and notified all appropriate stakeholders including DOT for any bridge inspection requirement and the State Department of Environmental Protection. 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 the travel and support of expert salvage/oil spill response organizations including the NSF, SERT, National Oceanic & Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC), in addition to funding State and local government agency support via Pollution Removal Funding Authorization.

The FOSC issued an Administrative Order under OPA-90 to the Owner/Operators of the towing vessel and barge to take appropriate actions in accordance with OPA-90 to respond to the oil discharge and take all necessary steps to initiate salvage response operations. In the interim, the COTP/FOSC coordinated with the National Pollution Funds Center to activate a professional salvage company using the OSLTF to respond and conduct salvage operations under the direction of the USCG and conduct oil spill removal operations. The initial direction to the salvage provider was to dispatch a Salvage Master to the scene within 12 hours and coordinate with SERT/NSF to develop an initial salvage plan for the FOSC concurrence. A UC was established at the Sector with the USCG and State Partners as the UC. The initial salvage-specific objectives included:

- Coordinate with SERT on a complete structural analysis/stability calculations.
- Review Dive Plan for UC concurrence for 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, diving operations, and any heavy lift/towing equipment essential to execute the required missions.

[Scenario 3]: The towing vessel BIG TUG was pushing the hopper barge NONAME through the port with 15K tons of coal ash when it ran aground and partially submerged on the edge of the main ship channel. Three of eight hatch covers of the hopper barge were dislodged and were lost overboard at the site. Water has entered the hopper and a coal-ash cargo plume is visible. The cargo is not a regulated hazardous material and has no petroleum component. Compliance with the VRP Geographic Specific Annex for Salvage and Marine Firefighting is not required of the Owner/Operator due to the cargo type. The COTP issued a COTP Order to the Owner/Operator of the vessel to take specific actions in regard to 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 concurrence 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 and state partners. 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 The USCG Sector dispatched marine inspectors to provide essential measurements and photographs to the USCG SERT for development of initial stability calculations. SERT has also coordinated with the Salvage Response organization for the transfer of vessel plans and coordination of stability calculations. Based on the potential for an extended disruption 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 mooring and drifted into the main ship channel and sunk. The vessel was known by the local COTP and Louisiana Department of Environmental Quality to be an abandoned vessel, free of all petroleum products, and had no hazardous materials onboard. The COTP notified the bar pilots, towing vessel operators, and issued 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 the legal and financial authority to initiate a salvage response operation. The COTP initiated the development of a UC with the USCG, USACE, and state partners. The COTP requested the support of the parish 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:
   (a) The geographical area of responsibility of the Sector New Orleans Captain of the Port Zone, as defined in 33 Code of Federal Regulations (C.F.R.) § 3.40-15:

   (1) Sector New Orleans' Captain of the Port Zone starts at latitude 30°10′00″ N, longitude 89°10′00″ W; thence west along latitude 30°10′00″ N to longitude 89°31′48″ W; thence north along longitude 89°31′48″ W to the west bank of the Pearl River (at the mouth of the river); thence north along the west bank of the Pearl River to latitude 31°00′00″ N; thence west along latitude 31°00′00″ N to the east bank of the Mississippi River; thence south along the east bank to mile 303.0, thence west to the west bank at mile 303.0; thence north to the southern boundary of the Old River Lock Structure, thence west along the south bank of the Lower Old River, to the intersection with the Red River; thence west along the south bank of the Red River to Rapides Parish, thence south along the western boundaries of Avoyelles, Evangeline, Acadia and Vermillion Parishes to the intersection of the sea and longitude 92°37′00″ W; thence south along longitude 92°37′00″ W to the outermost extent of the EEZ; thence east along the outermost extent of the EEZ to longitude 88°00′00″ W; thence north along longitude 88°00′00″ W to latitude 29°00′00″ N; thence northwest to latitude 30°10′00″ N, longitude 89°10′00″ W.

   (2) COTP Zone Houma maintains a separate SRP as shown in the figure on the following page.

2. COTP Zone Overview:

The COTP has jurisdiction over and responsibility for maritime security and port safety for all federally regulated ports, facilities, terminals, anchorages, fleeting areas and related activities located in the parishes of Plaquemines, St. Bernard, Orleans, Jefferson, St. Charles, St. John the Baptist, St. James, Ascension, Iberville, West Baton Rouge, East Baton Rouge, Livingston, Tangipahoa, St. Tammany, Washington, St. Helena, East Feliciana, West Feliciana, Pointe Coupe, St. Landry, Evangeline and Avoyelles.

Commercial waterways located in the Sector New Orleans COTP AOR include Southwest Pass from the inlet to the Head of Passes; the LMR from Head of Passes (MM00) to MM303 Above Head of Passes (AHP); Gulf Intracoastal Waterway (GIWW) MM20 West of the Harvey Locks to MM 44.2 East of the Harvey Locks; Inner Harbor Navigation Canal, Harvey Canal and Bayou Barataria; Morgan City Port Allen Alternate Route from MM30 to the intersection of the LMR; Lake Borgne, Lake Pontchartrain, Lake Maurepas and Barataria Bay.

Ports located in the Sector New Orleans COTP Zone include five Deep Draft Ports of Plaquemines, St. Bernard, New Orleans, South Louisiana and Greater Baton Rouge.

