ExxonMobil

USP
U.S. PRODUCTION

Pacific Region Oil Spill Response Plan

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OSRP QUICK GUIDE TABLE OF CONTENTS

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1. EXXONMOBIL OSRP QUICK GUIDE

The ExxonMobil OSRP Quick Guide is a concise set of easy–to–follow instructions and related information regarding actions to be performed by the person in charge, as well as other on duty personnel, in the event of a release of product in the region covered by the plan. Additional information and detail may be found in the corresponding sections and appendices of the Oil Spill Response Plan itself.

A. Safety

I. Introduction

Site Safety Planning is an essential element of emergency preparedness and response. ExxonMobil is dedicated to ensuring the safety of company personnel and the public. In the event of an oil spill, or other emergency, ExxonMobil will manage a coordinated response to minimize impacts to the environment while keeping safety issues in the forefront. The Site Safety Plan found in the back of the Quick Guide is a general plan intended to address initial safety criteria during the early stages of the response effort.

II. Roles and Responsibilities

A list of responsibilities of certain response personnel in the Safety Section, and other ICS positions, may be found in this Quick Guide. A complete list of roles & responsibilities may be found in **Section 4** of the OSRP.

B. Spill Assessment

Upon receiving indication of an oil spill, or other chemical release that may threaten the waters of the United States, the following actions are necessary to initiating and sustaining an effective response:

•	Locate the spill
•	Determine size and volume of the spill
•	Predict spill movement
•	Monitor and track spill movement

Specific directions and strategies for performing the above actions are detailed in **Section 10** of the OSRP. Additionally, **Figure 1-1a – 1-1b and Figure 1-2** provide information related to spill estimation and trajectory requests respectively. **Figures 1-20 through 1-24** are a list of facilities covered by this Quick Guide and the associated Oil Spill Response Plan.

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C. Locating a Spill

In the event of a significant release of oil, an accurate estimation of the spill's total volume along with the spill location and movement is essential in providing preliminary data to plan and initiate cleanup operations. Generating the estimation as soon as possible will aid in determining:

- Equipment and personnel required
- Potential threat to shorelines and/or sensitive areas as well as ecological impact
- Requirements for storage and disposal of recovered materials.

As part of the initial response, ExxonMobil will initiate a systematic search with aircraft, primarily helicopters, to locate a spill and determine the coordinates of the release. If weather prohibits the use of aircraft (both fixed wing and rotor), field boats may be used to conduct search operations.

Aircraft will also be utilized to photograph the spill as often as necessary for operational purposes. The over flight information will assist with estimating the spill size and movement based upon existing reference points (i.e., oil rigs, islands, familiar shoreline features, etc.)

D. Determining the Size and Volume of a Spill

When a spill has been verified and located, one priority will be to estimate and report the volume and measurements of the spill as soon as possible. Spill measurements will primarily be estimated by using coordinates, pictures, drawings, and other information received from helicopter or fixed wing over flights, or satellite imagery. For a subsea well control release, the Salvage/Source Control Group would be consulted to assist in the estimation of the volume.

Oil spill volume estimations may be determined by direct measurements or by calculations based upon visual assessment of the color of the slick and information related to length and width that can be calculated on existing charts (See **below and Figure 1-1b**). The appearance of oil on water varies with the oil's type and thickness as well as ambient light conditions. Oil slick thicknesses greater than approximately 0.25 mm cannot be determined by appearance alone. A continuous subsurface release, such as a well blowout, will be estimated using available well information to determine flow rate.

Direct measurements are the preferred method for determining the volume of a spill. Measurements can be obtained by:

- Gauging the tank or container to determine volume lost
- Measuring pressure lost over time
- Determining the pump or spill rate (GPM) and elapsed time

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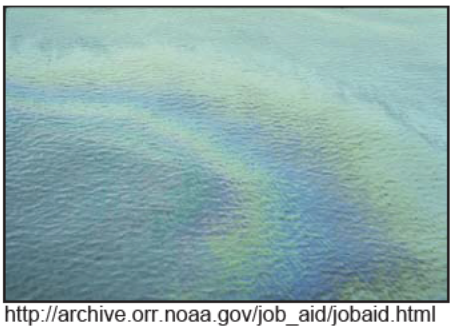
D. Determining the Size and Volume of a Spill (Cont'd)

Visual assessment for determining the volume of oil based on slick information begins with understanding the terminology listed below:

Sheen – oil visible on the water as a silvery sheen or with tints of rainbow colors. This is the smallest thickness of oil.	 http://archive.orr.noaa.gov/job_aid/jobaid.html
Dark colors – visible with dark colors (i.e., yellowish brown, light brown) with a trace of rainbow color but is not black or dark brown.	http://archive.orr.noaa.gov/job_aid/jobaid.html
Black/Dark Brown – fresh oil after initial spreading will have a black or very dark brown color. This is the largest thickness of non emulsified oil.	http://archive.orr.noaa.gov/job_aid/jobaid.html
Mousse – water-in-oil emulsion which is often orange to rust colored. It is thick and viscous and may contain 30% oil.	http://archive.orr.noaa.gov/job_aid/jobaid.html

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D. Determining the Size and Volume of a Spill (Cont'd)

Several natural weathering processes occur that can diminish the severity of the spill depending upon the composition of the oil. Natural weathering processes include the following:

- **Dispersion** – The act of breaking up large particles into smaller ones and distributing them throughout a liquid or gaseous medium.
- **Dissolution** – the process of going into solution.
- **Emulsification** – Process consisting of the suspension of small globules of one liquid in a second liquid with which the first will not mix.
- **Evaporation** – To convert or change into a vapor or to draw off in the form of vapor.

Factors listed in **Figure 1-1a** will be used to estimate the volume of oil in a spill unless an accurate amount is known by other means. Estimated spill volumes should be rounded off to avoid the misconception of a precise determination.

E. Predicting Spill Movement

Real time oil spill trajectory models predict the movement of spilled oil on water as well as identifying potential shoreline impact zones and other environmentally and ecologically sensitive areas.

The Response Group, Inc. (TRG) in Cypress, TX, is the primary resource providing ExxonMobil with predictions of both the movement of oil on water and potential impact areas. Additional trajectory can be provided internally by ExxonMobil's EMBSI (ExxonMobil Biomedical Sciences Incorporated). The Response Group can initiate the trajectory mapping process by either verbal request or submitting a trajectory request form, **Figure 1-2**, on a 24 hour/day basis at 281-880-5000. TRG relies on a number of sources that provide real time data in conjunction with condition variables in order to track and predict spill movement throughout the duration of an incident. Trajectory model results will be transferred to ExxonMobil personnel via fax or email. Weather forecasts buoy data, and National Weather Bureau satellite imagery may be collected from internet services or by contacting the National Weather Service (NWS) as listed below:

- Santa Barbara website:
  http://weather.noaa.gov/weather/current/KSBA.html
  Santa Barbara, CA NWS Representative
  805-988-6610
- San Francisco Bay Area, CA NWS Representative
  831-656-1717
- Eureka, CA NWS Representative
  707-443-6484
- San Diego, CA NWS Representative
  858-675-8707

Trajectory models can be run with real-time and predicted weather information used as input over a several hour period.

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F. Monitoring and Tracking the Spill Movement

Surveillance of the spill movement throughout the incident is essential to bringing response operations to a successful conclusion. ExxonMobil will utilize over flights and trajectory modeling to monitor and predict the movement of oil until the spill response operation is completed.

Surveillance operations can be continued both day and night, and during inclement weather, through the use of infrared sensing cameras capable of detecting oil on water. Information from the infrared cameras can be downloaded to a computer and printed out on a chart and/or recorded on videotape. This surveillance technology, if applicable, would be used in conjunction with scheduled over flight operations.

Oil Coverage Estimation Chart **Figure 1-1a**

The BONN (BAOAC) Data – Metric & English Units

Code	Description	Layer-Thickness Interval		Concentration	
		microns (µm)	inches (in.)	m^3 per Km^2	bbl/acre
S	Sheen (silver/gray)	0.04 - 0.30	1.6×10^{-6} – 1.2×10^{-5}	0.04 – 0.30	1×10^{-3} – 7.8×10^{-3}
R	Rainbow	0.30 – 5.0	1.2×10^{-5} - 2.0×10^{-4}	0.30 – 5.0	7.8×10^{-3} – 1.28×10^{-1}
M	Metallic	5.0 – 50	2.0×10^{-4} – 2.0×10^{-3}	5.0 – 50	1.28×10^{-1} – 1.28
T	Transitional Dark (or True) Color	50 – 200	2.0×10^{-3} – 8×10^{-3}	50 – 200	1.28 – 5.1
D	Dark (or True) Color	>200	$> 8 \times 10^{-3}$	>200	> 5.1

Chart modified by A. Allen from Bonn Agreement Oil Appearance Code (BAOAC) 02 May, 2006.

Note the use of Capital letters for thickness codes (S, R, M, T, & D); this will make it easier creating and interpreting sketches by aerial observers.

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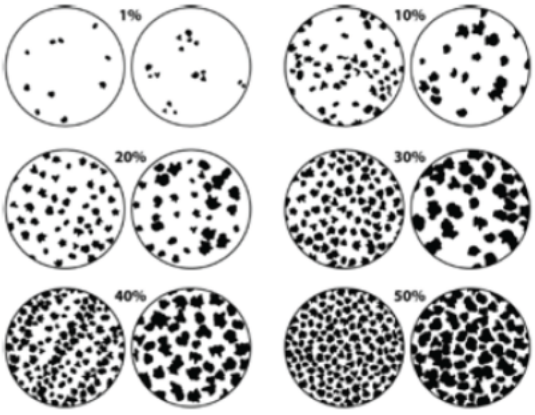
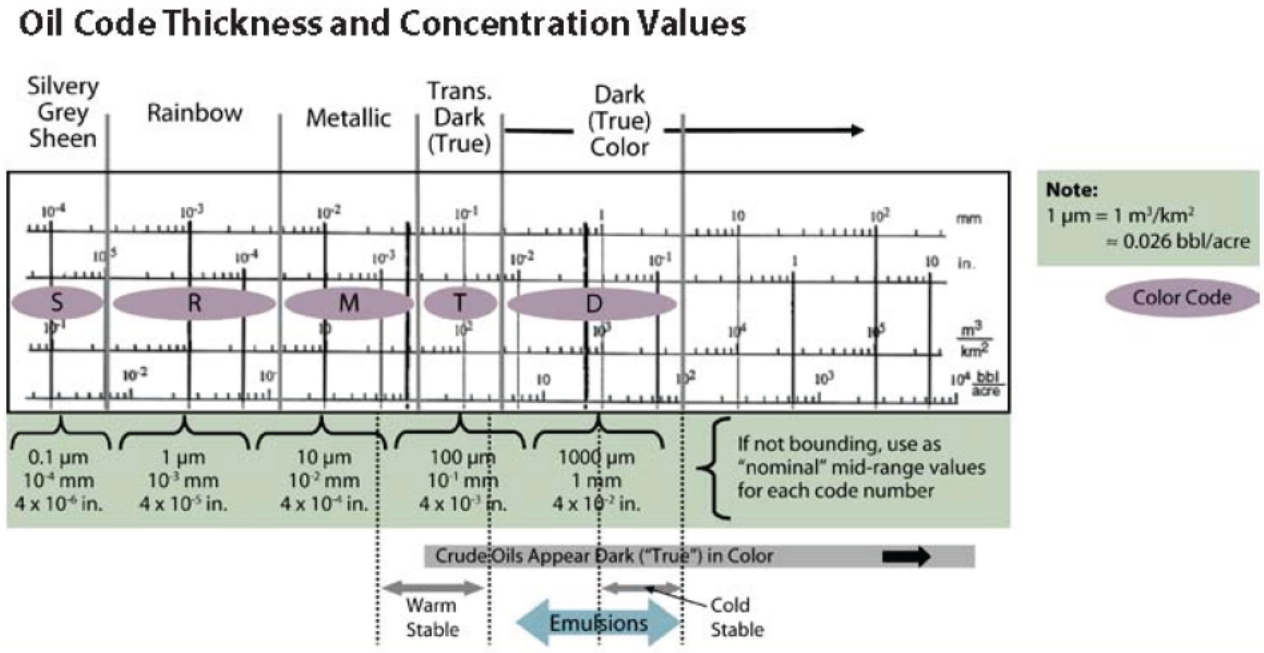
Oil Coverage Estimation Chart (Cont'd) — Figure 1-1a

PERCENT COVERAGE CHART

This chart is an aid to help you determine the percent of oil coverage in the area you are observing. When determining the coverage of an oil spill on the water, estimate the percentage of clean water and subtract from 100 to calculate the percentage of oil. Try to picture all the oil in one "corner" of the area you are observing and determine the clean water remaining.



Oil Volume Estimation Chart — Figure 1-1b



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Spill Trajectory Request Form — Figure 1-2

SPILL TRAJECTORY REQUEST FORM

THE RESPONSE GROUP		
OFFICE: (281) 880-5000	EMERGENCY/24-HOUR: (800) 651-3942	CELL: [redacted]
FAX: (281) 880-5005	EMAIL: trajectory@responsegroupinc.com	EFAX: (281) 596-6976

COMPANY INFORMATION

Company Name: _____

Company Contact Name: _____

Phone #: _____

Alternate # (ie: Mobile, Pager): _____

Fax #: _____

Email Address: _____

SPILL SITE INFORMATION

Source Type (Circle): Platform/Well Pipeline Vessel Facility

Source Name & Location (Name/Area/Block): _____

Latitude: ____ ° ____ ' ____ " Longitude: ____ ° ____ ' ____ "

Date & Time of Incident (mm/dd/yy): ___/___/___ ___:___ (Military)

Type of Product (ie: Medium Crude): _____ API Gravity _____

Estimated Volume of Release: _____ Barrels or Gallons

Continues Release Rate: _____ bbls/hr How Long: _____ hrs.

WEATHER CONDITIONS

Wind Direction (From the): _____	Wind Speed: _____ MPH or Knots
Current Direction (Toward): _____	Current Speed: _____ MPH or Knots
Air Temperature: _____ ° C or F	Water Temperature: _____ ° C or F
High Tide: _____	Low Tide: _____

Weather Forecast:

OVERFLIGHT INFORMATION

Date & Time of Overflight (mm/dd/yy): ___/___/___ ___:___ (Military)

Leading Edge Location:

Latitude: ____ ° ____ ' ____ " Longitude: ____ ° ____ ' ____ "

Trailing Edge Location:

Latitude: ____ ° ____ ' ____ " Longitude: ____ ° ____ ' ____ "

Length: _____ Feet / Yards / Miles Width: _____ Feet / Yards / Miles

Slick Appearance (Percent & Estimated Length & Width)

Barely Visible: ____% L x W: _____	Silvery: ____% L x W: _____
Slight Color: ____% L x W: _____	Bright Color: ____% L x W: _____
Dull: ____% L x W: _____	Dark: ____% L x W: _____

THE RESPONSE GROUP 13939 Telge Rd. Cypress, TX 77429

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Initial Response Actions/Mitigation Procedures/Checklist (First 24 Hours)

ExxonMobil employees, contractors, and subcontractors are responsible for maintaining a vigilant watch for oil spill discharges of any magnitude and reporting all discharges to management personnel. In the event the discharge is determined to be from a ExxonMobil facility or operation, the person in charge as well as on duty field personnel will take immediate action which may include but is not limited to the following:

√	Person discovering spill will: a) Sound alarm and notify Person in Charge immediately b) Shut off ignition points and restrict access to spill area; c) Isolate discharge source pending approval by Person in Charge.
√	As quickly as possible, safely shut down the operation responsible for the discharge.
√	Conduct Hazard Assessment to determine the potential for fire, explosion, and hazardous/toxic vapors as well as to define Personal Protection Equipment (PPE) needed by responders.
√	Identify and evacuate exclusion zone in vicinity of spill site until completion of Hazard Assessment.
√	Initiate notification of management personnel as well as required government agencies as promptly as possible.
√	Notify ExxonMobil operations personnel (i.e., platform operators) as well as other company operations that may be impacted by the spill incident.
√	The Person in Charge will assume the duties of Incident Commander until help arrives.
√	Use explosion proof equipment (i.e., air monitoring equipment) in high concentration vapor areas and monitor for flammable vapors until the response operation is completed.
√	Adopt a “Safety First” attitude throughout the duration of the emergency response, and continually ensure the safety of all personnel.
√	Sample discharged material as requested by the Incident Commander by using accepted procedures to prevent sample contamination and to protect the legal validity of the sample.
√	Initiate surveillance overflights of spill area at first light or as soon as possible with fixed wing or rotary wing aircraft to determine: a) Size and description of oil slick b) Direction of movement c) Coordinates of leading and trailing edge of oil slick d) Sensitivities endangered e) Population areas threatened Initiate acquisition of satellite imagery as required.

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Initial Response Actions/Mitigation Procedures/Checklist (First 24 Hours)	
√	Video and photograph spill area daily during surveillance over flights for documentation and operational purposes, dependent upon weather conditions.
√	Activate the ExxonMobil Spill Management Team (SMT) along with the Unified Command ICS dependent upon the severity of the emergency event.
√	Notify Clean Seas, Marine Spill Response Corporation, and other OSRO to respond to the emergency dependent upon spill response requirements.
√	Obligate all funds required to maintain the coordinated and integrated response activities that are required and/or directed.
√	Conduct tactical and planning meetings at predetermined time periods along with incident briefings and special purpose meeting which may include: a) Unified Command Meetings b) Command Staff Meetings c) Tactics Meetings d) Planning Meetings e) Press Conferences

Notifications

Internal and external notifications are a critical part of initiating a response to an oil spill or other emergency. **Figure 1-4** displays internal notification procedures for releases. **Figure 1-5** details regulatory notification requirements and contact information for federal agencies and **Figures 1-6** through **1-7** detail contact information for state agencies. Additional notification information for local agencies can be found in **Section 8** of this plan. Contact information for Oil Spill Removal Organizations (OSROs) and the Spill Response Operating Team (SROT) can be found in **Section 7** of this plan. **Figure 1-11** lists contact information for the primary equipment providers under contract with ExxonMobil.

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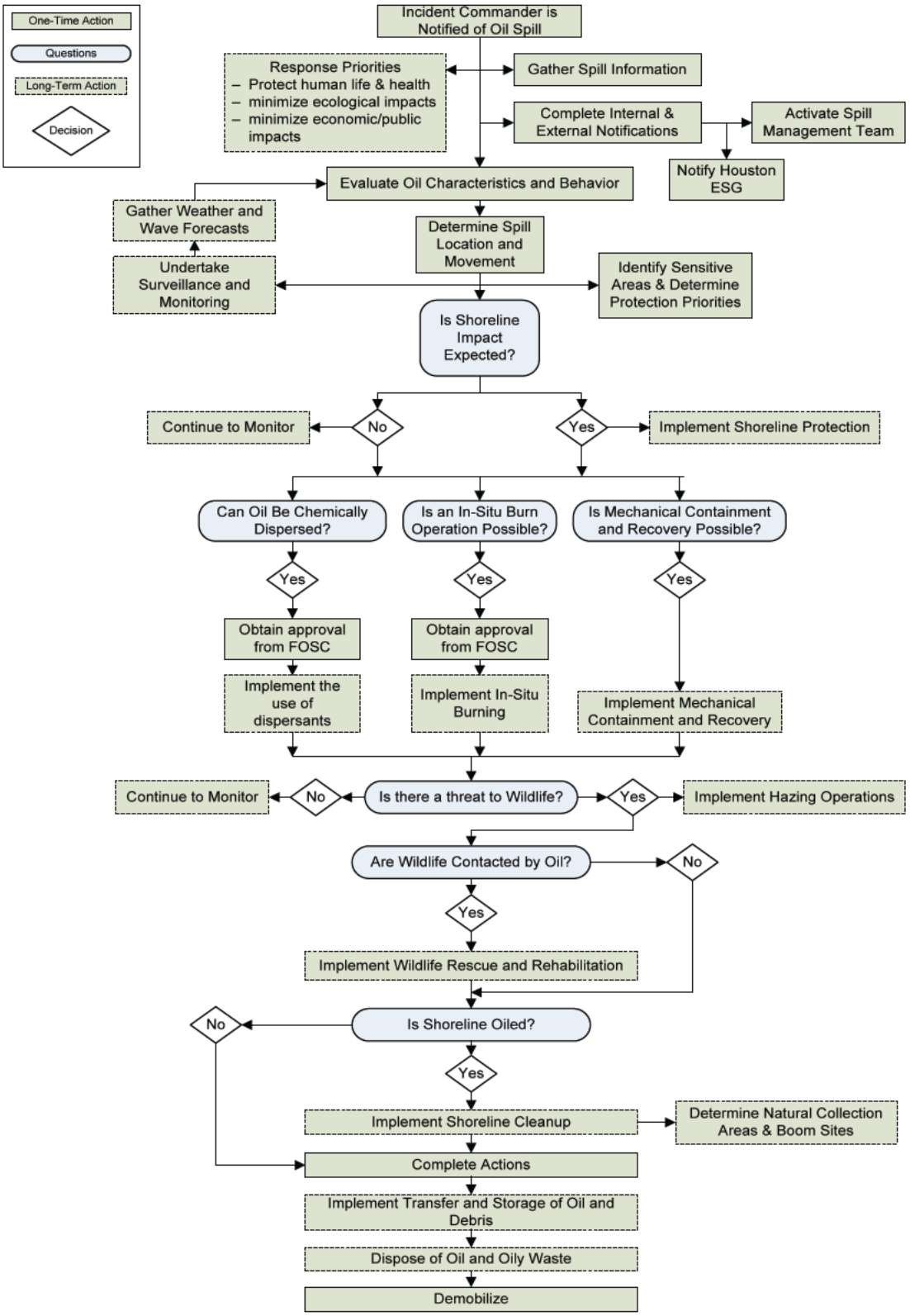
Flowchart for Oil Spill Response

Figure 1-3



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A. Reporting Procedures

Field Personnel

ExxonMobil Corporation employees, contractors, and subcontractors are responsible for maintaining a vigilant watch for oil spill discharges of any magnitude from ExxonMobil facilities and operations. Any person who observes or becomes aware of an oil spill shall immediately report the incident to the person in charge of the facility. The person in charge must then immediately notify the Qualified Individual/Incident Commander.

Qualified Individual/Incident Commander

The Qualified Individual/Incident Commander is responsible for activation of the SMT Command Staff and Section Chiefs. The Section Chiefs will then activate their support personnel based on the severity of the incident. Once activated, the Regulatory Group will complete the regulatory notifications, including the National Response Center (NRC) for spills of known and unknown sources.

B. Company Contact Information

The ExxonMobil Spill Management Team (SMT) may be activated as a group or individually, depending upon the size, location, nature, and complexity of the incident. Refer to the **SMT Contact List** in **Section 7** for a telephone listing of Spill Management Team personnel including, but not limited to, the following:

1) QI/IC and alternates
2) SMT Members and alternates

C. SRT Contact Information

The Spill Response Team (SRT) consists of a number of independent Oil Spill Removal Organizations (OSROs. SRT members are capable of providing trained personnel, services, and response equipment on a 24-hour per day basis. SRT personnel are commonly segregated into the following categories:

Supervisors
Personnel capable of directing and reporting the activities of a group of personnel (Technical/Operators and/or Support/General Laborers) assigned to complete a particular work assignment.
Technical/Operator
Personnel trained to assemble, deploy, and/or operate response equipment.
Support/General Laborer
Personnel used to carry out tasks that do not require operation of complex equipment or supervising other personnel.

Refer to **Figure 1-11** of this **Quick Guide** for a complete listing of participating SRT organizations.

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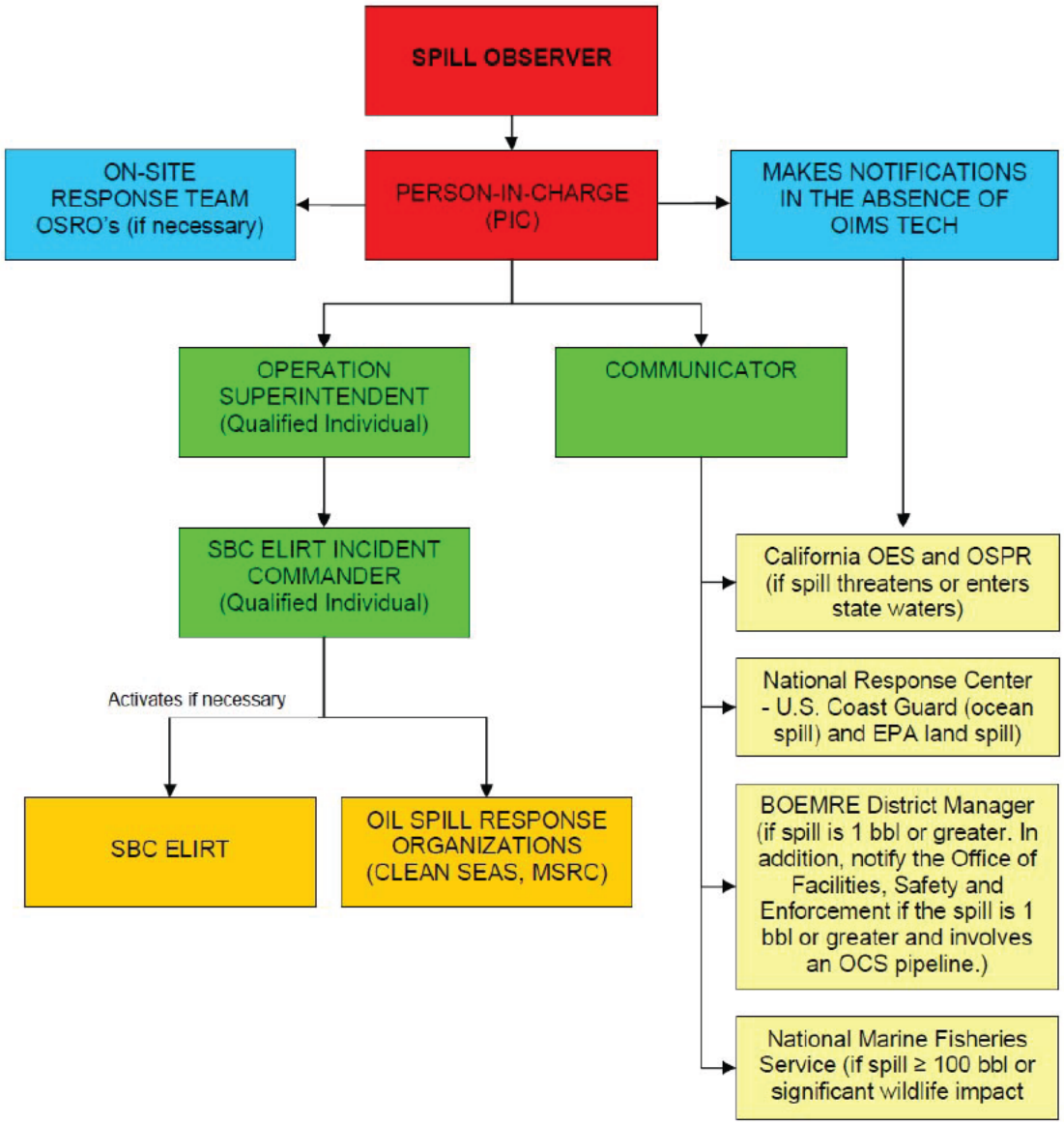
Notification Procedures for ExxonMobil's Onsite Response Team — Figure 1-4



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Regulatory Agency Notification Requirements (Federal) — Figure 1-5

National Response Center	Phone Number
NRC – Hotline	**800-424-8802**

Contact NRC **immediately** if any of the following conditions occur:
- A sheen, slick, or spill is observed or discovered.
- A reportable quantity or more of a hazardous substance is released. See Material Safety Data Sheet (MSDS), or reference the EPA's database of RQs at this internet website: http://web-services.gov/lol/
- A DOT gas pipeline release causes injury, death, fire, or damage of more than $50,000, including the value of lost product, and the cost of cleanup and recovery.
- A DOT oil or condensate pipeline spill exceeds 5 gals. or causes injury, death, fire, or damage of more than $50,000, including the value of lost product, and the cost of cleanup and recovery.

Verbal reports to the NRC should note that a DOT pipeline was involved whenever applicable. A PHMSA F7000-1 Form (*Accident Report – Hazardous Liquid Pipeline Systems*) should be completed and submitted to the DOT within 30 days to:

Information Resources Manager
Office of Pipeline Safety, PHMSA
U. S. Dept. of Transportation – Room 2335
400 Seventh Street SW
Washington D. C. 20590

USCG SECTOR / MSU	Phone Number
Sector Los Angeles-Long Beach 1001 S. Seaside Ave., Bldg 20 San Pedro, CA 90731 Commanding Officer Incident Management Division and Marine Environmental Response Coast Guard Station	310-521-3800/3600 800-221-USCG (8724)* 310-521-3813 Fax 310-521-3601 310-521-3780 310-521-3870
Marine Safety Detachment-Santa Barbara 111 Harbor Way Santa Barbara, CA 93109	310-833-1600 (Emergency) 805-962-7430 805-962-7968 Fax
Station Channel Islands 4201 S Victoria Ave Oxnard, CA 93035-4397	805-985-9822

* Indicates 24 hour number

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Regulatory Agency Notification Requirements (Federal) (Cont'd) Figure 1-5

USCG SECTOR / MSU	Phone Number
Station Morro Bay Morro Bay, CA 93442	310-833-1600 (Emergency) 805-772-2167 805-772-9100 Fax

Reporting Updates
Report significant changes or new information to the appropriate USCG Sector/MSU instead of the NRC. Include the NRC number assigned to the initial spill. Update other agencies as appropriate.

BOEMRE	Phone Number
California District Office 770 Paseo Camarillo Camarillo, CA 93010	805-389-7775* 805-389-7784 Fax
District Manager	805-389-7775* (b) (6) Cell
Offices of Facilities, Safety and Enforcement-	805-389-7550
Chief	805-389-7581

Agencies	Phone Number
National Marine Fisheries Service Mammal Coordinator	562-980-4017 or 714-890-1690 562-980-4027 Fax
U.S. Fish and Wildlife Service Ventura Portland	805-644-1766 503-231-6118
Joint Oil/Fisheries Liaison Office 610 Anacapa St Santa Barbara, CA 93101	805-963-8819
United States Forest Service (USFS) 1323 Club Drive Vallejo, CA 94592 (San Francisco Area)	707-562-8737 707-562-9240 TTY
Federal Bureau of Investigation (FBI)	310-477-6565*

* Indicates 24 hour number

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Regulatory Agency Notification Requirements (Federal) (Cont'd) Figure 1-5

Agencies	Phone Number
National Weather Service-Los Angeles, Ventura, Santa Barbara and San Luis Obispo counties Oxnard, CA 93030	805-988-6610
NOAA Scientific Support Coordinator	510-437-5344 206-321-3320
Environmental Protection Agency	800-300-2193
Southern California	213-244-1800
Department of Transportation (DOT)	916-654-5266 916-654-4269
State Fire Marshall 1131 S. Street Sacramento, CA 95814	916-445-8200 916-445-8509 Fax
Federal OSHA (Region 9) San Francisco	800-321-OSHA* 415-625-2547
Santa Ana-CAL/OSHA	714-558-4411 714-558-4431 Fax

* Indicates 24 hour number

Spill Reporting
You must report all spills of *1 barrel or more* to the appropriate BOEMRE district office without delay.
For spills related to drilling or production operations:
• Fax the appropriate district office to report spills of 10 barrels or less.
• Phone the appropriate district office **immediately** to report spills in excess of 10 barrels.
• You must also immediately notify the appropriate BOEMRE District Office and the responsible party, if known, if you observe a spill resulting from operations at another offshore facility.

Within 15 days, confirm all spills of 1 barrel or more in a written follow-up report to the appropriate BOEMRE district office. For any spill of 1 barrel or more, your follow-up report must include the cause, location, volume, and remedial action taken. In addition, for spills of more than 50 barrels, the report must include information on the sea state, meteorological conditions, and size and appearance of the slick.

Pipeline Reporting
You must **immediately** notify the Pipeline Section of any serious accident, serious injury or fatality, fire, explosion, oil spills of *1 barrel or more* or gas leaks related to lease term or right-of-way grant pipelines. Phone the Pipeline Section **immediately** to report all pipeline spills of 1 barrel or more.

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State of California Notifications — Figure 1-6

Agency	Phone Number
California Emergency Management Agency 3650 Schriever Ave Mather, CA 95655	800-852-7550*
Division of Oil and Gas (Mandatory only if spill greater than 1 bbl occurs on lease under DOG jurisdiction) 1000 S Hill Rd Ventura, CA 93003	805-654-4761*
State Lands Commission 100 Howe Ave Suite 100 South Sacramento, CA 95825-8202	805-685-8502 – Goleta Field Office 916-574-1900 916-574-1810 Fax
Department of Fish and Game Sacramento Office of Spill Prevention and Response (OSPR) 1700 K Street, Suite 250 Sacramento, CA 95811 24 hour Dispatch OSPR Volunteer Hot Line Santa Barbara Office 1933 Cliff Drive, Suite 9 Santa Barbara, CA 93109	916-445-9338 916-324-8829 Fax 916-445-0045 800-852-7550 800-228-4544 805-568-1231 805-568-1229
California Coastal Commission Oil Spill Program 45 Fremont Street, Suite 2000 San Francisco, CA 94105	415-904-5247 415-893-8375 415-904-5205 415-904-5400 Fax
California-OSHA 6150 Van Nuys Blvd. Suite 405 Van Nuys, CA 91401	818-901-5403
Channel Islands Marine Sanctuary 113 Harbor Way, Suite 150 Santa Barbara, CA 93109	805-729-1271* 805-966-7107 805-568-1582 Fax

* Indicates 24 hour number

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Local Cities/Counties of California Notifications — Figure 1-7

Agency	Phone Number
City Harbor Master	805-564-5530* 805-897-2588 Fax
County Office of Emergency Services 105 East Anapamu Street #102 Santa Barbara, CA 93101- OES Duty Officer	9-1-1 805-560-1081* 805-560-1032 Fax
County Dispatch Center	9-1-1 805-683-2724* 805-692-5725 Fax
County Emergency Operations Center (Only activated during emergency)	805-696-1164
County Planning and Development Energy Division / Emergency Beach Permits 123 E Anapamu Street Santa Barbara, CA 93101	805-568-2000 805-568-2030 - Fax 805-886-7165* - Deputy Director 805-568-2522 - Energy Division
Department of Parks and Recreation	800-777-0369
Harbor Masters	
Channel Islands Harbor Patrol	805-382-3007
City of Santa Barbara-Waterfront Department 132-A Harbor Way Santa Barbara, CA 93109	805-564-5531* 805-560-7580 Fax
Waterfront Director / Harbor Master	805-564-4525
Harbor Operations Manager	805-897 2587
Harbor Patrol	805-564-5530 805-564-5529
Ventura Port District	805-642-8618 805-658-2249 Fax
California Conservation Corps (Beach Cleanup Crew)	805-549-3561

* Indicates 24 hour number

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Local Cities/Counties of California Notifications (Continued) Figure 1-7

Agency	Phone Number
Camarillo Center-Ventura 3200 Wright Road Camarillo, CA 93010	805-278-2787
Emergency Services	**Dial 911 For All Emergencies First**
Santa Barbara County	
Sheriff Goleta Valley Sheriff Station 4434 Calle Real Santa Barbara, CA. 93110	805-681-4100
Ambulance-Emergency Medical Services 300 N. San Antonio Road Building 1 Santa Barbara, CA 93110	805-681-5274
City of Santa Barbara Fire Department Fire Administration 121 W Carrillo St Santa Barbara, CA 93101Fire	805-965-5252 Emergency 805-965-5254 Administration
City of Santa Barbara Police Department 215 East Figueroa Street Santa Barbara, CA 93101	805-965-5151 Non-emergency 805-897-2300 Dispatch 805-897-2434 Fax 805-897-2410 Emergency
Goleta Valley Cottage Hospital	805-967-3411
Ventura County	
Ventura County Sheriff's Department 800 South Victoria Avenue Ventura, CA 93009	805-654-2380
Thousand Oaks Police Department	805-494-8200 805-494-8295 Fax
California Coast District	805-968-1033 911*

* Indicates 24 hour number

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Local Cities/Counties of California Notifications (Continued) Figure 1-7

Agency	Phone Number
Mutual Aid	
Platform Hermosa – PXP	
Platform Hidalgo – PXP	
Platform Harvest – PXP	
Platform Holly - Venoco	
Technical Assistance	
The Response Group	281-880-5000 713-906-9866

* Indicates 24 hour number

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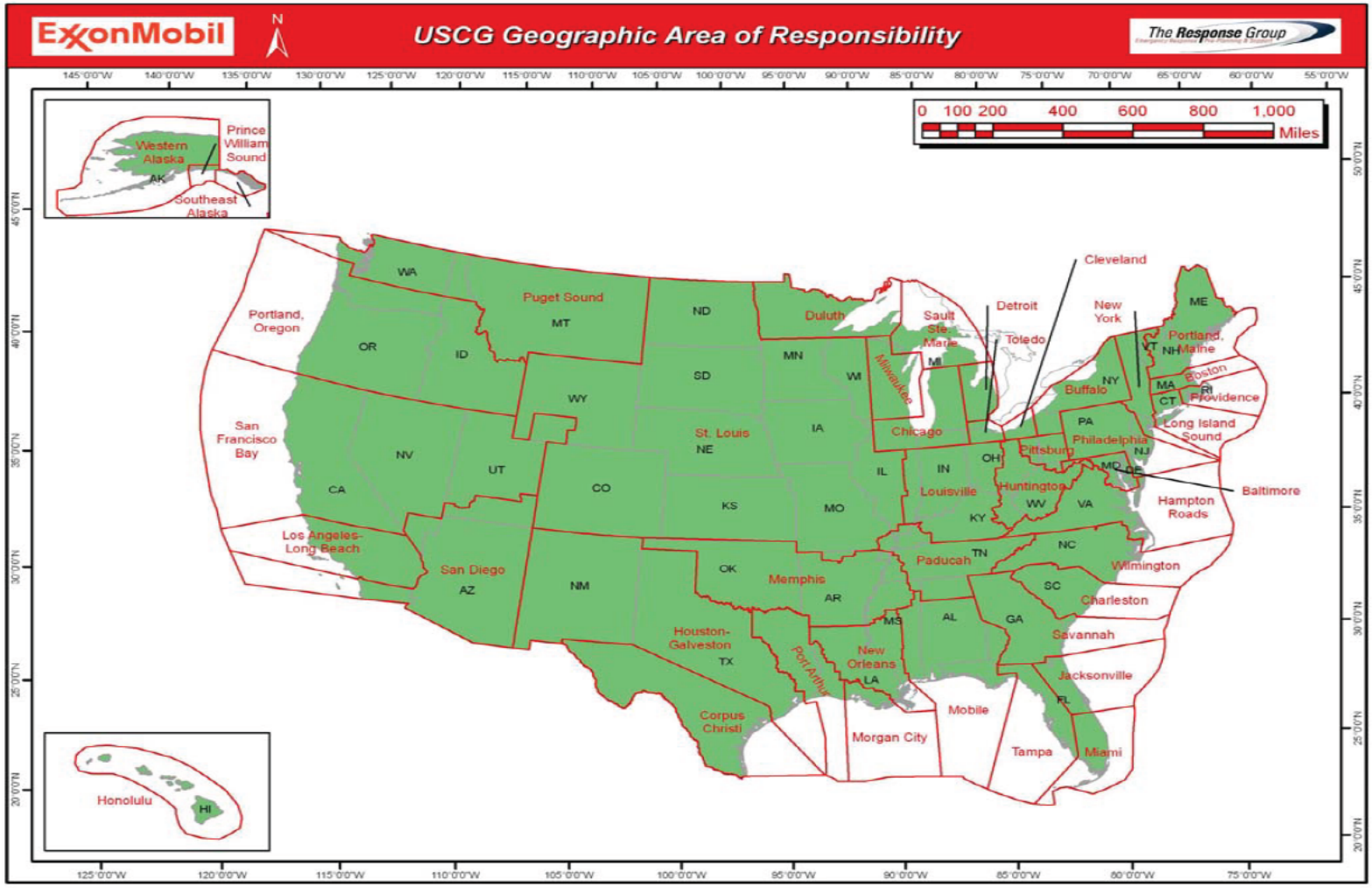
United States Coast Guard Areas of Responsibility — Figure 1-8



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D. OSRO Contact Information

Primary Equipment Providers

Clean Seas
California Office
990 Cindy Lane, Unit B
Carpinteria, CA 93013

Cape San Martin to Point Dume	805-684-3838 (24 hr)
Cape San Martin to Point Dume Fax	805-684-2650
Carpinteria Yard	805-684-4719
	805-684-3269
Carpinteria Yard Fax	805-684-0484

Marine Spill Response Corporation
California Office
702 National Court, Suite 1
Richmond, CA 94804

Toll Free	800-645-7745 (24 hr)
Alternate	800-259-6772
Alternate	732-417-0175
FAX	800-635-6772
Alternate FAX	732-417-0097
Internet	www.msrc.org

See **Appendix E**, Response Equipment for a listing of equipment available through the primary equipment providers. Additional equipment, services, supplies, and personnel can be found in **Appendix F**, Support Services.

E Internal Spill Reporting Forms

Personnel should complete spill reporting forms as required by the Oil Spill Response Plan and/or company policy.

F. Responding to the Automated Activation System

If the Incident Commander makes the decision to activate the ELIRT, the team is activated using the automated activation system. The system is completely automated and will run for two hours (or the designated length of time the initiator sets) on its own after it is activated. It is set up to call your pager, Blackberry (SMS), cell phone and office (and may call your home if necessary). Once you have completed the response process, you shouldn't receive any additional calls or pages.

Respond to a notification via phone:

1. If prompted in the phone message, verify that you are the intended recipient
2. Using touch-tone keypad, follow prompts and enter appropriate responses to the notification
3. Press 1 to bypass the prompt and listen to the message

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F. Responding to the Automated Activation System (Cont'd)

Respond to a notification via 2-Way Alphanumeric Pager:

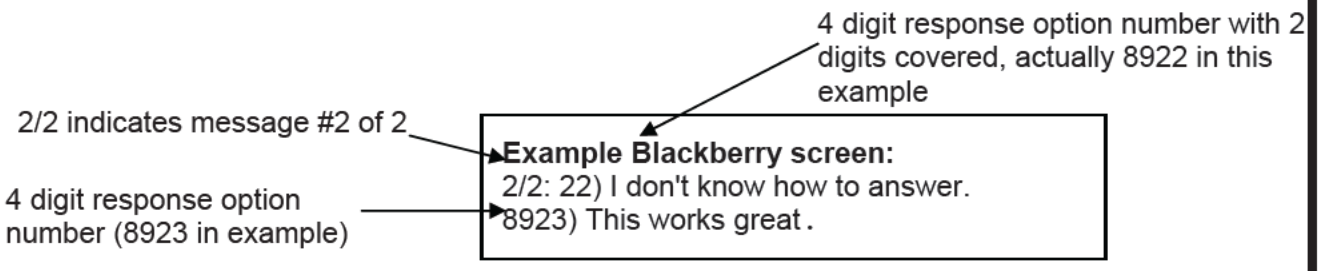
1. Receive Message on 2-way pager
2. Select Message Options, Reply to Message
3. Highlight the correct option and hit Enter

-or-

4. Respond as you would via 1-way Pager or Fax notification (see below)

Respond to a notification via 2-Way SMS (Blackberry):

5. Receive message(s) on Blackberry (may be split into several messages)
6. Open 1 of (may be 2 or 3 messages, read all for complete list of response options and their associated 4-digit response option numbers)



1. Select **Reply**
2. Enter 4 digit response option number and **Send**

-or-

3. Respond as you would via 1-way Pager or Fax notification (see below)

Respond to a notification via Email:

1. Reply to the email notification
2. Place the appropriate response number in the body of the email then click **Send** on email client

-or-

3. Respond as you would via 1-way Pager or Fax notification (see below)

Respond to a notification via 1-Way Pager or Fax:

1. You cannot respond to notifications via one-way pager or fax.
2. Call the 800 number listed on the pager or fax and enter the supplied Telephony ID. Using a touch-tone keypad, follow the prompts and enter the appropriate response(s)
3. All PINs are set to 9999

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Available Technical Expertise — Figure 1-9

Name	Address	Telephone
Channel Islands National Marine Sanctuary http://channelislands.noaa.gov/	113 Harbor Way, Suite 150 Santa Barbara, CA 93109	(b) (6) (Emergency Cell) 805-966-7107 (Off) 805-568-1582 (Fax)
National Marine Fisheries Service http://www.nmfs.noaa.gov/	501 West Ocean Blvd. Long Beach, CA 90802	562-980-4000 (Off)
U.S. Fish and Wildlife Service http://www.fws.gov/		805-644-1766
California Department of Fish and Game http://www.dfg.ca.gov/ Wildlife Biologist Marine Biologist	South Coast Office 4949 Viewridge Avenue San Diego, CA 92123	916-653-8120 (Off 805-568-1220 (Off) (b) (6) (cell)
Other Agency Data Sources		
California Environmental Resource Evaluation System http://www.ceres.ca.gov/index.html	801 K St. Sacramento, Ca 95814 16th Floor	916-322-3489 Fax
Southern California Coastal Ocean Observing System (SCCOOS) http://sccoos.ucsd.edu/	Coastal Observing R&D Center Scripps Institution of Oceanography University of California, San Diego 9500 Gilman Drive La Jolla, CA 92093-0213	858-822-3101 858-822-2873 858-534-7132 (Fax)
Oiled Wildlife Care Network http://www.owcn.org/	San Francisco Bay Center 4369 Cordelia Road Fairfield, CA 94534	530-752-4167 (Off) 530-752-3318 (Fax)

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Available Technical Expertise (Cont'd) — Figure 1-9

Name	Address	Telephone
US Dept of the Interior		
Office of Environmental Policy & Compliance Oakland Region, Jackson Center One	1111 Jackson Street, Suite 520 Oakland, CA 94607	510-817-1477 (Off) 510-419-0177 (Fax)
Channel Islands National Park www.nps.gov/chis	1901 Spinnaker Drive Ventura, CA 93001	805-658-5730 805-658-5720 (Dispatch)
U.S. Fish & Wildlife Service Ventura Field Office	2493 Portola Road, Suite B Ventura, CA 93003	805-644-1766 (Off) 805-644-3958 (Fax)
California Department of Fish & Game		
South Coast Region	South Coast Office 4949 Viewridge Avenue San Diego, CA 92123	858-467-4201 (Off) 858-467-4299 (Fax)
Weather Service		
Applied Weather Technology	158 Commercial Street Sunnyvale CA 94086	408-731-8600 (Off) 408-731-8601 (Fax)
Oil Analysis		
Core Lab Petroleum Services	3437 Landco Drive Bakersfield, California 93308	661-325-5657 (Off) 661-325-5808 (Fax)
Environmental Assessments		
ENTRIX	2140 Eastman Avenue Suite 200 Ventura, CA 93003	805-644-5948 (Off) 805-658-0612 (Fax)
Wildlife Services		
NOAA Marine Mammal Stranding Network	501 West Ocean Blvd. Long Beach, CA 90802	800-853-1964
International Bird Rescue & Research Center Los Angeles Oiled Bird Care & Education Center (LAOBCEC)	3601 South Gaffey Street San Pedro, CA 90731	310-514-2573 (Off) 310-514-8219 (Fax)
National Marine Fisheries Service	501 West Ocean Blvd, Suite 4200 Long Beach, CA 90802	562-980-4017 562-980-4000 562-980-4027 Fax
Satellite Services		
MacDonald, Dettwiler and Associates Ltd. (MDA)		240-833-8282

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Wildlife Management Areas & Refuges — Figure 1-10

Name	Address	Telephone
Wildlife Management Areas & Refuges		
Guadalupe-Nipomo Dunes NWR	Guadalupe, CA	805-343-9151
San Diego Bay NWR	Imperial Beach, CA	619-575-2704 760-431-9440
Tijuana Slough NWR	Imperial Beach, CA	619-575-2704 760-431-9440
San Diego NWR	Jamul, CA	619-468-9245
Humboldt Bay NWR	Loleta, CA	707-733-5406
Seal Beach NWR	Seal Beach, CA	562-598-1024 562-254-4352 562-477-6432
Bitter Creek NWR	Ventura, CA	661 343 3332

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OSRO and Spill Response Team (SRT) Contact Information — Figure 1-11

Company	Full Range Response	Other	Locations	Super-visor	Technical / Operator	Support/ General Laborer
Airborne Support, Inc. 985-851-6391		Dispersant Spraying Services, Equipment and Personnel	3626 Thunderbird Rd Houma, LA 70363	-	-	-
AirScan, Inc. 321 631 0005		Remote Sensing; Spill Modeling	7017 Challenger Avenue Titusville, Florida 32780	-	-	-
Allied International Emergency 800-421-4911		Emergency Response	2333 Delante Ave Ft. Worth, TX 76117 916 N. Robinson Rd Texarkana, TX 75501			
Complete Environmental Group 251-580-9400			48340 Hwy 59 North Bay Manette, AL 36507			
Dillon Environmental Services, Inc. 580-226-5303		Oil spill clean-up contractor and service	780 Rickets Lane Ardmore, OK 73401	-	-	-
Diversified Environmental Services 813-248-3256 800-786-3256		Spill response and clean-up	1201 N. 22nd St. Tampa, FL 33605			
Eagle SWS 800-336-0909 http://www.swsefr.com/			9204 U.S. 287 Ft. Worth, TX 76131 414 FM 1103 Cibolo, TX 78108 1700 North E. St. La Porte, TX 77571 9547 US Hwy 69 Tyler, TX 77571 10049 Industriplex Gonzales, LA 70737	-	-	-
Aquilex Hydrochem 800-WE-CLEAN	✳	Industrial cleaning services	1539 Harbor Avenue, Long Beach, CA 90813 900 Georgia Avenue Deer Park, TX 77538			
Shaw Environmental & Infrastructure Inc. 800-537-9540	✳	Environmental clean up	1800 Promenade Cr Sacramento, CA 95834 4005 Port Chicago Hwy Concord, CA 94520 4 Park Plaza, Suite 600 Irvine, CA 92614 1230 Columbia St, Ste 1200 San Diego, CA 92101 4171 Essen Lane Baton Rouge, LA 70809	5	13	32

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OSRO and Spill Response Team (SRT) Contact Information (Cont'd) Figure 1-11

Company	Full Range Response	Other	Locations	Super-visor	Technical / Operator	Support/ General Laborer
Miller Environmental Services, Inc. 800 929 7227 Corpus Christi 888 207 9403 Sulphur, LA www.miller-env.com info@miller-env.com	✳	Environmental clean up	600 Flato Rd Corpus Christi, TX 78405	11	27	25
			1560 West Cardinal Dr. Beaumont, TX 77705			
			2208 Industrial Dr. Sulphur, LA 70665	4	14	6
PSC 877-577-2669 New Alta 800 567 7455 Canada (Emergency) 888-737-2911 Canada (Non-Emergency)		Industrial cleaning and environmental waste services	395 W. Channel Rd Benicia, CA 94510			
			1802 Shelton Dr. Hollister, CA 95023			
			62117 Railroad Ave San Ardo, CA 93450			
			1661 E. 32nd St. Long Beach, CA 90807			
			425 Isis Avenue Inglewood, CA 90301			
SEACOR Marine, Inc. 281-899-4800		Supplemental Offshore Vessels	7910 Main Street, 2nd floor Houma, LA 70360			
The Response Group, Inc. 281-880-5000 713-906-9866* www.responsegroupinc.com information@responsegroupinc.com		Spill Trajectories IAP/ICS Support	13939 Telge Road Cypress, TX 77429			

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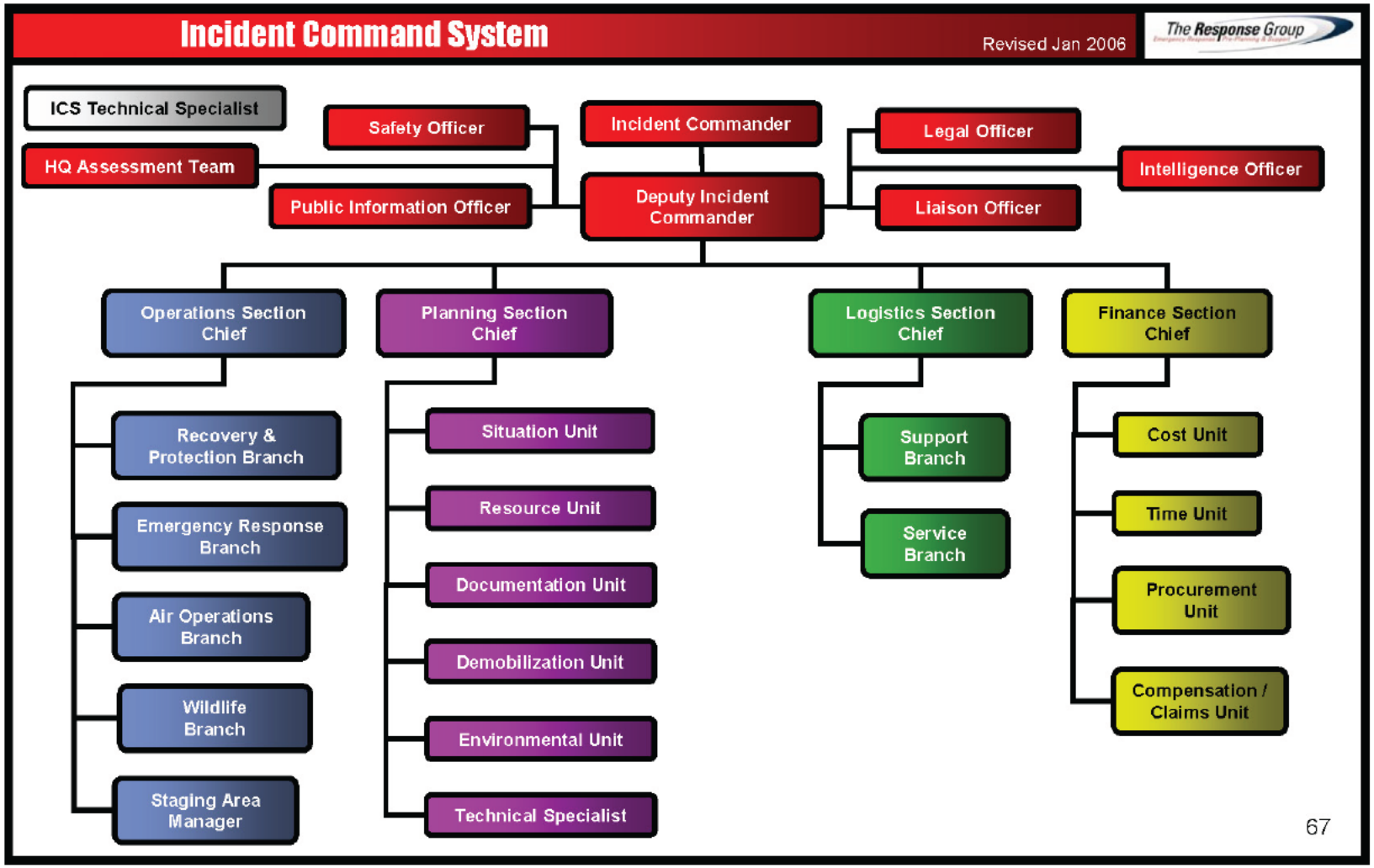
ExxonMobil Incident Command System Organization Chart — Figure 1-12a



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ExxonMobil SMT Duties & Responsibilities — Figure 1-12b

REFER TO SECTION 4 FOR INFORMATION REGARDING RESPONSE ORGANIZATION AND RESPONDER ROLES

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Dispersant Approval Process

Dispersants are chemicals used to remove floating oil from the water surface and disperse it into the water column in order to reduce impact to sensitive shoreline habitats and animals that are present on the water surface. Specially formulated products containing surface-active agents are sprayed onto the slicks by aircraft or boat and are applied undiluted or mixed with water. The dispersants reduce the oil/water surface tension and decrease the energy needed for the slick to break into small particles and mix into the water column.

Figure 1-13 represents a Dispersant Use Decision Tree to aid in determining whether or not to pursue dispersants as a response option. **Figure 1-14** is the Dispersant Application form for Pre-Approval by the Regional Response Team. ExxonMobil's primary provider of dispersant operations equipment is Clean Seas and MSRC, **Figure 1-18**. *Additional information, including checklists, effectiveness, and toxicity data, can be found in* ***Section 18*** *of the OSRP.*

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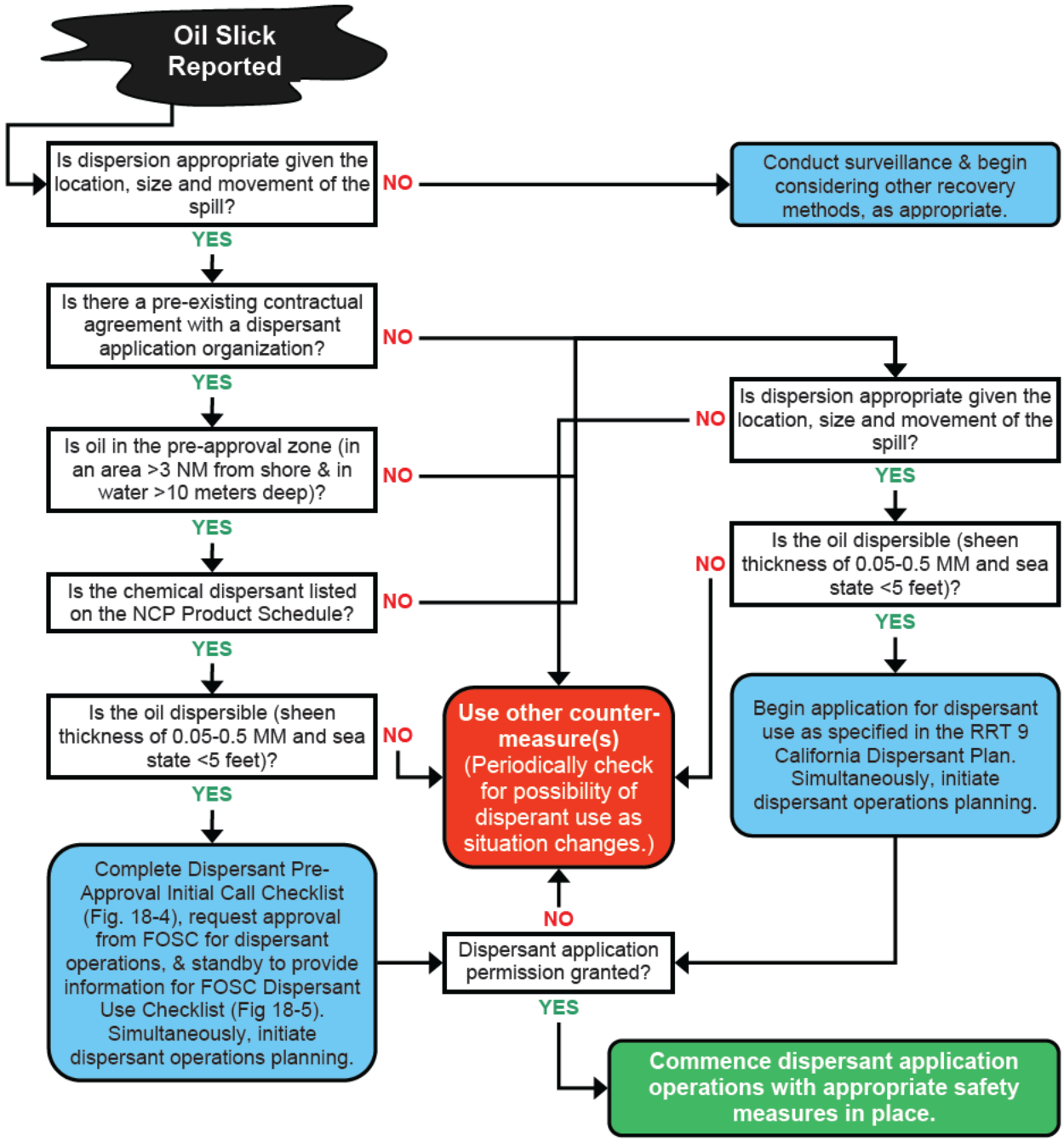
Dispersant Use Decision Tree — Figure 1-13



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Dispersant Pre-Approval Initial Call Checklist — Figure 1-14

Dispersant Pre-Approval Initial Call Checklist
Boxes denote essential Information

CALLER

Time of Initial Call: Date: ____/____/____ Time:_____ CT
Month Day Year (24 hour clock)

Name of Caller:_____

Telephone #: ( ) -

Name of Alternate Contact:_____

Telephone #: ( ) -

Company Name:_____

Address:

Street:_____
City:_____
State:_____ ***Zip Code:***_____

SPILL

Initial Time of Spill: Date: ____/____/ Time: CT
Month Day Year (24 hour clock)
Location of Spill: LAT: N LONG: W

Block Name:_____ Block Number:_____

Type of Release: [Instantaneous ( ) or Continuous Flow ( )]

Oil: Name:_____

API:_____ Pour Point:_____(°C or °F)
Circle One

Amount Spilled: ____[GAL or BBLS (42 GAL/BBL)]
Circle One

Flow Rate if Continuous Flow (Estimate): _____

ON-SCENE WEATHER (Note: If not available contact SSC for Weather)

Wind Direction From (Degrees): _____Wind Speed: Knots
Surface Current (Direction toward, Degrees):
(Speed): _____Knots
Visibility: _____ Nautical Miles
Ceiling:_____ Feet
Sea State (Wave height):_____ Feet

DISPERSANT SPRAY OPERATION

Dispersant Spray Contractor
Name: _____
Address: *Street:* _____
City: _____
State: _____*Zip Code:* _____
Telephone: (__ __ __) __ __ __ - __ __ __ __
Dispersant: Name: _____
Quantity Available: _____
Platform: Aircraft Type: _____
Multi-Engine ( ) or Single-Engine ( )
Boat Type: _____
Other: _____
Dispersant Load Capability (Gal): _____
Time to First Drop on the oil (Hours): _____

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MSRC Equipment Location Map

Figure 1-15

(b) (7)(F), (b) (3)

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MSRC Response Equipment — Figure 1-16

EUREKA / HUMBOLDT BAY, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	DOP-250	3,017	
1	Aard VAC	3,840	
1	Desmi Ocean	3,017	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
2,860	Sea Sentry II	1	Shallow Water Barge (Self propelled / 400 bbl)
2,000	Texa Boom	2	Shallow Water Barges (non-self propelled / 400 bbl)
3,017	Slickbar Boom	3	Shallow Water Push Boats (1 – 26' Munson)
180	Simplex	2	500 bbl towable storage bladders
2,000	20" Harbor Boom	2	12' Punts
CONCORD, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	W-4	3,562	
1	W-1	1,440	
2	Mini-Waloseps	596	
2	4" Oil Mop	76	
3	4" Oil Mop	144	
2	4" Oil Mop	192	
1	6" Oil Mop	48	
2	Oil Hawg	1,372	
2	Skim Pac	480	
1	GT-260	3,000	
1	GT-185	1,368	
3	Destroil 250	6,984	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
400	15" Harbor boom	1	RHIB
650	20" Abasco	1	Boston Whaler
40	Texaboom	6	12' Punts
50	44" Troil 1100	2	(57 bbl ea for 114 bbl) Fast Tank
80	47" Net Float	1	(9 bbl) Fast Tank
400	15" Harbor boom	1	(12 bbl) Kepner Sea Container
		1	59 bbl towable storage bladder

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MSRC Response Equipment (Cont'd) — Figure 1-16

MARTINEZ, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
2	Marco Class III	18,450	
2	Marco Class I	7,176	
1	6" Oil Mop	240	
1	W-4	3562	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
4,600	20" Harbor Boom	3	Shallow Water Push Boats (1 - 26' Munson)
4,000	10" River Boom	4	Mini-Barges; 100 bbls TS
5,000	20" Harbor Boom	1	Sentinel; 90 bbls TS
4,100	43" Expandi 4300	1	Spill Spoiler II; 90 bbls TS
1,100	17" Amer B&B	1	Mini Spoiler I; 18 bbls
1,050	20" Amer Marine	1	Mini Spoiler II; 18bbls
2,000	29" Parker	2	(35 bbl) Fast Tank
2,000	8" Amer Marine	1	(57 bbl) Fast Tank
2,500	10" Cont Sys	4	59 bbl towable storage bladders
500	16" Amer Fence	1	29 bbl towable storage bladder
200	6" Amer Swamp	2	32' small boats
		2	38' small boats
		2	21' small boats
		1	(35 bbl) Fast Tank
		2	Mini-Barges; 100 bbls TS
SAN FRANCISCO, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	W-1	1,920	
1	GT-185	1,368	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
3,000	43" Expandi 4300	1	Clean Bay II; 2,089 bbls TS
600	59" Troil 1500		
100	20" Harbor Boom		
1,700	30" Expandi 3000		
75	44" Troil 1100		

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MSRC Response Equipment (Cont'd) — Figure 1-16

BERKELEY, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	Marco Class III	12,300	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
100	20" Harbor Boom	1	Spill Spoiler I; 90 bbls TS

RICHMOND, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
2	GT-185	2,742	
1	Transrec 350	10,567	
1	Stress I	15,840	
1	WP-1	3,017	
1	W-1	1,920	
1	GT-185	1,368	
4	DOP-250	12,068	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
5,940	Sea Sentry II	1	4,000 barrel OSRV Storage
8,000	Texa Boom	1	45,000 barrel offshore barge
7,800	Slickbar	15	500 bbl towable storage bladders
675	Oil Trawl	2	3,000 bbl towable storage bladders
3,060	Simplex	1	Shallow Water Barge (self-propelled/400 bbl)
3,472	24" Hard Boom	5	Shallow Water Barges (non-self propelled/400 bbl)
150	21" AmerMar	1	Shallow Water Push Boat
550	18" Flexy Boom	1	1,267 bbls TS on Clean Bay I
2,650	43" Expandi 4300	2	dedicated bow-picker small boats (chartered)
200	44" Troil	1	15,000 Gal Corexit 9527
7,600	20" Harbor Boom		
2,000	17" Harbor Boom		
1,345	20" American		

CROCKET, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
2	Lori Side collect	14,860	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
8,000	20" Harbor Boom	1	90 bbls TS on Squeegee
		1	90 bbls TS on Sponge
		1	dedicated deck barge
		1	74' LCM (chartered)

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MSRC Response Equipment (Cont'd) — Figure 1-16

OAKLAND, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,800	Slickbar		
2,000	Texa Boom		
1,000	20" Abasco		
SACRAMENTO, CA			
Boom		Vessels	
Feet	Type	No.	Type
2,000	Qualitech Boom		
STOCKTON, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	16" Amer Fence		
CORDELIA, CA			
Boom		Vessels	
Feet	Type	No.	Type
500	16" Amer Fence		
500	6" Amer Swamp		
SAUSALITO, CA			
Boom		Vessels	
Feet	Type	No.	Type
957	20" Amer B&B		
MARIN, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,100	20" Amer B&B		

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MSRC Response Equipment (Cont'd) — Figure 1-16

PITTSBURG, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,200	20" Abasco		
OYSTER POINT, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	6" Amer Marine		
1,750	10" Cont Syst		
1,150	16" River Cont Sy		
REDWOOD CITY, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	6" Amer Marine		
1,750	10" Cont Syst		
1,150	16" River Cont Sy		
PORT HUENEME, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
1	Stress I	15,840	
Boom		Vessels	
Feet	Type	No.	Type
770	Sea Sentry II	1	32,000 barrel offshore barge
CARSON, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
1	Vikoma 3 Weir	5,657	
1	Walosep W4	3,017	
Boom		Vessels	
Feet	Type	No.	Type
440	Sea Sentry II	2	500 bbl towable storage bladders
4,000	Texa Boom	1	3,000 bbl towable storage bladder
1,800	Slickbar		
1,216	Vikoma 3 Weir		

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MSRC Response Equipment (Cont'd) — Figure 1-16

TERMINAL ISLAND, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	DOP-250	3,017	
1	Transrec 350	10,567	
1	GT-185	1,371	
1	Komara K-12	275	
1	Aard VAC	3,840	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
7,150	Sea Sentry II	1	4,000 barrel OSRV Storag
675	Oil Trawl	2	Shallow Water Barge (non-self pr pell d/400 b l)
120	Simplex	2	Shallow Water Push Boa s
		1	500 bbl towable st rage bladd r

LONG BEACH, CA			
Skimmers			
No.	**Type**	**Effective Daily Recove y Capacity BBL/Day**	
1	WP-1	3,017	
6	Lori Lors	29,724	
1	Lori Bow Collect	2,477	
4	GT-185	5,416	
1	Multi-Model 24	2,500	
1	Walosep WM	336	
1	Desmi Terminator	3,019	
3	GT-185	3,990	
1	Lori Side Collect	2,477	
2	Lori Bow Collect	4,954	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
60	Simplex		Shallow Water Barge (non-self-propelled/400 bbl)
7,500	43" Expandi	1	Shallow Water Push Boat
3,000	44" Reelpa		1,510 bbls on Clean Waters I
2,000	24" So id Fill	1	2,215 bbls on Recovery 1
1,300	36" Kepn r	1	2,215 bbls on Recovery 2
400	24" mer Mar e	3	Lori Barge; 100 bbls
2,50	" Am r Mar ne	1	16 bbls on Response 3
3 000	43" Expandi	1	Fiber glass Tank, 70 bbls
7,0 0	43" Amer Marine	2	18' Small boats
		2	16' Small boats
		2	Fast Tanks, 62 bbls
		3	Dracones, 29 bbls
		1	Kepner Sea Bag, 29 bbls
		2	8 bbl tanks
		1	6,575 Gal Corexit 9527

Public Version

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MSRC Response Equipment (Cont'd) — Figure 1-16

REDONDO BEACH, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	44" Reelpack	1	Kepner Sea Bag, 29 bbls
EL SEGUNDO, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
1	DOP-250	3,017	
Boom		Vessels	
Feet	Type	No.	Type
7,260	Sea Sentry II	1	Shallow Water Barge (non-self propelled/400 bbl)
2,000	Texa Boom	1	Shallow Water Push Boat
2,000	Slickbar		
60	Simplex		
500	Fire + 400' Guide		
ANAHEIM BAY, CA			
Boom		Vessels	
Feet	Type	No.	Type
3,800	36" Amer Marine		
1,500	24" Amer Marine		
2,000	18" Amer Marine		
825	10" American		
1,825	9" American		
1,000	8" American		
LOS ANGELES HARBOR, CA			
Boom		Vessels	
Feet	Type	No.	Type
2,400	36' Solid Fill		
1,600	36' Kepner		
ALAMITOS BAY, CA			
Boom		Vessels	
Feet	Type	No.	Type
800	24" Amer Marine		

Public Version

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MSRC Response Equipment (Cont'd) — Figure 1-16

LB Fire Boat Sta #15			
Boom		Vessels	
Feet	Type	No.	Type
1,200	24" Amer Marine		

LB Fire Boat Sta #20			
Boom		Vessels	
Feet	Type	No.	Type
1,200	24" Amer Marine		

Platform Eva			
Boom		Vessels	
Feet	Type	No.	Type
1,500	43" Expandi		

Platform Esther			
Boom		Vessels	
Feet	Type	No.	Typ
1,500	43" Expandi		

Platform Emmy			
Boom		Vessels	
Feet	Type	No.	Type
750	43" Expandi		

San Diego, A		
Skimmer		
No.	Type	Effective Daily Recovery Capacity BBL/Day
1	GT-185	1,371
1	Lori Side Collect	2,477
1	Walosep W-1	1,330

Boom		Vessels	
Feet	Type	No.	Type
2,000	Texa Boom	1	Shallow Water Barge (self propelled/400 bbl)
2,000	Slickb r	1	500 bbl towable storage bladder
3,900	Qualitech Bo m	1	21' Small boat; 7 bbls storage
60	Simp x		
5,600	24" Amer Ma ine		

Add ional in ormation on MSRC Equipment can be found in **Appendix E**, Figure E-3 or their webs e at www.msrc.org/

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MSRC Communications Equipment List — Figure 1-17

Mobile Communications Suite	
QUANTITY	**COMPONENT**
1	Telephone System
1	Telephone/Radio Interface
1	HF SSB Marine Radio
2	VHF Marine Radios
1	VHF Aviation Radio
2	VHF Business Band Radios
2	VHF Repeaters
1	UHF Business Band Radio
2	UHF Repeaters
1	Ku Band Satellite System
1	MSRC Data Support Package
1	48' Trailer
1	30KVA Generat r
1	20' ISO Containe

Communications Fly-Away Kit	
QUANTITY	**COMPONENT**
1	Anvil Case with wheels
1	Three wa cellular telephone
1	Portable Facsimile achine that can be operated over cellular
1	MacIntosh Po e book 520 Computer
1	Spare Parts Kit
1	HP DeskJet 320 Portable Printer

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MSRC Equipment — Figure 1-18

Dispersants

Use: Sea conditions that are unacceptable for other equipment and methods. Very distant or remote spill sites. More beneficial spray patterns. Spill treatment in non-navigable waters.

Description: The use of aircraft for rapid application of dispersant over a large area of water.

	King Air BE90
Engines:	Twin(prop)
Flying Time with/without payload:	~1.2 - ~4.3 hours / ~5 hours
Dispersant Capacity:	325 gal
Application Rate(gal/acre):	5
Spray Time(per load):	5 min
Swath Width:	75'
Flow Rate(gal/min):	200

Use: Sea conditions that are unacceptable for other equipment and methods. Very distant or remote spill sites. More beneficial spray patterns. Spill treatment in non-navigable waters.

Description: The use of aircraft for rapid application of dispersant over a large area of wa er.

	C-130A
Engines:	uad(prop)
Flying Time with/without payload:	~4.2 ours / ~6.7 hours
Dispersant Capacity:	3,250 gal
Application Rate(gal/acre)	5
Spray Time(per load):	5 min
Swath Width:	150'
Flow Rate(gal/min	200

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Clean Seas Equipment — Figure 1-19

MARINE CONTAINMENT AND RECOVERY PLATFORMS					
OSRVs / SRVs /OSRB					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
MR CLEAN III	Vessel	181' x 40' OSRV	Santa Barbara Channel	1	NA
	Boom - Ocean	60" Reel Pack	MR CLEAN III	1500'	Kepner
	Boom - Ocean	43" SPI auto-boom	MR CLEAN III	3000'	Oil Stop
	Storage -TSC	Internal Tanks	MR CLEAN III	1,200 bbls	NA
	Skimmer	5 Chain Brush	MR CLEAN III	6191 edrc	Lamor
	Skimmer	5 Chain Brush	MR CLEAN III	6191 edrc	Lamor
	Skimmer	GT-185	MR CLEAN III	1,371 edrc	Pharo Marine
	Skimmer	Roto-30	MR CLEAN III	3017 edrc	Roto-Trading
	Support Boat	RHIB	MR CLEAN III	6 Meter	RHIBcraft
	Pump	DOP 250	MR CLEAN III	629 bph	Desmi
	Pump	DOP 250	MR CLEAN III	629 bph	Desmi
	Absorbent Boom	8"	MR CLEAN III	10 @ 40'= 400'	3-m
	Dispersant	9527	MR CLEAN III	1000 gallons	Nalcool
	Dispersant Spray Arms	Distribution System	MR CLEAN III	2	NA
	Site Entry Kit	4 gas/benzene chip	MR CLEAN III	1	Industrial Sc./Draeger
	Tracking Buoy	DFB	MR CLEAN III	2	
	Radios	P 400	MR CLEAN III	4/ 158.445 + VHF marine	Motorola
	Radios	VHF Base	MR CLEAN III	1/ 158.445 + VHF marine	Motorola
	Radios	VHF Mobile	MR CLEAN III	Marine	Motorola
	Cell # 805 455-5503	NA	MR CLEAN III	1	
	Computer w/ Brdbnd crd.	na	MR CLEAN III	1	Dell /ATT

OSRVs / SRVs /OSRB (continued)					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
CLEAN OCEAN	Vessel	145' x 36' OSRV	Santa Barbara Channel	1	na
	Boom - Ocean	60" Reel Pack	CLEAN OCEAN	1500'	Kepner
	Boom - Ocean	43" SPI auto-boom	CLEAN OCEAN	3000'	Oil Stop
	Storage -TSC	Internal Tanks	CLEAN OCEAN	1,200 bbls	NA
	Skimmer	4 Chain Brush	CLEAN OCEAN	4952 edrc	Lamor
	Skimmer	4 Chain Brush	CLEAN OCEAN	4952 edrc	Lamor
	Skimmer	GT-185	CLEAN OCEAN	1,371 edrc	Pharo Marine
	Skimmer	GT-185	CLEAN OCEAN	1,371 edrc	Pharo Marine
	Support Boat	RHIB	CLEAN OCEAN	6 Meter	Willard Marine
	Transfer Pump	DOP 250	CLEAN OCEAN	629 bph	Desmi
	Hydraulic Power Unit	DA50	CLEAN OCEAN	1 / 50 gpm	Diesel America
	Absorbent Boom	8"	CLEAN OCEAN	10 @ 40'= 400'	3-m
	Dispersant	9527	CLEAN OCEAN	1000 gallons	Nalcool
	Dispersant Spray Arms	Distribution System	CLEAN OCEAN	2	NA
	Site Entry Kit	4 gas/benzene chip	CLEAN OCEAN	1	Industrial Sc./Draeger
	Tracking Buoy	DFB	CLEAN OCEAN	2	
	Radios	P 400	CLEAN OCEAN	4/ 158.445 + VHF marine	Motorola
	Radios	VHF Base	CLEAN OCEAN	1/ 158.445 + VHF marine	Motorola
	Radios	VHF Mobile	CLEAN OCEAN	Marine	Motorola
	Cell # 805 455-5501	NA	CLEAN OCEAN	1	
	Computer w/ Brdbnd crd.	na	CLEAN OCEAN	1	Dell /ATT

OSRVs / SRVs /OSRB (continued)					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
TIDE MAR VII	Barge	160' x 39' OSRB	Santa Barbara Channel	1	NA
	Storage -TSC	Internal Tanks	TIDE MAR VII	7,840 bbls	NA
	Pump	DOP 250	TIDE MAR VII	629 bph	Desmi
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
CLEAN SWEEP	Vessel	32' x 11' SRV	Santa Barbara Channel	1	Kvickak Marine
	Boom	26" Sweep Boom	Ventura Harbor	30'	Lamor
	Storage -TSC	Internal Tanks	Ventura Harbor	29 bbls	Kvickak Marine
	Skimmer	3 Chain Brush	Ventura Harbor	3710 edrc	Lamor
	Site Entry Kit	4 gas/benzene chip	Ventura Harbor	1	Industrial Sc./Draeger
	Radios	VHF Base	Ventura Harbor	1/ 158.445 + VHF marine	Motorola
	Radios	VHF Mobile	Ventura Harbor	Marine	Motorola

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Clean Seas Equipment (Cont'd) — Figure 1-19

MARINE BOOMING / SUPPORT VESSELS					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
AJAX	Boat	32' x 8'	Carpinteria Support Yard	1	WorkBoats N.W.
COMET	Boat	32' x 8'	Santa Barbara Harbor	1	WorkBoats N.W.
SEA ARK	Boat	21' x 7.5'	Carpinteria Support Yard	1	Sea Ark Boats

OCEAN BOOM					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity (Feet)**	**Manufacturer**
CS Yard- Bld #2	Boom - Ocean	43" SPI auto-boom	Carpinteria Support Yard	3000	Oil Stop
CS Yard- CONEX #1	Boom - Ocean	43" Solid Foam	Carpinteria Support Yard	1500	CCB company
CS Yard- CONEX #2	Boom - Ocean	43" Solid Foam	Carpinteria Support Yard	1500	CCB company
CS Yard- CONEX #3	Boom - Ocean	43" Solid Foam	Carpinteria Support Yard	1500	CCB company
CS Yard- Lay- down	Boom - Ocean	43" self-inflation	Carpinteria Support Yard	750	Expandi Boom
			Total Boom in Feet	8250	

STORAGE - Towable Storage Bladders, Rigid Hull Dracones & Portable Land based					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
CS Yard	Storage - TSB	Kepner 120	Carpinteria Support Yard	3 @120 bbls =360 bbl	Kepner Plastics
CS Yard	Storage - TSB	Kepner 590	Carpinteria Support Yard	1 @590 bbl	Kepner Plastics
CS Yard	Storage - TSB	Kepner 28	Carpinteria Support Yard	4 @ 28 bbl = 112 bbl	Kepner Plastics
CS Yard	Storage - TSB	Dunlope Dracone	Carpinteria Support Yard	1 @ 140 bbl	Dunlope UK.
CS Yard	Storage - Rigid Dracone	Eagle alum barge	Carpinteria Support Yard	4 @ 100 bbl = 400 bbl	Eagle Marine
CS Yard	Storage - Rigid Dracone	Eagle alum barge	Carpinteria Support Yard	4 @ 100 bbl = 400 bbl	Eagle Marine
CS Yard 10 /TRKTD 2	Storage - Portable Land	FASTANK 57	Carpinteria Support Yard	12 @ 57 bbl = 684 bbl	FASTANK
		Total (Non OSRV/SRV) Temporary Storage		**2686 bbl**	

SKIMMERS - Open Ocean, Nearshore & Inland					
Bin Location	**Type**	**Model**	**Warehoused**	**Capacity/EDRC**	**Manufacturer**
Building #2	Weir	Terminator	Carpinteria Support Yard	3017	Desmi
Building #2	Weir	Terminator	Carpinteria Support Yard	3017	Desmi
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 3	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 3	Oleophillic Brush	5 Brush	Carpinteria Support Yard	6182	Lamor Corp.
Connex 3	Oleophillic Brush	5 Brush	Carpinteria Support Yard	6182	Lamor Corp.
Building #2	Weir	GT-185	Carpinteria Support Yard	1371	Pharo Marine
Building #2	Weir	GT-185	Carpinteria Support Yard	1371	Pharo Marine
Building #2	Weir	GT-260	Carpinteria Support Yard	3019	Pharo Marine
Building #2	Drum/Weir	Roto-30	Carpinteria Support Yard	3017	Roto-trading
			Total EDRC Recovery	**39536**	

PUMPS - Transfer & Offloading					
Bin Location	**Type**	**Model**	**Warehoused**	**Capacity / BPH**	**Manufacturer**
CS Yard FT	Pump	FRAMO TK150	Carpinteria Support Yard	857	Frank Moen
CS Yard FT	Pump	FRAMO TK150	Carpinteria Support Yard	857	Frank Moen
CS Yard FT	Pump	DOP 250	Carpinteria Support Yard	629	Desmi
CS Yard FT	Pump	DOP 250	Carpinteria Support Yard	629	Desmi
Building #2	Pump	Peristaltic	Carpinteria Support Yard	125	Master
Building #2	Pump	Peristaltic	Carpinteria Support Yard	125	Master
Building #2	Pump	Peristaltic	Carpinteria Support Yard	125	Master
			Total Pumping Capacity	**3347**	

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Clean Seas Equipment (Cont'd) — Figure 1-19

SHORELINE PROTECTION BOOM -Inland / Nearshore					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity (Feet)**	**Manufacturer**
HARBOR TRAILER #1	Boom	18"	Carpinteria Support Yard	1000	American Marine
HARBOR TRAILER #2	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #5	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #6	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #8	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #10	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #11	Boom	20"	Carpinteria Support Yard	1500	Kepner
40 ' CONEX #5	Boom	30"	Carpinteria Support Yard	3300	Kepner
40 ' CONEX #9	Boom	20"	Carpinteria Support Yard	4600	Kepner
40 ' CONEX #8	Boom	20"	Carpinteria Support Yard	5000	Kepner
40 ' CONEX #6	Boom	30"	Carpinteria Support Yard	1300	Kepner
40 ' CONEX #4	Boom	30"	Carpinteria Support Yard	2800	Kepner
RESPONSE VAN #10	Boom	30"	Carpinteria Support Yard	1000	American Marine
			Total Shoreline Boom	28000	

SHORELINE PROTECTION Skiffs w 15 to 30 hp outboards					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity**	**Manufacturer**
SKIFF TRAILER # 1	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	4	N.A.
SKIFF TRAILER # 2	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	4	N.A.
SKIFF TRAILER # 3	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	3	N.A.
SKIFF TRAILER # 3	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	1	N.A.
SKIFF TRAILER # 4	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	1	N.A.
SKIFF TRAILER # 5	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	1	N.A.

HYDRAULIC POWER UNITS					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
Building #2	Hydraulic Power Unit	DA45	Carpinteria Support Yard	2 / 45 gpm	Diesel America
	Hydraulic Power Unit	DA30	Carpinteria Support Yard	6 / 30 gpm	Diesel America
	Hydraulic Power Unit	DA10	Carpinteria Support Yard	5 / 10 gpm	Diesel America

MOTOR POOL - Trucks, Cranes, Forklifts and Trailers					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
SUPPORT YARD	Semi Tractor	Simi Tractor	Carpinteria Support Yard	1	International
	Crane Truck	Ford 800	Carpinteria Support Yard	1 / 12 TON CRANE	Ford Moter Co.
	Stake Bed Truck	Ford 550	Carpinteria Support Yard	1	Ford Moter Co.
	Stake Bed Truck	Ford 350	Carpinteria Support Yard	1	Ford Moter Co.
	Passenger	Expedition	Carpinteria Support Yard	1	Ford Moter Co.
	Passenger	F150	Carpinteria Support Yard	3	Ford Moter Co.
	Passenger	Ranger	Carpinteria Support Yard	1	Ford Moter Co.
	ATV	Big Bear	Carpinteria Support Yard	1	Yamaha
	ATV	Big Bear	Carpinteria Support Yard	1	Yamaha
	Forklift	V330	Carpinteria Support Yard	1 / 33,000 lbs	Caterpiller
	Forklift	Wiggens m8	Carpinteria Support Yard	1 / 8,000 lbs	Wiggens
	Mobile Ops fld. Office	22' Attitude	Carpinteria Support Yard	1	Southwind
	Open Deck Trailer	18' Texas Trl.	Carpinteria Support Yard	1	Texas Trailer co.