3. Uniqueness of the COTP Zone –

a. The New Orleans Port Area is a linear port region expanding the first 303 river miles of the LMR.

b. Facilities located in the New Orleans Port Area are segregated from the river and their dock with little exceptions by an earthen levee and a two lane state highway.

c. The Port of South Louisiana, the busiest port by tonnage in the western hemisphere, is located in the Sector New Orleans COTP Zone.

d. Two universities are located on the bank of the LMR in the Port of Greater Baton Rouge.

e. The Port of New Orleans owns a railroad and four vehicular bridges that cross the Inner Harbor Navigation Canal.

f. Two of the country's three busiest waterways, the Mississippi River and the Gulf Intracoastal Waterway intersects in Sector New Orleans COTP Zone.

g. Four Pilot Associations, Associated Branch Pilots, Crescent River Port Pilots, New Orleans-Baton Rouge Steamship Pilots and The Associated Federal Pilots and Docking Masters of Louisiana operate on the LMR.

h. On average over 5000 deep draft vessels transit the LMR annually.

i. Over 950 vessels both shallow and deep water are located on the LMR on any given day.

FUNDING CONSIDERATIONS

General: The responsibility of funding a salvage operation is on the owners/operators. In the event that the RP is unable, unwilling, or unavailable to fund appropriate actions to conduct salvage operations in accordance with this plan and other applicable guidance, there are limited funding streams available to the COTP/FOSC and are dependent on circumstances such as incident type, cargo types, and location.

1. 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.

E. 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 in accordance with applicable law.

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

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

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

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

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

- Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.
- Flood Control and Coastal Emergencies (PL 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its PL 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.
- USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 Public Works and Engineering. Under ESF #3, FEMA tasks the USACE to perform debris removal operations at the request of a State. This can include debris in the water outside the federally-maintained channel if FEMA declares it to be eligible.

United States Navy Supervisor of Salvage (SUPSALV)

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

FEMA

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

F. DEFINITIONS

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.

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

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

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

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

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

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

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

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

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

Obstruction: Anything that restricts, endangers, or interferes with navigation as described in Reference (l). Obstructions can be authorized man-made structures such as bridges, pier

heads, offshore towers, or unexpected interferences, which must be assessed to determine their effect on navigation.

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

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

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

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

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

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

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

Transportation Disruption: Any significant delay, interruption, or stoppage in the flow of trade caused by natural disaster, heightened threat level, an act of terrorism, or any 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 CFR § 101.105).

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

SECTION 2: PREPAREDNESS

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

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

1. Primary Responsibility

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

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

      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).

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 is able to 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.

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.

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.

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 Louisiana Department of Environmental Quality would be part of the IC/UC managing the complete response, including salvage of the vessel.

Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP): 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.

Louisiana Department of Transportation (LaDOT): 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).

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

Sector New Orleans closely engages with Stakeholders via the Area Maritime Security Committee, Harbor Safety Committees, Port Coordination Teams, Area Committee, and Local Emergency Planning Committees. Sector Staff communicates via in person/virtual meetings, phone, text, email, and conference calls, HOMEPORT, and depending on the circumstances of the event, they might be assigned to participate in a Unified Command.

1. *New Orleans Area Maritime Security Committee* (AMSC): AMS Committees are cornerstones in bolstering the lines of defense of our Nation 's ports. Their importance cannot be over emphasized. Collaborative planning, coordination, open lines of communication, working relationships and unity of effort are essential to providing layered security and effective measures across all segments of the MTS. The committee is broken down geographically into two working committees to serve the five port region. The New Orleans AMSC is made up of the New Orleans AMS Executive Steering Committee, Baton Rouge AMS Committee and five standing subcommittees:

    • Baton Rouge AMSC
    • Lower Mississippi River Security Working Group
    • Sector New Orleans Law Enforcement Subcommittee
    • New Orleans/Baton Rouge Grant Subcommittee
    • Baton Rouge AMSC Facility Security Officer Working Group

2. *The Greater New Orleans Port Safety Council*: Functions as the Harbor Safety Committee (HSC). It provides a public forum to address Marine Transportation System (MTS) issues with particular emphasis on navigation safety-related matters involving the ports of Plaquemines, St. Bernard, New Orleans, Port of South Louisiana, and Baton Rouge including the associated waterways of the Gulf Intracoastal Waterway and offshore lightering zones. As a vehicle facilitating communications between and among public and private sector entities, the Committee draws upon regional expertise and insight to address such issues as vessel traffic management, anchorage management, communications, security, significant/heavy weather preparations, maritime traffic disruption/restoration, process improvements, and any other related topics dealing with the MTS. The Committee will conduct periodic comprehensive assessments of the local safety and environmental risks and may consider other needed actions in and adjacent to the waterways. Membership includes representatives from all areas of maritime operations and services as well as local, state and Federal Government partners.

3. *Port Coordination Team* (PCT): The Director of Sector New Orleans's Waterways Management manages the PCT and is comprised of stakeholder members and designated parties responsible for representing their respective groups or companies in order to provide information to the Captain of the Port (COTP) on port infrastructure needs. As a conduit through which information flows, the PCT permits the COTP to establish shipping priorities, implement port reopening protocols and better manage the flow of vessel movements without compromising the safety and security of the impacted ports. Following a disaster, the PCT convenes to facilitate communications between industry and Sector new Orleans and contributes to the MTSRU's development of MTS recovery recommendation. Membership includes representatives from all areas of

maritime operations in the ports of Plaquemines, St. Bernard, New Orleans, Port of South Louisiana, and Baton Rouge as well as local, state, and federal Government partners.

4. *New Orleans Area Committee* (NOAC): The NOAC is a spill preparedness and planning body made up of federal, state, and local agency, industry, and non-governmental organization representation. The NOAC, under the direction of the New Orleans COTP, is responsible for developing an ACP. The NOAC is also responsible for working with state and local officials to plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The NOAC is also required to work with state and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

5. *Local Emergency Planning Committees* (LEPC): Under the Emergency Planning and Community Right-to-Know Act (EPCRA), Local or Tribal Emergency Planning Committees (LEPCs/TEPCs) must develop an emergency response plan, review the plan at least annually, and provide information about chemicals in the community to citizens. Plans are developed by LEPCs/TEPCs with stakeholder participation.

6. *New Orleans Salvage and Marine Fire Fighting Subcommittee*: The Subcommittee brings together appropriately experienced representatives to continually assess risks to the port, document the variety of resources available to respond to an incident, determine appropriate risk mitigation strategies, and develop, revise, and implement the appropriate local plans. The Subcommittee promotes effective incident response measures that maintain or enhance operational efficiencies and minimize impact to legitimate trade.

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.

E. PORT AND WATERWAY PRIORITIES: Waterway recovery priorities are outlined in Sector New Orleans' MTSRP Section 3 (Page 66). Online Versions of the most up to date plan are located on Sector's Homeport page.

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. 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:

(1) Primary Site. Sector New Orleans' command post is located at 200 Hendee Street in New Orleans, LA at the Sector New Orleans Algiers Point building. An Area Command Post will be established, if deemed as necessary, by District Eight.

(2) Secondary Site. If there was a reason to render the Sector New Orleans Algiers Point building incapable to facilitate a Command Post, Sector New Orleans may use either the Case I facility or the Case II facility. The Case I facility is located at Base New Orleans, 1790 Saturn Boulevard, New Orleans, LA. The Case-II Alternate Operating Facility (AOF) will be Sector Houston/Galveston or Sector Mobile, depending on the trajectory of the storm.

(3) Tertiary Site. If both USCG locations are not available, USCG Sector New Orleans has an MOU with NOAA Gulf of Mexico Disaster Response Center. The address is 7344 Zeigler Blvd, Mobile, AL 36608. The USCG will provide a 96-hour notice for intent to utilize the DRC. The DRC will determine availability of the facility and, if available, grant use of the facility for 96 hours. If more than 96 hours are needed, the DRC Director will consider an extension of the time limit on a case-by-case basis at the request of the Commanding Officer of the USCG. Extensions are not to exceed a total of 14 days

H. NOTIFICATION PROCEDURES:

This section describes any predetermined notification procedures for 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. Existing processes and procedures in the unit's MTS Recovery Plans, ACPs, AMSPs, Port Coordination Team procedures, or any other emergency notification procedure that may be appropriate.

Refer to the following sections for existing notification procedures:

AMSP Section 3400
MTSRP TAB I
NOAC Annex 7

SECTION 3: SALVAGE RESPONSE MANAGEMENT

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

B. PLANNING ASSUMPTIONS:

1. Reconstitution.

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

2. Salvage during Environmental Response.

a. Salvage, when necessary for response to incidents involving discharges of oil or hazardous substance release, or threat thereof, will be initiated during the response phase as outlined in 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. USCG Sector New Orleans COTP 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 will be followed for lightering of a vessel.

C. LOCAL ASSUMPTIONS:

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

b. Louisiana Department of Environmental Quality and/or GOHSEP may participate in salvage planning operations as it relates to concurrent environmental response operations; coordination of investigation; or resource damage assessments as a result of any incident.

c. 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 is 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:

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 in regard to the authorities available to compel compliance, authority restrictions, and/or need to engage outside agencies for greater support. The information should also be provided to the established Salvage Group or Prevention Department/Incident Management personnel to assist in determining if there are pre-determined resource providers for salvage. The information includes:

Vessel 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 also may help inform the COTP/FOSC when a determination is needed for requiring specific details or attributes in an incident-specific salvage plan, if required.

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

STAGE 2 - DETERMINATION OF RESPONSIBLE PARTY

Standard processes in place to designate Responsible Party shall be followed (NOFI). In events where liability and financial suitability cannot be determined, appropriate Notice of Federal assumption (NOFA) should be given IAW Sector SOP's.

STAGE 3 – EVALUATION OF FUNDING SOURCES AND SERVICE PROVIDERS

Funding should be determined under the applicable authority determined by the FOSC. RP will identify service providers in accordance with their VRP and current contracts in place. Generally response time and resource availability will determine the best suited service provider.

STAGE 4 – EVALUATION OF INCIDENT-SPECIFIC SALVAGE PLAN PROPOSALS

Salvage plans will be evaluated on a case-by-case basis depending on the complexity of the operation IMDRPG #10 is Sector New Orleans's first step in evaluating a Salvage plan. More complex operations will require SERT and SUPSALV evaluation. Using SERT'S Rapid assessment form will expedite responses from outside evaluators. Refer to Appendix C (SERT Rapid Salvage Survey Form)

STAGE 5 – SALVAGE RESPONSE OPERATIONS

Incident Organization. *See Figure 3.1 below for notional organization chart.*
Incident Objectives**.** Refer to Section 3.F. addressing Basic Salvage Strategies.
Evaluation of Operations. 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 3.1*** is a **general example only** and should not be considered to be the definitive Operations Section organization for a salvage response operation.