PPE, HANDTOOLS & ABSORBENT MATERIAL Boom, Pads and Snare					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
RESPONSE VAN #6	Absorbent Boom	8"	Carpinteria Support Yard	208 @ 40'= 8320'	3-M
RESPONSE VAN #6	Absorbent Pads	pads	Carpinteria Support Yard	25 bales	3-M

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Clean Seas Equipment (Cont'd) — Figure 1-19

PORTABLE RESPONSE SUPPORT TRAILER					
RESPONSE VAN #7	**Beach Clean-up**		**PPE**		
		Quantity		**Quantity**	
	Rakes	15	Hard Hats	100	
	Shovels Flat	15	Gloves	3000	
	Shovels Round	15	Tyvec	1000	
	Pitch Forks	4	Rain Gear	250	
	Plastic Buckets	15	Rubber Boots	300	
	18" Wire Flags	1000	Hip Waders	10	
	Decon		Safety Glasses	200	
		Quantity	Barrier Cream	6	
	Hand Cleaner	10	Back Braces	24	
	First Aid Kits	10	Sun Screen	300	
	5 Gallon Water Bottles	5	**Miscellaneous**		
	Tables	5		**Quantity**	
	Stackable Chairs	20	Rags	10 cs	
	Dish Pans	6	Tie Wraps	400	
	Gatoraid	6	Trash Bags	4000	
	Kiddie Pools	4	Work Vests	250	
	Hudson Sprayer	2	Traffic Cones	25	
	Short Handle Brushes	12	Wooden Stakes	100	
	Long Handle Brushes	18	Duct Tape	20 rolls	
	Eye Wash Station	1	Chem Lights	100	
	Pallets	3	Tarps	6	
	Barrier Fence	6	Visqueen	2 rolls	
			Sand Bags	1000	
			Bike Flags	100	
			1/4" Line	1200'	
			6" PVC Pipe	20'	
			1/2" Line	600'	

AERIAL DISPERSANT SUPPORT TRAILER SUPPLIES					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
LAY-DOWN	Dispersant	COREXIT 9527	Santa Barbara Channel	7550	Nalcol
LAY-DOWN	Dispersant	COREXIT 9500	Santa Barbara Channel	9900	Nalcol
HARBOR TRL #12	**Item**	**Quantity**	**Item**	**Quantity**	
	150 gal. Simplex sprayer	1	ear muffs	2	
	250 gal. Simplex sprayer	1	hard hats	4	
	24 gal containers	6	tyvek suits	1	
	2 gal. gas cans (empty)	2	disinfection wipes	1	
	box paper rags	1	reflective vests	4	
	tool kit	1	push squeegee	1	
	sorbent pads	2	½ x 20' lines	4	
	8" sorbent boom	1	extension cords	2	
	½ liter drinking water	18	goggles	2	
	first aid kit	1	5 Gal. Buckets	30	
	1500 watt floodlights	2			
	35 gal trashcan	1	MSDS for 9527 & 9500		
	5 gal plastic buckets	11			
	handtruck	1			
	25' hose w/camlock fittings	2			
	folding chairs	4			
	folding tables	2			
	brooms	2			
	tarp	1			
	easyup tent	1			
	55 gal trash bags	1			
	duct tape	2			
	eyewash station	1			
	plastic sheeting	1			
	face shields	2			
	safety glasses	2			
	master pump	1			
	fire extinguisher	1			
	spill absorbent material	2			

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Clean Seas Equipment (Cont'd) — Figure 1-19

PERSONNEL DECONTAMINATION SUPPORT TRAILER SUPPLIES					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	
Harbor Trailer # 4	Portable Decon Pool	NA	Carpinteria Support Yard	1 / 20"x 40'	
	Folding Tables	NA	Carpinteria Support Yard	2 / 24" x 72"	
	heavy tarps	NA	Carpinteria Support Yard	3	
	chairs	NA	Carpinteria Support Yard	6	
	41 gal plastic trash can	NA	Carpinteria Support Yard	3	
	easy-up tent	NA	Carpinteria Support Yard	1	
	fishtote	NA	Carpinteria Support Yard	1	
	short handle brush	NA	Carpinteria Support Yard	1 case	
	sorbent pads	NA	Carpinteria Support Yard	2 bales	
	sorbent boom	NA	Carpinteria Support Yard	2 bales	
	sorbent roll	NA	Carpinteria Support Yard	1 roll	
	degreaser	NA	Carpinteria Support Yard	10 gal	
	hand cleaner	NA	Carpinteria Support Yard	4 gal	
	kiddy pools	NA	Carpinteria Support Yard	4	
	hudson sprayers	NA	Carpinteria Support Yard	4	
	plastic trays	NA	Carpinteria Support Yard	4	
	Rakes	NA	Carpinteria Support Yard	5	
	round shovels	NA	Carpinteria Support Yard	5	
	pitch forks	NA	Carpinteria Support Yard	2	
	plastic buckets	NA	Carpinteria Support Yard	5	
	4"x 5' PVC Pipe	NA	Carpinteria Support Yard	1	
	sand bags	NA	Carpinteria Support Yard	100	
	hard hats	NA	Carpinteria Support Yard	10	
	gloves	NA	Carpinteria Support Yard	100 pr	
	tyvek suits	NA	Carpinteria Support Yard	48	
	rubber boots	NA	Carpinteria Support Yard	48 pr	
	safety glasses	NA	Carpinteria Support Yard	24	
	sun screen	NA	Carpinteria Support Yard	1 bx	
	work vest	NA	Carpinteria Support Yard	10	

PERSONNEL DECONTAMINATION SUPPORT TRAILER SUPPLIES (continued)					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	
	rain suits	NA	Carpinteria Support Yard	5	
	rags	NA	Carpinteria Support Yard	3 cs	
	zip ties	NA	Carpinteria Support Yard	1 bag	
	trash bags	NA	Carpinteria Support Yard	2 bx	
	traffic cones	NA	Carpinteria Support Yard	10	
	duct tape	NA	Carpinteria Support Yard	8 rolls	
	¼" manila rope	NA	Carpinteria Support Yard	600'	
	visqueen	NA	Carpinteria Support Yard	1 roll	
	barrier tape	NA	Carpinteria Support Yard	3 rolls	
	water	NA	Carpinteria Support Yard	1 cs	

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Facility Locations — Figure 1-20

Rating	Volume (Barrels)
A	0 - 1,000
B	1,001 – 3,000
C	3,001 – 10,000
D	10,001 – 20,000
E	20,001+

Table 1	OCS Production Facilities
1	Provide the 2-letter BOEMRE area designation of the facility (e.g MP, PS, WC).
2	Provide the OCS Block No. of the facility (e.g., 25, 251, A-375 .
3	Provide the OCS Lease No. of the facility (e.g., 091, 0425 G 10112).
4	Provide the facility designation (e.g., No. 2, A, JA).
5	Provide the 5-digit BOEMRE complex identification number for he facility.
6	Provide the water depth at the site of the fac ty in feet.
7	Provide the latitude and longitude of the facility in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
8	Provide the distance from the facility to the near t shoreline in miles.
9	Provide the API gravity of the densest oil being produced or stores at the facility.
10	Enter the appropriate worst-c se discharge volume rating (e.g., A, B, C, D, or E).
11	If "Rating" in column 10 is E" o if high rate well has a daily flow rate greater than 2,500 barrels, provide the ra that il is being produced in barrels per day from an uncontrolled flow of the highest capac y wel at the facility.
12	If "Rating" in olumn 10 is "E of if high rate well has a daily flow rate greater than 2,500 barrels, provide he total volume in barrels of all tanks on the facility used for the storage of oil including rodu tion (e.g., fuel oil including diesel fuel, corrosion inhibitors).
13	If "Rating" in co mn 10 is "E" or if high rate well has a daily flow rate greater than 2,500 b els, p ovide he throughput volume in barrels of oil per day of the lease term pipelines that epart he acility.

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Table 1 – OCS Production Facilities

Figure 1-21

Area	(b) (7)(F), (b) (3)	Lease	Facility Name	Facility ID[1]	Water Depth	Latitude/ Longitude	Distance to Shore	API Gravity	Rating	High Well[3]	All Storage[4]	Thru Volume[5]
6A		P-0188	Hondo	51005	850	(b) (7)(F), (b) (3)	5.0	19.	C	700	3566	15000
6A		P-0190	Harmony	51017	1200		6.3	2 9	C	3082	2318	35000
6A		P-0182	Heritage	51018	1075		8	5.7	D	4800	2395	55000

[1] BOEMRE complex identification number of facility.

[2] Worst-case discharge volume rating based on the following table:

Rating	Volume (Barrels)	Rating	Volume (Barrels)
A	0-1,000	D	10,001-20,000
B	1,001-3,000	E	>20,000
C	3,001-10,000		

[3] If Rating is E or if high rate well has a daily flow rate > 2,500 bbls, provide he rate that oil is being produced in bpd from an uncontrolled flow

[4] If ating is E or if high rate well has a daily flow rate > 2,500 bbls, provide the total volume in bbls of all tanks on the facility used for the storage of oil including production (e.g., fuel oil

If Rati g is E or if high rate well has a daily flow rate > 2,500 bbls, provide the throughput vo me n bpd of the lease term pipelines that depart the facility.

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Table 2	OCS Pipelines
1	Provide the 2-letter BOEMRE area designation and the OCS Block No. of the originating point of the ROW pipeline (e.g., WC 425, HI A-375).
2	Provide the latitude and longitude of the originating point of the ROW pipeline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
3	Provide the 2-letter BOEMRE area designation and the OCS Block No. of the terminus of the ROW pipeline (e.g., WC 425, HI A-375).
4	Provide the latitude and longitude of the terminus of the ROW pipeline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
5	Indicate whether the ROW pipeline either terminates or originates at the Federal / State boundary (i.e., Yes, No).
6	Provide the 5-digit BOEMRE Segment No. of the ROW pipeline (e.g., 00006, 01234, 11456).
7	Provide the OCS ROW No. of the ROW pipeline (e.g., 092, 0436, G 10992).
8	Provide the length of the ROW pipeline in feet.
9	Provide the internal diameter of the ROW pipeline in inches.
10	Provide the API Gravity of the oil being transported by the ROW pipeline.
11	Indicate whether the ROW pipeline is monitored by a leak detection system (i.e., yes, no).
12	Provide the throughput volume in barrels of oil per day of the ROW pipeline.
13	Provide the distance to shore of the point of the ROW pipeline that is nearest to the shoreline in miles
14	Indicate whether the ROW pipeline has an associated appurtenance platform(s) (i.e., Yes, No).

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Table 2 – OCS ROW Pipelines

Figure 1-22

From	Latitude	Longitude	To	Latitude	Longitude	Fed./St Boundary (Yes/No)	Segment No.	ROW No.	Length (feet)	S e (In	AP Gravity (□)	Leak Detection System (Y/N)	Thru Volume	Distance to Shore (miles)	Appurt. Platform (Y/N)
Heritage	(b) (7)(F), (b) (3)		Harmony	(b) (7)(F), (b) (3)		No	5510190	---	38	0	15.5	Yes	55000	6 3	Yes
Hondo			Harmony			No	5410188	---	7600	14	19.8	Yes	15000	5 0	Yes
Harmony			LFC			Yes	5810182	PRC 7163.1	60000	20	22.1	Yes	35000	0	Yes

[1] Indicate whether the ROW pipeline either terminates or originates at the Federal/State boundary (i.e., Yes or No).
[2] Provide the throughput volume in barrels of oil per day of the ROW pipeline.
[3] Provide the distance to shore of the point of the ROW pipeline that is nearest to the shoreline in miles.
[4] Indicate whether the ROW pipeline has an associated appurtenance platform(s)

** Estimate; value could not be located in files. The middle of SS 35 block was used.

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Table 3	Platforms in State Waters
1	Provide the 2-letter BOEMRE area designation of the State facility (e.g MP, PS WC).
2	Provide the State Block No. of the State facility.
3	Provide the State Lease No. of the State facility.
4	Provide the State facility designation.
5	Provide the State-assigned identification number for the faci t
6	Provide the water depth at the site of the State facility in eet.
7	Provide the latitude and longitude of the State facility in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
8	Provide the distance from the facility to the n arest shoreline in miles.
9	Provide the API Gravity of the denses oil being produced or stored at the State facility.
10	Enter the appropriate worst-case discharge v lume rating (e.g., A, B, C, D, or E).
11	If "Rating" in column 10 is "E" or if high rate well has a daily flow rate greater than 2,500 barrels, provide the rate that oil is being produced in barrels per day from an uncontrolled flow of the highest capac ty we at the facility.
12	If "Rating" in column 10 is "E" of if igh rate well has a daily flow rate greater than 2,500 barrels, provide the total olum in barrels of all tanks on the facility used for the storage of oil including produc ion (e g., fuel oil including diesel fuel, corrosion inhibitors).
13	If "Rating" in colu n 10 is "E" or if high rate well has a daily flow rate greater than 2,500 barrels, provid the hrou hput volume in barrels of oil per day of the lease term pipelines that depart the fa ility.

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Table 3 – Production Platforms and Satellite Structures in State Waters Seaward of the Coastline — Figure 1-23

Area	Block	State Lease #	Lease	Facility Name	Facility ID[1]	Water Depth	Latitude/ Longitude	Distance to Shore	API Gravity	Rating[2]	High Well[3]	All Storage[4]	Thru Volume[5]
None													

* - Plugged and Abandoned

1 State identification number of surface wellhead structures in state waters. State identification numbers are not issued for facilities.

2 Worst-case discharge volume rating based on the following table:

Rating	Volume (Barrels)
A	0-1,000
B	1,001-3,000
C	3,001-10,000
D	10,001-20,000
E	> 20,000

3 If Rating is E or if high rate well has a daily flow rate > 2,500 bbls, provide the rate that oil is flowing produced in bpd from an uncontrolled flow of the highest capacity well at the facility.

4 If Rating is E or if high rate well has a daily flow rate > 2,500 bbls, provide the total volume in bbls of all tanks on the facility used for the storage of oil including production (e.g., fuel oil including diesel fuel, corrosion inhibitors)

5 If Rating is E or if high rate well has a daily flow rate > 2,500 bbls, provide the throughput volume in bpd of the lease term pipelines that depart the facility

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Table 4	Pipelines in State Waters
1	Provide the 2-letter BOEMRE area designation and the Block No. of the originating point of the State ROW pipeline (e.g., SP 2, EI 21).
2	Provide the latitude and longitude of the originating point of the State ROW pipeline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
3	Provide the 2-letter BOEMRE area designation and the Blo k No. of the terminus of the State ROW pipeline or the point at which the ROW pip line crosses the coastline (e.g., HI 96, SS 10).
4	Provide the latitude and longitude of the terminus of the State ROW pipeline (if in State waters) or the point at which the ROW crosses the coastline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
5	Indicate whether the ROW pipeline either erminates or originates at the Federal / State boundary (i.e., yes, no).
6	Provide the State-assigned identification number of the State ROW pipeline, if assigned.
7	Provide the State-assigned ROW No. of the State ROW pipeline.
8	Provide the length of the Sta e ROW pipeline in feet.
9	Provide the internal d ameter of the State ROW pipelines in inches.
10	Provide the API Gravity f the oil being transported by the State ROW pipeline.
11	Indicate whethe the S ate ROW pipeline is monitored by a leak detection systems (i.e Ye No)
12	Provide the throughput volume in barrels of oil per day of the State ROW pipeline.
13	Provid the distance to shore of the point of the ROW pipeline that is nearest to he shoreline in miles.
14	Ind cate whether the ROW pipeline has an associated appurtenance platform(s) (i.e., Yes, No).

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Table 4 – Row Pipelines in State Waters Seaward of the Coastline

Figure 1-24

1	2a	2b	3	4a	4b	5	6	7	8			11	12	13	14
From	Latitude	Longitude	To	Latitude	Longitude	Fed./St Boundary (Yes/No)	Segment No.	ROW No.	Length (fe)	Si (Inch)	API Gravity (°)	Leak Detection System (Y/N)	Thru Volume	Distance to Shore (miles)	Appurt. Platform (Y/N)
Harmony	(b) (7)(F), (b) (3)		LFC	(b) (7)(F), (b) (3)		Yes	5810182	PRC 7163.1	6 00	20	22.1	Yes	100000	0	Yes

1 Indicate whether the ROW pipeline either terminates or originates at the Federal/State boundary (i e., Yes or No).

2 Provide the throughput volume in barrels of oil per day of the ROW pipeline.

3 Provide the distance to shore of the point of the ROW pipeline that is nearest to the shoreline in miles.

4 Indicate whether the ROW pipeline has an associated appurtenance platform(s) (i.e., Yes or No).

5 State identification numbers are not issues to facilities or pipelines.

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Incident Command System (ICS) Forms	Figure 1-25
ICS Form	**Name**
Weather	Weather Report
Notifications	Notification Status Report
ICS 201 (-1, -2, -3, and -4)	Incident Briefing Forms
ICS 202	Response Objectives
ICS 205	Communications Plan
ICS 206	Medical Plan
ICS 208	Site Safety & Health Plan
ICS 214a	Individual Log

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WEATHER REPORT

Purpose: The Weather Report form provides the Incident Commander (the Command and General Staffs assuming command of the incident) with basic information regarding current incident specific weather conditions, forecast for the next twenty-four (24) and forty-eight (48) hour period. Personnel or responders at the incident location should provide real time current weather data. It also serves as a permanent record of the initial response to the incident.

Preparation: The Planning Section prepares the briefing from data gathered from NOAA's National Weather Service and other sources. The information will be p ovided to the Situation Unit Leader so he may maintain the information on his static isplay.

Distribution: After the initial briefing of the Incident Commander and General Staff members, the Incident Briefing is duplicated and distributed to the Command Staff, Section Chiefs, Branch Directors, Division/Group Supervisors, and appropriate Planning and Logistics Section Unit Leaders.

ITEM	ITEM TITLE	INSTRUCTIONS
1.	Incident Name	Enter the name assigned to th inciden
2.	Date/Time Prepared	Enter date & time prepared (e.g. 09/17/1996 1500hrs.).
3.	Operational Period	Enter the date and time interval for which the form applies (e.g. 0600 09/17/2000 o 0600 09/18/2000).
4.	Prepared By	Enter the name of he person completing the form.
5.	Wind Speed	Enter wind speed. ndicate either knots or mph)
6.	Wind Direction	Enter the direc ion fr m which the wind is blowing.
7.	Air Temperature	Enter on the air temp ature in °F.
8.	Barometric Pressure	Enter current barometric pressure in inches.
9.	Humidity	Enter current humidity in percent.
10.	Visibility	En er visib ty in miles. (Use data from surveillance aircraft)
11.	Ceiling	Ente ceiling in feet. (Use data from surveillance aircraft)
12.	High Tide (time)	E ter time for next high tide for current operational period (24 hr).
13.	High Tide (height)	Ente height of next high tide for current operational period (feet).
14.	Sunrise	Enter time of sunrise for current operational period.
15,	Wave Height eet)	Enter the wave height in feet (e,g, 1-3 feet).
16.	Wave Dire tion	Enter the direction, which the waves are moving.
17.	Swell Height	Enter the swell height. (feet)
18.	Swell terval	Enter the swell interval (seconds)
19	Cu ent S ee	Enter the speed of water current (Indicate either kts or mph).
2	Cu rent Direction	Enter the direction which the water current is moving,
21.	Water Temperature	Enter the water temperature in °F.
22.	ow Tide (time)	Enter time for next low tide for current operational period (24 hr).
23.	Low Tide (height)	Enter height of next low tide for current operational period (feet).
24.	Sunset	Enter time of sunset for current operational period.
25.	Notes	Enter notes (e.g. thunderstorm activity, wind shift, front movement) about weather data current operational period.
	24 Hour Forecast	
26.	Forecast	Enter forecast (e.g. thunderstorm activity, expected temperature, wind shift, front movement) for forecast period.
	48 Hour Forecast	
27.	Forecast	Enter forecast (e.g. thunderstorm activity, expected temperature, wind shift, front movement) for forecast period.

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Weather Report

Incident:	**Prepared By:** at
Period:	**Version Name:**

Present Conditions

Wind Speed:		Wave Height:	
Wind Direction From The:		Wave Direction:	
Air Temperature:		Swell Height:	
Barometric Pressure:		Swell Interval:	
Humidity:		Current Speed:	
Visibility:		Current Direction Toward:	
Ceiling:		Water Temperatu e:	
Next High Tide (Time):		Next Low Tide (Time):	
Next High Tide (Height):		Next Lo Tide (Heig t):	
Sunrise:		Sunset:	

Notes:

24 Hour Forecast

Sunrise:		Sunset:	
High Tide (Time):		High Tide (Time):	
High Tide (Height):		High Tide (Height):	
Low Tide (Time):		Low Tide (Time):	
Low Tide (Height):		Low Tide (Height):	

Notes:

48 Hour Forecast

Sunrise:		Sunset:	
High Tide (Time):		High Tide (Time):	
High Tide (Height):		High Tide (Height):	
Low Tide (Time):		Low Tide (Time):	
Low Tide (Height):		Low Tide (Height):	

Notes:

Weather Report		© 1997-2011 TRG/dbSoft, Inc.

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NOTIFICATION REPORT

Purpose: The Notification Report is used to document each Government and Non-Government Organizations (NGO) notified and briefed on the incident.

Preparation: The company representative or the Liaison Officer in the Command Staff prepares the Notification Report.

Distribution: The Notification Report is a critical part of the incident brie ng nd the Incident Action Plan. When updated, the Situation Unit Leader will po /updat the Situation Display in the Command Post.

ITEM	ITEM TITLE	INSTRUCTIONS
1.	Incident	Enter the name assigned to the inc dent.
2.	Version Name	
3.	Period	Enter the Operational Pe iod date and time.
4.	Prepared By	Enter name and title o the person preparing the form and date/time (Military Time).
5.	Organization Notified	Enter the name of the Organization notified.
	Phone Number	Enter the phone number of the Organization notified.
	Date/Time	Enter the date and time the notification is made.
	Person Contacted	Enter the name of the person notified.
	Person Contac ed Email	Enter th email address of the person notified.
	Case Number	Enter the Case Number where applicable (e.g. NRC Case Number).
	Follow Up	Circle Yes or No if follow up is required.
	E A On Site	Enter the estimated time of arrival of the organization if applicable.
	Not fied By	Enter the name of the person making the notification.

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Notification Status Report

Incident:	**Prepared By:** at:
Period: to	**Version Name:**

Organization Notified	Phone	Date /Time Notified	Person Contacted	Person Contacted Email	Case No.	Follow Up	ETA On Site	Notified By
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								

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INCIDENT BRIEFING (ICS FORM 201)

Purpose: The Incident Briefing form provides the Incident Commander, the Command Staff and General Staff assuming command of the incident with basic information regarding the incident situation and the resources allocated to the incident. It also serves as a permanent record of the initial response to the incident.

Preparation: The Initial Incident Commander prepares the briefing form for presentation to the relieving Incident Commander along with a more detailed oral briefing.

Distribution: After the initial briefing of the Incident Commander and General Staff members, the Incident Briefing is duplicated and distributed to the Command Staff, Section Chiefs, Branch Directors, Division/Group Supervisors, and ap ropriate Planning and Logistics Section Unit Leaders. The sketch map and summa y of c rrent action portions of the briefing form are given to the Situation Unit while the Current Organization and Resources Summary portion are given to the Resources Unit.

ITEM	ITEM TITLE	INSTRUCTIONS
1.	Incident	Enter the name assigned to he incident.
2.	Prepared By	Enter name of person compl ting form and the date & time prepared (e.g. 09/17/1996 1500hrs.).
3.	Period	Enter the date and time interval of the operational period for which the form applies (e.g. 0600 09/17/2000 to 0600 09/18/2000).
4.	Version Name	
5.	ICS 201-1 Map Sketch	Show the Areas of Operations, the incident site, overflight result trajectories, impacted shorelines, or other graphics de icting situation and response status on a sketch or attached map.
6.	ICS 201-2 Summary of Current Actions	Brief p agraph on: 1. What, when, and how the incident occurred 2 Surveillance & weather information 3. Overall initial response objectives 4. Timeline of major events or actions that have taken place.
7.	ICS 201-3 Curre t Or aniz tion	Enter on the organization chart the names of the individuals assigned to each position. Modify the chart as necessary.
8	ICS 201-4 Resources Summary	Track the following information about the resources allocated to the incident. Name of supplier providing the resource 2. Resource Type (e.g. fire truck, boom, skimmer) 3. Description (e.g. size, name, capacity) 4. Quantity or amount of resource(s) 5. Area of Operation – destination of the resource (e.g. staging area, division, group, task force) 6. Status of each resource (e.g. Standby, En-route with Estimated time of arrival, At Staging, Assigned, & Out of Service).

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ICS 201-1 Incident Briefing Map/Sketch

Incident:	**Prepared By:** at
Period:	**Version Name:**

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ICS 201-1 Incident Briefing Map/Sketch		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 201-2 – Summary of Current Actions	
Incident:	Prepared By: at:
Period: to	Version Name:

Incident Information

Initial Incident Objectives

Summary of Current Actions

Date/Time	Action/Note

ICS 201-2 Summary of Current Actions		© 1997-2011 TRG/dbSoft, Inc.

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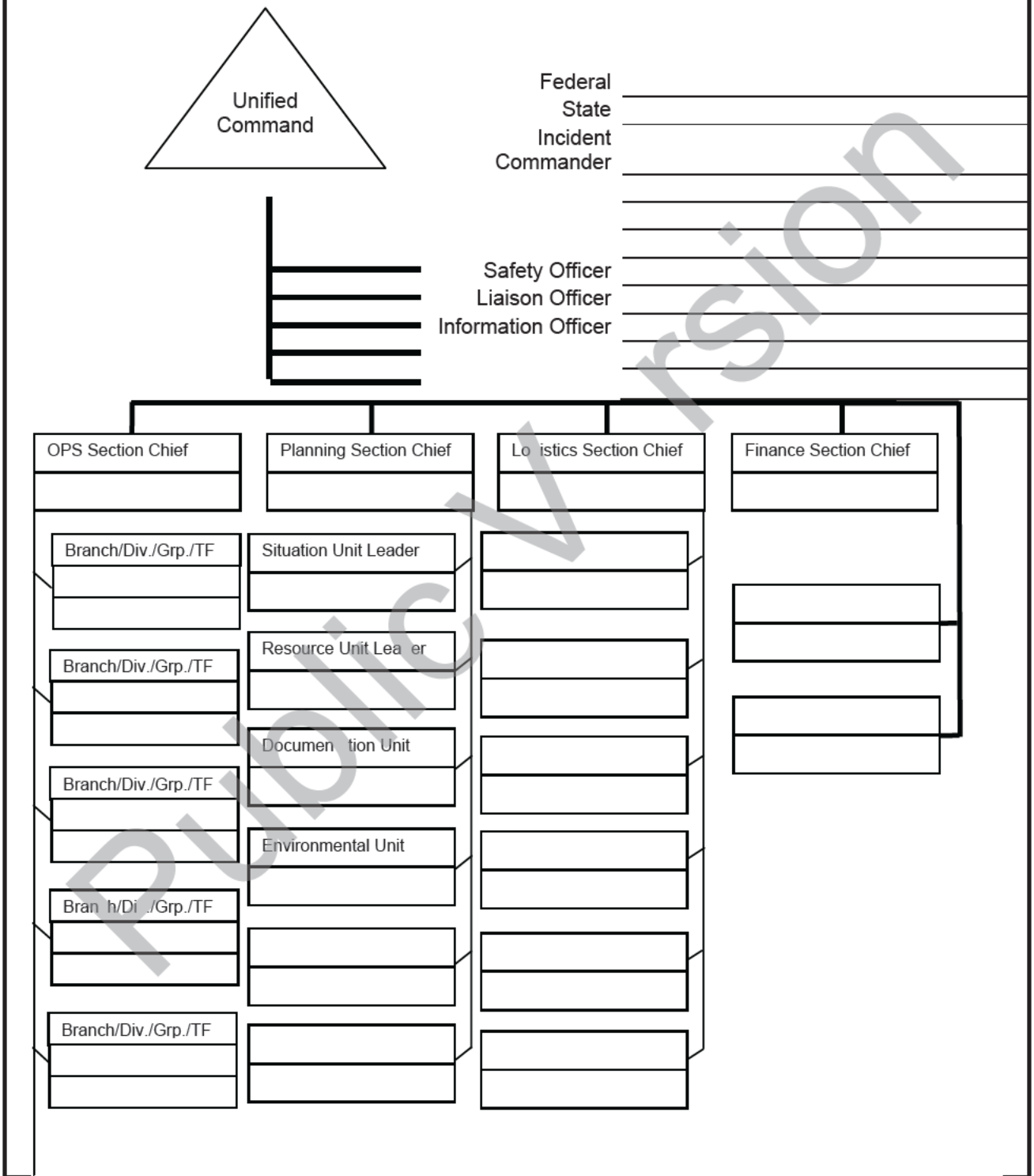
ICS 201-3 Current Organization

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**



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ICS 201-3 – Current Organization

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ICS 201-4 – Resource Summary

Incident:	Period:

ID	Supplier	Resource Type	Description	Quantity	Size	Area of Op ration	Status	Status Date/Time

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ICS 201-4 Resource Summary

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RESPONSE OBJECTIVES FORM (ICS FORM 202)

Purpose. The Response Objectives Form describes the basic incident strategy, control objectives, and provides weather, tide and current information and safety considerations for use during the next operational period. The Attachments list at the bottom of the form also serves as a table of contents for the Incident Action Plan.

Preparation. The Response Objectives Form is completed by the Planning Sections following each formal Planning Meeting conducted in preparation for the Incident Action Plan.

Distribution. The Response Objectives Form will be reproduced with the IAP and given to all supervisory personnel at the Section, Branch, Division/Group and Unit eader levels.

NOTE: ICS 202, Response Objectives, serves as part of the IAP that is n t considered complete until attachments are included.

Item	Item Title	Instructions
1.	Incident Name:	Enter the name assigned to the incident.
2.	Date Prepared:	Enter date prepared (e.g. 09/17/1996).
3.	Time Prepare:	Enter time prepared (e.g. 1530).
4.	Operational Period:	Enter the dat and time interval for which the form applies(e g. 180 09/17/1996 to 0600 09/18/1996).
5.	Overall Incident Objective(s):	Enter short, lear and concise statements of the objectives for managing the esponse. The overall incident objectives usually apply for the duration of the incident.
6.	Objectives for specific Operational Period:	Enter short, clear and concise statements of the objectives for the incident response for this operational period. Include alte nat ves.
7.	Safety Message for the specified Operatio al Period:	Enter information such as known safety hazards and specific precautions to be observed during this operational period. If available, a safety message should be referenced and attached.
8.	Weather:	Attach a sheet with the observed and predicted weather.
9.	Tides:	Attach a sheet with the tidal prediction information for the specified operational period.
10	Sunr se / Sunset:	Enter predicted times for sunrise and/or sunset during the specified operational period.
11.	A tachments:	Enter “Yes” or “No” in the field before the attachment name for any form to be attached to the IAP.
12.	Prepared By:	Enter the name of the Planning Section Chief completing the form.

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ICS 202 - General Response Objectives

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Overall and Tactical Objectives

	Assigned to:	Status
1. Ensure the Safety of Citizens and Response Personnel		
☐ 1a. Identify hazard(s) of spilled material		
☐ 1b. Establish site control (hot zone, warm zone, cold zone, & security)		
☐ 1c. Consider evacuations if needed		
☐ 1d. Establish vessel and/or aircraft restrictions		
☐ 1e. Monitor air in impacted areas		
☐ 1f. Develop site safety plan for personnel & ensure safety briefings are conducted		
2. Control the Source of the Spill		
☐ 2a. Complete emergency shutdown		
☐ 2b. Conduct firefighting		
☐ 2c. Initiate temporary repairs		
☐ 2d. Transfer and/or lighter product		
☐ 2e. Conduct salvage operations, as nece sary		
3. Manage a Coordinated Response Effo t		
☐ 3a. Complete or con irm n tific ions		
☐ 3b. Establish a unified mmand rganization and facilities (command post, etc.)		
☐ 3c. Ensure local and t bal o ials are included in response organizations		
☐ 3d. Init ate pill re ponse ncident Action Plans (IAP)		
☐ 3e Ensure mobilizat & tracking of resources & account for personnel & equip		
☐ 3f. Com lete documentation		
4. Maximize Protection of Environmentally-Sensitive Areas		
☐ 4a. Implement pre-designated response strategies		
☐ 4b. Identify resources at risk in spill vicinity		
☐ 4c. Track oil movement and develop spill trajectories		
☐ 4d. Conduct visual assessments (e.g., overflights)		
☐ 4e. Development/implement appropriate protection tactics		

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ICS 202 – General Response Objectives

Incident:	Prepared By:	at:
Period:	Version Name:	

Overall and Tactical Objectives

	Assigned to:	Status
5. Contain and Recover Spilled Material		
☐ 5a. Deploy containment boom at the spill site & conduct open-water skimming		
☐ 5b. Deploy containment boom at appropriate collection areas		
☐ 5c. Evaluate time-sensitive response technologies (e.g., dispersants, in-situ burning)		
☐ 5d. Develop disposal plan		
6. Recover and Rehabilitate Injured Wildlife		
☐ 6a. Establish oiled wildlife reporting hotline		
☐ 6b. Conduct injured wildlife search and rescue operations		
☐ 6c. Setup primary care unit for injured wildlife		
☐ 6d. Operate wildlife rehabilitation center		
☐ 6e. Initiate citizen volunteer effort for oiled bird rehabilita on		
7. Remove Oil from Impacted Areas		
☐ 7a. Conduct appropriate shoreline cleanup efforts		
☐ 7b. Clean oiled structures (piers, docks, etc)		
☐ 7c. Clean oiled vessels		
8. Minimize Economic Impacts		
☐ 8a. Consider tourism, vessel m vem nts, & local economic impacts		
☐ 8b. Protect public an private ssets, as resources permit		
☐ 8c. Establish dam ge cl ims process		
9. Keep S akeh lder and ublic Informed of Response Activities		
☐ 9 Provide forum to obtain stakeholder input and concerns		
☐ 9b. P ide stakeholders with details of response actions		
☐ 9c. Iden ify stakeholder concerns and issues, and address as practical		
☐ 9d. Provide timely safety announcements		
☐ 9e. Establish a Joint Information Center (JIC)		
☐ 9f. Conduct regular news briefings		
☐ 9g. Manage news media access to spill response activities		
☐ 9h. Conduct public meetings, as appropriate		

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COMMUNICATIONS PLAN (ICS 205)

Purpose: The Communications Plan provides, in one location, information on all phone & radio frequency assignments for each operational period. Information from the Communications Plan on phone and frequency assignments is normally placed on the appropriate Assignment List (ICS Form 204).

Preparation: The Communications Plan is prepared by the Communications Unit Leader and given to the Planning Section Chief.

Distribution: The Communications Plan is duplicated and given to all recipients of the Incident Action Plan including the Incident Communications Center. Information from the plan is normally placed on the appropriate Assignment List(s) (ICS Form 204).

Item	Item Title	Instructions
1.	Incident	Enter the name assigned to the incident
2.	Prepared By	Enter the name of the Communications Unit Leader or person preparing the form and the date & time prepared (e.g. 09/17/2000 1500hrs.)
3.	Operational Period	Enter the date and time interval for which the form applies (e.g. 0600 09/17/2000 to 0600 09/18/2000).
4.	Version Name	
5.	Phone Listing	Enter the phone numbers assigned to each person to be used on the incident.
	Name	Enter the name of the person
	Phone, Fax, & Radio	Enter the phone, fax, and radio number assigned to each person
	Radio Utilization	Enter the radio channel/frequency assigned to each person, place, or resource used on the incident.
6.	System	Enter the name of the communication system
	Channel	Enter the radio channel being utilized
	Function	Enter what function the frequency is being used for
	Frequency	Enter the frequency being utilized
	Assignment	Enter the communication system assignment
	Notes	Enter any notes or comments about the system

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ICS 205 – Communications Plan

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Phone Listing

Name	Main Phone	Fax	Other No. – D sc.	Other No. – Desc.	Radio

R dio Utilization

System	Channel	Function	Frequency	Assignment	Notes

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MEDICAL PLAN (ICS FORM 206)

Purpose: The Medical Plan provides information on incident medical aid stations, transportation services, hospitals and medical emergency procedures.

Preparation: The Medical Plan is prepared by the Medical Unit Leader and reviewed by the Safety Officer.

Distribution: The Medical Plan may be an attachment to the Response Objectives Form (ICS 202), or information from the plan pertaining to incident medical aid stations and medical emergency procedures may be taken from the plan and placed on the Assignment list(s) (ICS Form 204).

Item	Item Title	Instructions
1.	Incident	Enter the name assigned to the incident.
2.	Prepared By	Enter the name of the Medical Unit Leader or person preparing the form and the date & time prepared (e.g. 09/17/2000 1500hrs.).
3.	Operational Period	Enter the date and time interval of the operational period for which the form applies (e.g. 0600 09/17/2000 to 0600 09/18/2000).
4.	Version Name	
5.	First Aid Stations	Enter name, location, and contact information for the incident medical first aid stations (e.g. Staging Area, Camp Ground) and indicate if paramedics are located at the site by entering "Yes" or "No" in the Paramedics (EMT) field.
6.	Transportation	
	Ground Ambulance Services	List name and address of ambulance services (e.g. Shaeffer, 4358 Brown Parkway, Corona). Provide phone numbers and indicate if ambulance company has paramedics by entering "Yes" or "No" in the Paramedics (EMT) field.
7.	Air Ambulance Service	List name and address of ambulance services (e.g. Shaeffer, 4358 Brown Parkway, Corona). Provide phone numbers and indicate if ambulance company has paramedics or doctors by entering "Yes" or "No" in the Doctor and Paramedics (EMT) field.
8.	Hospitals	List hospitals, which will serve this incident. Hospital name, address, phone number, radio and enter "Yes" or "No" to indicate whether the hospital has a burn center and/or helipad.
9.	Medical Emergency Procedures	Note any special emergency instructions for use by incident personnel.

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ICS 206 – Medical Plan

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

First Aid Stations

Name	Location	EMT (On-Site)	Phone	Radio

Transportation (Ground and/or Ambulance Services)

Name	Location	EMT	Phone	Radio

Air Ambulances

E. Name	Location	Doctor/Nurse EMT	Phone	Radio

Hospitals

Name	Location	Helipad	Burn Center	Phone	Radio

Special Medical Emergency Procedures

ICS 206 Medical Plan		**© 1997-2011 TRG/dbSoft, Inc.**

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SITE SAFETY AND HEALTH PLAN (ICS FORM 208)

Purpose: The Site Safety and Health Plan (SSHP) is a site-specific document required by state and federal OSHA regulations and specified in the Area Contingency Plan. The SSHP, at minimum addresses, includes, or contains the following elements: health and safety hazard analysis for each site task or operation, comprehensive operations work plan, personnel training requirements, PPE selection criteria, site-specific medical monitoring requirements, air monitoring plan, site control measures, confined space entry procedures (if needed), pre-entry briefings (tailgate meetings), pre-operations commencement health and safety briefings for all incident participants, and quality assurance of SSHP effectiveness,

Preparation: The Safety Officer prepares the SSHP with input from the Industrial Hygienist and Medical Unit Leader.

Distribution: The SSHP is distributed to the Operations Section Chief for implementation and promulgation to all operational groups and responding agencies. A copy is provided to the Incident Commander, the Command Staff, and the General Staff.

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ICS 208 – Site Safety Plan

Incident:	**Prepared by:** **at:**
Period:	**Version Name:**
Revision:	
Applies To Site:	
Products:	(Attach MSDS)

SITE CHARACTERIZATION

Water: _____
Wave Height: _____ Wave Direction: _____
Current Speed: _____ Current Direction: _____
Land: _____ Use: _____
Weather: _____ Temp: _____
Wind Speed: _____ Wind Direction: _____

Pathways for Dispersion:

Site Hazards

- ☐ Boat Safety
- ☐ Chemical hazards
- ☐ Cold Stress
- ☐ Confined Spaces
- ☐ Drum handling
- ☐ Equipment operations
- ☐ Electrical operations
- ☐ Fatigue
- ☐ Other
- ☐ Fire, explosion, in-situ burning
- ☐ Heat stress
- ☐ Helicopter operations
- ☐ Lifting
- ☐ Motor vehicles
- ☐ Noise
- ☐ Overhead/buried ut ities
- ☐ Plants/wildlife
- ☐ Other
- ☐ Pump hose
- ☐ Slips, trips, and falls
- ☐ Steam and hot water
- ☐ Trenching/Excavation
- ☐ UV Radiation
- ☐ Visibility
- ☐ Weather
- ☐ Work near water
- ☐ Other

Air Monitoring

%02: _____ **% EL:** _____ **ppm Benzene:** _____
ppm H2S: _____ ☐ **Other (Specify):** _____

CONTROL MEASURES

Engineering Controls

- ☐ Source of release se ure
- ☐ Site secured
- ☐ Valve(s) closed
- ☐ Facility shut down
- ☐ Energy source locked/tagged out
- ☐ Other _____

Personal Protective Eq ipmen

- ☐ Impervious suit
- ☐ Inner glo s
- ☐ Outer glove
- ☐ Flame sistan lothing
- ☐ Hard hats
- ☐ Respirators
- ☐ Eye protection
- ☐ Personal floatation
- ☐ Boots
- ☐ Other _____

Addi i nal Control Measures

- ☐ De ntamination
- ☐ Sanitation
- ☐ Illumination
- ☐ Medical Surveillance
- ☐ Stations established
- ☐ Facilities provided – OSHA 29 CFR 1910.120n
- ☐ Facilities provided – OSHA 29 CFR 1910.120m
- ☐ Provided – OSHA 29 CFR 1910.120fq

ICS 208 Site Safety Plan		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 208 – Site Safety Plan

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

WORK PLAN

☐ Booming ☐ Skimming ☐ Vac trucks ☐ Pumping ☐ Excavation
☐ Heavy equipment ☐ Sorbent pads ☐ Patching ☐ Hot work ☐ Appropriate permits used
☐ Other

TRAINING

☐ Verified site workers trained per OSHA 29 CFR 1920.120

ORGANIZATION

Title	Name	Telephone/R dio
Incident Commander:		
Deputy Incident Commander:		
Safety Officer:		
Public Affaire Officer:		
Other:		

EMERGENCY PLAN

☐ Alarm system:
☐ Evacuation plan:
☐ First aid location

Notified

☐ Hospital		Phone:
☐ Ambulance		Phone:
☐ Air ambulance		Phone:
☐ Fire		Phone:
☐ Law enforcement		Phone:
☐ Emergency response/re cue		Phone:

PRE-ENTRY BRIEFING

☐ Initial briefing prepared for eac site

INCLUDING ATTACHMENTS/AP END CES

Attachments

☐ Site Map
☐ Hazardous Substanc Information Sheets
☐ Site Hazards
☐ Mon oring Progr m
☐ T aining Pr gram
☐ Co fined Space Entry Procedure
☐ Safe ork Practices for Boats
☐ PPE De cription
☐ Decontamination
☐ Communication and Organization
☐ Site Emergency Response Plan

Appendices

☐ Site Safety Program Evaluation Checklist
☐ Confined Space Entry Checklist
☐ Heat Stress Consideration
☐ Cold Stress and Hypothermia Consideration
☐ First Aid for Bites, Stings, and Poisonous Plant Contact
☐ Safe Work Practice for Oily Bird Rehabilitation
☐ SIPI Site Pre-Entry Briefing
☐ Personnel Tracking System

ICS 208 Site Safety Plan		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 214a – Individual Log

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Activity Log

Date/ Time	Events/Notes

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SBC ELIRT Contact Information – ExxonMobil

Figure 1-26

	Name/Position
	Qualified Individual
	ExxonMobil has at least 6 team members available who are trained for this position
	Incident Commander
	ExxonMobil has at least 3 team members available who are trained for this position
	Public Information officer
	ExxonMobil has at least 3 team members available who are trained for this position
	Security Advisor
	ExxonMobil has at least 1 team member available who is trained for thi position
	Deputy Incident Commander
	ExxonMobil has at least 3 team members available who are trained for this position
	Operations Section Chief
	ExxonMobil has at least 2 team members available who are trained for this o ition
	Salvage/Source Control Group Supervisor
	ExxonMobil has at least 2 team members available who are trained for this position
	Safety Officer
	ExxonMobil has at least 2 team members availab e who are trained for this position
	Field Onshore/Offshore Operations Supe isor
	ExxonMobil has at least 2 team members availa le who are trained for this position
	Logistics Section Chief
	ExxonMobil has at least 3 team mem ers avail ble who are trained for this position
	Computing & Telecommunica ons Unit
	ExxonMobil has at least 1 team me ber a ailable who is trained for this position
	ROW Coordinator
	ExxonMobil ha at lea 1 team member available who is trained for this position
	Transporta on Unit
	ExxonMobil ha at east 2 team members available who are trained for this position

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SBC ELIRT Contact Information – ExxonMobil (Cont'd)

Figure 1-26

	Name/Position
	Supply Unit - Procurement & Staging
	ExxonMobil has at least 1 team member available who is trained for this position
	Facility Operations
	ExxonMobil has at least 1 team member available who is trained for this position
	Planning Section Chief
	ExxonMobil has at least 2 team members available who are trained for this position
	ELIRT Coordinator
	ExxonMobil has at least 3 team members available who are trained for this position
	Situation Unit - Information Relay
	ExxonMobil has at least 2 team members available who are trained for th position
	Resource Unit Leader
	ExxonMobil has at least 1 team member available who is trained for s pos on
	Environmental Unit – Trajectory Analysis Unit
	ExxonMobil has at least 1 team member available who is trained for this position
	Environmental Unit – Regulatory/Resources at Ris
	ExxonMobil has at least 1 team member available who is trained or this position
	Environmental Unit – Disposal Speciali t
	ExxonMobil has at least 1 team member avail ble wh is trained for this position
	Plan Coordination Unit
	ExxonMobil has at least 2 team m m ers avai ble who are trained for this position
	Situation Unit
	ExxonMobil has at least 1 team m mber ailable who is trained for this position
	Dispersant & Burning U t
	ExxonMobil ha at lea t 2 tea mem ers available who are trained for this position
	Shoreline C eanup A essment Team (SCAT)
	ExxonMobil h at l ast 1 team member available who is trained for this position

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SBC ELIRT Contact Information – ExxonMobil (Cont'd) Figure 1-26

	Name/Position
	Wildlife & Environmental Unit
	ExxonMobil has at least 4 team members available who are trained for this position
	Administrative Support
	ExxonMobil has at least 3 team members available who are trained for this position
	Finance/Admin. Section Chief
	ExxonMobil has at least 2 team members available who are trained for this position

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Other ExxonMobil Phone Numbers — Figure 1-27

OTHER EXXONMOBIL PHONE NUMBERS			
Name/Location	**Office**	**Alternate #1**	**Alternate #2**
Field Locations			
ExxonMobil Unit #15			
Goleta Dispatch			
Security Guard			
Harmony			
Heritage			
Las Flores Canyon			
Port Hueneme Warehouse			

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RECORD OF REVISION – UPDATE PROCEDURES

The ExxonMobil EHS Department will control and maintain this Oil Spill Response Plan (OSRP) in the Houston, Texas office for the period of time prescribed by applicable regulation. All suggestions and recommendations should be submitted to the primary contact listed below. All updates and revisions made to the plan will be recorded on the Record of Revisions Form and distributed to the appropriate plan holders listed on the Distribution List.

PRIMARY CONTACT	USP Emergency Response Coordinato Exxon Mobil Corporation 14950 Heathrow Forest Parkway, Rm MI 4017, Houston, Texas 77032
BIENNIAL UPDATES	This Oil Spill Response Plan will be updated at a minimum of every two y ars to ensure the plan is current regarding personnel changes, contact information, ontractor and available equipment changes, and o her relevant information as required.
SIGNIFICANT UPDATES	Plan revis ons w ll be submitted to the BOEMRE for approval within 15 days as required in the event of: a) Changes occur which will impact response capabilities; b) Any hange occurs with regard to the name or apabilities of the OSRO's on the approved list. c) The worst case discharge scenario changes; d) Company name changes or significant facility updates due to mergers and acquisitions; e) Relevant modifications to the Area Contingency Plan (ACP) which require revisions to the ExxonMobil OSRP
PLAN REVIEW	Plan modifications will be submitted to the BOEMRE Regional Field Operations supervisor in a timely manner for review and approval.
DOCUMENTATION & DISTRIBUTION	All revisions will be recorded on the Record of Revisions Form, **Figure 2-1**.

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RECORD OF REVISION FORM — Figure 2-1

Revision Number	Date	Section	Type of Revision	Person Entering Revision	Description
Version 1	04/2008	Entire Plan	BI	TRG	Update all information in plan to reflect current status.
Version 2	12/2010	Entire Plan	BI	TRG	Update information in plan to reflect current status, new requirements and les ons learned from Deepwater H zon.
Version 2	08/2011	Sections 1, 3, 5, 7, 14, 15, 18, 19 Appendix B, C, D, E, F, H		TRG	Updated purpose and use. Updated general response strategie Inc uded information o ACP requen es. Updated SMT table and added QI co tacts. Updated shoreline verbiage Include additional dispersant forms Up ated in-situ burn verbiage.Add d SMT training requirements descr ption and OSRO training requir ments. Inserted Padre and OSRL contract Added OSRO contact information. Added verbiage on Inspection & maintenance programs. Included information on adverse weather response. Updated WCD sections for platform and Development Well Drilling. Administrative changes.

TYPE OF CHANGES (*USE THE FOLLOWING CODES*):

AU Annual Update
BI = B nn al Update
AM = Amendment (a change to Regional OSRP pending approval)
MD = Modification (a change to approved Regional OSRP)

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Distribution List (Hardcopy & Electronic) Figure 2-2

PLAN NUMBER	PERSON ASSIGNED TO	COMMENT
SYU-02-1	Oil Spill Program Administrator BOEMRE – Pacific Region	--
SYU-02-2	Oil Spill Program Administrator BOEMRE – Pacific Region	--
SYU-02-3	SYU Operations Superintendent	LFC Adm
SYU-02-4	Offshore Sr. Field Superintendent	LFC Admin
SYU-02-5	Onshore Sr. Field Superintendent	L C dmin
SYU-02-6	Hondo PIC	Hondo Platform
SYU-02-7	Harmony PIC	Harmony Platform
SYU-02-8	Heritage PIC	Heritage Platform
SYU-02-9	SYU Planning Section Chief	Port Hueneme Warehouse
SYU-02-10	Operations Se tion Chief	LFC Admin
SYU-02-11	Log stics Section Chief	Port Hueneme Warehouse Facility
SYU-02-12	USP EL RT Coordinator	Houston
SYU-02-13	Padre Associates, Inc.	Goleta Office
SYU-02 4	Padre Associates, Inc.	Ventura office
SYU-02-15	Santa Barbara County OES Emergency Manager	Santa Barbara County
SYU-02-16	SYU ELIRT Coordinator	LFC Admin
SYU-02-17	SYU ELIRT Coordinator	LFC Admin

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PLAN NUMBER	PERSON ASSIGNED TO	COMMENT
SYU-02-18	SYU ELIRT Coordinator	LFC Admin
SYU-02-19	USP ELIRT Coordinator	Houston
SYU-02-20	USP ELIRT Coordinator	Houston
SYU-02-21	TRG Master	13939 Telge Road Cypress, TX 77429

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3. INTRODUCTION

A. Facilities Covered

Hereafter, Exxon Mobil Corporation shall be referred to as "ExxonMobil."

This Oil Spill Response Plan (OSRP) encompasses all facilities operated by Exxon Mobil Corporation, herein the jurisdiction of the Bureau of Ocean Energy, Management, Regulation and Enforcement (BOEMRE) and the Department of Transportation. Information on Federal or State leases and/or pipelines operated by ExxonMobil is included in **Appendix A**.

Corporate Name	BOEMRE ID Code	Type Facility			
		OCS		State	
		Lease	OW P/Ls	Leases	ROW P/Ls
Exxon Mobil Corporation • ExxonMobil Development Company • ExxonMobil Exploration Company • ExxonMobil Production Company	00276	X	X	X	X
Exxon Asset Holdings LLC	02356	X		X	
Exxon Asset Management Company	02295	X		X	
ExxonMobil Oil Corporation	00039	X	X	X	X
Corporate relationship of affiliates: Exxon Mobil Corporation (formerly Exxon Corporation) is the parent company of the above listed entities.					

B. Purpose and Use

ExxonMobil's primary focus remains the prevention of incidents, which might cause pollution, but in recognition that complete elimination of risk is impossible, this Oil Spill Response Plan (OSRP) describes the resources and procedures that would be used to mitigate potential impacts. This OSRP is designed to serve as a training reference document and response tool regarding oil spill response issues, procedures, and responsibilities for members of ExxonMobil's Emergency Response Organizations. In addition, this OSRP has been prepared to be consistent with the National Contingency Plan and Area Contingency Plan(s): ExxonMobil will implement this plan in conjunction with the National Contingency Plan and appropriate Area Contingency Plan(s). Onsite Response Team (ORT), Santa Barbara Channel Emergency Local Inter-functional Response Team (SBC ELIRT) and the ExxonMobil Regional Response Team (RRT). The OSRP applies to all ExxonMobil facilities operating in the SBC offshore California, specifically Platforms Hondo, Harmony, and Heritage.

ExxonMobil will respond to an oil spill as far offshore as possible using all tools so as to minimize shoreline impact. ExxonMobil's response plans will include the following optimum response strategy for an offshore release:

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- Upon approval, respond with aerially applied dispersants, because they can be initiated very quickly to rapidly treat large areas;
- Deploy equipment to contain, recover and disperse thick oil near the source;
- Deploy in situ burning equipment to burn thick oil near the source;
- Continue to use aerially-applied dispersants, as approved, for oil further from the source, including during calm seas and on emulsified oil, where mechanical recovery/in situ burn operations are less effective;
- Utilize vessels of opportunity to provide a line of defense against small slicks approaching shorelines.
- Implement protective booming of priority areas, which should be conducted as identified through shoreline assessments and cleanup t ams

The utmost concern in the preparation and execution f this OSRP is the preservation of human life and the prevention of damage to t e environment and property. This OSRP has been prepared in accordance with the Oil Pollution Act of 1990 (OPA 90) and the regulatory requirements and planning guidelines of the Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE). This OSRP applies to all ExxonMobil facilities operating in the Pacific Region.

Objectives of the plan are as follows:

Plan Objectives	
•	Protect the health and safety of all company personnel, contractors, and others who may be affected by the incident.
•	Enable a coordinated and integrated response by industry, Federal, State, and local gencies, contractors, and others to protect the environment from t e damaging effects of pollution discharges.
•	Provide a l t of pr cedures to follow when an incident occurs in order to promote a quick and effective response.
•	Minimize the effect of released material on Aquatic and Terrestrial E osys ems.
•	Minimize the effect of released material on public and private property.
•	Detail viable mechanisms for: a) Spill detection and notification b) Spill assessment and initiation of action c) Spill containment and countermeasures d) Spill material removal and proper disposal e) Spill documentation and cost recovery

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C. Facility Information Statement

All ExxonMobil facilities covered under this Oil Spill Response Plan are listed in **Appendix A**, Facility Information.

D. Contract Certification Statement

ExxonMobil hereby certifies that contracts and/or agreements are in effect that will provide immediate access to appropriate spill response equipment and personnel. See **Appendix D** for the company certification and procurement contacts to review contracts related to emergency response.

E. Plan Review

ExxonMobil will review this response plan periodically to ensure its accuracy as required by regulation. If the plan is still current and does not require modification, ExxonMobil will inform the appropriate agency in writing of this fact.

If new or different operating conditions or information exists, this plan will be revised or modified as needed and submitted for review and approval. Review frequencies and deadlines for update submittals if changes to the plan occur are listed in **Table 3-1** below:

Agency	Review Frequency	Submittal Deadline
BOEMRE	2 years	15 days
USCG	2 years	15 days
PHMSA	5 years	30 days

Key factors that may cause revisions to this plan and required ExxonMobil to submit updates are:

- New pipeline construction or purchase
- Different worst case discharge volume
- A change in commodities transported
- A change in Oil Spill Removal Organization(s)
- A change in Qualified Individual(s)
- A significant change in an NCP/ACP
- A change in response procedures or capabilities

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4. ORGANIZATION

A. Qualified Individual/Incident Commander

Identification of Qualified Individuals (QI) is required by Section 311(j)(5)(C)(ii) of the Federal Water Pollution Control Act. Since ExxonMobil employs a three-tiered response management organization, the QI responsible for implementing removal actions may change depending on the n ed for resources through the various levels of response required. Higher level management personnel, based on the magnitude of a spill event, may supersede the initial QI (person in charge or PIC). At a minimum, the QI has the authority to perform the following:

•	Initiate spill cleanup operations.
•	Obligate any funds necessary to carry o t all required and/or directed Oil Spill Response activities.
•	Activate personnel and equipment maintained by the operator.
•	Activate and contract with requ red oil spill removal organizations.
•	Act as a liaison with the Federal On-Scene Coordinator (FOSC).
•	Authorize immediat notification of Federal, State, and local agencies.

At no time shall t e authorization for, or expenditure of funds in excess of the liability limits allowed by OPA 90, be regarded as a waiver of any rights that ExxonMobil may have in claiming such liability limit or defenses under Federal law.

As required by OPA 90, **Appendix B** provides a contact list of primary and lt rnat Qua ified Individuals (QIs) who are responsible to implement removal actions co sistent with this plan.

Appendix B also includes a description of required training for Qualified Individuals/Incident Commanders. Training records for Qualified Individuals, as well as other Spill Management Team members, will be retained by ExxonMobil for the time period specified by 30 CFR § 254.41.

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B. Spill Management Team (SMT)

ExxonMobil's emergency response organization is designed to manage the response to any emergency involving ExxonMobil's operations. The organizational structure of the SMT is based on NIMS ICS and operates within a tiered response framework, which allows for the mobilization of resources at varying levels as dictated by incident circumstances. Refer to **Figure 4-2** for the ExxonMobil ICS Organization Chart and **Figure 7-2** for a list of names and contact information. SMT duties and responsibilities are illustrated in **Figure 4-3**.

See **Appendix B**, Training Information, for a description of training provided to SMT members responsible for spill management decision making.

C. Spill Response Team (SRT)

ExxonMobil's emergency response organization is designed to manage the response to any emergency involving ExxonMobil's operations. The organization operates under a tiered response concept in which resources are cascaded to the appropriate level as dictated by incident circumstances. The first tier of the response organization comprised of onsite personnel and equipment dedicated to a specific ExxonMobil facility/operation is the Onsite Response Team (ORT) (see **Figure 4-1**).

If resources exceeding those of the ORT are required, the second tier of ExxonMobil's response organization – the Santa Barbara Channel Emergency Local Inter-functional Response Team (SBC ELIRT) – will respond. The SBC ELIRT is one of several ELIRTs established by ExxonMobil to provide oil spill response capability for regional areas of operation in the continental United States. The SBC ELIRT Incident Command System (ICS) is structured to interface effectively with Federal, State and local response organizations. The SBC ELIRT will be utilized in part or in its entirety, as appropriate, depending on incident severity. The responsibilities of the SBC ELIRT members are described in position description sheets located at the end of this section.

In the event that an incident is beyond the response capabilities of the SBC ELIRT, the third tier of ExxonMobil's response organization – the ExxonMobil Regional Response Team (RRT) – will be mobilized to supplement SBC ELIRT response operations. The RRT draws upon ExxonMobil Corporation response resources and personnel stationed throughout the United States. In addition to the RRT, local response capability may also be supplemented with resources from any of the other ExxonMobil ELIRT organizations.

The ExxonMobil Spill Response Team (SRT) is comprised of personnel from a number of Oil Spill Removal Organizations (OSRO's). All SRT personnel are trained to use equipment from Clean Seas and MSRC, ExxonMobil's primary equipment providers. The organizations and associated personnel available to the ExxonMobil SRT can be found in **Figure 7-2**.

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The SRT duties include but are not limited to:

•	Ensure the availability of trained personnel, services, and response equipment on a 24 hour per day basis.
•	Provide personnel, equipment, and materials of sufficient quality and recovery capacity to respond effectively to oil spills from the facilities and leases covered by this plan, including worst case scenarios.
•	Respond immediately upon notification of an oil spill and began containment and recovery operations as soon as possible. Response time will be dependent upon spill location, weather conditions, and safety considerations.
•	Comply with annual training requirements for employees. See **Appendix B** for a description of training received by SRT members.

Refer to **Appendix D**, Contractual Agreements, for OSRO and SRT contract information.

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D. Oil Spill Removal Organizations

For a listing of oil spill removal organizations refer to **Figure 7-2**.

Primary Equipment Providers	
•	ExxonMobil has a contract in effect with the Marine Spill Response Corporation (MSRC) to ensure the availability of personnel, services, and equipment on a 24-hours per day basis. Refer to **Appendix D**, Contractual Agreements, for information concerning contract and/or agreements. Refer to **Appendix E**, Response Equipment, fo an up-to-date inventory of MSRC equipment and supplies.
•	ExxonMobil is a member of the Clean Seas coopera ive. Membership provides for the use of Clean Seas equipment. Refer t **Appendix D**, Contractual Agreements, for information concerning contracts and/or agreements. Refer to **Appendix E**, Response Equipment, for an up-to-date inventory of Clean Seas equipment and supplies.

The following types of Support Services may be required in the event of an oil spill:

• Blowout and Firefighting	• Oil Spill Equipment & Contractors
• Communications	• Spill Tracking/Trajectories
• Dive Companies	• Transportation
• Drilling Companies	• Well Control (Surface and Subsurface)
• Marine Contracto s	• Wildlife and Marine Life

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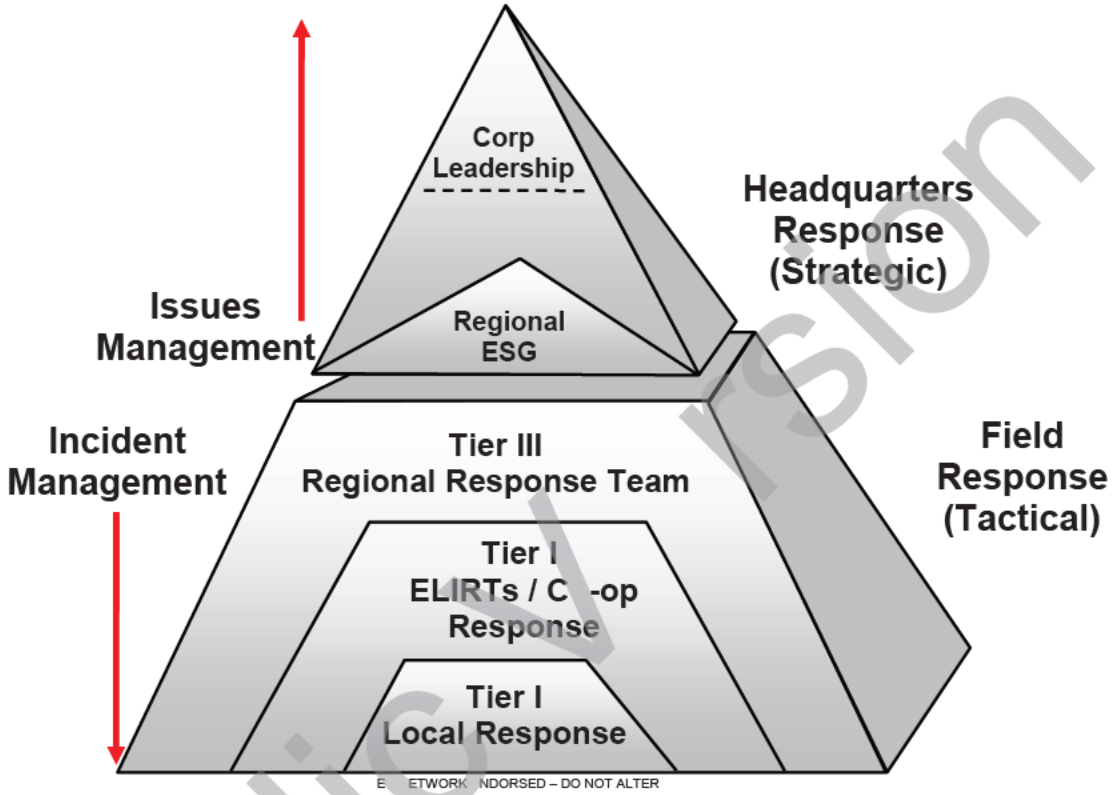
ExxonMobil Emergency Response Model — Figure 4-1



ExxonMobil's goal is o prevent an incident from occurring, in the unlikely event of a signifi ant incident, ExxonMobil maintains a tiered response approach which utilizes these resources to the extent necessary:

- Tier I: Equipment and personnel to respond to small incidents, or Tier I e ents, are generally maintained at our facilities.
- Tier II: If an incident requires response capabilities beyond those maintained at our facility, then we would reach out to mutual aid and/or local response cooperatives, of which we are members.
- Tier III: For a major event that is likely to exceed Tier II capabilities, response cooperatives, such as Clean Seas, MSRC, and Oil Spill Response (OSR), are available to assist. In addition, the major Tier III cooperatives have formed a Global Response Network (GRN) that can cascade significant resources to augment or backfill Regional capabilities if the need arises due to a large response.

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ExxonMobil Incident Command System Organization Chart — Figure 4-2

Section 3 - Incident Command System

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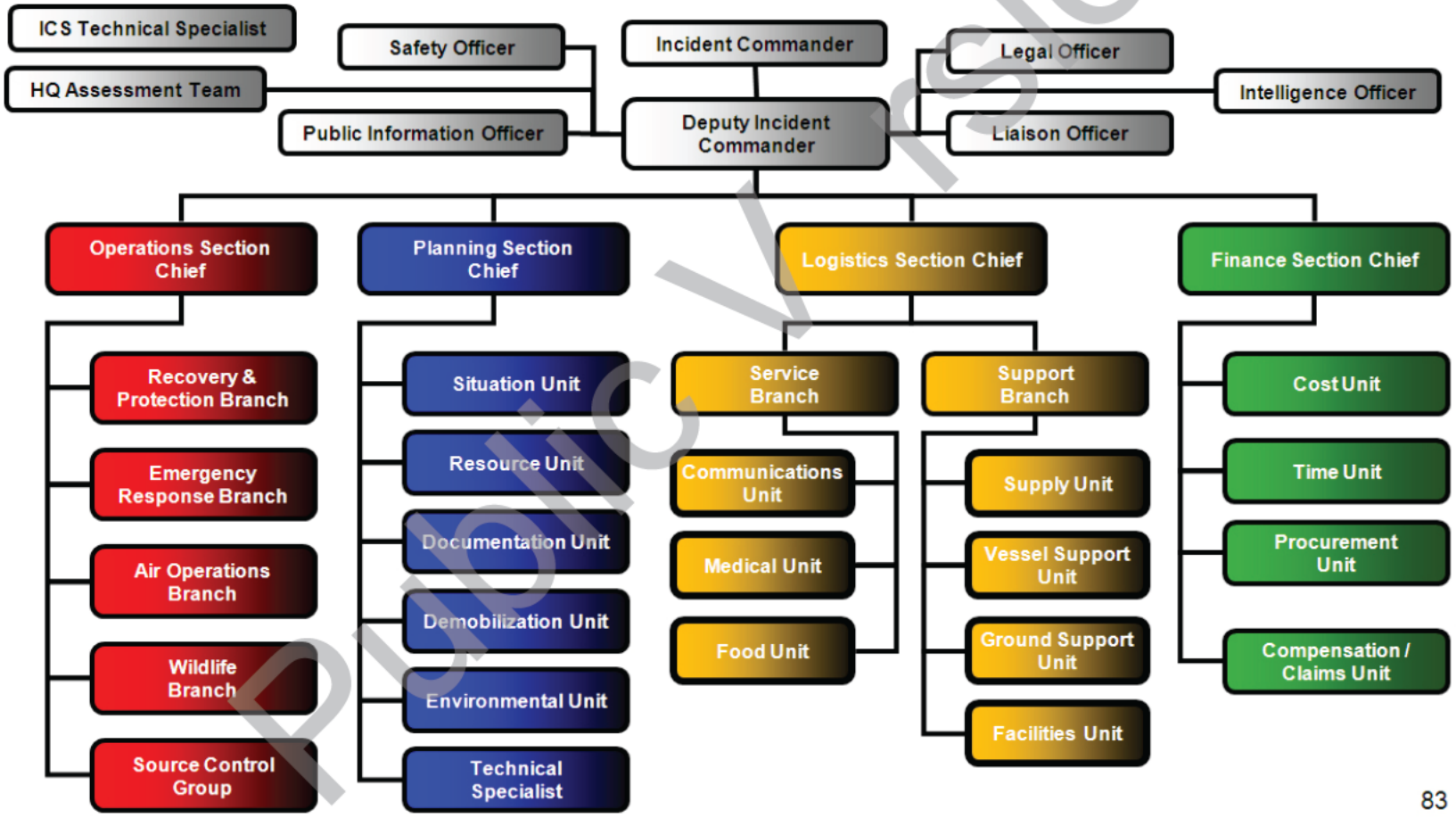

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ExxonMobil SMT Duties & Responsibilities

Figure 4-3

Common Responsibilities for All ICS Positions

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- Receive assignment from your agency, including:
- - Job assignment (e.g., Strike Team designation, position, etc.).
- - Brief overview of type and magnitude of incident.
- - Resource order number and request number/Travel Orders (TONO).
- - Travel instructions including reporting location & response time.
- -
- - Any special communications instructions (e.g., travel, radio frequency).
- - Monitor incident related information from media, internet, etc., if available
- - Assess personal equipment readiness for specific incident and climate (e.g.) medications, money, computer, medical record, etc.). Maintain a checklist of items and possible a personal Go-Kit.
- - Inform others as to where you are going and how to contact you.
- - Review Coast Guard Incident Management Handbook.
- - Take advantage of available travel to rest prior to arrival.
- Upon arrival at the incident, check-in at the designated check-in location. Check-in may be found at any of the following locations:
- - Incident Command Post (ICP), Base/Camps, Staging Areas, Helibases
- - If you are instructed to report directly to an on-scene assignment, check-in with the Division/Group Supervisor or the Operations Section Chief.
- Receive briefing from immediate supervisor.
- Agency Representatives from assisting or cooperating agencies report to the Liaison Officer (LNO) at the ICP after check-in.
- Acquire work materials.
- Abide by organizational code of ethics.
- Participate in IMT meetings and briefings as appropriate.
- Ensure compliance with all safety practices and procedures. Report unsafe conditions to the Safety Officer.
- Supervisors shall maintain accountability for their assigned personnel with regard as to exact location(s) and personal safety and welfare at all times, especially when working in or around incident operations.
- Organize and brief subordinates.
- Know your assigned communication methods and procedures for your area of responsibility and ensure that communication equipment is operating properly.
- Use clear text and ICS terminology (no codes) in all radio communications.
- Complete forms and reports required of the assigned position and ensure proper disposition of incident documentation as directed by the Documentation Unit.
- Ensure all equipment is operational prior to each work period.
- Report any signs/symptoms of extended incident stress, injury, fatigue or illness for yourself or coworkers to your supervisor.
- Brief shift replacement on ongoing operations when relieved at operational periods or rotation out.
- Respond to demobilization orders and brief subordinates regarding Demobilization.
- Prepare personal belongings for demobilization.
- Return all assigned equipment to appropriate location.
- Complete Demobilization Check-out process before returning to home base.
- Participate in After-Action activities as directed.
- Carry out all assignments as directed.
- Upon demobilization, notify RESL at incident site or home unit of your safe return

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Unit Leader Responsibilities for ALL ICS Unit Leader Positions

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	Review Common Responsibilities
	Upon check-in, receive briefing from Incident Commander, Section Leader, or Branch Director as appropriate.
	Participate in incident planning meetings and briefings, as required.
	Determine current status of unit activities.
	Order additional unit staff, as appropriate.
	Determine resource needs.
	Confirm dispatch and estimated time of arrival of staff and supplies.
	Assign specific duties to staff; supervise staff.
	Complete forms and reports required of the assigned position and send through the supervisor to the Documentation Unit.
	Develop and implement accountability, safety and security measures for personnel and resources.
	Supervise demobilization of unit, including storage of supplies.
	Provide Supply Unit Leader with a list of supplies to be replenished.
	Maintain unit records, including Unit/Activity Log (ICS Form 214).
	Individual responders may want to maintain personal log of actions, decisions and events.
	Carry out all assignments as directed.

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Incident Command System

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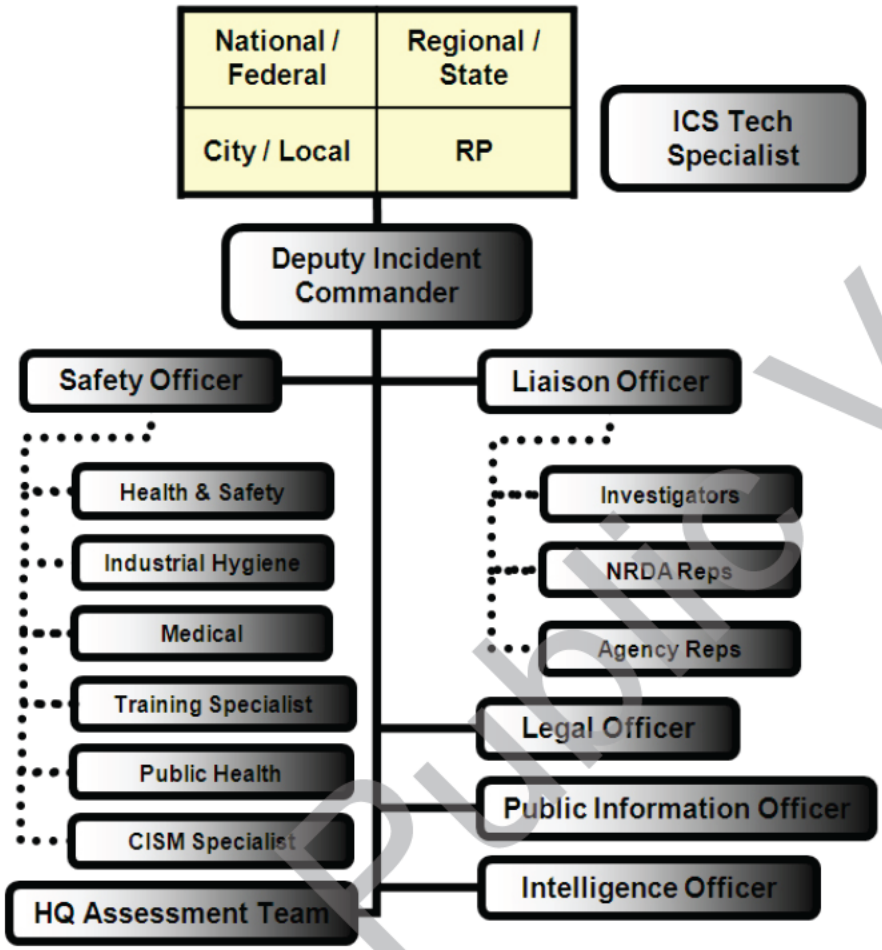

Unified Command (UC) Representatives must be able to:

- ✓ Agree on common incident objectives and priorities;
- ✓ Have the capability to sustain a 24-hour/7-day/week commitment to the incident;
- ✓ Have the authority to commit agency or company resources to the incident;
- ✓ Have the authority to spend agency or company funds;
- ✓ Agree on constraints/limitations, priorities, decisions and procedures;
- ✓ Agree on an incident response organization;
- ✓ Agree on the appropriate Command and General Staff position assignments to ensure clear direction for on-scene tactical resources;
- ✓ Commit to speak with "one voice" through the IO or JIC, if established;
- ✓ Agree on managing sensitive information and operational security issues;
- ✓ Agree on logistical support procedures including resource ordering procedures; and
- ✓ Agree on cost-sharing and cost accounting procedures, as appropriate
- ✓ It is important to note that participation in a UC occurs without any agency abdicating authority, responsibility or accountability.

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Command Section

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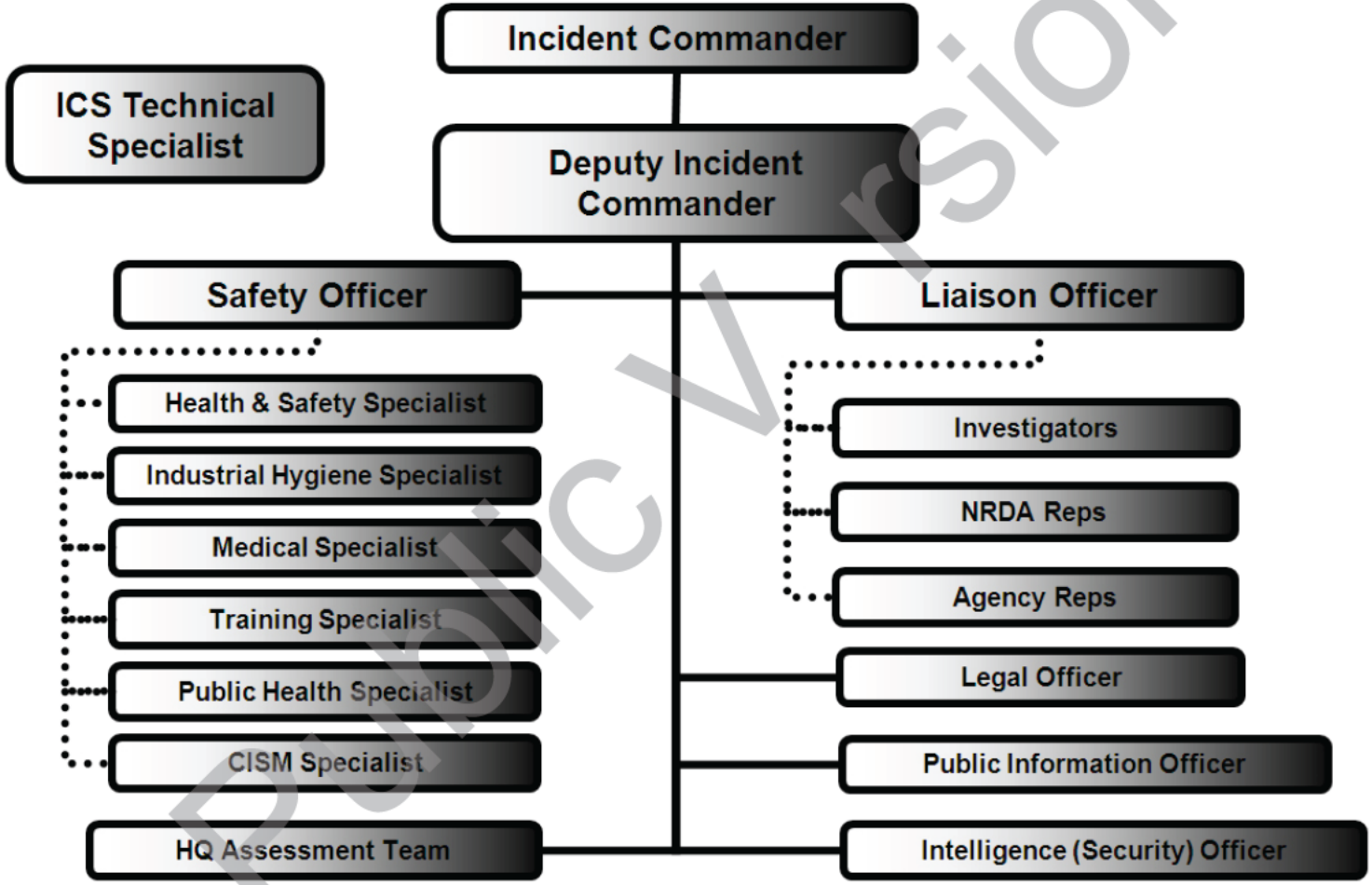

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Incident Commander - IC & Deputy IC

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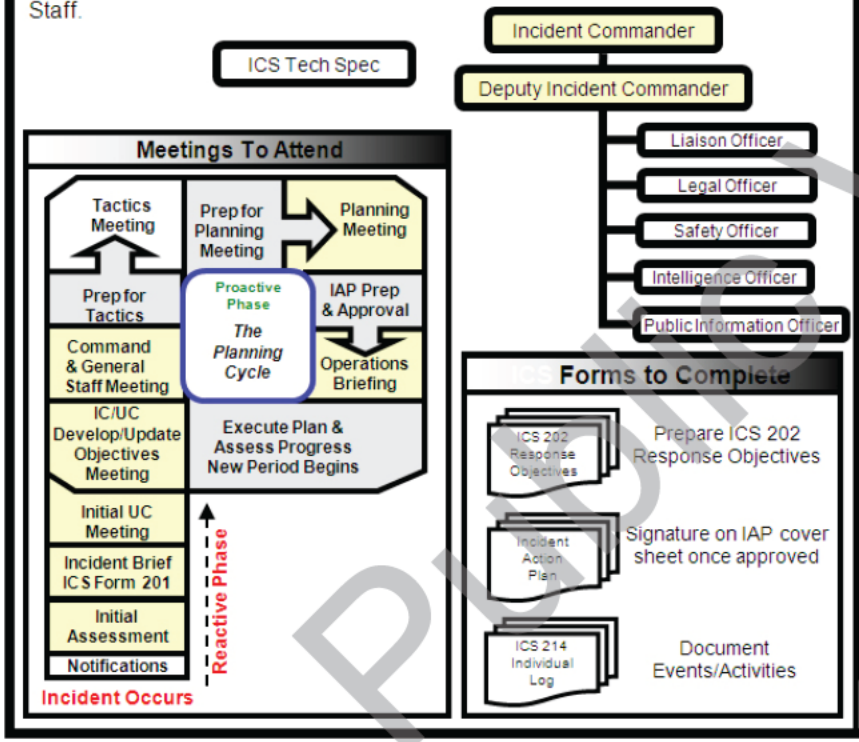
Responsibilities

The IC(s) responsibility is the overall management of the incident. On most incidents, the command activity is carried out by a single IC. The IC is selected by qualifications and experience. The IC may have a deputy, who may be from the same agency, or from an assisting agency. Deputies may also be used at section and branch levels of the ICS organization. Deputies must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time. When span of control becomes an issue for the IC, a Deputy IC/Chief of Staff may be assigned to manage the Command Staff.



Checklist

Review Common Responsibilities
Obtain a briefing from the prior IC (201 Briefing)
Determine Incident Objectives & general direction for managing the incident.
Establish the immediate priorities.
Establish the length of the current and next operational periods.
Establish an ICP.
Establish Unified Command (if appropriate) and communicate the names of those in UC to the Command and General Staff.
Brief Command Staff and Section Chiefs.
Establish an appropriate organization, ensuring compliance with response plans and pertinent Area Contingency Plans, as well as planning for night ops/second shift staffing needs.
Ensure planning meetings are scheduled as required.
Approve and authorize the implementation of an IAP.
Ensure that adequate safety measures are in place.
Coordinate activity for all Command and General Staff.
Coordinate with key people and officials.
Approve requests for additional resources or for the release of resources.
Keep agency administrator informed of incident status.
Approve the use of trainees, volunteers, and auxiliary personnel.
Authorize release of accurate information to the news media and participate in press briefings and pre-meetings as appropriate with members of IC/UC.
Ensure Incident Status Summary (ICS 209) is completed and forwarded to appropriate higher authority.
Order the demobilization of the incident when appropriate.
Maintain Unit Log (ICS 214a)

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ICS Technical Specialist

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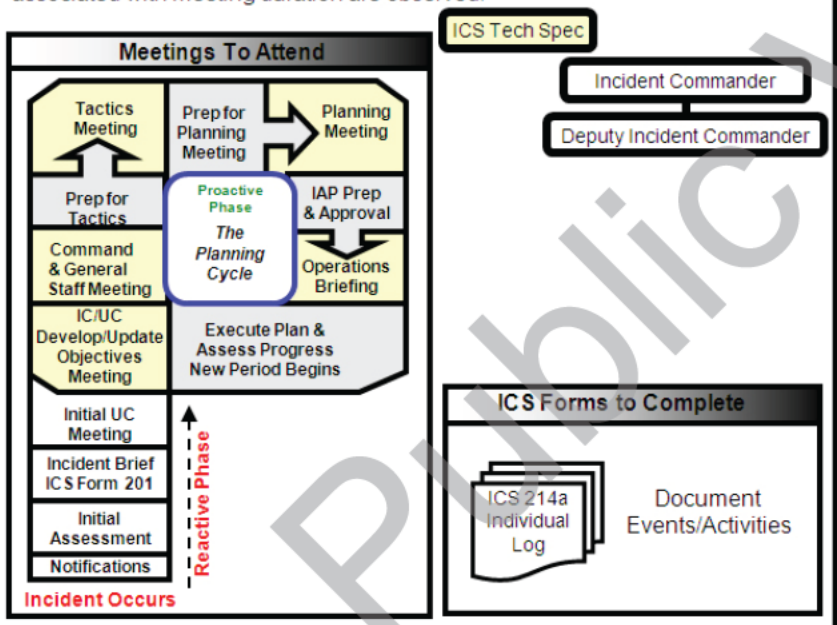
Responsibilities

ICS Technical Specialist - The **ICS Technical Specialist** is responsible for providing process continuity and consistency throughout the response organization. Under the direction of the Incident Commander, the **ICS Technical Specialist** is responsible for facilitating the establishment of an appropriate Incident Command System (ICS) organization. The **ICS Technical Specialist** provides ICS process expertise to the Incident Commander and the response team.