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

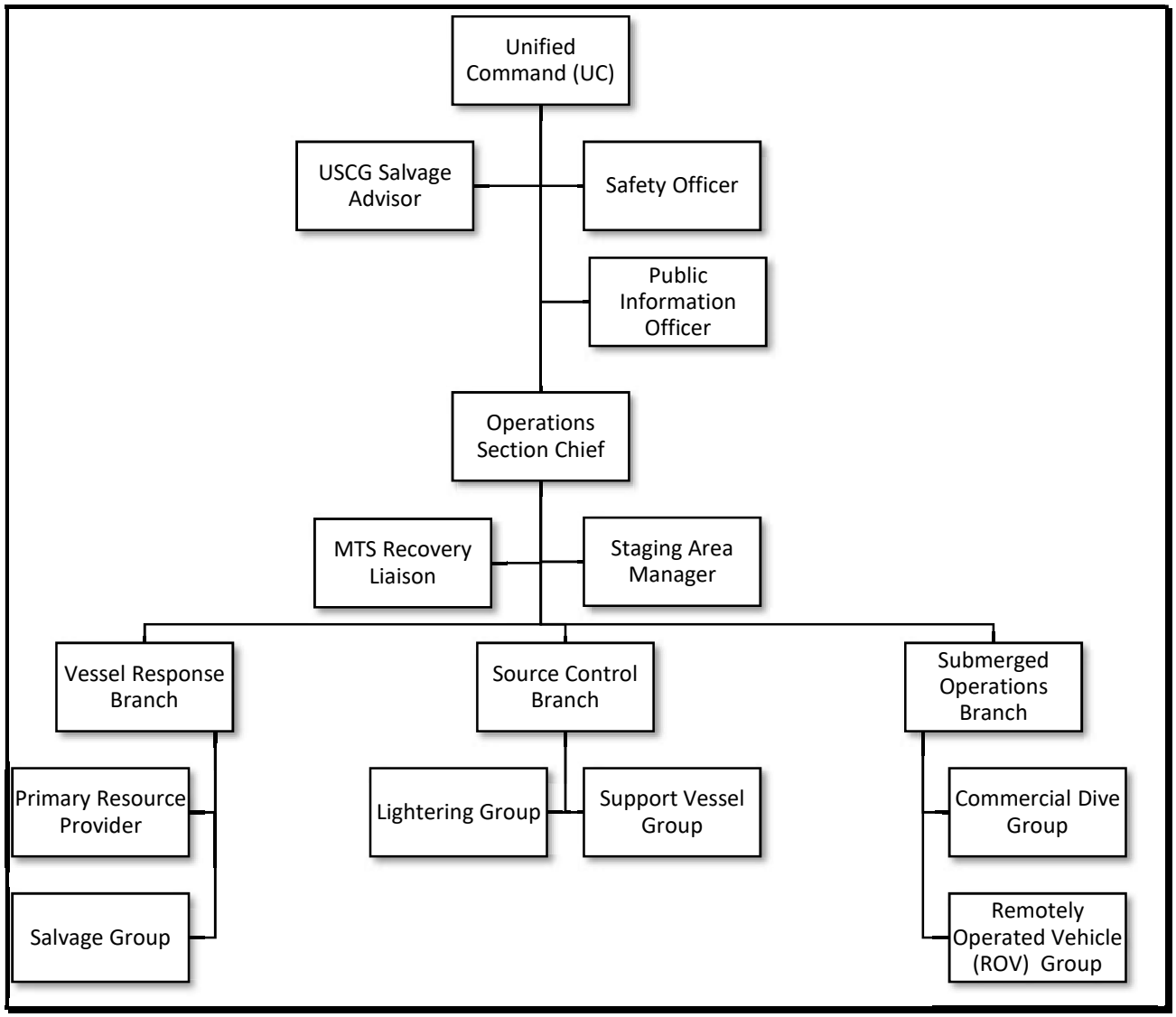


Figure 3.1 Notional ICS Organization

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 3.2*** *(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 New Orleans 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 3.2 List of Notional Strategies and Objectives

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

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

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

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

e. 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 CG Unit [*Insert CG Unit Name*] initial response structure and point of contact for salvage response elements.

CG Sector New Orleans' 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 CG Sector New Orleans, or applicable salvage information in the ACP, as appropriate.

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

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

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

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

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

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

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

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

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

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

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

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

m. Monitor impact of recommendations on MTS Recovery.

n. Document salvage response activities and operations.

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

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

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

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

Figure 3.3 is the VRP Express process to review VRP data.

[Consider including Table that lays out the VRP Requirements based on vessel type (Tank Vessel & Non-Tank Vessel Requirements). This should be an informative but basic section with reference to the applicable CFR regulation cite.]

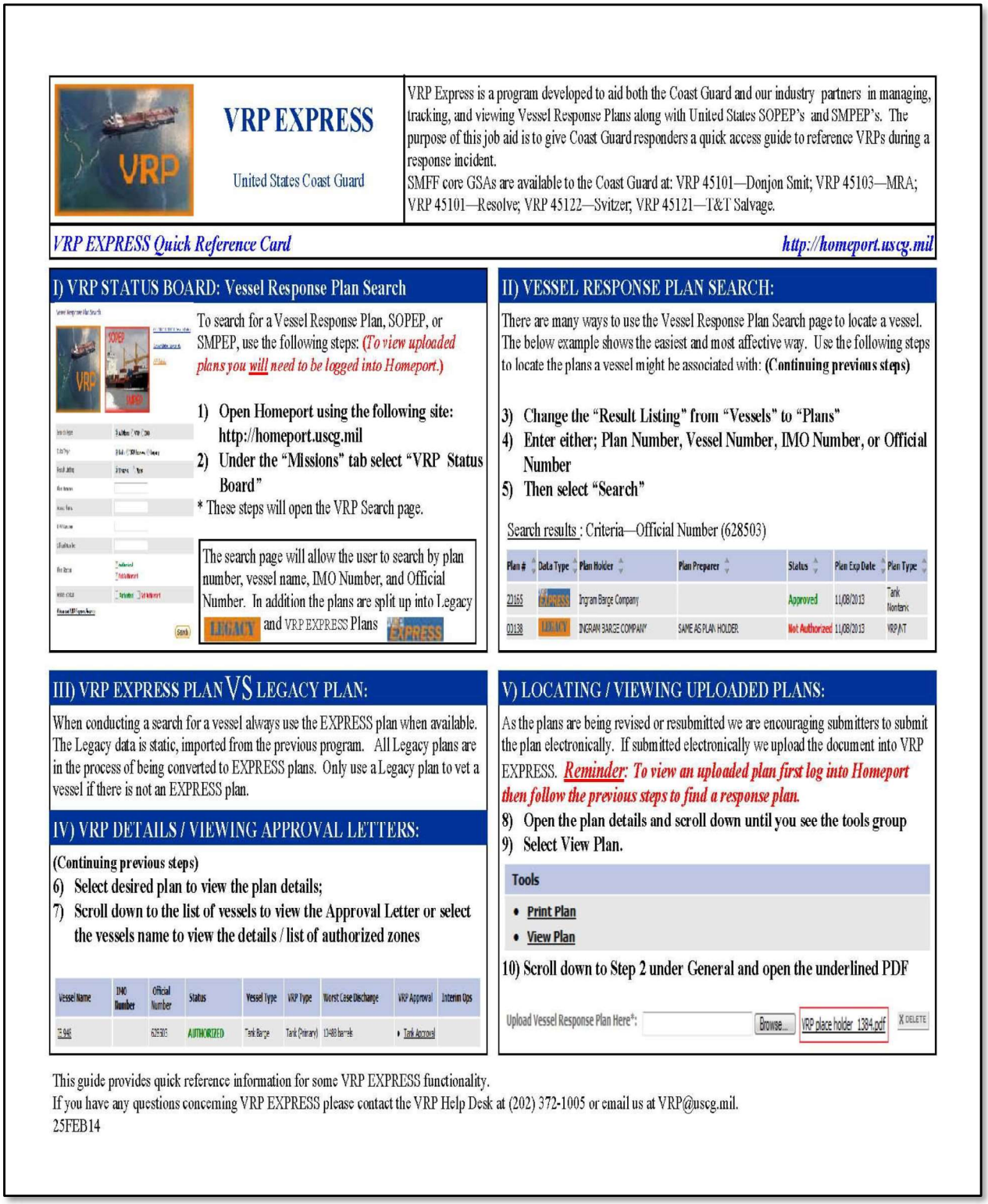


Figure 3.3 VRP Express Guide

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

Figure 3.4 provides the planning factors for services and equipment for vessels when required for salvage operations. The timelines noted in Figure 2 are considered to be Planning Factors, not Performance Factors. Strict adherence to the timelines although desired, may not be achievable due to specific circumstances and are not enforceable.

Service		Location of Incident Response Activity Timeframe	
(1) Salvage ***Assessment & Survey:***		**CONUS**: Nearshore Nearshore area; inland waters; Great Lakes; and **OCONUS**: >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 3.4 Salvage and Marine FF Response Requirements

H. SUPPORT FORCES ACTIVATION:

Appendix D includes information, procedures, and templates (if required) for formal request for supporting forces including but not limited to:

- NSF (Atlantic/Gulf/Pacific Strike Teams)
- USCG Salvage Engineering Response Team (SERT)
- USN Supervisor of Salvage (SUPSALV)

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. The MTS Recovery Plan for USCG Sector New Orleans includes detailed information on the following:

- Port cargo and waterway priorities
- Stakeholder membership in MTSRU
- Notification Procedures for MTSRU Members
- Standard Procedures for CART

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 Incident Management Handbook, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-5 (2003), Management of Domestic Incidents; National Incident Management System (3rd ed. 2017).

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

a. ***Facebook*** https://www.facebook.com/SectorNOLA There are several thousand 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/USCGHeartland 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 Eighth District PADET. The Sector Command Center will notify the Supervisor, PADET Eighth District as per standing directives.

b. ***Eighth District Public Affairs***: During Type II and Type I Complex Incidents an enhanced Public Affairs presence will be required. The Coast Guard Eighth 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**

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		

SERT Rapid Salvage Survey Form (Page 2 of 3)

Bottom Type*: *(for grounding or sinking, check all that apply)*
□□□□□ Mud/silt □ Sand □ Gravel □ Rock □ Coral

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

Vessel Damage*: *(if applicable)*
Flooding:
_____
_____
_____

Structural Damage:
_____
_____
_____

Vessel Cargo:
Cargo type and quantity:
_____
_____
_____

Cargo damage, loss, hazards:
_____
_____
_____

Pollution:
Reported pollution, oil spill:
_____
_____
_____

Fuel oil type and quantity:
_____
_____
_____

Initial SERT Assistance Required: *(check all that apply)*
□□□□□ Ground reaction, force to free, refloating analysis

□ Stability analysis □ Structural analysis □ Damage, oil outflow analysis

☐ Salvage/refloating plan review ☐ Lifting/rigging plan review
☐ Other: _____ ☐ Any/all of the above (as required)