The **ICS Technical Specialist** should attend all Planning Cycle Process meetings as necessary, to ensure meeting continuity. The **ICS Technical Specialist** will also help to ensure proper meeting etiquette and time contracts associated with meeting duration are observed.



Checklist

	Review Common Responsibilities
	Determine site specific training requirements and need for a training program
	Develop site specific training program and implement as necessary
	Determine the feasibility of using trainees in the response
	Review trainee assignments and modify if appropriate.
	Coordinate the assignments of trainees to incident positions with the Resources Unit
	Keep the Safety Officer apprised of status of compliance with training requirements
	Make follow-up contacts in the field to provide assistance and advice for trainees to meet training objectives, as appropriate, and with approval of Unit Leaders to ensure trainees receive performance evaluation.
	Monitor operational procedures and evaluate training needs.
	Respond to requests for information concerning training activities.
	Give the Training Specialist records and logs to the Documentation Unit at the end of each operational period.
	Maintain Unit Log (ICS 214).

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Safety Officer - SOFR

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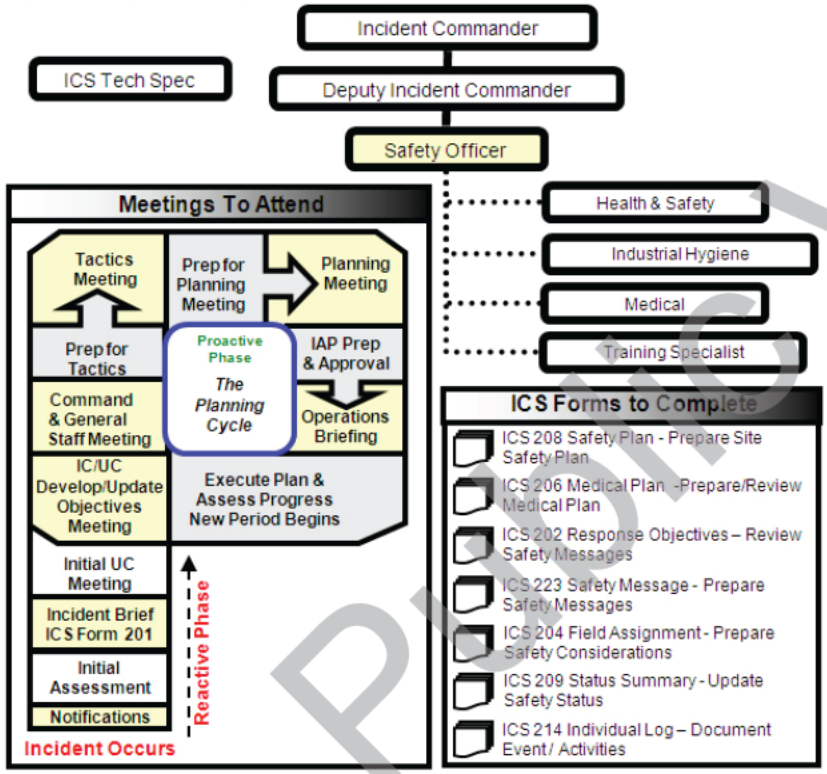
Responsibilities

The SOFR function is to develop and recommend measures for assuring personnel safety, and to assess and/or anticipate hazardous and unsafe situations. Only one primary SOFR will be assigned for each incident. The SOFR may have specialists, as necessary, and the assistants may also represent assisting agencies or jurisdictions. Safety assistants may have specific responsibilities, such as air operations, hazardous materials, etc.



Checklist

	Review Common Responsibilities
	Participate in tactics and planning meetings, and other meetings and briefings as required.
	Identify hazardous situations associated with the incident.
	Review the IAP for safety implications.
	Provide safety advice in the IAP for assigned responders.
	Exercise emergency authority to stop and prevent unsafe acts.
	Investigate accidents that have occurred within the incident area.
	Assign assistants, as needed.
	Review and approve the medical plan (ICS Form 206).
	Develop the Site Safety Plan and publish Site Safety Plan summary (ICS Form 208) as required, including coverage for the ICP and any night operations.
	Ensure all safety plans are compliant with local Area Contingency Plans.
	Establish a system to adequately communicate appropriate safety plans to personnel in the field.
	Develop the Work Safety Analysis Worksheet (ICS 215A) as required.
	Ensure that all required agency forms, reports, and documents are completed prior to demobilization.
	Brief Command on safety issues and concerns
	Have debriefing session with the IC prior to demobilization.

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Health & Safety Specialist

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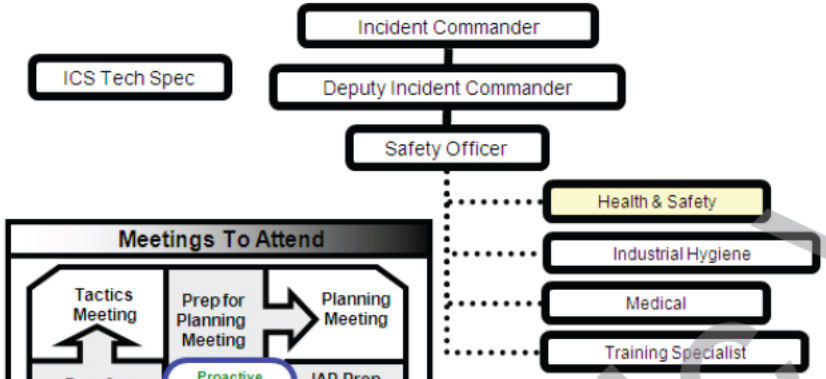
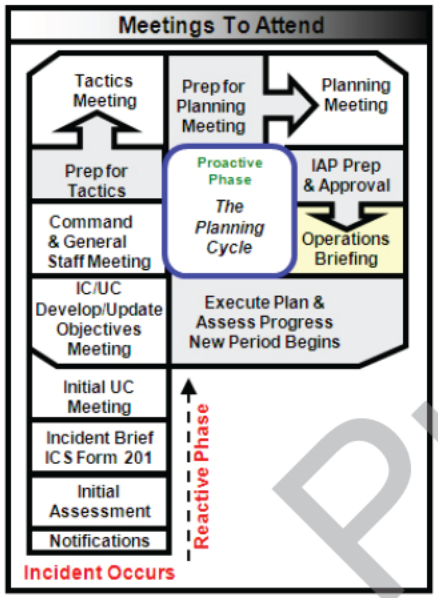
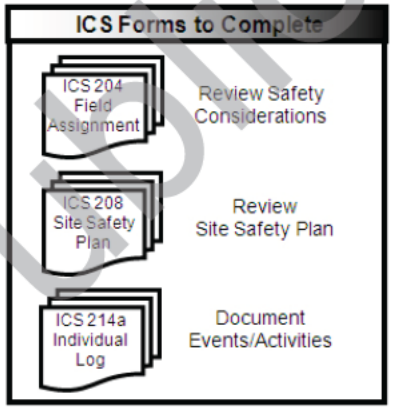
Responsibilities

The Health & Safety Specialist is responsible for providing expertise & guidance on the safe practices and procedures to be carried out in all phases of the response. The Health & Safety Specialist is responsible for input of specific safety and occupational health requirements necessary to support the incident.







Checklist

	Review Common Responsibilities
	Receiving briefing from the Safety Officer
	Evaluate and acquire monitoring and other technical equipment as required
	Conduct initial Site Assessment and execute a plan for ongoing monitoring
	Assist the Safety Officer in the development and implementation of the Site Safety and Health Plan (ICS 208)
	Ensure compliance with Personal Protective Equipment (PPE) requirements for all response operations
	Assist with monitoring Safety and Occupational Health programs for all contract workers
	Evaluate field safety practices and make recommendations.
	Maintain Individual/Activity Log (ICS Form 214a).

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Industrial Hygiene Specialist

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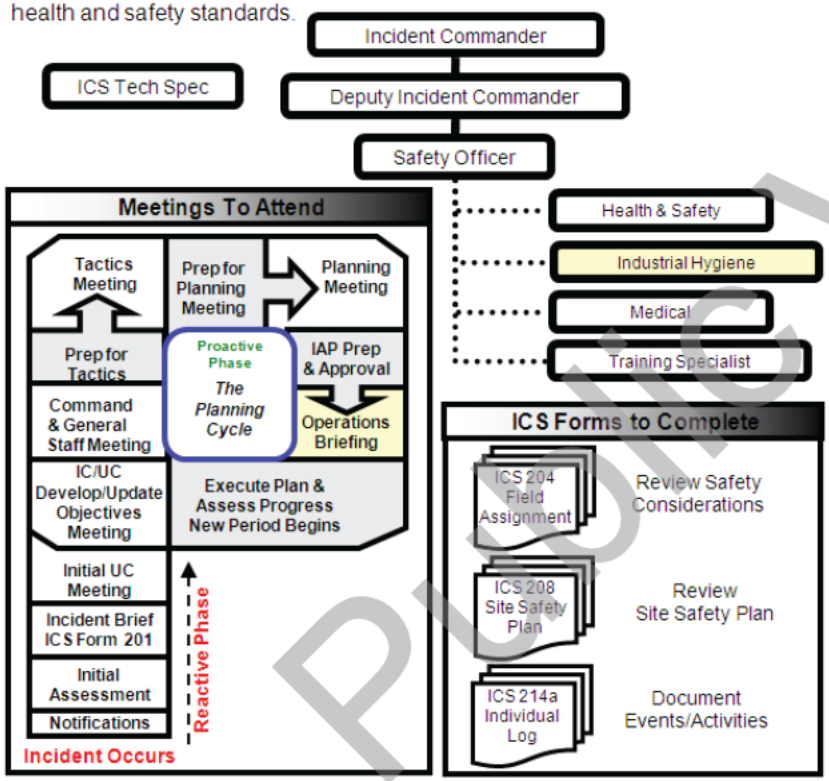
Responsibilities

The Industrial Hygiene Specialist provides expertise on the occupational health, toxicology and safety practices to be followed in all response and remediation activities. The Industrial Hygiene Specialist must be familiar with all Country Safety and Health requirements as they relate to incident response. The Industrial Hygiene Specialist will advise the Safety Officer on proper safety and health practices and set up programs which will comply with all occupational health and safety standards.



Checklist

	Review Common Responsibilities
	Receiving briefing from the Safety Officer
	Evaluate emergency situation to determine occupational health and safety requirements for response personnel
	Ensure necessary MSDS's are available
	Assist the Safety Officer in the development and implementation of the Site Safety and Health Plan (ICS 208)
	Consult with toxicology personnel as necessary to determine health hazards associated with exposure to any contaminants.
	Ensure that proper sanitation procedures and facilities for response personnel are in place
	Acquire personal and/or area monitoring equipment
	Document all worker exposure levels
	Maintain Individual/Activity Log (ICS Form 214a)

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Medical Specialist

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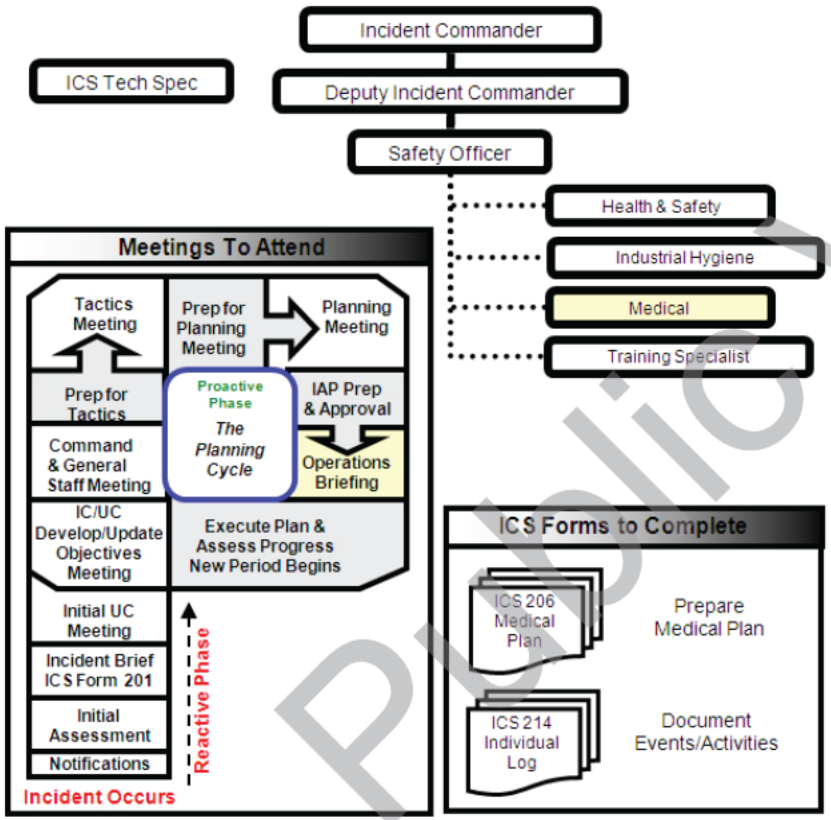
Responsibilities

The Medical Specialist is primarily responsible for the development of the Medical Plan, identifying requirements for medical aid and transportation of injured and/or ill incident personnel, and preparation of reports and records.



Checklist

	Review Common Responsibilities
	Receiving briefing from the Safety Officer
	Establish initial contact with local medical emergency agencies/services through Liaison Officer
	Determine level of emergency medical activities performed prior to activation of Medical Unit
	Establish first aid stations and supply medical kits as necessary for site operation
	Coordinate staging areas as necessary for medical transport vehicles
	Prepare the Medical Plan (ICS Form 206) and submit to Safety Officer for review
	Respond to requests for medical supplies, medical transportation, and medical aid personnel
	Provide information to the Health and Safety Specialist as requested for development of Site Safety and Health Plan
	Prepare and submit all required medical reports
	Assist responding agencies with understanding the exposure, symptoms, etc related to medical emergencies and medical evacuation
	Advise on the need for post-emergency rehabilitation for injured or exposed responders
	Liaison with Compensation/Claims Unit Leader in evaluation and follow-up on any incident injuries
	Maintain Individual/Activity Log (ICS Form 214a).

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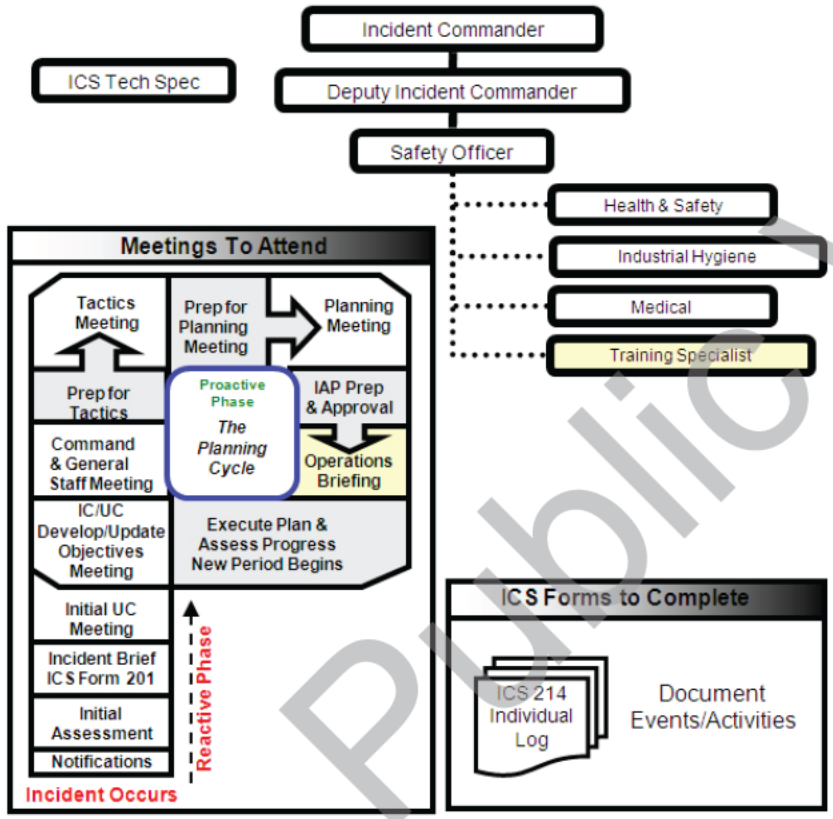
Training Specialist

The Response Group

Responsibilities

The Training Specialist is responsible for coordinating the training of incident response personnel. The Training Specialist will monitor response operations and identify any additional needs. The Training Specialist is responsible for evaluating compliance of responders with all regulatory-required training.



Checklist

	Review Common Responsibilities
	Determine site specific training requirements and need for a training program
	Develop site specific training program and implement as necessary
	Determine the feasibility of using trainees in the response
	Review trainee assignments and modify if appropriate.
	Coordinate the assignments of trainees to incident positions with the Resources Unit
	Keep the Safety Officer apprised of status of compliance with training requirements
	Make follow-up contacts in the field to provide assistance and advice for trainees to meet training objectives, as appropriate, and with approval of Unit Leaders to ensure trainees receive performance evaluation.
	Monitor operational procedures and evaluate training needs.
	Respond to requests for information concerning training activities.
	Give the Training Specialist records and logs to the Documentation Unit at the end of each operational period.
	Maintain Unit Log (ICS 214).

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Public Health Technical Specialist

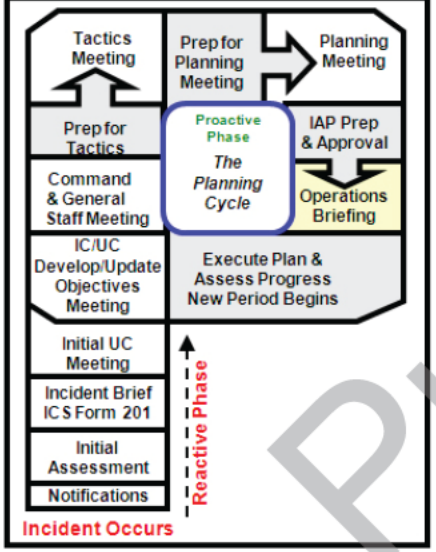
The Response Group

Responsibilities

Public Health Technical Specialists may be needed to provide public health/worker health and safety technical knowledge and expertise in events involving oil, hazardous substance/materials, radiation, or health and medical issues. Public Health Technical Specialists from the Department of Health and Human Services' Centers for Disease Control and Prevention can provide technological assistance in the following areas:

1. Human health threat assessment
2. Environmental health threat assessment
3. Exposure prevention
4. Worker health and safety
5. Toxicology and health physics
6. Epidemiology
7. Public health communications

Meetings To Attend



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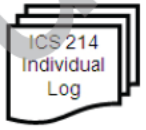
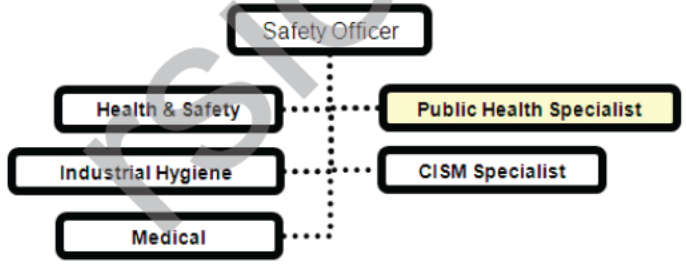


Document Events/Activities



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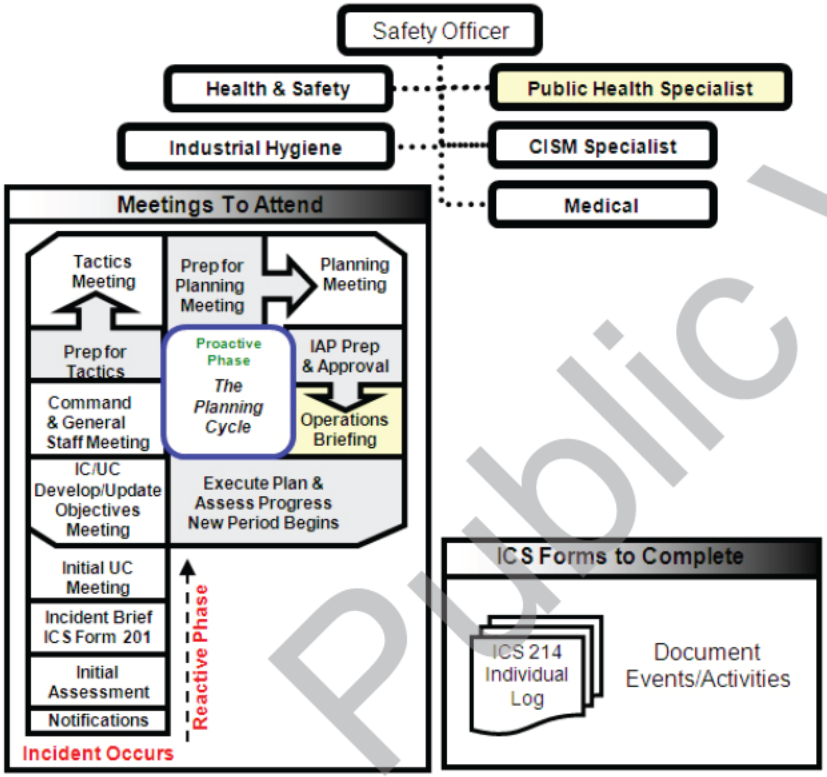
Critical Incident Stress Management (CISM) Specialist

The Response Group

Responsibilities

The CISM Specialist is responsible for identifying and securing the immediate response and services to provide for the psychological and emotional needs of all incident personnel. Due to the importance of the mental well-being of all response personnel and the highly specialized nature of the program, the CISM Specialist could be assigned to the command level of the organization and would report directly to the IC or UC.



Checklist

	Review Common Responsibilities
	Evaluate the psychological and emotional state of the personnel involved in response operations, assess the need & level of CISM interventions.
	Ensure all operational and support units involved in the response have timely access to CISM team interventions.
	Ensure proper listing of all CISM team members & their necessary contact phone numbers while stationed in the area.
	Establish and maintain working relationship with the Chaplain response team to cross-reference needs of responders and their families.
	Provide for CISM team access to family members (spouses, children, and significant others) to assess the need and level of CISM interventions.
	Attend all staff briefings and planning meetings as required.
	Ensure CISM team members are adequately debriefed following their involvement with CISM response.
	Maintain an accurate daily log of all activities, including dates, times, and places where CISM activities occurred. Use ICS Form 214a.
	Establish communication and working relationships with all other responding agencies providing mental health assistance
	Maintain liaison with the other local response agencies to effectively refer appropriate personnel for health assistance.

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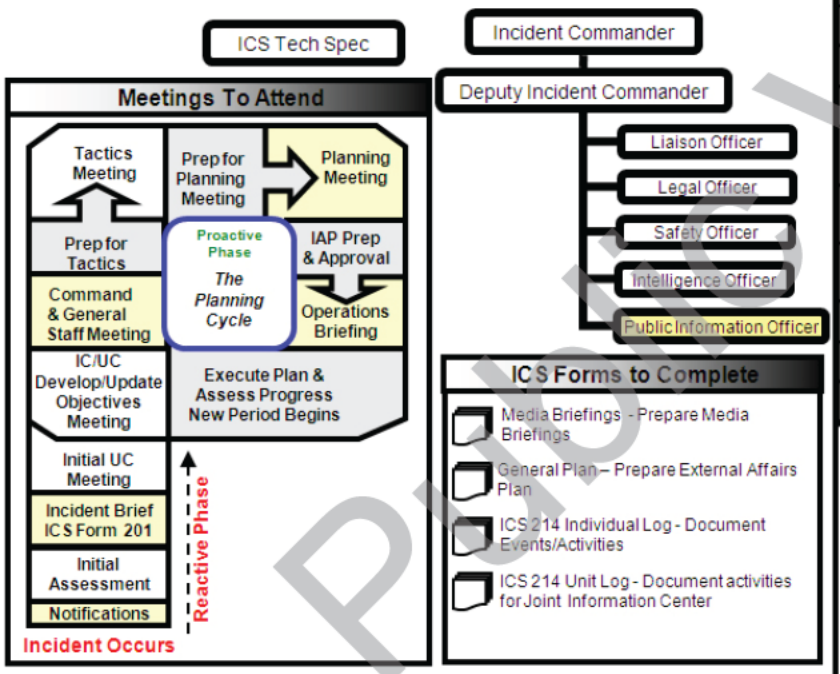
Public Information Officer - PIO

The Response Group

Responsibilities

The Public Information Officer (PIO) is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. Only one primary PIO will be assigned for each incident, including incidents operating under UC and multi-jurisdiction incidents. The PIO may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions. Agencies have different policies and procedures relative to the handling of public information.



Checklist

	Review Common Responsibilities
	Determine from the IC if there are any limits on information release.
	Develop material for use in media briefings.
	Obtain IC approval of media releases.
	Conduct pre-meetings for IC/UC as appropriate before press briefings.
	Inform media and conduct media briefings.
	Attend and participate in meetings as appropriate or required.
	Arrange for tours and other interviews or briefings that may be required.
	Manage a Joint Information Center (JIC) if established.
	Obtain media information that may be useful to incident planning.
	Maintain current information summaries and/or displays on the incident and provide information on the status of the incident to assigned personnel.
	Ensure that all required agency forms, reports and documents are completed prior to demobilization.
	Coordinate with Liaison Officer to ensure the public is appropriately informed of incident status, including public meetings or open houses for the affected public.
	Brief Command on PIO issues and concerns
	Have debriefing session with the IC prior to demobilization.
	Maintain Unit or Individual Log (ICS 214)

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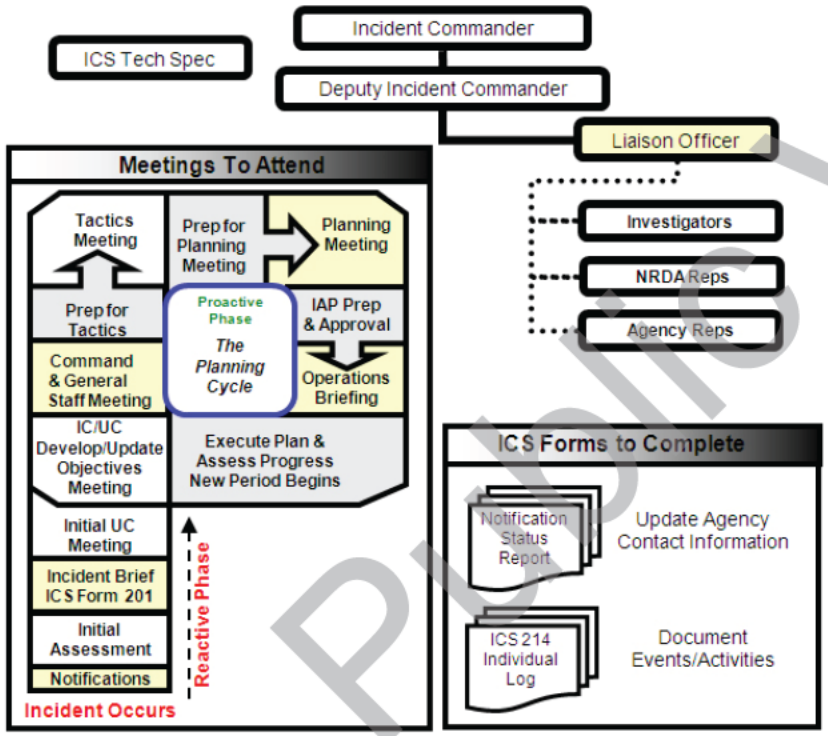
Liaison Officer - LNO

The Response Group

Responsibilities

Incidents that are multi-jurisdictional, or have several agencies involved, may require the establishment of the LNO position on the Command Staff. Only one primary LNO will be assigned for each incident, including incidents operating under UC and multi-jurisdiction incidents. The LNO may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions. The LNO is assigned to the incident to be the contact for assisting and/or cooperating Agency Representatives.



Checklist

	Review Common Responsibilities
	Be a contact point for Agency Representatives.
	Maintain a list of assisting and cooperating agencies and Agency Representatives, including name and contact information. Monitor check-in sheets daily to ensure that all Agency Representatives are identified.
	Assist in establishing and coordinating interagency contacts.
	Keep agencies supporting the incident aware of incident status.
	Plan and conduct (as necessary) Local Official Briefings to keep local organizations informed of incident.
	Monitor incident operations to identify current or potential inter-organizational problems.
	Participate in planning meetings, providing current resource status, including limitations and capability of assisting agency resources.
	Coordinate response resource needs for Natural Resource Damage Assessment and Restoration (NRDAR) activities with the OSC during oil and HAZMAT responses.
	Coordinate with PIO to ensure the public is appropriately informed of incident status, including public meetings or open houses for the affected public.
	Coordinate response resource needs for incident investigation activities with the OSC.
	Ensure that all required agency forms, reports and documents are completed prior to demobilization.
	Brief Command on agency issues and concerns.
	Have debriefing session with the IC prior to departure/demobilization.
	Coordinate activities of visiting dignitaries
	Maintain Unit or Individual Log (ICS 214)

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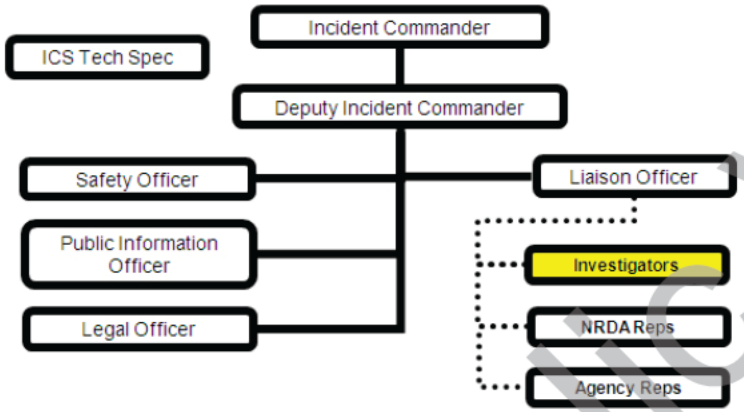
Incident Investigation

The Response Group

Responsibilities

Investigators from Federal, state, local agencies, and responsible party will not normally be a part of the Incident Command System. While investigation personnel may report to individuals who are part of the Unified Command, the investigators should be separate so as not to introduce polarizing forces into the Incident Command System. The initial point of contact may be the Liaison Officer.



ICS Forms to Complete

ICS 214 Individual Log — Document Events/Activities

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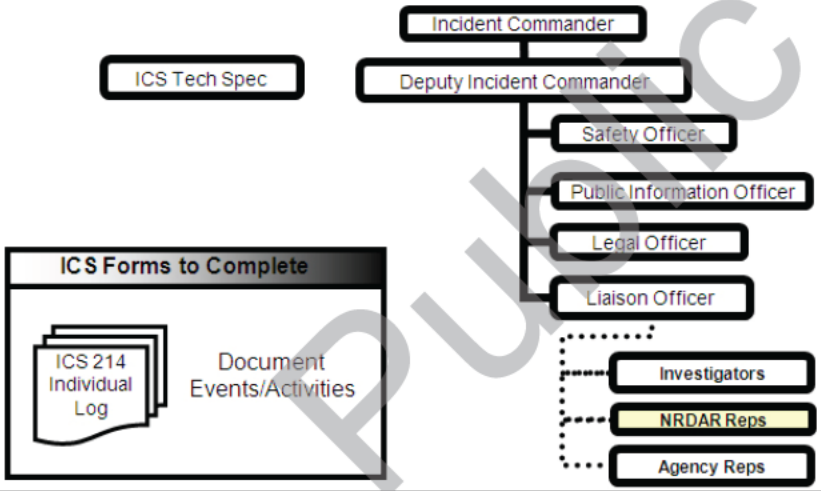
NRDAR Representative

The Response Group

Responsibilities

The Natural Resource Damage Assessment (NRDAR) Representatives are responsible for coordinating the NRDAR needs and activities of the trustee team. NRDAR activities generally do not occur within the structure, processes, and control of the Incident Command System. However, particularly in the early phases of a spill response, many NRDAR activities overlap with environmental assessment performed for the sake of spill response. Because NRDA is carried out by natural resource trustee agencies and/or their contractors, personnel limitations may require staff to perform both NRDAR and response activities simultaneously. Therefore, NRDA representatives should remain coordinated with the spill response organization through the Liaison Officer, and may need to work directly with the Unified Command, Planning Section Chief, Operations Section Chief and the ENVL or Scientific Support Coordinator to resolve any problems or address areas of overlap. This includes close coordination with the LO for obtaining timely information on the spill and injuries to natural resources. While NRDA resource requirements and costs may fall outside the responsibility of the Logistics and Finance/Admin sections, coordination is important.



Checklist

	Review Common Responsibilities
	Review Agency Representative Responsibilities
	Attend appropriate meetings to facilitate communication between NRDAR Team and IC/UC.
	Provide status reports.
	Coordinate with the LO, or the UC in the absence of an LO, to assure that NRDAR field activities do not conflict with response activities and to request logistical support for NRDAR field activities.
	Seek the FOSC's cooperation in acquiring response-related samples or results of sample analysis applicable to NRDAR; (e.g., spilled petroleum product from source and/or oil from contaminated wildlife).
	Support the UC's information needs through the IO.
	Interact with appropriate units to collect information requested by the NRDAR Team.
	Obtain necessary safety clearances for access to sampling sites.
	Coordinate with other organizations to identify personnel available for NRDAR.

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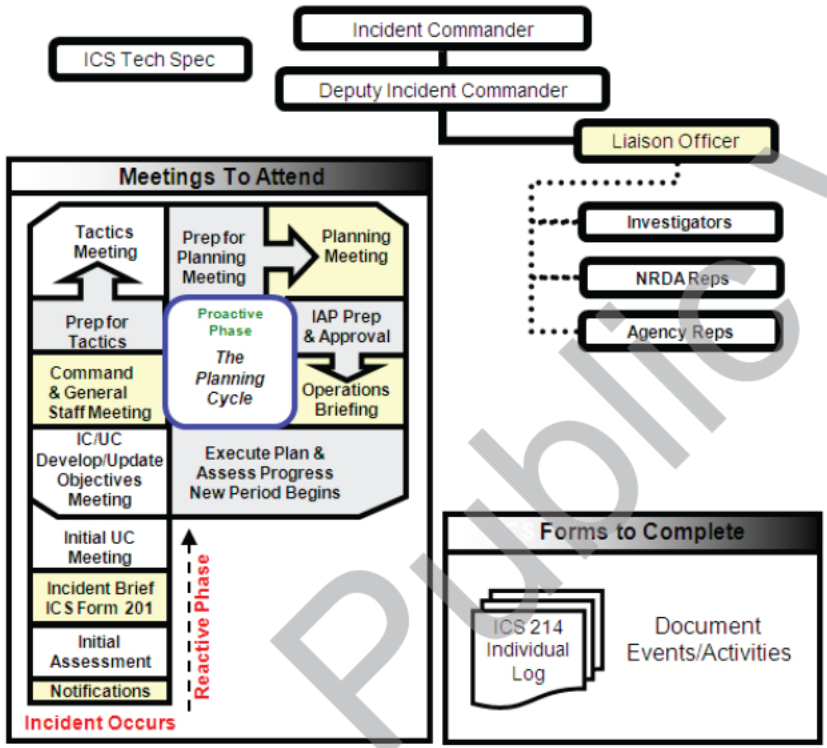
Agency Representative - AREP

The Response Group

Responsibilities

In many multi-jurisdiction incidents, an agency or jurisdiction may send an AREP who is not on direct tactical assignment, but is there to assist in coordination efforts. An AREP is an individual assigned to an incident from an assisting or cooperating agency who has been delegated authority to make decisions on matters affecting that agency's participation at the incident. AREP's report to the LNO, or to the IC in the absence of a LNO.



Checklist

	Review Common Responsibilities
	Ensure that all agency resources are properly checked-in at the incident.
	Obtain briefing from the LNO or IC.
	Inform assisting or cooperating agency personnel on the incident that the AREP position for that agency has been filled.
	Attend briefings and planning meetings as required.
	Provide input on the use of agency resources unless resource Technical Specialists (THSP) are assigned from the agency.
	Cooperate fully with the IC and the General Staff on agency involvement at the incident.
	Ensure the well-being of agency personnel assigned to the incident.
	Advise the LNO of any special agency needs or requirements.
	Report to home agency dispatch or headquarters on a pre-arranged schedule.
	Ensure that all agency personnel and equipment are properly accounted for and released prior to departure.
	Ensure that all required agency forms, reports and documents are completed prior to demobilization.
	Have a debriefing session with the LNO or IC before demobilization.
	Maintain Unit Log (ICS 214).

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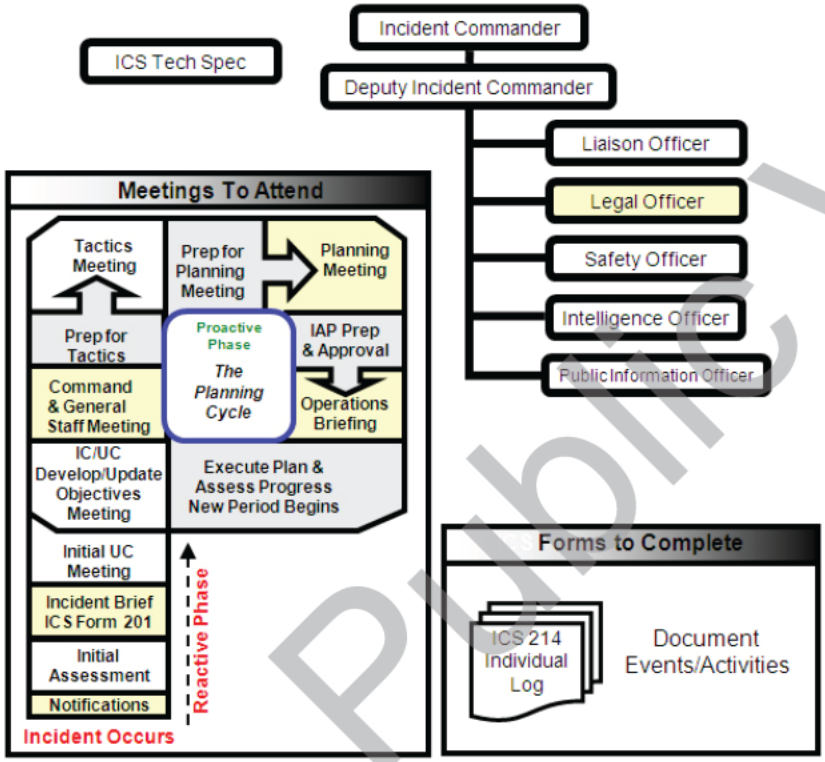
Legal Officer

The Response Group

Responsibilities

The Legal Officer is responsible for providing advice and direction on all matters of a legal nature including claims, legal requirements relating to the emergency response, investigations, Natural Resource Damage assessment (NRDA), major procurement contracts, insurance coverage, and review of information releases to the media, government agencies and the public.



Checklist

	Review Common Responsibilities
	Obtain briefing from the Incident Commander
	Advise the Incident Commander (IC) and the Unified Command (UC), as appropriate, on all legal issues associated with response operations
	Establish documentation guidelines for and provide advise regarding response activity documentation to the response team
	Provide legal input to the Documentation Unit, the Compensation/Claims Unit, and other appropriate Units as requested
	Review press releases, documentation, contracts and other matters that may have legal implications for the Company
	Participate in Incident Command System (ICS) meetings and other meetings, as requested
	Participate in incident investigations and the assessment of damages (including natural resource damage assessments)
	Maintain Individual/Activity Log (ICS Form 214a).

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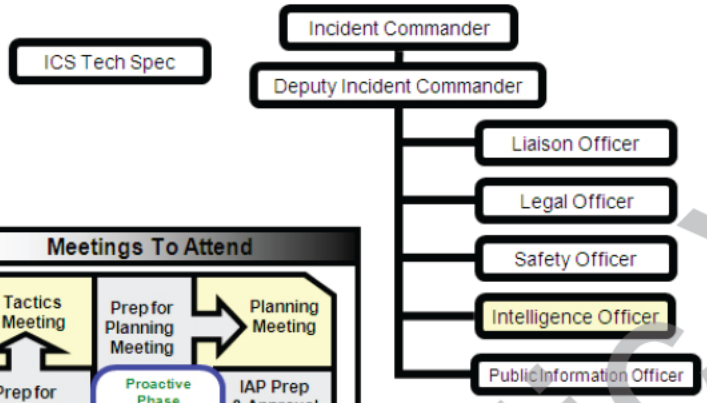
Intelligence/Security Officer - INTO

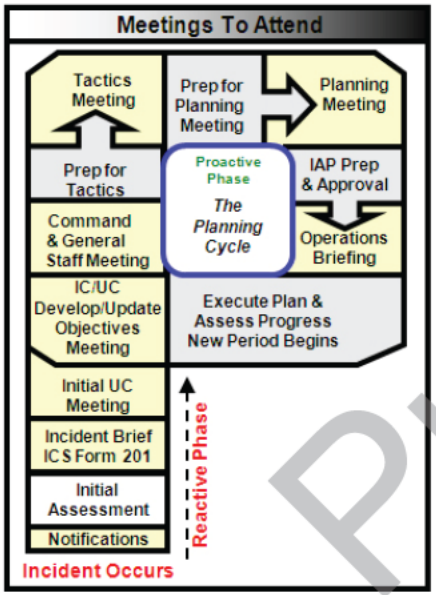
The Response Group

Responsibilities

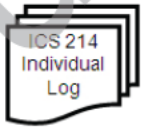
The responsibility of the INTO is to provide Command intelligence information that can have a direct impact on the safety of response personnel and influence the disposition of maritime security assets involved in the response.



Meetings To Attend



ICS Forms to Complete



Document Events/Activities

Checklist

	Collect and analyze incoming intelligence information from all sources.
	Determine the applicability, significance, and reliability of incoming intelligence information.
	As requested, provide intelligence briefings to the IC/UC.
	Provide intelligence briefings in support of the Incident Command System Planning Cycle.
	Provide Situation Unit with periodic updates of intelligence issues that impact the incident response.
	Answer intelligence questions and advise Command and General Staff as appropriate.
	Review the IAP for intelligence implications.
	Supervise, coordinate, and participate in the collection, analysis, processing, and dissemination of intelligence.
	Assist in establishing and maintaining systematic, cross-referenced intelligence records and files.
	Establish liaison with all participating law enforcement agencies including the CGIS, FBI/JTTF, State and Local police departments.
	Conduct first order analysis on all incoming intelligence and fuse all applicable incoming intelligence with current intelligence holdings in preparation for briefings.
	Prepare all required intelligence reports and plans.
	As the incident dictates, determine need to implant Intelligence Specialists in the Planning and Operations Sections.
	Ensure that all required agency forms, reports and documents are completed prior to demobilization.
	Have debriefing session with the IC prior to demobilization.
	Maintain Individual/Activity Log (ICS Form 214a).

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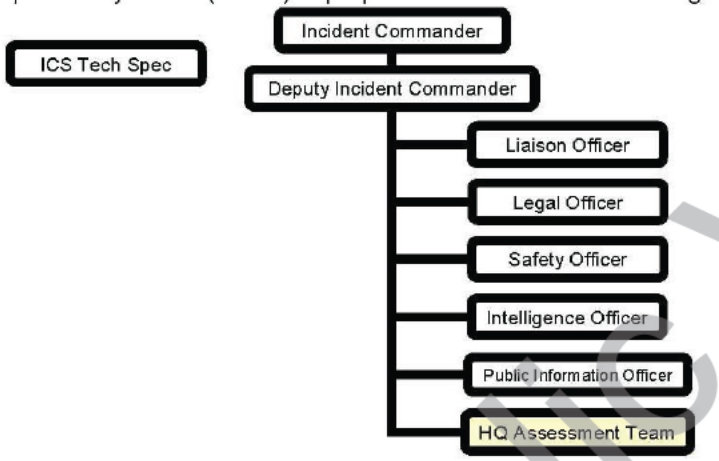
Headquarters Assessment Team

Sept 2009

The Response Group

Responsibilities

HQ ASSESSMENT TEAM - Represents Upstream Business Unit most impacted by the emergency. Activates ESG and gathers information from In-Country management and begins documentation of key facts and response objectives (PEAR) in preparation for initial ESG briefing.



ICS Forms to Complete

ICS 214 Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities
	Activates and ensures adequate support staffing of Emergency Response Center (ERC) upon direction from the ESG Leader
	Accountable for ensuring operational ERC
	Provides focus to the overall decision making process and guidance in the deliberation process to identify and process critical strategic issues
	Assists in development of emerging issues, scenario planning, development of senior management briefings, etc.,
	Monitor information and documentation processes
	After being contacted of incident, immediately discuss with the ESG Leader which ESG members should be notified
	Coordinate ESG logistics including notification of ESG members per ESG Leader's request. Advise ESG Leader of notifications made and estimated arrival times of those called
	Discuss/establish key objectives with ESG Leader
	Set out the ERC materials (equipment, wall charts, maps, etc.)
	Review ESG processes with team
	Ensure minutes of initial ESG meeting are captured
	Review documentation duties with Administrative Support members
	Ensure functioning of ERC (including ongoing IT and Site Security)
	Ensure on-going staffing for ESG, including support staffs and need for 24-hour operation. Communicate shift change procedures
	Coordinate identification of lessons learned and improvement opportunities
	Assist in preparation of close out draft report for ESG Leader
	Maintain Individual/Activity Log (ICS Form 214a).

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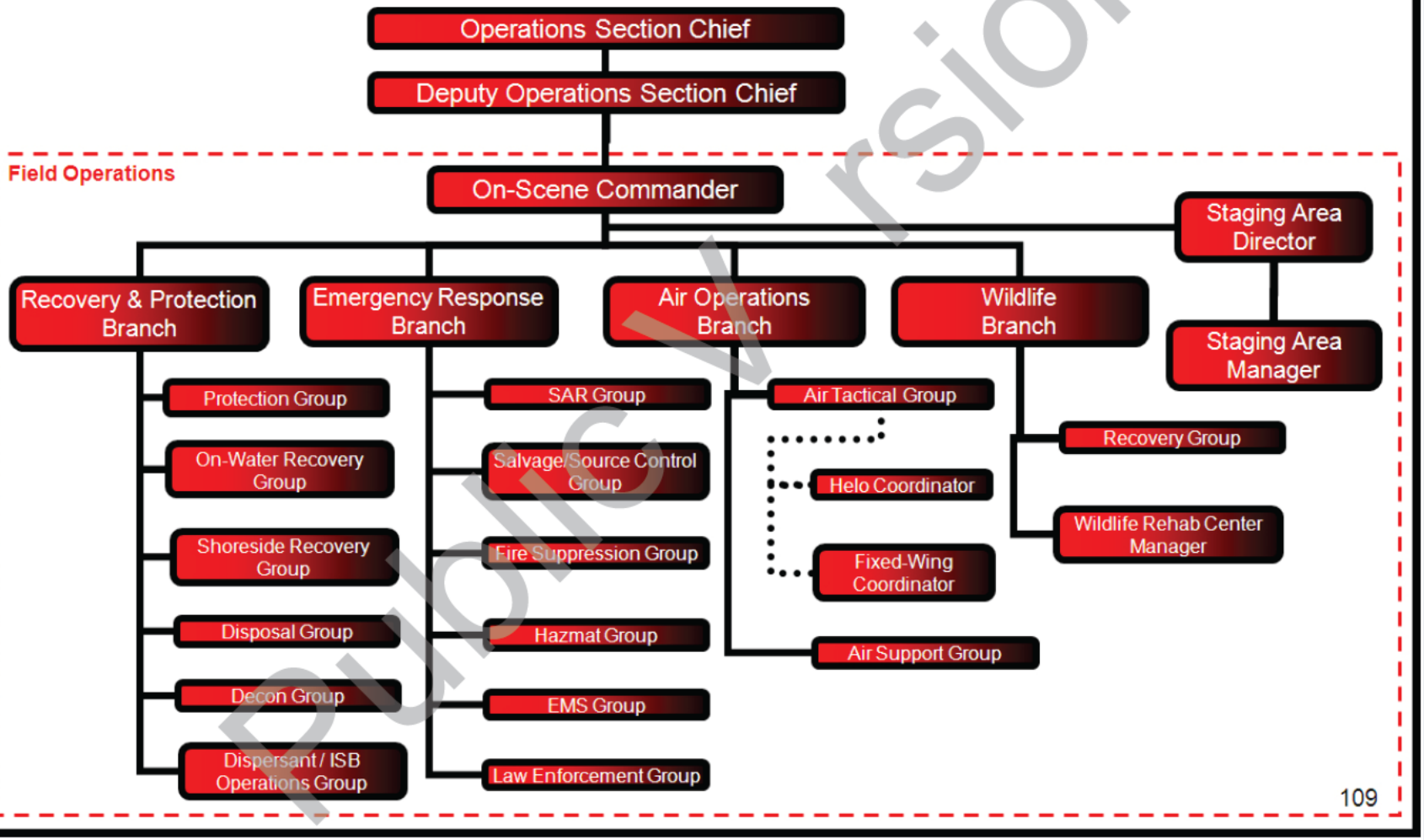
Operations Section

The Response Group



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Operations Section Chief - OSC

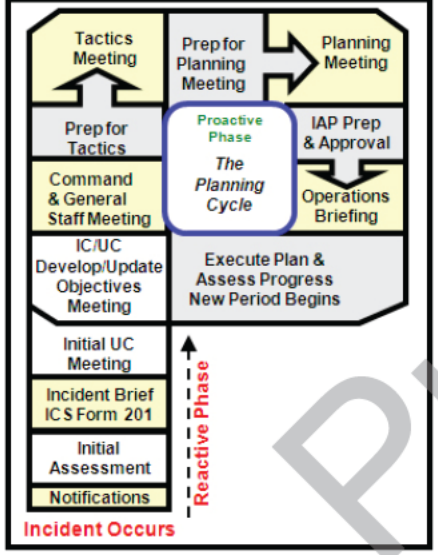
The Response Group

Responsibilities

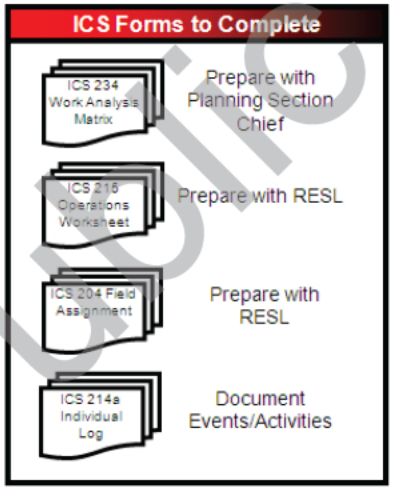
The Operations Section Chief (OSC), a member of the General Staff, is responsible for the management of all operations directly applicable to the primary mission. The OSC will normally be selected from the organization/agency with the most jurisdictional responsibility for the incident and will work in the ICP.

The OSC activates and supervises organization elements in accordance with the IAP and directs its execution. The OSC also directs the preparation of Unit operational plans, requests or releases resources, makes expedient changes to the IAP, as necessary; and reports such to the IC. The OSC may have deputy OSC's, who may be from the same organization or from an assisting agency. In complex incidents, the OSC may assign a Deputy OSC to supervise on-scene operations.

Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common Responsibilities.
	Obtain briefing from IC.
	Request sufficient Section supervisory staffing for both ops & planning activities including planning for night ops/second shift staffing needs.
	Convert operational incident objectives into strategic and tactical options through a work analysis matrix.
	Ensure those developing strategies and tactics are familiar with applicable Area Contingency Plans.
	Coordinate and consult with the PSC, SOFR, technical specialists, agency & government representatives, modeling scenarios, trajectories, etc., on selection of appropriate strategies and tactics to accomplish objectives.
	Identify kind and number of resources required to support selected strategies, including consideration of air support.
	Subdivide work areas into manageable units.
	Develop work assignments and allocate tactical resources based on strategy requirements (i.e. develop the ICS 215) ensuring all tactical objectives are addressed.
	Coordinate planned activities with the SOFR to ensure compliance with safety practices.
	Prepare ICS 234 Work Analysis Matrix with PSC to ensure Strategies & Tactics and task are in line with ICS 202 Response Objectives to develop ICS 215
	Participate in the planning process and the development of the tactical portions (ICS 204 and ICS 220) of the IAP.
	Assist with development of long-range strategic, contingency, and demobilization plans.
	Cooperate with Planning Section to develop an appropriate Disposal Plan.
	Supervise Operations Section field personnel.
	Monitor need for and request additional resources to support operations as necessary, coordinate with Logistics as appropriate.

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Operations Section Chief - OSC (Continued)

The Response Group

Checklist (Continued)

	Coordinate with the LOFR and AREP's to ensure compliance with approved safety practices.
	Evaluate and monitor current situation for use in next operational period planning.
	Interact and coordinate with Command on achievements, issues, problems, significant changes special activities, events, and occurrences.
	Troubleshoot operational problems with other IMT members.
	Implement the IAP for the Operations Section.
	Evaluate on-scene operations and adjust operations organization, strategies, and tactics as necessary.
	Ensure the Resource Unit is advised of changes in the status of resources assigned to the section.
	Ensure the Situation Unit is advised of changes in the status of incident response actions.
	Ensure the Operations Section personnel execute work assignments following approved safety practices.
	Participate in operational briefings to IMT members as well as briefings to media, and visiting dignitaries.
	Assemble/dissemble task force/strike teams as appropriate.
	Identify/utilize staging areas.
	Develop recommended list of Section resources to be demobilized and initiate recommendation for release when appropriate.
	Receive and implement applicable portions of the incident Demobilization Plan.
	Maintain Unit Log (ICS 214)

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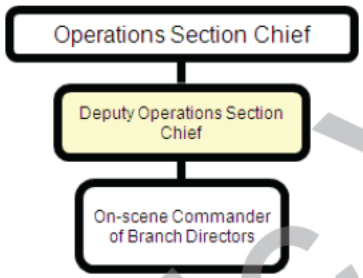
Deputy Operations Section Chief - DOSC

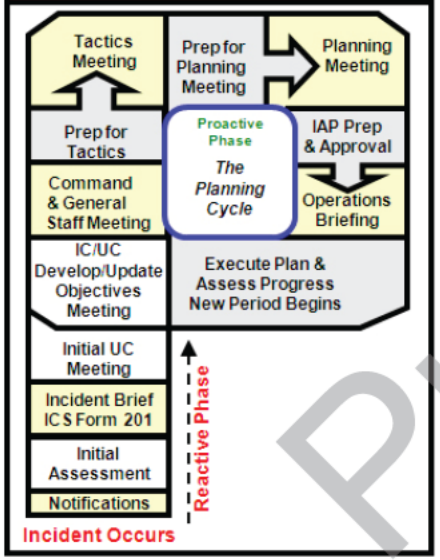
The Response Group

Responsibilities

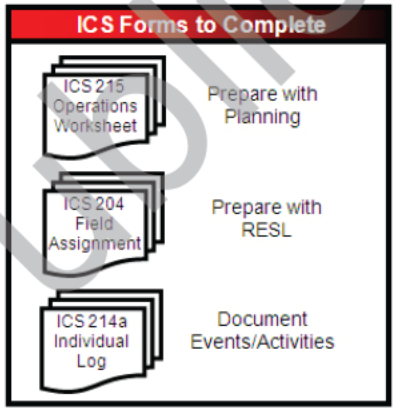
The DOSC is as fully qualified as an OSC. The role of the DOSC is flexible. Generally, the DOSC assists the OSC with the management of all tactical operations directly applicable to the primary mission. Specifically, the DOSC may support the OSC: a) In a relief capacity; b) In complex incidents, assigned to supervise on-scene operations while the OSC participates in the incident planning process. The DOSC may be selected from other organizations / agencies / jurisdictions in a multi-agency/multi-jurisdictional incident.



Meetings To Attend



ICS Forms to Complete



Checklist

	Obtain briefing from OSC.
	Identify resources assigned to Operations Section.
	Identify support facilities.
	Implement IAP for Branches, Divisions, and Groups.
	Assemble/dissemble task force/strike teams.
	Determine need for additional resources.
	Supervise Operations Section field personnel.
	Evaluate on-scene operations and make adjustments to organization, strategies, tactics, and resources as necessary.
	Implement the IAP for the Operations Section.
	Ensure the Resource Unit is advised of changes in the status of resources assigned to the section.
	Provide updates and operational situation reports as directed to the OSC on achievements, issues, problems, significant changes special activities, events and occurrences.
	Monitor need for and request additional resources to support operations as necessary.
	Assemble/dissemble task force/strike teams as appropriate.
	Identify/utilize staging areas.
	Coordinate with OSC on planning for next operational period.
	Ensure that Operations Section personnel execute work assignments following approved safety practices.
	Recommend excess resources for potential demobilization.
	Debrief with OSC and/or as directed at the end of each shift.
	Maintain Unit Log (ICS 214)

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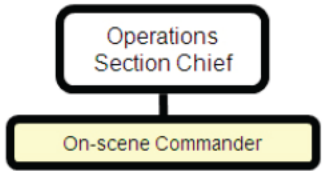
On-Scene Commander

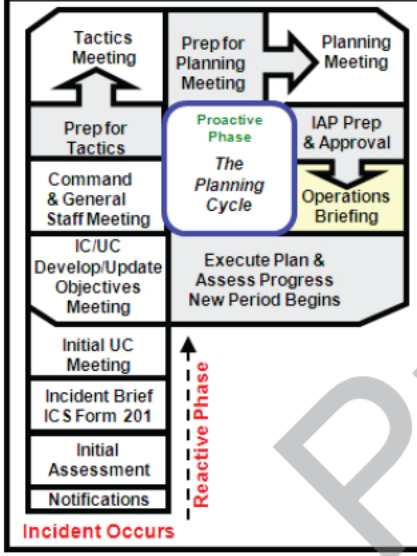
The Response Group

Responsibilities

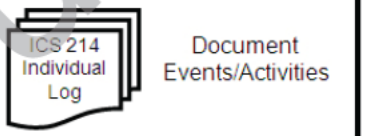
Is under the direction of the Operations Section Chief or Deputy, and is responsible for providing input into IAP develop; and, implementation of the IAP for all field tactical operations.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common and Unit Leader Responsibilities.
	Ensure response activities are implemented in accordance with the IAP.
	Ensure all response personnel are aware of and follow guidelines set forth in the Site Safety Plan (ICS 208) .
	Report all injuries to the Safety Officer.
	Coordinate site access control with the Security Officer.
	Review Division/Group Assignment Lists (ICS Form 204) and modify based on effectiveness of current operations.
	Direct response contractors.
	Request maps and charts of impacted areas as required to support field operations.
	Assign specific work tasks to Division/Group Supervisors.
	Resolve logistic problems reported by subordinates.
	Receive Incident Status Summary input from the Division/Group Supervisors and forward to the Situation Unit.
	Report to Operations Section Chief when the IAP is to be modified and significant change in status or events.
	Approve accident and medical reports originating from the field.
	Maintain Unit Log (ICS 214).

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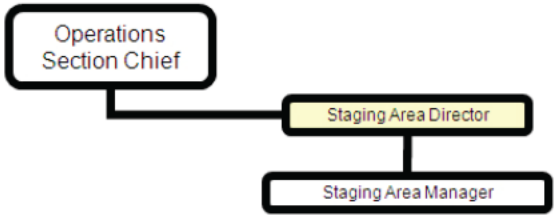
Staging Area Director

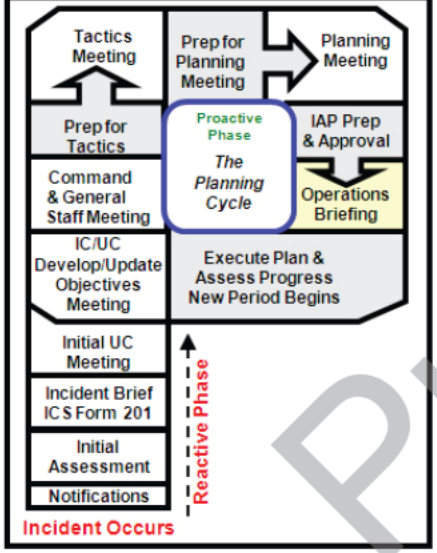
The Response Group

Responsibilities

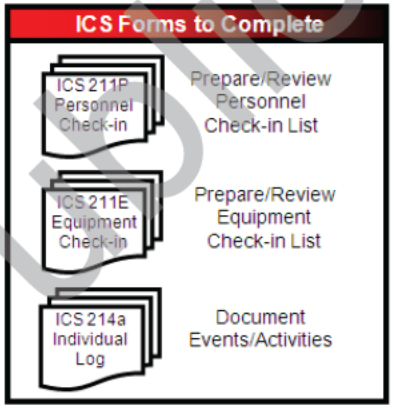
The Staging Area Director is responsible for managing all activities within a Staging Area under the direction of the OSC.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common Responsibilities.
	Proceed to Staging Area.
	Establish Staging Area layout.
	Obtain briefing from person you are relieving, if applicable.
	Determine any support needs for equipment, feeding, sanitation and security.
	Establish check-in function as appropriate.
	Ensure security of staged resources.
	Post areas for identification and traffic control.
	Request maintenance service for equipment at Staging Area as appropriate.
	Respond to request for resource assignments. (Note: This may be direct from the OSC/DOSC or via the Incident Communications Center.)
	Obtain and issue receipts for radio equipment and other supplies distributed and received at Staging Area.
	Determine required resource levels from the OSC/DOSC.
	Advise the OSC/DOSC when reserve levels reach minimums.
	Maintain and provide status to Resource Unit of all resources in Staging Area.
	Maintain Staging Area in orderly condition.
	Demobilize Staging Area in accordance with the Incident Demobilization Plan.
	Debrief with OSC/DOSC or as directed at the end of each shift.
	Maintain Unit Log (ICS 214).

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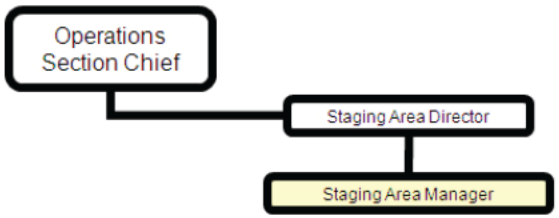
Staging Area Manager - STAM

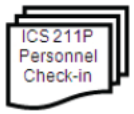
The Response Group

Responsibilities

The Staging Area Manager is responsible for managing all activities within a Staging Area which includes establishing, maintaining, check-in, storage, and distribution of resources at staging. The Staging Area Manager works closely with the Security Manager, Resource Unit, Operations, and Logistics. Several staging areas may be required depending on the incident.

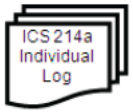


ICS Forms to Complete



Prepare/Review Personnel Check-in List

Prepare/Review Equipment Check-in List



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Establish Staging Area layout which may include storage of equipment, fueling, decontamination of equipment, issuing of tools and PPE to the field, etc..
	Determine any support needs for equipment, feeding, sanitation and security and provide to Staging Area Director or Logistics Section Chief.
	Establish check-in function as appropriate utilizing the ICS 211P & E and provide updates to the resource unit leader as requested.
	Request maintenance service for equipment at Staging Area as appropriate.
	Respond to request for resource assignments. (Note: This may be direct from the OSC or Staging Area Director)
	Maintain and provide status to Staging Area Director and or Resource Unit of all Resources
	Coordinate with Staging Area Director or Logistics Section regarding staging requirements for ordered and en-route resources
	Demobilize Staging Area in accordance with the Incident Demobilization Plan.
	Service and prepare equipment for the next operational period.
	Maintain Staging Area in orderly condition.
	Maintain Unit Log (ICS 214).

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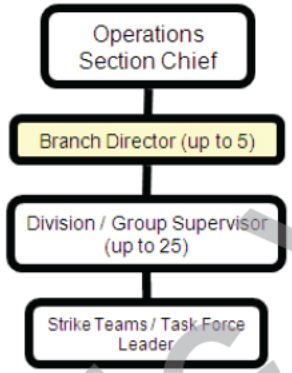
Branch Director - OPBD

The Response Group

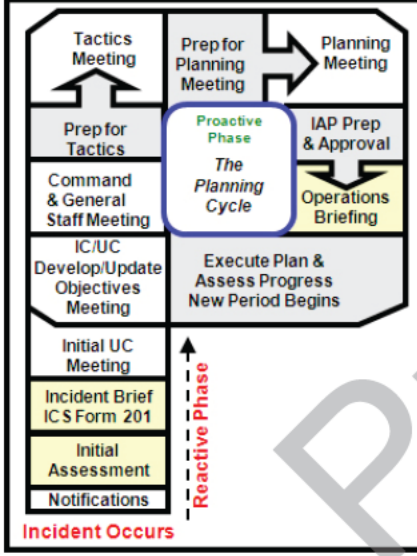
Responsibilities

The OPBD's when activated, are under the direction of the OSC or DOSC as directed, and are responsible for the implementation of the portion of the IAP appropriate to the Branches.

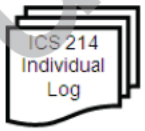
Branch – That organizational level having functional/geographic responsibility for major incident operations. The Branch level is organizationally between Section and Division/Group in the Operations Section, and between Section and Units in the Logistics Section.



Meetings To Attend



ICS Forms to Complete



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Receive briefing from OSC/DOSC.
	Identify Divisions, Groups, and resources assigned to the Branch.
	Obtain briefing from person you are relieving.
	Ensure that Division and/or Group Supervisors (DIVS) have a copy of the IAP.
	Implement IAP for Branch.
	Develop with subordinates alternatives for Branch control operations.
	Review Division/Group Assignment Lists (ICS 204) for Divisions/Groups within the Branch. Modify lists based on effectiveness of current operations.
	Assign specific work tasks to Division/Group Supervisors (DIVS)
	Supervise Branch operations.
	Resolve logistic problems reported by subordinates.
	Attend planning meetings at the request of the OSC/DOSC.
	Ensure through chain of command that Resources Unit is advised of changes in the status of resources assigned to the Branch.
	Report to OSC/DOSC when: the IAP is to be modified; additional resources are needed; surplus resources are available; or hazardous situations or significant events occur.
	Approve accident and medical reports (home agency forms) originating within the Branch.
	Consider demobilization well in advance.
	Debrief with OSC/DOSC and/or as directed at the end of each shift.
	Maintain Unit Log (ICS 214).

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Division/Group Supervisor - DIVS

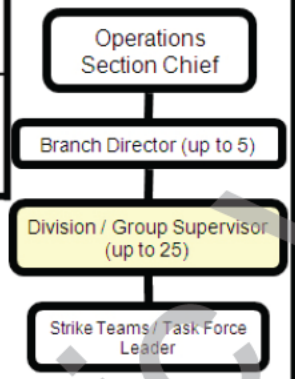
The Response Group

Responsibilities

The DIVS reports to the OSC/DOSC (or OPBD when activated). The DIVS is responsible for the implementation of the assigned portion of the IAP, assignment of resources within the Division/Group, and reporting on the progress of control operations and status of resources within the Division/Group.

Division – The organizational level having responsibility for operation within a defined geographic area or with functional responsibility. The Division level is organizationally between the Task Force/Team and the Branch.

Group – Groups are established to divide the incident into functional areas of operation. Groups are composed of resources assembled to perform a special function not necessarily within a single geographic region. Groups are located between Branches (when activated) and Resources in the Operations Section.



ICS Forms to Complete

ICS 211P Personnel Check-in	Prepare/Review Personnel Check-in List
ICS 211E Equipment Check-in	Prepare/Review Equipment Check-in List
ICS 214a Individual Log	Document Events/Activities

Checklist

	Review Common Responsibilities.
	Receive briefing from supervisor.
	Obtain briefing from person you are relieving.
	Identify resources assigned to the Division/Group.
	Provide the IAP to subordinates, as needed.
	Review Division/Group assigned tasks and incident activities with subordinates.
	Implement IAP for Division/Group.
	Supervise Division/Group resources and make changes as appropriate.
	Ensure through chain of command that Resources Unit is advised of all changes in the status of resources assigned to the Division/ Group.
	Coordinate activities with adjacent Division/ Group.
	Determine need for assistance on assigned tasks.
	Submit situation and resources status information to the Branch Director or the OSC/DOSC as directed.
	Report hazardous situations, special occurrences, or significant events, e.g., accidents, sickness, discovery of unanticipated sensitive resources, to the immediate supervisor.
	Ensure that assigned personnel and equipment get to and from assignments in a timely and orderly manner.
	Resolve logistics problems within the Division/ Group.
	Participate in the development of Branch plans for the next operational period, as requested.
	Consider demobilization well in advance.
	Debrief as directed at the end of each shift.
	Maintain Unit Log (ICS 214).

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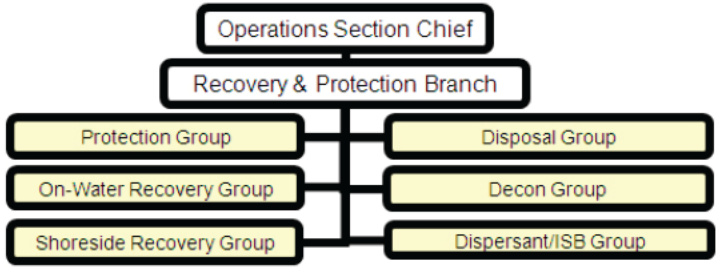
Division/Group Supervisor – DIVS – Task Specific Checklist

The Response Group

Responsibilities & Checklist



PROTECTION GROUP

The Protection Group Supervisor is responsible for the deployment of containment, diversion, and adsorbent/absorbent materials in designated locations. Depending on the size of the incident, the Protection Group may be further divided into Teams, Task Forces and Single Resources.

- Review Division/Group Supervisor Responsibilities.
- Implement Protection Strategies in the IAP
- Direct, coordinate, and assess the effectiveness of protective actions.
- Modify protective actions, as needed.

ON-WATER RECOVERY GROUP

The On Water Recovery Group Supervisor is responsible for managing on water recovery operations in compliance with the IAP. The Group may be further divided into Teams, Task Forces and Single Resources.

- Review Division/Group Supervisor Responsibilities.
- Implement Recovery Strategies in the IAP
- Direct, coordinate, and assess the effectiveness of on water recovery actions.
- Modify recovery actions as needed.

SHORESIDE RECOVERY GROUP

The Shoreside Recovery Group Supervisor is responsible for managing shoreside cleanup operations in compliance with the IAP..

- Review Division/Group Supervisor Responsibilities.
- Implement Recovery Strategies in the IAP
- Direct, coordinate, and assess the effectiveness of shoreside recovery actions.
- Modify recovery actions as needed.

DISPOSAL GROUP

The Disposal Group Supervisor is responsible for coordinating the on-site activities of personnel engaged in collecting, storing, transporting, and disposing of waste materials.

- Review Division/Group Supervisor Responsibilities.
- Implement the Disposal Portion of the IAP
- Ensure compliance with all hazardous waste laws and regulations.
- Maintain accurate record of recovered materials.

DISPERSANT GROUP

The Dispersants Operations Group Supervisor is responsible for coordinating all aspects of a dispersant operation. For aerial applications, the Group works closely with the Air Operations Branch Director.

- Review Division/Group Supervisor responsibilities.
- Determine resource needs.
- Assist the Planning Section in the development of dispersant operations and monitoring plans.
- Implement approved dispersant operations and monitoring plans.
- Manage dedicated dispersant resources and coordinate required monitoring.
- Coordinate required monitoring.

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Division/Group Supervisor – DIVS – Task Specific Checklist

The Response Group

Responsibilities & Checklist

DECON GROUP	
The Decontamination Group Supervisor is responsible for the operations of the decontamination element and for providing decontamination, as required by the ICP.	
	Review Division/Group Supervisor Responsibilities.
	Implement Decontamination Plan
	Determine resource needs to implement Decon Plan and requisition through Logistics using ICS 213 Resource Request.
	Establish the Contamination Reduction Corridor(s).
	Identify contaminated people and equipment.
	Supervise the operations of the decontamination element in the process of decontaminating people and equipment.
	Direct and coordinate decontamination activities.
	Maintain control of movement of people and equipment within the Contamination Reduction Zone.
	Brief Site Safety Officer on conditions.
	Maintain communications and coordinate operations with the Entry Leader.
	Maintain communications and coordinate operations with the Site Access Control Leader and the Safe Refuge Area Manager (if activated).
	Coordinate the transfer of contaminated patients requiring medical attention (after decontamination) to the Medical Group.
	Coordinate handling, storage, and transfer of contaminants within the Contamination Reduction Zone.

IN-SITU BURN GROUP	
The In-Situ Burn Operations Group Supervisor is responsible for coordinating all aspects of an in-situ burn operation. For aerial ignition, the Group works closely with the Air Tactical Group Supervisor.	
	Review Division/Group Supervisor Responsibilities.
	Determine resource needs.
	Assist the Planning Section in the development of in-situ burn operations and monitoring plans.
	Implement approved in-situ burn operations and monitoring plans.
	Manage dedicated in-situ burning resources.
	Coordinate required monitoring.

ICS Forms to Complete

- ICS 211P Personnel Check-in — Prepare/Review Personnel Check-in List
- ICS 211E Equipment Check-in — Prepare/Review Equipment Check-in List
- ICS 214a Individual Log — Document Events/Activities

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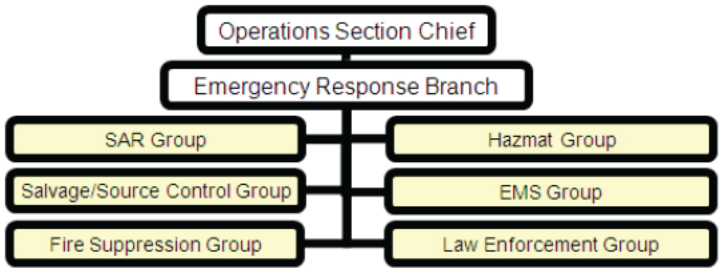
Division/Group Supervisor – DIVS – Task Specific Checklist

The Response Group

Responsibilities & Checklist



SEARCH & RESCUE MISSION COORDINATOR

The SMC is designated (usually pre-designated) by the SAR Response System for each specific SAR mission and coordinates the overall response to a SAR incident.

- Gathering detailed information relating to the distress situation.
- Issuing an Urgent marine Information Broadcast (UMIB) to inform mariners in the area of the distress situation.
- Conduct SAR operations in accordance with SAR procedures and Standards.
- Assign an SAR On-Scene Coordinator (SAR OSC) as appropriate
- Use search planning tools to develop search plans that optimally use available resources.
- Ensure all documentation to the Documentation Unit Leader.

SEARCH & RESCUE ON-SCENE COORDINATOR

The SAR OSC coordinates the SAR mission on-scene using the resources made available by SMC

- Establish and maintain communications with the SMC.
- Assume operational control and coordination of all SRUs assigned until Relieved or mission is completed.
- Establish and maintain communications with all SRUs using assigned on scene channels.

SEARCH & RESCUE ON-SCENE COORDINATOR (CONT.)

- -Require all aircraft to make "operations normal" reports to the SAR OSC.
- Establish a common altimeter setting for all on scene aircraft.
- Obtain necessary information from arriving SRU's, provide initial briefing and search instructions, and provide advisory air traffic service to aid pilots in maintaining separation from one another.
- Carry out SAR action plans.
- Receive and evaluate all sighting reports, and divert SRUs to investigate sightings.
- Obtain search results from departing SRUs.
- Submit sequentially numbered situation reports (SITREPs) to the SMC at regular intervals.

SALVAGE/SOURCE CONTROL GROUP

Under the direction of the Emergency Response Branch Director, the Salvage/Source Control Group Supervisor is responsible for coordinating and directing all salvage/source control activities related to the incident.

- Review Division/Group Supervisor Responsibilities
- Coordinate the development of Salvage/Source Control Plan.
- Determine Salvage/Source Control resource needs.
- Direct and coordinate implementation of the Salvage/Source Control Plan.
- Manage dedicated salvage/Source Control resources.
- Support estimation of subsea discharge release rate

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Division/Group Supervisor – DIVS – Task Specific Checklist

The Response Group

Responsibilities & Checklist

FIRE SUPPRESSION GROUP

The Fire Suppression Group Supervisor, when activated, is under the direction of the OSC. The Fire Department's initial Operations Section Chief at a maritime fire is often re-designated the Fire Suppression Branch Director under a UC. The Director is responsible for the assigned portion of the IAP that deals with fire suppression activities, assignment of resources within the branch, and reporting progress of control activities, and status of resources within the branch.

- [ ] Review Division/Group Supervisor Responsibilities
- [ ] Prioritize responses to incident-related fires.
- [ ] Determine resource needs.
- [ ] Direct and coordinate firefighting mission.
- [ ] Manage dedicated firefighting resources.
- [ ] Brief Emergency Response Branch Director on activities.

HAZMAT SUPPRESSION GROUP

The Hazardous Substance/Material Group Supervisor is responsible for the implementation of the phases of the IAP dealing with the Hazardous Material Group operations. The Hazardous Substance/Material Group Supervisor is responsible for the assignment of resources within the Hazardous Substance/Material Group, reporting on the progress of control operations and the status of resources within the Group. The Hazardous Substance/Material Group Supervisor directs the overall operations of the Hazardous Substance/Materials Group

- [ ] Review Division/Group Supervisor Responsibilities
- [ ] Ensure the development of Control Zones and Access Control Points and the placement of appropriate control lines.
- [ ] Evaluate and recommend public protection action options to the OPS or Branch Director (if activated).
- [ ] Ensure that current weather data and future weather predictions are obtained.
- [ ] Establish environmental monitoring of the hazard site for contaminants.

HAZMAT SUPPRESSION GROUP (CONT.)

- [ ] Review Division/Group Supervisor Responsibilities
- [ ] Ensure that a Site Safety and Control Plan (ICS Form 208-HM) is developed and implemented.
- [ ] Conduct safety meetings with the Hazardous Substance/Material Group.
- [ ] Participate, when requested, in the development of the IAP.
- [ ] Ensure that recommended safe operational procedures are followed.
- [ ] Ensure that the proper Personal Protective Equipment is selected and used.
- [ ] Ensure that the appropriate agencies are notified through the Incident Commander.

MEDICAL GROUP/DIVISION

The Medical Group/Division Supervisor supervises the Triage Team Leader, Treatment Team Leader and Medical Supply Coordinator. The Medical Group/Division Supervisor establishes command and controls the activities to assure the best possible emergency medical care to patients during a multi-casualty incident.

- [ ] Review Division/Group Supervisor Responsibilities
- [ ] Participate in Multi-Casualty Branch/Operations Section Planning Activities.
- [ ] Establish Medical Group/Division with sufficient personnel.
- [ ] Designate Treatment Team Leaders and treatment area locations
- [ ] Isolate Morgue and Minor Treatment Area from Immediate and Delayed Treatment Areas.
- [ ] Request law enforcement/coroner involvement as needed.
- [ ] Determine amount and types of additional medical resources and supplies needed to handle the incident (medical caches, backboards, litters, cots).
- [ ] Ensure activation of hospital alert system, local EMS/health agencies.
- [ ] Supervise on-scene personnel from agencies such as Coroner's Office, Red Cross, law enforcement, ambulance companies, county health agencies, etc.
- [ ] Ensure proper security, traffic control, and access for the area.
- [ ] Direct medically trained personnel to the appropriate team leader.

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Division/Group Supervisor – DIVS – Task Specific Checklist

The Response Group

Responsibilities & Checklist

LAW ENFORCEMENT GROUP	
Under the direction of the Emergency Response Branch Director, the Law Enforcement Group Supervisor is responsible for coordinating and directing all law enforcement activities related to the incident, including but not limited to, isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security.	
	Review Division/Group Supervisor Responsibilities
	Determine resource needs.
	Direct and coordinate law enforcement response.
	Manage dedicated law enforcement resources.
	Manage public protection action (e.g., evacuations, beach closures, etc.)
	Brief Emergency Response Branch Director on activities.

ICS Forms to Complete

- ICS 211P Personnel Check-in — Prepare/Review Personnel Check-in List
- ICS 211E Equipment Check-in — Prepare/Review Equipment Check-in List
- ICS 214a Individual Log — Document Events/Activities

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Strike Team/Task Force Leader – STCR/TFLD

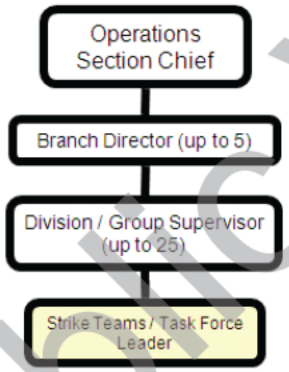
The Response Group

Responsibilities

The STCR/TFLD reports to an OPBD or DIVS and is responsible for performing tactical assignments assigned to the Strike Team or Task Force. The Leader reports work progress, resources status, and other important information and maintains work records on assigned personnel.

Task Force – A group of resource with common communications and a leader assembled for a specific mission.

Strike Team – Specified combinations of the same kind and type of resources with common communications and a leader.



ICS Forms to Complete

- ICS 211P Personnel Check-in — Prepare/Review Personnel Check-in List
- ICS 211E Equipment Check-in — Prepare/Review Equipment Check-in List
- ICS 214a Individual Log — Document Events/Activities

Checklist

- [ ] Review Common Responsibilities.
- [ ] Review Common Unit Leader Responsibilities
- [ ] Obtain briefing from person you are relieving, if applicable.
- [ ] Review assignments with subordinates and assign tasks.
- [ ] Obtain briefing from Supervisor.
- [ ] Monitor work progress and make changes when necessary.
- [ ] Keep supervisor informed of progress and any changes.
- [ ] Coordinate activities with adjacent Strike Teams, Task Forces and single resources.
- [ ] Travel to and from active assignment area with assigned resources.
- [ ] Retain control of assigned resources while in available or out-of-service status.
- [ ] Submit situation and resource status information through chain of command OPBD/DIVS/OSC as appropriate.
- [ ] Debrief as directed at the end of each shift.
- [ ] Maintain Unit Log (ICS 214).

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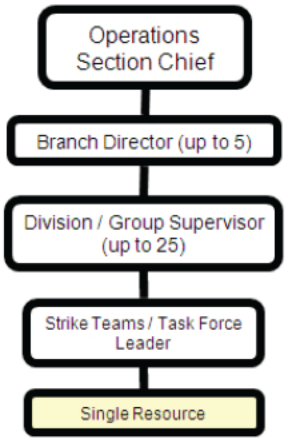
Single Resource

The Response Group

Responsibilities

The person in charge of a single tactical resource.



ICS Forms to Complete

ICS 211P Personnel Check-in	Prepare/Review Personnel Check-in List
ICS 211E Equipment Check-in	Prepare/Review Equipment Check-in List
ICS 214a Individual Log	Document Events/Activities

Checklist

	Review Common Responsibilities
	Review assignments.
	Obtain necessary equipment and supplies.
	Obtain briefing from person you are relieving, if applicable.
	Review weather/environmental conditions for assignment area.
	Brief subordinates on safety measures.
	Monitor work progress.
	Ensure adequate communications with supervisor and subordinates.
	Keep supervisor informed of progress and any changes.
	Inform supervisor of problems with assigned resources.
	Brief relief personnel, and advise them of any change in conditions.
	Return equipment and supplies to appropriate unit.
	Complete and turn in all time and use records on personnel and equipment.
	Debrief as directed at the end of each shift.
	Maintain Unit/Activity Log (ICS Form 214).

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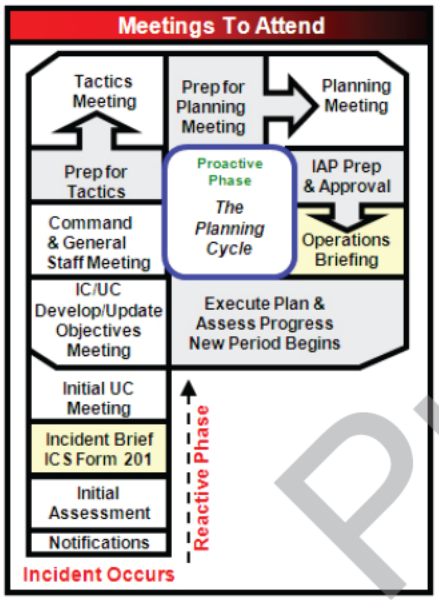
Wildlife Branch Director – Field Operations

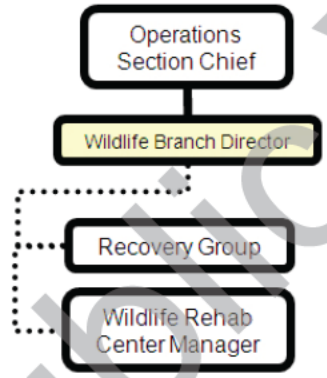
The Response Group

Responsibilities

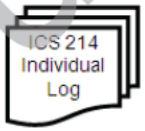
The Wildlife Branch Director is responsible for minimizing wildlife injuries during spill responses; coordinating early aerial and ground reconnaissance of the wildlife at the spill site and reporting results to the SITL; advising on wildlife protection strategies, including diversionary booming placements, in-situ burning, and chemical countermeasures; removing of oiled carcasses, employing wildlife hazing measures as authorized in the IAP; and recovering and rehabilitating impacted wildlife. A central Wildlife Processing Center should be identified and maintained for, evidence tagging, transportation, veterinary services, treatment and rehabilitation storage, and other support needs. The activities of private wildlife care groups, including those employed by the RP, will be overseen and coordinated by the Wildlife Branch Director.