Documentation Available: *(if known, check all that apply)*
☐☐☐☐☐ General Arrangement Plan ☐ Trim & Stability Book

☐ Capacity Plan, Deadweight Scale
☐ Structural Drawings (Midship Section Plan, Shell Expansion Plan, Deck Plans)
☐ ☐ Other: _____

Onboard Loading Computer: *(if known)*
☐ CARGOMAX (HECSALV) ☐ GLM (GHS) ☐ NAPA

☐ Other: _____ ☐ None/unknown ☐

☐ SERT Rapid Salvage Survey Form (Page 3 of 3)

Additional Information: *(if applicable)*

_____
_____
_____
_____
_____
_____
_____

Primary Contact Information*:
Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

Secondary Point of Contact: *(if applicable)*
Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

SERT Contact Information (24/7):

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

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

USCG MSC SERT (REV 01/18)

APPENDIX D. SUPPORTING FORCES ACTIVATION:

1. National Strike Force

Coast Guard Sector Commander/COTPs should call the Coast Guard Strike Team in their AOR or the National Strike Force Coordination Center (NSFCC) directly. Additional information regarding the NSF can be found at: http://www.uscg.mil/hq/nsfweb/

2. USCG SERT

To contact the SERT, fill out a Rapid Salvage Survey form found at: http://www.dco.uscg.mil/MSC/SERT . Email the completed form to the SERT at SERT.Duty@uscg.mil, and follow-up with a phone call to the SERT Duty Officer at (202) 327-3985 (cell).

3. USN SUPSALV

For information, including SUPSALV points of contact, capabilities and equipment, visit www.supsalv.org. The SUPSALV main telephone line is (202) 781-1731.

APPENDIX E. SUBMERGED SALVAGE OPERATIONS:

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

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

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

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

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

Sector New Orleans
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)

USCG Sector New Orleans COTP Zone

EMERGENCY LIGHTERING PLAN CHECKLIST

Lightering operations within the New Orleans AOR are not approved without specific authorization from USCG Sector New Orleans COTP. 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 New Orleans will review and approve this plan prior to operations beginning.

Discharging Vessel: _____ Operator: _____		
The Lightering Plan should address at a minimum the following:	Check if addressed	Remarks
1. General description of the operation		
2. Involved parties [include Name, Address, Telephone Number, and Point of Contact of the vessel to be lightered and the receiving vessel (s)]		
3. Vessels involved (include discharging vessel, receiving vessel (s) & tugs)		
4. Location, latitude, longitude, mile marker, nearest town, buoy, etc.		
5. Mooring arrangement – Method of approach, mooring and unmooring procedures		
6. Persons in charge of discharging vessel and receiving vessel		
7. Operational time (include estimated start time and estimated completion time) **Daylight startup only**.		
8. Tank capacities and product (include the number of tanks, amount and product in each of the tanks of the discharging vessel, and the specific tanks to be emptied)		
9. Include MSDS for each product to be transferred.		
10. Vessel stability (Pre, During and Post Transfer)		
11. Tank off -loading sequence		
12. Transfer rate		
13. Static electricity (Bonding/Grounding)		
14. Vapor control		
15. Lighting		
16. Sounding and void check schedule		
17. Communications (At a minimum two radio channels aboard all involved		

vessels should be monitored)		
18. Emergency Communications		
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

USCG Sector New Orleans COTP Zone

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 down 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

USCG Sector New Orleans COTP Zone

EMERGENCY LIGHTERING DOI ADDENDUM (cont.)

	Discharging Vessel	Receiving Vessel	Remarks
ENGINEERING/TRANSFER OPERATIONS			
26. Chief engineer briefed on engine requirements.			
27. Efficient and qualified engine room watch established, and main engines on standby.			

28. Initial, maximum, and topping off rates agreed with other vessel.			
29. Grounding procedures properly established.			
30. Hoses properly connected, and inspected for leaks as pressure is slowly brought up.			
31. Fire-fighting 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 Discharging Vessel PIC _____ Position: _____ Signature _____	THE ABOVE LIST OF ITEMS HAS BEEN ADDRESSE Receiving Vessel PIC _____ Position: _____ Signature _____

Figure F.2 Lightering Addendum

NOTE - Before lightering operations commence, a Lightering Plan (see Lightering Plan Checklist) must be submitted and approved by USCG Sector New Orleans COTP Zone. In addition, a USCG Sector New Orleans 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**
U. S. Coast Guard Marine Safety Center	www.uscg.mil/hq/msc	(202) 327-3985
USN Supervisor of Salvage & Diving (SUPSALV)	www.supsalv.org	(202) 781-1731
U.S. Army Corps of Engineers	www.saj.usace.army.mil	EMERGENCY DREDGING (get local number)
U.S. Coast Guard National Strike Force Coordination Center (NSFCC)	www.uscg.mil/hq/nsfweb/nsfcc/nsfccdefault.asp	(252) 331-6000
U.S. Coast Guard National Strike Force Gulf Strike Team	www.uscg.mil/hq/nsfweb/GST/gstdefault.asp	(251) 441-6601
National Oceanic and Atmospheric Administration (NOAA)		(843)-740-1178

Tab B – Regional / National Salvage Contractor Resource List

Regional / National Salvage Contractor Resource List		
Agency	**Website**	**24 Hour Contact Number**
DonJon Marine Co.* **	https://www.donjon.com/	(908) 964-8812
Resolve Marine	https://resolvemarine.com/	954-764-8700
Shore Offshore Services	http://shoreoffshore.com	979-229-9161
T & T Salvage	http://www.ttsalvage.com/	713-534-0700
Lea Diving & Salvage	https://leadiving.com/	(251) 379-4831
Gulf Towing & Salvage	https://gulftowingandsalvage.com	(850) 635-8077
U.S. Underwater	https://www.usunderwaterservices.com/	1-800-860-2178
River Services Company	www.riverservicescompany.com	(504) 460-7092
DonJon-SMIT	www.donjon-smit.com	(703) 299-0081
Wilcox Diving	https://wilcoxdiving.com/	(251) 597-4184
Joe D. Hughes, Inc. (A. Halliburton Co.)		(713) 450-8888
***Donjon Marine has the current U.S. Navy Salvage Contract that includes the USGOM.**		

Tab C – Local Salvage Resource Contact List

Local Salvage Resource Contact List		
Agency	**Website**	**24 Hour Contact Number**
Bagala's Diving Service^^		(985) 798-5071
McKinney Salvage & Heavy Lift^^	https://mckinneysalvage.com/	(225) 387-0461
H.J. Merrihue Diving & Salvage^^	https://www.hjmerrihue.com/	(504) 466-2800
T & T Subsea, LLC^^	https://teichmangroup.com/	(504) 875-2415
Marlin Oilfield Divers^^	https://oilfielddivers.com	(985) 709-0520
National Maintenance & Repair^^	https://www.mcnational.com/	(504) 733-4190
E. N. Bisso & Son	https://www.enbisso.com	504-861-1303
Centaur Marine & Industrial Construction**	http://www.centaurllc.com/	(504) 394-7611
Coastal Marine Contractors LLC	www.coastalmc.com	(985) 641-6243
Aquatica, Inc ^^.		(337) 234-9831
Cal Dive International^^		(985) 330-0300
Epic Divers, Inc ^^		(504) 466-9850
****See Tab D for List of Available Equipment**		
^^Local Dive Resource Capability		

Tab D – Marine Construction Companies

McKinney Salvage, LLC		
Website http://www.mckinneysalvage.com/		
24 Hour Number [225-387-0461]		
Vessel	**Gross Tonage/Horsepower**	**Dimensions**
Aaron Charles McKinney	96GT / 1200 HP	55.5’ x 22.1’ x 8.2’
Andy McKinney	231 GT / 1800 HP	77.9’ x 33.0’ x 8.5’
Cajun Hustler	96GT / 1200 HP	56.6’ x 22.0’ x 8.0’
Charles Cuthbert	88GT / 1000 HP	61.3’ x 24.0’ x 7.5’
Jackson McKinney	91GT / 1000 HP	52.2’ x 23.0’ x 9.6’
John Oliver	71GT / 800 HP	58.0’ x 20.0’ x 7.0’
Mac Andrew McKinney	162GT / 1800 HP	66.0’ x 28.0’ x 10.5’
Sarah Paige	117GT / 1770 HP	65.0’ x 24.0’ x 9.0’
Salvage Equipment		
Vessel	**Description**	**Capacity/Dimensions**
Big 1	Crawler Crane Barge	4100 Manitowoc 240’ x 72’
KS 161	Crawler Crane Barge	4100 Manitowoc 160’ x 54’
Samuel	Crawler Crane Barge	4100 Manitowoc 154’ x 54’
Piper	Crawler Crane Barge	4100 Manitowoc 155’ x 50’
McKinney 9	Crawler Crane Barge (ABS)	4100 Manitowoc 180’ x 54’
Mckinney 2	Crawler Crane Barge	40T Linkbelt 110’ x 35’
Dame	Pedestal Crane Barge	4100 Manitowoc
Salvage Chief	A-Frame Derrick Barge	200 ton 118’ x 52.5’
Salvage Ranger	A-Frame Derrick Barge	200 ton 118’ x 52.5’
Lisa	A-Frame Derrick Barge	300 ton 160’ x 54’
Ryan Patrick	A-Frame Derrick Barge	300 ton 173’ x 54’
Robyne II	A-Frame Derrick Barge	400 ton 150’ x 70’
Lily Ann	A-Frame Derrick Barge	600 ton 200’ x 70’
Troy	A-Frame Derrick Barge (ABS)	700 ton 192’ x 70’

Additional Services, Gear & Equipment	
(6) Aluminum Response Vessels: 20-40’ hulls	Fire Response Team: 400 gal AFFF Foam on stock
Dewatering & Subsurface Pumps:	Pull Winches: 125,000lbs – 800,000lbs single line capability

290 GPM-13,500 GPM	
Salvage Roller Bags: 1,200 ton capacity	4-Point Anchoring system & Mooring Gear
Beach Gear: +1,200 ton capability	10 Company Trucks, 6 Trailers

****Equipment may be deployed. Contact company for availability ****

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: USCG Sector New Orleans has established a Salvage Plan Review Team consisting of marine inspectors from the 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 tow vessels are in use, types of tow wire and bridles, communication procedures, and coordination of any vessel movement with local stakeholders (i.e., Pilots/Docking Pilots).
- **Lightering**: Cargo lightering including liquid cargoes, containerized, bulk, or break-bulk, presents a significant operational risk and must be carefully considered. Appendix F includes an example of a Lightering Plan review Checklist and Declaration of Inspection for Lightering.
- **Dive/Submerged Operations**: Any documented request or intent to conduct submerged operations increases the operational risk and requires experience-based review of the stated operations. Specifically, dive operations requires 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	USCG HQ (Washington D.C.)	NRC	1-800-424-8802	NRC@uscg.mil
SERT	USCG HQ (Washington D.C.)	USCG Maritime Safety Center SERT	202-327-3985 202-267-2100 (after hours)	SERT.Duty@uscg.mil
USACE	New Orleans, LA	Michael Sullivan	504-862-1865/2373 504-258-1134 (cell)	Michael.D.Sullivan@usace.army.mil
NOAA SSC	New Orleans, LA	Brandi Todd	504-376-3213	Brandi.Todd@noaa.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