Meetings To Attend





ICS Forms to Complete



Document Events/Activities

Checklist

	Review Branch Director Responsibilities
	Develop the Wildlife Branch portion of the IAP.
	Supervise Wildlife Branch operations.
	Determine resource needs.
	Review the suggested list of resources to be released and initiate recommendation for release of resources.
	Assemble and disassemble teams/task forces assigned to the Wildlife Branch.
	Report information about special activities, events, and occurrences to the OPS.
	Assist the Volunteer Coordinator in determining training needs of wildlife recovery volunteers.
	Maintain Unit Log (ICS 214)

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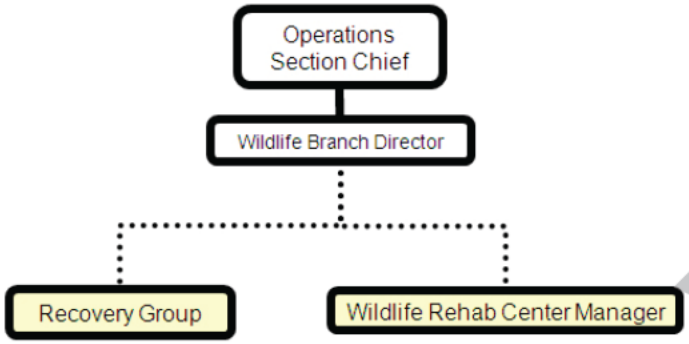
Wildlife Division/Group Supervisor – DIVS – Task Specific Checklist

The Response Group

Responsibilities & Checklist



WILDLIFE REHABILITATION CENTER MANAGER

The Wildlife Rehabilitation Center Manager is responsible for the oversight of facility operations, including: receiving oiled wildlife at the processing center, recording essential information, collecting necessary samples, and conducting triage, stabilization, treatment, transport and rehabilitation of oiled wildlife. The Wildlife Rehabilitation Center Manager is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care and treatment.

	Review Common Responsibilities.
	Determine resource needs and establish a processing station for impacted wildlife.
	Process impacted wildlife and maintain logs.
	Collect numbers/types/status of impacted wildlife and brief the Wildlife Branch Operations Director.
	Coordinate the transport of wildlife to other facilities.
	Coordinate release of recovered wildlife.
	Implement Incident Demobilization Plan.

WILDLIFE RECOVERY GROUP

The Wildlife Recovery Group Supervisor is responsible for coordinating the search for collection and field tagging of dead and live impacted wildlife and transporting them to the processing center(s). This group should coordinate with the Planning Situation Unit in conducting aerial and group surveys of wildlife population in the vicinity of the spill. They should also deploy acoustic and visual wildlife hazing equipment, as needed.

	Review Division/Group Supervisor Responsibilities.
	Determine resource needs.
	Establish and implement protocols for collection and logging of impacted wildlife.
	Coordinate transportation of wildlife to processing stations(s).

ICS Forms to Complete

ICS 211P Personnel Check-in	Prepare/Review Personnel Check-in List
ICS 211E Equipment Check-in	Prepare/Review Equipment Check-in List
ICS 214a Individual Log	Document Events/Activities

Public View

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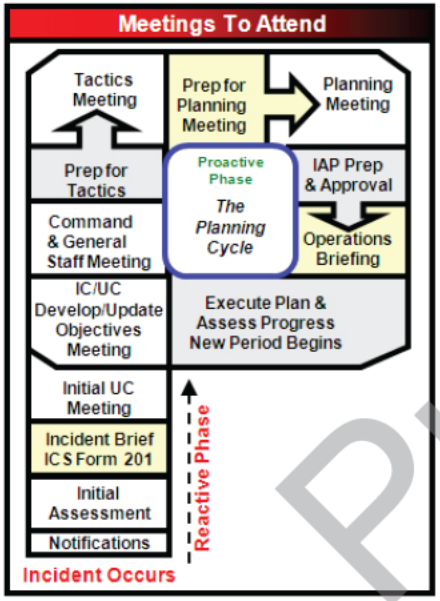
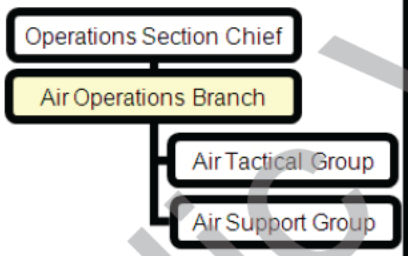
Air Operations Branch Director - AOBD

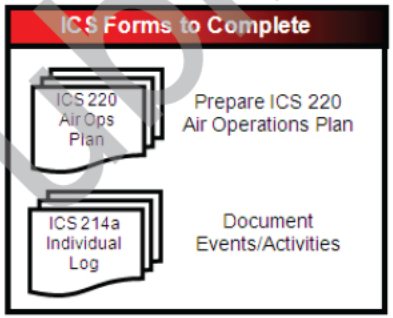
The Response Group

Responsibilities

The AOBD is ground-based and is primarily responsible for preparing the air operations portion (ICS 220) of the IAP and for providing logistical support to incident aircraft. The AOBD will ensure that agency directives, to include COMDTINST M3710.1e, flight manuals, unit restrictions, and other agency directives will not be violated by incident aircraft, e.g., flight hours, hoist limitations, night flying, etc. After the IAP is approved, the AOBD is responsible for overseeing the tactical and logistical assignments of the Air Operations Branch. In coordination with the Logistics Section, the AOBD is responsible for providing logistical support to aircraft operating on the incident.







Checklist

	Review Common Responsibilities.
	Organize preliminary air operations.
	Coordinate airspace use with the FAA. Request declaration (or cancellation) of Temporary Flight Restriction (TFR) IAW FAR 91.173 and post Notice to Airmen (NOTAM) as required.
	Attend the tactics meeting and planning meeting to obtain information for completing ICS 220.
	Participate in preparation of the IAP through the OSC/DOSC. Insure that the air operations portion of the IAP takes into consideration the Air Traffic Control requirements of assigned aircraft.
	Coordinate with the COML to designate air tactical and support frequencies.
	Perform operational planning for air operations.
	Prepare and provide Air Operations Summary Worksheet (ICS 220) to the Air Support Group and Fixed-Wing Bases.
	Supervise all air operations activities associated with the incident.
	Evaluate helibase and helispot locations.
	Establish procedures for emergency reassignment of aircraft.
	Coordinate approved flights of non-incident aircraft in the TFR.
	Coordinate Coast Guard air assets with the appropriate Command Center(s) through normal channels on incident air operations activities.
	Consider requests for logistical use of incident aircraft.
	Report to the OSC/DOSC on air operations activities.
	Report special incidents/accidents.
	Develop Aviation Site Safety Plan in concert with SOFR.
	Arrange for an accident investigation team when warranted.
	Debrief with OSC/DOSC as directed at the end of each shift.
	Maintain Unit Log (ICS 214).

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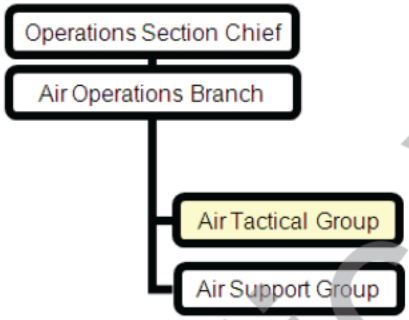
Air Tactical Group Supervisor

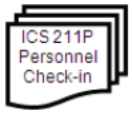
The Response Group

Responsibilities

Air Tactical Group Supervisor tasks specific to oil spill events are: The coordination and scheduling of aircraft operations intended to locate, observe, track, surveil, support dispersant applications, or to be used for other deliverable response application techniques, or report on the incident situation when fixed and/or rotary-wing aircraft are airborne at an incident. These coordination activities are normally performed by the Air Tactical Group Supervisor while airborne.

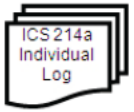


ICS Forms to Complete



Prepare/Review Personnel Check-in List

Prepare/Review Equipment Check-in List



Document Events/Activities

Checklist

	Review Air Tactical Group Supervisor Responsibilities.
	Obtain a briefing from the Air Operations Branch Director or the OPS.
	Coordinate dispersant, in-situ burning, and bioremediation application through the Air Operations Branch Director.
	Coordinate air surveillance mission scheduling and observer assignments with the SITL.
	Identify remote sensing technology that may enhance surveillance capabilities.
	Coordinate air surveillance observations and provide reports by the most direct methods available.
	Report on air surveillance and operations activities to the Air Operations Branch Director.
	Coordinate application-monitoring requirements with the Helicopter and Fixed Wing Coordinators and the Situation Unit.
	Report on air application activities to the Air Operation Branch Director.
	Maintain Unit Log (ICS 214).

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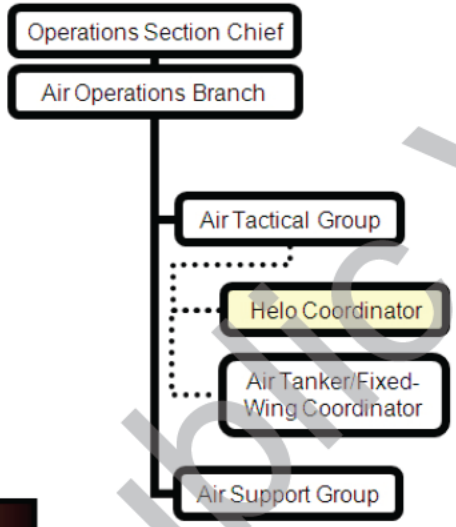
Helicopter Coordinator

The Response Group

Responsibilities

Helicopter Coordinator tasks specific to oil spill events are: The coordination and scheduling of helicopter operations intended to locate, observe, track, surveil, or report on the incident situation. The Helicopter Coordinator coordinates the application of dispersants, in-situ burning agents and bioremediation agents.



ICS Forms to Complete

ICS 214 Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities
	Determine what aircraft (air tankers and helicopters) are operating.
	Survey the assigned incident area to determine situation, aircraft hazards and other potential problems.
	Coordinate Air Traffic Control with pilots, the AIROPS, Air Tactical Group Supervisor, the Air Tanker/Fixed-Wing Coordinator and the Air Support Group (usually Helibase Manager) as the situation dictates.
	Coordinate the use of assigned ground-to-air and air-to-air communications frequencies with the Air Tactical Group Supervisor, Communications Unit, or local agency dispatch center.
	Ensure that all assigned helos know appropriate operating frequencies.
	Coordinate geographical areas for helicopter operations with the Air Tactical Group Supervisor and make assignments.
	Determine and implement air safety requirements and procedures.
	Ensure that approved night-flying procedures are in operation.
	Receive assignments, brief pilots, assign missions, and supervise helicopter activities.
	Coordinate activities with the Air Tactical Group Supervisor, Air Tanker/Fixed Wing Coordinator, and Air Support Group
	Maintain continuous observation of the assigned helicopter operating area and inform Air Tactical Group Supervisor of incident conditions including any aircraft malfunction or maintenance difficulties.
	Inform the Air Tactical Group Supervisor when mission is completed and reassign helicopter as directed.
	Request assistance or equipment as required.
	Report incidents or accidents to the AIROPS and the Air Tactical Group Supervisor immediately.
	Maintain Unit Log (ICS 214).

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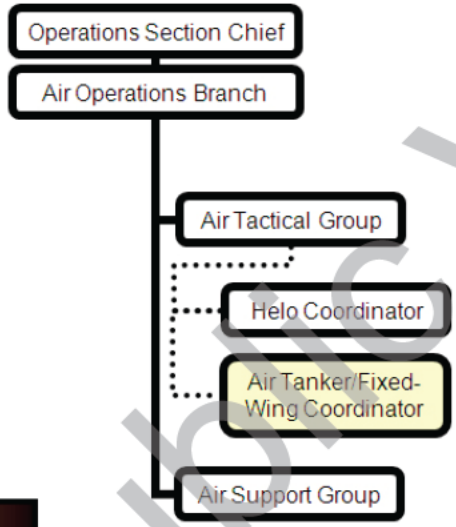
Air Tanker/Fixed-Wing Coordinator

The Response Group

Responsibilities

The Air Tanker/Fixed-Wing Coordinator tasks specific to oil spill events are: The scheduling of fixed wing operations intended to locate, observe. track, surveil, or report on the incident situation. The Air Tanker/Fixed-Wing Coordinator coordinates the aerial application of dispersants, in-situ burning agents and bioremediation agents.



ICS Forms to Complete

ICS 214 Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities
	Determine all aircraft including air tankers and helicopters operating within the incident area of assignment.
	Survey the incident area to determine the situation & aircraft hazards.
	Coordinate the use of assigned ground-to-air and air-to-air communications frequencies with the Air Tactical Group Supervisor, Communications Unit or local dispatch center and establish air tanker air to air radio frequencies.
	Ensure air tankers know appropriate operating frequencies.
	Determine incident air tanker capabilities & limitations.
	Coordinate Air Traffic Control with pilots, the AIROPS, the Air Tactical Group Supervisor, the Helicopter Coordinator, and the Air Support Group (usually Helibase Manager) as the situation dictates.
	Determine and implement air safety requirement procedures.
	Receive assignments, brief pilots, assign missions, and supervise fixed-wing activities.
	Coordinate activities with the Air Tactical Group Supervisor, Helicopter Coordinator, and ground operations personnel.
	Maintain continuous observation of air tanker operating areas.
	Provide information to ground resources, if necessary.
	Inform the Air Tactical Group Supervisor of overall incident conditions including aircraft malfunction or maintenance difficulties.
	Inform the Air Tactical Group Supervisor when the mission is completed and reassign air tankers as directed.
	Request assistance or equipment as necessary.
	Report incidents or accidents to the AIROPS immediately.
	Maintain Unit/Activity Log (ICS Form 214).

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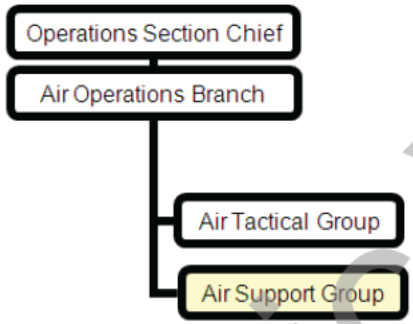
Air Support Group Supervisor - ASGS

The Response Group

Responsibilities

The ASGS is primarily responsible for supporting aircraft and aircrews. This includes: 1) providing fuel and other supplies; 2) providing maintenance and repair of aircraft; 3) keeping records of aircraft activity, and 4) providing enforcement of safety regulations. The ASGS reports to the AOBD



ICS Forms to Complete

ICS 211P Personnel Check-in	Prepare/Review Personnel Check-in List
ICS 211E Equipment Check-in	Prepare/Review Equipment Check-in List
ICS 214a Individual Log	Document Events/Activities

Checklist

	Review Common Responsibilities.
	Obtain a copy of the IAP from the AOBD, including Air Operations Summary Worksheet (ICS 220).
	Participate in AOBD planning activities.
	Inform AOBD of group activities.
	Identify resources/supplies dispatched for the Air Support Group.
	Request special air support items from appropriate sources through Logistics Section.
	Determine need for assignment of personnel and equipment at each airbase.
	Coordinate activities with AOBD.
	Obtain assigned ground-to-air frequency for airbase operations from the Communications Unit Leader (COML) or Incident Radio Communications Plan (ICS 205).
	Inform AOBD of capability to provide night flying service.
	Ensure compliance with each agency's operations checklist for day and night operations.
	Ensure dust abatement procedures are implemented at helibases and helispots.
	Provide crash-rescue service for helibases and helispots.
	Debrief as directed at the end of each shift.
	Maintain Unit Log (ICS 214).

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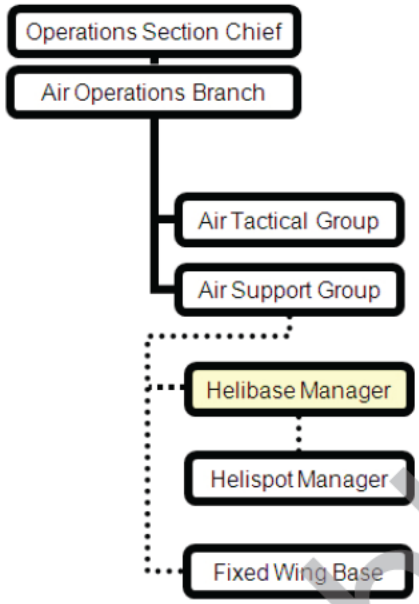
Helibase Manager

The Response Group



ICS Forms to Complete

ICS 214 Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities
	Obtain the IAP including Air Operations (ICS Form 220).
	Participate in Air Support Group planning activities.
	Inform the Air Support Supervisor of helibase activities.
	Report to assigned helibase. Brief pilots and assigned personnel.
	Manage resources/supplies dispatched to helibase.
	Ensure helibase is posted and cordoned.
	Coordinate helibase Air Traffic Control with pilots, the Air Support Group Supervisor, the Air Tactical Group Supervisor, the Helicopter Coordinator, and the Takeoff and Landing Controller.
	Manage retardant mixing and loading operations.
	Ensure helicopter fueling, maintenance and repair services are provided.
	Ensure security is provided at each helibase and helispot.
	Ensure crash-rescue services are provided for at the helibase.
	Request special air support items from the Air Support Group Supervisor.
	Receive and respond to special requests for air logistics.
	Supervise personnel responsible for maintaining agency records, reports of helicopter activities, and Check-In List (ICS Form 211).
	Coordinate activities with the Air Support Group Supervisor.
	Display organization and work schedule at each helibase.
	Solicit pilot input concerning selection and adequacy of helispots, communications, Air Traffic Control, operational difficulties, and safety problems.
	Maintain Unit Log (ICS 214).

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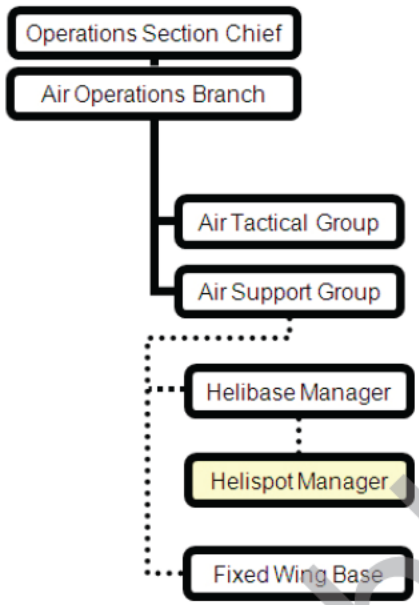
Helispot Manager

The Response Group



ICS Forms to Complete

ICS 214 Individual Log

Document Events/Activities

Checklist

	Review Common Responsibilities
	Obtain the IAP including Air Operations Summary Worksheet (ICS Form 220).
	Report to assigned helispot.
	Coordinate activities with Helibase Manager.
	Inform Helibase Manager of helispot activities.
	Manage resources/supplies dispatched to helispot.
	Request special air support items from Helibase Manager.
	Coordinate Air Traffic Control and Communications with pilots, the Helibase Manager, the Helicopter Coordinator, the Air Tanker/Fixed-Wing Coordinator and the Air Tactical Group Supervisor when appropriate.
	Ensure crash-rescue services are available.
	Ensure that dust control is adequate, debris cannot blow into rotor system, touchdown zone slope is not excessive, and rotor clearance is sufficient.
	Perform manifesting and loading of personnel and cargo.
	Coordinate with pilots for proper loading and unloading and safety problems.
	Maintain agency records and reports of helicopter activities.
	Maintain Unit Log (ICS 214).

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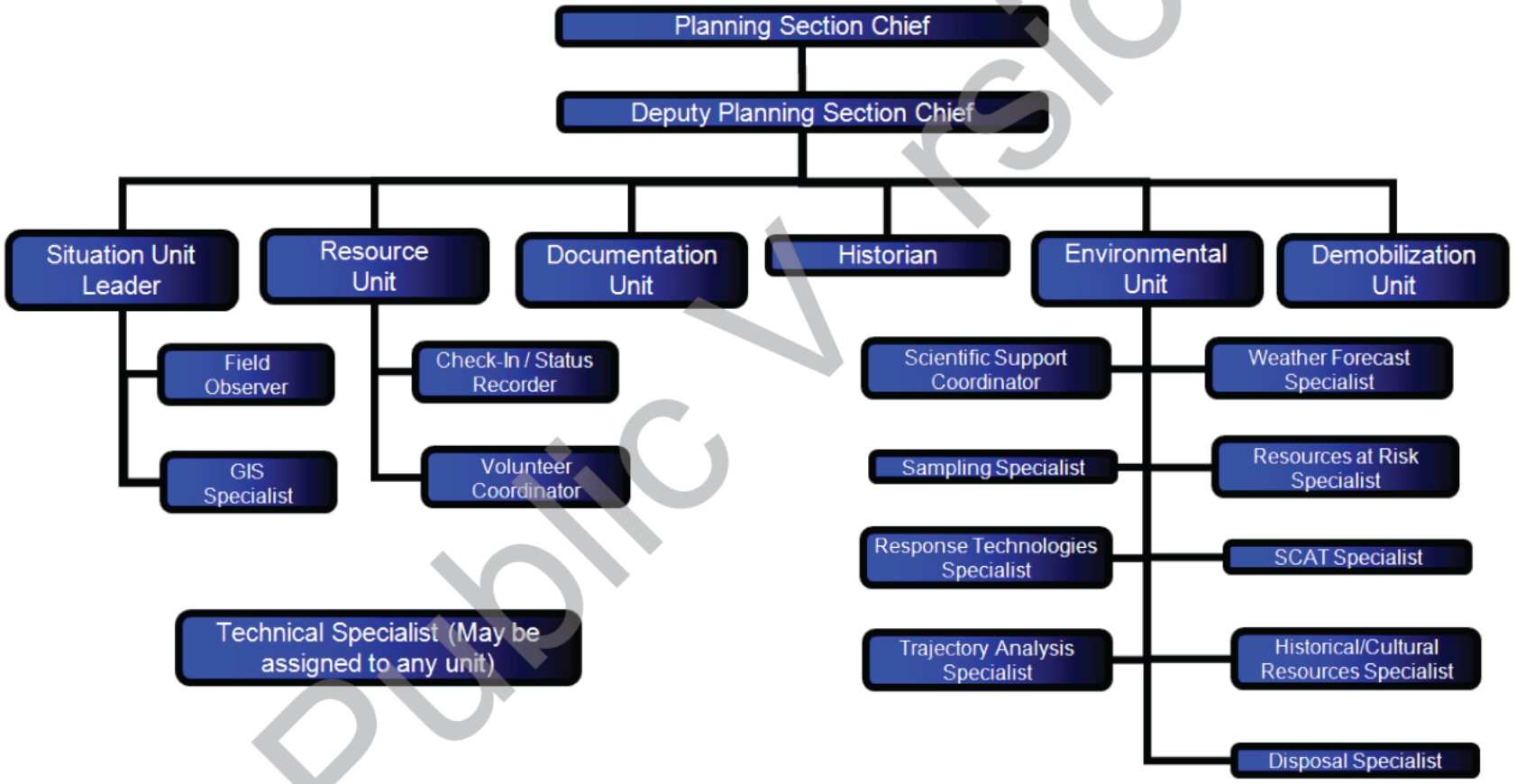
Planning Section

The Response Group



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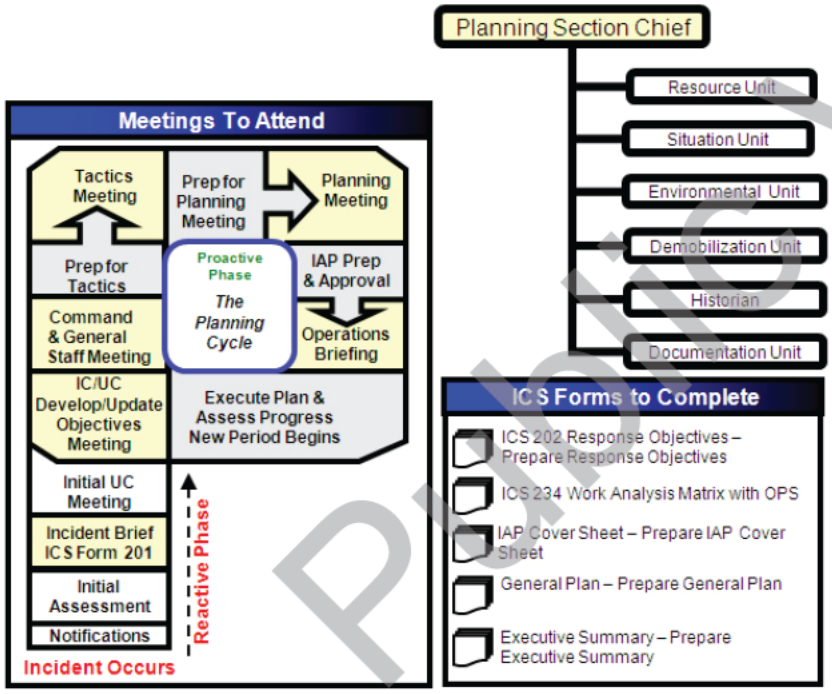
Planning Section Chief - PSC

The Response Group

Responsibilities

The PSC, a member of the General Staff, is responsible for the collection, evaluation, dissemination and use of incident information and maintaining status of assigned resources. Information is needed to: 1) understand the current situation; 2) predict the probable course of incident events; 3) prepare alternative strategies for the incident; and 4) submit required incident status reports. The PSC may have Deputy PSC's, who may be from the same organization or from an assisting agency. The Deputy PSC should have the same qualifications for whom they work and must be ready to take over position at any time.



Checklist

	Review Common Responsibilities.
	Collect, process, compile and display incident status information.
	Assist OSC in the development of response strategies.
	Ensure required planning tools are available (ie. ACPs, GRPs, ESI maps, etc).
	Supervise preparation of the IAP.
	Develop draft ICS 230 Meeting Schedule for IC/UC to approve.
	Facilitate planning meetings and briefings, ensure correct positions attend.
	Assign personnel already on-site to ICS organizational positions as appropriate.
	Work with IC & section chiefs to establish an appropriate organization, ensuring compliance with response plans and plan for night ops staffing needs.
	Supervise the tracking of incident personnel and resources through the Resource Unit.
	Establish information requirements and reporting schedules for Planning Section Units (e.g., Resources, Situation).
	Ensure documentation protocols are established and followed, through DOCL.
	Determine the need for any specialized resources in support of the incident.
	Establish special information collection activities as necessary (e.g., weather, environmental, toxics, etc.).
	Assemble information on alternative strategies.
	Provide periodic predictions on incident potential.
	Keep IMT apprised of any significant changes in incident status.
	Oversee preparation and implementation of the Incident Demobilization Plan.
	Incorporate plans (e.g., Traffic, Medical, Communications, and Site Safety) into the IAP.
	Develop other incident supporting plans (e.g., salvage, transition, security).
	Assist Operations with development of the ICS 234 Work Analysis Matrix
	Maintain Unit Log (ICS 214).

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Planning Section Chief - PSC

The Response Group

PLANNING SECTION CHIEF HAS OVERALL RESPONSIBILITY FOR THE INCIDENT ACTION PLAN TO:

- *COLLECT FORMS AND REPORTS FROM RESPONSIBLE PARTIES*
- *ASSEMBLE, REVIEW, AND SUBMIT THE IAP TO UNIFIED COMMAND FOR APPROVAL*
- *ONCE APPROVED, DUPLICATE AND DISTRIBUTE PRIOR TO OPERATIONS BRIEFING*

COLLECT, ASSEMBLE, & REVIEW INCIDENT ACTION PLAN – CORE COMPONENTS – REACTIVE PHASE

PSC	Initial IC	SITL	SITL	IC & PSC	RESL	RESL	PSC		
IAP Cover Sheet	General Incident Report	Weather Report	ICS 201-1 Incident Map	ICS 201-2 Current Actions	ICS 201-3 Org Chart	ICS 201-4 Resource Summary	ICS 202 Response Objectives	=	IAP

COLLECT, ASSEMBLE, & REVIEW INCIDENT ACTION PLAN – CORE COMPONENTS – PROACTIVE PHASE

PSC	SITL	SITL	RESL	RESL	PSC		
IAP Cover Sheet	Maps or Charts	Weather Report	ICS 203 Org Listing	ICS 204 Field Assignment	ICS 202 Response Objectives	=	IAP

COML	SOFR	SITL	LSC or AOBD	SITL	ENVL
ICS 205 Comms Plan	ICS 206 Medical Plan	ICS 209 Incident Status	ICS 220 Air Ops Plan	ICS 230 Meeting Schedule	ICS 232 Resources At Risk

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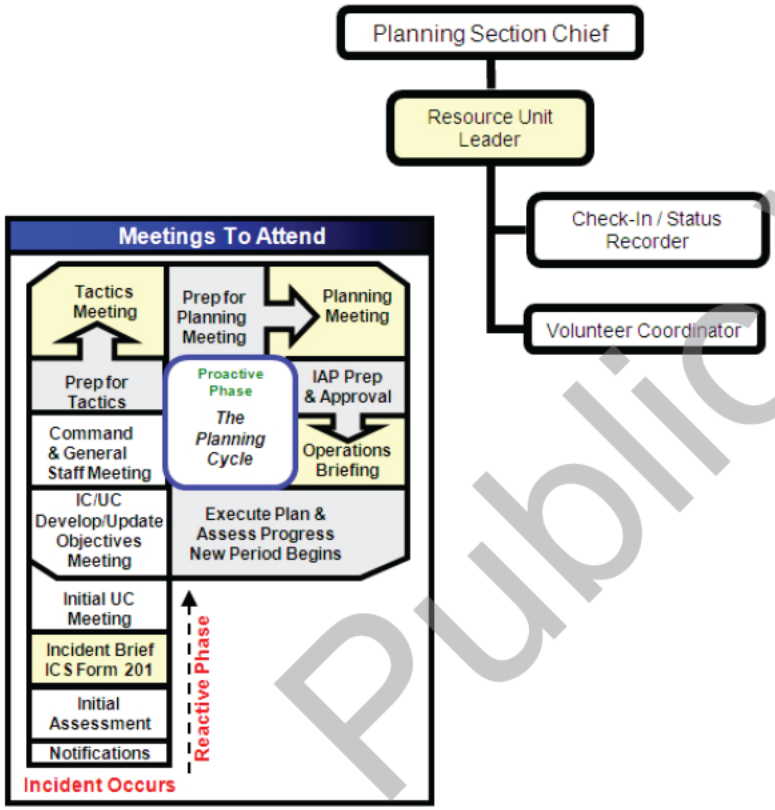
Resource Unit Leader - RESL

The Response Group

Responsibilities

The RESL is responsible for maintaining the status of all assigned tactical resources and personnel at an incident. This is achieved by overseeing the check-in of all tactical resources and personnel, maintaining a status-keeping system indicating current location and status of all these resources.



Checklist

	Review Common Responsibilities.
	Review Unit Leader Responsibilities.
	Establish the check-in (ICS 211P) function at command post
	Work with Staging Area Manager(s) in the field to ensure they are utilizing the check-in (ICS 211P & E) process to track equipment and personnel arriving and departing the staging area.
	Prepare Organization Assignment List (ICS 203) and Organization Chart (ICS 207) working with each officer, section chief and unit leader.
	Ensure appropriate resource tracking process is established and communicated
	Maintain master roster of all tactical resources checked in at the incident.
	Work with Operations and Logistics to review ICS 213RR resource requisition and provide input on resources available in staging.
	Maintain and post the current status and location and assignments of all tactical resources.
	Work with Operations and Environmental Unit to prepare strategies and tactics (ICS 234 Work Analysis Matrix) to support objectives (ICS 202)
	Draft ICS 215 Operational Planning Worksheet with Operations, Environmental, and Safety to determine required resources needed to implement tactics in the field and what additional resources need to be ordered.
	Prepare appropriate parts of Division Assignment Lists (ICS 204).
	Attend meetings and briefings as required by the PSC.
	Provide resources and organization information to SITL for situation status display.
	Maintain Unit Log (ICS 214).

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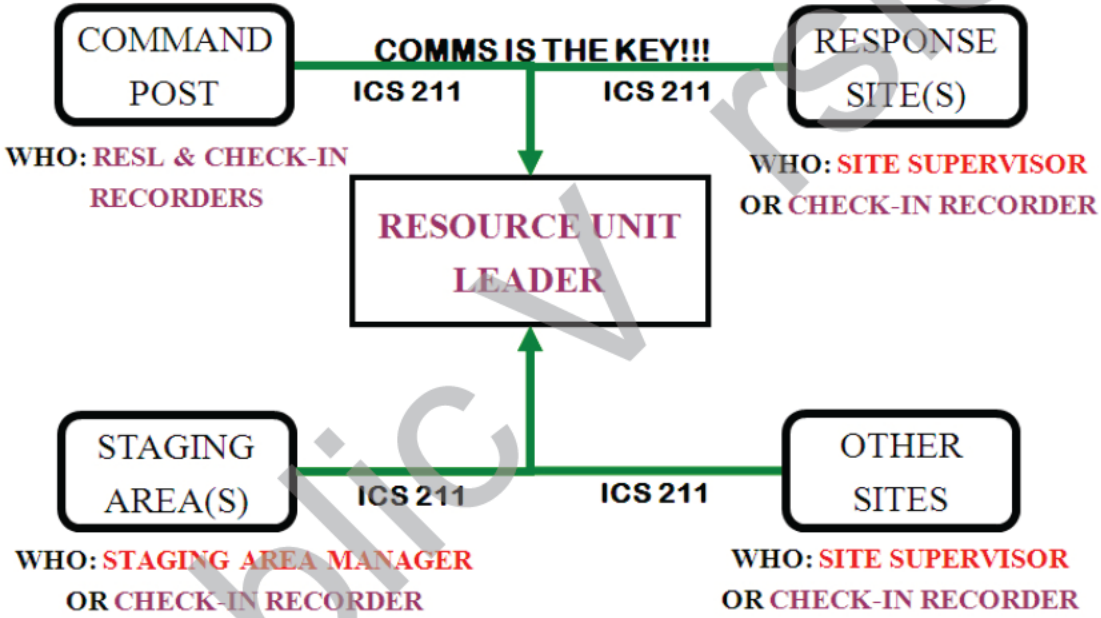
Resource Unit Leader - RESL

The Response Group

1. *MAINTAIN MASTER RESOURCE LISTING BY DIVISION/GROUP/TASK FORCE AND UPDATE STATUS OF EACH RESOURCE.*

2. *UTILIZE CHECK-IN RECORDERS AT INCIDENT COMMAND POST, STAGING AREAS, & FIELD TO CHECK-IN & OUT RESOURCES & PERSONNEL AS THEY ARRIVE!*



ICS FORMS TO COMPLETE

- ICS 203 Organization Assignment — Prepare Organization Assignment List
- or
- ICS 207 Org Chart — Prepare Organization Chart
- ICS 204 Field Assignment — Prepare with Operations
- ICS 211E&P Check-In List — Prepare Check-In List at multiple sites
- ICS 215 OPS PLNG Worksheet — Prepare Operational Planning Worksheet
- Resource Summary — Maintain & Update Resource Summary
- ICS 214 Unit Log — Document Events/Activities

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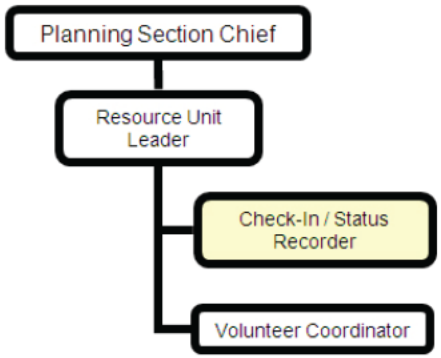
Check-in/Status Recorder - SCKN

The Response Group

Responsibilities

SCKN's are needed at each check-in location to ensure that all resources assigned to an incident are accounted for.



ICS Forms to Complete

ICS 211P Personnel Check-in	Prepare Personnel Check-in List
ICS 211E Equipment Check-in	Prepare Equipment Check-in List
ICS 214a Individual Log	Document Events/Activities

Checklist

	Review Common Responsibilities.
	Obtain required work materials, including Check-in Lists (ICS 211), Resource Status Cards (ICS-219) and status display boards or T-card racks.
	Post signs so that arriving resources can easily find incident check-in location(s).
	Record check-in information on Check-in Lists (ICS 211).
	Transmit check-in information to the RESL.
	Forward completed ICS 211 and Status Change Cards (ICS-210) to the RESL.
	Receive, record, and maintain resource status information on Resource Status Cards (ICS-219) for incident-assigned tactical resources, and overhead personnel.
	Maintain files of Check-in Lists (ICS 211).
	Maintain Unit Log (ICS 214).

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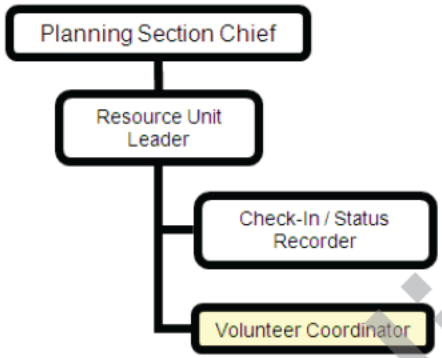
Volunteer Coordinator

The Response Group

Responsibilities

The Volunteer Coordinator is responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction, and deployment. The Volunteer Coordinator is part of the Planning Section and reports to the RUL.



ICS Forms to Complete

ICS 214a Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Coordinate with the Resource Unit to determine where volunteers are needed.
	Identify any necessary skills and training needs.
	Verify minimum training needed, as necessary, with Health and SO or units requesting volunteers (if special skill is required).
	Activate, as necessary, stand-by contractors for various training needs (as applicable).
	Coordinate nearby or on-site training as part of the deployment process.
	Identify and secure other equipment, materials and supplies, as needed.
	Induct convergent (on the scene) volunteers.
	Activate other volunteers (individuals who have applied prior to an incident and are on file with the Volunteer Coordinator or other participating volunteer organizations).
	Recruit additional volunteers through media appeals (if needed).
	Assess, train, and assign volunteers.
	Coordinate with Logistics for volunteer housing and meal accommodations.
	Assist volunteers with other special needs.
	Maintain Unit Log (ICS 214).

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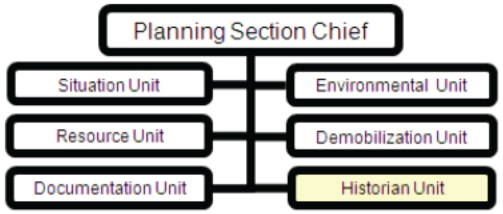
Historian Unit Leader

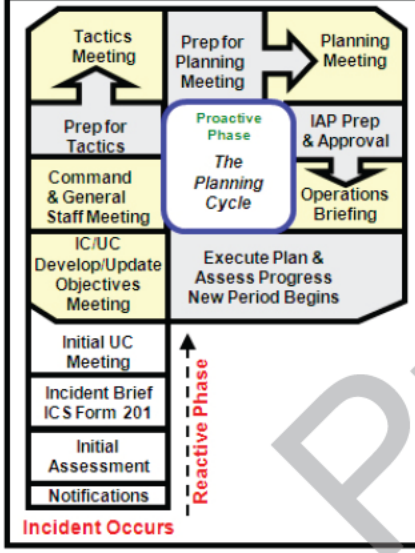
The Response Group

Responsibilities

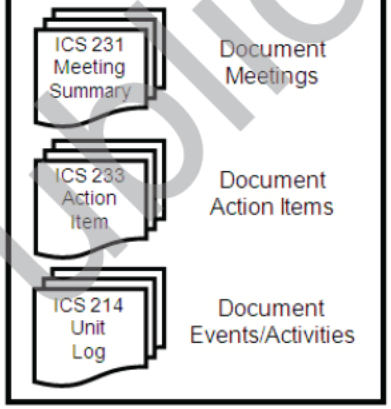
The Historian is responsible to assist with documentation of all meetings and briefings associated with and outside of the Planning Cycle Process. The Historian will provide meeting documentation, track action items and may additionally provide IAP component data input and validation.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common Responsibilities.
	Receive assignment from the Planning Section Chief.
	Prepare meeting summaries (ICS 231).
	Coordinate with the Documentation Unit Leader and Situation Unit Leader on the maintenance of the Display and Distribution Center.
	Locate work materials and coordinate meeting schedule and attendance with the Planning Section Chief.
	Assist Planning Section Chief in meeting room setup.
	Assist Situation Unit Leader as necessary to establish and maintain situation status display.
	Provide recorder for all meetings and briefings upon request.
	Review records for accuracy and completeness; inform appropriate units of errors or omissions.
	Track action item status resulting from meetings.
	Provide incident documentation as requested.
	Provide data input into ICS forms to document all meetings and briefings.
	Assist assigned unit with Unit Logs (ICS 214u).
	Assist assigned individuals with Creation / Maintenance of Activity Log (ICS Form 214i).
	Assist Documentation Unit Leader with compilation of final Incident Records.

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Situation Unit Leader - SITL

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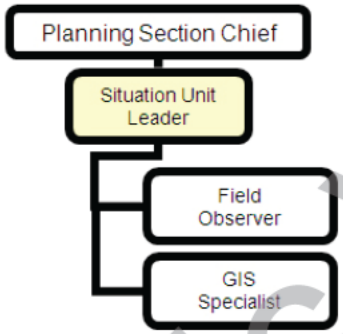
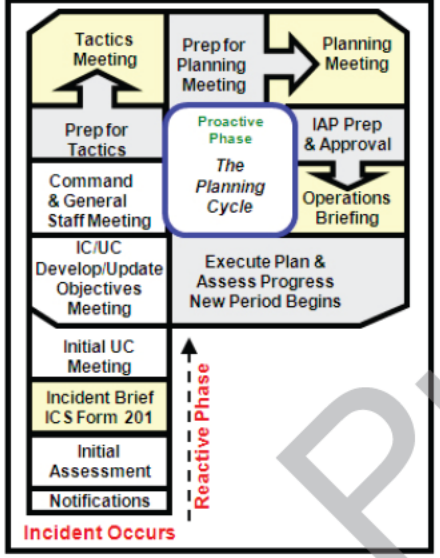
Responsibilities

The Situation Unit Leader is responsible for collecting, processing and organizing incident information relating to the growth, mitigation or intelligence activities taking place on the incident. The SITL may prepare future projections of incident growth, maps and intelligence information.



Meetings To Attend



ICS Forms to Complete

- Situation Display Map –Prepare Situation Display Map
- ICS 209 Incident Status – Prepare Incident Status Summary
- ICS 230 Meeting Schedule – Display Daily Meeting Schedule
- ICS 231 Meeting Summary – Display Meeting Summary
- ICS 232A ACP Site Index – Display ACP Site Index
- ICS 214 Unit Log – Document Event / Activities

Checklist

	Review Common Responsibilities.
	Review Unit Leader Responsibilities.
	Begin collection and analysis of incident data as soon as possible.
	Prepare, post, or disseminate resource and situation status information as required, including information for press briefings and other special requests.
	Prepare predictions periodically or as requested by the PSC.
	Prepare the Incident Status Summary Form (ICS 209).
	Prepare Weather Report and display on situation status display.
	Provide photographic services and maps if required.
	Conduct situation briefings at the Command and General Staff Meetings, Tactics Meeting, Planning Meeting and Operations Briefing.
	Conduct situation briefings at other meetings/briefings as required.
	Develop and maintain master chart(s)/map(s) of the incident.
	Maintain chart/map of incident in the common area of the ICP for all responders to view.
	Maintain Unit Log (ICS 214).

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Situation Unit Leader - SITL

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INCIDENT SITUATION DISPLAY

The collection and display of information about an incident and the nature and status of response operations is a critical aspect of establishing and maintaining a command and control environment, and it should promote effective and efficient communications. The Incident Situation Display should be the one place in an Incident Command Post where anyone can go, at any time, to learn about the nature and status of an incident and response operations. It should include the most complete and current information available.

Status boards in the Incident Situation Display should be displayed in an ordered fashion to ensure that they impart an integrated and coherent message concerning: (1) the incident (e.g., nature and location of source, status of source, type and quantity of material spilled or emitted, and the environmental conditions affecting the response); and (2) the nature and status of response operations to address the incident. An Incident Situation Display should be established and maintained by the Situation and Resources Unit Leaders.

TYPICAL WALL SITUATION DISPLAY (SIT-STAT)

- Story Board
  - General Incident Report & Weather Report
- ICS 202 Response Objectives
- ICS 207 Organization Chart Or ICS 203 Organization Assignment List
- ICS 232 Resources At Risk
- Situation Map
- ICS 209 Incident Status Summary
- ICS 201-4 Resource Summary
- ICS 230 Meeting Schedule

Example Wall Situation Display (Sit-Stat)

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Field Observer - FOBS

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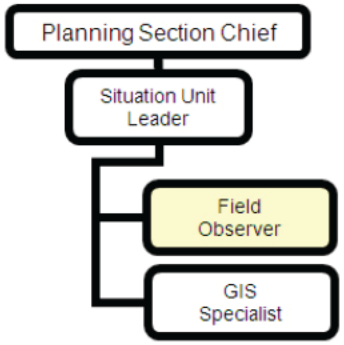
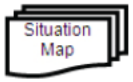
Responsibilities

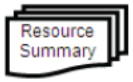
The FOBS is responsible for collecting situation information from personal observations at the incident and provides this information to the SITL.



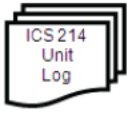
ICS Forms to Complete



Verify Situation Map



Verify Resource Summary Or ICS 204's



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Determine: location of assignment, type of information required, priorities, time limits for completion, method of communication, method of transportation.
	Obtain necessary equipment and supplies.
	Perform FOBS responsibilities to include but not limited to the following: perimeters of incident, locations of trouble spots, weather conditions hazards, progress of operations resources.
	Be prepared to identify all facility locations (e.g., Helispots, Division and Branch boundaries).
	Report information to the SITL by established procedure.
	Report immediately any condition observed that may cause danger and a safety hazard to personnel.
	Gather intelligence that will lead to accurate predictions.
	Maintain Unit Log (ICS 214).

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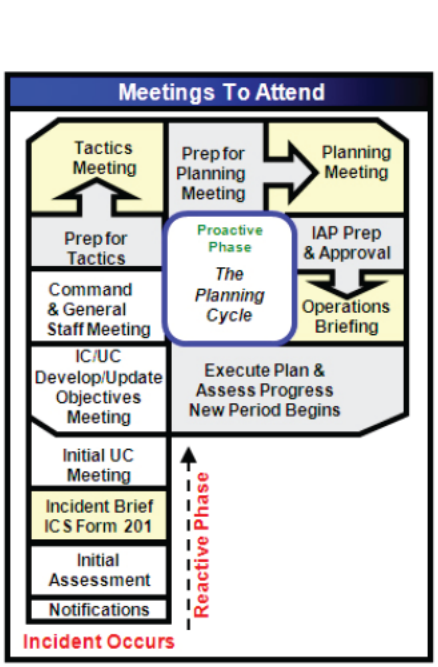
GIS Specialist – Technical Specialist

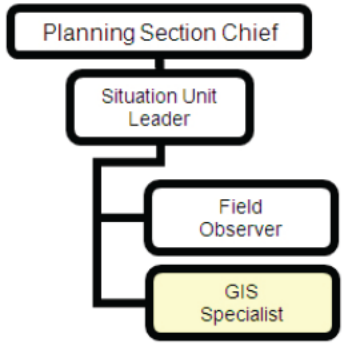
The Response Group

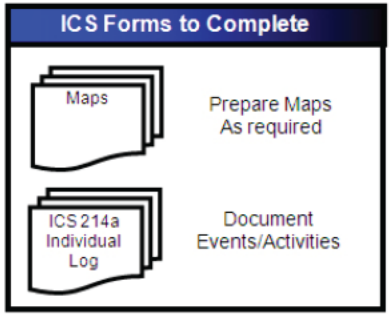
Responsibilities

TECHNICAL SPECIALISTS - Certain incidents or events may require the use of Technical Specialists who have specialized knowledge and expertise. Technical Specialists may function within the Planning Section, or be assigned wherever their services are required.

GEOGRAPHIC INFORMATION SYSTEM (GIS) SPECIALIST - The GIS Specialist is responsible for gathering and compiling updated spill information and providing various map products to the incident. The GIS team will work with the Situation Unit and the Information Management Officer to ensure accurate and rapid dissemination of oil spill information to the ICS.







Checklist

	Review Common Responsibilities.
	Determine resource needs.
	Participate in planning meetings as required.
	Gather and compile data from the different incident sections.
	Provide maps for various components of the incident.
	Develop required products within time limits.
	Provide status reports to appropriate requesters.
	Maintain Unit Log (ICS 214).

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GIS Specialist – Technical Specialist

The Response Group

LISTING OF TYPICAL MAPS DEVELOPED BY THE GIS SPECIALIST

Map Name	Description
Incident Location Map	Prepare a map showing the location where the incident occurred at different scales as requested.
Safety/Security Map	Prepare a map showing the hot, warm, cold zones, and security check points designated by the Safety Officer as required.
Command Post Map	Prepare a direction map showing where the command post is located with driving directions and address.
Medical Facilities Map	Prepare a location map showing medical facilities such as hospitals and first aid stations.
Staging Area Map	Prepare a map showing the designated staging area location(s) set up to support response operations in the field.
Field Base Map	Prepare a map or series of maps showing the general area where the incident occurred and the potentially impacted areas downstream that can be utilized by the field to document incident information such as slick movement, response sites, equipment locations, sensitive areas, staging areas, etc.
Trajectory Map	Prepare or acquire trajectory modeling maps to predict the spill movement on water.
Overflight Map	Prepare or acquire overflight maps showing spill location based on overflight information from aerial surveillance.
Division/Response Site/Resource Overview Map(s)	Prepare a map showing geographic response boundaries (such as divisions, groups, strike teams, and taskforce locations), response sites, and location of response resources deployed in the field.
Situation Map	Prepare and maintain a situation map which may include the incident location, staging areas, geographic response boundaries, response sites, spill trajectory/overflight information, sensitive areas, medical facilities, and safety zones.
Resources at Risk Map	Prepare sensitivity maps showing the location of environmentally sensitive and socio-economic areas such as bird rookeries, endangered species, wildlife management areas and refuges, water intakes, highly populated areas, etc.
SCAT Maps	Prepare Shoreline Cleanup Assessment Maps within the impacted area showing the shoreline types and cleanup recommendations from the SCAT team.
Response Site Maps	Prepare a map for each response site and/or geographic response boundary (such as divisions, groups, strike teams, and taskforce locations) with a depiction and/or listing of deployed response resources assigned to each site/area.
Traffic Plan Map	Prepare a map to assist the Support Branch in Logistic regarding the Traffic Plan.

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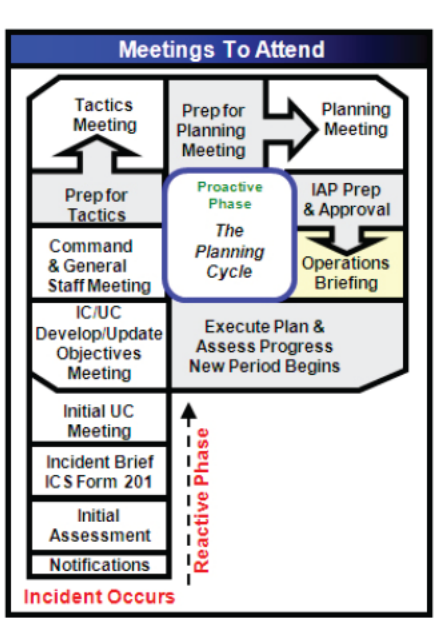
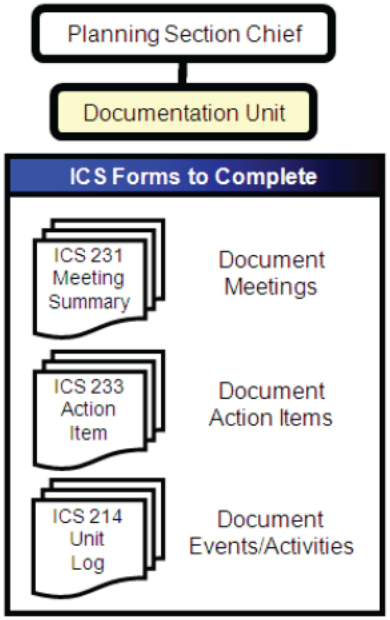
Documentation Unit Leader - DOCL

The Response Group

Responsibilities

The DOCL is responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plan, incident reports, communication logs, injury claims, situation status reports, etc. Thorough documentation is critical to post-incident analysis. Some of the documents may originate in other sections. The DOCL shall ensure each section is maintaining and providing appropriate documents. This unit shall ensure each section is maintaining and providing appropriate documents. The DOCL will provide duplication and copying services for all other sections. The Documentation Unit will store incident files for legal, analytical, and historical purposes.





Checklist

	Review Common Responsibilities.
	Review Unit Leader Responsibilities.
	Set up work area; begin organization of incident files.
	Establish duplication service; respond to requests.
	File all official forms and reports.
	Review records for accuracy and completeness; inform appropriate units of errors or omissions.
	Provide incident documentation as requested.
	Organize files for submitting final incident documentation package.
	Prepare ICS 231 Meeting Summary & ICS 233 Action Item Tracker
	Maintain Unit Log (ICS 214).

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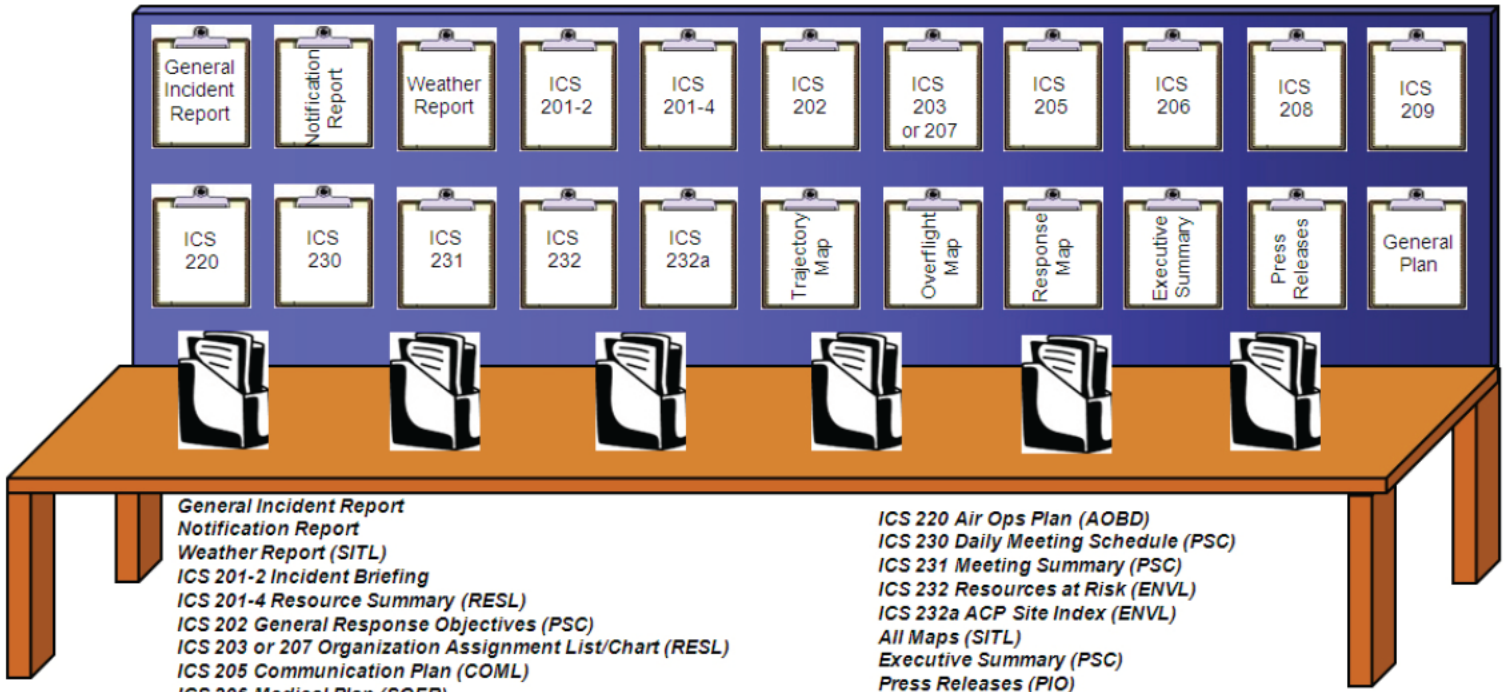
Documentation Unit Leader - DOCL

The Response Group

DISTRIBUTION CENTER

DOCUMENTATION UNIT LEADER IS RESPONSIBILITY FOR MAINTAINING THE DISTRIBUTION CENTER:

- COLLECT APPROVED FORMS AND REPORTS FROM RESPONSIBLE PARTIES (BE Proactive)
- DISPLAY FORMS AND REPORTS ON LABELED CLIPBOARDS AT THE DISTRIBUTION CENTER
- PROVIDE COPIES OF APPROVED FORMS AND REPORTS FOR DISTRIBUTION IN FILE FOLDERS ON DISTRIBUTION CENTER TABLE
- ESTABLISH UPDATE SCHEDULE FOR FORMS & REPORTS AND POST ON THE DISTRIBUTION TABLE



General Incident Report
Notification Report
Weather Report (SITL)
ICS 201-2 Incident Briefing
ICS 201-4 Resource Summary (RESL)
ICS 202 General Response Objectives (PSC)
ICS 203 or 207 Organization Assignment List/Chart (RESL)
ICS 205 Communication Plan (COML)
ICS 206 Medical Plan (SOFR)
ICS 208 Site Safety Plan (SOFR)
ICS 209 Incident Status Summary (SITL)

ICS 220 Air Ops Plan (AOBD)
ICS 230 Daily Meeting Schedule (PSC)
ICS 231 Meeting Summary (PSC)
ICS 232 Resources at Risk (ENVL)
ICS 232a ACP Site Index (ENVL)
All Maps (SITL)
Executive Summary (PSC)
Press Releases (PIO)
General Plan (PSC)

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Demobilization Unit Leader - DMOB

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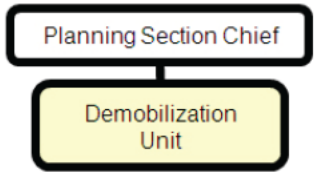
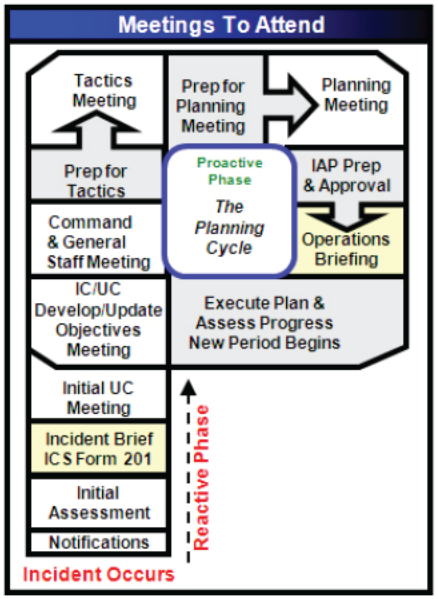
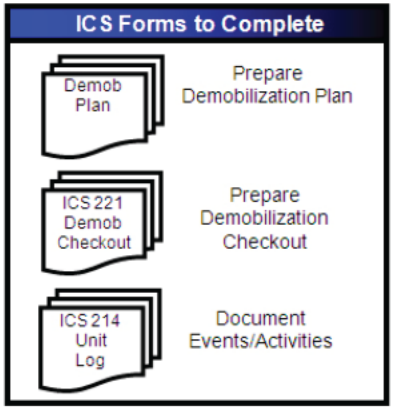
Responsibilities

The DMOB is responsible for developing the Incident Demobilization Plan. On large incidents, demobilization can be quite complex, requiring a separate planning activity. Note that not all agencies require specific demobilization instructions.







Checklist

	Review Common Responsibilities.
	Review Unit Leader Responsibilities.
	Review incident resource records to determine the likely size and extent of demobilization effort and develop a resource matrix.
	Coordinate demobilization with Agency Representatives.
	Monitor the on-going Operations Section resource needs.
	Identify surplus resources and probable release time.
	Utilize the demobilization checkout procedures for release of incident resources (ICS 221).
	Establish communications with off-incident facilities, as necessary.
	Develop an Incident Demobilization Plan that would include: 1. General information section 2. Responsibilities section 3. Release priorities 4. Release procedures 5. Demobilization Checkout form ICS221 6. Directory.
	Prepare appropriate directories (e.g., maps, instructions, etc.) for inclusion in the demobilization plan.
	Distribute demobilization plan (on and off-site).
	Provide status reports to appropriate requestors.
	Ensure that all Sections/Units understand their specific demobilization responsibilities.
	Supervise execution of the Incident Demobilization Plan.
	Brief the PSC on demobilization progress.
	Maintain Unit Log (ICS 214).

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Environmental Unit Leader - ENVL

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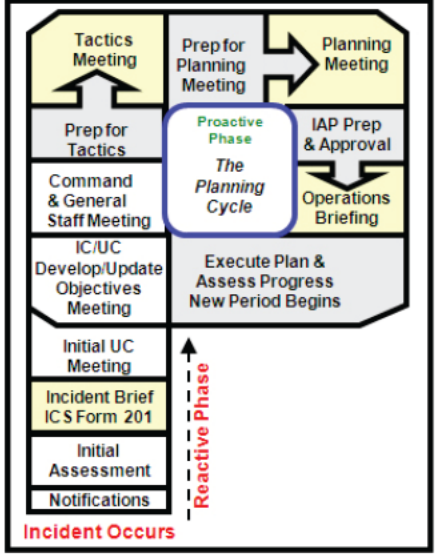
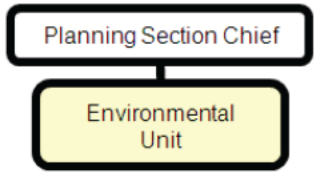
Responsibilities

The ENVL is responsible for environmental matters associated with the response, including strategic assessment, modeling, surveillance, and environmental monitoring and permitting. The ENVL prepares environmental data for the Situation Unit.

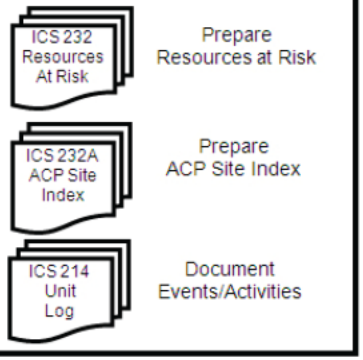
Technical specialist frequently assigned to the Environmental Unit may include the Scientific Support Coordinator and Sampling, Response Technologies, trajectory Analysis, Weather Forecast, Resources at Risk, Shoreline Cleanup Assessment, Historical/ Cultural resources, and Disposal Technical Specialists.

Meetings To Attend





ICS Forms to Complete



Checklist

	Review Common Responsibilities.
	Review Unit Leader Responsibilities.
	Obtain a briefing and special instructions from the PSC.
	Identify sensitive areas and recommend response priorities.
	Following consultation with natural resource trustees, provide input on wildlife protection strategies (e.g., removing oiled carcasses, pre-emptive capture, hazing, and/or capture and treatment).
	Attend meetings, as appropriate or upon request to address environmental concerns of the response, including press briefings.
	Determine the extent, fate, and effects of contamination.
	Acquire, distribute, and provide analysis of weather forecasts.
	Monitor the environmental consequences of response actions.
	Develop shoreline cleanup and assessment plans. Identify the need for, and prepare any special advisories or orders.
	Identify the need for, and obtain, permits, consultations, and other authorizations, including Endangered Species Act (ESA) provisions.
	Following consultation with the FOSC's Historical/Cultural Resources Technical Specialist identify and develop plans for protection of affected historical/cultural resources.
	Evaluate the opportunities to use various response technologies.
	Develop disposal plans.
	Develop a plan for collecting, transporting, and analyzing samples.
	Maintain Unit Log (ICS 214).

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Environmental Unit Leader - ENVL

The Response Group

ENVIRONMENTAL UNIT SPECIALISTS - Certain incidents or events may require the use of Specialists who have specialized knowledge and expertise. Technical Specialists may function within the Planning Section, or be assigned wherever their services are required. Below is a listing of Specialist the Environmental Unit may activate or callout.

Environmental Specialist	Provide environmental expertise to Environmental Unit
Sampling Specialist	Sampling plan development & implementation
Response Technologies Specialist	Mechanical Containment & Recovery, dispersant application, in-situ burning, & bioremediation
Remediation Technology Specialist	Provide technical expertise regarding long-term and future environmental remediation issues
Trajectory Analysis Specialist	Oil spill trajectories, air plume modeling, & fates and effects of spilled material
Weather Forecast Specialist	Real-time and forecasted weather reports
Resources at Risk Specialist	Identification and prioritization of effected & potentially effected resources at risk
SCAT Specialist	Shoreline Cleanup Assessments & cleanup recommendations
Historical/Cultural Resources Specialist	Identification and prioritization of effected & potentially effected historical or cultural sites
Disposal Specialist	Disposal plan development & implementation

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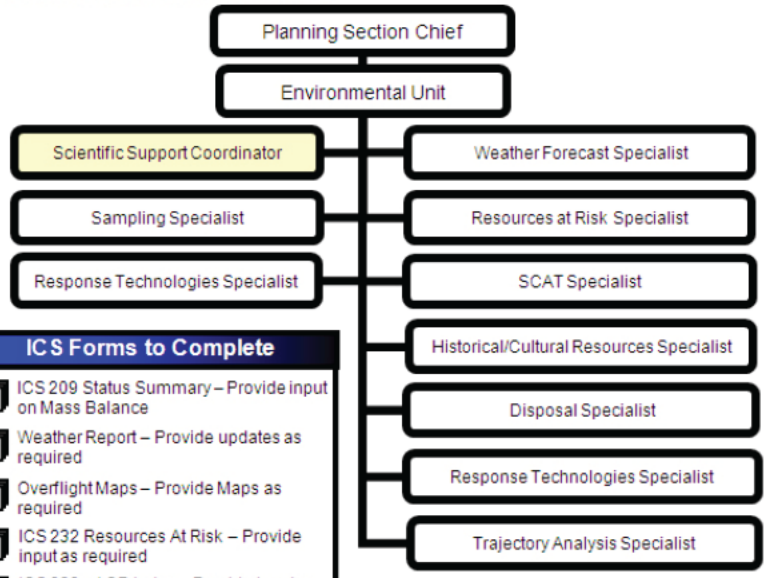
Scientific Support Coordinator - SSC

The Response Group

Responsibilities

The Scientific Support Coordinator (SSC) is a technical specialist and is defined as the principle advisor to the lead agency for scientific issues. The SSC is responsible for providing expertise on chemical hazards, field observations, trajectory analysis, resources at risk, environmental tradeoffs of countermeasures and cleanup methods, and information management. The SSC is also charged with gaining consensus on scientific issues affecting the response, but also ensuring that differing opinions within the scientific community are communicated to the incident command. Additionally, the SSC is responsible for providing data on weather, tides, currents, and other applicable environmental conditions.



ICS Forms to Complete

- ICS 209 Status Summary – Provide input on Mass Balance
- Weather Report – Provide updates as required
- Overflight Maps – Provide Maps as required
- ICS 232 Resources At Risk – Provide input as required
- ICS 232a ACP Index – Provide input as required
- ICS 214a Individual Log – Document Event / Activities

Checklist

	Review Common Responsibilities.
	Attend planning meetings.
	Determine resource needs.
	Provide overflight maps and trajectory analysis, including the actual location of oil, to the Situation Unit.
	Provide weather, tidal and current information.
	Obtain consensus on scientific issues affecting the response.
	In conjunction with Natural Resource Trustee Representatives and the Historical/Cultural Resources Specialist, develop a prioritized list of resources at risk, including threatened and endangered species.
	Provide information on chemical hazards.
	Evaluate environmental tradeoffs of countermeasures and cleanup methods, and response endpoints.
	Maintain Individual Log (ICS 214a).

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Sampling Technical Specialist

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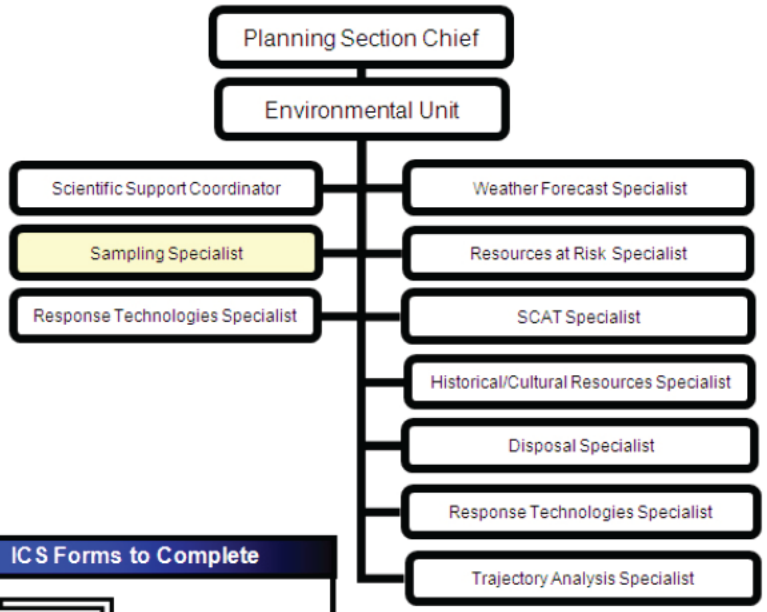
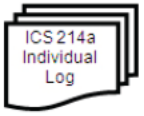
Responsibilities

The Sampling Technical Specialist is responsible for providing a sampling plan for the coordinated collection, documentation, storage, transportation, and submittal to appropriate laboratories for analysis or storage.



ICS Forms to Complete

Prepare Sampling Summary



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Determine resource needs.
	Participate in planning meetings as required.
	Identify and alert appropriate laboratories.
	Meet with team to develop an initial sampling plan and strategy, and review sampling and labeling procedures.
	Set up site map to monitor the location of samples collected and coordinate with GIS staff.
	Coordinate sampling activities with the Natural Resource Damage Representative, Investigation Team, and legal advisors.
	Provide status reports to appropriate requesters.
	Maintain Individual Log (ICS 214a).

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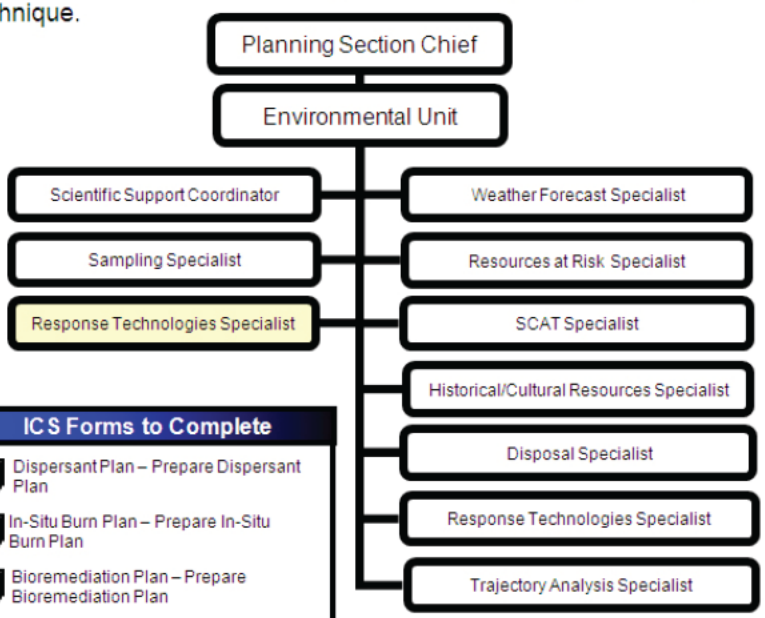
Response Technologies Specialist

The Response Group

Responsibilities

The Response Technologies (RT) Specialist is responsible for evaluating the opportunities to use various response technologies, including mechanical containment and recovery, dispersant or other chemical countermeasures, in-situ burning, and bioremediation. The specialist will conduct the consultation and planning required by deploying a specific response technology, and by articulating the environmental tradeoffs of using or not using a specific response technique.



ICS Forms to Complete

- Dispersant Plan – Prepare Dispersant Plan
- In-Situ Burn Plan – Prepare In-Situ Burn Plan
- Bioremediation Plan – Prepare Bioremediation Plan
- ICS 214 Individual Log – Document Events/Activities

Checklist

	Review Common Responsibilities.
	Participate in planning meetings, as required.
	Determine resource needs.
	Gather data pertaining to the incident, including location, type and amount, physical and chemical properties, weather and sea conditions, and resources at risk.
	Identify the available response technologies that may be effective on the specific spilled petroleum.
	Make initial notification to all agencies that have authority over the use of Response Technologies.
	Keep the ENVL advised of response technology issues.
	Consult with the operations section on alternative technologies.
	Provide status reports to appropriate requesters.
	Establish communication with the appropriate organizations required to approve certain response technologies such as dispersant application or in-situ burning.
	Maintain Individual Log (ICS 214a).

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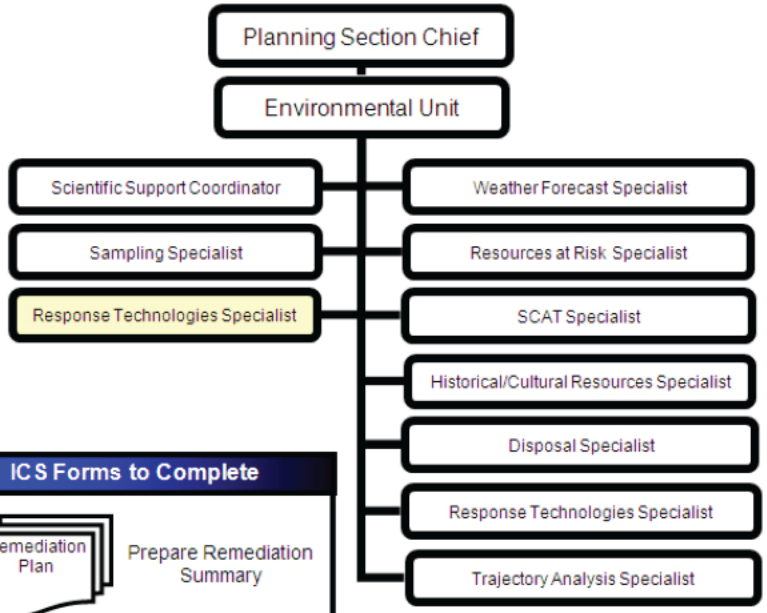
Remediation Technology Specialist

The Response Group

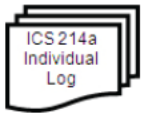
Responsibilities

The Remediation Technology Specialist is responsible for technical input to the response decision making process regarding longer-term, future environmental remediation efforts that fall outside the purview of the emergency response organization. In this capacity the Remediation Technology Specialist also recommends clean-up endpoints that address the question of "How-Clean-is-Clean?



ICS Forms to Complete

Prepare Remediation Summary



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Participate in planning meetings, as required.
	Assemble Shoreline Cleanup and Assessment Team (SCAT).
	Coordinate remediation assessment operations with resource trustees & landowner.
	Carry out surveys and collect samples.
	Identify most effective, environmentally sound cleanup strategies and tactics.
	Prepare clean-up recommendations for review and approval of the Environmental Unit Leader.
	Monitor cleanup operations for implementation of strategies and revise plans as required.
	Maintain Individual Log (ICS 214a).

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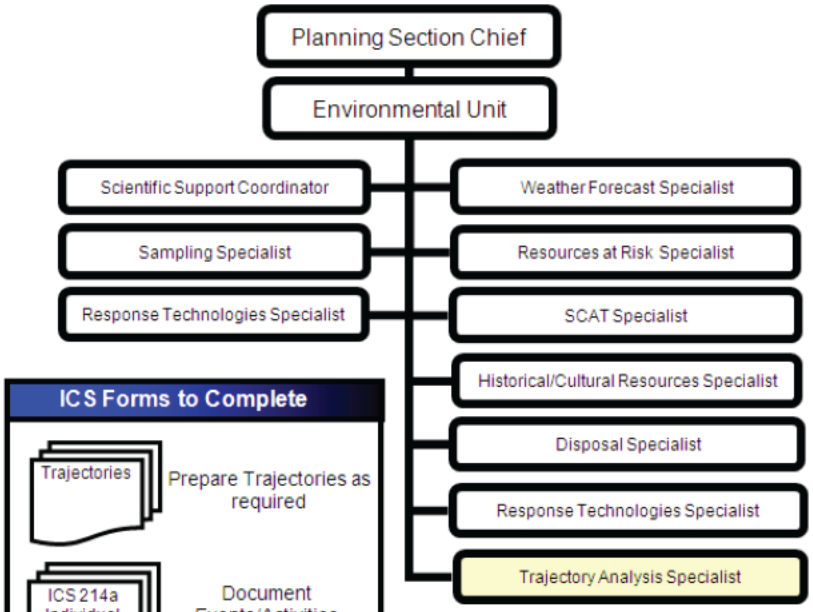
Trajectory Analysis Specialist

The Response Group

Responsibilities

The Trajectory Analysis Specialist is responsible for providing to the UC, projections and estimates of the movement and behavior of the material. The specialist will combine visual observations, remote sensing information, and computer modeling, as well as observed and predicted tidal, current, and weather data to form these analyses. Additionally, the specialist is responsible for interfacing with local experts (weather service, academia, researchers, etc.) in formulating these analyses. Trajectory maps, over-flight maps, tides and current data, and weather forecasts will be supplied by the specialist to the Situation Unit for dissemination throughout the ICP.



ICS Forms to Complete

Trajectories — Prepare Trajectories as required

ICS 214a Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Schedule and conduct observations/over-flights, as needed.
	Gather pertinent information on tides, currents and weather from all available sources.
	Provide a trajectory and over-flight maps, weather forecasts, and tidal and current information.
	Provide briefing on observations and analyses to the proper personnel.
	Demobilize in accordance with the Incident Demobilization Plan.
	Maintain Individual Log (ICS 214a).

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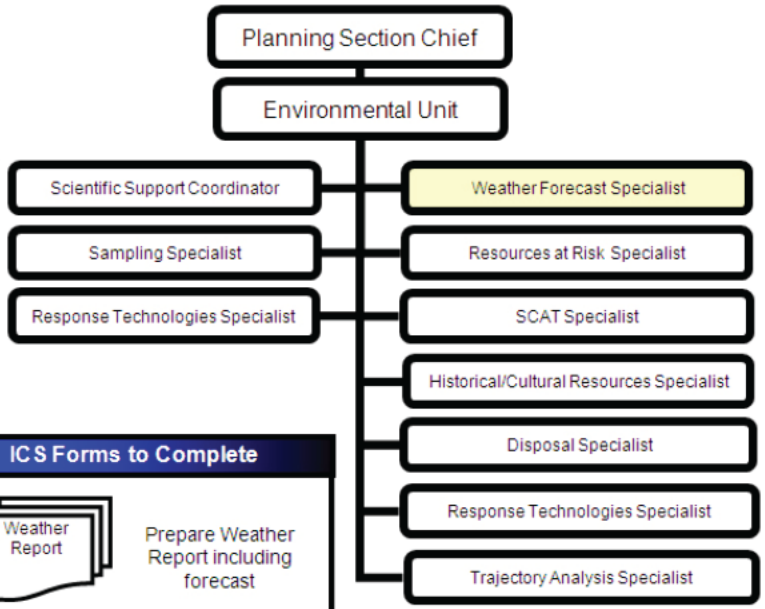
Weather Forecast Specialist

The Response Group

Responsibilities

The Weather Forecast Specialist is responsible for acquiring and reporting incident-specific weather forecasts. The specialist will interpret and analyze data from weather services. This person will be available to answer specific weather related response questions and coordinate with the Scientific Support Coordinator and Trajectory Analysis Specialist as needed. The specialist will provide weather forecasts to the Situation Unit for dissemination throughout the ICP.



ICS Forms to Complete

Weather Report	Prepare Weather Report including forecast
ICS 214a Individual Log	Document Events/Activities

Checklist

	Review Common Responsibilities.
	Gather pertinent weather information from all appropriate sources.
	Provide incident-specific weather forecasts on an assigned schedule.
	Provide briefings on weather observations and forecasts to the proper personnel.
	Maintain Individual Log (ICS 214a).

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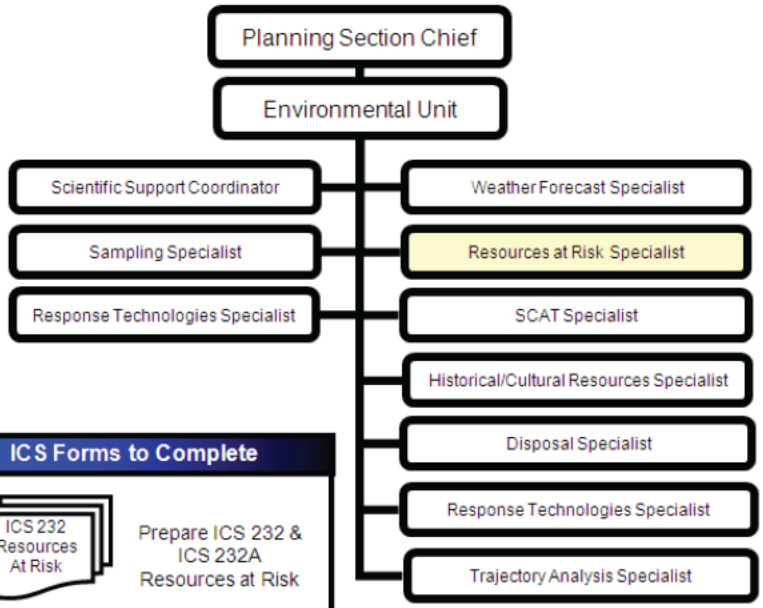
Resources at Risk (RAR) Technical Specialist

The Response Group

Responsibilities

The Resources at Risk (RAR) Technical Specialist is responsible for the identification of resources thought to be at risk from exposure to the released material, through the analysis of known and anticipated movement, and the location of natural, economic resources, and historic properties. The RAR Technical Specialist considers the relative importance of the resources and the relative risk to develop a priority list for protection.



ICS Forms to Complete

ICS 232 Resources At Risk — Prepare ICS 232 & ICS 232A Resources at Risk

ICS 214a Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Participate in planning meetings as required.
	Determine resource needs.
	Obtain current and forecasted status information from the Situation Unit.
	Following consultation with Natural Resource Trustee Representatives, identify natural RAR, including threatened and endangered species, and their critical habitat.
	Following consultation with the Historical/Cultural Resources Specialist, identify historic properties at risk.
	Identify socio-economic resources at risk.
	In consultation with Natural Resource Trustee Representatives, Land Management Agency Representatives, and the Historical/Cultural Resources Specialist, develop a prioritized list of the resources at risk for use by the Planning Section.
	Provide status reports to appropriate requesters.
	Maintain Individual Log (ICS 214a).

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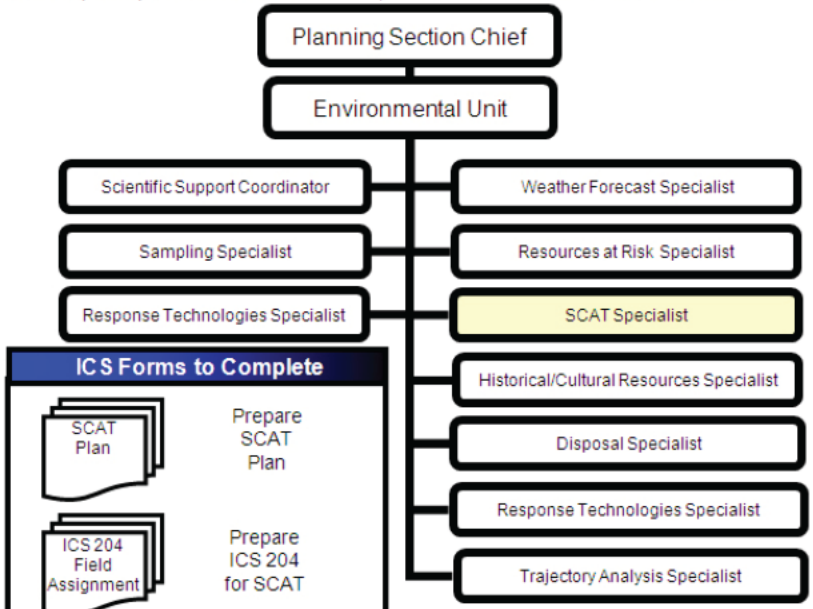
Shoreline Cleanup Assessment Specialist - SCAT

The Response Group

Responsibilities

The Shoreline Cleanup Assessment Specialist is responsible for providing appropriate cleanup recommendations as to the types of the various shorelines and the degree to which they have been impacted. This specialist will recommend the need for, and the numbers of, Shoreline Cleanup Assessment Teams (SCATs) and will be responsible for making cleanup recommendations to the Environmental Unit Leader. Additionally, this specialist will recommend cleanup endpoints that address the question of "**How clean is clean?**".



ICS Forms to Complete

- SCAT Plan — Prepare SCAT Plan
- ICS 204 Field Assignment — Prepare ICS 204 for SCAT
- ICS 214 Unit Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Obtain a briefing and special instructions from the Environmental Unit Leader.
	Participate in Planning Section meetings.
	Recommend the need for and number of SCATs.
	Describe shoreline types and oiling conditions.
	Identify sensitive resources (ecological, recreational, historical properties, economic).
	Recommend the need for cleanup. In consultation with Natural Resource Trustee Representatives, Land Management Agency Representatives, and the Historical/Cultural Resources Specialist.
	Recommend cleanup priorities. In consultation with Natural Resource Trustee Representatives, Land Management Agency Representatives, and the Historical/Cultural Resources Specialist.
	Monitor cleanup effectiveness.
	Recommend shoreline cleanup methods and endpoints.
	Maintain Individual Log (ICS 214a).