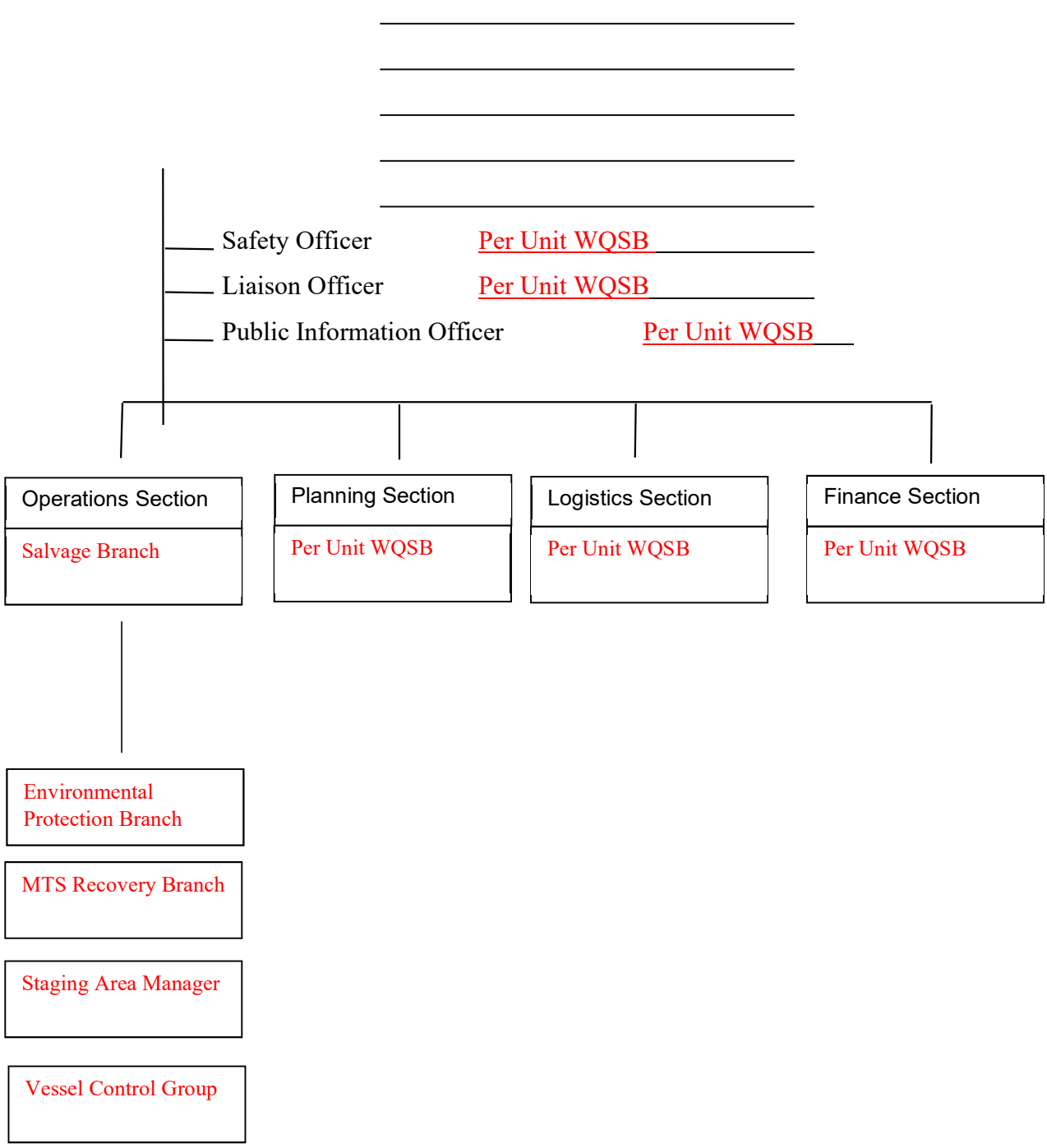
1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

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 as a result of the incident.
	H. Establish an appropriate incident management organization that can effectively meet the initial and long term challenges required to mitigate the incident
	I. Identify and establish incident support facilities to support incident response efforts.
	J. Keep stakeholders, public, and the media informed of response activities
	K. Identify safe refuge / berth for impacted vessel and develop / implement transit plan to include destination or berth for the vessel or vessels.
	Command Incident Response Priorities
	1. Safety of responders and the public.

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

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

6. Current Organization (fill in additional appropriate organization)



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

7. Resources Summary

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

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

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

APPENDIX K. GLOSSARY OF ACRONYMS:

AC	Area Committee
ACP	Area Contingency Plan
AMSP	Area Maritime Security Plan
AOR	Area of Responsibility
BEM	Bureau of Emergency Management
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
COA	Course of Action
COMDTINST	Commandant Instruction
COTP	Captain of the Port
DOT	Department of Transportation
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency

FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator
FOSCR	Federal On Scent Coordinator Representative
GOHSEP	Governor's Office of Homeland Security and Emergency Preparedness
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