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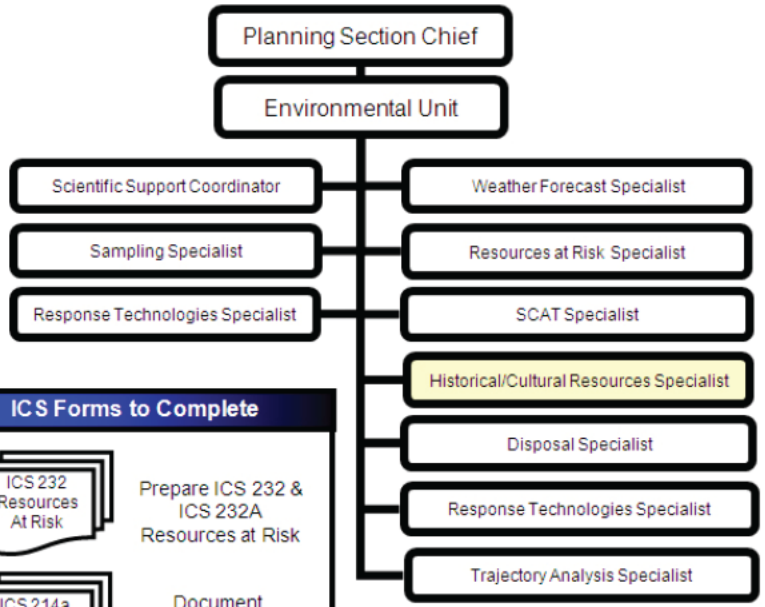
Historical/Cultural Resources Specialist

The Response Group

Responsibilities

HISTORICAL/CULTURAL RESOURCES SPECIALIST - The Historical/Cultural Resources Specialist is responsible for identifying and resolving issues related to any historical or cultural sites that are threatened or impacted during an incident. The Specialist must identify historical/cultural sites and develop strategies for protection and cleanup of those sites in order to minimize damage. The Specialist must understand and be able to implement appropriate measures to comply with any laws as well as consult with appropriate shareholders regarding protection of historical and cultural resources.



ICS Forms to Complete

ICS 232 Resources At Risk — Prepare ICS 232 & ICS 232A Resources at Risk

ICS 214a Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Review Agency Representative Responsibilities.
	Consult and reach consensus with the concerned parties on affected historical/cultural sites.
	Identify and prioritize threatened or impacted historical/cultural sites.
	Develop response strategies to protect historical/cultural sites.
	Participate in the testing and evaluation of cleanup techniques used on historical/cultural sites.
	Ensure compliance with applicable regulations.
	Maintain Individual Log (ICS 214a).

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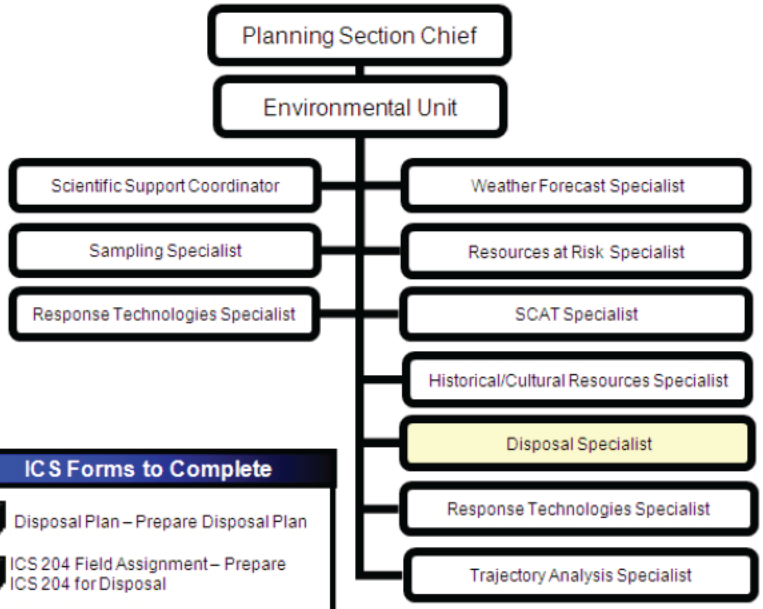
Disposal (Waste Management) Specialist

The Response Group

Responsibilities

The Disposal (Waste Management) Specialist is responsible for providing the OPS with a Disposal Plan that details the collection, sampling, monitoring, temporary storage, transportation, recycling, and disposal of all anticipated response wastes.



ICS Forms to Complete

- Disposal Plan – Prepare Disposal Plan
- ICS 204 Field Assignment – Prepare ICS 204 for Disposal
- ICS 209 Status Summary – Update Waste Management Status
- ICS 214 Individual Log – Document Events/Activities

Checklist

	Review Common Responsibilities.
	Determine resource needs.
	Participate in planning meetings as required.
	Develop a Pre-Cleanup Plan and monitor pre-cleanup operations, if appropriate.
	Develop a detailed Waste Management Plan.
	Calculate and verify the volume of product recovered, including product collected with sediment/sand, etc.
	Provide status reports to appropriate requesters.
	Maintain Individual Log (ICS 214a).

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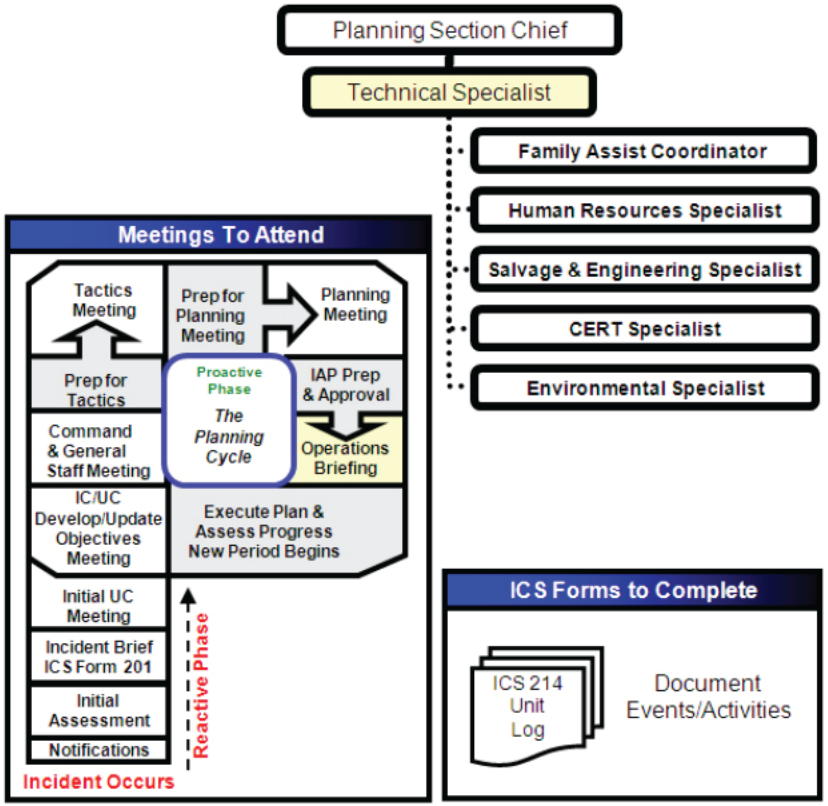
Technical Specialist - THSP

The Response Group

Responsibilities

Certain incidents or events may require the use of THSP's who have specialized knowledge and expertise. THSP's may function within the Planning Section or be assigned wherever their services are required.



Checklist

	Review Common Responsibilities.
	Provide technical expertise and advice to Command and General Staff as needed.
	Attend meetings and briefings to clarify and help to resolve technical issues.
	Provide expertise during the development of the IAP and other support plans.
	Work with the Safety Officer to mitigate unsafe practices.
	Work closely with Liaison Officer to help facilitate understanding among stakeholders and special interest groups.
	Be available to attend press briefings to clarify technical issues.
	Work with Operations Section to monitor compliance with planned actions.
	Research technical issues and provide findings to decision makers.
	Provide appropriate modeling and predictions as needed.
	Trouble shoot technical problems and provide advice on resolution.
	Review specialized plans and clarify meaning.
	Maintain Individual Log (ICS 214a).

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Family Assistance Coordinator

The Response Group

Responsibilities

The Family Assistance Coordinator provides services to the victims' family members; coordinates activities, lodging, food, spiritual and emotional needs, and transportation to special events (press conferences, memorial services to the scene of the incident when authorized, etc.); and, addresses any special needs that arise during the incident that may assist the victims' family members.

ICS Forms to Complete

ICS 214a Individual Log

Document Events/Activities

Checklist

	Review Common Responsibilities.
	Coordinate with authorities, to include the medical examiner, local law enforcement, emergency management, hospitals, and other emergency support personnel.
	Conduct daily coordination meetings with the government representatives to review daily activities, resolve problem areas, and synchronize future family support operations and activities.
	Ensure adequate number of Family Assistance Team members present at all times to allow for rest, exercise and proper rotation.
	Attend all staff briefings and planning meetings as required.
	Request necessary equipment and supplies through LSC.
	Ensure adequate lodging and/or sleeping arrangements.
	Ensure that security needs for the victims' family members are addressed.
	Ensure that language needs of victims' family members are met.
	Ensure that all communications are centrally coordinated.
	Ensure that all transportation scheduling is centrally coordinated.
	Maintain Individual Log (ICS 214a).

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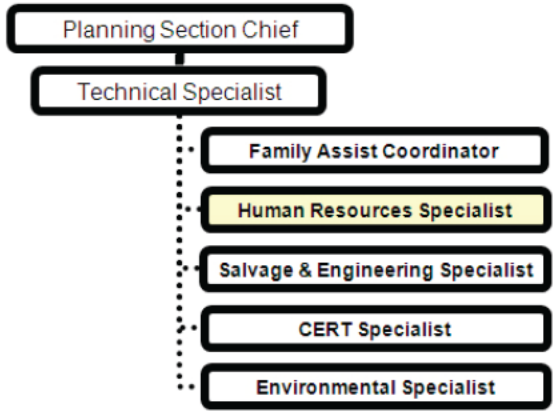
Human Resources Specialist

The Response Group

Responsibilities

The Human Resources Specialist is responsible for providing direct human resources services to the response organization, including ensuring compliance with all labor-related laws and regulations.



ICS Forms to Complete

ICS 214a Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Provide a Point Of Contact (POC) for incident personnel to discuss human resource issues.
	Participate in daily briefings and planning meetings to provide appropriate human resource information.
	Post human resource information, as appropriate.
	Receive and address reports of inappropriate behavior, acts, or conditions through appropriate lines of authority.
	Maintain Individual Log (ICS 214a).

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Salvage & Engineering Technical (SET) Specialist

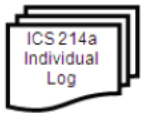
The Response Group

Responsibilities

The SET Specialist is responsible for providing technical assistance on vessel salvage and engineering issues, including: assessment and analysis of intact and damage stability, hull stress & strength, grounding & freeing forces; prediction of oil/hazardous substance outflow; and expertise on passenger vessel construction, fire protection, and safety. The SET Specialist will normally work with the Operations Section and Salvage and Source Control Group, but can be assigned to the Planning Section to assist in writing plans as well.

ICS Forms to Complete

Assist with Salvage Plan



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Obtain and review a copy of the IAP for the current operational period.
	Determine resource needs.
	Report to the OPS/Salvage Division/Group Supervisor or Planning Section Chief/Technical Unit Leader, as may be assigned.
	Gather, compile, and maintain data/information that will lead to accurate modeling, analyses, and predictions.
	Assist in the development of the Salvage Plan.
	Monitor implementation of the Salvage Plan and report immediately any conditions that may cause danger and/or safety hazards to personnel or the environment.
	Provide a briefing/status report on analyses to proper personnel.
	Advise the UC on technical issues as requested.
	Maintain Individual Log (ICS 214a).

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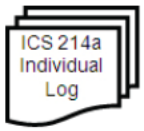
Chaplain Emergency Response Technical (CERT) Specialist

The Response Group

Responsibilities

The CERT Specialist is responsible for identifying and securing the services of sufficient Chaplains necessary to carry out pastoral care duties to provide for the spiritual and emotional needs of all personnel involved in a major disaster. The CERT Specialist is responsible for making an immediate assessment of how many Chaplains are required to provide adequate pastoral care and make the necessary notifications to ensure their immediate response and presence. The CERT Specialist is the Point Of Contact (POC) for all requests from operational units for Chaplains and their services and is responsible for the appropriate assignments and duties of all Chaplains. The CERT Specialist reports directly to the IC.

ICS Forms to Complete



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Establish and maintain Chaplains Emergency Response Center with at least one dedicated phone line within the Multi-Agency Command Center.
	Ensure proper listing with the Command Center of all Chaplains and their necessary contact phone numbers while they are stationed in the area.
	Maintain at least two other Chaplains allowing for the visitation to ships and units and other necessary functions during operations.
	Ensure an adequate number of Chaplains present at all times to allow for rest, exercise, and proper turnover after not more than 10 days on-site.
	Provide for Chaplain access aboard ships at sea, if necessary, and for visitation of all ships while in port.
	Determine the spiritual and emotional climate of personnel involved in recovery operations and assess the need and level of possible Critical Incident Stress Management (CISM) intervention, in conjunction with the CISM Specialist.
	Attend all staff briefings and planning meetings as required.
	Communicate on a daily basis with the Chaplain.
	Establish communication and working relationship with all other agencies involved
	Maintain liaison with other service personnel to determine appropriate time for turnover of pastoral responsibilities.
	Maintain Individual Log (ICS 214a).

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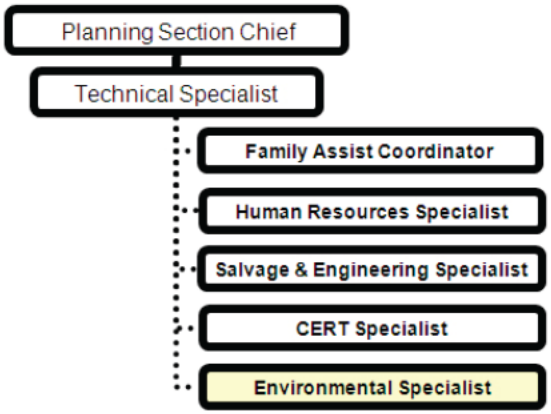
Environmental Specialist

The Response Group

Responsibilities

Certain incidents or events may require the use of Technical Specialists who have specialized knowledge and expertise. Technical Specialists may function within the Planning Section, or be assigned wherever their services are required.



ICS Forms to Complete

ICS 214a Individual Log — Document Events/Activities

Checklist

	Review Common Responsibilities.
	Participate in the development of the IAP and review the general control objectives, including alternative strategies.
	Collect and validate environmental information within the incident area by reviewing pre-attack land use and management plans.
	Determine environmental restrictions within the incident area.
	Develop suggested priorities for preservation of the environment.
	Provide environmental analysis information, as requested.
	Collect and transmit required records and logs to the Documentation Unit at the end of each operational period.
	Maintain Individual Log (ICS 214a).

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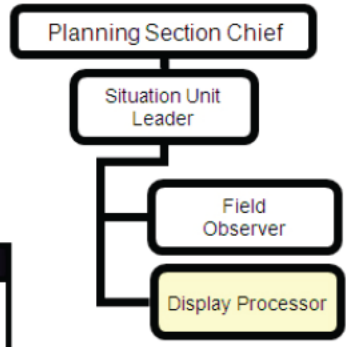
Display Processor - DPRO

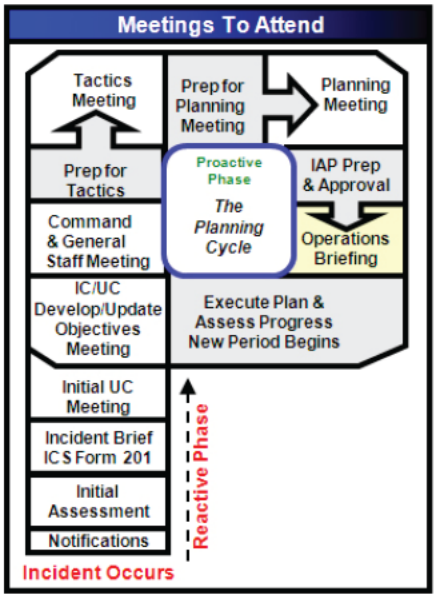
The Response Group

Responsibilities

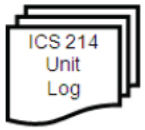
The DPRO is responsible for the display of incident status information obtained from Field Observers (FOBS), resource status reports, aerial and other photographs, and infrared data.



Meetings To Attend



ICS Forms to Complete



Document Events/Activities

Checklist

	Review Common Responsibilities.
	Determine: Location of work assignment, numbers, types and locations of displays required, priorities, map requirements for the IAP, time limits for completion.
	Obtain necessary equipment and supplies.
	Assist SITL in analyzing and evaluating field reports.
	Develop required displays in accordance with time limits for completion. Examples of displays include: GIS information, demographic information, incident projection data, enlargement of ICS forms.
	Maintain Individual Log (ICS 214a).

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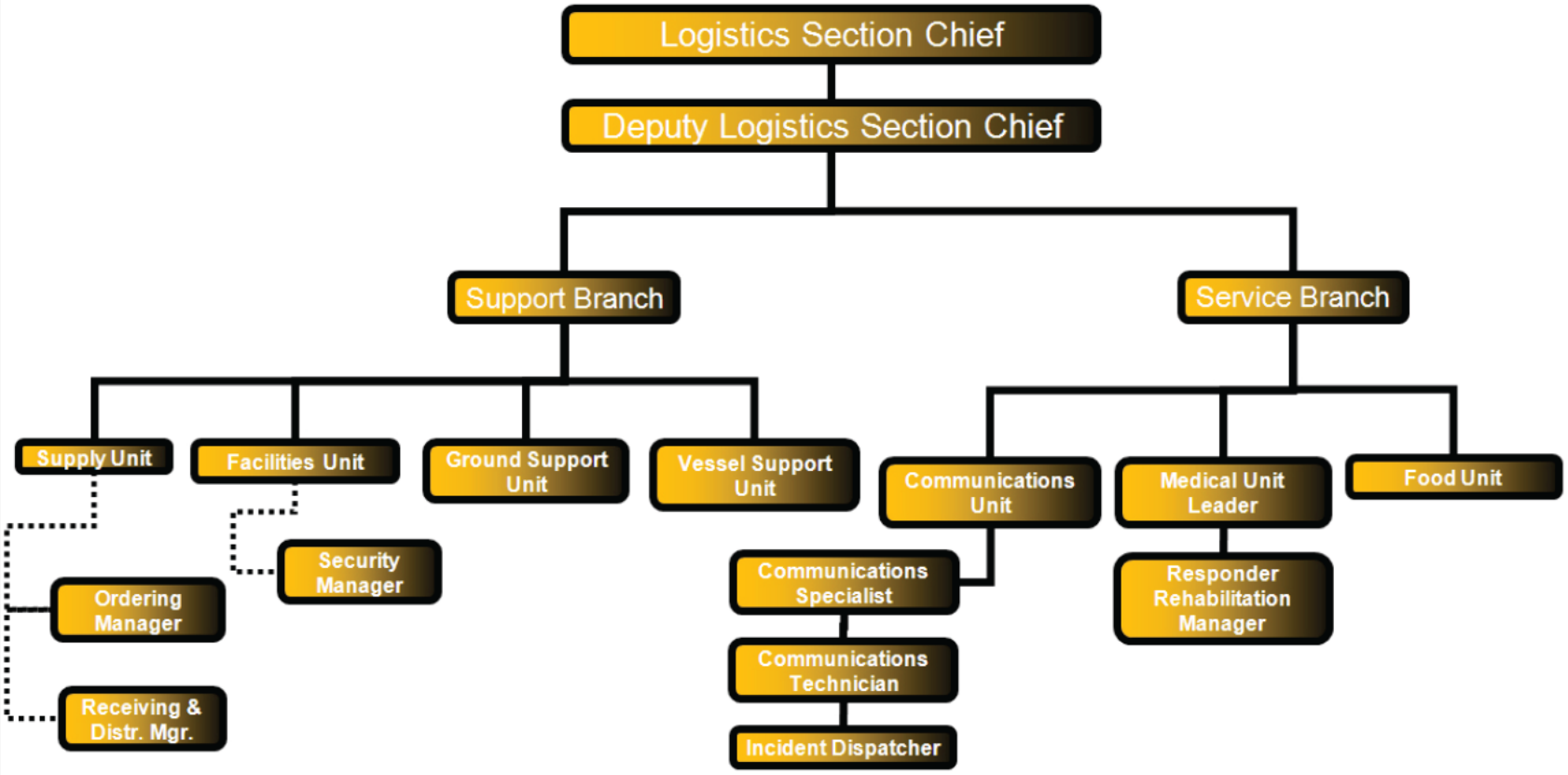
Logistics Section

The Response Group



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Logistics Section Chief - LSC

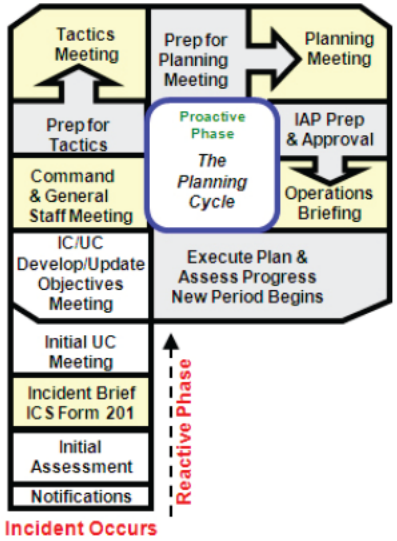
The Response Group

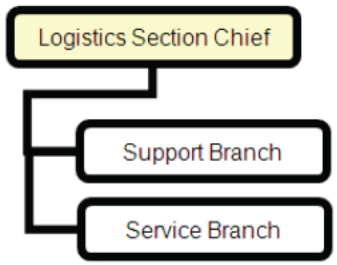
Responsibilities

The LSC, a member of the General Staff, is responsible for providing facilities, services, and material in support of the incident. The LSC participates in the development and implementation of the IAP and activates and supervises the Branches and Units within the Logistics Section.

The LSC may have Deputy LSC's, who may be from the same organization or from an assisting agency. The Deputy LSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time.

Meetings To Attend





ICS Forms to Complete

- ICS 205 Comms Plan – Review Communication Plan
- Security Plan – Review Security Plan
- Transportation Plan – Review Transportation Plan
- Traffic & Vessel Routing – Review Traffic & Vessel Routing Plan
- ICS 214a Individual Log – Document Event/Activities

Checklist

	Review Common Responsibilities
	Plan the organization of the Logistics Section, including field support personnel.
	Assign work locations and preliminary work tasks to Section personnel including planning for night ops/second shift staffing needs.
	Request and/or set up expanded ordering processes as appropriate to support Incident and communicate the ordering process to the IMT organization.
	Notify the Resources Unit of the Logistics Section Units activated, including names and locations of assigned personnel.
	Assemble and brief Logistics Branch Directors and Unit Leaders.
	Determine and supply immediate incident resource and facility needs.
	In conjunction with Command, develop and advise all Sections of the IMT resource approval and requesting process.
	Review proposed tactics for upcoming operational period for ability to provide resources and logistical support.
	Identify long-term service and support requirements for planned and expected operations.
	Advise Command and other Section Chiefs on resource availability to support incident needs.
	Provide input to and review the Communications Plan, Medical Plan and Traffic Plan.
	Identify resource needs for incident contingencies.
	Coordinate and process requests for additional resources.
	Track resource effectiveness and make necessary adjustments.
	Advise on current service and support capabilities.
	Develop recommended list of Section resources to be demobilized and initiate recommendation for release when appropriate.
	Receive and implement applicable portions of the incident Demobilization Plan.
	Ensure the general welfare and safety of Logistics Section personnel.
	Maintain Unit Log (ICS 214).

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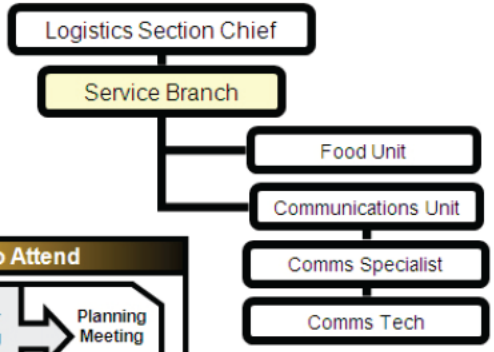
Service Branch Director - SVBD

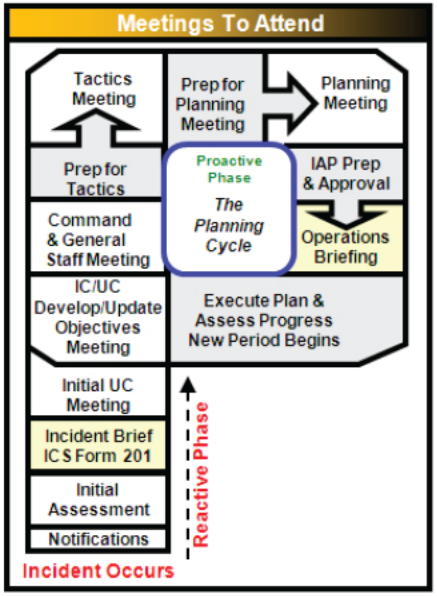
The Response Group

Responsibilities

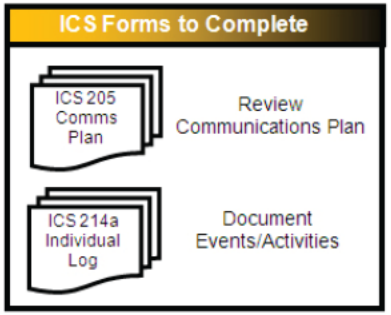
The SVBD, when activated, is under the supervision of the LSC and is responsible for the management of all service activities at the incident. The Branch Director supervises the operations of the Communications, Medical and Food Units.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common & Unit Leader Responsibilities
	Obtain working materials.
	Determine the level of service required to support operations.
	Confirm dispatch of Branch personnel.
	Participate in planning meetings of Logistics Section personnel.
	Coordinate with Food Unit, Comms Unit and Medical Unit Leader to ensure appropriate services are available for incident personnel and plans are in place to provide services.
	Review the IAP.
	Organize and prepare assignments for Service Branch personnel.
	Coordinate activities of Branch Units.
	Inform the LSC of Branch activities.
	Resolve Service Branch problems.
	Maintain Unit Log (ICS 214).

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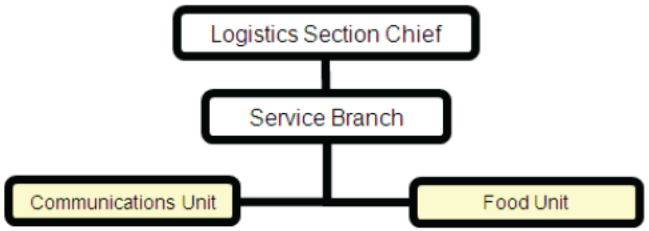
Communications Unit Leader (COML) & Food Unit Leader (FDUL)

The Response Group

Responsibilities & Checklist



COMMUNICATIONS UNIT LEADER

The COML is responsible for developing plans for the effective use of incident communications equipment and facilities; installing and testing of communications equipment; supervision of the Incident Communications Center; distribution of communications equipment to incident personnel; and the maintenance and repair of communications equipment.

	Review Common & Unit Leader Responsibilities
	Determine Unit personnel needs.
	Prepare and implement the Incident Radio Communications Plan (ICS 205).
	Ensure the Incident Comms Center and the Message Center is established.
	Establish appropriate communications distribution/maintenance locations within the Base.
	Ensure communications systems are installed and tested.
	Ensure an equipment accountability system is established.
	Ensure personal portable radio equipment from cache is distributed per Incident Radio Communications Plan.
	Provide technical information as required on: 1. Adequacy of communications systems currently in operation. 2. Geographic limitation on communications systems. 3. Equipment capabilities/limitations. 4. Amount and types of equipment available 5. Anticipated problems in the use of communications equipment.

COMMUNICATIONS UNIT LEADER (CONT.)

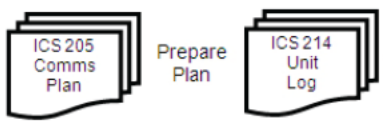
	Supervise Communications Unit activities.
	Maintain records on all communications equipment as appropriate.
	Ensure equipment is tested and repaired.
	Recover equipment from Units being demobilized.

FOOD UNIT LEADER

The FDUL is responsible for supplying the food needs for the entire incident, including all remote locations, e.g., Staging Areas, as well as providing food for personnel unable to leave tactical field assignments.

	Review Unit Leader Responsibilities.
	Determine food and water requirements.
	Determine the method of feeding to best fit each facility or situation.
	Obtain necessary equipment and supplies.
	Ensure that well-balanced menus are provided.
	Order sufficient food and potable water from the Supply Unit.
	Maintain an inventory of food and water.
	Maintain food service areas, ensuring that all appropriate health and safety measures are being followed.
	Supervise Food Unit personnel as appropriate.

ICS Forms to Complete



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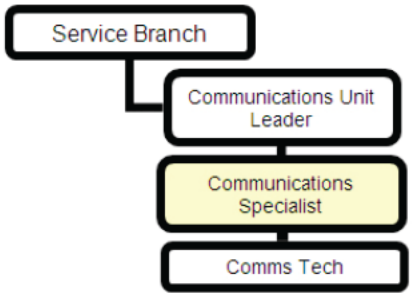
Communications Specialist

The Response Group

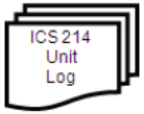
Responsibilities

The Communications Specialist is responsible for the effective execution of incident communications plans; installation, maintenance and testing of communications equipment.



ICS Forms to Complete

Review Communications Plan



Document Events/Activities

Checklist

	Assist unit with communications setup, maintenance and support as directed by the Communications Unit Leader
	Prepare and implement the Incident Communications Plan (ICS Form 205) as directed.
	Support mobilization, setup, operation and demobilization of Incident Communications Center, Field Communications Division/Group Supervisors, and the Message Center.
	Support mobilization, setup, maintenance and demobilization of appropriate communications distribution/maintenance locations including radio/ cellular battery recharge facilities
	Install and test communications systems.
	Establish and maintain equipment accountability system.
	Distribute personal portable radio equipment from cache per Incident Radio Communications Plan.
	Provide technical assistance as required.
	Maintain records on all communications equipment as appropriate.
	Ensure equipment is tested and repaired.
	Recover equipment from Units being demobilized.
	Maintain Unit Log (ICS 214).

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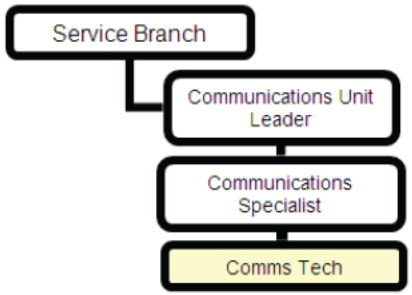
Communications Technician

The Response Group

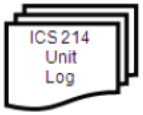
Responsibilities

The Communications Technician is responsible for the effective distribution of communications equipment to incident personnel; and the maintenance and repair of communications equipment. Communications Specialists include "Computer Desk Top Support". Wireless Voice and Data support, and Telecommunications Support.



ICS Forms to Complete

Review Communications Plan



Document Events/Activities

Checklist

	Assist unit with communications setup, maintenance and support as directed by the Communications Unit Leader
	Prepare and implement the Incident Communications Plan (ICS Form 205) as directed.
	Support mobilization, setup, operation and demobilization of Incident Communications Center, Field Communications Division/Group Supervisors, and the Message Center.
	Support mobilization, setup, maintenance and demobilization of appropriate communications distribution/maintenance locations including radio/ cellular battery recharge facilities
	Install and test communications systems.
	Establish and maintain equipment accountability system.
	Distribute personal portable radio equipment from cache per Incident Radio Communications Plan.
	Provide technical assistance as required.
	Maintain records on all communications equipment as appropriate.
	Ensure equipment is tested and repaired.
	Recover equipment from Units being demobilized.
	Maintain Unit Log (ICS 214).

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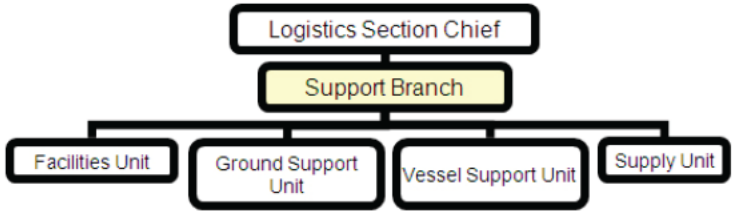
Support Branch Director - SUBD

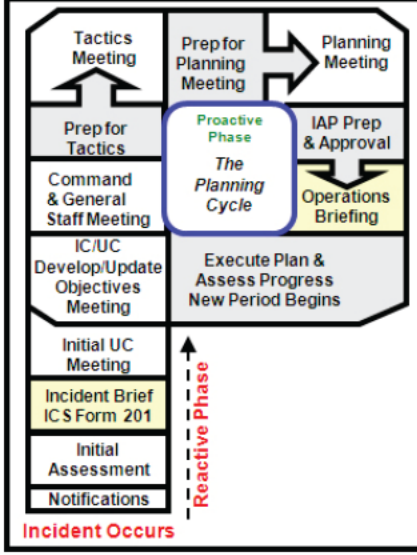
The Response Group

Responsibilities

The SUBD, when activated, is under the direction of the LSC, and is responsible for the development and implementation of logistics plans in support of the Incident Action Plan. The SUBD supervises the operations of the Supply, Facilities, Ground Support and Vessel Support Units.



Meetings To Attend



ICS Forms to Complete

- ICS 205 Comms Plan – Review Communications Plan
- Security Plan – Review Security Plan
- Transportation Plan – Review Transportation Plan
- Traffic Plan – Review Traffic Plan
- Vessel Routing Plan – Review Vessel Routing Plan
- ICS 214a Individual Log – Document Event / Activities

Checklist

	Review Common & Unit Leader Responsibilities
	Obtain work materials.
	Identify Support Branch personnel dispatched to the incident.
	Determine initial support operations in coordination with the LSC and SVBD.
	Prepare initial organization and assignments for support operations.
	Assemble and brief Support Branch personnel.
	Determine if assigned Branch resources are sufficient.
	Coordinate with Facilities, Ground & Vessel Support, and Supply Unit Leaders to ensure appropriate support is available for incident personnel and plans are in place to provide that support.
	Maintain surveillance of assigned Units work progress and inform the LSC of their activities.
	Resolve problems associated with requests from the Operations Section.
	Maintain Unit Log (ICS 214).

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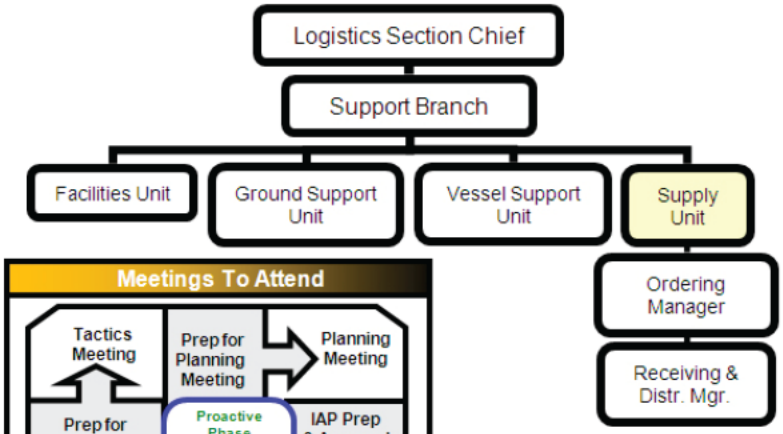
Supply Unit Leader - SPUL

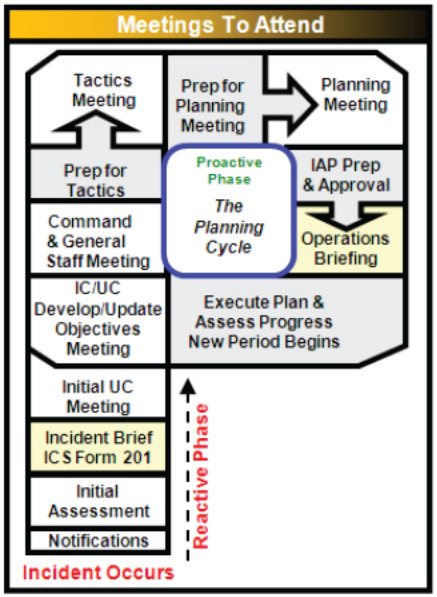
The Response Group

Responsibilities

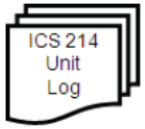
The SPUL is primarily responsible for receiving, storing and distributing all supplies for the incident; maintaining an inventory of supplies; and storing, disbursing and servicing non-expendable supplies and equipment.



Meetings To Attend



ICS Forms to Complete



Document Events/Activities

Checklist

	Review Common Responsibilities
	Review Unit Leader Responsibilities.
	Participate in Logistics Section/Support Branch planning activities.
	Determine the type and amount of supplies enroute.
	Review the IAP for information on operations of the Supply Unit.
	Develop and implement safety and security requirements.
	Order, receive, distribute and store supplies and equipment.
	Receive and respond to requests for personnel, supplies and equipment.
	Maintain an inventory of supplies and equipment.
	Service reusable equipment.
	Submit reports to the SUBD.
	Maintain Unit Log (ICS 214).

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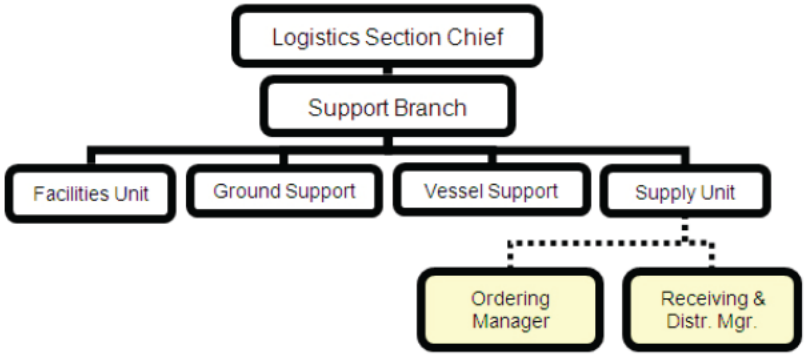
Ordering Manager – ORDM & Receiving and Distribution Manager - RCDM

The Response Group

Responsibilities & Checklist



ORDERING MANAGER

The ORDM is responsible for placing all orders for supplies and equipment for the incident. The ORDM reports to the SPUL. The ORDM is responsible for placing all orders for supplies and equipment for the incident. The ORDM reports to the SPUL.

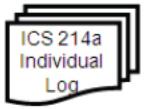
- [ ] Participate in Logistics Section/Support Branch planning activities.
- [ ] Determine the type and amount of supplies enroute.
- [ ] Review the IAP for information on operations of the Supply Unit.
- [ ] Develop and implement safety and security requirements.
- [ ] Order, receive, distribute and store supplies and equipment.
- [ ] Receive and respond to requests for personnel, supplies and equipment.
- [ ] Maintain an inventory of supplies and equipment.
- [ ] Service reusable equipment.
- [ ] Submit reports to the SUBD.

RECEIVING & DISTRIBUTION MANAGER

The RCDM is responsible for receiving and distributing all supplies and equipment (other than primary resources) and the service and repair of tools and equipment. The RCDM reports to the SPUL.

- [ ] Order required personnel to operate supply area.
- [ ] Organize the physical layout of the supply area.
- [ ] Establish procedures for operating the supply area.
- [ ] Set up a filing system for receiving and distributing supplies and equipment.
- [ ] Maintain inventory of supplies and equipment.
- [ ] Develop security requirement for supply area.
- [ ] Establish procedures for receiving supplies and equipment.
- [ ] Submit necessary reports to the SPUL.
- [ ] Notify ORDM of supplies and equipment received.
- [ ] Provide necessary supply records to SPUL.

ICS Forms to Complete



Document Events/Activities

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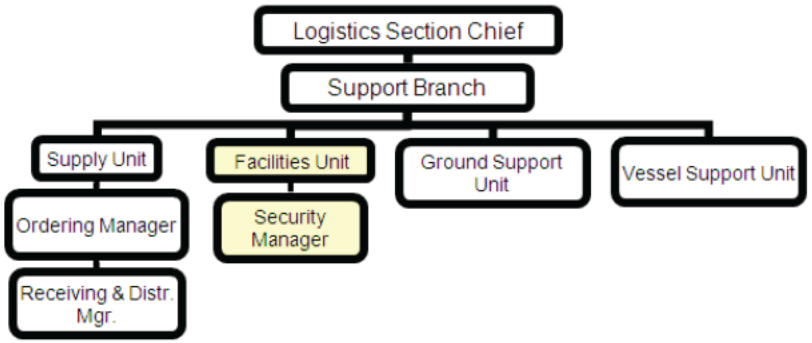
Facilities Unit Leader (FACL) & Security Manager (SECM)

The Response Group

Responsibilities & Checklist



FACILITIES UNIT LEADER

The FACL is primarily responsible for the set up, maintenance and demobilization of incident facilities, e.g., Base, ICP and Staging Areas, as well as security services required to support incident operations. The FACL provides sleeping and sanitation facilities for incident personnel and manages Base operations. Each facility is assigned a manager who reports to the FACL and is responsible for managing the operation of the facility. The FACL reports to the SUBD.

- [ ] Review Unit Leader Responsibilities.
- [ ] Obtain a briefing from the SUBD or the LSC.
- [ ] Receive and review a copy of the IAP.
- [ ] Participate in Logistics Section/Support Branch planning activities.
- [ ] In conjunction with the Finance/Admin Section, determine locations suitable for incident support facilities and secure permission to use through appropriate means.
- [ ] Inspect facilities prior to occupation and document conditions and preexisting damage.
- [ ] Determine requirements for each facility, including the ICP.
- [ ] Prepare layouts of incident facilities.

FACILITIES UNIT LEADER (CONT.)

- [ ] Notify Unit Leaders of facility layout.
- [ ] Activate incident facilities.
- [ ] Provide Facility Managers and personnel to operate facilities.
- [ ] Provide sleeping facilities, security services, food and water service, sanitation and shower service, & facility maintenance services, e.g., sanitation, lighting, clean up, trash removal, etc.
- [ ] Inspect all facilities for damage and potential claims.
- [ ] Demobilize incident facilities.
- [ ] Maintain facility records.

SECURITY MANAGER

The SECM is responsible for providing safeguards needed to protect personnel and property from loss or damage.

- [ ] Establish contacts with local law enforcement agencies, as required.
- [ ] Contact the Resource Use Specialist for crews or Agency Representatives to discuss any special custodial requirements that may affect operations.
- [ ] Request required personnel support to accomplish work assignments.
- [ ] Ensure security of classified material and/or systems.
- [ ] Ensure that support personnel are qualified to manage security problems.
- [ ] Develop Security Plan for incident facilities.
- [ ] Adjust Security Plan for personnel and equipment changes and releases.
- [ ] Coordinate security activities with appropriate incident personnel.
- [ ] Keep the peace, prevent assaults and settle disputes through coordination with Agency Representatives.
- [ ] Prevent theft of all government and personal property.
- [ ] Document all complaints and suspicious occurrences.

ICS Forms to Complete

- Security Plan – Prepare Security Plan
- ICS 211P Personnel Check-in – Prepare ICS 211P Personnel Check-in
- Traffic Plan – Review Traffic Plan
- ICS 214a Individual Log – Document Events/Activities

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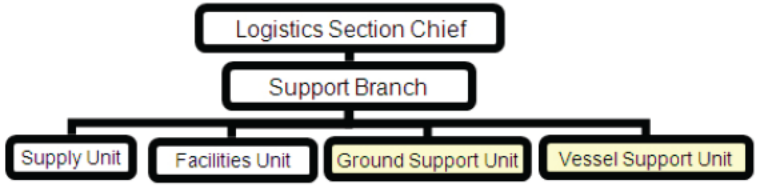
Ground Support Unit Leader (GSUL) & Vessel Support Unit Leader (VESS)

The Response Group

Responsibilities & Checklist



GROUND SUPPORT UNIT LEADER

The GSUL is primarily responsible for ensuring: repair of primary tactical equipment, vehicles, mobile ground support equipment and fueling services; transportation of personnel, supplies, food and equipment in support of incident operations; recording all ground equipment usage time, including contract equipment assigned to the incident; and implementing the Traffic Plan for the incident.

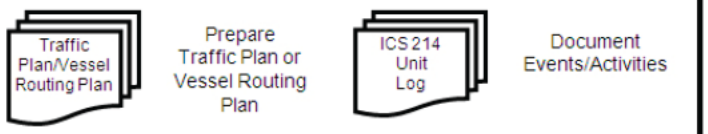
	Review Unit Leader Responsibilities
	Participate in Support Branch/Logistics Section planning activities.
	Develop and implement the Traffic Plan.
	Support out-of-service resources.
	Notify the Resources Unit of all status changes on support and transportation vehicles.
	Arrange for and activate fueling, maintenance and repair of ground resources.
	Maintain Support Vehicle Inventory and transportation vehicles (ICS-218).
	Provide transportation services in association with requests from the LSC
	Collect use information on rented equipment.
	Requisition maintenance and repair supplies, e.g., fuel, spare parts.
	Maintain incident roads.
	Submit reports to SUBD as directed.

VESSEL SUPPORT UNIT LEADER

The VESS is responsible for implementing the Vessel Routing Plan for the incident and coordinating transportation on the water and between shore resources. Since most vessels will be supported by their own infrastructure, the Vessel Support Unit may be requested to arrange fueling, dockage, maintenance and repair of vessels on a case-by-case basis.

	Review Unit Leader Responsibilities.
	Obtain a briefing from the SUBD or the LSC.
	Participate in Support Branch/Logistics Section planning activities.
	Coordinate development of the Vessel Routing Plan.
	Coordinate vessel transportation assignments with the Protection and Recovery Branch or other sources of vessel transportation.
	Coordinate water-to-land transportation with the Ground Support Unit, as necessary.
	Maintain a prioritized list of transportation requirements that need to be scheduled with the transportation source.
	Support out-of-service vessel resources, as requested.
	Arrange for fueling, dockage, maintenance and repair of vessel resources, as requested.
	Maintain inventory of support and transportation vessels.

ICS Forms to Complete



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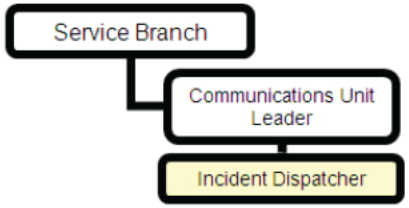
Incident Dispatcher - INCM

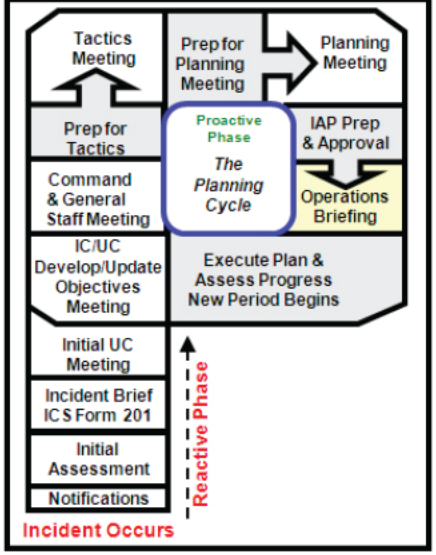
The Response Group

Responsibilities

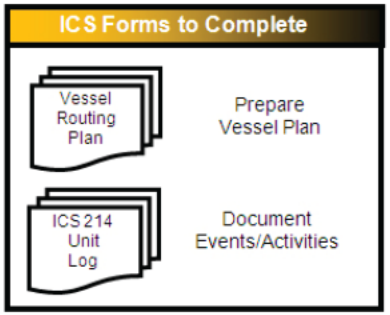
The INCM is responsible for receiving and transmitting radio and telephone messages among and between personnel and to provide dispatch services at the incident.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common Responsibilities
	Ensure adequate staffing.
	Obtain and review the IAP to determine the incident organization and Incident Radio Communications Plan.
	Set up Incident Radio Communications Center; check-out equipment.
	Request service on any inoperable or marginal equipment.
	Set-up Message Center location, as required.
	Receive and transmit messages within and external to the incident.
	Maintain files of ICS-210 and General Messages (ICS 213).
	Maintain a record of unusual incident occurrences.
	Provide a briefing to relief personnel on: Current activities, equipment status, any unusual communications situations.
	Turn in appropriate documents to the Communications Unit Leader.
	Demobilize the Communications Center in accordance with the Incident Demobilization Plan.
	Maintain Unit Log (ICS 214).

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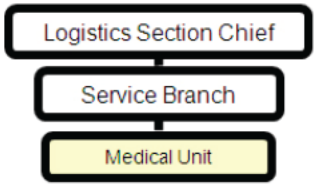
Medical Unit Leader - MEDL

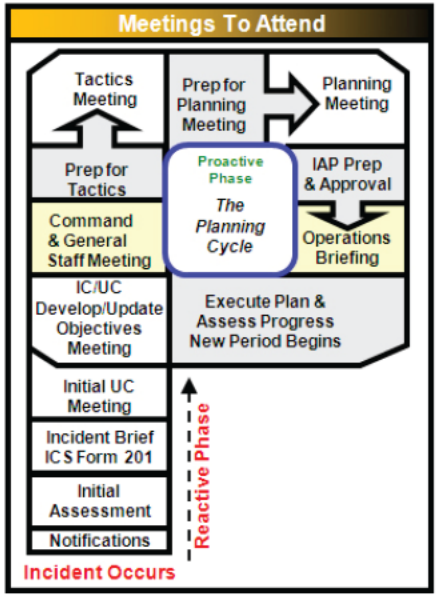
The Response Group

Responsibilities

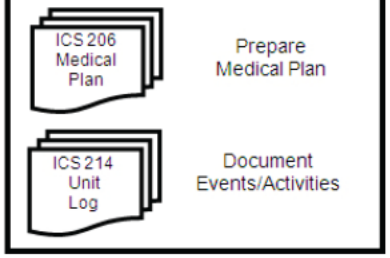
The MEDL, under the direction of the Service Branch Director or Logistics Section Chief, is primarily responsible for the development of the Medical Plan; providing medical care and overseeing health aspects of response personnel; obtaining medical aid and transportation for injured and ill incident personnel; coordinating with other functions to resolve heath and safety issues; and preparation of reports and records.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common Responsibilities
	Review Unit Leader Responsibilities.
	Participate in Logistics Section/Service Branch planning activities.
	Establish the Medical Unit.
	Prepare a Medical Plan (ICS 206) to cover all areas of response activities.
	Provide any relevant medical input into the planning process for strategy development.
	Coordinate with Safety Officer, Operations, hazmat specialists, and others on proper personnel protection procedures for incident personnel.
	Prepare procedures for major medical emergency.
	Develop transportation routes and methods for injured incident personnel.
	Ensure incident personnel patients are tracked as they move from origin, care Facility and disposition.
	Provide continuity of medical care for incident personnel.
	Declare major medical emergency as appropriate.
	Provide or oversee medical and rehab care delivered to incident personnel.
	Monitor health aspects of incident personnel including excessive incident stress.
	Respond to requests for medical aid, medical transportation and medical supplies.
	In conjunction with Finance/Admin Section, prepare and submit necessary authorizations, reports and administrative documentation related to injuries, compensation or death of incident personnel.
	Coordinate personnel and mortuary affairs for incident personnel fatalities.
	Provide oversight and liaison as necessary for incident victims among emergency medical care, medical examiner and hospital care.
	Provide for security and proper disposition of incident medical records.
	Maintain Unit Log (ICS 214).

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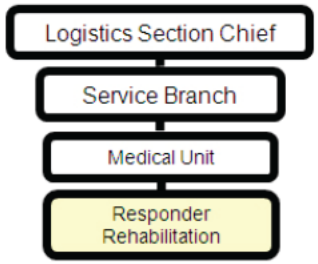
Responder Rehabilitation Manager - REHB

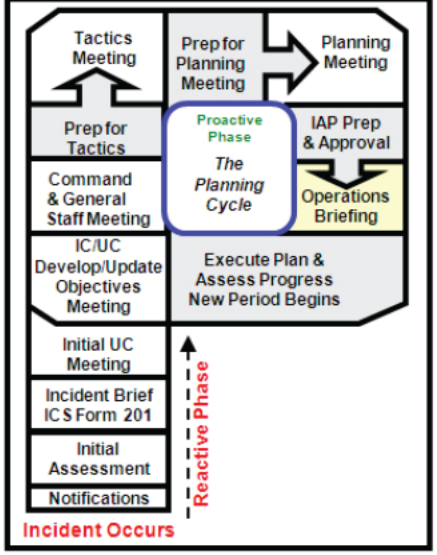
The Response Group

Responsibilities

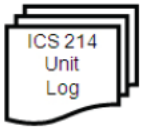
The REHB reports to the Medical Unit Leader and is responsible for the rehabilitation of incident personnel who are suffering from the effects of strenuous work and/or extreme conditions.



Meetings To Attend



ICS Forms to Complete



Document Events/Activities

Checklist

	Review Common Responsibilities
	Designate the responder rehabilitation location and have the location announced on the radio with radio designation "Rehab".
	Coordinate with MEDL to request necessary medical personnel to evaluate the medical condition of personnel being rehabilitated.
	Request necessary resources for rehabilitation of personnel, e.g., water, juice, personnel.
	Request food through the Food Unit or LSC, as necessary, for personnel being rehabilitated.
	Release rehabilitated personnel for reassignment.
	Maintain appropriate records and documentation.
	Maintain Unit Log (ICS 214).

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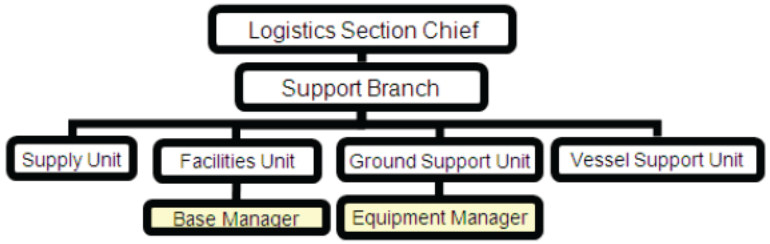
Base Manager (BCMG) & Equipment Manager (EQPM)

The Response Group

Responsibilities & Checklist



BASE MANAGER

The BCMG is responsible for ensuring that appropriate sanitation, security and facility management services are conducted at the Base.

- Determine personnel support requirements.
- Obtain necessary equipment and supplies.
- Ensure that all facilities and equipment are set up and properly functioning.
- Supervise the establishment of sanitation facilities, including showers, and sleeping facilities.
- Make sleeping area assignments.
- Ensure that strict compliance is made with all applicable safety and sanitation regulations.
- Ensure that all facility maintenance services are provided.

EQUIPMENT MANAGER

The EQPM provides service, repair and fuel for all apparatus and equipment; provides transportation and support vehicle services; and maintains records of equipment use and service provided.

- Obtain the IAP to determine locations for assigned resources, Staging Area locations and fueling and service requirements for all resources.
- Obtain necessary equipment and supplies.
- Provide maintenance and fueling according to schedule.
- Prepare schedules to maximize use of available transportation.
- Provide transportation and support vehicles for incident use.
- Coordinate with AREP on service and repair policies, as required.
- Inspect equipment condition and ensure coverage by equipment agreement.
- Determine supplies (e.g., gasoline, diesel, oil and parts needed to maintain equipment in an efficient operating condition) and place orders with the Supply Unit.
- Maintain Support Vehicle Inventory (ICS-218).
- Maintain equipment rental records.
- Maintain equipment service and use records.
- Check all service repair areas to ensure that all appropriate safety measures are being taken.

ICS Forms to Complete

ICS 214a Individual Log — Document Events/Activities

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Finance Section

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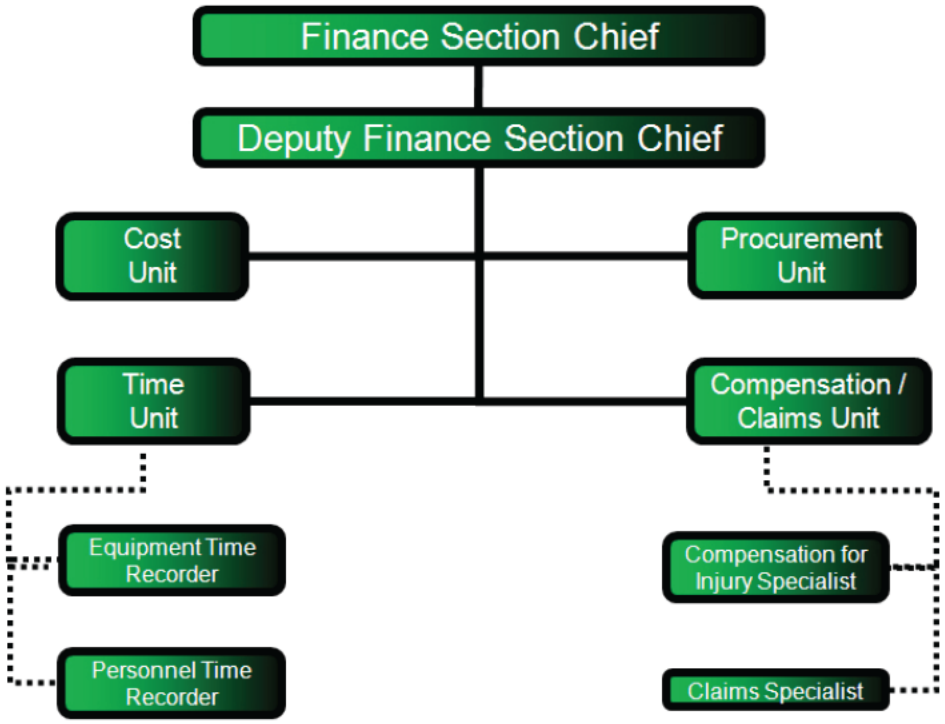

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Finance Section Chief

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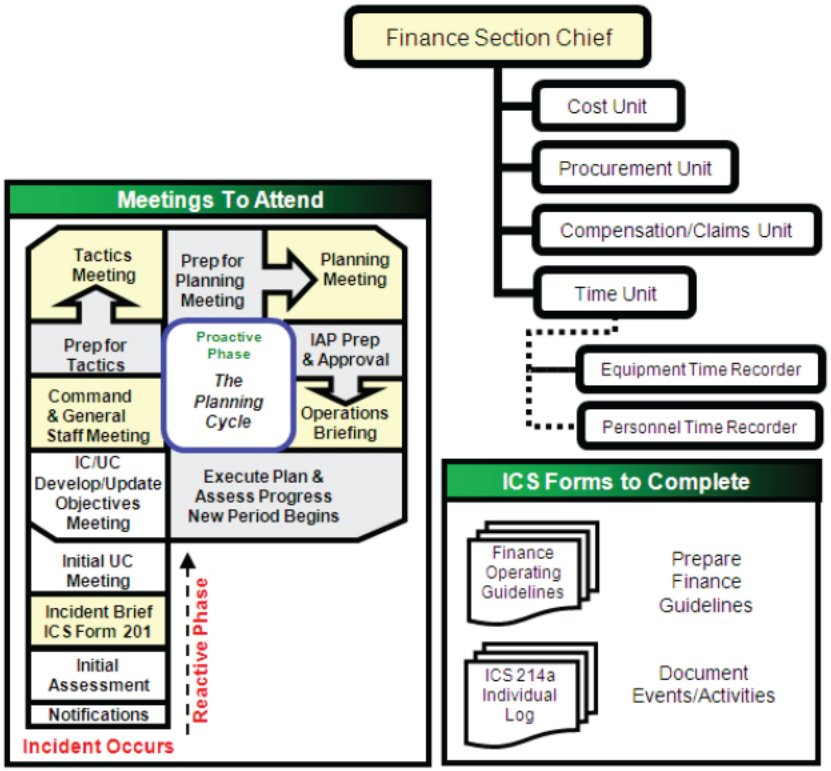
Responsibilities

The FSC, a member of the General Staff, is responsible for all financial, administrative and cost analysis aspects of the incident and for supervising members of the Finance/Admin Section. The FSC may have Deputy FSC's, who may be from the same organization or from an assisting agency. The Deputy FSC must have the same qualifications as the person for whom they work, as they must be ready to take over that position at any time.



Checklist

	Review Common Responsibilities
	Participate in incident planning meetings and briefings as required.
	Review operational plans and provide alternatives where financially appropriate.
	Manage all financial aspects of an incident.
	Provide financial and cost analysis information as requested.
	Gather pertinent information from briefings with responsible agencies.
	Develop an operating plan for the Finance/Admin Section; fill supply and support needs including planning for night ops/second shift staffing needs, in accordance with applicable response plans and Area Contingency Plans.
	Determine the need to set up and operate an incident commissary.
	Meet with Assisting and Cooperating Agency Representatives, as needed.
	Maintain daily contact with agency(s) administrative headquarters on Finance/Admin matters.
	Ensure that all personnel time records are accurately completed and transmitted to home agencies, according to policy.
	Ensure procedures are established to address any claims arising as a result of the incident.
	Provide financial input to demobilization planning.
	Ensure that all obligation documents initiated at the incident are properly prepared and completed.
	Brief agency administrative personnel on all incident-related financial issues needing attention or follow-up prior to leaving incident.
	Develop recommended list of Section resources to be demobilized and initial recommendation for release when appropriate.
	Receive and implement applicable portions of the incident Demobilization Plan.
	Maintain Individual Log (ICS 214a).

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Cost Unit Leader (COST) & Time Unit Leader (TIME)

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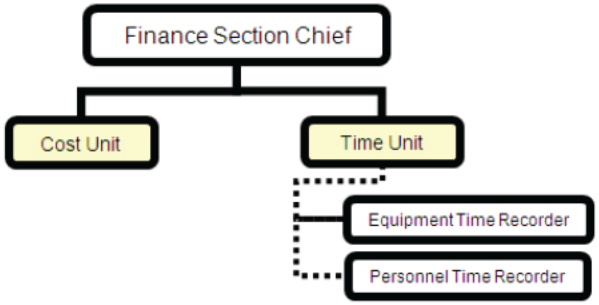
Responsibilities & Checklist



COST UNIT LEADER

The COST is responsible for collecting all cost data, performing cost effectiveness analyses and providing cost estimates and cost saving recommendations for the incident.

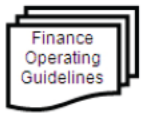
- [ ] Review Unit Leader Responsibilities.
- [ ] Obtain a briefing from the FSC.
- [ ] Coordinate with agency headquarters on cost reporting procedures.
- [ ] Collect and record all cost data.
- [ ] Develop incident cost summaries.
- [ ] Prepare resources-use cost estimates for the Planning Section.
- [ ] Make cost-saving recommendations to the FSC.
- [ ] Ensure all cost documents are accurately prepared.
- [ ] Maintain cumulative incident cost records.
- [ ] Complete all records prior to demobilization.
- [ ] Provide reports to the FSC.

TIME UNIT LEADER

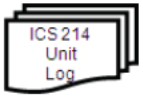
The TIME is responsible for equipment and personnel time recording and for managing the commissary operations.

- [ ] Review Unit Leader Responsibilities
- [ ] Determine incident requirements for time recording function.
- [ ] Determine resource needs.
- [ ] Contact appropriate agency personnel/ representatives.
- [ ] Ensure that daily personnel time recording documents are prepared and in compliance with agency(s) policy.
- [ ] Establish time unit objectives.
- [ ] Maintain separate logs for overtime hours.
- [ ] Establish commissary operation on larger or long-term incidents, as needed.
- [ ] Submit cost estimate data forms to the Cost Unit, as required.
- [ ] Maintain records security.
- [ ] Ensure that all records are current and complete prior to demobilization.
- [ ] Release time reports from assisting agency personnel to the respective Agency Representatives prior to demobilization.
- [ ] Brief the FSC on current problems and recommendations, outstanding issues and follow-up requirements.

ICS Forms to Complete



Prepare Finance Guidelines



Document Events/Activities

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Equipment Time Recorder (EQTR) & Personnel Time Recorder (PTRC)

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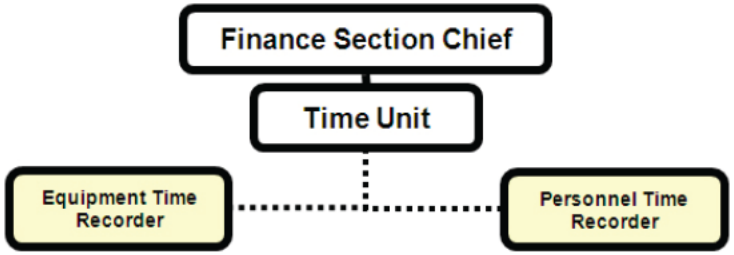
Responsibilities & Checklist



EQUIPMENT TIME RECORDER

Under supervision of the TIME, the EQTR is responsible for overseeing the recording of time for all equipment assigned to an incident.

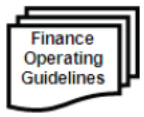
	Review Common Responsibilities
	Set up the EQTR function in location designated by the Time Unit Leader.
	Advise Ground Support Unit, Vessel Support Unit, Facilities Unit and Air Support Group of the requirement to establish and maintain a file for maintaining a daily record of equipment time.
	Assist Units in establishing a system for collecting equipment time reports.
	Post all equipment time tickets within 4 hours after the end of each operational period.
	Prepare a use and summary invoice for equipment, as required, within 12 hours after equipment arrival at the incident.
	Submit data to TIME for cost effectiveness analysis.
	Maintain current posting on all charges or credits for fuel, parts and services.
	Verify all time data and deductions with owner/ operator of equipment.
	Complete all forms according to agency specifications.
	Close out forms prior to demobilization.
	Distribute copies per agency and incident policy.
	Maintain Individual Log (ICS 214a).

PERSONNEL TIME RECORDER

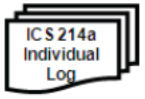
Under supervision of the TIME, the PTRC is responsible for overseeing the recording of time for all personnel assigned to an incident.

	Review Common Responsibilities
	Establish and maintain a file for incident personnel time reports within the first operational period.
	Initiate, gather or update a time report from all applicable personnel assigned to the incident for each operational period.
	Ensure that all employee identification information is verified to be correct on the time report.
	Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents.
	Ensure that time reports are signed.
	Close-out time documents prior to personnel leaving the incident.
	Distribute all time documents according to agency policy.
	Maintain a log of excessive hours worked and give to the TIME daily.
	Maintain Individual Log (ICS 214a).

ICS Forms to Complete



Prepare Finance Guidelines



Document Events/Activities

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Procurement Unit Leader - PROC

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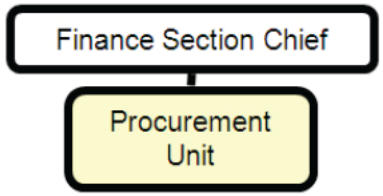
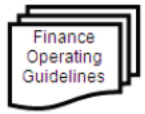
Responsibilities

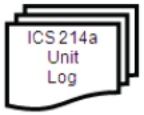
The PROC is responsible for administering all financial matters pertaining to vendor contracts, leases and fiscal agreements.



ICS Forms to Complete



Prepare Finance Guidelines



Document Events/Activities

Checklist

	Review Common Responsibilities
	Review Unit Leader Responsibilities.
	Review incident needs and any special procedures with Unit Leaders, as needed.
	Coordinate with local jurisdiction on plans and supply sources.
	Obtain the Incident Procurement Plan.
	Prepare and authorize contracts, building and land-use agreements.
	Draft memoranda of understanding as necessary.
	Establish contracts and agreements with supply vendors.
	Provide for coordination between the ORDM and all other procurement organizations supporting the incident.
	Ensure that a system is in place that meets agency property management requirements. Ensure proper accounting for all new property.
	Interpret contracts and agreements; resolve disputes within delegated authority.
	Coordinate with the Compensation/Claims Unit for processing claims.
	Complete final processing of contracts and send documents for payment.
	Coordinate cost data in contracts with the COST.
	Brief the FSC on current problems and recommendations, outstanding issues and follow-up requirements.
	Maintain Unit Log (ICS 214).

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Compensation/Claims Unit Leader - COMP

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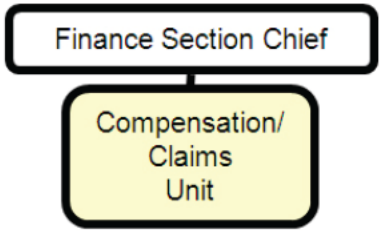
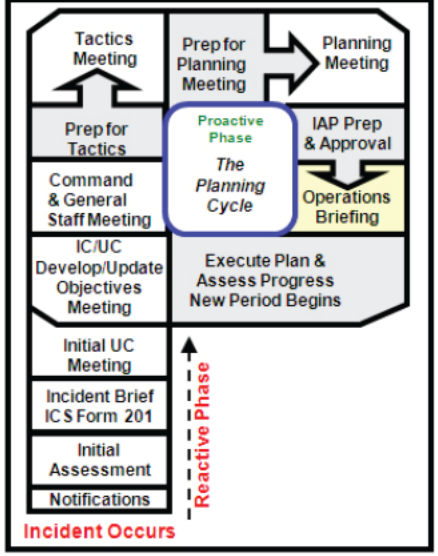
Responsibilities

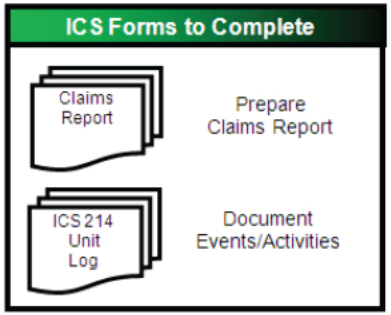
The COMP is responsible for the overall management and direction of all administrative matters pertaining to compensation for injury and claims related activities (other than injury) for an incident.



Meetings To Attend



ICS Forms to Complete



Checklist

	Review Common Responsibilities
	Review Unit Leader Responsibilities.
	Obtain a briefing from the FSC.
	Establish contact with the incident MEDL, SOFR and LNO (or Agency Representatives if no LNO is assigned).
	Establish a compensation/claims phone number and communicate the number to the appropriate parties in the response organization and the public.
	Determine the need for Compensation for Injury and Claims Specialists and order personnel as needed.
	Establish a Compensation for Injury work area within or as close as possible to the Medical Unit.
	Review Incident Medical Plan (ICS 206).
	Ensure that CLMS's have adequate workspace and supplies.
	Review and coordinate procedures for handling claims with the Procurement Unit.
	Brief the CLMS's on incident activity.
	Periodically review logs and forms produced by the CLMS's to ensure that they are complete, entries are timely and accurate, and that they are in compliance with agency requirements and policies.
	Ensure that all Compensation for Injury and Claims logs and forms are complete and routed to the appropriate agency for post-incident processing prior to demobilization.
	Keep the FSC briefed on Unit status and activity.
	Demobilize unit in accordance with the Incident Demobilization Plan.
	Maintain Unit Log (ICS 214).

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Compensation for Injury Specialist (INJR) & Claims Specialist (CLMS)

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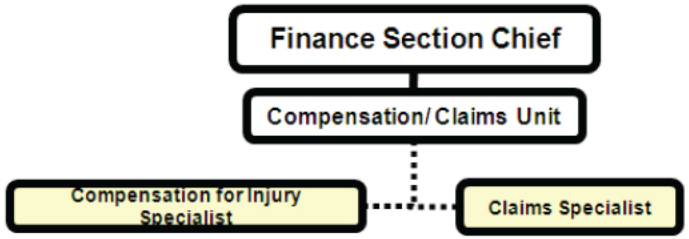
Responsibilities & Checklist



COMPENSATION FOR INJURY SPECIALIST

The Compensation for Injury Specialist is responsible for administering financial matters resulting from serious injuries and fatalities occurring on an incident. Close coordination is required with Medical Unit.

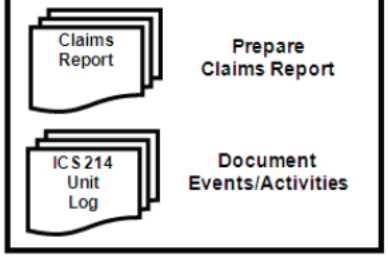
	Review Common Responsibilities
	Collocate Compensation for Injury operations with the Medical Unit
	Establish procedure with Medical Unit Leader on prompt notification of injuries or fatalities.
	Obtain a copy of Incident Medical Plan (ICS 206).
	Provide written authority for persons requiring medical treatment.
	Ensure that correct agency forms are being used.
	Provide correct billing forms for transmittal to doctor and/or hospital.
	Coordinate with MEDL to keep informed on status of injured and/or hospitalized personnel.
	Obtain all witness statements from SOFR or MEDL review for completeness.
	Maintain a log of all injuries occurring at the incident.
	Coordinate/handle all administrative paperwork on serious injuries or fatalities.
	Coordinate with appropriate agency(s) to assume responsibility for injured personnel in local hospitals after demobilization.
	Maintain Individual Log (ICS 214a).

CLAIMS SPECIALIST

Under the supervision of the COMP, the CLMS is responsible for managing all claims-related activities (other than injury) for an incident.

	Review Common Responsibilities
	Develop and maintain a log of potential claims.
	Coordinate a claims prevention plan with applicable incident functions.
	Initiate an investigation on all claims other than personnel injury.
	Ensure that site and property involved in an investigation are protected.
	Coordinate with the investigation team as necessary.
	Obtain witness statements pertaining to claims other than personnel injury.
	Document any incomplete investigations.
	Document follow-up action needs by the local agency.
	Keep the COMP advised on the nature and status of all existing and potential claims.
	Ensure the use of correct agency forms.
	Maintain Individual Log (ICS 214a).

ICS Forms to Complete



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5. SPILL RESPONSE OPERATIONS CENTER & COMMUNICATIONS

A. Spill Response Operations Center

The Spill Response Operations Center, also known as the Incident Command Post (ICP), will be maintained by ExxonMobil personnel during a spill event. The ICP is the facility from which management will provide support and coordination to emergency activities. After activating the SBC ELIRT in response to an incident, most ICP members should be located at the following three locations: incident location, beaches affected or potentially affected by the oil spill, and the ICP. Primarily, the ICP will be located at ExxonMobil's Las Flores Canyon Facility which will be activated during Category I incidents and the first 8 to 24 hours of Category II and III incidents. (During the course of the incident, the ICP may move to another location.) The ICP is located at:

Exxon Mobil Corporation
Las Flores Canyon Facility
12000 Calle Real
Goleta, CA 93117

Refer to **FIGURE 5-3** for the ICP location map.

Additionally, field command post(s) may be set up in the vicinity of the spill. Other locations for an ICP may include hotels, meeting halls, Clean Seas yard, etc. (in Santa Barbara County).

The ICP is equipped with cellular phones, UHF radios, VHF marine and air radios, and facsimile machines, etc. for efficient operations. See below for information regarding communication equipment.

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B. Communications

Landline telephones and cellular phones will be used as the primary and secondary systems of communication used in the coordinated response to an oil spill. In addition, the following owned/leased communication systems may be utilized in response efforts: cellular / portable telephones, VHF radios, commercial phone system, UHF and VHF portable radios with chargers & accessories and a portable communications command post with UHF, VHF, single-side-band, marine, aeronautical, telephone, and land-line capability.

Cellular phones and portable radios will be used by all field operations personnel.

ExxonMobil is contracted with Clean Seas and Marine Spill Response Corporation (MSRC), to utilize radio / communications equipment in the event of a large scale incident.

The designated Incident Communications frequencies are outlined in the Sector LA ACP, Volume 1, 5410.1. The Unified Command/Responsible Party Calling and Coordination Frequency and the Safety Frequency are listed in **Figure 5-4**. Refer to the LA ACP, Volume 1, 5410 for additional frequencies.

C. Facility-Specific Communications

Each platform has internal and external communication systems, and the systems have the ability to operate on back-up battery systems if a facility power failure occurs.

1. Page-Party System

This internal communications system provides voice communications between two or more locations via one or more separate and independent communication channels. Each system consists of five party line channels and one page channel for communications over platform-wide speakers. The page and party lines are common, and calls may be interrupted at any time to issue emergency instructions.

2. Intra-Platform 450 MHz Radio Systems

The following are three intra-platform systems on each platform:

- System A - intra-platform communications between the I&E group,
- System B - intra-platform communications between the Operations group, and
- System C - intra-platform communications between the Mechanical group.

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3. Inter-Facility Control Room Intercom

The control room at each facility and/or platform contains an intercom system in a closed-circuit voice channel. This system is microwave-based and is used specifically for the emergency communications between facilities.

4. Telephone Station-to-Station System

This onshore, centralized telephone system allows station-to-station calling of telephones on each platform. Each telephone contains a four digit extension number to use within the system.

5. External Communications Systems

The following are several external communication systems on each platform:

- Two wide-area 450 MHz radio systems.
- Oil Spill 450 MHz radio system.
- VHF marine radio system.
- Aeronautical advisory system.
- Crane cab radio system.
- Microwave system (telephone and data).

6. Wide-Area 450 MHz Radio System

The 450 MHz radio system is licensed to operate in a wide-area (50-mile radius) of Santa Barbara. This allows communications between a platform and the following.

- Crew boats.
- Work boats.
- Arctic Air Services, Inc.
- Port Hueneme Office.
- Las Flores Canyon Office.
- Goleta Parking Lot (dispatch).
- Automobiles with ExxonMobil radios.

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Furthermore, the wide-area capability is divided into two systems - A and B. Radio System A is used primarily for logistics and Radio System B is used for inter-platform operations. Both systems can be accessed from the following areas on the platforms:

- The console in the radio room and dispatch office.
- Desk sets in the control room.
- Desk sets in the quarters offices.
- Portable radios as listed in Figure 5-1 (All portable radios are programmed with a master Santa Ynez Unit [SYU] frequency plan including the UHF frequencies.)

7. Oil Spill 450 MHz Radio System

At Santa Ynez Peak, an Oil Spill 450 MHz repeater offers wide-area radio coverage. This system is for the oil spill clean up operations between Hondo, Harmony, and Heritage platforms; Clean Seas vessels; and additional mobile or portable radios with the oil spill frequency.

8. VHF Marine Radio System

The VHF marine radio system is used for communication with marine traffic. Channel 16 is used for emergencies, safety, and call-up. Channel 10 is in operation when communications are established on Channel 16. Marine radio operators and the United States Coast Guard are required to monitor Channel 16 making it a vital link during an emergency situation. As a supplemental frequency for Channel 16, Channel 22A is accessible for navigation and emergencies.

9. Aeronautical Advisory System

The aeronautical advisory system is used for direct communications with helicopters and other aircraft using aeronautical advisory radios. This system is available in the console in the Dispatcher's office and the Radio Room on each platform.

10. Crane Cab Radio System

Both cranes on each platform are equipped with a 16-channel programmable radio. Each radio is programmed with the master SYU frequency plan, including the UHF frequencies listed in Table 5-1.

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Platform Licenses — Figure 5-1

Licenses	Radio System	Radio Service	Class of Station	Frequency	Call Sign
Platforms	Non-Directional Beacon (Helicopter Navigation)	Aviation	Radio Beacon	212.51 KHz	WAD9
	Helicopter Communications	Aviation	Aeronautical Advisory	123.05 MHz	WZL3
	Intra-Platform	Business	Mobiles	460.9375/465.9375 MHz	KY7232
				460.9875/460.9875 MHz	
	VHF Marine	Maritime	Limited Coast IWB	156.45 MHz 156.80 MHz	KZN539
	Telephone/Data	Microwave	Opr. Fixed	Harmony – 6845 MHz Heritage – 6625 MHz Hondo – 6715 MHz	WNTP224 WNTP233 WBM610
	Wide Area	Petroleum	Control	456.625 MHz	KYL299
	Crane Radios	Petroleum	Mobiles	Harmony – 467.9000* Heritage – 4456.8000* Hondo – 467.8500	KP5862 KQH885 KP5862
	Oil Spill Radio	Petroleum	Mobiles	454.000/459.000 MHz	KAT434

* Repeaters (PL 100). Negative offset.

11. Microwave System (Telephone and Data)

The digital loop-protected microwave system allows voice and data communications to be transmitted to and from platforms. A telephone system of thirty individual telephone lines are installed on each platform and it is supported by an onshore centralized telephone system. Consequently, this system allows platform-to-platform calling as well as platform-to-shore calling. On each platform, five emergencies telephone lines are used independently of the central telephone system. In addition to the voice (telephone) communications, the microwave system provides medium to high speed data communications between platforms and other ExxonMobil locations. Telephones are located in the following areas:

- Radio Room
- Control Room
- Drilling Superintendent's Office
- Offices
- Workshops
- Recreation Room

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Figure 5-1 shows the current Hondo, Harmony, and Heritage Platform radio licenses; call signs and frequencies of helicopter services; crew and supply boats; and shore bases.

Figure 5-2 shows a matrix of all of the facility communications systems, indicating the available communication links between these facilities and outside sources.

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Communications Matrix: Platforms — Figure 5-2

Communication System Platforms Hondo, Harmony, and Heritage	AVAILABLE COMMUNICATIONS							
	Platforms	*Petroleum Helicopters*	*Clean Seas*	*Exxon Shorebase Radios*	*Crew Boats*	*Supply Boats*	*U.S. Coast Guard*	*Crane Cabs*
Page-Party System	X							
Wide Area 450 Mhz Radio	X	X		X	X	X		X
Intra-Platform 450 Mhz Radio	X							
VHF Marine Radio			X		X	X	X	
Aeronautical Advisory Radio		X						
Crane Cab Radio	X	X		X	X	X		X
Control Room Intercom	X							

12. Clean Seas Communications

Clean Seas maintains a clear channel radio communications system that gives continual communication in the event of a spill. An entire radio system consisting of VHF on 159.480\0/158.445 MHz provides communication throughout the Clean Seas Area of Interest.

13. Command Center Communications

The Las Flores Canyon (LFC) Command Center contains sufficient phone and fax machine lines. The Field Command Center is located in the LFC Administration Building, while the Incident Command Center is in Trailer A at the northwest end of the facility.

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Incident Command Post Location Map – ExxonMobil Goleta, CA

Figure 5-3

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Designated ACP Frequencies — Figure 5-4

ACP Designation	Channel / Frequency	Description
Unified Command / Responsible Party Calling & Coordination	150.980Mhz	Designated as the frequency for communications between the USCG and OSPR and the Responsible Party and the major co-ops in this Area of Responsibility
Safety	Channel 06 / 156.3Mhz	Designated as the frequency which may be used by all parties for communication on matters involving human health and safety. FCC regulations require all vessels equipped with VHF-FM capability to have this channel

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6. SPILL DETECTION AND SOURCE IDENTIFICATION AND CONTROL

A. Spill Detection

(b) (7)(F), (b) (3)

[redacted]

B. Pipeline Spill Detection and Location

(b) (7)(F), (b) (3)

[redacted]

•	Ensure that the pipeline pressure sensing equipment is not malfunctioning and note operating pressure.
•	Visually observe the water in the direction of the pipeline ROW for an oil release. In the event oil is observed on the water, initiate emergency notification procedures as outlined in the ExxonMobil Oil Spill Response Plan.
•	In the event oil is not observed in the vicinity of the pipeline ROW, the operator will contact the sending and/or receiving facilities to determine the source of the abnormal pressure.
•	The supervisor will request an in-field inspection of the pipeline ROW in question via boat or helicopter to find the source of the suspected leak. In the absence of ExxonMobil boats or helicopters, assistance may be requested from other area operators.
•	In the event oil is discovered on the water, the ExxonMobil Oil Spill Response Plan will be activated.
•	In the event a leak is not found, an investigation into the cause of the pressure change will continue until determined.

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C. Source Control

(b) (7)(F), (b) (3)

D. Pollution Prevention

ExxonMobil's Outer Continental Shelf (OCS) facilities are continuously manned and monitored with the best available technology and practice. Through the BOEMRE regulations in Title 30 Code of Federal Regulations (CFR) 250.41, daily inspection of production and drilling facilities are conducted to verify if pollution is occurring. Each Platform keeps a daily pollution inspection record on file.

The emulsion pipeline system connecting the Hondo, Harmony, and Heritage platforms with the Las Flores Canyon onshore treating facility is monitored continuously. The Las Flores Canyon facility uses a leak detection system which evaluates volumetric balance, pressure rate of change, and flow rate of change (see Pipeline Operations and Maintenance Manual for details). Immediate maintenance and repairs will be made if conditions are discovered that could lead to an oil discharge.

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7. QI, SMT, SROT & OSRO NOTIFICATIONS

A. Reporting Procedures

Field Personnel

ExxonMobil employees, contractors, and subcontractors are responsible for maintaining a vigilant watch for oil spill discharges of any magnitude from ExxonMobil facilities and operations. Any person who observes or becomes aware of an oil spill shall immediately report the incident to the person in charge of the facility. The person in charge must then immediately notify the Qualified Individual/Incident Commander. Information related to the reported incident should be captured on the appropriate Notification and Reporting Forms.

Qualified Individual/Incident Commander

The Qualified Individual/Incident Commander is responsible for activation of the SMT Command Staff and Section Chiefs. The Section Chiefs will then activate their support personnel based on the severity of the incident. Once activated, the Regulatory Group will complete the regulatory notifications, including the National Response Center (NRC) for spills of known and unknown sources.

B. Company Contact Information

The ExxonMobil Spill Management Team (SMT) may be activated as a group or individually, depending upon the size, location, nature, and complexity of the incident. Refer to **Figure 7-2** for a telephone listing of Spill Management Team personnel including, but not limited to, the following:

1) QI/IC and alternates
2) SMT Members and alternates

C. SRT Contact Information

The Spill Response Team (SRT) consists of a number of independent Oil Spill Removal Organizations (OSROs) that are located throughout the Pacific Region. SRT members are capable of providing trained personnel, services, and response equipment on a 24 hour per day basis. SRT personnel are commonly segregated into the following categories:

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Supervisors
Personnel capable of directing and reporting the activities of a group of personnel (Technical/Operators and/or Support/General Laborers) assigned to complete a particular work assignment.
Technical/Operator
Personnel trained to assemble, deploy, and/or operate response equipment.
Support/General Laborer
Personnel used to carry out tasks that do not require operation of complex equipment or supervising other personnel.

Refer to **Figure 7-2** for a complete listing of participating SRT organizations.

D. OSRO Contact Information

Primary Equipment Providers

Clean Seas
California Office
990 Cindy Lane, Unit B
Carpinteria, CA 93013

Cape San Martin to Point Dume	805-684-3838 (24 hr)
Cape San Martin to Point Dume Fax	805-684-2650
Carpinteria Yard	805-684-4719
	805-684-3269
Carpinteria Yard Fax	805-684-0484

Marine Spill Response Corporation
California Office
702 National Court, Suite 1
Richmond, CA 94804

Toll Free	800-645-7745 (24 hr)
Alternate	800-259-6772
Alternate	732-417-0175
FAX	800-635-6772
Alternate FAX	732-417-0097
Internet	www.msrc.org

See **Appendix E**, Response Equipment for a listing of equipment available through the primary equipment providers. Additional equipment, services, supplies, and personnel can be found in **Appendix F**, Support Services.

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E. Responding to the Automated Activation System

Personnel should complete spill reporting forms as required by the Oil Spill Response Plan and/or company policy. If the Incident Commander makes the decision to activate the ELIRT, the team is activated using the automated activation system. The system is completely automated and will run for two hours (or the designated length of time the initiator sets) on its own after it is activated. It is set up to call your pager, Blackberry (SMS), cell phone and office (and may call your home if necessary). Once you have completed the response process, you shouldn't receive any additional calls or pages.

Respond to a notification via phone:

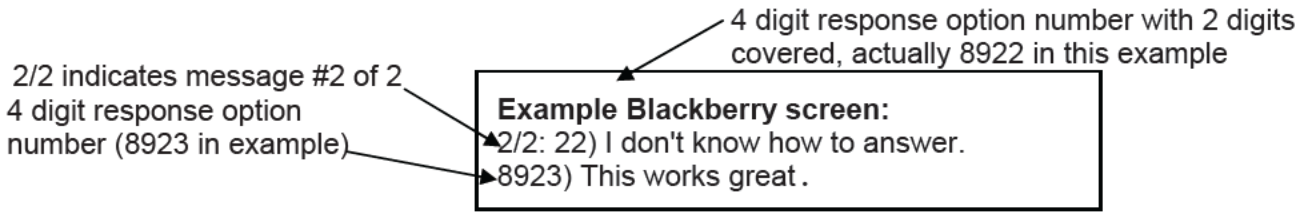
1. If prompted in the phone message, verify that you are the intended recipient
2. Using touch-tone keypad, follow prompts and enter appropriate responses to the notification
3. Press 1 to bypass the prompt and listen to the message

Respond to a notification via 2-Way Alphanumeric Pager:

1. Receive Message on 2-way pager
2. Select Message Options, Reply to Message
3. Highlight the correct option and hit Enter **-or-**
4. Respond as you would via 1-way Pager or Fax notification (see below)

Respond to a notification via 2-Way SMS (Blackberry):

1. Receive message(s) on Blackberry (may be split into several messages)
2. Open 1 of (may be 2 or 3 messages, read all for complete list of response options and their associated 4-digit response option numbers)



3. Select **Reply**
4. Enter 4 digit response option number and **Send**

-or-

5. Respond as you would via 1-way Pager or Fax notification (see below)

Respond to a notification via Email:

1. Reply to the email notification
2. Place the appropriate response number in the body of the email then click **Send** on email client

-or-

3. Respond as you would via 1-way Pager or Fax notification (see below)

Respond to a notification via 1-Way Pager or Fax:

1. You cannot respond to notifications via one-way pager or fax.
2. Call the 800 number listed on the pager or fax and enter the supplied Telephony ID. Using a touch-tone keypad, follow the prompts and enter the appropriate response(s)
3. All PINs are set to 9999

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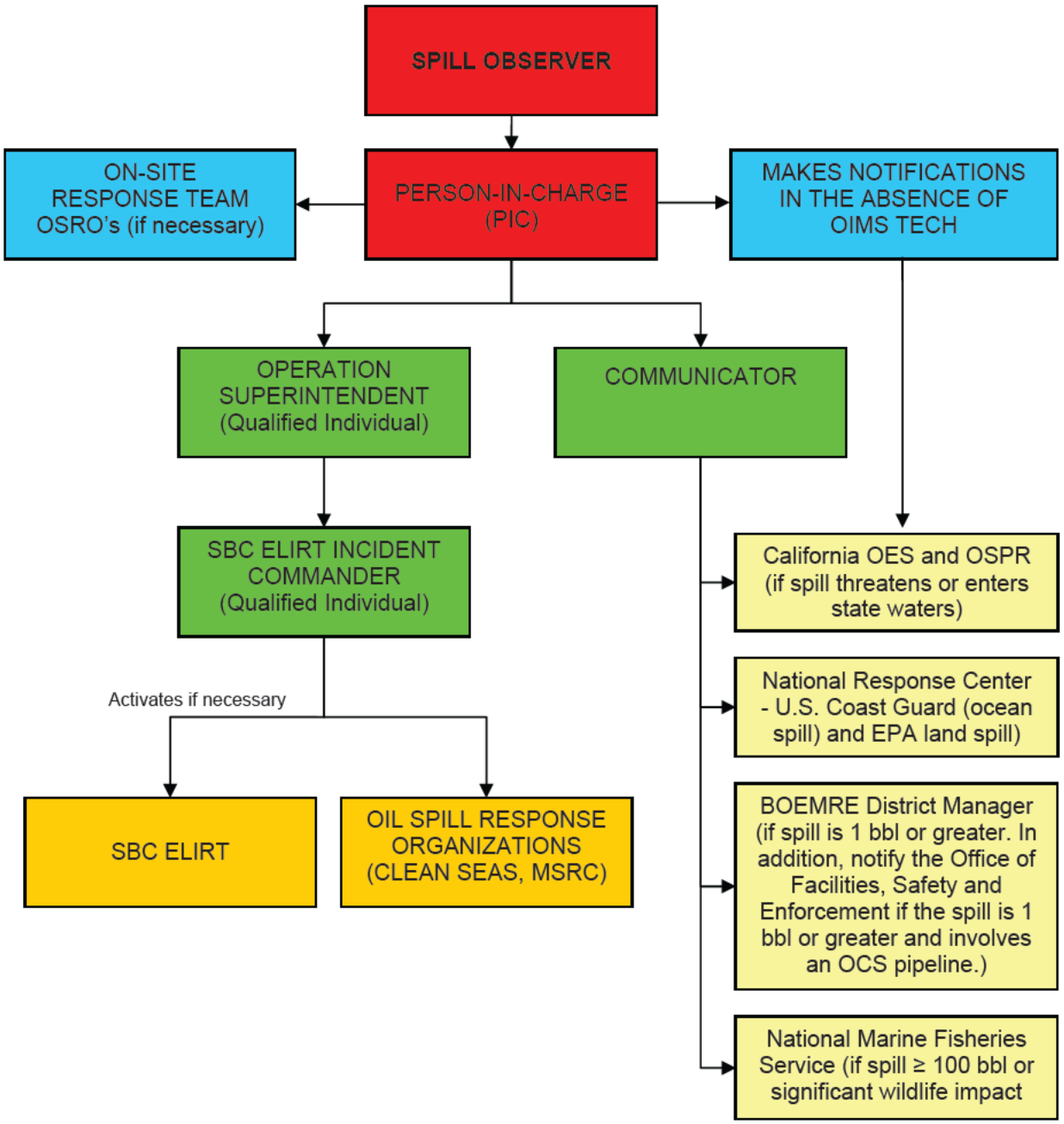
Notification Procedures for ExxonMobil's Onsite Repsonse Team — Figure 7-1



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SBC ELIRT Contact Information – ExxonMobil

Figure 7-2

	Name/Position
	Qualified Individual
	ExxonMobil has at least 6 team members available who are trained for this position
	Incident Commander
	ExxonMobil has at least 3 team members available who are trained for this position
	Public Information officer
	ExxonMobil has at least 3 team members available who are trained for this position
	Security Advisor
	ExxonMobil has at least 1 team member available who is trained for this position
	Deputy Incident Commander
	ExxonMobil has at least 3 team members available who are trained for this position
	Operations Section Chief
	ExxonMobil has at least 3 team members available who are trained for this position
	Salvage/Source Control Group Supervisor
	ExxonMobil has at least 2 team members available who are trained for this position
	Safety Officer
	ExxonMobil has at least 2 team members available who are trained for this position
	Field Onshore/Offshore Operations Supervisor
	ExxonMobil has at least 2 team members available who are trained for this position
	Logistics Section Chief
	ExxonMobil has at least 3 team members available who are trained for this position
	Computing & Telecommunications Unit
	ExxonMobil has at least 1 team member available who is trained for this position
	ROW Coordinator
	ExxonMobil has at least 1 team member available who is trained for this position
	Transportation Unit
	ExxonMobil has at least 2 team members available who are trained for this position

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SBC ELIRT Contact Information – ExxonMobil (Cont'd) Figure 7-2

	Name/Position
	Supply Unit - Procurement & Staging
	ExxonMobil has at least 1 team member available who is trained for this position
	Facility Operations
	ExxonMobil has at least 1 team member available who is trained for this position
	Planning Section Chief
	ExxonMobil has at least 3 team members available who are trained for this position
	ELIRT Coordinator
	ExxonMobil has at least 3 team members available who are trained for this position
	Situation Unit - Information Relay
	ExxonMobil has at least 2 team members available who are trained for this position
	Resource Unit Leader
	ExxonMobil has at least 1 team member available who is trained for this position
	Environmental Unit – Trajectory Analysis Unit
	ExxonMobil has at least 1 team member available who is trained for this position
	Environmental Unit – Regulatory/Resources at Risk
	ExxonMobil has at least 1 team member available who is trained for this position
	Environmental Unit – Disposal Specialist
	ExxonMobil has at least 1 team member available who is trained for this position
	Plan Coordination Unit
	ExxonMobil has at least 2 team members available who are trained for this position
	Situation Unit
	ExxonMobil has at least 1 team member available who is trained for this position
	Dispersant & Burning Unit
	ExxonMobil has at least 2 team members available who are trained for this position
	Shoreline Cleanup Assessment Team (SCAT)
	ExxonMobil has at least 1 team member available who is trained for this position

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SBC ELIRT Contact Information – ExxonMobil (Cont'd)

Figure 7-2

	Name/Position
	Wildlife & Environmental Unit
	ExxonMobil has at least 4 team members available who are trained for this position
	Administrative Support
	ExxonMobil has at least 3 team members available who are trained for this position
	Finance/Admin. Section Chief
	ExxonMobil has at least 2 team members available who are trained for this position

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SBC ELIRT Contact Information – ExxonMobil (Cont'd) Figure 7-2

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OSRO and Spill Response Team (SRT) Contact Information — Figure 7-3

Company	Full Range Response	Other	Locations	Super-visor	Technical / Operator	Support/ General Laborer
Airborne Support, Inc. 985-851-6391		Dispersant Spraying Services, Equipment and Personnel	3626 Thunderbird Rd Houma, LA 70363	-	-	-
AirScan, Inc. 321 631 0005		Remote Sensing; Spill Modeling	7017 Challenger Avenue Titusville, Florida 32780	-	-	-
Allied International Emergency 800-421-4911		Emergency Response	2333 Delante Ave Ft. Worth, TX 76117			
			916 N. Robinson Rd Texarkana, TX 75501			
Complete Environmental Group 251-580-9400			48340 Hwy 59 North Bay Manette, AL 36507			
Dillon Environmental Services, Inc. 580-226-5303		Oil spill clean-up contractor and service	780 Rickets Lane Ardmore, OK 73401	-	-	-
Diversified Environmental Services 813-248-3256 800-786-3256		Spill response and clean-up	1201 N. 22nd St. Tampa, FL 33605			
Eagle SWS 800-336-0909 http://www.swsefr.com/			9204 U.S. 287 Ft. Worth, TX 76131	-	-	-
			414 FM 1103 Cibolo, TX 78108			
			1700 North E. St. La Porte, TX 77571			
			9547 US Hwy 69 Tyler, TX 77571			
			10049 Industriplex Gonzales, LA 70737			
Aquilex Hydrochem 800-WE-CLEAN	✳	Industrial cleaning services	1539 Harbor Avenue, Long Beach, CA 90813			
			900 Georgia Avenue Deer Park, TX 77538			
Shaw Environmental & Infrastructure Inc. 800-537-9540	✳	Environmental clean up	1800 Promenade Cr Sacramento, CA 95834	5	13	32
			4005 Port Chicago Hwy Concord, CA 94520			
			4 Park Plaza, Suite 600 Irvine, CA 92614			
			1230 Columbia St, Ste 1200 San Diego, CA 92101			
			4171 Essen Lane Baton Rouge, LA 70809			

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OSRO and Spill Response Team (SRT) Contact Information (cont'd) Figure 7-3

Company	Full Range Response	Other	Locations	Super-visor	Technical / Operator	Support/ General Laborer
Miller Environmental Services, Inc. 800 929 7227 Corpus Christi 888 207 9403 Sulphur, LA www.miller-env.com info@miller-env.com	✳	Environmental clean up	600 Flato Rd Corpus Christi, TX 78405	11	27	25
			1560 West Cardinal Dr. Beaumont, TX 77705			
			2208 Industrial Dr. Sulphur, LA 70665	4	14	6
PSC 877-577-2669 New Alta 800 567 7455 Canada (Emergency) 888-737-2911 Canada (Non-Emergency)		Industrial cleaning and environmental waste services	395 W. Channel Rd Benicia, CA 94510			
			1802 Shelton Dr. Hollister, CA 95023			
			62117 Railroad Ave San Ardo, CA 93450			
			1661 E. 32nd St. Long Beach, CA 90807			
			425 Isis Avenue Inglewood, CA 90301			
SEACOR Marine, Inc. 281-899-4800		Supplemental Offshore Vessels	7910 Main Street, 2nd floor Houma, LA 70360			
The Response Group, Inc. 281-880-5000 713-906-9866* www.responsegroupinc.com information@responsegroupinc.com		Spill Trajectories IAP/ICS Support	13939 Telge Road Cypress, TX 77429			

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Other ExxonMobil Phone Numbers — Figure 7-4

OTHER EXXONMOBIL PHONE NUMBERS			
Name/Location	**Office**	**Alternate #1**	**Alternate #2**
Field Locations			
ExxonMobil Unit #15			
Goleta Dispatch			
Security Guard			
Harmony			
Heritage			
Las Flores Canyon			
Port Hueneme Warehouse			

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8. EXTERNAL NOTIFICATIONS

A. Reporting Procedures

This section of the ExxonMobil Oil Spill Response Plan lists the various governmental agencies that must be notified of an oil spill release immediately, as well as other agencies that may subsequently become involved in the response operation. Upon knowledge of a spill, the ExxonMobil Qualified Individual/Incident Commander or his/her designee will notify the National Response Center and the Bureau of Ocean Energy Management, Regulation and Enforcement, and other agencies as required.

B. External Contact Information

External notifications will be made in accordance with Federal, State, and local regulations for all reportable discharges. Refer to **Figure 8-1** through **Figure 8-3** for information concerning regulatory agency notification requirements and contact information. **Figure 8-4** lists USCG areas of responsibility.

C. External Spill Reporting Forms

In the event of an incident, notification procedures will be implemented and necessary information Notification and Reporting Forms, will be completed and submitted to the appropriate agencies in a timely manner.

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Federal Agency External Notification Requirements — Figure 8-1

National Response Center	Phone Number
NRC – Hotline	800-424-8802

Contact NRC **immediately** if any of the following conditions occur:
- A sheen, slick, or spill is observed or discovered.
- A reportable quantity or more of a hazardous substance is released.
- A DOT gas pipeline release causes injury, death, fire, or damage of more than $50,000, including the value of lost product, and the cost of cleanup and recovery.
- A DOT oil or condensate pipeline spill exceeds 5 gallons or causes injury, death, fire, or damage of more than $50,000, including the value of lost product, and the cost of cleanup and recovery.

Verbal reports to the NRC should note that a DOT pipeline was involved whenever applicable. A PHMSA F7000-1 Form (*Accident Report – Hazardous Liquid Pipeline Systems*) should be completed and submitted to the DOT within 30 days to:

Information Resources Manager
Office of Pipeline Safety, PHMSA
U. S. Dept. of Transportation – Room 2335
400 Seventh Street SW
Washington D. C. 20590

USCG SECTOR / MSU	Phone Number
Sector Los Angeles-Long Beach 1001 S. Seaside Ave., Bldg 20 San Pedro, CA 90731	310-521-3800/3600 800-221-USCG (8724)* 310-521-3813 Fax
Commanding Officer	310-521-3601
Incident Management Division and Marine Environmental Response	310-521-3780
Coast Guard Station	310-521-3870
Marine Safety Detachment-Santa Barbara 111 Harbor Way Santa Barbara, CA 93109	310-833-1600 (Emergency) 805-962-7430 805-962-7968 Fax
Station Channel Islands 4201 S Victoria Ave Oxnard, CA 93035-4397	805-985-9822

* Indicates 24 hour number

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Federal Agency External Notification Requirements (Continued) Figure 8-1

USCG SECTOR / MSU	Phone Number
Station Morro Bay Morro Bay, CA 93442	310-833-1600 (Emergency) 805-772-2167 805-772-9100 Fax

Reporting Updates
Report significant changes or new information to the appropriate USCG Sector/MSU office instead of the NRC. Include the NRC number assigned to the initial spill. Update other agencies as appropriate.

BOEMRE	Phone Number
California District Office 770 Paseo Camarillo Camarillo, CA 93010	805-389-7775* 805-389-7784 Fax
District Manager	805-389-7775* (b) (6) Cell
Offices of Facilities, Safety and Enforcement-	805-389-7550
Chief	805-389-7581

Agencies	Phone Number
National Marine Fisheries Service Mammal Coordinator	562-980-4017 562-980-4000 562-980-4027 Fax
U.S. Fish and Wildlife Service Ventura Portland	805-644-1766 503-231-6118
Joint Oil/Fisheries Liaison Office 610 Anacapa St Santa Barbara, CA 93101	805-963-8819
United States Forest Service (USFS) 1323 Club Drive Vallejo, CA 94592 (San Francisco Area)	707-562-8737 707-562-9240 TTY
Federal Bureau of Investigation (FBI)	310-477-6565*

* Indicates 24 hour number

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Federal Agency External Notification Requirements (Continued) Figure 8-1

Agencies	Phone Number
National Weather Service-Los Angeles, Ventura, Santa Barbara and San Luis Obispo counties Oxnard, CA 93030	805-988-6610
NOAA Scientific Support Coordinator	510-437-5344 206-321-3320
Environmental Protection Agency	800-300-2193
Southern California	213-244-1800
Department of Transportation (DOT)	916-654-5266
State Fire Marshall 1131 S. Street Sacramento, CA 95814	916-445-8200 916-445-8509 Fax
Federal OSHA (Region 9) San Francisco	1-800-321-OSHA* 415-625-2547
Santa Ana-CAL/OSHA	714-558-4411 714-558-4431 Fax

* Indicates 24 hour number

Spill Reporting
You must report all spills of *1 barrel or more* to the appropriate BOEMRE district office without delay.
For spills related to drilling or production operations:
• Fax the appropriate district office to report spills of 10 barrels or less.
• Phone the appropriate district office **immediately** to report spills in excess of 10 barrels.
• You must also immediately notify the appropriate BOEMRE District Office and the responsible party, if known, if you observe a spill resulting from operations at another offshore facility.

Within 15 days, confirm all spills of 1 barrel or more in a written follow-up report to the appropriate BOEMRE district office. For any spill of 1 barrel or more, your follow-up report must include the cause, location, volume, and remedial action taken. In addition, for spills of more than 50 barrels, the report must include information on the sea state, meteorological conditions, and size and appearance of the slick.

Pipeline Reporting
You must **immediately** notify the Pipeline Section of any serious accident, serious injury or fatality, fire, explosion, oil spills of *1 barrel or more* or gas leaks related to lease term or right-of-way grant pipelines. Phone the Pipeline Section **immediately** to report all pipeline spills of 1 barrel or more.

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State of California Notifications — Figure 8-2

Agency	Phone Number
California Emergency Management Agency 3650 Schriever Ave Mather, CA 95655	800-852-7550*
Division of Oil and Gas (Mandatory only if spill greater than 1 bbl occurs on lease under DOG jurisdiction) 1000 S Hill Rd Ventura, CA 93003	805-654-4761*
State Lands Commission 100 Howe Ave Suite 100 South Sacramento, CA 95825-8202	805-685-8502 – Goleta Field Office 916-574-1900 916-574-1810 Fax
Department of Fish and Game Sacramento Office of Spill Prevention and Response (OSPR) 1700 K Street, Suite 250 Sacramento, CA 95811 24 hour Dispatch OSPR Volunteer Hot Line Santa Barbara Office 1933 Cliff Drive, Suite 9 Santa Barbara, CA 93109	916-445-9338 916-324-8829 Fax 916-445-0045 800-852-7550 800-228-4544 805-568-1231 805-568-1229
California Coastal Commission Oil Spill Program 45 Fremont Street, Suite 2000 San Francisco, CA 94105	415-904-5247 415-893-8375 415-904-5205 415-904-5400 Fax
California-OSHA 6150 Van Nuys Blvd. Suite 405 Van Nuys, CA 91401	818-901-5403
Channel Islands Marine Sanctuary 113 Harbor Way, Suite 150 Santa Barbara, CA 93109	805-729-1271* 805-966-7107 805-568-1582 Fax

* Indicates 24 hour number

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Local Cities/Counties of California Notifications — Figure 8-3

Agency	Phone Number
City Harbor Master	805-564-5530* 805-897-2588 Fax
County Office of Emergency Services 105 East Anapamu Street #102 Santa Barbara, CA 93101- OES Duty Officer	9-1-1 805-560-1081* 805-560-1032 Fax
County Dispatch Center	9-1-1 805-683-2724* 805-692-5725 Fax
County Emergency Operations Center (Only activated during emergency)	805-696-1164
County Planning and Development Energy Division / Emergency Beach Permits 123 E Anapamu Street Santa Barbara, CA 93101	805-568-2000 805-568-2030 - Fax 805-886-7165* Deputy Director 805-568-2522 Energy Division
Department of Parks and Recreation	800-777-0369
Harbor Masters	
Channel Islands Harbor Patrol	805-382-3007
City of Santa Barbara-Waterfront Department 132-A Harbor Way Santa Barbara, CA 93109	805-564-5531* 805-560-7580 Fax
Waterfront Director / Harbor Master	805-564-4525
Harbor Operations Manager	805-897 2587
Harbor Patrol	805-564-5530 805-564-5529
Ventura Port District	805-642-8618 805-658-2249 Fax
California Conservation Corps (Beach Cleanup Crew)	805-549-3561

* Indicates 24 hour number

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Local Cities/Counties of California Notifications (Continued) Figure 8-3

Agency	Phone Number
Camarillo Center-Ventura 2714 E. Vineyard Avenue Oxnard, CA 93036	805-278-2787
Emergency Services	**Dial 911 For All Emergencies First**
Santa Barbara County	
Sheriff Goleta Valley Sheriff Station 4434 Calle Real Santa Barbara, CA. 93110	805-681-4100
Ambulance-Emergency Medical Services 300 N. San Antonio Road Building 1 Santa Barbara, CA 93110	805-681-5274
City of Santa Barbara Fire Department Fire Administration 121 W Carrillo St Santa Barbara, CA 93101Fire	805-965-5252 Emergency 805-965-5254 Administration
City of Santa Barbara Police Department 215 East Figueroa Street Santa Barbara, CA 93101	805-965-5151 Non-emergency 805-897-2300 Dispatch 805 897 2410 Emergency 805-897-2434 Fax
Goleta Valley Cottage Hospital	805-967-3411
Ventura County	
Ventura County Sheriff's Department 800 South Victoria Avenue Ventura, CA 93009	805-654-2380
Thousand Oaks Police Department	805-494-8200 805-494-8295 Fax
California Coast District	805-968-1033 911*

* Indicates 24 hour number

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Local Cities/Counties of California Notifications (Continued) Figure 8-3

Agency	Phone Number
Mutual Aid	
Platform Hermosa – PXP	
Platform Hidalgo – PXP	
Platform Harvest – PXP	
Platform Holly - Venoco	
Technical Assistance	
The Response Group	281-880-5000 713-906-9866

* Indicates 24 hour number

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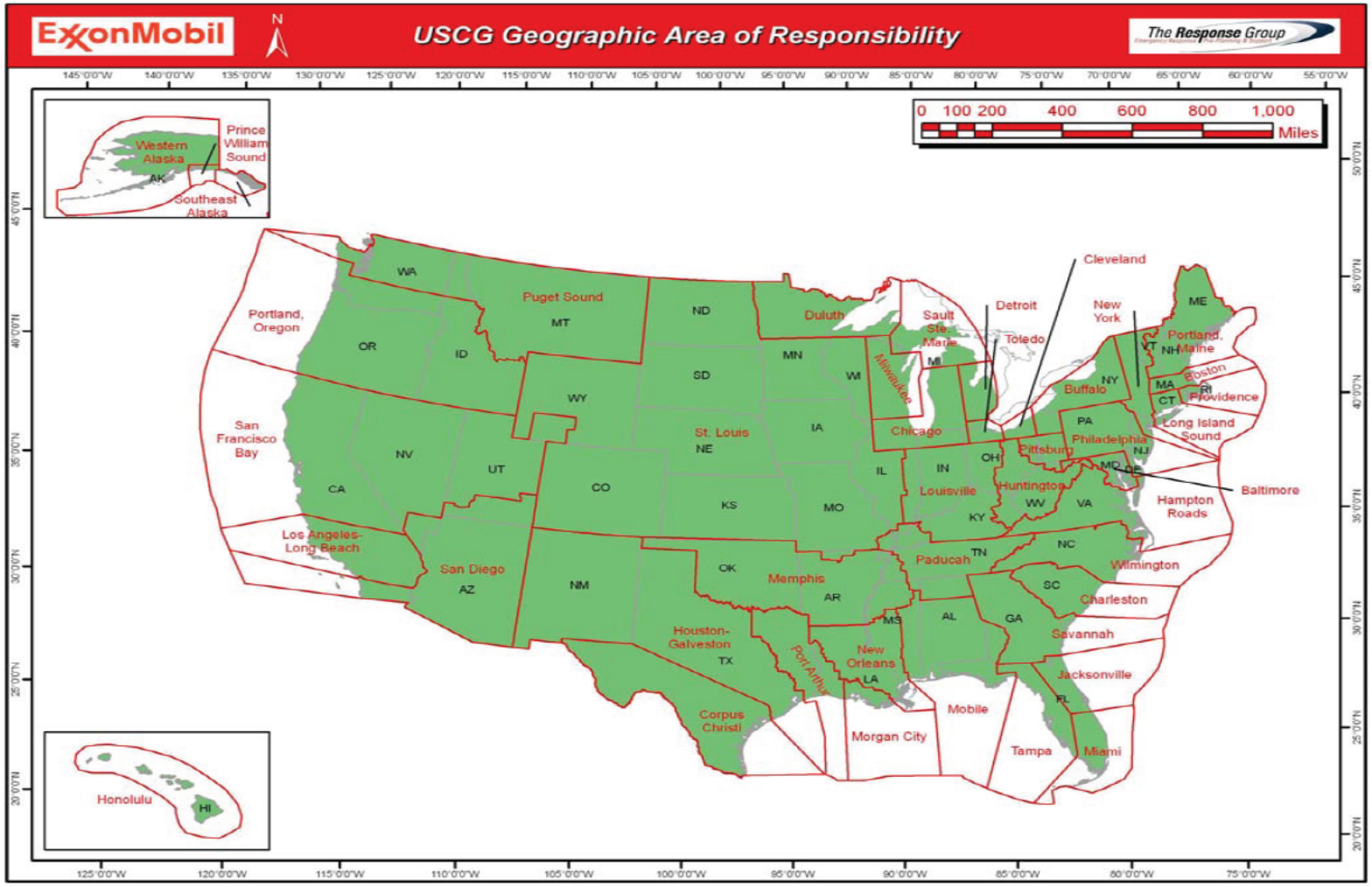
United States Coast Guard Areas of Responsibility — Figure 8-4



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9. AVAILABLE TECHNICAL EXPERTISE

The following listing provides the names, telephone numbers, and addresses of key Federal, State, and local agencies as well as independent contractors that may be consulted for site-specific environmental information in the event of an oil spill.

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Available Technical Expertise — Figure 9-1

Name	Address	Telephone
Channel Islands National Marine Sanctuary http://channelislands.noaa.gov/	113 Harbor Way, Suite 150 Santa Barbara, CA 93109	(b) (6) (Emergency Cell) 805-966-7107 (Off) 805-568-1582 (Fax)
National Marine Fisheries Service http://www.nmfs.noaa.gov/	501 West Ocean Blvd. Long Beach, CA 90802	562-980-4000 (Off)
U.S. Fish and Wildlife Service http://www.fws.gov/		805-644-1766
California Department of Fish and Game http://www.dfg.ca.gov/ Wildlife Biologist Marine Biologist	South Coast Office 4949 Viewridge Avenue San Diego, CA 92123	916-653-8120 (Off 805-568-1220 (Off) (b) (6) (cell)
Other Agency Data Sources		
California Environmental Resource Evaluation System http://www.ceres.ca.gov/index.html	801 K St. Sacramento, Ca 95814 16th Floor	916-322-3489 Fax
Southern California Coastal Ocean Observing System (SCCOOS) http://sccoos.ucsd.edu/	Coastal Observing R&D Center Scripps Institution of Oceanography University of California, San Diego 9500 Gilman Drive La Jolla, CA 92093-0213	858-822-3101 858-822-2873 858-534-7132 (Fax)
Oiled Wildlife Care Network http://www.owcn.org/	San Francisco Bay Center 4369 Cordelia Road Fairfield, CA 94534	530-752-4167 (Off) 530-752-3318 (Fax)

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Available Technical Expertise (Cont'd) Figure 9-1

Name	Address	Telephone
US Dept of the Interior		
Office of Environmental Policy & Compliance Oakland Region, Jackson Center One	1111 Jackson Street, Suite 520 Oakland, CA 94607	510-817-1477 (Off) 510-419-0177 (Fax)
Channel Islands National Park www.nps.gov/chis	1901 Spinnaker Drive Ventura, CA 93001	805-658-5730 805-658-5720 (Dispatch)
U.S. Fish & Wildlife Service Ventura Field Office	2493 Portola Road, Suite B Ventura, CA 93003	805-644-1766 (Off) 805-644-3958 (Fax)
California Department of Fish & Game		
South Coast Region	South Coast Office 4949 Viewridge Avenue San Diego, CA 92123	858-467-4201 (Off) 858-467-4299 (Fax)
Weather Service		
Applied Weather Technology	158 Commercial Street Sunnyvale CA 94086	408-731-8600 (Off) 408-731-8601 (Fax)
Oil Analysis		
Core Lab Petroleum Services	3437 Landco Drive Bakersfield, California 93308	661-325-5657 (Off) 661-325-5808 (Fax)
Environmental Assessments		
ENTRIX	2140 Eastman Avenue Suite 200 Ventura, CA 93003	805-644-5948 (Off) 805-658-0612 (Fax)
Wildlife Services		
NOAA Marine Mammal Stranding Network	501 West Ocean Blvd. Long Beach, CA 90802	800-853-1964
International Bird Rescue & Research Center Los Angeles Oiled Bird Care & Education Center (LAOBCEC)	3601 South Gaffey Street San Pedro, CA 90731	310-514-2573 (Off) 310-514-8219 (Fax)
National Marine Fisheries Service	501 West Ocean Blvd, Suite 4200 Long Beach, CA 90802	562-980-4017 562-980-4000 562-980-4027 Fax
Satellite Services		
MacDonald, Dettwiler and Associates Ltd. (MDA)		240-833-8282

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Wildlife Management Areas & Refuges — Figure 9-2

Name	Address	Telephone
Wildlife Management Areas & Refuges		
Guadalupe-Nipomo Dunes NWR	Guadalupe, CA	805-343-9151
San Diego Bay NWR	Imperial Beach, CA	619-575-2704 760-431-9440
Tijuana Slough NWR	Imperial Beach, CA	619-575-2704 760-431-9440
San Diego NWR	Jamul, CA	619-468-9245
Humboldt Bay NWR	Loleta, CA	707-733-5406
Seal Beach NWR	Seal Beach, CA	562-598-1024 562-254-4352 562-477-6432
Bitter Creek NWR	Ventura, CA	661 343 3332

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10. SPILL ASSESSMENT

A. Locating a Spill

In the event of a significant release of oil, an accurate estimation of the spill's total volume along with the spill location and movement is essential in providing preliminary data to plan and initiate cleanup operations. Generating the estimation as soon as possible will aid in determining:

- Equipment and personnel required
- Potential threat to shorelines and/or sensitive areas as well as ecological impact
- Requirements for storage and disposal of recovered materials.

As part of the initial response, ExxonMobil may initiate a systematic search with aircraft, primarily helicopters, to locate a spill and determine the coordinates of the release. If weather prohibits the use of aircraft (both fixed wing and rotor), field boats may be used to conduct search operations.

Aircraft may also be utilized to photograph the spill as often as necessary for operational purposes. The over flight information will assist with estimating the spill size and movement based upon existing reference points (i.e., oil rigs, islands, familiar shoreline features, etc.)

B. Determining the Size and Volume of a Spill

When a spill has been verified and located, one priority will be to estimate and report the volume and measurements of the spill as soon as possible. Spill measurements will primarily be estimated by using coordinates, pictures, drawings, and other information received from helicopter or fixed wing over flights, or satellite imagery. For a subsea well control release, the Salvage/Source Control Group would be consulted to assist in the estimation of the volume.

Oil spill volume estimations may be determined by direct measurements or by calculations based upon visual assessment of the color of the slick and information related to length and width that can be calculated on existing charts (See **Figure 10-2**). The appearance of oil on water varies with the oil's type and thickness as well as ambient light conditions. Oil slick thicknesses greater than approximately 0.25 mm cannot be determined by appearance alone. A continuous subsurface release, such as a well blowout, will be estimated using available well information to determine flow rate.

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Direct measurements are the preferred method for determining the volume of a spill. Measurements can be obtained by:

- Gauging the tank or container to determine volume lost
- Measuring pressure lost over time
- Determining the pump or spill rate (GPM) and elapsed time

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Visual assessment for determining the volume of oil based on slick information begins with understanding the terminology listed below:

Sheen – oil visible on the water as a silvery sheen or with tints of rainbow colors. This is the smallest thickness of oil.	http://archive.orr.noaa.gov/job_aid/jobaid.html
Dark colors – visible with dark colors (i.e., yellowish brown, light brown) with a trace of rainbow color but is not black or dark brown.	http://archive.orr.noaa.gov/job_aid/jobaid.html
Black/Dark Brown – fresh oil after initial spreading will have a black or very dark brown color. This is the largest thickness of non emulsified oil.	http://archive.orr.noaa.gov/job_aid/jobaid.html
Mousse – water-in-oil emulsion which is often orange to rust colored. It is thick, viscous and may contain 30% oil.	http://archive.orr.noaa.gov/job_aid/jobaid.html

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Several natural weathering processes occur that can diminish the severity of the spill depending upon the composition of the oil. Natural weathering processes include the following:

- **Dispersion** – The act of breaking up large particles into smaller ones and distributing them throughout a liquid or gaseous medium.
- **Dissolution** – the process of going into solution.
- **Emulsification** – Process consisting of the suspension of small globules of one liquid in a second liquid with which the first will not mix.
- **Evaporation** – To convert or change into a vapor or to draw off in the form of vapor.

Factors listed in **Figures 10-1 through 10-3** will be used to estimate the volume of oil in a spill unless an accurate amount is known by other means. Estimated spill volumes should be rounded off to avoid the misconception of a precise determination.

C. Predicting Spill Movement

Real time oil spill trajectory models predict the movement of spilled oil on water as well as identifying potential shoreline impact zones and other environmentally and ecologically sensitive areas.

The Response Group, Inc. (TRG) in Cypress, TX, is the primary resource providing ExxonMobil with predictions of both the movement of oil on water and potential impact areas. Additional trajectory can be provided internally by ExxonMobil's EMBSI (ExxonMobil Biomedical Sciences Incorporated). The Response Group can initiate the trajectory mapping process by either verbal request or submitting a trajectory request form, **Figure 1-2**, on a 24 hour/day basis at 281-880-5000. TRG relies on a number of sources that provide real time data in conjunction with condition variables in order to track and predict spill movement throughout the duration of an incident. Trajectory model results will be transferred to ExxonMobil personnel via fax or email. Weather forecasts buoy data, and National Weather Bureau satellite imagery may be collected from internet services or by contacting the National Weather Service (NWS) as listed below:

- Santa Barbara website:
  http://weather.noaa.gov/weather/current/KSBA.html
  Santa Barbara, CA NWS Representative
  805-988-6610
- San Francisco Bay Area, CA NWS Representative
  831-656-1717
- Eureka, CA NWS Representative
  707-443-6484
- San Diego, CA NWS Representative
  858-675-8707

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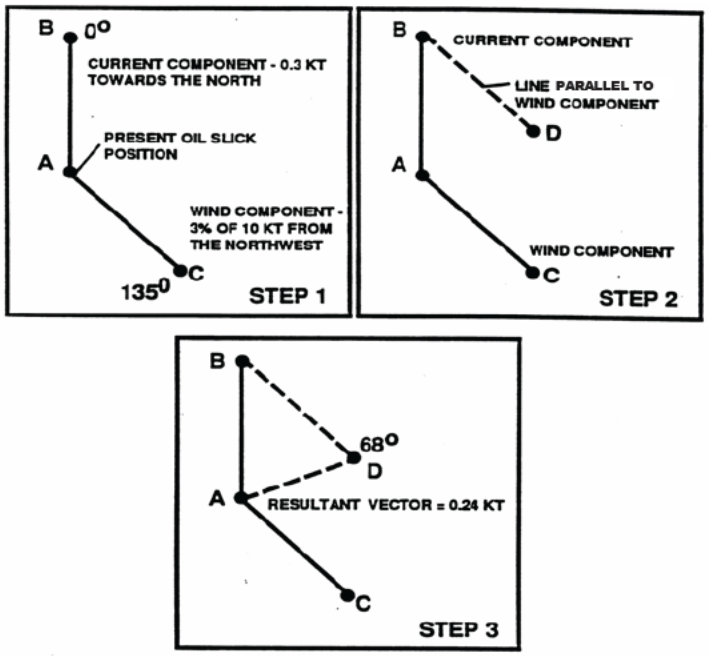
Vector Addition Analysis — Figure 10-1

Vector Addition Analysis shows a longer range prediction of a slick's movement. It can be used to predict surface currents and winds that influence open slick movements. Figure 10-1 is an example of the vector addition method.



1: Estimate speed and direction for both wind and current from the present location of the slick (Point A).

2: Draw a line showing the current (Point A to Point B) and wind component (Point A to Point C) vectors in their relative directions and lengths (Note: the length of vectors should be in relation to the comparative velocities of the current and wind).

3: Draw a line parallel to the wind vector starting from Point B and measuring the exact length of the wind vector (i.e., the distance from Point A to Point C).

4: Draw a line from the present location of the slick (i.e., Point A to Point D.) The line from Point A to Point D, or resultant vector, gives the direction and speed of the slick movement.

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Trajectory models can be run with real-time and predicted weather information used as input over a several hour period. The Response Group offers the following services from its office and remote locations:

•	Oilmap Trajectory Modeling program	•	NOAA Ship Drift Information
•	General NOAA Oil Modeling Environment	•	Over flight GPS Positioning Data
•	Scripps/BOEMRE Oceanographic Data	•	ETA's to Shoreline
•	Scripps SEA Current Information	•	Offshore Response Plans
•	BOEMRE Buoy Information	•	Biological Resources in the path of the slick

The Center for Coastal Studies contains a database of published oceanographic and meteorological information (in both electronic format and hard copy) for the Santa Barbara Channel Area. For an oil spill, the Santa Ynez Unit can find beneficial data in the Santa Barbara Channel – Santa Maria Basin Circulation Study. Furthermore, the Coastal Data Information Program (CDIP) is another useful tool to help with determining an accurate trajectory. The CDIP measures, analyzes, archives, and disseminates coastal environment data for use by coastal engineers, planners, and managers, as well as scientists and mariners. For more information visit http://cdip.ucsd.edu on the worldwide web.

ExxonMobil personnel can initiate the trajectory mapping process by either a verbal request or by submitting a trajectory request form, **Figure 10-4**, as soon as some or all the following information is available:

•	wind speed & direction
•	current speed & direction
•	sea state
•	spill volume
•	continuous or instantaneous release
•	type of oil (API gravity)
•	latitude & longitude (spill site)
•	duration of spill
•	direction of spill movement
•	data & time of incident
•	air & water temperature
•	source of spill
•	high tide & low tide

Trajectory model results may be updated periodically relative to revised surveillance information and weather updates.

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D. Monitoring and Tracking the Spill Movement

Surveillance of the spill movement throughout the incident is essential to bringing response operations to a successful conclusion. ExxonMobil will utilize over flights and trajectory modeling to monitor and predict the movement of oil until the spill response operation is completed.

Surveillance operations can be continued both day and night, and during inclement weather, through the use of infrared sensing cameras capable of detecting oil on water. Information from the infrared cameras can be downloaded to a computer and printed out on a chart and/or recorded on videotape. This surveillance technology, if applicable, would be used in conjunction with scheduled over flight operations.

Oil Coverage Estimation **Figure 10-2**

The BONN (BAOAC) Data – Metric & English Units

Code	Description	Layer-Thickness Interval		Concentration	
		microns (µm)	inches (in.)	m^3 per Km^2	bbl/acre
S	Sheen (silver/gray)	0.04 - 0.30	1.6×10^{-6} – 1.2×10^{-5}	0.04 – 0.30	1×10^{-3} – 7.8×10^{-3}
R	Rainbow	0.30 – 5.0	1.2×10^{-5} - 2.0×10^{-4}	0.30 – 5.0	7.8×10^{-3} – 1.28×10^{-1}
M	Metallic	5.0 – 50	2.0×10^{-4} – 2.0×10^{-3}	5.0 – 50	1.28×10^{-1} – 1.28
T	Transitional Dark (or True) Color	50 – 200	2.0×10^{-3} – 8×10^{-3}	50 – 200	1.28 – 5.1
D	Dark (or True) Color	>200	$> 8 \times 10^{-3}$	>200	> 5.1

Chart modified by A. Allen from Bonn Agreement Oil Appearance Code (BAOAC) 02 May, 2006.

Note the use of Capital letters for thickness codes (S, R, M, T, & D); this will make it easier creating and interpreting sketches by aerial observers.

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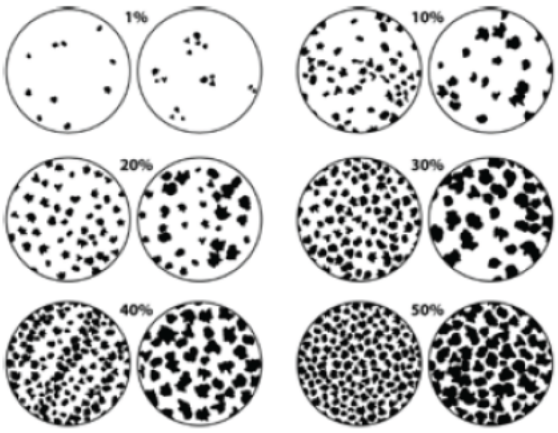
Oil Coverage Estimation (Cont'd) — Figure 10-2

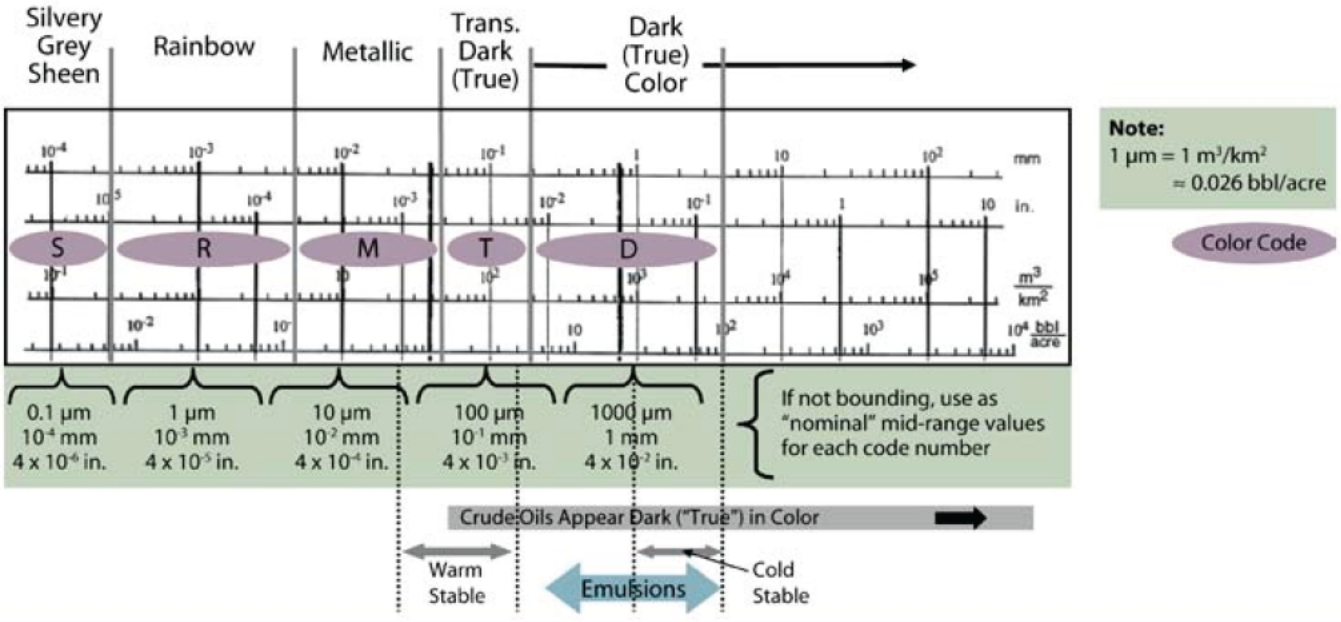
PERCENT COVERAGE CHART

This chart is an aid to help you determine the percent of oil coverage in the area you are observing. When determining the coverage of an oil spill on the water, estimate the percentage of clean water and subtract from 100 to calculate the percentage of oil. Try to picture all the oil in one "corner" of the area you are observing and determine the clean water remaining.



Spill Volume Estimation — Figure 10-3

Oil Code Thickness and Concentration Values



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The Response Group

SPILL TRAJECTORY REQUEST FORM

THE RESPONSE GROUP		
OFFICE: (281) 880-5000	EMERGENCY/24-HOUR: (800) 651-3942	CELL: (b) (6)
FAX: (281) 880-5005	EMAIL: trajectory@responsegroupinc.com	EFAX: (281) 596-6976

COMPANY INFORMATION

Company Name: _____

Company Contact Name: _____

Phone #: _____

Alternate # (ie: Mobile, Pager): _____

Fax #: _____

Email Address: _____

SPILL SITE INFORMATION

Source Type (Circle): Platform/Well Pipeline Vessel Facility

Source Name & Location (Name/Area/Block): _____

Latitude: ____ ° ____ ' ____ " Longitude: ____ ° ____ ' ____ "

Date & Time of Incident (mm/dd/yy): ___/___/___ ___:___ (Military)

Type of Product (ie: Medium Crude): _____ API Gravity _____

Estimated Volume of Release: _____ Barrels or Gallons

Continues Release Rate: _____ bbls/hr How Long: _____ hrs.

WEATHER CONDITIONS

Wind Direction (From the): _____	Wind Speed: _____ MPH or Knots
Current Direction (Toward): _____	Current Speed: _____ MPH or Knots
Air Temperature: _____ ° C or F	Water Temperature: _____ ° C or F
High Tide: _____	Low Tide: _____

Weather Forecast:

OVERFLIGHT INFORMATION

Date & Time of Overflight (mm/dd/yy): ___/___/___ ___:___ (Military)

Leading Edge Location:

Latitude: ____ ° ____ ' ____ "	Longitude: ____ ° ____ ' ____ "

Trailing Edge Location:

Latitude: ____ ° ____ ' ____ "	Longitude: ____ ° ____ ' ____ "
Length: _____ Feet / Yards / Miles	Width: _____ Feet / Yards / Miles

Slick Appearance (Percent & Estimated Length & Width)

Barely Visible: ____% L x W: _____	Silvery: ____% L x W: _____
Slight Color: ____% L x W: _____	Bright Color: ____% L x W: _____
Dull: ____% L x W: _____	Dark: ____% L x W: _____

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11. RESOURCE IDENTIFICATION

A. Tools to Pre-identify Ecological and Environmental Resources at Risk

Pre-identification of existing resources at risk is a tool which improves the chance of success for initial response efforts. Resources at risk may include but are not limited to the following:

- Marine sensitivities
- Beaches
- Waterfowl
- Shoreline resources
- Marshes
- Marinas/Piers
- Populated areas

ExxonMobil has a number of reference materials available including copies of Area Contingency Plans (ACP's), reference maps, BOEMRE/ESI biological and historical data, and documents identifying sensitive shoreline areas. The Los Angeles/Long Beach (Northern/Southern Sector) Area Contingency Plan 2008 has the most up-to-date information available for California. Section 3200 in the ACP provides information regarding protective strategies and tactics to sensitive areas. Furthermore, Section 9800 presents Sensitive Site Summary and Strategy Sheets extending north to Point Conception, south to Point Dume, and west to the Channel Islands.

1. Contacting Appropriate Resource Agencies

Refer to **Section 1: Quick Guide or Section 8: External Notifications**, for information concerning contacting resource agencies.

2. Real–Time Trajectory Modeling

ExxonMobil will activate The Response Group to run trajectory models in the event of an oil spill release in order to determine shoreline areas with the highest probability of being affected. The Response Group has shoreline response guides and other environmental sensitivity maps for the entire Pacific Region. Additionally, environmental sensitivity data from ACP's, US Fish & Wildlife Service, RPI, NOAA, and departments of Environmental Quality/Protection from adjoining areas to the Santa Barbara Channel will be consulted as necessary. The above data details information concerning Wildlife Management Area's, wildlife refuges, sanctuaries, and state parks including location, contact, and access information.

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3. NOAA GNOME

GNOME (General NOAA Operational Modeling Environment) is the oil spill trajectory model used by OR&R Emergency Response Division (ERD) responders during an oil spill. ERD trajectory modelers use GNOME in Diagnostic Mode to set up custom scenarios quickly. In Standard Mode, anyone can use GNOME (with a Location File) to:

- Predict how wind, currents, and other processes might move and spread oil spilled on the water.
- Learn how predicted oil trajectories are affected by inexactness ("uncertainty") in current and wind observations and forecasts.
- See how spilled oil is predicted to change chemically and physically ("weather") during the time that it remains on the water surface.

B. Sensitive Area Identification

1. Geographical Areas (See **Figure 11-1** for Land Contact Areas)

The following shoreline and near shore geographical areas are generally areas of concern and require consideration for response actions dependent upon weather conditions and other variables:

- Offshore open water areas
- Tidal inlets
- Sheltered shorelines
- Exposed shorelines
- Vegetated shorelines (kelp beds, etc.)
- Sand/mud flats
- Sand beaches

Ideally, responding to an oil spill in open water is preferred to prevent oil from reaching sensitive onshore resources. A damage assessment, which is the basis for all subsequent action, will be conducted prior to initial response efforts to evaluate damage and will include the following information:

- Type of oil spilled
- Amount of oil spilled
- Degree to which oil covers vegetation
- Season
- Degree of oil weathering before impact
- Degree to which oil penetrates the sediment surface

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2. Sensitive Habitats and Species

Environmental Sensitivity Index (ESI) maps identify habitats and assign a priority classification based on the physical and biological character of the different coastal types, which in turn controls the persistence of oil, severity of impact, and ease of cleanup. For maps outlining sensitive areas that could potentially be impacted, please reference the NOAA ESI Maps SC-18 to SC-43a.

The protection of waterfowl and wildlife during the course of an oil release is an essential element in every spill response operation. Federal and State natural resource trustees must be notified in the event that a wildlife habitat may be affected by a spill event. See **Section 8** for agency contact information. Information concerning methods to protect waterfowl and wildlife are shown in **Figure 13-2**.

For fish and wildlife resources, the emphasis is on habitats where:

- Large numbers of animals are concentrated in small areas, such as bays where waterfowl concentrate during migration or over wintering
- Animals come ashore for birthing, resting, or molting, such as marine mammal haul outs and puppying areas
- Early life stages are present in somewhat restricted areas or in shallow water, such as anadromous fish streams and turtle nesting beaches
- Habitats are very important to specific life stages or migration patterns such as foraging or overwintering
- Specific areas are known to be vital sources for seed or propagation
- The species are on Federal or state threatened or endangered lists
- A significant percentage of the population is likely to be exposed to oil.

Areas of economic importance, like waterfront hotels, should also be considered when establishing resource protection priorities. Human-use resources are most sensitive when:

- Archaeological and cultural sites are located in the intertidal zones
- Oiling can result in significant commercial losses through fouling, tainting, or avoidance because of public perception of a problem
- The resource is unique, such as a historical site. Oiling can result in human health concerns, such as tainting of water intakes and/or subsistence fisheries

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3. Shoreline Response Guides

ExxonMobil has access to more detailed Shoreline Response Guides which identify protection strategies for sensitive areas as well as recovery strategies at natural collection points along the shoreline in impacted areas. They are available in the ExxonMobil Emergency Response Library. These Shoreline Response Strategies were developed by TRG and are based on information available from applicable Area Contingency Plans.

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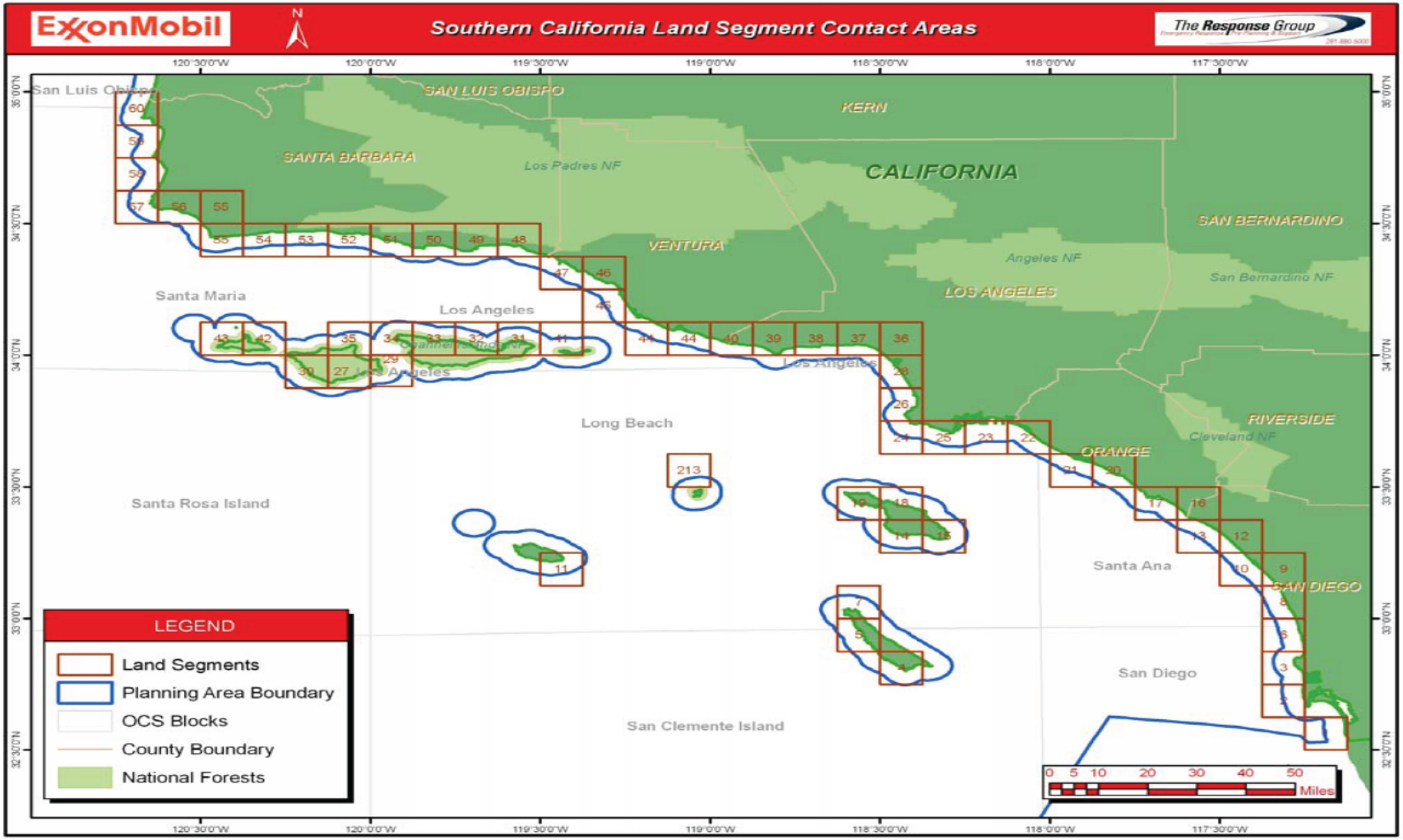
Land Contact Areas

Figure 11-1



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12. STRATEGIC RESPONSE PLANNING

A. Management by Objectives – Determining Priorities & Strategies

Incident objectives are statements of guidance developed by the Incident Commander/Unified Command to provide the necessary direction to Operations & Planning to determine the appropriate strategies and the tactical direction of resources. They are based on realistic assumptions and expectations of what can be accomplished when all allocated resources have been effectively deployed. Incident objectives must be achievable and measurable, yet flexible enough to allow for strategic and tactical alternatives. For information concerning the development of goals, objectives, and strategies refer to **Figure 12-1**.

Incident strategies involve the general plan or direction selected to accomplish incident objectives.
Incident tactics relate to deploying and directing resources during an incident to accomplish the desired objective.
Unified Command objectives consider the plan of action in priority order.
Planning and Operations strategies describe how to plan for the accomplishment of the objectives.
Operations tactics describes how to use resources during each operational period to implement strategies.

B. Typical Objectives and Response Strategies/Tactics

It is essential to establish incident objectives and strategies as soon as possible in order to mitigate spill consequences. Examples of typical response objectives and strategies may be reviewed in **Figure 12-2**.

C. ICS Planning Cycle

The Incident Commander is responsible for setting the operational period as well as scheduling various meetings and shift schedules. It should be noted that short term responses may be coordinated by using ICS 201 Forms. The Planning Cycle Matrix presented in **Figure 12-3a – 12-3c** illustrates a typical planning cycle time period from setting objectives to IAP approval. Blank ICS forms can be found in **Appendix K**, ICS Forms.

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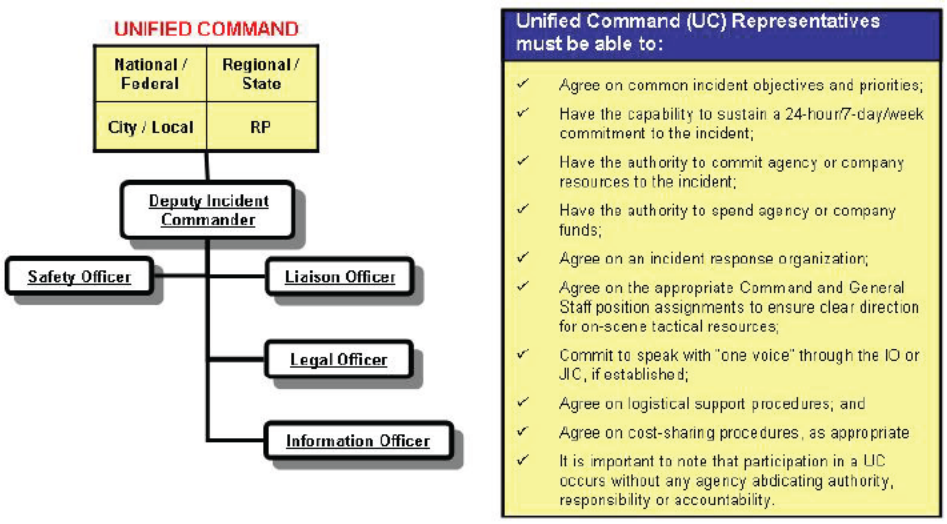
D. Best Response

Best Response depends on the best efforts of the three components of the National Response System.

1. **Companies** - those responsible for producing, handling, storing, and transporting oil and hazardous materials, and for arranging for mitigation of an accidental discharge or release;

2. **Contractors** - those who carry out response and cleanup in the event of a discharge or release; and

3. **Government** - those Federal, state, and local agencies with oversight responsibility for the safe handling of oil and hazardous materials and for ensuring protection of the public and the environment in the event of a discharge or release.



Best Response protects our national interests. Each component must act responsibly, effectively, and cooperatively to accomplish the shared goal of minimizing the consequences of pollution incidents. Finally, Best Response demands that a response community build the ability to measure its own capability to achieve success. To do this kind of self-assessment the community must be able to recognize success.

Figure 12-3c illustrates the relationship between the planning cycle and concepts of best response.

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Goals – Objectives – Strategies Development Matrix — Figure 12-1

The checklist and matrix below will assist in developing goals, objectives and strategies.

<table>
<tr><th>Step</th><th colspan="3">Action</th></tr>
<tr><td>1</td><td colspan="3">Use the matrix below to assist in developing objectives and priorities.
Priorities are situation dependent and influenced by many factors.
Safety of life is always the highest priority.
Concerns may or may not be present.
Concerns should be considered in every incident.</td></tr>
<tr><td></td><td>Concerns</td><td>Issues</td><td>Criteria to Meet</td></tr>
<tr><td></td><td rowspan="3">People</td><td>General safety exposure</td><td rowspan="4">Overall objectives must be:

Attainable
Measurable
Flexible</td></tr>
<tr><td></td><td>Personal Protective Equipment</td></tr>
<tr><td></td><td>Slips, trips, falls, drowning</td></tr>
<tr><td></td><td rowspan="4">Property</td><td>Fire</td></tr>
<tr><td></td><td>Contamination</td></tr>
<tr><td></td><td>Flooding</td></tr>
<tr><td></td><td>Source Control</td></tr>
<tr><td></td><td rowspan="3">Environment</td><td>Sensitive Areas</td><td rowspan="10">Operational objectives must be:

Specific
Measurable
Assignable
Reasonable
Time Specific</td></tr>
<tr><td></td><td>Special interests</td></tr>
<tr><td></td><td>Resources at risk</td></tr>
<tr><td></td><td rowspan="3">Economic</td><td>Industry</td></tr>
<tr><td></td><td>Tourism</td></tr>
<tr><td></td><td>Stakeholders</td></tr>
<tr><td></td><td rowspan="2">Public</td><td>Safety</td></tr>
<tr><td></td><td>Reaction/Perception</td></tr>
<tr><td></td><td>Political</td><td>Stakeholders</td></tr>
<tr><td>2</td><td colspan="3">Provide guidance to Command and general staff on goals, objectives and strategies</td></tr>
<tr><td>3</td><td colspan="3">Develop the general objectives for the IAP</td></tr>
<tr><td>4</td><td colspan="3">Approve and authorize implementation of the IAP for each operational period.</td></tr>
<tr><td>5</td><td colspan="3">Approve the internal and external information dissemination strategy developed by the Information Officer (IO).

Examples: web pages, emails to media/other agencies/supervisors/ stakeholders

Note: The IC should emphasize the role that the IO plays in keeping the members of the response organization informed as well as the press and stakeholders.</td></tr>
</table>

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Response Objectives & Strategies — Figure 12-2

Strategic Objective VS Tactical Objective
INCIDENT OBJECTIVES – Statements of guidance and direction necessary for the selection of appropriate strategies, and the tactical direction of resources. Incident objectives are based on realistic expectations of what can be accomplished when all allocated resources have been effectively deployed. Incident objectives must be achievable and measurable, yet flexible enough to allow for strategic and tactical alternatives.
STRATEGIES – The general plan or direction selected to accomplish incident objectives.
TACTICS – Deploying and directing resources during an incident to accomplish the desired objective.
OBJECTIVES (Unified Command) = What you plan to do in priority order.
STRATEGIES (Planning & Operations) = How you plan to accomplish objectives.
TACTICS (Operations) = How you use resources during each operational period to implement strategies.

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Response Objectives & Strategies (Continued) — Figure 12-2

Objectives (Strategic) What you plan to do in priority order	Strategies (Tactical) How do you plan to accomplish objectives
1. Ensure the Safety of Citizens & Response Personnel	• Identify hazard(s) of released material • Establish site control (hot zone, warm zone, cold zone and security) • Consider evacuations as needed • Setup first aid/triage stations • Establish vessel and/or aircraft restrictions • Monitor air in impacted areas • Setup decontamination stations • Develop site safety and health plan for response personnel • Ensure safety briefings are conducted
2. Control the Source	• Complete emergency shutdown • Conduct firefighting • Initiate temporary repairs • Transfer and/or lighter product • Conduct salvage operations as necessary
3. Manage Coordinated Response Efforts	• Complete or confirm notifications • Establish a unified command organization and facilities (command post, etc) • Ensure local and tribal officials are included in response organization • Initiate emergency response Incident Action Plan (IAP) • Ensure mobilization and tracking of response resources • Account for personnel and equipment • Complete documentation • Evaluate planned response objectives vs. actual response (debrief)
4. Maximize Protection of Environmentally Sensitive Areas	• Implement pre-designated response strategies • Identify resources at risk in impacted and potential impacted areas • Track pollutant movement and develop trajectories/plume modeling • Develop/implement appropriate protection tactics • Prioritize sensitive areas to be protected
5. Contain and Recover Spilled Material	• Deploy oil containment boom at the spill source • Deploy containment boom at appropriate collection areas • Conduct open water skimming with vessels • Evaluate time-sensitive response strategies (i.e., dispersants, *in-situ* burning) • Develop disposal plan

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Response Objectives & Strategies (Continued) — Figure 12-2

Objectives (Strategic) What you plan to do in priority order	Strategies (Tactical) How do you plan to accomplish objectives
6. Recover and Rehabilitate Injured Wildlife	• Establish oiled wildlife reporting hotline • Conduct injured wildlife search and rescue operations • Notify wildlife agencies and accredited wildlife rescue services • Setup primary care unit for injured wildlife • Operate wildlife rehabilitation center • Initiate citizen volunteer effort for oiled bird rehabilitation
7. Remove Oil from Impacted Areas	• Conduct appropriate shoreline cleanup efforts • Clean oiled structures (piers, docks, etc.) • Clean oiled vessels
8. Minimize Economic Impacts	• Consider tourism, vessel movements and local economic impacts throughout response • Protect public and private assets as resources permit • Establish damage claims process
9. Keep Stakeholders Informed of Response Activities	• Provide forum to obtain stakeholder input and concerns • Provide stakeholders with details of response actions • Identify stakeholder concerns and issues and address as practical • Provide elected officials details of response actions
10. Keep the Public Informed of Response Activities	• Provide timely safety announcements • Establish a Joint Information Center (JIC) • Conduct regular news briefings • Manage news media access to spill response activities • Conduct public meetings as appropriate
11. Minimize Business Interruption	• Identify business interruption and potential business interruption issues • Notification of joint venture partners • Assist with internal/external investigations

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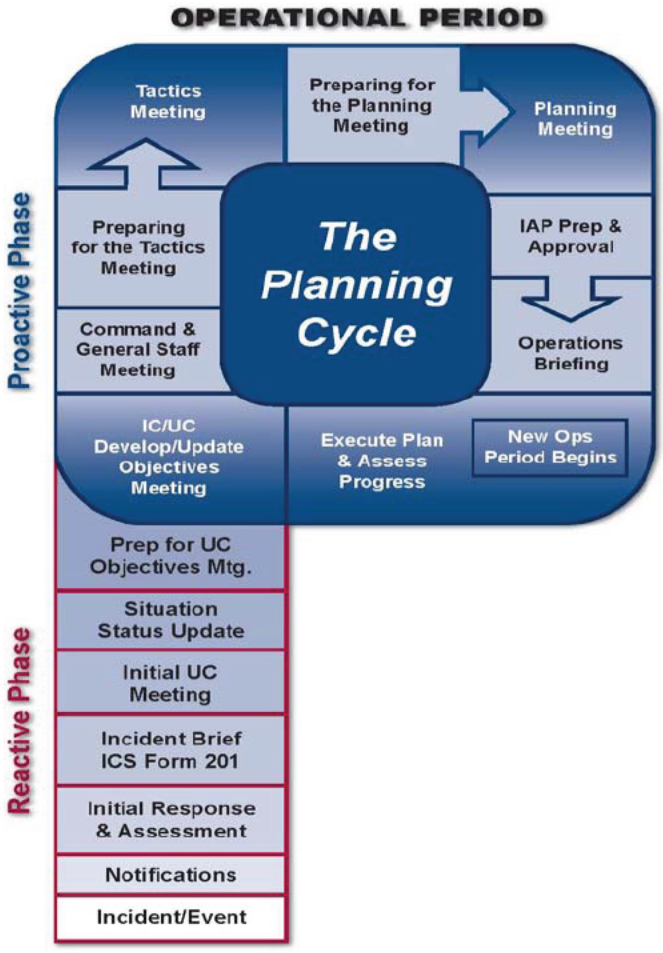
Planning Cycle Matrix — Figure 12-3a

This Incident Action Plan (IAP) development process should follow the planning cycle below and the ICS 201 briefing forms will serve as the first IAP. The Planning Section Chief is responsible for ensuring the IC understands the planning cycle and the time needed to produce the IAP. The IC/UC must set objectives early in the planning cycle during the IC/UC Objectives Meeting in order for the IAP process to be successful. The meeting schedule for the first cycle may vary significantly based on incident complexity and length of operational period.

1. ***Incident Brief ICS Form 201*** – Documentation of the initial response using ICS 201 forms.
2. ***Initial Unified Command Meeting*** - Provides UC officials with an opportunity to discuss and concur on important issues prior to the Command and General Staff Meeting.
3. ***IC/UC Objectives Meeting*** - The UC will identify/review and prioritize incident objectives.
4. ***Command & General Staff Meeting*** - IC/UC will present their decisions and management direction (Objectives) to the Command and General Staff Members.
5. ***Tactics Meeting*** – Operations & Planning will outline work assignments (tactics) and required resources to accomplish objectives using ICS 215.
6. ***Planning Meeting*** - This meeting provides an overview of the tactical plan to achieve commands current direction, priorities and objectives to the Unified Command.
7. ***IAP Approval Meeting*** – Meeting to permit timely IC/UC review and approval of the Incident Action Plan.
8. ***Operations Briefing*** - Briefing to present the IAP to the Operations Section oncoming shift supervisors for implementation in the field.



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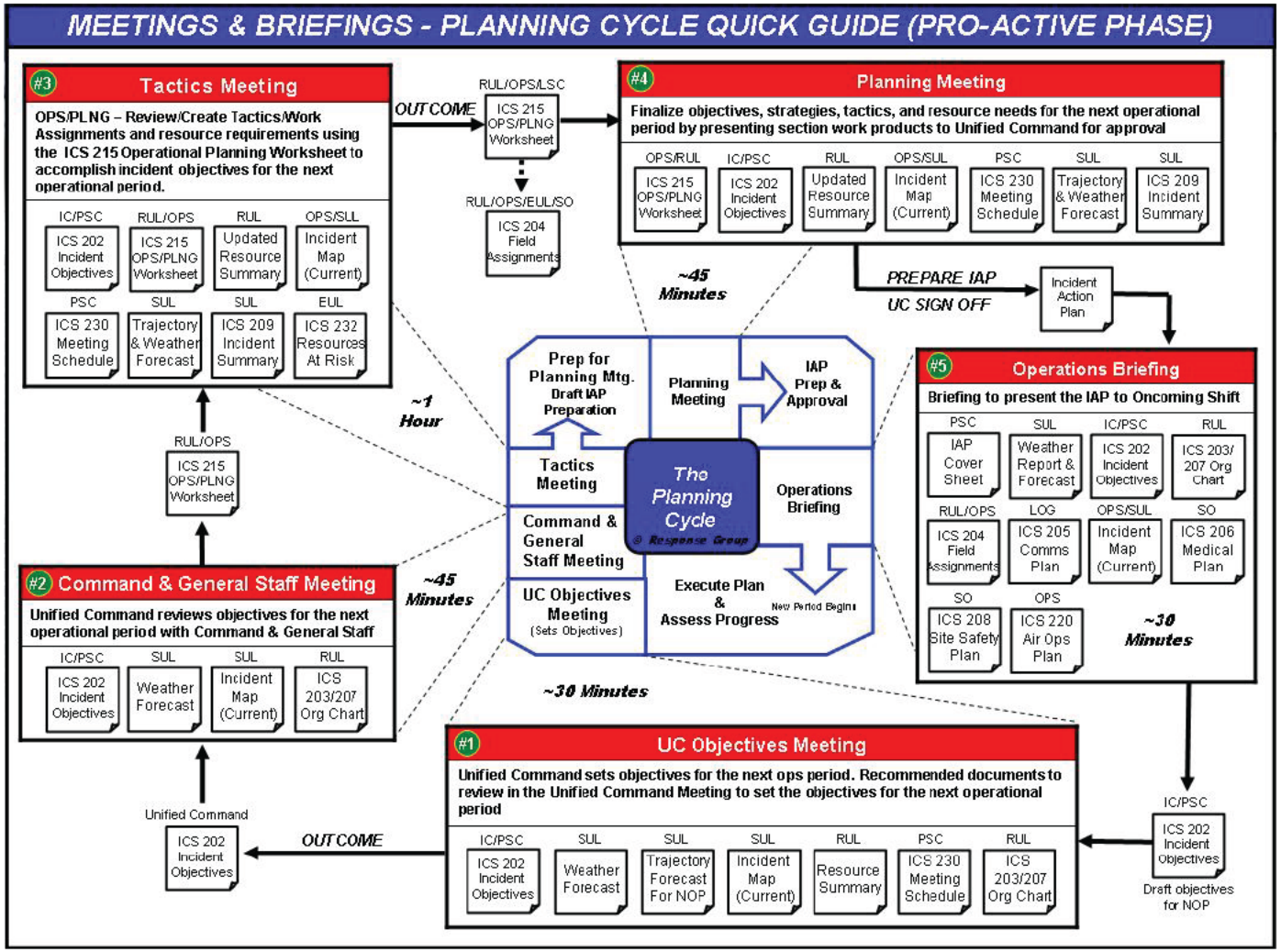
Planning Cycle Matrix

Figure 12-3b



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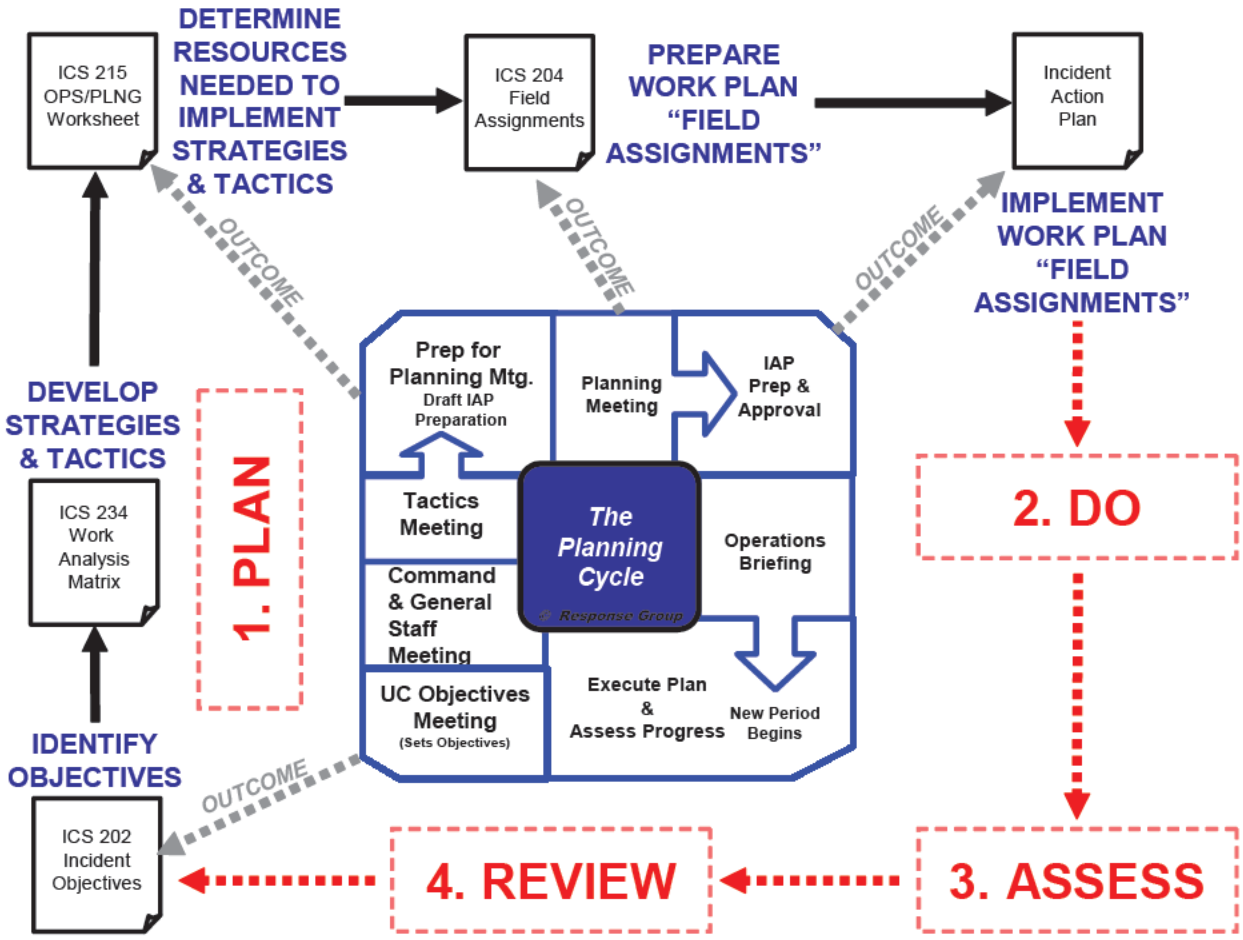
Planning Cycle Matrix

Figure 12-3c



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13. RESOURCE PROTECTION METHODS

The waters of the Pacific Region are ecologically rich and are used for recreation, fishing, bird migration, wildlife refuge, state parks, etc. Conversely, the same waters contain highly industrialized areas, oil transfer facilities, water intakes, and oil and chemical transfers by barge and deep-draft vessels.

Plants, marine life, and animals that inhabit this environment are in a delicate state of balance under natural conditions. The introduction of oil into the environment may disrupt this balance. Therefore, it is vital to protect environmentally sensitive areas from the harmful effects of an oil release. Many of the organisms living in the Region have a limited ability to cope with changes in their environment. It is important to keep spills contained in open water and minimize shoreline exposure to the extent possible. Therefore, the State of California has created the OSPR Wildlife Response Plan for California (2005) and the General Wildlife Hazing Plan for Oil Spills in California (Appendix III (f)) in the event of animal hazing. ExxonMobil retains an electronic copy of the above mentioned Plan.

The focus of response efforts will be to protect human life and health, sensitive environmental and ecological areas, and economic entities. Appropriate agency representatives should be consulted prior to implementation of any resource protection strategies to ensure compliance with applicable guidelines and laws.

A. Shoreline Protection Methods – Offshore

Offshore protection methods are detailed in **Figure 13-2**.

B. Shoreline Protection Methods – Nearshore/Shoreline

Organizations must not rely upon offshore/nearshore response activities alone to prevent shoreline impact. While other response technologies are being deployed during the initial response, the IMT should identify “resources at risk” to determine appropriate shoreline protection locations and mobilize spill response resources to protect those areas. Area Contingency Plans (ACPs), Environmental Sensitivity Index (ESI) maps and TRG’s Shoreline Response Guides may be used to rapidly identify marine and shoreline “resources at risk” or areas of special environmental or economic importance, as well as appropriate protection methods and potential collection/recovery points during the initial response. Subsequently, federal and state resource trustees and/or experts may recommend additional “resources at risk” or prioritized alternative protection methods, e.g. pass (estuaries) protection plans. Along with these recommendations, the trustees may pre-approve selected preventative shoreline tactics prior to shoreline impact (pre-SCAT). Some potential Nearshore/Shoreline protection methods are outlined in **Figure 13-1**.

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Nearshore/Shoreline Protection Methods — Figure 13-1

Method	Applicability	Limitations
Containment Booming	Used to contain oil to prevent further spreading. Various techniques may be used depending on the conditions at the time of the incident.	Can be successful in containing all types of oil in water sea states of 0-3 ft. Used in all sizes of spills.
Diversion Booming	Used to divert oil from entering waterways, canals, water intakes or any other environmental sensitive area.	Can be successful in containing all types of oil in water sea states of 0-3 ft. Used in all sizes of spills.
Sorbent Booming & Pads	Used to collect oil on calm or stagnant water.	Used mainly in calm waters. Can absorb all types of oil.
Mechanical Diversion	Pumps can be used to spray water at spills to direct oil to desired collection areas or away from areas to be protected.	Used mainly in calm waters on small spills. Can be used on all types of oils.
Mechanical Recovery	Shallow water vessels and skimming systems used to recover oil collected by various containment booming methods.	Can be successful in removing all types of oil from water in sea states of 0-4 ft. Used in all sizes of spills.
Surface Treatment Agents	Applied to shore zone before oil is stranded Prevents oil from adhering to the substrate	Applicability and effectiveness not yet fully assessed May be difficult to apply on long sections of shore Oil must be flushed from the shore and agent removed if it does not degrade naturally
Collection Agents	Applied along water line before oil is stranded Reduces natural dispersion of oil	Reduces area of shoreline contamination Reduces penetration into beach
Dikes and/or Ditches	Ditch up to 3 feet deep dug parallel to shore at upper limit of wave action Sediment removed used to build dike on landward side of the ditch On pebble-cobble beaches can fill ditch with sorbents to collect oil and prevent oil penetration Most suitable on sand beaches	Prevents oil being washed onto the backshore, small coastal inlets, or tidal channels serving wetlands and marshes Can be constructed mechanically along long beach sections Ditch acts as a collector of oil which can be removed with buckets, hand pumps, or vacuum pumps
Dams	Used for shallow streams where booms cannot be deployed	Acts as a boom for exclusion of oil Can be constructed to allow water to flow through dam Can be applied to situations similar to when dikes or ditches are applicable
Viscous Absorbents	Applied manually to the beach, rock jetties, etc.	Excellent with heavier oils Can be recycled and reused Reduces penetration into rocks

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C. Waterfowl and Wildlife Protection

Anytime oil is spilled on water, methods to protect waterfowl and wildlife will be considered. Although these methods may be used in open waters, a considerable amount of effort will be spent providing waterfowl and wildlife protection in their living habitats along shorelines and natural nesting areas. Some of the methods that will be considered for waterfowl and wildlife protection are detailed in **Figure 13-3**.

For information related to protection methods versus the various physical settings refer to **Figure 13-4**.

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Offshore Protection Methods — Figure 13-2

Method	Applicability	Limitations
Mechanical Recovery	Mechanical recovery equipment, including Oil Spill Response Vessels (OSRVs), Oil Spill Response Barges (OSRBs), and Vessel of Opportunity Skimming Systems (VOSS), could be mobilized from contracted OSROs.	Successful in removing oil in sea states of 0-4 ft. Used in all sizes of spill.
Containment Booming ("V" Booming, "J" Booming, Teardrop Booming, Boat Booming, Dynamic Booming.	Contains oil to prevent spreading. Various booming techniques may be utilized dependent upon prevailing conditions.	Successful in containing all types of oil in sea states of 0-4 ft. Used in all sizes of spills.
Chemical Dispersion	Application of surface and/or subsea chemical to disperse oil and suspend it in the water column. May be applied by airplane, boat, and/or ROV. Requires regulatory agency approval.	Limited by weather conditions, thickness and volatility of oil. Application should be conducted as soon as possible pending approvals.
In-Situ Burning	Burning oil to prevent spreading	Limited by weather conditions, thickness and volatility of oil. Should be conducted in first days of spill.
Natural Dispersion and Dissolution / Evaporation	Allow natural elements (i.e., wave action, evaporation, etc.) to remove oil from water.	No limitations. Used in circumstances of small and large spills that pose no threat to sensitive areas.
Diversion Booming	Deployed at an angle to approaching slick to divert oil away from sensitive shoreline resources.	Wave heights less than 1ft. protects shoreline resources (i.e., tidal inlets, salt marshes, sand/mudflats, etc.).
Sorbent Booming	Backup boom to absorb entrained oil. Deployed in conjunction with containment boom across approaching oil slick.	Limited by weather conditions. Calm seas with little wind.

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Protection-Methods for Waterfowl and Wildlife — Figure 13-3

Method	Applicability	Limitations
Noise Devices (propane cannons, guns, alarms, horns, etc.)	Devices used to provide noise to keep birds away from impact areas may be used onboard boats or at shorelines	Long term use reduces results. Birds/wildlife may become acclimated to sound; not practical in nesting areas.
Vehicles and Boats	Noise from motors and horns may keep birds and wildlife away from impact areas.	Limited use in shoreline areas; not practical in nesting areas.
Over flights	Noise from airplanes and helicopters may keep birds and wildlife away from impact areas.	Limited by weather conditions; not practical in nesting areas.
Fencing and Netting	Fencing and netting may be placed around impact areas to keep nestlings from entering.	Limited to areas accessible for fencing and netting
Notify spill response personnel in boats to watch for aquatic mammals	Conduct safety meeting to discuss safety issues concerning wildlife including aquatic mammals	Poor light & inclement weather conditions
Helium filled balloons stationary figures	Place balloons & figures in impact areas	
Play recorded sounds of alarmed birds	Play recorded sounds of alarmed birds in impact areas	

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Protection Methods versus Physical Setting — Figure 13-4

	Oil Recovery		Floating Barriers					Solid Barriers						Other		
	Open-Water Skimming	Netting	Shallow water Boom	Inland Boom	Harbor Boom	Open-Water Boom	Sorbent Boom	Earthen Barrier	Underflow Dam	Overflow Dam	Trench	Flowgate	Locks	Air/Water Streams	Bubble Barriers	Improvised Barrier
Open-Water	V	C	-	-	C	V	-	-	-	-	-	-	-	-	-	-
Open Exposed Shoreline	V	C	-	-	C	V	-	C	-	-	C	-	-	-	-	-
Sheltered Shoreline	C	C	C	V	C	C	-	V	-	-	C	V	-	C	C	C
Rivers and Banks	C	-	V	V	C	-	-	C	-	-	C	-	C	-	-	C
Entrances	V	C	-	C	V	V	-	-	-	-	C	-	-	-	-	-
Salt Water Marshes and Creek Mouths	-	-	V	C	-	-	C	V	C	C	C	C	-	-	-	V
Freshwater Marshes and Swamps	-	-	V	C	-	-	C	C	C	-	C	-	-	-	-	C
Tidal Inlets	C	-	V	C	C	-	-	C	-	-		-	-	-	-	-
Intermittent Creeks	-	-	V	C	-	-	C	V	C	C	C	C	-	-	-	V
Streams	-	-	V	C	-	-	C	C	C	C	C	-	-	-	-	C
Vegetated Shorelines	-	-	C	V	C	-	C	-	-	-	-	-	-	-	-	-
Sand/Mud Flats	C	-	V	C	C	-	C	C	-	-	-	-	-	-	-	C
Submerged Habitats and Resources	C	-	C	C	C	C	-	-	-	-	-	-	-	-	-	C

V = Viable Method C = Conditional Method = Not Applicable

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14. MOBILIZATION AND DEPLOYMENT METHODS

A. Overview

ExxonMobil places an emphasis on a rapid response to releases of all sizes through a coordinated effort by Spill Management Team members, government agencies, OSRO's, and support services. Preplanned response objectives and strategies have been developed to ensure an effective and timely response to any oil spill.

B. General Response Strategy

Upon notification of an oil release from an ExxonMobil facility or operation in the region, ExxonMobil response personnel will make the initial notifications to all involved government agencies, OSRO's, and associated support services.

ExxonMobil will respond to an oil spill as far offshore as possible using all tools so as to minimize shoreline impact. ExxonMobil's response plans will include the following optimum response strategy for an offshore release:

- Upon approval, respond with aerially applied dispersants, because they can be initiated very quickly to rapidly treat large areas;
- Deploy equipment to contain, recover and disperse thick oil near the source. The appropriate Platform based equipment listed in Appendix E will be deployed as quickly and safely as possible. Typically, containment boom can be deployed within an hour of notification. Once notified, Clean Seas will dispatch an OSRV to the platform and can typically begin recovery operations within 2 hours.
- Deploy in situ burning equipment to burn thick oil near the source;
- Continue to use aerially-applied dispersants, as approved, for oil further from the source, including during calm seas and on emulsified oil, where mechanical recovery/in situ burn operations are less effective;
- Utilize vessels of opportunity to provide a line of defense against small slicks approaching shorelines.
- Implement protective booming of priority areas, which should be conducted as identified through shoreline assessments and cleanup teams.

ExxonMobil has a contract in effect with Clean Seas & MSRC, as well as other OSRO's, to ensure availability of personnel, services, and equipment on a 24 hour per day basis. Copies of OSRO's contracts are found in **Appendix D**. The OSRO's can provide resources in sufficient quantities and recovery capacity to respond effectively to oil spills from the facilities and leases covered by this plan including the worst case discharge scenarios. The list of the Oil Spill Removal Organizations (OSRO's) may be found in **Figure 7-2**.

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OSRO's under contract with ExxonMobil have oil spill response equipment located throughout the region. Much of the equipment is in road-ready condition and available to be transported on short notice to the nearest predetermined staging areas(s). The "road-ready" condition ensures the shortest possible response time for transporting equipment to the designated staging area. Major equipment locations can be found in **Figure 14-2**.

Clean Seas will dispatch OSRVs to deploy boom and skimmers, the recovered oil will be stored aboard the Clean Seas vessels. The Fisherman's Oil Response Team (FORT) may be activated through Clean Seas to assist with boom positioning and other offshore activities. Clean Seas contracts with Metson Marine for management of the FORT. Only FORT members meeting all contractual and regulatory requirements will be mobilized to assist in an ExxonMobil spill response. Clean Seas maintains a Crew Emergency Response Team (CERT) consisting of HAZWOPER-trained personnel available for a variety of tasks, including shoreline cleanup. MSRC maintains a group of environmental services contractors called the Spill Team Area Responders (STARs).

•	**Procurement Time** Time required after "Authorization to Proceed" is received to assemble response equipment and operation personnel, load the needed/ requested equipment, and prepare to get underway toward the spill event. A two (2) hour mobilization and load-out time has been factored in to the travel for the land based Vessel of Opportunity Skimmer System (VOSS) packages. A four (4) hour mobilization of Supplemental Offshore Vessels and Marine Portable Tanks (MPTs) should be met during the land transport of the VOSS units. This is seldom a limiting factor in the actual response.
•	**Load-out Time** The time required to transfer the response equipment to a Vessel of opportunity for carriage to the spill site. A two (2) hour load-out time must be added to the tables as the time needed to transfer VOSS packages and MPTs to the Offshore Vessels.
•	**Travel Time** This is the over-the-road time calculated according to the Planning standards mandated by OPA-90. It includes an average speed of 35 miles per hour in a straight line.

The maps illustrated in **Figure 14-4a, b & c** indicate sailing distances from various shore bases in increments of 6 and 12 hours.

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C. Transportation of Personnel, Equipment, and Resources

The mobilization and deployment of personnel, equipment, and materials to predetermined staging areas in an expedient manner is essential to the success of the spill response operation. ExxonMobil, in cooperation with state and local law enforcement officials, will work to establish "protected" land routes to minimize traffic congestion during the transportation of response resources. These routes may also be used for transporting accumulated waste (oiled debris, sorbents, etc.) from collection areas to designated waste treatment, storage, and/or disposal sites.

Transportation resources will include trucking, marine vessels, and aircraft. Trucking types may include vacuum trucks, flatbeds, pickups, semi-tractor trailers, etc. Aircraft will include airplanes, helicopters and sea planes. Marine vessels will include vessels of opportunity tug boats, utility vessels, shallow water barges, crew boats, etc. Information related to transportation resources may be reviewed in **Figure 14-6**. For a complete listing of transportation resources, refer to **Appendix F**.

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Personnel & Equipment Typically Employed — Figure 14-1

Response Level	ExxonMobil	OSROs and Contractors
Primary	Responders: Onsite Response Team (ORT) Site characterization using platform-based instrumentation Containment via platform- or crewboat-mounted boom Recovery via platform-mounted absorbents	Clean Seas fast-response vessel for site characterization assistance, if needed On-shore contractor for transportation, storage, disposal of recovered oil
Secondary	Responders: ORT and Emergency Local Interfunctional Response Team (ELIRT) Site characterization using platform-based instrumentation Containment via platform- or crewboat-mounted boom Formation of Unified Command with federal, state and local agencies to manage spill response	Clean Seas fast-response vessel for site characterization assistance Clean Seas OSRV for boom deployment Clean Seas OSRV for recovery via skimmers and storage of recovered oil Fisherman's Oil Spill Response Team to assist with boom positioning
Tertiary	Responders: ORT, ELIRT and North America Regional Response Team (NARRT) Site characterization using platform-based instrumentation Containment via platform- or crewboat-mounted boom Formation of Unified Command with federal, state and local agencies to manage spill response	Clean Seas fast-response vessel for site characterization assistance Clean Seas OSRV for boom deployment Clean Seas OSRV for recovery via skimmers and storage of recovered oil Clean Seas barge for additional storage Marine Spill Response Corporation (MSRC) OSRV and skimming barge for boom deployment, skimming, storage of recovered oil Fisherman's Oil Response Team (FORT) and Spill Team Area Responders (STARs) to assist with boom positioning and shoreline protection, if necessary If necessary, onshore contractors for shoreline cleanup, including Crew Emergency Response Team (CERT) Onshore contractors for transportation of recovered oil

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D. Staging Area List

In the event of a spill, ExxonMobil and the primary OSROs will identify one or more onshore staging areas based on the spill location and the direction of spill movement. Staging areas may be moved during the response as conditions change (i.e., wind, current, etc.). Ideally, staging areas will have adequate parking, access to water (boat ramps, cranes, etc.), lighting, telephones, potable water, restrooms and building(s), as well as proximity to the spill area(s). ExxonMobil staging areas include private sector industrial sites and are available for review in **Figure 14-5.**

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MSRC Equipment Location Map

Figure 14-2

(b) (7)(F), (b) (3)

Pre-Staged Equipment & Pacific Region Staging Area Transit Times Cross-Reference (Water) Figure 14-3a

The response times shown include an estimated 2 hour mobilization and load-out. See **Appendix E** for equipment specifications and photographs.

	Morro Bay	Avila Beach	Santa Barbara	Ellwood	Carpinteria	Gaviota	Ventura	Port Hueneme	Point Mugu
Equipment Pre-Staged Location	**Pacific Region Staging Areas (With transit time in hours)**								
Morro Bay	--	2 (23 mi)	10 (125 mi)	9 (113 mi)	11 (137 mi)	7 (92 mi)	11.5 (147 mi)	13 (161 mi)	13 (162 mi)
Avila Beach	2 (23 mi)	--	8 (102 mi)	7 (90 mi)	9 (114 mi)	5.5 (69 mi)	10 (124 mi)	11 (138 mi)	11 (139 mi)
Gaviota	7 (92 mi)	5.5 (69 mi)	3 (34 mi)	1.5 (18 mi)	3 (42 mi)	--	4.5 (58 mi)	5 (65 mi)	5.5 (72 mi)
Santa Barbara	10 (125 mi)	8 (102 mi)	--	1 (14 mi)	1 (11 mi)	2.5 (32 mi)	2 (26 mi)	3 (35 mi)	3.5 (44 mi)
Carpinteria	11 (137 mi)	9 (114 mi)	1 (11 mi)	2 (24 mi)	--	3 (42 mi)	1 (15 mi)	2 (25 mi)	2.5 (32 mi)
Ventura	11.5 (147 mi)	10 (124 mi)	2 (26 mi)	3 (40 mi)	1 (15 mi)	4.5 (58 mi)	--	1 (12 mi)	1.5 (18 mi)
Port Hueneme	13 (161 mi)	11 (138 mi)	3 (35 mi)	4 (49 mi)	2 (25 mi)	5 (65 mi)	1 (12 mi)	--	1 (7 mi)
Point Mugu	13 (162 mi)	11 (139 mi)	3.5 (44 mi)	4.5 (58 mi)	2.5 (32 mi)	5.5 (72 mi)	1.5 (18 mi)	1 (7 mi)	--
Bakersfield	--	--	--	--	--	--	--	--	--
Long Beach	18 (228 mi)	16.5 (211 mi)	9 (111 mi)	9.5 (119 mi)	5.5 (72 mi)	11 (136 mi)	6.5 (84 mi)	6 (74 mi)	5 (64 mi)
Ellwood	9 (113 mi)	7 (90 mi)	1 (14 mi)	--	2 (24 mi)	1.5 (18 mi)	3 (40 mi)	8 (99 mi)	4.5 (58 mi)
Cojo Bay	6.5 (83 mi)	5 (62 mi)	3.5 (45 mi)	2.5) (30 mi	4.5 (54 mi)	1 (13 mi)	5.5 (68 mi)	6 (77 mi)	7 (85 mi)

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Pre-Staged Equipment & Pacific Region Staging Area Transit Times Cross-Reference (Land) Figure 14-3b

Equipment Pre-Staged Location	Morro Bay	Avila Beach	Santa Barbara	Ellwood	Carpinteria	Gaviota	Ventura	Port Hueneme	Point Mugu
	Pacific Region Staging Areas (With transit time in hours)								
Morro Bay	0	1 (23.6 mi)	2 (118 mi)	2 (107 mi)	2.5 (131 mi)	1.5 (87.8 mi)	2.5 (146 mi)	3 (158 mi)	3 (164 mi)
Avila Beach	1 (24 mi)	0	2 (101 mi)	1.5 (89.1 mi)	2 (114 mil)	1.5 (70.1 mi)	2.5 (128 mi)	2.5 (140 mi)	2.5 (146 mi)
Gaviota	1.5 (87.8 mi)	1.5 (70.1 mi)	1 (30.8 mil)	1 (19.1 mi)	1 (43.6 mi)	0	1 (58.3 mi)	1.5 (70.3 mi)	1.5 (75.6 mi)
Santa Barbara	2 (118 mi)	2 (101 mi)	0	1 (12.6 mil)	1 (13 mi)	1 (30.8 mil)	1 (27.7 mi)	1 (39.7 mi)	1 (45 mi)
Carpinteria	2.5 (131 mi)	2 (114 mi)	1 (13 mi)	1 (29 mi)	0	1 (43.6 mi)	1 (15.5 mi)	1 (27.5 mi)	1 (32.8 mi)
Ventura	2.5 (146 mi)	2.5 (128 mi)	1 (27.7 mi)	1 (39.4 mi)	1 (15.5 mi)	1 (58.3 mi)	0	1 (12.6 mi)	1 (17.9 mi)
Port Hueneme	3 (158 mi)	2.5 (140 mi)	1 (39.7 mi)	1.5 (51.8 mi)	1 (27.5 mi)	1.5 (70.3 mi)	1 (12.6 mi)	0	1 (5.9 mi)
Point Mugu	3 (164 mi)	2.5 (146 mi)	1 (45 mi)	1.5 (57.7 mi)	1 (32.8 mi)	1.5 (75.6 mi)	1 (17.9 mi)	1 (5.9 mi)	0
Bakersfield	3 (134 mi)	3 (144 mi)	2.5 (147 mi)	3 (159 mi)	2.5 (135 mi)	3 (177 mi)	2.5 (120 mi)	2.5 (124 mi)	2.5 (125 mi)
Long Beach	4 (234 mi)	4 (217 mi)	2 (116 mi)	2.5 (128 mi)	2 (104 mi)	2.5 (146 mi)	1.5 (88.7 mi)	2 (84.2 mi)	1.5 (80 mi)
Cojo Bay	2 (92 mi)	1.5 (74.3 mi)	1.5 (63.8 mi)	1 (52.2 mi)	1.5 (76.6 mi)	1 (33.3 mi)	2 (91.3 mi)	2 (103 mi)	2 (109 mi)

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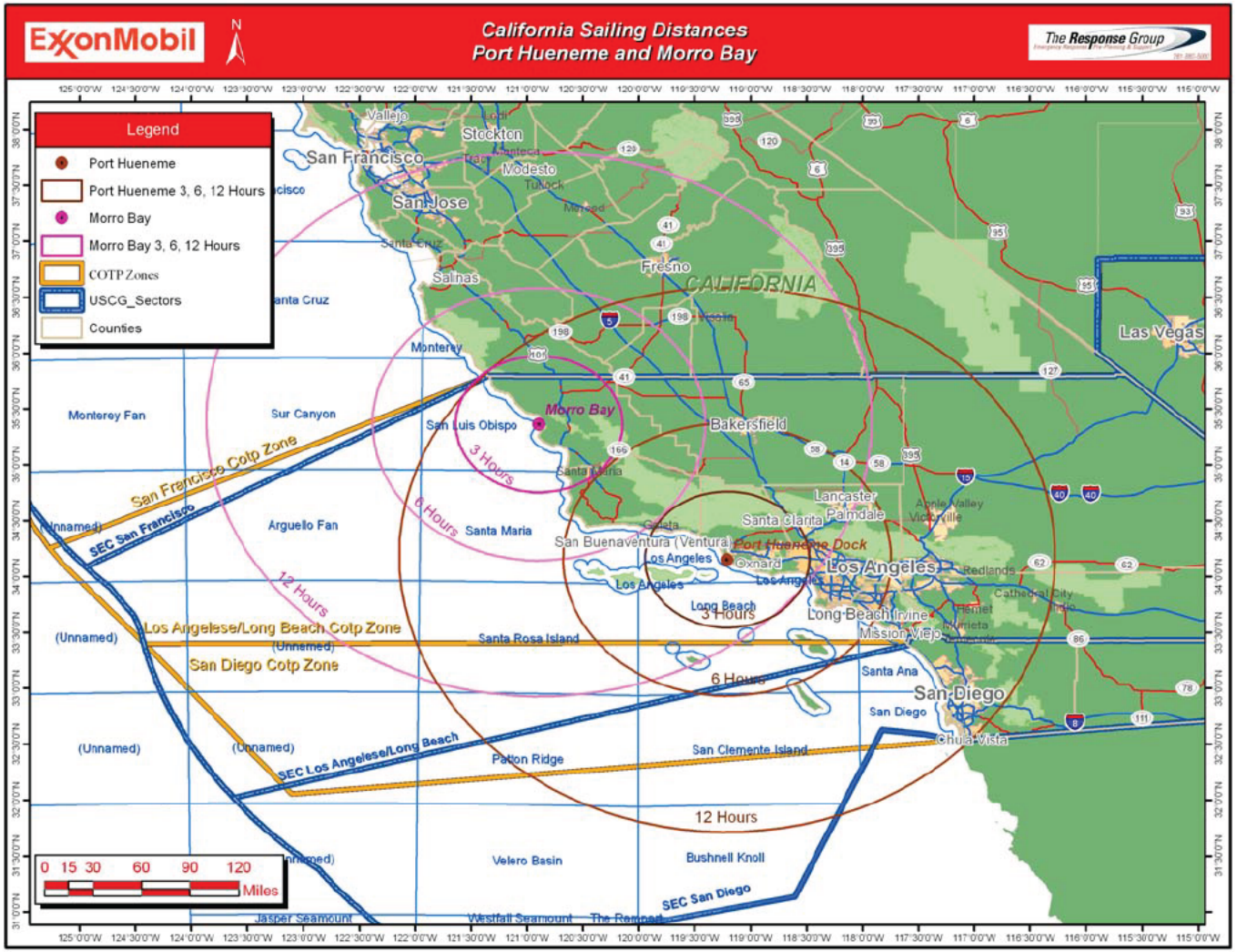
California Sailing Distance Port Hueneme and Morro Bay — Figure 14-4a



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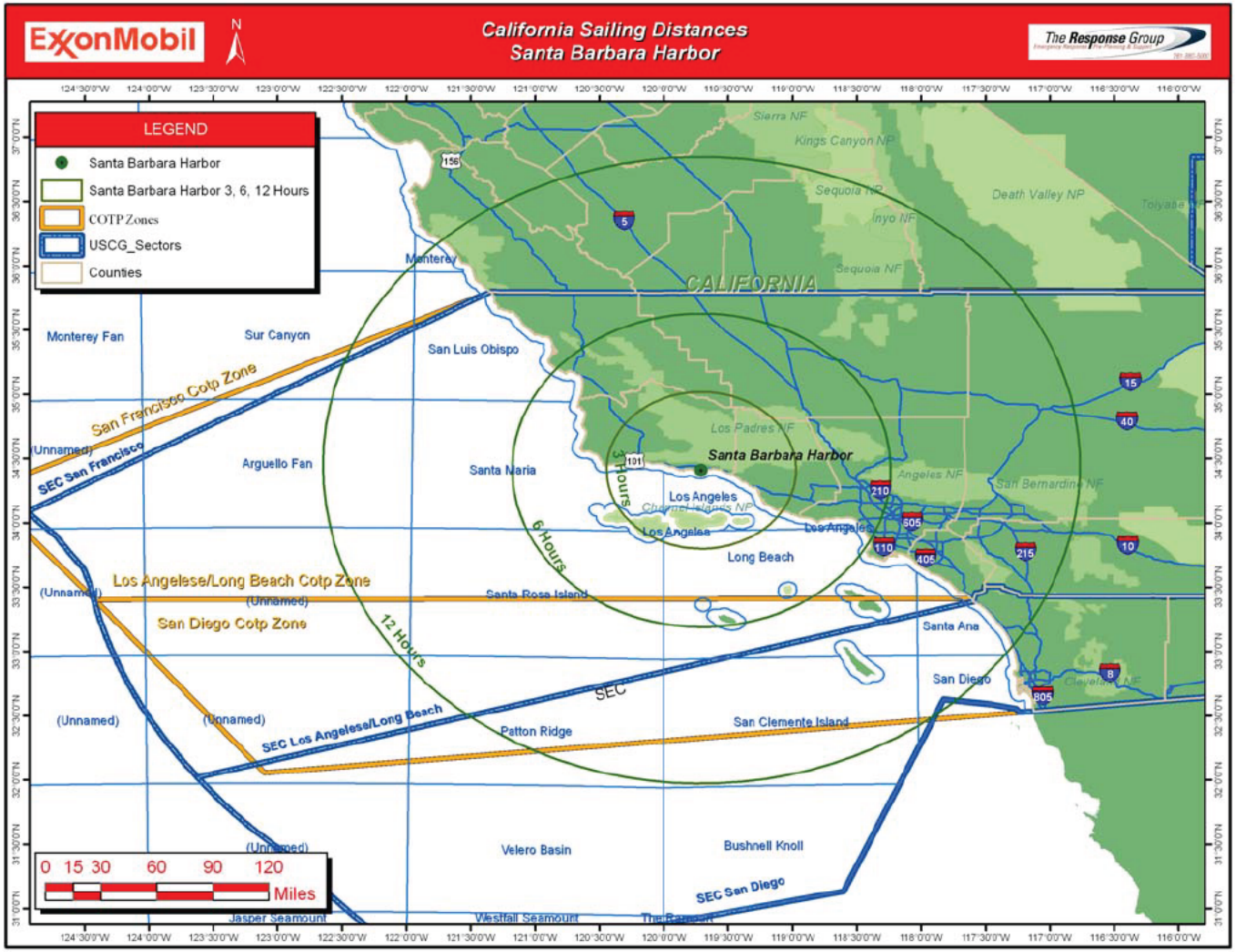
California Sailing Distance Santa Barbara Harbor

Figure 14-4b



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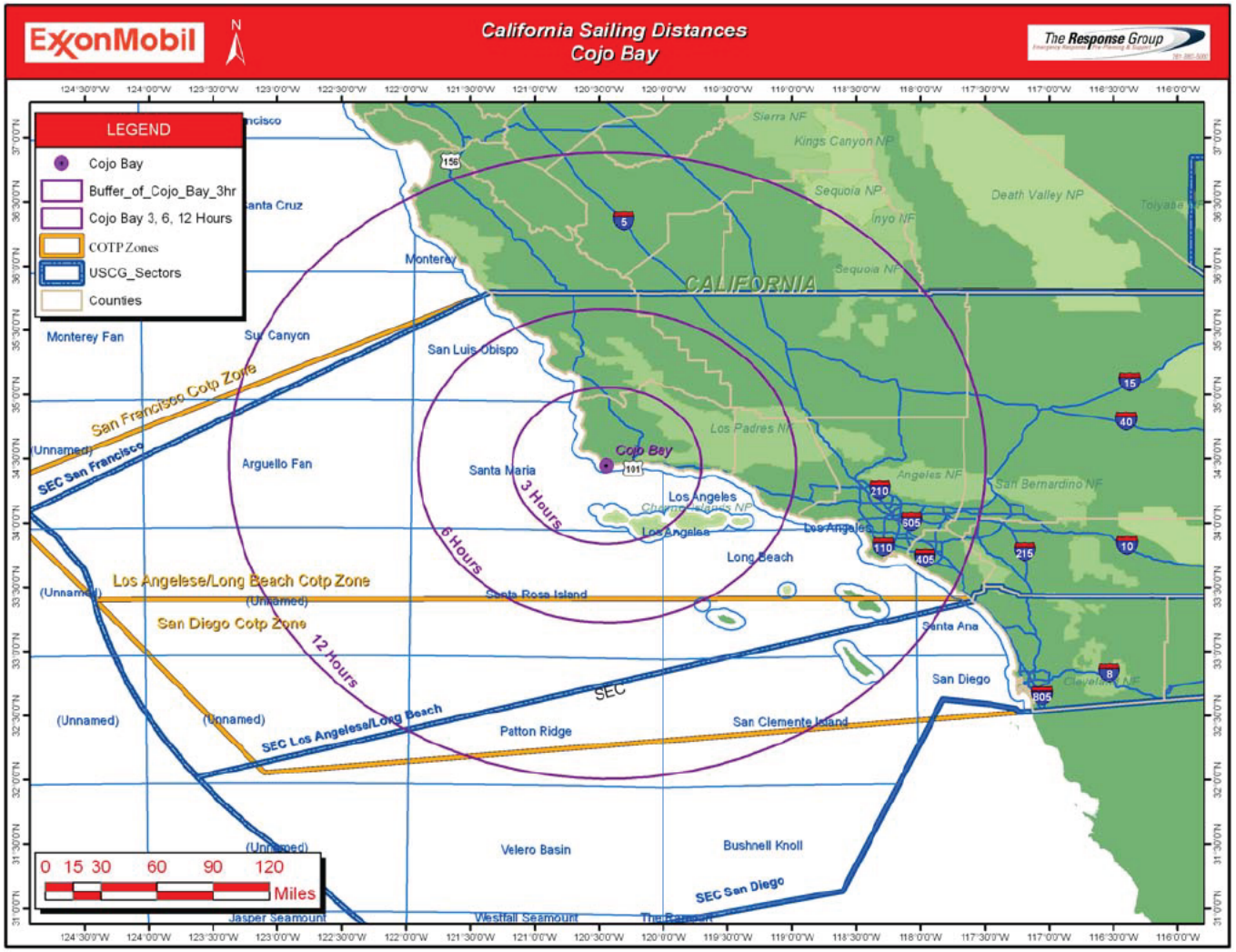
California Sailing Distance Cojo Bay

Figure 14-4c



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Staging Areas — Figure 14-5

Name	Status	Contact	Fuel Docks	Hoists/Crane	Ramps
MORRO BAY Coordinates (b) (7)(F), (b) (3)	Small craft harbor for pleasure and commercial/sport fishing vessels. Minimal commercial use.	Morro Bay Harbormaster: (805) 772-6200 (805-772-6254 VHF Channel 16 U.S. Coast Guard - Morro Bay: (805) 772-2167 VHF Channel 16	General anchorage in bay or small boat basin at White Point; 5 small boat marinas; Minimal staging areas primarily limited to pier and wharfage		
			Morro Bay Fuel Dock Marina (805) 772-8617	N/A	South end of The Embarcadero
PORT SAN LUIS Coordinates (No. 3 whistle buoy) (b) (7)(F), (b) (3)	Seaport is for San Luis Obispo. This port is primarily an oil-loading terminal, but is also used as a base for commercial fishing boats, sports fishing boats and recreational craft.	Port San Luis Harbor District: (805) 595-5400 U.S. Coast Guard Morro Bay: (805) 772-2167 VHF Channel 16	General anchorage in Bay Staging area potential – contact Harbor District		
			Port San Luis Harbor District: (805) 595-5400	San Luis Yacht Club (60T) (805) 773-0828 Includes boatyard, sport boat hoist	Avila Pier (1,500 lb hoist) Hartford Pier (2,000 lb, 4,000 lb, 8,000 lb hoists)
GAVIOTA STATE PARK	California State Park operates the recreational pier at Gaviota.	(805) 968-1033	Primarily recreational fishing pier for public use Approximately 350 feet in length. No staging area or facilities for vessel side tie		
			N/A	1 small boat hoist (2-ton) 6am-8pm	N/A

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Name	Status	Contact	Fuel Docks	Hoists/Crane	Ramps
ELLWOOD PIER	Used for offshore petroleum facility support.		Crew/light supply loading/unloading; Staging area available on pier		
			N/A	N/A	N/A
SANTA BARBARA HARBOR Coordinates (b) (7)(F), (b) (3)	Small craft harbor for pleasure and commercial/sport fishing vessels.	Harbormaster: (805) 564-5531 VHF Channel 16 U.S. Coast Guard Santa Barbara (805) 962-7430	700 slips/50 moorings; Anchorage available behind breakwater; Minimal staging area		
			Union Marine Station (805) 962-7186 (805) 963-3808	The Boatyard (30T) (805) 965-0887	Santa Barbara Harbor launching ramp on Cabrillo Boulevard off Castillo Street at east part of harbor
CASITAS PIER Carpentaria, CA	Operated by Clean Seas as offshore facility support	(805) 684-3838 (Clean Seas)	Crew/light supply vessel loading and unloading; Approximately 800 feet in length; Staging area available		
			Crane - 35-ton Hoist - 3,000 lb	N/A	N/A
VENTURA HARBOR (b) (7)(F), (b) (3)	Small craft harbor for pleasure and sport fishing vessels. Also supports oil company support vessels.	Harbormaster: (805) 642-8618 VHF Channel 16 & 12 Ventura Port District 1603 Anchors Way Dr (805) 642-8538 U.S. Coast Guard Channel Islands (805) 985-9822 VHF Channel 16 and 22 Santa Barbara Marine Operator: (805) 963-0511 VHF Channel 25 or 86	No general anchorage; 3 small boat marinas National Park Headquarters Channel Islands: (805) 658-7336 Staging area minimal; limited to one dock for dispersant loading to vessels		
			Dave's Fuel Dock (UNOCAL): (805) 644-6776	Anchors Way Marine 40T, 200T (805) 642-6755 Ventura Harbor Boatyard Inc. 30T, 150T, Mobile Petibone Crane (805) 654-1433	Public ramp located immediately east of and opposite the entrance channel

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Name	Status	Contact	Fuel Docks	Hoists/Crane	Ramps
CHANNEL ISLANDS HARBOR Coordinates (b) (7)(F), (b) (3)	Small craft harbor for pleasure and commercial/sport fishing vessels. Minimal commercial use.	Channel Islands Harbor Master: (805) 382-3007 VHF Channel 16 and 12 U.S. Coast Guard Channel Islands: (805) 985-9822 VHF Channel 16 and 22 Santa Barbara Marine Operator: (805) 963-0511 VHF Channel 25 or 86	No general anchorage; 7 small boat marinas; Minimal staging areas available		
			Channel Island Marine Services: (805) 968-9716 1,500 slips	Anacapa Marine Services (30T) (805) 985-1818 Channel Island Marine 60T, mobile 30T, 10T (805) 968-9716	Launch Channel at intersection of Harbor Marina Drive and Victoria Ave.: (805) 382-3007
PORT HUENEME HARBOR Coordinates (b) (7)(F), (b) (3)	Under control of U.S. Navy. Southeast part of basin leased to Oxnard Harbor District and operated as deep draft commercial terminal used by cargo vessels, oil company support vessels, commercial and sport fishing.	Oxnard Harbor District (805) 488-3677 Port Hueneme Wharfinger (805) 488-4615 (24 hours) VHF Channel 16 and 14 Monitor: 06 & 16 U.S. Coast Guard Channel Islands: (805) 985-9822 VHF Channel 16 and 22	No general anchorage or ramps; 5 deep draft berths; 3,200 linear feet; 400 feet medium draft; Staging area for dispersant storage and vessel dispersant loading		
			Tractide Marine Corp: Fuel Terminal (805) 488-8788 Oil Spill Emergency (805) 377-0744	(5T to 150T) OST Truck & Crane Service (805) 643-9963 T & T Truck & Crane Services (805) 488-4475	N/A

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Transportation Resources — Figure 14-6

NAME	ADDRESS	TELEPHONE
AIRCRAFT/AIRPORTS		
Advanced Cleanup Technologies (ACTI)	Long Beach, CA	310-763-1423
Ameriflight	Burbank, CA	818-980-5005
HELICOPTERS		
Aspen Helicopters, Inc.	Oxnard, CA	805-985-5416
Briles Wings & Helicopters, Inc.	Van Nuys, CA	818-994-1445
TRUCKING		
Advanced Cleanup Technologies (ACTI)	Bakersfield, CA	661-392-7765
	Oxnard, CA	310-763-1423
	Filmore, CA	805-524-4997
Clean Harbors Environmental Service, Inc.	Los Angeles, CA	323-277-2500
	San Diego, CA	858-547-3100
Ecology Control Industries (ECI)	Ventura, CA	805-648-5123
M P Environmental Services, Inc.	Bakersfield, CA	800-458-3036
Ocean Blue Environmental Services	Long Beach, CA	800-990-9930
OST Truck and Crane	Ventura, CA	805-643-9963
Patriot Environmental Services	Long Beach, CA	805-921-1112
T & T Crane	Ventura, CA	805-648-3348
MARINE VESSELS		
Action Cleaning Corporation	San Diego, CA	619-233-1881
American Marine Corporation	Terminal Island, CA	310-547-0919
Ancon Marine Inc.	Rancho Dominguez, CA	310-522-5110
Brusco Tug & Barge	Port Hueneme, CA	805-986-1600
C & C Boats	Huntington Beach, CA	714-536-4864
CA Office of Oil Spill Prevention & Response	Sacramento, CA	916-445-9338
Clean Harbors Environmental Services, Inc.	Los Angeles, CA	323-277-2500
	San Diego, CA	858-547-3100
Fisherman Oil Spill Response Team (FORT) (Clean Seas)	Carpinteria, CA	805-684-3838
Harley Marine Services	Wilmington, CA	310-549-1700
Patriot Environmental Services	Long Beach, CA	805-921-1112
So. Cal Ship Services	Long Beach, CA	310-519-8411
Tidewater Marine	Oxnard, CA	805-271-1313
Tractide Marine Corporation	Port Hueneme, CA	805-984-8062
US Navy	Port Hueneme, CA	805-989-7209

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E. Recovery Rates

OSPR regulations require that oil spill response plans describe the on-water containment and recovery resources that are available to respond to potential spills involving a facility or vessel. This section discusses the standards set forth by these regulations. **Figure 14-7** lists the regulatory requirements for daily recovery rates (caps) for both facilities and vessels.

Daily Recovery Rate Planning Caps for Facilities and Vessels[1] **Figure 14-7**

	12 hours	18 hours	36 hours	60 hours
*Facility Transfer areas/Santa Barbara Channel area - facility	19,531			
Santa Barbara Channel area[2] – vessels	19,531		35,156	66,406
Balance of the coast – vessel		15,625	31,250	62,500

1 Federal USCG/OPA 90 regulations are less than or equal to these daily recovery rates for all these caps.

2 Clean Seas currently does not have any covered tank vessels working in the Santa Barbara Channel

* Maximum facility spill volume from facilities in area of response is less than 10,000 bbl

In addition, facility transfer points must have access to 3,125 bbl per day (bpd) recovery capacity that can be on scene within 2 hours. If containment can be deployed within the 2-hour time frame, the 3,125 bpd recovery capacity can be on scene within 3 hours.

These daily recovery rates represent the amount of on-water recovery equipment that must be under contract for deployment and operation.

These time frames are for planning purposes only and are not meant to be performance standards. The time frames identified above do not necessarily account for the time required to conduct the site characterization and assessment. In addition, delays may also occur as a result of weather and sea conditions. As such, the actual time required to deliver and deploy equipment will be made on a case-by-case basis, taking into account the aforementioned variables.

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Recovery Response Capacity Matrix — Figure 14-8

Spill Location	Facility Spill Vol (BBL)	Vessel Spill Vol (BBL)	3,125 BBL 2 hrs	3,125 BBL 3 hrs	19,531 BBL 12 hrs (F)*	35,166 BBL 36 hrs (F)**	66,406 BBL 60 hrs (F)**
Point Arguello (Pipeline)	3,921	----	NR	NR	SB OSRV Arguello OSRV		
Las Flores Canyon (Pipeline), (ExxonMobil)	3,300	----	NR	NR	Arguello OSRV		
Ellwood Terminal* (Veneco Inc.)	609	3,125	SB OSRV	SB SRV			
Carpinteria Gas Plant	4,500	----	NR	NR	SB OSRV		
Rincon (Torch)	1,050	----	NR	NR	SB OSRV		
Ventura River Facilities (Aera Energy)	250	----	NR	NR	SB OSRV		
Mandalay Area (Torch)	540	----	NR	NR	SB OSRV		
Port Hueneme (Tesoro)	1,500		Stationary Skimmer	SB OSRV	SB OSRV, SRV		

* Clean Seas provides only 3,125 bbls within 2 hr. coverage for the barge at Ellwood Terminal.
** Worst case spill from facilities is less than 15,000 bbl.
NR: not required

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Figure 14-8 details the recovery response capabilities available from Clean Seas. The locations identified represent member facilities or clusters of facilities or sites where navigation hazards were identified. All of these facilities or vessels are located either within facility transfer areas or the balance of the coast.

Figure 14-8 also provides the spill volumes for these locations. The facility volumes represent estimated maximum spill volumes and are not based upon the OPA 90 volumes or member-specific HazOp analyses conducted by member facilities. The vessel volumes represent one-quarter of the cargo capacity of the largest vessels expected to use the facility, as required under OSPR regulations.

The equipment that is available for spill response is presented in **Figure 14-8** for each time frame identified under the standard. Those facilities or vessels that are not located within a facility transfer point are not required to have access to 2,500 bbl of recovery capacity. Clean Seas can provide the required response capacities to meet all the minimum standards for all member facilities and vessels during the first 60 hours of required response.

The proposed use of the aforementioned equipment demonstrates the capacity of Clean Seas to meet the minimum planning standards. It does not imply that Clean Seas will use only these resources in the order presented to respond to any given spill. The actual vessels needed and participation of other co-ops will be determined on a case-by-case basis as a function of the specific spill.

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15. OIL AND DEBRIS REMOVAL PROCEDURES

A. Offshore Procedures

Containment and removal of oil and oiled debris during the course of an oil spill response is essential to mitigating the impact, and subsequent liability, of the release.

Offshore removal procedures are dependent upon the location of the incident, response time, weather conditions, volume spilled, and other variables. Responding to an oil spill in open water is preferred so as to prevent product from reaching sensitive shoreline resources. Offshore cleanup procedures, and the associated limitations of each, are listed in **Figure 15-1**.

If oiled debris is present at offshore locations, the material may be placed on a vessel or barge in a manner that will not allow seepage. The debris will be transferred to an appropriate location, segregated by types (i.e., sorbent material, trash, sand, vegetation, etc.), and placed into designated roll-off boxes or alternate containers lined with impervious material (i.e., pre-cut polyethylene sheet liners) to prevent additional contamination. The roll-off boxes will be manifested and transported to designated disposal sites in accordance with applicable regulation.

ExxonMobil has standing contracts with multiple Oil Spill Removal Organizations who maintain dedicated offshore response vessels in the Pacific Region to mitigate offshore spills. These vessels have permanently assigned crew members and can generally respond in two hours or less. The vessels in question maintain the necessary spill containment and recovery equipment to respond effectively to spills as requested. Vessels are also equipped with communications and/or tracking systems that allow for continuous contact and location status updates. For a complete listing of spill response equipment see **Appendix E**.

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B. Shallow Water Procedures

A shallow water environment (generally water depths of 6 feet or less) presents unique challenges to cleanup activities. Marine response vessels, even the smaller fast response boats (FRB) are designed for service in deeper waters and may not be able to access the area due to depth constraints. Response in shallow marine waters can be further complicated by wave and tidal activity as well as other factors such as kelp growth and seafloor conditions (rocks, reefs, etc.)

The recovery and disposal of oily debris during shallow water cleanup operations is essential in preserving sensitive environmental resources and habitats. Response personnel should be trained in all aspects of spill response, including the proper procedures to recover and transport oily debris safely while minimizing damage to surrounding ecosystems. Areas sensitive to foot traffic should have plywood sheets deployed to prevent root damage to plants and vegetation. Oily debris may be collected via shallow draft boats/barges, light vehicles (where applicable), towable bladders, etc. The debris will be handled in a manner which will prevent seepage from occurring and will be segregated by type (i.e., sorbent material, vegetation, soil, etc.) The debris will be transferred into roll-off boxes, hauling trucks, or other suitable containers lined with polyethylene liners and will be manifested and transported to designated disposal sites.

In the event the above areas are contaminated, a damage assessment will be conducted prior to initial response efforts to evaluate damage and will include the following information:

- Type of oil;
- Amount of oil spilled;
- Degree to which oil covers vegetation;
- Season;
- Degree of oil weathering prior to impact; and
- Requirements for storage and disposal of recovered materials.

Shallow water and shoreline cleanup procedures, and associated limitations, are detailed in **Figure 15-2**.

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Offshore Cleanup Procedures — Figure 15-1

Method	Applicability	Limitations
Mechanical Recovery	Fast response vessels and skimming systems with various containment booming methods.	Successful in removing oil in sea states of 0-4 ft. Used in all sizes of spills. Limited by weather conditions.
Containment Booming ("V" booming, "J" booming, teardrop booming, boat booming, dynamic booming.	Contains oil to prevent spreading. Various booming techniques may be utilized dependent upon prevailing conditions.	Successful in containing all types of oil in sea states of 0-4 ft. Used in all sizes of spills. Limited by weather conditions.
Chemical Dispersion	Application of chemical to disperse oil from surface into suspension in the water column. May be applied by airplane or boat.	Limited by weather conditions. Pre-approval areas in water depths of 10 meters or more. Regulatory approval required for depths less than 10 meters.
In-Situ Burning	Burning oil to prevent spreading.	Limited by weather conditions, thickness and volatility of oil. Must be conducted within several hours of spill.
Natural Dispersion	Allow natural elements (i.e., wave action, evaporation, etc.) to remove oil from water.	No limitations. Used in circumstances of small and large spills that pose no threat to sensitive areas.
Diversion Booming	Deployed at an angle to approaching slick to divert oil away from sensitive shoreline resources.	Wave heights less than 1 ft.; protects shoreline resources (i.e., tidal inlets, salt marshes, sand/mud flats, etc.)
Sorbent Booming	Backup boom to absorb entrained oil. Deployed in conjunction with containment boom across approaching oil slick.	Limited by weather conditions. Successful in quiet seas with little wind.

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Shoreline Cleanup Techniques — Figure 15-2

Cleanup Technique	Description & Requirements	Primary Use of Cleanup Technique	Physical and Biological Effect of Use
1. Motor grader/ elevating scraper	Motor grader forms windrows for pickup by elevating scraper. Heavy equipment access, good trafficability.	Used primarily on sand and gravel beaches where oil penetration is 0 to 3 cm, and trafficability of beach is good. Can also be used on mudflats.	Removes only upper 3 cm of beach. Natural replenishment of substrate.
2. Elevating scraper	Elevating scraper picks up contaminated material directly off beach. Heavy equipment access, good trafficability.	Used on sand and gravel beaches where oil penetration is 0 to 3 cm. Can also be used on mudflats. Also used to remove tar balls or flat patties from the surface of a beach.	Removes upper 3 to 10 cm of beach. Minor reduction of beach stability. Erosion and beach retreat. Slow restabilization of substrate.
3. Motor grader/front-end loader	Motor grader forms windrows for pickup by front-end loader. Heavy equipment access, good trafficability.	Used on gravel and sand beaches where oil penetration is less that 2 to 3 cm. This method is slower than using a motor grader and elevating scraper but can be used when elevating scrapers are not available. Can also be used on mudflats.	Removes only upper 3 cm of beach. Removes shallow burrowing organisms. Natural replenishment of substrate.
4. Front-end loader-rubber-tired or tracked	Front-end loader picks up materials directly off beach and hauls it to unloading area. Heavy equipment access, fair to good trafficability for rubber-tired loader.	Used on mud, sand or gravel beaches when oil penetration is moderate and oil contamination is light to moderate. Rubber-tired front-end loaders are preferred because they are faster and minimize the disturbance of the surface. Front-end loaders are the preferred choice for removing cobble sediments. If rubber-tired loader cannot operate, tracked loaders are the next choice. Can also be used to remove extensively oil-contaminated vegetation.	Removes 10 to 25 cm of beach. Reduction of beach stability. Erosion and beach retreat. Removes almost all shallow and deep burrowing organisms. Restabilization of the physical environment is slow.
5. Bulldozer/ rubber-tired front-end loader	Bulldozer pushes contaminated substrate into piles for pickup by front-end loader. Heavy equipment access, fair to good trafficability.	Used on coarse sand, gravel or cobble beaches where oil penetration is deep, oil contamination extensive and trafficability of the beach is poor. Can also be used to remove heavily oil contaminated vegetation.	Removes 15 to 50 cm of beach stability. Severe erosion and cliff or beach retreat. Inundation of backshores. Very slow restabilization of substrate.

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Shoreline Cleanup Techniques (Continued) Figure 15-2

Cleanup Technique	Description & Requirements	Primary Use of Cleanup Technique	Physical and Biological Effect of Use
6. Backhoe	Operates from top of a bank or beach to remove contaminated sediments and loads into trucks. Heavy equipment access, requires stable substrate at top of bank.	Used to remove oil contaminated sediment (primarily mud or silt) on steep bank.	Removes 25 to 50 cm of beach or bank. Severe reduction of beach stability and beach retreat. Restabilization of substrate and organisms is extremely slow.
7. Dragline or clamshell	Operates from top of contaminated area to remove oiled sediments. Heavy equipment access.	Used on sand, gravel or cobble beaches where trafficability is very poor (i.e., tracked equipment cannot operate) and oil contamination is extensive.	Removes 25 to 50 cm of beach. Severe reduction of beach stability. Erosion and beach retreat. Restabilization of substrate and indigenous fauna is extremely slow.
8. High pressure flushing (hydro-blasting)	High pressure water streams remove oil from substrate where it is channeled to recovery area. Light vehicular access, recovery equipment.	Used to remove oil coatings from boulders, rock and man-made structures; preferred method of removing oil from these surfaces.	Can disturb surface of substrate. Oil not recovered may be toxic to organisms. Wildlife agency approval required.
9. Steam cleaning	Steam removes oil from substrate where it is channeled to recovery area. Light vehicular access, recovery equipment and fresh water access.	Used to remove oil coatings from boulders, rocks and man-made structures.	Adds heat (>100˚C) to surface. Mortality of organisms due to heat is likely. Oil not recovered may be toxic to organisms.
10. Sand blasting	Sand moving at high velocity removes oil from substrate. Light vehicular access, supply of clean sand.	Used to remove thin accumulations of oil residue from man-made structures.	Adds material to the environment. Potential recontamination, erosion and deeper penetration into substrate. Oil not recovered may be toxic to organisms.
11. Manual scraping	Oil is scraped from substrate manually using hand tools. Foot or light vehicular access.	Used to remove oil from lightly contaminated boulders, rocks and man-made structures or heavy oil accumulation when other techniques are not allowed.	Selective removal of material. Labor-intensive activity can disturb sediments. Oil not recovered may be toxic to organisms
12. Sump and pump/ vacuum	Oil collects in sump as it moves down the beach and is removed by pump or vacuum truck. Requires recovery equipment.	Used on firm sand or mud beaches in the event of continuing oil contamination where sufficient longshore currents exist and on streams and rivers in conjunction with diversion booming.	Requires excavation of a sump 60 to 120 cm deep on shoreline. Some oil will probably remain on beach. Oil not recovered may be toxic to organisms.

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Shoreline Cleanup Techniques (Continued) Figure 15-2

Cleanup Technique	Description & Requirements	Primary Use of Cleanup Technique	Physical and Biological Effect of Use
13. Manual removal of oiled materials	Oiled sediments and debris are removed by hand, shovels, rakes, wheelbarrows, etc. Foot or light vehicular traffic.	Used on mud, sand, gravel and cobble beaches when oil contamination is light or sporadic and oil penetration is slight or on beaches where access for heavy equipment is not available.	Removes 3 cm or less of beach. Selective. Sediments disturbance and erosion potential. Removes and disturbs small and burrowing organisms.
14. Low pressure flushing	Low pressure water spray flushes oil from substrate where it is channeled to recovery points. Light vehicular traffic, recovery equipment.	Used to flush light oils that are not sticky from lightly contaminated mud substrates, cobbles, boulders, rocks, man-made structures and vegetation.	Does not disturb surface to any great extent. Potential for recontamination. Oil not recovered may be toxic to organism's downslope of cleanup.
15. Beach cleaner	Pulled by tractor or self-propelled across beach, picking up tar balls or patties. Light vehicular traffic, recovery equipment.	Used on sand or gravel beaches, lightly contaminated with oil in the form of hard patties or tar balls. Can also remove small quantities of contaminated debris.	Disturbs upper 5 to 10 cm of beach, and shallow burrowing organisms. Wildlife agency approval required.
16. Manual sorbent application	Sorbents are applied manually to contaminated areas to soak up oil. Disposal containers for sorbents, foot or boat access.	Used to remove pools of light, nonsticky oil from mud, boulders, rocks and manmade structures.	Selective removal of material. Labor intensive activity can disturb sediments. Possible ingestion of sorbents by birds and small animals.
17. Manual cutting	Oiled vegetation is cut by hand, collected and stuffed into bags or containers for disposal. Deploy plywood sheets for foot traffic.	Used on oil contaminated vegetation.	Disturbs sediments because of extensive use of labor; can cause erosion. Foot traffic may cause root damage and slow recovery. Destroys animal habitats.
18. Burning	Upwind end of contaminated area is ignited and allowed to burn to down-wind end. Light vehicular or boat access, fire control equipment.	Used on any substrate or vegetation where sufficient oil has collected to sustain ignition; if oil is a type that will support ignition and air pollution regulations so allow.	Causes heavy air pollution; adds heat to substrate, can cause erosion if root system damaged. Kills surface organisms and residual matter may be toxic. Approval of Air Pollution Agency.

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Shoreline Cleanup Techniques (Continued) — Figure 15-2

Cleanup Technique	Description & Requirements	Primary Use of Cleanup Technique	Physical and Biological Effect of Use
19. Vacuum trucks, vacuum pumps or portable skimmers	Oil collects in sumps behind booms and in natural depressions/ collection points and is removed by vacuum trucks, vacuum pumps or portable skimmers.	Used to pick up oil on shorelines where pools of oil have formed in natural depressions, or in the absence of skimming equipment to recover floating oil from the water surface. Also used on firm sand or mud beaches where longshore current exists and on stream and river in conjunction with diversion and containment booming.	Some oil may be left on shoreline or in water increasing potential for long-term toxic effects.
20. Push contaminated substrate into surf	Bulldozer pushes contaminated substrate into surf zone to accelerate natural cleaning. Heavy equipment access, high energy shoreline.	Used on contaminated cobble and lightly contaminated gravel beaches where removal of sediments may cause erosion of the beach or backshore area.	Disruption of top layer of substrate; leaves some oil in intertidal area. Potential recontamination. kills most organisms inhabiting the uncontaminated substrate.
21. Breaking up pavement	Tractor fitted with a ripper is operated up and down beach. Heavy equipment access, high energy shoreline.	Used on low amenity cobble, gravel or sand beaches or beaches where substrate removal will cause erosion where thick layers of oil have created a pavement on the beach surface.	Disruption of sediments. Leaves oil on beach. Disturbs shallow and deep burrowing organisms.
22. Disc into substrate	Tractor pulls discing equipment along contaminated area. Heavy equipment access, fair to good trafficability.	Used on nonrecreational sand or gravel beaches that are lightly contaminated.	Leaves oil buried in sand. Disrupts surface layer of substrate. Disturbs shallow burrowing organisms. Possible toxic effects from buried oil.
23. Natural recovery	No action taken. Oil left to degrade naturally. Exposed high energy environment.	Used for oil contamination on high energy beaches (primarily cobble, boulder and rock) where wave action will remove most oil contamination in a short period of time.	Some oil may remain on beach and could contaminate clean areas. Potential toxic effects and smothering by the oil. Potential incorporation of oil into the food web. Potential elimination of habitat if organisms will not settle on residual oil.
24. Oil Mop	Various size units to be used onshore or with shallow draft jon boats in water with little or no current. Boat or light vehicle access.	Used to recover oil from natural or artificial containment.	

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Shoreline Cleanup Techniques (Continued) — Figure 15-2

Cleanup Technique	Description & Requirements	Primary Use of Cleanup Technique	Physical and Biological Effect of Use
25. Removal by Excavation	Contaminated soil is excavated and replaced with clean soil. Heavy excavation equipment access, clean soil.	Used on contaminated soils when drinking water wells are threatened and contaminated does not exceed 20-30 feet.	Severe reduction of substrate/beach stability. Removes all shallow and seep burrowing organisms. Restabilization of the physical and biological environment is extremely slow.
26. Recovery of oil from groundwater	Contaminated oil is pumped out. Heavy equipment access.	Used on contaminated ground water via recovery wills or by trenching.	Oil may remain in substrate and spread during inclement weather conditions.
27. *In-Situ* Treatment	Contaminated substrate is tilled into the ground or organic fertilizers are applied. Heavy equipment access.	Used on contaminated soils where groundwater is not threatened or has been cleaned.	Leaves oil buried in substrate. Disrupts surface layer of substrate and disturbs shallow burrowing organisms. Possible toxic effects from buried oil.
28. Bio-remediation	Nutrients and/or micro organisms are applied to accelerate the degradation of the oil.	May be used on rocky or sandy beaches, in marshlands or pooled oil.	Formal application for use must be obtained. Not suitable in restricted water bodies.

Shoreline Cleanup

For any spill potentially making landfall, consideration should be given to initiating Natural Resources Damage Assessment (NRDA) procedures, using contractors and ExxonMobil experts identified by the SBC ELIRT Wildlife/Environment Unit. Beginning in Section 9812 of the 2008 ACP Update provides Site Summary and Site Strategy Sheets pertaining to sensitive shoreline areas of the Santa Barbara Channel.

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Shoreline Cleanup

During the cleanup and restoration of oiled beaches, it is the duty of the Coastal Protection Operations Supervisor to ensure that all cleanup personnel adhere to the following safety policies and are appropriately trained under HAZWOPER regulations as outlined in 29CFR1910.120.

- Personnel must be instructed adequately about their duties and about the associated potential health and safety risks.
- Personnel must have the applicable HAZWOPER training if exposed to hazardous materials.
- Personnel must be suitably protected from hazard by PPE and gear.
- Hazardous materials must be properly labeled.
- Personnel must be suitably clothed and protected from adverse weather conditions.
- Heavy equipment must be operated by experienced operators.
- Cleanup personnel should avoid any affected wildlife and must contact the Wildlife/Environmental Unit Leader to deal with the animals. *[Note: It is generally against the law to disturb, or even touch, wildlife or birds.]* To avoid complications and insure a smooth cleanup operation, it is reiterated that all contact with wildlife must be coordinated through the Wildlife/Environmental Unit Leader. See **Section 17** for details.

Oiled Animals and Carcasses

Oiled animals and carcasses should be collected and turned over to the California Department of Fish and Game (CDFG), Office of Spill Prevention and Response (OSPR) representatives who are responsible for wildlife rehabilitation and collection of carcasses for Natural Resources Damage Assessment (NRDA) investigations. Identification and location of OSPR representatives can be provided by the Unified Command Center. The CDFG will be responsible for the disposal of oil-contaminated carcasses. For more information on Wildlife Rehabilitation, see **Section 17**.

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Shoreline Cleanup Matrix for Heavy Oil — Figure 15-3

Shoreline Cleanup Matrix Heavy Oil	Shoreline Types											
	Coastal Structures	Bluffs	Fine Sand Beach	Coarse Sand Beach	Shell Beach	Perched Sand Beach	Perched Shell Beach	Sandy Tidal Flat	Muddy Tidal Flat	Forested Swamp	Fresh Marsh	Salt Marsh
Cleanup Method	1	2	3	4	5	6	7	8	9	10	11	12
No Action	P	P	P	P	P	P	P	P	P	P	P	P
Manual Debris Removal	A	A	A	A	P	P	P	P	P	P	P	P
Manual Sediment Removal		P	P	P	P	P	P	P				
Manual Sorbent Application	A	P	A	A	P	P	P	P	P	A	A	A
Manual Scraping	A	P	A	A	P	P	P	P	P			
Manual Vegetation Cutting										P	P	P
Motor Grader/Elevating Scraper		P	A	A	P	P	P	P				
Elevating Scraper		P	A	A	P	P	P	P				
Motor/Grader/Front-End Loader		P	A	A	P	P	P	P				
Front-End Loader: Rubber-Tired or -Tracked		P	A	A	P	P	P	P				
Bulldozer: Rubber-Tired Front-End Loader		P	A	A	P	P	P	P				
Backhoe		P	A	A	P	P	P	P				
Beach Cleaner		P	A	A	P	P	P	P				
Dragline/Clamshell		P	A	A	P	P	P	P				
Cold Water Deluge Flooding	A	A	A	A	P	P	P	P	P	A	A	A
Low Pressure Cold Water Washing	A	P	P	P	P	P	P	P		P	P	P
High Pressure Cold Water Washing	A			P				P				
Low Pressure Hot Water Washing	A	P	P	P	P	P	P	P				
High Pressure Hot Water Washing	A			P				P				
Steam Cleaning	A											
Sand Blasting	A											
Vacuum	A	P	A	A	P	P	P	P	P	P	P	P
Trenching/Vacuum		P	P	A	P			P				
Sediment Removal, Cleaning, and Replacement			P	P								
Push Contaminated Substrate into Surf			P	P	P							
Pavement Breakup			P	P	P							
Disc into Substrate			P	P								
Burning	P	P	P	P	P						P	P
Chemical Oil Stabilization	P	P	P	P	P	P	P	P				
Chemical Protection of Beaches	A	P	P	P	P	P	P			P	P	P
Chemical Cleaning of Beaches	A	P	P	P	P	P	P			P	P	P
Nutrient Enrichment	P	P	P	P	P	P	P	P	P	P	P	P
Bacterial Enrichment	P	P	P	P	P	P	P	P	P	P	P	P

A=Advised, method which best achieves the goal of minimizing destruction or injury to the environment
P=Possible, viable and possibly useful but may result in limited adverse effects to the environment
Shaded Area = do not use this method

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Security and Traffic Control

(b) (7)(F), (b) (3)

[redacted]

Final Cleanup

Laborers with rakes, shovels, and barrels may be needed for final cleanup of beaches. In addition to the beach area, a final cleanup of piers with high-pressure hoses may also be necessary. In some cases, a final discing-in operation will be required.

Access roads constructed during cleanup operations must normally be restored as close to their original state as possible when the cleanup is complete.

All damaged or contaminated property, private or public, will be restored as directed by appropriate government agencies. Repair crews of various skills may be necessary for a considerable time after cleanup of the beach is finished.

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16. OIL & DEBRIS DISPOSAL PROCEDURES

A. Procedures to Store, Transfer, and Dispose of Oil and Oil Contaminated Debris

The storage, transfer, and disposal of oil and oiled debris in a manner which meets regulatory requirements are essential elements in mitigating the impact of a spill. The following guidelines will be considered during transfer and storage operations:

1.	**Storage** Oil and oily debris collected offshore and in shallow water areas by mechanical measures (i.e., skimmers, booms, pumps, sorbents, etc.) may be transferred into vessels listed below: • Portable tanks on recovery vessels, • Containers (i.e., roll off boxes) on recovery vessels/barges, • Shallow water barges, • Tank trucks, • Towable bladders, • Frac tanks, • Barrels, and/or • Ocean going barges • Shuttle barges (for continual transfer to onshore facilities)
2.	**Transfer** Oily debris will be segregated by types (i.e., sorbents, vegetation, sand, trash, etc.) and placed on a vessel or barge in a manner that will not allow seepage to occur. Oily debris will be transported in leak proof, sealable containers along with separate containers of recovered oil to temporary storage site(s) onshore that are convenient to the recovery operation.

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3. Disposal

Waste generated during the course of the spill incident will be minimized to the extent possible to reduce associated manpower and expenses. Each waste stream (i.e., recovered oil, oily debris, decontamination wastes, etc.) will be treated separately for waste determination, characterization, and classification. All wastes generated will be managed as required by the ExxonMobil Waste Management Plan and applicable regulations. Methods for minimizing waste generation include, but are not limited to the following:

- **Decanting** – Approval for decanting will be obtained as required from the FOSC by the Regulatory Group. Excessive water recovered during recovery operations may be pumped along with the recovered oil to a production platform and run through the separation process. In the event a production process is not available, the oil and water mixture will be allowed to separate and the water decanted directly from the storage container. Decanting is essential to the efficient mechanical recovery process in order to preserve maximum available storage capacity.

- **Recycling** – Fresh, uncontaminated oil along with oily water may be recycled into an established production process and/or treatment system associated with terminals, refineries, commercial re-claimers and ExxonMobil facilities. Accurate records of recovered oil will be maintained and the recordkeeping process will be coordinated through the Unified Command.

- **Debris Removal** – The generation of oily debris may be minimized in the coastal intertidal zone with an accurate trajectory projection, which may allow for the removal of debris from the anticipated impact zone prior to the stranding of the spilled oil.

Criteria for disposal selection include the amount of oil, oiled debris, sorbent material, and disposal options and requirements for the area(s) in question. Temporary storage for oil, oily water, and debris may be erected at appropriate shore locations that are convenient to the recovery operation. Placement of temporary storage facilities requires the concurrence of the USCG and various State and local entities. The oil, oily water, and contaminated debris will be stored in containers of various types and sizes that are compatible with the waste to be stored. Additionally, oil spill response vessels and associated barges may provide short term on-water storage. Disposal options for recovered oil, water and debris are listed in **FIGURE 16.1**

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B. Oil and Oily Debris Temporary Storage

OSRO's such as MSRC can provide sufficient temporary storage for oil and oily debris for spills in order to prevent an interruption in containment and recovery operations. The onsite California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) representative must be contacted for approval. In addition, the site of the temporary storage should be in agreement with the United States Coast Guard, state USC, DTSC, the Regional Water Quality Control Board, and the local health, fire and emergency services departments. Below is a list of companies that provide temporary storage. (Please note that the ExxonMobil Las Flores Canyon facility has a crude oil tankage and an emergency containment basin specially designed for crude oil.) For detailed information regarding available temporary storage equipment, please refer to **Appendix E**, Response Equipment.

Company	Location	Storage Type	Total Capacity (Bbl)	Information Source[1]
Clean Seas	Platform Harvest, Santa Barbara	OSRVs	2,800	Clean Seas
	Santa Barbara	Barges	8,600	Clean Seas
	Carpinteria	Storage bladders / containers	1,200	Clean Seas
MSRC	Port Hueneme	OSRV	4,000	Website
		Barge	32,000	Website
		Storage bladders	4,500	Website
	Richmond	OSRV	4,000	Website
		Barge	45,000	Website
		Storage bladders	13,500	Website
ACTI	Carson	Tanks	20,000	2008 ACP, Section 5210.1
Ancon	Wilmington	Tanks	150,000	2008 ACP, Section 5210.1
		Barge	8,000	2008 ACP, Section 5210.1
		Inland storage tank	100,000	2008 ACP, Section 5210.1
Foss	Long Beach	Barges	71,000	2008 ACP, Section 5210.1
ExxonMobil	Las Flores Canyon	Crude oil storage tanks	480,000	Facility drawings
ExxonMobil	Las Flores Canyon	Crude oil containment basin	314,000	Facility drawings
TOTAL			1,258,600	

1. Clean Seas: Response Equipment Inventory, revised 2007.
   Website: www.msrc.org
   2008 ACP: 2008 Area Contingency Plan Update

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C. Decanting and Recycling Methods

Attempts should be made to minimize the amount of waste generated in an oil spill response in order to maximize storage capacity and to control costs. The following waste reduction methods are essential elements in mitigating the impact and subsequent liability of a spill incident:

- **Decanting*** – Approval for decanting must be obtained from the FOSC or his designated representative by the ExxonMobil Liaison Officer or designee. Product and water recovered during the mechanical recovery process will be pumped into storage containers that allow for gravity separation of the oil from the water. The separated water will be transferred into a separate container or stream forward of the recovery pump.
- **Recycling**** – Fresh, uncontaminated oil along with oily water may be recycled into established production processes and/or treatment systems associated with terminals, refineries, platforms, commercial reclaimers, recyclers, and ExxonMobil facilities. Oil and oily wastes will be transported to pre-approved disposal site(s). Clean sand and beach material may be separated from oiled materials and returned to the shoreline as a restorative measure.

**Federal Law states that additional approval is required from the Administrator of the National Marine Sanctuary since a major portion of the Pacific coastline belongs to the National Marine Sanctuary. Other sanctuaries include Point/Reyes/Farallon Island, Channel Islands (San Miquel, Santa Cruz, Santa Rosa, Anacapa, Santa Barbara Island, Richardson, and Castle Rock), and Cordel Banks.*

***The State of California, Environmental Protection Agency (CAL/EPA), Department of Toxic Substances Control should be notified for additional information for recycling and management of resources. The State law considers recycling as a top priority if at all possible. If the oil cannot be recycled, then it is treated as waste and a state-certified laboratory determines if the oil is hazardous or non-hazardous.*

D. Disposal Methods, Equipment and Transportation

The transportation of oil, oily water, and oiled debris to permitted facilities via truck, tank truck, barge, etc. will be conducted in an environmentally safe manner consistent with applicable Federal and State regulations, and ExxonMobil company policy. Hazardous material will be transported by permitted transporters and recycled or disposed of in permitted facilities.

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E. Designated Disposal Sites

The Environmental Group must coordinate the disposal of all wastes generated from ExxonMobil operated and/or contracted facilities. The following is a list of ExxonMobil approved disposal companies or management contractors for each category of waste:

STATE	CITY	COMPANY	LOCATION	PHONE	EPA ID #
CA	Adelanto	Soil Safe of CA, Inc.	12328 Hibiscus Ave.	760-246-8001	
CA	Anaheim	SA Recycling	3200 E. Frontera Street	714-630-6523	
CA	Bakersfield	Golden State Metals	2000 E. Brundage Lane	661-327-3559	
CA	Bakersfield	Sierra Recycling & Demolition, LLC	1620 East Brundage Lane	661-327-7073	
CA	Bloomington	Filter Recycling Services, Inc.	180 West Monte Street	909-873-4141	
CA	Buttonwillow	Clean Harbors Buttonwillow	2500 Lokem Road	661-762-6200	CAD980675276
CA	Caucamonga	TAMCO (Tokoyo Ameriron Mitsue Corp)	1249 B Arrow Route	909-899-0660	
CA	Colton	California Portland Cement Co.	695 South Rancho Avenue	909-430-2700	
CA	Compton	Allied Waste Transfer Station	2509 West Rosecrans Ave.	310-327-8461	
CA	Compton	DeMenno-Kerdoon	2000 N. Alameda Street	310-537-7100	
CA	Foothill Ranch	Belshire Environmental Services, Inc.	25971 Towne Centre Drive	949-460-5200	
CA	Fresno	Safety-Kleen Systems, Inc	3561 South Maple Avenue	559-486-1960	CAD982411993
CA	Hayward	AERC.com, Inc	30677 Huntwood Avenue	510-429-1129	CAT000646117
CA	Kettleman Hills	Chem Waste Management Landfill	35251 Old Skyline Road	559-386-9711	CAT000646117
CA	Lake Forest	Cardno ERI	25371 Commercentre Dr., Suite 250	949-340-1020	
CA	Livermore	Republic Services Vasco Road LLC	4001 North Vasco Road	925-447-0491	CAD028409019
CA	Long Beach	Crosby & Overton, Inc	1630 West 17th Street	562-432-5445	CAD028409019
CA	Los Angeles	Clean Harbors Los Angeles LLC	5756 Alba Street	800-645-8265 310-764-5851	CAD050806850
CA	Los Angeles	Industrial Service Oil Company, Inc	1700 South Soto Street	562-598-5577	CAD099452708
CA	McKittrich	WMI McKittrick Waste Treatment Site	56533 Highway 58 West	661-762-7366	

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E. Designated Disposal Sites (Cont'd)

STATE	CITY	COMPANY	LOCATION	PHONE	EPA ID #
CA	Oakland	Crosby & Overton, Inc. – Oakland Transfer Facility	8430 Amelia Street	510-633-0336	CAR000034918
CA	Red Bluff	Siemens Water Technologies	11711 Reading Road	530-527-2664	CAT080014079
CA	Richmond	Veolia ES Technical Solutions, LLC	1125 Hensley Street	510-233-8001	CAD981453194
CA	Rio Vista	InStrat, Inc	1105 C. Airport Road	707-374-3834	
CA	San Francisco	BAE Systems San Francisco Ship Repair	Foot of 20th Street	415-861-7447	CAD000158935
CA	Santa Ana	Gemini Industries, Inc.	2311 South Pullman Street	949-250-4011	CAD060398229
CA	Santa Fe Springs	Heraeus Metal Processing, Inc.	13429 Alondra Boulevard	562-921-7464	CAH111000114
CA	Sylmar	Allied / BFI Sunshine Canyon Landfill	14747 an Fernando Road	818-833-6515	
CA	Ventura	Cardno ERI	4572 Telephone, Suite 916	805-644-4157 800-499-8950	
CA	Ventura	Standard Industries	1905 Lirio Avenue	805-643-6669	

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F. Disposal Regulatory Guidelines

Oil and oily waste generated during a spill cleanup operation will be segregated and each waste stream will be treated separately for waste determination, characterization, and classification. All wastes generated will be managed as required by the Resource Conservation and Recovery Act (RCRA), and other applicable regulations.

Figure 16.2 is an example of the Waste Management Plan Format used by ExxonMobil.

Disposal Options **Figure 16-1**

Waste Stream	Source	Disposal Options
Fresh oil w/ water	Skimmers, vacuum trucks, etc.	Recycle in production process system
Weathered oil w/ water	Skimmers, vacuum trucks, etc.	Refuse as fuel or asphalt, incinerate, solidify or landfill
Water w/ oil	Skimmers, vacuum trucks, etc.	Decant, POTW injection, incineration
Contaminated PPE	Workers	Landfill, incineration
Absorbent material w/ oil	Near shore cleanup	Landfill, incineration
Debris w/ oil	Pre-impact shoreline cleanup	Landfill, incineration, *in-situ* burning
Oiled debris	Post impact shoreline cleanup	Landfill, incineration, *in-situ* burning
Soil w/ oil	Beaches, shoreline cleanup	Landfill, bioremediation, *in-situ* treatment

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Waste Management Plan **Figure 16-2**

WASTE MANAGEMENT PLAN

Always work safely in an environmentally sound manner. Minimize waste. Consider waste management and generation in all actions. Never mix waste; always segregate. Report any accident or incident to your supervisor immediately. Reference the Waste Management Plan for specific process required for each waste type.

A. INTRODUCTION

Incident Name: _____

Date of Incident: _____

Time of Incident: _____

Indivi dual in Charge of Site: _____

B. SITE DESCRIPTION

Location of Site: _____

Description of Site Including Surrounding Area (beach, marsh, etc. - attach map): _____

Access/Limitations (highway/bridge limitations, boat/shallow water, etc. - attach maps): _____

Any Additional Information / Considerations: _____

Present Weather Conditions: _____

12-Hour Forecast: _____

24-Hour Forecast: _____

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Waste Management Plan (Continued) **Figure 16-2**

WASTE MANAGEMENT PLAN

C. SITE-SPECIFIC SAFETY PLAN

This plan must be completed and attached before starting any physical work. One plan must be completed for each waste handling/storage area.

D. TYPE OF WASTE GENERATED FROM RESPONSE OPERATIONS

Wastes generated by oil spill cleanup fall into several different types. Use the following to identify your wastes. Remember - never mix wastes!

Waste Stream	Sources
Non-Hazardous	
- Oily Liquid	Offshore and onshore recovery operations; vessels, vehicle, aircraft and equipment operations; personnel and equipment decontamination operations; waste storage and disposal area storm water runoff control operations; wildlife washing operations; equipment demobilization operations.
- Non-Oily Liquid	Sewage collection operations; gray water collection operations; laundry operations; oil/water separation operations; wildlife rehabilitation operations.
- Oil Solids	Offshore and onshore recovery operations; debris removal operations; in-situ burning operations; site restoration operations; personnel and equipment decontamination operations; equipment demobilization operations; wildlife capture, cleaning and rehabilitation operations.
- Non-Oily Solids	Offshore and onshore recovery operations; debris removal operations; garbage collection operations; construction operations; site restoration operations; wildlife capture, cleaning and rehabilitation operations; equipment demobilization operations.
Hazardous	
	Vessels, vehicle, aircraft and equipment operations; dispersant use operations; wildlife rehabilitation operations.

E. CONTAINERIZED AND STORED WASTE

Waste accumulated at spill cleanup sites will have to be containerized and stored. Use **F through K** of possible waste streams to identify temporary storage techniques. Note that each waste stream will have to be classified as to its hazardous nature. Additionally, each container will have to be properly identified and marked for hazard communications as well as properly marked and labeled to meet Department of Transportation requirements before shipment. All hazardous waste must be transported immediately to the nearest shore base for continued storage.

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Waste Management Plan (Continued) **Figure 16-2**

WASTE MANAGEMENT PLAN

F. **TEMPORARY WASTE SITES** will have to be identified and established. These sites will need to be in close proximity to the cleanup site. Security requirements must be considered along with the access to outside transportation. These storage areas should be established with the following being considered: distance to living/working areas (cleanup operations as well as the general public), tidal influx, local wildlife impact, security, cleanup of spilled product and rainwater runoff. The following section should be completed for each temporary storage site. To establish security, contact the Logistics Section Chief.

Site Location	Security	Access

G. **COMPANY-APPROVED TREATMENT, RECYCLING AND DISPOSAL FACILITIES** are listed below. Prior contact must be made with the facility as soon as the waste is identified and an estimated volume is established.

Company Name, Address, Phone Number	Contact (Complete When Called)	Type Waste Approved For

H. **COMPANY-APPROVED WASTE TRANSPORTERS** should be used to haul all waste. The following is a list of transporters presently being used to transport wastes. The shipper must ensure that all Department of Transportation requirements are met. Additionally, all waste must be accompanied by a properly completed manifest or shipping paper. All containers must be secure and strong. All dump trucks or rolloff bins should be lined to prevent spillage or contamination of other areas.

Company Name, Address, Phone Number	Contact (Complete When Called)	Type Waste Approved For

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Waste Management Plan (Continued) — Figure 16-2

WASTE MANAGEMENT PLAN

I. **WASTE MATERIAL MUST BE CONTROLLED WHEN ENTERING AND LEAVING** the storage area. The following can be used to accomplish this task.

Waste Type	Type / # Containers	Control Number	Date IN	Date OUT	Transporter	Disposer	Type of / Manifest #

J. If **ADDITIONAL HELP OR ASSISTANCE** is required, immediately contact your on-scene safety or environmental representative or contact the Disposal Group, the Operations Section Chief or the Safety Officer.

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Waste Management Plan (Continued) **Figure 16-2**

WASTE MANAGEMENT PLAN

K. **EQUIPMENT, MANPOWER AND EXPENDITURES** must be controlled and documented. The following can be used for this purpose. If additional assistance is required in cost control, contact the Finance Section Chief. If additional assistance is required in purchasing or locating equipment or supplies, contact the Logistics Section Chief.

EQUIPMENT

Waste Handling Equipment	Vendor	S.O. #	Days Used	Cost Per Day	Total Cost

MANPOWER

Waste Handling Equipment	Vendor	S.O. #	Days Used	Cost Per Day	Total Cost

OTHER COSTS (Fuel, Tools, Repair, Container Rental/Purchase, etc.)

Waste Handling Equipment	Vendor	S.O. #	Days Used	Cost Per Day	Total Cost

TOTAL COST =

L. **WASTE MANAGEMENT SITES** are identified in **this Section**.

M. Report all **ACCIDENTS/INCIDENTS** immediately to your supervisor. Always work safely and in an environmentally sound manner.

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17. WILDLIFE CLEANING & REHABILITATION PROCEDURES

A. Overview

Cleaning and rehabilitation of oiled wildlife is a complex, crisis oriented process that requires an experienced staff with medical, technical, and crisis management skills. Regulatory permits and specialized training for Occupational Health and Safety Administration (OSHA) compliance are also required to conduct a comprehensive oiled wildlife response.

The *Lempert-Keene-Seastrand Oil Spill Prevention and Response Act* of 1990 required the California Department of Fish and Game's Office of Spill Prevention and Response (OSPR) to establish rescue and rehabilitation stations for aquatic birds, sea otters, and other marine mammals in California.

Rehabilitation of oiled wildlife focuses primarily on the adverse physiological effects of oil on individual birds and animals. The effects, which are complex, may be counteracted through a cooperative effort of veterinarians, biologists, and rehabilitation specialists with oil spill response experience. The primary objective of wildlife rehabilitation is to care for injured animals and return them to their natural environment.

The first priority in any response is always human safety. Participants in the program need to be informed of the hazards of working with wildlife, as well as working with and around petroleum hydrocarbons. There are hazards working in any environment, but by being informed, using personal protective gear, practicing good hygiene, and using common sense, the risk of serious injury can be reduced.

Wildlife rehabilitation serves two purposes in an efficient oil spill response:	
•	Provide a humane response to wild animals harmed through man-related activities, and
•	Attempts to treat and return affected animals to healthy breeding populations in the wild.

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In general, the effects of oil on birds may be characterized as environmental, external, and/or internal:	
•	Environmental Effects include, but are not limited to, immediate contamination of food source biomass, reduction in breeding animals and plants that provide future food sources, contamination of nesting habitat, and reduction in reproductive success through contamination and reduced hatchability of eggs or temporary inhibition of ovarian function.
•	External Effects of oil are the most noticeable and the most immediately debilitating. Birds that are most often affected by oil spills include those that remain on the water and those that feed in the water. Oil may contaminate the entire bird or small parts of the bird dependant upon the amount of oil in the water and the bird's natural behavior pattern (i.e., swimming, wading and diving). Oil disrupts the interlocking structure of feathers, which destroys the waterproofing and insulating properties of the plumage. The oiled bird may encounter some or all of the following difficulties due to external effects: 1) Chilling 2) Inability to fly 3) Inability to remain afloat 4) Difficulty obtaining food 5) Difficulty escaping predators 6) Decreased foraging ability 7) Loss of attainable food sources
•	Internal Effects may not be as apparent. However, they are equally life threatening and include, but are not limited to : 1) Toxic effects on the gastrointestinal tract, pancreas, and liver 2) Ulceration and hemorrhaging within the lining of the gastrointestinal tract 3) Aspiration pneumonia, severe and fatal kidney damage, severe dehydration 4) Immune system is compromised and Aspergillosis disseminates throughout the body and occludes the trachea, heart, liver, and/or kidneys.

Only trained and certified wildlife specialists will be involved in capture and rehabilitation efforts on behalf of ExxonMobil.

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B. Authorization

Resident birds native to the state of California are the responsibility of State Parks and Wildlife Service and rehabilitators must be permitted by the State agency in order to pick up oiled waterfowl. Migratory birds are the responsibility of the US Fish and Wildlife Service and rehabilitators must be permitted by the federal agency to rescue and transport oiled birds. Birds on the endangered species list are the responsibility of both Federal and State wildlife authorities and permits to recover and rehabilitate oiled birds must be received from both agencies prior to collection.

Personnel from Federal and State wildlife services within the ICS/Unified Command will determine the need for wildlife rescue and rehabilitation in addition to providing the authorization to proceed. Federal and State wildlife authorities will act in an advisory capacity during major oil releases and will coordinate with industry counterparts to establish bird cleaning stations and holding pens.

The ExxonMobil Operations Section Chief (OSC) is responsible for ensuring that wildlife concerns are addressed during a spill incident and will activate one or more permitted professional wildlife services in the event wildlife is threatened. Additionally, the Planning Section Chief (PSC) will ensure that the appropriate Federal and State wildlife agencies are notified and kept abreast of wildlife activities.

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C. ExxonMobil Wildlife Rehabilitation Plan

ExxonMobil has a wildlife rehabilitation procedure in place to ensure wildlife issues related to a release of oil to the waters of the Pacific Region are properly addressed. The procedure relies on Federal and State wildlife agencies as well as recognized professional wildlife experts to assist and direct wildlife recovery and rehabilitation. The procedures are as follows:

- The ExxonMobil Operations Section Chief (OSC) will assess the spill incident and determine if a threat to wildlife exists or if wildlife has already been impacted.
- In the event wildlife is not threatened, the OSC will continue to monitor the spill.
- The OSC will alert a professional wildlife service and place them on standby and also alert appropriate Federal and State wildlife personnel.
- In the event the spill threatens or has already impacted wildlife, the Planning Section Chief (PSC) will call for the mobilization of one or more professional wildlife services for cleaning and rehabilitation.
- The OSC will contact and inform the US Fish & Wildlife Service and appropriate State wildlife agencies of the situation.
- The OSC will coordinate wildlife rehabilitation efforts with ExxonMobil Planning and Logistics Sections.

D. Agency/Contractor Notifications

- Wildlife Services Notification – The primary professional wildlife services that may be utilized by ExxonMobil during a spill incident are listed in **Figure 17-2**.

- Federal and State Wildlife Agency Notifications – The Federal and State wildlife agencies that may be contacted by ExxonMobil personnel during an oil spill incident are listed in **Figure 17-3**.

Note: Other wildlife experts in the private sector or at universities can be found in **Section 9**, Available Technical Expertise.

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E. Bird Response Procedures

Appendix III (m) of the OSPR Wildlife Response Plan: OWCN Protocols for the Care of Oil-Affected Birds (Rev. 2000) should be referenced. The rehabilitation process involves five key stages that apply to the rehabilitation of all waterbirds:

1. initial response;
2. admission/prewash;
3. cleaning;
4. post-wash; and,
5. release.

Generally, these stages apply to the rehabilitation of all waterbirds; however, species-specific characteristics may increase or decrease the importance of individual procedures. ExxonMobil recognizes that the rehabilitation of oiled waterbirds is a specialized activity and will call upon the services of the OWCN to carry out the established rehabilitation procedures. To support these activities, this appendix provides a synopsis of the necessary resources. The OWCN can be contacted at (530) 752-4167 during normal business hours, or can be reached through the Office of Spill Prevention and Response Dispatch at (916) 445-0045 (24 hours a day). In addition, ExxonMobil maintains an agreement with the International Bird Rescue Research Center (IBRRC) to provide services during an oil spill response. IBRRC is located in northern and southern California and can be contacted at (707) 207-0380 and (310) 514-2573, respectively.

1. INITIAL RESPONSE

ExxonMobil's most active role in the rehabilitation process will most likely occur during the initial response stage. This section contains information concerning the capture, stabilization, and transportation of oiled waterbirds.

2. CAPTURE

Aquatic birds are the most abundant group of wildlife that is vulnerable to oil spills. Capture will be conducted by permitted organizations such as OWCN and IBRRC. Documentation of each bird facilitates identification and follow-through of the individual. A form to document the collection of each bird is presented in Figure 17-5.

3. DETERMINING THE NEED FOR RESCUE

It is not always easy to determine what birds require capturing during an oil spill. Some birds are covered in oil and obviously require capture. With other birds, obvious oiling may be absent or difficult to detect from a distance. Some birds always look oiled to the untrained eye. For example, cormorants are black and shiny and tend to look oiled in the field. This can be misleading. In some cases, spots of oil may be seen on a bird's feathers. Perching birds and birds that spend extended amounts of time out of the water such as pelicans, herons, or geese can survive with spots of oil on them as long as the spots do not penetrate to the skin or impair the waterproofing.

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Knowing normal bird behavior is imperative to the issue of determining when it is appropriate to capture oiled birds. For example, if a loon is out of water, it will require capture. Loons do not sit on beaches because they cannot walk on land. In general, distressed birds do not look right. They are in the wrong place (where you would not expect them). They may spend time sleeping when you would not expect them to (i.e., while beached during the daytime). They may act weak or unable to mount an immediate flight (running or flying) response. They may also be observed attempting to preen (cleaning their feathers using their beaks) vigorously while beached. Review each situation clearly and use these few guidelines when trying to determine the need for capture:

1. Is the bird acting normally for that species?
    a. Is the bird in an unusual or vulnerable place?
    b. Is the bird shivering or sluggish?
    c. Does the bird repeatedly get out of the water when it should be swimming, etc.?
    d. Is the bird actively and/or consistently preening?
    e. Is the bird swimming low in the water or in a distressed manner?
    f. Has the bird stopped feeding?
2. Is the bird wing-walking (i.e., using its wings on land like legs in an attempt to escape)?
3. Does the bird have obvious oil on it?
    a. Is oil sufficient to impair the bird's water repellency and/or insulation?
    b. Can a species survive with small amounts of oil on its outer layer of feathers?

4. STABILIZATION

The purpose of stabilizing oiled birds is to simply make them as comfortable as possible and to combat the initial effects that oil may have on them. Stabilizing recently captured oiled birds, prior to transport to a long-term rehabilitation facility, will help to maximize their survivability. Very simply, stabilization is first aid for oiled birds.

When a bird becomes oiled, it often reacts in a variety of ways. Oil on the feathers will impair water repellence and the insulating properties of a healthy bird's feathers. Oil causes the feathers to stick together, mat and separate. The bird is immediately exposed to external water and air temperatures. If they are not captured soon after oiling, they can succumb to hypo- or hyperthermia. Instinctively, the bird begins to bathe and preen the foreign substance from its feathers. In doing this, the bird may swallow oil, which can cause long-term effects. A bird is also unable to forage for food and take in fluids, which initiates the process of starvation and dehydration. As its buoyancy is also likely impaired, it can lose its ability to stay afloat. Therefore, oiled birds must escape to dry land in order to survive. Beached birds often struggle to land

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after hours or days of endless preening and exposure. By the time they are captured, they are exhausted, dehydrated, and often extremely hot or cold. They quickly burn up the little fat reserves they have and rapidly weaken. These initial effects of oil on a bird can be fatal.

The designated long-term bird rehabilitation facility may be a distance from the capture site. During the time between capture and transport, birds should be stabilized. Stabilization of oiled birds consists of four basic components: clearing of nostrils, mouth and eyes; temperature regulation; treatment for dehydration, and rest.

1. **Clearing of nostrils, mouth, and eyes:** Heavily oiled birds sometimes have debris and oil built up in their mouths and nostrils that can impair their breathing. Debris should be removed from these areas using cotton swabs, rags, and/or tweezers. Eyes can be flushed out with clear non-medicated saline solution or water.
2. **Temperature regulation:** Each bird's temperature should be taken once it has been transported to the stabilization site. Normal bird temperatures range between 102° and 106°F. Birds with temperatures below 101°F should be considered hypothermic. Hypothermic birds can be warmed in a variety of ways. Warm bottles of water covered in rags can be placed around the bird in its box. In cases where electricity is available, a heating pad, kept on low or medium, can be placed under half of the box or cage to help warm the bird. Very cold birds can also have a towel or rags temporarily wrapped around them to help warm them up. Monitoring the bird's body temperature on a regular basis during this time, prior to transport, is absolutely essential. As birds can overheat quickly, care should be taken to avoid overheating.
    a. **Birds with temperatures above 106°F are considered hyperthermic.** Hyperthermic birds can be cooled down by allowing cool air to blow on them or by placing them in an open container in a shady, cool place. In extreme cases, birds can be held in cool water for a short amount of time until they show signs of cooling. Once a bird cools down, it can be placed in a box or cage with an ambient temperature between 68° to 75°F and good ventilation. Birds should be closely monitored.
3. **Treatment for dehydration:** It should always be assumed that oiled birds are dehydrated. Fluids should be gavage-fed to birds on a regular schedule beginning at stabilization. Pedialyte® is a human electrolyte solution and is recommended as it is easily accessible and works well for dehydrating birds. This product, mixed with the proper ratio of Toxiban® (activated charcoal), will help to absorb the oil in a bird's stomach and aid in reducing the long-term effects of ingested oil. The Pedialyte®/Toxiban® solution should be tubed for the first two tubings only. Straight fluids (Pedialyte®) without Toxiban® should be continued after tubings.

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a. **The initial tubing amount should be half of the recommended tubing amount.** This will help prevent regurgitation in stressed birds. The amount can be increased during each tubing. Subcutaneous or intravenous fluids can be administered to seriously debilitated birds when it is warranted, and when those techniques can be performed effectively and safely in the field.

4. **Rest:** By the time oiled birds are captured they are often in an exhausted state. They will use all of their energy to fight and may look livelier than they actually appear. People are perceived as predators by them, so they will always act lively. Even so, it is important to assume that they are suffering from exhaustion. Temperature taking, fluid administration, and other handling should be performed quickly so that the bird can rest. Oiled birds should be kept in a box or cage with good ventilation when not being handled. They should not be glanced at during this time except when being monitored. The visual stress of seeing humans peeking and/or gazing at them is hazardous to their survival. They need to rest as much as possible.

5. STABILIZATION FACILITIES

Stabilization facilities are needed in areas or during incidents where the actual spill site or animal capture area is a significant distance from the long term rehabilitation center. Stabilization facilities are not designed to accommodate washing or the administration of long-term care to oiled waterbirds. Their purpose is only to serve as first aid stations prior to transport to the rehabilitation center. They also provide a central spot for the collection team to stage, meet, and deposit birds.

a. Stabilization Facility Specifications

Specifications for stabilization facilities are dependent on the event. Often a stabilization site may be a vacant room or building central to the spill site. Most areas will accommodate for stabilization as long as they maintain a few necessary components. Stabilization facilities typically include: heat control, ventilation, shelter from weather, privacy, space for holding boxes or cages for animals, an animal treatment area, electricity, lights, and water. In addition, transportation vehicles will be needed.

b. Ventilation/Air Temperature

A minimum air exchange of 8 times per hour is ideal. In remote areas where the back of a vehicle is used, air must be allowed to circulate at all times. Ventilation precautions are essential for human as well as animal health.

The air temperature within the stabilization facility should be adjustable so that it can accommodate hyper- and hypothermic animals. Temperatures should be able to reach as high as 80°F and cool off in hot temperatures.

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c. Animal Treatment Area

The animal treatment area is a fairly small space that allows for human movement and the treatment of waterbirds. A flat surface, such as a table or counter (at least 3 by 4 feet), where animals can receive treatment is needed. The room space should provide adequate space for staff to move. Some medical and animal care supplies may need to be locked up to avoid theft.

A standard water faucet with running hot and cold water is an adequate water supply for a stabilization facility.

6. TRANSPORTATION OF OILED BIRDS

The efficient and quick transportation of oiled birds from capture or stabilization sites to the rehabilitation facility is a very important aspect of oiled bird care. In ideal situations, captured birds will be immediately taken to a stabilization site near the area of capture and stabilized prior to transportation to the rehabilitation facility. The stress of transportation can be reduced by the following transportation protocols.

The transport of oiled animals from the stabilization center to the rehabilitation center should occur regularly. During spills, schedules can be developed according to the number of birds being captured and the distance the animals need to be transported. Vans, cars, and covered trucks can be used as long as they provide good ventilation and temperature control. Birds can easily overheat in crowded hot trucks and in cold temperatures; animals can become hypothermic very quickly. If the transport time from a stabilization facility to the rehabilitation center is more than two hours, the animals and vehicle temperature should be closely monitored. This may require an occasional stop and quick peek to observe a bird's behavior.

a. Transportation Containers

A variety of containers can be used to transport birds. They must meet three basic criteria:

1. A transport container must provide sufficient room for an animal to comfortably move. Animals should be able to turn their body around without hitting the walls. Numerous birds of some social bird species can be housed together in one box. These birds need to be identified for compatibility prior to boxing. Caution should be used when housing birds as they can quickly overheat if ventilation is not adequate.
2. The container must have proper ventilation so that toxins from the oil and heat from their bodies can escape.
3. The container must be strong to hold active birds. For hypothermic birds, towels can be temporarily placed over boxes to hold in heat. These birds should be checked regularly for overheating.

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Cardboard pet carriers work well as they have many ventilation holes and handles for easy carrying. Waxed pet carriers are preferred. These carriers are sturdier, hold up longer, and can be wiped out between uses. During emergencies, these carriers are usually available through animal control agencies and humane societies. Sturdy cardboard boxes with holes punched in them to allow cross-ventilation are also good. Holes (no wider than one-inch in diameter) should be punched on all four sides of the box. A minimum of eight holes per side is sufficient. The bottom and top should be solid. For large birds, such as herons and geese, plastic dog kennels are the container of choice as they are very sturdy and are available in a variety of sizes. Large boxes, such as wardrobe boxes and large utility boxes, can also be used. U-haul maintains various boxes of different lengths, widths, and heights. These usually accommodate most species seen in oil spills. All cages must have towels or rags placed in the bottom of them to help prevent slippage and allow adequate cushioning to help protect bird feet and keels. The cushion should be approximately two inches thick.

Pillow cases and burlap bags have been used to transport oiled animals but should be avoided because they do not provide protection from the elements or provide ventilation and can abrade sensitive tissues or break feathers. Exceptions can be made when other alternatives are not feasible. Precautions should be made to ensure that birds do not overheat and that its eyes are protected.

b. Transportation Vehicles

Cars, trucks, boats, or planes can be used to transport birds. Vehicles must have ventilation and temperature control. Birds have body temperatures between 102° and 106°F and can become hypothermic very quickly. To ensure their comfort, boxes should not be placed on top of each other and at least two sides of each box should be open to circulation air. The ideal temperature for the interior of a transport vehicle is 60° to 70°F. On hot days, precautions must be made to prevent hypothermia. In colder weather, birds covered in oil do not have insulation and can become hypothermic quickly. In such cases, vehicle temperature may need to be increased. When traveling long distances, birds should be checked every hour or so for overheating and hypothermia. A general rule of thumb is to keep a close watch on the birds to prevent problems from occurring.

c. Transportation Coordination

The transport of oiled birds to a rehabilitation center must occur soon after they are captured and stabilized. Schedules can be developed according to the number of birds captured and the distance the animals have to be transported. With proper planning and care, oiled wildlife has been transported successfully hundreds of miles to treatment centers.

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d. Compatibility

Some species of birds can do serious damage to each other if they are unwillingly forced to share boxes during transport. These birds are naturally aggressive and will fight with each other when confined. Other more gregarious species, such as common murres, can be housed together safely during transport. Caution should be taken when putting more than one bird in a container. Only experienced individuals should make these decisions. Observing a bird's behavior for 30 seconds or so after being placed in a container should provide an idea of its temperament.

7. WATERBIRD REHABILITATION FACILITIES AND EQUIPMENT

This section contains an overview of the facilities and materials necessary for oiled waterbird rehabilitation.

There are many variables in an oil spill that can affect the success of oiled waterbird rehabilitation efforts and the survival rate of animals within these programs. The number of animals affected, species affected, type of oil that is spilled, the effectiveness of the search and rescue program, skills and experience of rehabilitation and veterinary staff, and volunteer management are some variables that can have an impact on these programs. However, the lack and/or inadequacy of rehabilitation facilities have historically had the most serious impact on these programs. To be functional, the design of oiled bird rehabilitation facilities must include adequate ventilation, electrical capabilities, high volumes of hot and cold water, temperature control, indoor and outdoor space for housing animals and supplies, communication systems, and waste disposal capabilities. Without these components, the survivability of the animals in these facilities will be severely altered.

Over the years, facility requirements have been misunderstood, but through practical experience during oil spills, IBRRC has developed facility guidelines that can be used when creating an oiled bird rehabilitation facility.

Once captured, oiled birds require specialized care, caging, and facilities that are designed to function quickly and efficiently. Oiled bird rehabilitation programs become factories and the birds move through the system in an "assembly line" mode. Rehabilitation facilities can be warehouses, vacant schools, or other buildings that could provide adequate space.

a. Rehabilitation Facilities

Due to the special needs required to rehabilitate oiled waterbirds, rehabilitation and stabilization facilities should be pre-identified and/or, in most cases, outfitted with supplies in advance of an oil spill emergency. The rehabilitation center should be located close to the spill site, thus permitting concentration of rehabilitation efforts, supplies, equipment, volunteers, and expertise. All facilities should have controlled access.

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b. Long-Term Rehabilitation Facility Specifications

Long-term rehabilitation facilities must have certain components that are absolutely essential to the proper functioning of the center. There are many variables that affect the success of oiled waterbird rehabilitation programs. Historically, the biggest problem is the lack of adequate and "functional" facilities.

The Oiled Wildlife Care Network is composed of 25 rescue and rehabilitation centers along the California coast that care for aquatic birds exposed to petroleum products in their environment.

F. MARINE MAMMALS RESPONSE PROCEDURES

Appendix III (n) of the OSPR Wildlife Response Plan: OWCN Protocols for the Care of Oil-Affected Marine Mammals (Rev. 2003) should be referenced for detailed information on the care of oil-affected marine mammals.

1. INITIAL RESPONSE

ExxonMobil's most active role in the rehabilitation process will occur during the initial response stage. This section contains information concerning the capture, stabilization, and transportation of oiled marine mammals.

2. CAPTURE

The OWCN, in consultation with trustee agencies and the Unified Command, will determine if an attempt to capture an oiled marine mammal is warranted. Once a decision is made to capture an animal, **only trained and authorized personnel will be allowed to undertake these activities**. Whenever possible, members of the California Marine Mammal Stranding Network (CMMSN) will be responsible for capture and transport of oiled pinnipeds, and experienced field biologists from the CMMSN, U.S. Fish and Wildlife Service, USGS Biological Research Division, or the CDFG will be responsible for capture and transport of oiled sea otters. The OWCN and the Unified Command may assign other personnel to assist in capture and transport of marine mammals. Several different forms need to be completed for every animal captured for rehabilitation during an oil spill. Please see the OWCN Protocol referenced above for data forms.

3. DETERMINING THE NEED FOR RESCUE

In general, marine mammals are less susceptible to oil exposure than marine birds, with the exception of densely furred marine mammals. Cetaceans and most pinnipeds are able to detect and avoid surface slicks and/or have thick blubber layers making them less prone to experience thermoregulatory problems and hypothermia when exposed to oil. Depending on the extent of external exposure, the toxicity of petroleum product, the volume ingested or

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inhaled, and the representing clinical signs, some pinnipeds and cetaceans may not need to be captured and rehabilitated.

In contrast to species with thick blubber layers, densely furred marine mammals, such as sea otters and fur seals, may undergo thermoregulatory problems similar to marine birds after external exposure to oil. The protective barrier provided by their dense pelage (fur) is disrupted by contamination with oil destroying its water repellency. In addition, the fastidious habits of sea otters would likely result in the ingestion of oil during attempts to groom and bathe (OWCN Protocol, 2003). These species would most likely require rehabilitation when oiled due to the physical and toxicological effects of petroleum exposure.

4. **STABILIZATION**

The purpose of stabilizing oiled animals is to simply make them as comfortable as possible and to combat the initial effects that oil may have on them. Stabilizing recently captured oiled animals, prior to transport to a long-term rehabilitation facility, will help to maximize their survivability.

Sea otters and fur seals however react similarly to that of oiled birds. Oil on the fur disrupts the protective barrier provided by the dense pelage by destroying its water repellency. If the animal is not captured soon after oiling, they can succumb to hypo- or hyperthermia and are likely to ingest the oil during attempts to groom and bathe, which will require further rehabilitation due to the physical and toxicological effects of petroleum exposure.

The designated long-term rehabilitation facility may be a distance from the capture site. During the time between capture and transport, animals should be stabilized. Stabilization of oiled animals consists of four basic components: clearing of nostrils, mouth and eyes, temperature regulation, treatment for dehydration, and rest.

5. **Clearing of nostrils, mouth, and eyes**: Heavily oiled marine mammals may have impaired breathing due to the oil build up in their mouths and nostrils. Debris should be removed from these areas using cotton swabs, rags, and/or tweezers. Eyes can be flushed out with clear non-medicated saline solution or water. Only trained and authorized personnel should attempt to handle marine mammals.

6. **Temperature regulation:** Each mammal's temperature should be taken once it has been transported to the stabilization site. Normal core body temperatures for otters lie within 99.5 and 100.6°F and Pinniped's temperatures lie within 98 and 102°F. Mammals with a temperature below 98°F should be considered hypothermic. Hypothermic animals should be placed in a sheltered location out of the wind, although good ventilation must be maintained to prevent animals and humans from inhaling

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petroleum fumes. Hypothermic animals would have a core temperature of over 102 degrees F. These animals need improved ventilation, may be sprayed gently with water, or ice cubes may be added to the top of the cage and allowed to drip onto the animal as it melts.

7. **Dehydration assessment:** Dehydrated animals are demonstrated by the lack of tear production, thick ocular mucus, "sunken" or crusty eyes, dry mucous membranes, skin tenting in Otariids, and lethargic or depressed behavior. It may be necessary to treat the animal with fluids prior to continuing the examination and intake procedures; however it is preferable to obtain blood samples prior to hydration treatments. All animals that have been stranded are assumed to be at least 5% dehydrated. Isotonic fluids (e.g., Pedialyte, Replenish, Revive) can be administered to animals that appear to have not ingested oil orally at a rate of 10-20ml/kg once either orally or subcutaneously. If the animal is alert and likely to have ingested oil, administer activated charcoal (Toxiban, 6 ml/kg) orally. Additional fluid therapy will be determined by the attending veterinarian, based on an evaluation of the animal's blood work and continuing assessment of its condition.

8. **Rest:** It is important to assume the animal in captivity in suffering from exhaustion. Temperature taking, fluid administration, and other handling should be performed quickly so that the animal can rest. The animals should be placed in a holding area that has good ventilation when not being handled. They should not be glanced at during this time except when being monitored. The visual stress of seeing humans peeking and/or gazing at them is hazardous to their survival. They need to rest as much as possible.

5. STABILIZATION FACILITIES

Stabilization facilities are needed in areas or during incidents where the actual spill site or animal capture area is a significant distance from the long-term rehabilitation center. Animals may demonstrate signs of hyper- or hypothermia and dehydration when captured. Stabilizing oiled animals, providing first aid, and basic initial care to these animals, helps to significantly increase their chances of survival. The goal is to make them as comfortable as possible and stabilized to withstand the stresses associated with being oiled and the transfer to the long-term rehabilitation facility.

Oiled animals are typically given oral fluids and an activated charcoal solution to help absorb ingested oil, their temperature monitored and stabilized, and their nostrils, other air passages and eyes cleared of debris and oil. Stabilization facilities are not designed to accommodate washing or the administration of long-term care to oiled animals. Their purpose is only to serve as first aid stations prior to transport to the rehabilitation center. They

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also provide a central spot for the collection team to stage, meet, and deposit animals.

a. Stabilization Facility Specifications

Specifications for stabilization facilities are dependent on the event. Often a stabilization site may be a vacant room or building central to the spill site. Most areas will accommodate for stabilization as long as they maintain a few necessary components. Stabilization facilities typically include: heat control, ventilation, shelter from weather, privacy, space for holding boxes or cages for animals, an animal treatment area, electricity, lights, and water. In addition, transportation vehicles will be needed.

b. Ventilation/Air Temperature

A minimum air exchange of 10 to 15 air exchanges per hour is ideal. In remove areas where the back of a vehicle is used, air must be allowed to circulate at all times. Ventilation precautions are essential for human as well as animal health. The air temperature within the stabilization facility should be adjustable so that it can accommodate hyper- and hypothermic animals.

c. Animal Treatment Area

The animal treatment area is a fairly small space that allows for human movement and the treatment of animals. A flat surface, such as a table or counter (at least 3 by 4 feet), where animals can receive treatment is needed. The room space should provide adequate space for staff to move. Some medical and animal care supplies may need to be locked up to avoid theft. A standard water faucet with running hot and cold water is an adequate water supply for a stabilization facility.

6. TRANSPORTATION OF OILED MAMMALS

The efficient and quick transportation of oiled animals from capture or stabilization sites to the rehabilitation facility is a very important aspect of oiled wildlife care. In ideal situations, captured animals will be immediately taken to a stabilization site near the area of capture and stabilized prior to transportation to the rehabilitation facility. The stress of transportation can be reduced by the following transportation protocols.

The transport of oiled animals from the stabilization center to the rehabilitation center should occur regularly. During spills, schedules can be developed according to the number of animals captured and the distance the animals need to be transported. Vans, cars, and covered trucks can be used as long as they provide good ventilation and temperature control. Keep in mind that oiled, stressed, or injured seals are not able to regulate their body temperature effectively, and their conditions can change within minutes. Animals should be monitored periodically on long transports of greater than one hour.

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Due to the size and weight of some larger marine mammals, personnel handling or lifting these animals should use proper lifting techniques or mechanical devices, as needed.

a. Transportation Containers

After capture and field stabilization, the oiled animal should be placed in transport box, airline kennel, or cage for transport. A variety of transport containers can be used. They must meet following criteria:

A transport container must provide sufficient room to allow the animal to lie down in a comfortable position. Only one animal per transport cage is recommended. Females and their pups are most safely transported in separate cages, although they should be positioned so that they can hear, see, and smell each other.

The container must have proper ventilation so that toxins from the oil and heat from their bodies can escape.

The container must be strong to hold an active animal and each cage must be firmly tied or otherwise secured in the vehicle.

Animals should be checked regularly for overheating. Hypothermic animals may be sprayed gently with water, or ice cubes may be added to the top of the cage and allowed to drip onto the animal as it melts.

b. Transportation Vehicles

Cars, trucks, boats, or planes can be used to transport marine mammals. Vehicles must have ventilation and temperature control. The preferred air temperature for pinniped transport is 10–20°C (50-68°F) but should not exceed 15°C for sea otters. It is important to keep the animals damp and cool, unless hypothermia is observed or suspected. When traveling long distances of greater than one hour, animals should be monitored periodically.

c. Compatibility

Social grouping of marine mammals in captivity are very important. While allocating animals to holding areas for transportation, factors such as age, species, season, and degree of compromise, foraging ability, and the possibility of infectious disease should all be taken into consideration by experienced individuals.

7. MARINE MAMMAL REHABILITATION FACILITIES AND EQUIPMENT

There are many variables in an oil spill that can affect the success of oiled marine mammal rehabilitation efforts and the survival rate of animals within these programs. No perfect facilities exist to suit all the needs for each animal and every oil spill, however, certain principles should be kept in mind when

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designing an oil spill facility or when attempting to house oiled marine mammals in an existing facility. An oil spill response facility should maximize safety to the species, provide an escape-proof enclosure, and minimize visual stress and human traffic. Housing should be set up to include appropriate areas for keeping animals prior to intake, pre-wash assessment and stabilization, post-wash, quarantine, and longer term housing. These areas will differ in the amount of space each animal requires, the degree to which the environmental temperature can be controlled, and water requirements (fresh versus salt). All facilities should include proper ventilation (10-15 air exchanges per hour), temperature control, water filtration, quarantine protocols and species requirements and social groupings.

a. Rehabilitation Facilities

Due to the special needs required to rehabilitate oiled marine mammals, rehabilitation and stabilization facilities should be pre-identified and/or, in most cases, outfitted with supplies in advance of an oil spill emergency. The rehabilitation center should be located close to the spill site, thus permitting concentration of rehabilitation efforts, supplies, equipment, volunteers, and expertise. All facilities should have controlled access.

b. Long-Term Rehabilitation Facility Specifications

Facilities for the rehabilitation of oiled marine mammals are located in various locations along the California coastline. The primary facility for intaking petroleum exposed sea otters will be the Marine Wildlife Veterinary Care and Research Center (MWVCRC) located in Santa Cruz. Other facilities include the North Coast Marine Mammal Center in Crescent City, The Marine Mammal Center in Sausalito, Long Marine Laboratory in Santa Cruz, the Monterey Bay Aquarium in Monterey, the Marine Mammal Center at Fort MacArthur in San Pedro, the Aquarium of the Pacific in Long Beach and the SeaWorld Oiled Wildlife Care Center in San Diego.

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G. Equipment/Supplies Necessary to Operate a Rehabilitation Center

Facility requirements vary significantly dependant upon the specific needs of various spill scenarios as well as the following factors:	
•	Anticipated number of animals
•	Types and numbers of species
•	Age of wildlife contaminated
•	Type of containment
•	Season/weather
•	Location of spill

A suitable facility must have a large open space that can easily be reconfigured to accommodate the changing needs of the wildlife rehabilitation process. Contracted wildlife specialists and/or agency representatives should be consulted regarding facility requirements for optimum rehabilitation. The following are equipment and facility considerations:

Equipment/facility considerations for wildlife rehabilitation activities. Consult with wildlife specialists to determine specific requirements.	
•	Hot and Cold Water Capacity
•	Electric and Lighting
•	HVAC Systems
•	Communications
•	Required Supplies Needed
•	Noise Control

Figure **17-1** lists some general conditions that can result from contamination of wildlife from spilled oil. Additionally, the minimum facility requirements for rehabilitating 100-150 oiled animals are illustrated in **Figure 17-4**. This information is presented for reference to assist with the assessment and initial determination of resource requirements. **Only trained and certified wildlife specialists will be involved in capture and rehabilitation efforts on behalf of ExxonMobil.**

Each wildlife rehabilitation facility must have a Site Safety Plan in place prior to start-up. The Site Safety Plan must include checklists for measures to avoid physical, chemical, and biological hazards, safe animal handling procedures, and other emergency procedures and contact numbers.

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Clinical Findings Associated with Oil Contamination — Figure 17-1

Oiled birds can present any and all of the following physical and clinical signs:	
–	Oil, moderate to severe, on feathers and skin
–	Irritation, thickening, cracking and/or bleeding of skin
–	Hypothermia (reduced body temperature)
–	Hyperthermia (increased body temperature)
–	Inflammation of conjunctiva and corneal surface of the eyes
–	Oil in mouth, nares, vent
–	Feather loss
–	Acute respiratory distress
–	Tarry black (bloody/oiled) or green (bile stained) droppings
–	Sternal recumbency (inability to stand)
–	Ataxia (weakness/uncoordinated)
–	Tremors, seizures or other signs of CNS/neuromuscular toxins
–	Shock

Further examination and diagnostic testing can reveal:	
–	Dehydration
–	Anemia
–	Reduced kidney function
–	Pulmonary edema
–	Electrolyte imbalance
–	Acidosis
–	Fungal/bacterial/viral infections
–	Capture myopathy
–	Other capture-related injuries

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Primary Professional Wildlife Service — Figure 17-2

Service	Contact	Contact Numbers
IBRRC 4369 Cordelia Road Fairfield, CA 94585 3601 South Gaffey Street Box 3 San Pedro, CA 90731	--	(707) 207-0380* (707) 207-0395 (Fax) (310) 514-2573 (310) 514-8219 (Fax)
Oiled Wildlife Care Network One Shields Avenue Davis, CA 95616	--	(530) 752-4167 (530) 752-3318 (Fax)
Wildlife Response Services LLC P.O. Box 842 Seabrook, TX 77586	--	(713) 705-5897 (281) 266-0054(Pg) (281) 326-0807(Fax)
Wildlife Rehab & Education, Inc. 951 Power St League City, TX 77573	--	(b) (6) [redacted] H) (713) 279-1417 (Pg)
Tri-State Bird Rescue & Research, Inc. 110 Possum Hollow Rd. Newark, DE 19711 www.tristatebird.org Oilprograms@tristatebird.org	--	(302) 737-7241

* Indicates 24 hour number

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Federal & State Wildlife Agency Notifications — Figure 17-3

No.	Agency	Contact	Contact Numbers
US Fish & Wildlife Region VIII			
1	Ventura Field Office 2493 Portola Road, Suite B Ventura, CA 93003	--	805-644-1766 (Off) 805-644-3958 (Fax)
2	Carlsbad Field Office 6010 Hidden Valley Road, Carlsbad, CA 92011	--	760-431-9440 (Off)
3	Sacramento Field Office 2800 Cottage Way, Room W-2605, Sacramento, CA 95825	--	916-414-6600 (Off)
National Marine Fisheries Service Offices			
1	Southwest Regional Office 501 West Ocean Blvd. Long Beach, CA 90802	--	562-980-4000
State Fish & Wildlife Agencies			
1	Office of Spill Prevention and Response (OSPR) 1700 K Street, Suite 250 Sacramento, CA 95811	--	916-445-9338
2	Marine Life Protection Act (MLPA) 1416 9th Street Suite 1311 Sacramento, CA 95814	--	916-653-5656 (Off) 916-653-8102 (Fax)

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Wildlife Rehabilitation Center Space Requirements — Figure 17-4

Space/Area	Square Footage
Front desk/admissions	250
Logistics Office	200
Kitchen/food storage	250
Husbandry area (Large central room	1200
Supplies/storage	250
Wildlife cleaning area	750
Medical treatment/exam	200
Pathology/Lab/Cold storage	100
Isolation ward	200
Volunteer/Worker restroom	150
Bathrooms/Decon/Changing	200
Outside pool areas 10'x15'x2' Per 15 birds + access and maintenance space	3300
Non-hazardous & Hazardous (medical & oil) waste	
Indoor	50
Outdoor	400
Outside area for oily waste water	300
Loading dock/parking for 50 (opposite side of bldg from outside cages)	5000
Total interior sq ft	**3800 ft^2**
Total exterior sq ft	**9000 ft^2**
Total square feet	**12800 ft^2**

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Wildlife Collection Sheet **Figure 17-5**

WILDLIFE COLLECTION SHEET

Incident: _____

Date: _____ Time: _____ Species: _____

Capture Location: _____ Lat/Long: _____

Extent of Oiling (circle one):

Completely oiled	Dorsal surface	No obvious oil
Spotty	Ventral surface	

Other Observations: _____

Field Treatment

Mouth, nostril cleaned: _____ Warmed: _____
Wiped or wrapped: _____ Eyes irrigated: _____
Gavaged: _____ Amount: _____

Collected By (Name): _____

Address: _____

Telephone: _____ Affiliation: _____

Notes: _____

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18. DISPERSANT USE PLAN

A. Overview

Dispersants are used to remove floating oil from the water surface and disperse it into the water column in order to reduce impact to sensitive shoreline habitats and animals that are present on the water surface. Specially formulated products containing surface-active agents are sprayed onto the slicks by aircraft or boat and may be applied undiluted or mixed with water depending on the specific dispersant.

To achieve the objective of minimizing environmental harm in an offshore spill, the primary strategy should be to control the spill as close to the source (and as far offshore) as possible. In the event of a loss of subsea well control, the first step in controlling the spill, then, should involve the use of appropriate quantities and types of dispersants directly at the well head, where lower dispersant application rates can be achieved with appropriate monitoring. Oil on the surface near the release should be addressed through surface application of dispersants and, when conditions allow, mechanical recovery and/or *in situ* burning. This is where the oil is the most concentrated and the conditions under which these tactics are the most effective: before extensive spreading, emulsion formation, and weathering occur. Beyond the immediate vicinity of the release and in areas where it may be approved, aerial dispersant application should be used to treat relatively fresh oil that escapes the near-field mechanical recovery and *in situ* burn efforts but has spread too thin for effective use of those technologies. Dispersant-oil ratios should be adjusted for slick thickness to minimize the quantity of dispersant while achieving adequate dispersion.

In practice, dispersants reduce the oil/water surface tension and decrease the energy needed for the slick to break into small droplets and mix into the water column. Energy, in the form of turbulence or wave action, helps mix the dispersant into the oil and the treated oil into the water. Even in the case where wave action is minimal, e.g., <1.5 feet, results from multiple studies have shown that dispersants stay with oil under calm conditions for periods of up to and exceeding 2 weeks and still allow oil slicks to disperse when mixing conditions increase. Additionally, it has been found that dispersant-treated slicks spread very thin in calm seas, the result being that they disperse at much lower energy than thick slicks. The Dispersant Use Decision Tree (**Figure 18-4**) may be used to determine if dispersant operations are the optimum countermeasure during cleanup operations.

The 2008 ACP Update, Section 3270, provides a brief discussion on the use of dispersants, and refers to the Regional Contingency Plan (RCP), Section 4007.05, which is maintained and hosted by the CDFG Office of Spill Prevention and Response at: http://www.dfg.ca.gov/ospr/fed_region_9.aspx

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The RCP contains the California Dispersant Plan (CDP; located in RCP Appendix XII), which in its current form (October 2008), provides policies and guidelines to allow the federally pre-designated U.S. Coast Guard (USCG) Federal On-Scene Coordinator (FOSC) and/or the Unified Command to use dispersants in a timely manner to: 1) prevent or substantially reduce a hazard to human life; 2) minimize the adverse environmental impact of the spilled oil; and 3) reduce or eliminate the economic or aesthetic losses of recreational areas.

B. Dispersants Inventory

Sufficient inventories of dispersants available to ExxonMobil are detailed in **Figure 18-5**. Acquisition of dispersant and application vehicles is provided through contracts and/or agreements with OSROs and supply companies.

Clean Seas and MSRC maintain inventories of dispersants and dispersant application equipment.

In the event that dispersant inventories become depleted, a minimum inventory of 200 drums (11,000 gallons) of COREXIT EC9500A is stockpiled in at the manufacturer's facility in Sugarland, Texas on a first come, first serve basis. Within 14 days of receipt of a dispersant order, Nalco can produce 26,500 gallons per day of COREXIT EC9500A.

C. Toxicity Data

The toxicity of various dispersants has been measured on a number of occasions, most recently during the summer of 2010 and the recent LC_{50} values of Corexit EC9500A are presented in the following summary along with prior values for Corexit 9527. The LC_{50} values represent the concentration, in ppm, causing a 50% mortality over a given period of time (i.e., 96-hour). For comparison, information for other dispersants that are listed on the EPA National Contingency Plan (NCP) list may be found on the EPA website.

Toxicity Data – Corexit EC 9500A & 9527 **Table 18-1**

Species	LC_{50} – Corexit EC9500A
Menidia beryllina (inland silverside)	130 ppm @ 96-hr
Mysidopsis bahia (mysid shrimp)	42 ppm @ 48-hr

Source: Comparative Toxicity of Eight Oil Dispersant Products on Two Gulf of Mexico Aquatic Test Species, US EPA, June 30, 2010

Species	LC_{50} – Corexit 9527
Menidia beryllina (inland silverside)	14.6 ppm @ 96-hr
Mysidopsis bahia (mysid shrimp)	24.1 ppm @ 48-hr

Source: Nalco/Exxon Energy Chemical Product Bulletin & U.S. EPA's National Contingency Plan Product Schedule

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The recent EPA toxicity tests show that among a group of eight dispersants, Corexit EC9500A is among the lesser toxic products. Additional information for Corexit EC9500A and 9527 is provided in Table 18-2.

Characteristics of Corexit 9500 & 9527 **Table 18-2**

Name:	Corexit EC9500A
Manufacturer:	Nalco Energy Services
When Available:	Immediately (nationwide)
Location:	Pasadena, TX
Amounts:	45,000+ gal (thru MSRC, additional amounts available from other providers)
Toxicity:	See Table 18-1
Reactions:	Non-reactive with steel equipment
Applicability:	Successful in lab/field tests on fresh crude oil. Successful in lab and wave basin tests of heavy crude when very fresh.
Application Methods:	Spray from fixed wing aircraft, helicopter, or spray vessel

Name:	Corexit EC9527A
Manufacturer:	Nalco Energy Services
When Available:	Immediately from current CA inventories
Locations:	Santa Barbara/Long Beach, CA
Amounts:	8,000+ gal in tank wagons, 7,000+ gal in yard, vans, and OSRVs
Toxicity:	See Table 18-1
Reactions:	Non-reactive with steel equipment
Applicability:	Successful in lab/field tests on fresh crude oil. Moderately successful on lab tests of heavy crude when very fresh.
Application Methods:	Spray from fixed-wing aircraft, helicopter, or spray boat.

Only dispersants and chemicals accepted by the U.S. EPA and the CDFG (representing the State of California) shall be used. The application and use of oil spill cleanup agents in California shall comply with Article Three (Sections 2332 through 2336) of California Code of Regulation, Title 23.

D. Dispersant Effectiveness

Open water with sufficient depth and volume for mixing and dilution and fresh oil are the preferred conditions for dispersant application. As the oil is subjected to

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heat, sunlight and water, it generally goes through a variety of changes that are the result of the process known as "weathering." In general, the results of weathering lead to an increase in viscosity of the oil as the lighter hydrocarbon components are lost and the effectiveness of dispersant applications may be reduced. As a result, it is important that the initial dispersant application should be completed as soon as possible, usually within the first 48-72 hours. Dispersants are an important oil spill response option and should always be considered from a Net Environmental Benefit perspective, i.e., the impact from their use should be weighed against the impact of untreated oil stranding in potentially sensitive environments.

The goal of dispersant use is to reduce the amount of oil on the water surface and a measure of its effectiveness is indicated by its performance in a variety of standard laboratory tests. For example, the "swirling flask test" results below have been reported by the US EPA. In the case of Corexit EC9500A, the results were obtained during the summer of 2010.

Swirling Flask Dispersant Effectiveness Test with South Louisiana (S/L) & Prudhoe Bay (P/B) Crude Oil **Table 18-3**

OIL	COREXIT EC9500A
Prudhoe Bay Crude	45.3%
South Louisiana Crude	54.7%
Average of Prudhoe Bay and South Louisiana Crudes	50.0%

Source: US EPA Website, http://www.epa.gov/osweroe1/content/ncp/tox_tables.htm#dispersants, 2010

OIL	COREXIT 9527
Prudhoe Bay Crude	51.0%
South Louisiana Crude	31.0%
Average of Prudhoe Bay and South Louisiana Crudes	41.0%

Source: Technical product bulletin #D-1, USEPA, Oil Program Center, December 18, 1995. "Corexit 9527".

The percentage results indicate how much oil was transferred into the water column following application of the dispersant during this specific test. Corexit EC9500A is just one example of a commercially available dispersant approved for use in the US, but it often is shown to perform better on a wider range of crude oils. Additionally, it should be noted that the swirling flask test is considered to be a relatively low energy bench test. In other, more energetic tests (e.g., Exxon Dispersant Effectiveness Test, EXDET), as well as in real world situations, higher percentages of oil dispersion are generally encountered. For example, in larger scale wave tank tests, it is often the case that Corexit EC9500A gives complete dispersion (e.g., >90%) of a variety of crude oils.

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As the data in Tables 18-4 and 18-5 show, significant dispersion is observed for several California crudes up testing in the EXDET as well as in the large wave tank managed by the BOEMRE and located in Leonardo, NJ (OHMSETT - Oil and Hazardous Materials Simulated Environmental Test Tank).

Dispersant Effectiveness with Santa Ynez Unit Crudes (EXDET Tests) **Table 18-4**

Crude Oil Source	% Oil Dispersed (DOR = 1:20)	
	Corexit 9500	Corexit 9527
Hondo	71	68
Harmony	50	43
Heritage	38	17

As Table 18-5 shows, as the treatment level decreases (indicated by changes in DOR, or Dispersant to Oil Ratio), the amount of oil dispersed decreases as well, indicating that there is an optimal level of dispersant to be applied. A DOR of 1:20 represents the usual treatment level, but for heavier crudes, a higher level of dispersant may be required.

Dispersant Effectiveness with Harmony and Heritage Oils (EXDET /OHMSETT Tests) **Table 18-5**

Test Crude	Corexit 9527 EXDET Lab Test Efficiency (DOR)	Corexit 9500 EXDET Lab Test Efficiency (DOR)	Corexit 9500 OHMSETT Test Efficiency (DOR)
Harmony	70 (1:10) 57 (1:20) 35 (1:50)	72 (1:10) 72 (1:20) 51 (1:50)	86 (1:9) 100 (1:11) 46 (1:39)
Heritage	15 (1:10) 9 (1:20) 6 (1:50)	37 (1:20)	32 (1:6)

E. Application Equipment

The following table lists providers of dispersant application equipment in the Pacific Region. Each of these organizations is either an approved ExxonMobil OSRO (See **Figure 7-5**) or is a primary provider of MSRC, ExxonMobil's primary equipment provider. In addition to this, a variety of vessel-mounted dispersant delivery systems are available as well.

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Aerial Dispersant Application Equipment — Table 18-6

#	Equipment	Quantity/ Type	Location	Contractor	Phone No.
1	Aircraft Spraying	BE 90 King Air	Stennis, MS	MSRC	800-645-7745
		C-130A	Coolidge, AZ	MSRC	800-645-7745
		C-130 with ADDS Pack	Port Everglade, FL	CCA	954-983-9880
2	Dispersant Spotter Aircraft	BE 90 King Air	Stennis, MS	MSRC	800-645-7745
3	Helicopter Dispersant Application System	(2) Simplex 2000 dispersant spray systems	Carpinteria, CA	Clean Seas Coop	805-684-3838

F. Application Methods

There are three primary methods of applying dispersants to an oil spill. These methods involve the use of airplanes and helicopters for aerial application, the use of boats for on-water application and subsea injection at a leaking wellhead. A discussion of each application and information on the rates of application follows.

- **Aerial Dispersant Application**
  Aerial application is one method pre-approved by the Regional Response Team (RRT). This method involves the application of dispersants from an airplane, and typically involves the use of a C-130 directed by a spotter plane. The C-130 and the C-130 with ADDS pack have capacities of 3,250 and 5,000 gallons respectively and the BE 90 King Air has a capacity of up to 425 gallons. Aerial application can be hindered by poor weather (rain, fog, etc.).

  While aerial application can be extremely effective, it can be limited by poor weather conditions (e.g., rain and fog) and it is only allowed during daylight hours. The typical application rate target is 5 gallons per acre.

- **Marine Dispersant Application**
  A second method of dispersant application is from vessels equipped with mounted spray arms or by means of a fire monitor system. Depending on the dispersant, it can be applied neat or diluted by seawater. The system should operate between 40 and 80 psi, and should deliver material at a rate sufficient to maintain a spray pattern capable of reaching the oil before being carried away by wind or turbulence.

  In the case of water dilution, the ideal dispersant concentration is 3 to 10 percent dispersant and should be calculated based on pump capacity, boom swath width, vessel speed, and estimated volume of oil to be treated over a specified area. A treatment rate of 5 gallons per acre is typical.

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- **Subsea Dispersant Application**
  Injection of dispersant at the source of a subsea release has recently been shown to be an effective oil spill response option that can potentially treat an oil spill with a very high encounter rate. It is expected that a dispersant to oil ratio (DOR) of 1:100 or less (e.g., 1:200) may be effective for subsea releases.

  Despite low DORs, existing evidence concerning the effectiveness of subsea injection of dispersants is positive and suggests effective dispersion of the oil. NOAA and the EPA have issued reports on the technique and they support the consideration of its use during a subsea oil release.

  Subsea injection can be viewed as a proven contributor to addressing spills from offshore wells because applying dispersants at the wellhead or other subsea source has the following advantages over other response options:

  - **Safety**: subsea injection reduces the amount of oil coming to the surface and this in turn (a) reduces exposure of surface vessels and personnel to volatile components of the oil and (b) reduces the need for surface recovery, in situ burn, and surface dispersant operations; thereby reducing exposure of response personnel to accidents during these operations.
  - **Requires much less dispersant**: dispersants work best on fresh oil. Testing has shown that fresh oils with high API gravity readily disperse at dispersant to oil ratios below 1:100 and even lower when the dispersant is mixing well with the oil.
  - **More precise**: application of dispersants into a subsea release can be more precise and better controlled than surface application of dispersants.
  - **Proceeds 24/7**: subsea injection proceeds day and night whereas other response operations are limited to daytime and subsea injection is not limited by weather conditions, except strong tropical storms or hurricanes. All other response options have weather limitations.
  - **All oil is treated**: an efficient subsea dispersant delivery system could potentially treat all oil escaping from a single release point.

- **Approval Procedures and Forms**

  To ensure a streamlined operation, the Environmental/Regulatory Unit of the **Strike Team**, with the assistance from the Office of Spill Prevention and Response (OSPR) located in Sacramento, shall review and complete the following:

  - Federal On-Scene Coordinator (FOSC) Checklist
  - Support Information for FOSC Checklist

  Federal regulations (see 40 CFR 300.84) provide that the Environmental Protection Agency (EPA) and the State of California may authorize the use of chemical agents (i.e., National Contingency Plan [NCP] Product Schedule). Guidelines have been developed for Region IX to consolidate federal and state policies and to

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streamline the approval process without compromising the need to gather and analyze data and information needed: (1) to determine the effectiveness of (a) chemical agent(s) on the type of oil spilled; (2) the potential environmental, economic and social impacts associated with introducing (a) chemical agent(s) into the marine environment; and (3) whether the chemical agent(s) and application equipment are available to carry out application procedures in a timely and effective fashion.

- **California Dispersant Plan and FOSC Checklist**

  The California Dispersant Plan (CDP), which in its current form (October 2008), provides policies and guidelines to allow the federally pre-designated U.S. Coast Guard (USCG) Federal On-Scene Coordinator (FOSC) and/or the Unified Command to use dispersants in a timely manner to: 1) prevent or substantially reduce a hazard to human life; 2) minimize the adverse environmental impact of the spilled oil; and 3) reduce or eliminate the economic or aesthetic losses of recreational areas. The CDP addresses the use of dispersants for each of two zones: Dispersant Pre-Approval Zones; and RRT Approval Required Zones. Pre-approval Zones include the waters 3 to 200 nautical miles from shore and not within the National Marine Sanctuary. RRT Approval Required Zones include waters closer than 3 miles from shore or within the National Marine Sanctuary. The FOSC Checklist is used by the Federal Incident Commander to determine whether a request should be forwarded to the Regional Response Team for use of dispersants. All of the criteria in the FOSC Checklist must be met before a request is made.

  The CDP is provided as an appendix (Appendix XII) to the USCG Region IX Regional Contingency Plan (RCP), which is hosted and maintained by OSPR at:

  http://www.dfg.ca.gov/ospr/fed_region_9.aspx

  The CDP includes an updated FOSC checklist, and a series of discussion and decision boxes to facilitate the FOSC decision to use dispersants. The dispersant assessment forms and checklists for both the Pre-approval and RRT Approval Zones are provided in the following figures. The discussion and decision boxes for the checklists, along with additional materials on dispersant application methods and dispersant effectiveness, are provided in the CDP and its appendices at the aforementioned website.

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Pre-approval Zone Dispersant Approval Assessment Form — Figure 18-1

DISPERSANT ASSESSMENT FORM
(Two pages)

Information gathered to complete this form will facilitate the dispersant pre-approval use determination.

This report made by: _____ Organization: _____ Date: _____ Time: _____
Phone: ( )_____ Fax: ( )_____ Mobile: ( )_____ Pager: ( )_____

On-Scene Commander: _____ Agency: _____
Phone: ( )_____ Fax: ( )_____ Mobile: ( )_____ Pager: ( )_____

Caller: _____ Organization: _____ Date: _____ Time: _____
Phone: ( )_____ Fax: ( )_____ Mobile: ( )_____ Pager: ( )_____
Street: _____ City _____ State _____ Zip Code _____

SPILL

Date of spill: _____(month/day/year) Time of spill: _____(PST, 24-hr clock)
Location: Latitude: _____N Longitude: _____W

Spill source and cause: _____

Amount spilled: _____(gal or bbl) Type of release: ❒ Instantaneous ❒ Continuous
Flow rate if continuous flow (estimate): _____
Oil name: _____ API: _____ Pour point: _____ (°C or °F)
Circle one
Information source: _____

ON-SCENE WEATHER, CURRENTS AND TIDES

(If not immediately available contact NOAA Scientific Support Coordinator (206-321-3320) or other resources noted in Appendix A).

Wind (from) direction: _____ Next low tide: _____ (ft) at _____ (hrs)
Wind speed: _____ (miles/hr or knots) Next high tide: _____ (ft) at _____ (hrs)

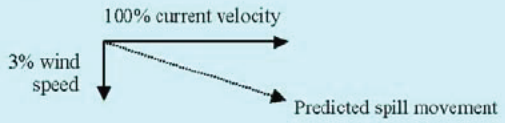
Current velocity: _____ (kts) Current (to) direction: _____ (°true/magnetic)
Predicted slick speed: _____ (kts) Predicted slick direction: _____ (°true magnetic)

Visibility: _____ (nautical miles) Ceiling: _____ (feet) Sea state:_____ (wave height in feet)

Information source:_____

PREDICTING SPILL MOVEMENT

Plot spill movement on appropriate nautical chart. Using the information from the box above, predict slick direction and speed using 100% of current velocity and 3% of wind speed.



Estimated distance to shore/sensitive area: _____ (mi/km)
Estimated time to shore/sensitive area: _____ (hrs)

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Pre-approval Zone Dispersant Approval Assessment Form (Cont'd) Figure 18-1

ESTIMATING OIL SPILL VOLUME

Extent of spill:

(a) Length of spill _____(km) x Width of spill _____(km) = Total spill area _____(km^2)

(b) Estimate what proportion (%) of the total spill area is covered by oil: _____ (Express as decimal, % x 100)

(c) Estimate slick area: _____ (Total slick area (a)) x _____ (% oil cover (b)) = _____ (Estimated slick area)

Estimated spill volume:

You can make this estimate using any of the following approaches:

- Get a thickness estimate from the ADIOS oil weathering model (call the NOAA SSC (**206-321-3320**) for assistance);
- Generate your own volume estimate of spilled oil and the area it covers (convert both volume and area to metric units and then divide the volume by the area to estimate the thickness. Use the unit conversions found in Appendix K). Convert thickness to millimeters to use Appendix D.1).
- Use your knowledge of the approximate number of barrels of oil or emulsion per acre of slick.

POTENTIAL RESOURCE IMPACTS

Using the predictive spill and weather information from the boxes above, ADIOS, the NOAA SSC, other RRT trustee agencies, aerial wildlife observers and regional resource information noted in **Appendix B**, briefly describe potential coastal areas and resources that could be impacted from this spill.

DISPERSANT SPRAY OPERATION

Information from **Appendices C.5 – C.8 and D.1** will be helpful.

Dispersant spray contractor name: _____ Street: _____
Dispersant name: _____ Quantity available: _____ City: _____
State: _____ Zip Code: _____
Phone: ( ) _____

Platform: Aircraft type: ❒ Multi-engine ❒ Single-engine
Boat type: _____
Other: _____
Dispersant load capability (gal): _____

FOSC Complete:

"Window of opportunity" for getting dispersant on the oil: _____ (hrs from first report of spill)
Number of daylight hours available for first day of dispersant application: _____ (hrs from first report of spill)
Time to first drop on the oil: _____ (hrs from first report of spill)

Can dispersants to be effective after day one of the spill? YES / NO / MAYBE (circle one)

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RRT Approval Zone Dispersant Approval Assessment Form — Figure 18-2

DISPERSANT APPROVAL ASSESSMENT FORM

(Information provided for this form will assist in the dispersant use determination by the FOSC)

This report made by: _____ Organization: _____ Date: _____ Time: _____
Phone: ( )_____ Fax: ( )_____ Mobile: ( )_____ Pager: ( )_____

On-Scene Commander: _____ Agency: _____
Phone: ( )_____ Fax: ( )_____ Mobile: ( )_____ Pager: ( )_____

Caller: _____ Organization: _____ Date: _____ Time: _____
Phone: ( )_____ Fax: ( )_____ Mobile: ( )_____ Pager: ( )_____
Street: _____ City _____ State _____ Zip Code _____

SPILL

Date of spill: _____(month/day/year) Time of spill: _____(PST, 24-hr clock)
Location: Latitude: _____N Longitude: _____W

Spill source and cause: _____

Amount spilled: _____(gal or bbl) Type of release: ❑ Instantaneous ❑ Continuous
Flow rate if continuous flow (estimate): _____
Oil name: _____ API: _____ Pour point: _____ (°C or °F)
Circle one
Information source: _____

ON-SCENE WEATHER

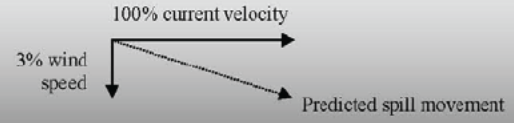
(If not immediately available contact NOAA Scientific Support Coordinator (206-321-3320) or other resources noted in Appendix A).

Wind (from) direction: _____ Surface current (direction toward, in degrees): _____
Wind speed: _____ (miles/hr or knots) Current speed: _____(knots)
Circle one

Visibility: _____ (nautical miles) Ceiling: _____ (feet) Sea state:_____ (wave height in feet)
Information source:_____

PREDICTING SPILL MOVEMENT

Plot spill movement on appropriate nautical chart. Using the information from the box above, predict slick direction and speed using 100% of current velocity and 3% of wind speed.



Estimated distance to shore/sensitive area: _____ (mi/km)
Estimated time to shore/sensitive area: _____ (hrs)

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RRT Approval Zone Dispersant Approval Assessment Form (Cont'd) Figure 18-2

ESTIMATING OIL SPILL VOLUME

Extent of spill:

(a) Length of spill _____(km) x Width of spill _____(km) = Total spill area _____(km^2)

(b) Estimate what proportion (%) of the total spill area is covered by oil: _____ (Express as decimal, % x 100)

(c) Estimate slick area: _____ (Total slick area (a)) x _____ (% oil cover (b)) = _____ (Estimated slick area)

Estimated spill volume:

You can make this estimate using any of the following approaches:

- Get a thickness estimate from the ADIOS oil weathering model (call the NOAA SSC (**206-321-3320**) for assistance);
- Generate your own volume estimate of spilled oil and the area it covers (convert both volume and area to metric units and then divide the volume by the area to estimate the thickness. Use the unit conversions found in Appendix K). Convert thickness to millimeters to use Appendix D.1).
- Use your knowledge of the approximate number of barrels of oil or emulsion per acre of slick.

DISPERSANT SPRAY OPERATION

Dispersant spray contractor name: _____
Dispersant name: _____ Quantity available: _____

Street: _____
City: _____
State: _____ Zip Code: _____
Phone: ( ) _____

Platform: Aircraft type: ❑ Multi-engine ❑ Single-engine
Boat type: _____
Other: _____
Dispersant load capability (gal): _____

FOSC Complete:

"Window of opportunity" for getting dispersant on the oil: _____ (hrs from first report of spill)
Number of daylight hours available for first day of dispersant application: _____ (hrs from first report of spill)
Time to first drop on the oil: _____ (hrs from first report of spill)

Can dispersants to be effective after day one of the spill? YES / NO / MAYBE (circle one)

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RRT Approval Zone Dispersant Approval Assessment Form (Cont'd) Figure 18-2

POTENTIAL BIOLOGICAL RESOURCE IMPACTS

Using the predictive spill and weather information from the boxes above, ADIOS, the NOAA SSC, other RRT trustee agencies, aerial wildlife observers and regional resource information noted in **Appendix B**, briefly describe potential coastal areas and resources that could be impacted form this spill.

When the spill is in a National Marine Sanctuary, Sanctuary representatives can assist with valuable resource information.

On-Water Resources: _____

Shallow Subtidal Resources _____

Intertidal Resources: _____

Anadromous Resources: _____

Significant Water Column Resources: _____

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G. Conditions for Use

The objective of the Regional Response Team (RRT VI and RRT IV) FOSC Dispersant Pre-Approval Guidelines and Checklist is to provide for a meaningful, environmentally safe, and effective dispersant operation. **Figure 18-11** provides a flowchart identifying considerations of the Federal On-Scene Coordinator for approving dispersant use. Additionally, a checklist of decision/implementation elements for dispersant use can be found in **Figure 18-12**.

Description of Pre-Authorization Area

Three zones have been established to delineate locations and conditions under which dispersant application operations may take place in waters of Region IV and VI. They are as follows:

•	**Green Zone**: Pre-authorization for dispersant application. The Green Zone is defined as any offshore waters within Region IV and VI in which all of the following conditions apply:
	1) The waters are not classified within a "yellow" or "red" zone; 2) The waters are **at least three miles from any shoreline** and falling outside of any state's jurisdiction; and 3) **The water is at least ten meters deep**.
•	**Yellow Zone**: Waters requiring case-by-case approval. The Yellow Zone is defined as any waters within Region IV and VI which have not been designated as a "Red" zone and in which ANY of the following conditions apply:
	1) The waters fall under state or federal management jurisdiction. This includes any waters designated as marine reserves, National Marine Sanctuaries, National or State Wildlife Refugees or proposed or designated critical habitats; 2) The waters are within three miles of a shoreline and/or fall under state jurisdiction; 3) The waters are less than ten meters deep; and 4) The waters are in mangrove or coastal wetland ecosystems or directly over coral reefs which are less than ten meters of water. Coastal wetlands include submerged algal and sea grass beds.
•	**Red Zone**: Exclusion zones – The Red Zone includes areas designated by the Region IV and VI Response Team in which dispersant use is prohibited. No dispersant application operations will be conducted in the Red Zone unless:
	1) Dispersant application is necessary to prevent or mitigate a risk to human health and safety, and/or 2) An emergency modification is made on an incident-specific basis.

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H. Approval Procedures and Forms

The dispersant pre-approval process is designed to provide an expedited format for the usage of dispersants during an oil spill incident of any magnitude. In addition to following through with the checklists and guidelines discussed in **Figures 18-8** and **18-12**, the party requesting permission to apply dispersants will have to complete and submit the RRT Application for Pre-Approval (**Figure 18-13**) as well as initially provide the information required by the Dispersant Pre-Approval Initial Call Checklist (**Figure 18-7**).

Additional information regarding dispersant approval, application, safety, associated equipment, and conditions of use will be detailed in the Dispersant Operations Plan. A general version of this plan is retained as part of ExxonMobil's pre-planned response material housed in it's licensed version of the Incident Action Planning software (©1997-2007 dbSoft, Inc.) supported by The Response Group.

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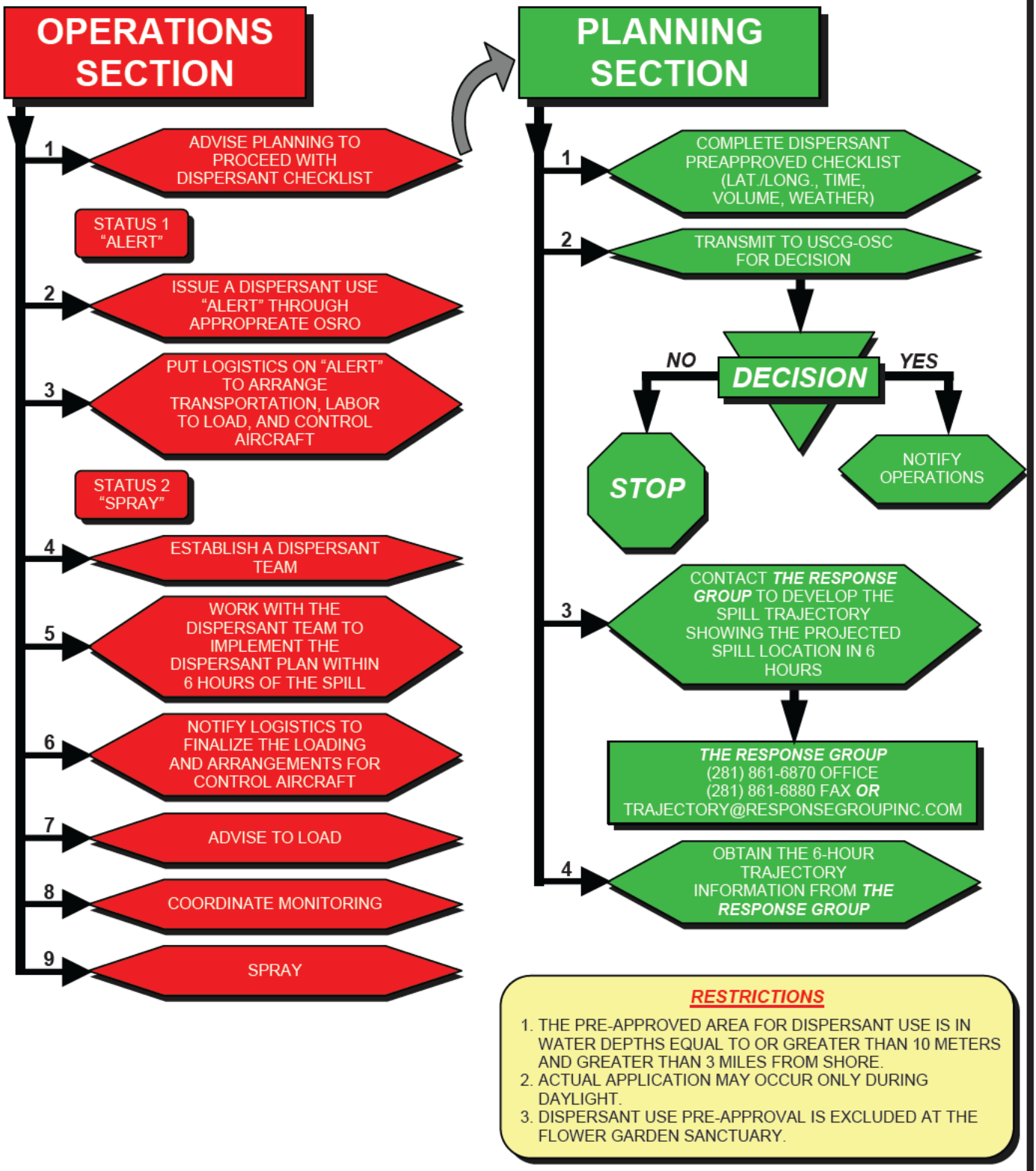
Dispersant Use Activity System — Figure 18-3



RESTRICTIONS

1. THE PRE-APPROVED AREA FOR DISPERSANT USE IS IN WATER DEPTHS EQUAL TO OR GREATER THAN 10 METERS AND GREATER THAN 3 MILES FROM SHORE.
2. ACTUAL APPLICATION MAY OCCUR ONLY DURING DAYLIGHT.
3. DISPERSANT USE PRE-APPROVAL IS EXCLUDED AT THE FLOWER GARDEN SANCTUARY.

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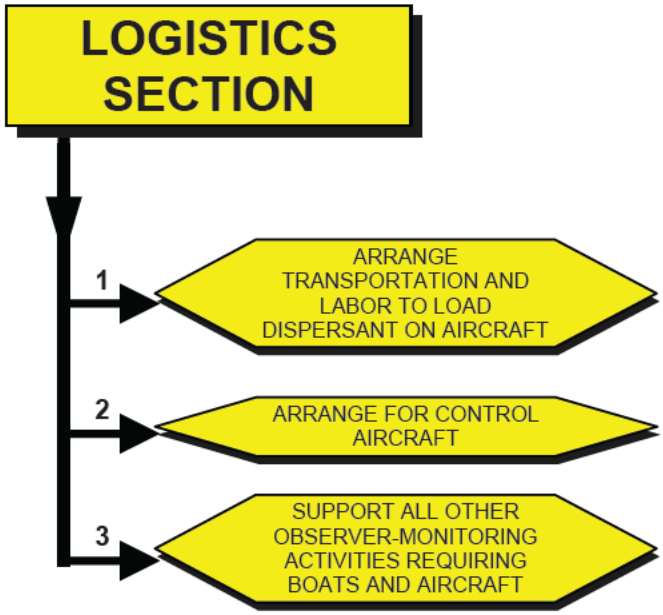
Dispersant Use Activity System (cont'd) — Figure 18-3

DISPERSANT USE ACTIVATION SYSTEM (CONTINUED)



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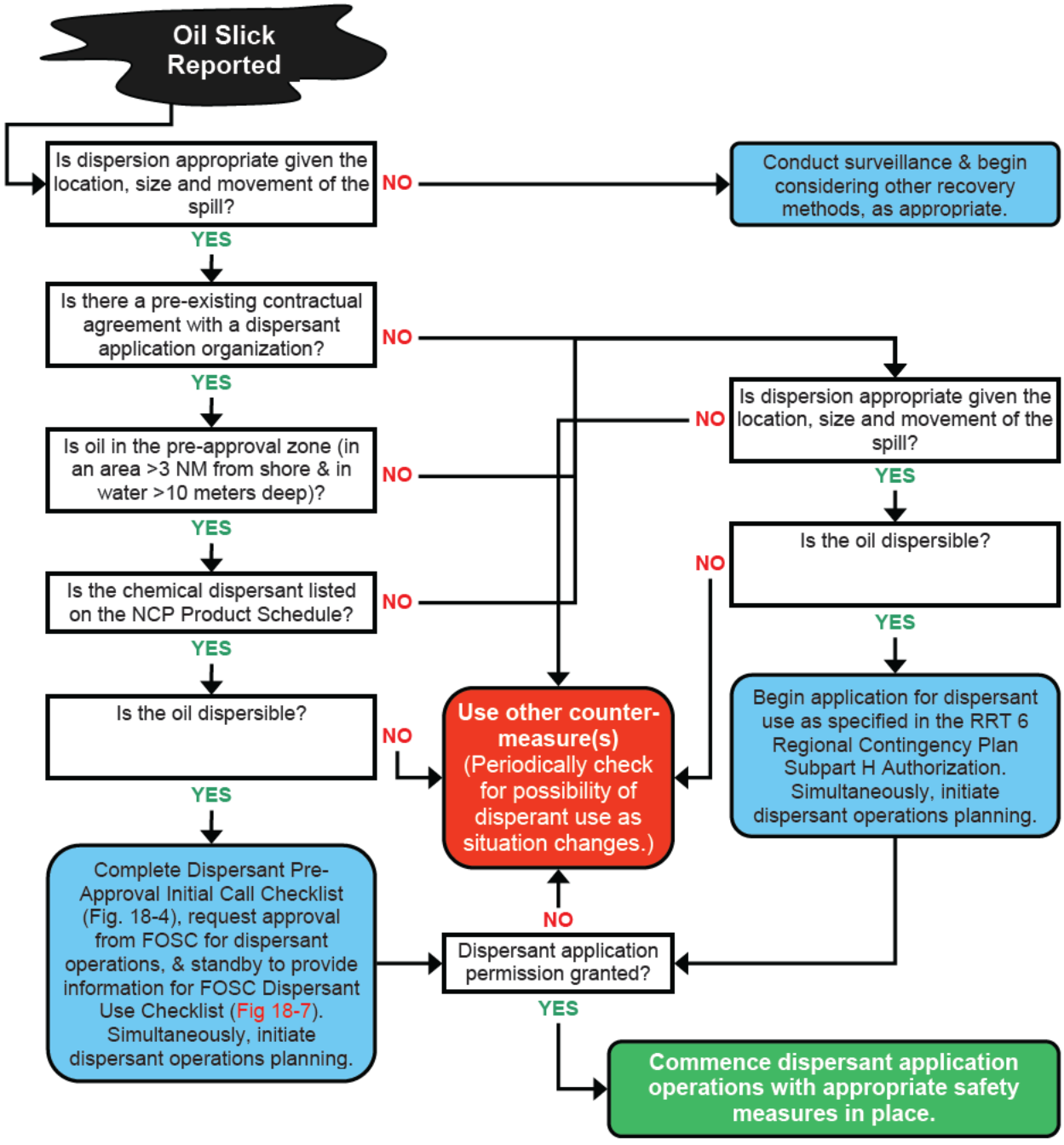
Dispersant Use Decision Tree — Figure 18-4



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Dispersant Inventory – Pacific Coast — Figure 18-5

Dispersant Stockpiles by Location (Updated 04/2008)

Supplier & Phone	Location of Dispersants	Type	Quantity in Gallons
CGA 888-CGA-2007	Houma, LA (ASI)	Corexit 9500	28,985
	Houma, LA (ASI)	Corexit 9527	4,125
	Venice - Grand Bay - OSRV	Corexit 9527	330
	Houma, LA (RW Armstrong) - OSRV	Corexit 9527	330
	Galveston, TX (Timbalier Bay) - OSRV	Corexit 9527	330
	Lake Charles, LA (Bastian Bay) - OSRV	Corexit 9527	330
MSRC (800) OIL-SPIL	Galveston, TX	Corexit 9527	880
	Baytown, TX (EXOM Refinery)	Corexit 9500	23,575
	Lake Charles, LA - OSRV	Corexit 9527	880
	Fort Jackson, LA - OSRV	Corexit 9527	880
	Stennis Airport & Bay St. Louis, MS	Corexit 9527	22,400
	Corpus Christi, TX - OSRV	Corexit 9527	880
	Pascagoula, MS - OSRV	Corexit 9527	880
	Houston, TX (Oil Mop Inc.)	Corexit 9500	22,200
	Miami, FL - OSRV	Corexit 9527	880
	Coolidge, AZ	Corexit 9527	3,300
	Long Beach, CA (Tesoro)	Corexit 9527	10,800
	Terminal Island, CA - OSRV	Corexit 9527	605
	Linden Warehouse	Corexit 9527	5,005
	Edison, NJ	Corexit 9527	4,605
	Chevron Richmond Refinery, CA	Corexit 9527	11,715
	Richmond - OSRV	Corexit 9527	605
	Virginia Beach, VA	Corexit 9527	330
	Portland, ME - OSRV	Corexit 9527	330
	Chesapeake City, MD - OSRV	Corexit 9527	330
	Perth Amboy, NJ - OSRV	Corexit 9527	330
	Slaughter Beach, DE	Corexit 9527	330
	Port Angeles, WA - OSRV	Corexit 9527	605
	Astoria, OR - OSRV	Corexit 9527	605
	Honolulu, HI - OSRV	Corexit 9527	605
	San Juan, Puerto Rico	Corexit 9527	900
	Warehouse - Everett WA	Corexit 9527	6,495
	Ferndale, WA (COP Refinery)	Corexit 9527	6,555
Clean Seas COOP	Carpenteria, CA (Tank Truck)	Corexit 9527	4,368
	Carpenteria, CA (550 gal Tanks)	Corexit 9527	13,750
	Santa Barbara, CA	Corexit 9527	500
	Point Arguello M/V Mr. Clean (OSRV)	Corexit 9527	1,000
	Conception M/V Mr. Clean III (OSRV)	Corexit 9527	1,000
ONDEO Nalco (800)462-5378	Sugarland, TX	Corexit 9500	11,000
Clean Caribbean & Americas (954) 983-9880	Pt. Everglades, FL	Corexit 9500	30,360
ExxonMobil Corporation (281) 834-4528	Baytown, TX (EXOM Refinery)	Corexit 9500	20,425
		TOTAL QUANTITY (GALLONS)	**244,338**

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Dispersant: Pre-Approval Initial Call Checklist **Figure 18-6**

Dispersant Pre-Approval Initial Call Checklist

CALLER

Time of Initial Call: Date: ____/____/____ (Month Day Year) Time: _____ CST (24 Hour Clock)

Name of Caller: _____

Telephone #: (_ _ _) _ _ _-_ _ _ _

Name of Alternate Contact: _____

Telephone #: (_ _ _) _ _ _-_ _ _ _

Company Name: _____

Address: *Street:* _____

City: _____

State: _____ *Zip Code:* _____

SPILL

Initial Time of Spill: Date: / / (Month Day Year) Time: _____ CST (24 Hour Clock)

Location of Spill: LAT: _____ N LON: _____ W

Block Name: _____ Block Number: _____

Type of Release: [Instantaneous ☐ or Continuous Flow ☐]

Oil: Name: _____

API: _____ Pour Point: _____ (°C of °F) *Circle One*

Amount Spilled: _____ [GAL or BBLS (42 GAL/BBL)] *Circle One*

Flow Rate if Continuous Flow (Estimate): _____

ON-SCENE WEATHER (Note: If not available, contact SSC for Weather)

Wind Direction from (Degrees): _____ Wind Speed: _____ Knots

Surface Current (Direction Toward, Degrees): _____

(Speed): _____ Knots

Visibility: _____ Nautical Miles

Ceiling: _____ Feet

Sea State (Wave Height): _____ Feet

DISPERSANT SPRAY OPERATION

Dispersant Spray Contractor

Name: _____

Address: *Street:* _____

City: _____

State: _____ *Zip Code:* _____

Telephone #: (_ _ _) _ _ _-_ _ _ _

Dispersant: Name: _____

Quantity Available: _____

Platform: Aircraft Type: _____

Multi-Engine ☐ or Single-Engine ☐

Boat Type: _____

Other: _____

Dispersant Load Capability (Gal): _____

Time to First Drop on the oil (Hours): _____

Boxes Denote Essential Information

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FOSC Dispersant Use Checklist — Figure 18-7

The following boxes and checklists are to support decision-making. Complete as appropriate given time and information constraints. Do not allow completing each check-box to inadvisably delay decision-making.

BOX 1 — **IS DISPERSANT USE BEING CONSIDERED?**

Dispersant use should be considered if one or more of the situations listed below exist:

- ❒ Oil is likely to significantly impact birds, marine mammals, or other flora and fauna at the water surface
- ❒ Natural dispersion is limited
- ❒ Other response techniques are unlikely to be adequate, effective, or economical
- ❒ The oil could emulsify and form mousse or tar balls
- ❒ Oil is likely to significantly impact shorelines, structures and facilities (*e.g.*, marinas, wharves)
- ❒ Oil is likely to significantly impact economically important resources (*e.g.*, shellfish beds, tourist beaches)
- ❒ Other ……

Decision: Consider dispersant use?

- ❒ Yes Make notifications in **Box 1a**
  Make notifications in **Box 1b**
- ❒ No Go to **Box 1c**

Make a note of the decision on Dispersant Use Checklist (Page I-9)

From Cawthron, 2000

BOX 1a — **REQUEST SMART**

Immediately deploy USCG Strike Team to the spill site if dispersant use is likely. Every attempt should be made by the FOSC and the Strike Team to implement the on-water component of the SMART (Special Monitoring of Advance Response Technologies) monitoring protocols in every dispersant application. **Dispersant application should <u>not</u> be delayed should sea conditions, equipment failure, or other unavoidable circumstances preclude the positioning of SMART monitoring equipment and personnel.** However, at a minimum, Tier 1 (visual) monitoring should occur by trained observers during any dispersant operation approved in accordance with this California Dispersant Plan. Tier 2 (on-site water column monitoring) and Tier 3 (fate and transport of the dispersed oil) SMART monitoring will be deployed as appropriate. Other information on monitoring dispersant effectiveness, including additional SMART background information, tools and report forms, is presented in **Appendices D.4 – D.8**.

Decision: Deploy SMART?

- ❒ Yes Use contact information in Appendix A. **Estimated arrival time**: ……
  Go to **Box 1b**.
- ❒ No Note reason why not deployed. ……

Make a note of the decision on Dispersant Use Checklist (Page I-9)

Go to **Box 1b** or **Box 1c** as appropriate.

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BOX 1b **PUT AERIAL WILDLIFE OBSERVERS ON STANDBY OR DEPLOY TO IMPLEMENT THE *WILDLIFE SPOTTING PROTOCOLS***

Consider deploying trained wildlife spotters in initial spill overflight aircraft so that they can determine if the presence of marine animals in the spill or dispersant application zones could influence spray pattern decisions by the FOSC. The goal is to minimize over-spray onto unaffected animals. Wildlife spotters should use the forms and procedures given in the *Wildlife Spotting Protocols* (**Appendix D.9 and Appendix E**). The FOSC will decide how subsequent and systematic wildlife spotting efforts can be safely conducted with the aerial resources available.

Decision: Notify/deploy aerial wildlife spotters?

❒ Yes Use wildlife spotter contact information in **Appendix E.2**. Go to **Box 2**.
❒ No Note reason why wildlife spotters not deployed .....
.....

Make a note of the decision on Dispersant Use Checklist (Page I-9)

Reconsider under **Box 7**.

BOX 1c **IMPLEMENT OTHER RESPONSE OPTIONS**

Consider all response options to identify which option, or combination of options, is most appropriate. The following options are described in the Area Contingency Plan (Section 1640) and the Regional Contingency Plan (Section 1007.05).

❒ No action other than monitoring
❒ Mechanical containment and recovery of oil at sea
❒ Clean-up of oil from shorelines
❒ *In situ* burning

From Cawthron, 2000

BOX 2 **CAN SPILLED OIL BE CHEMICALLY DISPERSED WITH AN APPROVED AND AVAILABLE AGENT ON BOTH THE NCP PRODUCT LIST AND THE STATE OSCA LICENSING LIST?**

A NCP Product List may be found in **Appendix H**. Updated NCP Product Lists can be accessed via the EPA representative on the RRT (**Appendix A**), by calling the Emergency Response Division of the U.S. EPA (202-260-2342) or accessing the Internet at http://www.epa.gov/oilspill/ncp/dsprsnts.htm

The State OSCA licensed dispersants may also be found in **Appendix H,** calling the State OSPR representative on the RRT (**Appendix A**) or accessing the Internet at http://www.dfg.ca.gov/ospr/reg_com/osca.html

Decision: Can this oil be dispersed with an approved and available agent?

❒ Yes Go to **Box 3.**
❒ No Go to **Box 1c**

Make a note of the decision on Dispersant Use Checklist (Page I-9)

Taken in part from Cawthron, 2000

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Table 2.1 ADIOS (AUTOMATED DATA INQUIRY FOR OIL SPILLS) COMPUTER DATABASE

Use the **DISPERSANT ASSESSMENT WORKSHEET** and the NOAA SSC (**206-321-3320**) for the information needed by ADIOS, or use the form below. The NOAA SSC should also be able to assist with ADIOS.

Copies of ADIOS are available from the NOAA website:
http://response.restoration.noaa.gov/software/adios/adios.html

Oil/product name: _____
Amount spilled: _____ (gal or bbl)
Type of release: Circle one
- ❑ Instantaneous
- ❑ Continuous

Wind speed: _____ (knots)
Wave height: _____ (m)
Water temp.: _____ (°C)
Water salinity: _____ (ppt)

Important limitations on the use of ADIOS: ADIOS predicts dispersibility based on estimates of oil properties (including emulsification) under different conditions. As emulsification data are scarce, **predicted rates of dispersion may be different than actual rates of dispersion**. ADIOS is intended for use with floating oils only, and does not account for currents, beaching or containment of oil. ADIOS is unreliable for very large or very small spills. It is also unreliable when using very high or very low wind speeds in modeling the spill.

From Cawthron, 2000

BOX 3 ARE OCEANOGRAPHIC AND/OR WEATHER CONDITIONS POTENTIALLY CONDUCIVE TO DISPERSANT USE?

Does the available technical information indicate that the existing oceanographic (*e.g.*, surface current direction and speed, wave and chop height) and weather (*e.g.*, wind direction and speed, visibility, ceiling height) conditions are suitable for a successful dispersant application?

Use the following resources:

- ❒ Information on the DISPERSANT ASSESSMENT WORKSHEET
- ❒ Consultation with the NOAA Scientific Support Coordinator (**206-321-3320**)
- ❒ Information resources and web sites noted in **Appendix A**
- ❒ Information from aerial overflights
- ❒ Information from ADIOS

Decision: Are ocean and weather conditions potentially suitable for a dispersants application?

- ❒ Yes Go to **Box 4**.
- ❒ No Go to **Box 1c**

Make a note of the decision on Dispersant Use Checklist (Page I-9)

BOX 4 IS THE SPILLED OIL PROPOSED FOR DISPERSANT TREATMENT AT LEAST 3 MILES FROM SHORE, NOT WITHIN NMS BOUNDARIES, AND NOT WITHIN 3 MILES OF THE CA/MEXICO BORDER?

A full-page statewide chart indicating the area three nautical miles from shore and the areas within National Marine Sanctuaries (Gulf of the Farallones, Cordell Banks, Monterey, Channel Islands) is in Chart 4.1 below. Regional charts, with pre-approval dispersant zones noted, are in **Appendix B**.

Decision: Is the spilled oil within a Pre-Approval zone?

- ❒ Yes Go to **Box 5**.
- ❒ No Pre-Approval does not apply. Go to **Box 4a**.

Make a note of the decision on Dispersant Use Checklist (Page I-9)

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BOX 4a **PRE-APPROVAL DOES NOT APPLY; REFER TO RRT APPROVAL PROCESS.**

The request for dispersant use does not qualify under the pre-approval guidelines for the use of dispersants in RRT Regional IX. Contact the NOAA SSC (**206-321-3320**) and begin the dispersant *RRT Approval Process*, **Section II**.

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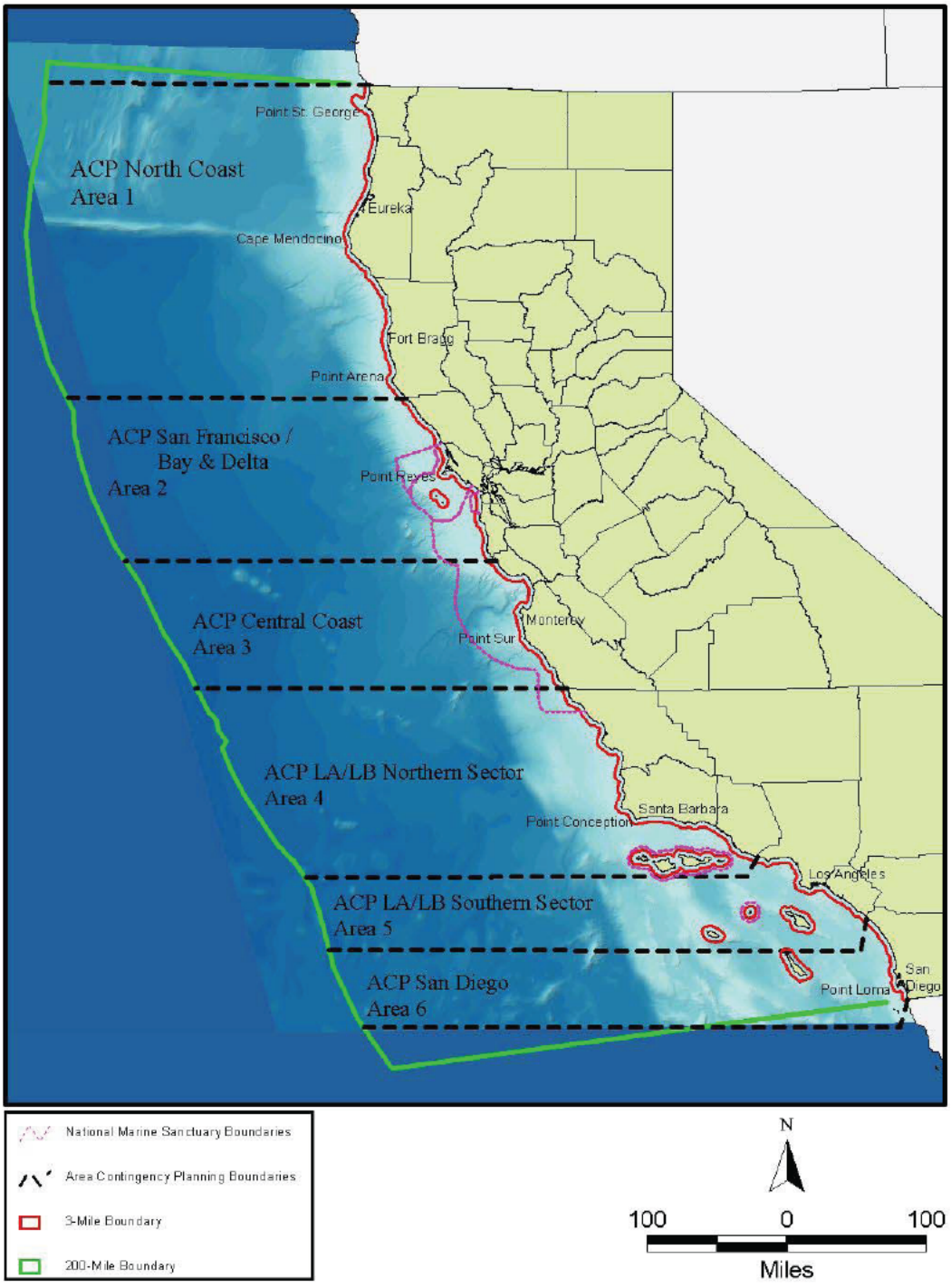
Chart 4.1

California Marine Waters Pre-Approval Dispersant Zone



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BOX 5 **CAN DISPERSANT BE APPLIED SAFELY FROM AN APPROPRIATE PLATFORM?**

Use the information in the **DISPERSANT ASSESSMENT WORKSHEET** to evaluate which application platform(s) will be most effective, given the following particular considerations:

- The amount of oil spilled;
- The location of the operational area;
- The volume of available dispersants;
- The timeframe in which the required equipment can be on-scene.

Assume for planning purposes that the weather information on the **DISPERSANT ASSESSMENT WORKSHEET** will remain the same during the timeframe in which this decision is operating. At the earliest opportunity, contact the NOAA SSC (**206-321-3320**) for more detailed and updated weather information, but do not delay this decision process for the NOAA SSC weather input. Weather information may also be available from resources noted in **Appendix A**. See **Appendices C.5 – C.8** for specific information on dispersant application platforms.

Decision: Is there a safe and appropriate application platform for a dispersant operation?
(See Discussion Note 5.2 below for important safety information)

	Yes	(Type)	No	(Why not appropriate?)
C-130/ADDS Pack	☐		☐	.....
DC-4	☐		☐	.....
Other large multi-engine airplane	☐	.....	☐	.....
Cessna AT-802	☐		☐	.....
Other single-engine airplane	☐	.....	☐	.....
Helicopter	☐	.....	☐	.....
Work boat	☐	.....	☐	.....
	Go to **Box 6**		Go to **Box 5a and/or 5b**	

Make a note of the decision on Dispersant Use Checklist (Page I-9)

BOX 5a **DISPERSANT OPERATIONS ON WEATHER STANDBY**

Consult with appropriate RRT IX members (USCG/District 11 Co-Chair, EPA, DOI, DOC and OSPR (See **Appendix A** for contact information) to notify them that dispersants are being considered, but delayed due to weather.

Decision: Has the weather improved to the point where dispersants can be applied?

☐ Yes Go to **Box 6**
☐ No Continue to **reassess** (until/unless time window for successful application closed) or Go to **Box 5b**

Make a note of the decision on Dispersant Use Checklist (Page I-9)

BOX 5b **WEATHER UNLIKELY TO IMPROVE OR SUITABLE RESPONSE RESOURCES NOT AVAILABLE**

There will be spill situations where dispersant use may be appropriate but weather conditions and available resources will not allow dispersants to get on the oil within the appropriate weather window. In these cases, dispersant use will need to be abandoned and other response options considered instead.

Go to **Box 1c**

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BOX 6 **FOSC CAN USE DISPERSANTS**

DISPERSANTS APPROVED FOR USE BY THE FOSC NEED TO BE APPLIED USING THESE RRT IX GUIDELINES:

- ❒ Pre-approval zones are only in waters no closer than 3 nautical miles from the nearest shoreline, not within 3 miles of the CA/Mexico borders, and not within the boundaries of a National Marine Sanctuary.
- ❑ Dispersants cannot be applied to any diesel spill.
- ❒ The SMART controller/observer should be over the spray site before the start of the operation. If possible, a DOI/DOC-approved marine mammal/turtle and pelagic/migratory birds observation specialist (see **Appendix E.2** for list) will accompany the SMART observer. However, the operation will not be delayed for either function.
- ❒ The marine wildlife observer, or the person functioning as that observer, is strongly encouraged to use the Wildlife Observation Report Form (**Appendix D.9**) and the Wildlife Spotting Protocols (**Appendix E**). However, the operation will not be delayed for this function
- ❒ Personnel protective equipment for personnel on-site will conform to the appropriate dispersant's Material Safety Data Sheet (MSDS).
- ❒ Dispersant application aircraft will maintain a minimum 1000-foot horizontal separation from rafting flocks of birds. Caution will be taken to avoid spraying over marine mammals and marine turtles (see **Appendix A** for resource agency contact information).
- ❒ If the dispersant application platform is a boat, see Discussion Note 8.3.

BOX 6a **INITIATE *PUBLIC COMMUNICATIONS PLAN***

Once a decision to use dispersants is made, it is critical that a public communications plans be implemented (**Appendix F**). The general public as well as stakeholders must be made aware of any decision to use dispersants and a mechanism created for reliable and continuous updates.

An initial press conference should be held which outlines the decision to use dispersants, provides background and scientific information, and addresses any other environmental and safety considerations expressed by the public. A sample press release is in **Appendix F.1**, with other public meeting and risk communication tips offered throughout **Appendix F**.

A public meeting should be scheduled as soon as possible to provide a mechanism for sharing information and addressing public concerns and fears. **Appendix F** provides guidelines for preparing and conducting a public meeting. Areas that must be adequately addressed during the meeting include:

- Seafood tainting concerns posed by dispersants (**Appendix G**).
- Risk communication (**Appendix F.2 and Appendix G**).
- Results of net environmental benefit analyses, and species of special concern (summarized in **Appendix B**).
- Monitoring policies established for the spill (tools used from **Appendix D**).

BOX 6b **IMPLEMENT *SEAFOOD TAINTING PLAN* IF NECESSARY**

Refer to **Appendix G** for key points to consider regarding seafood tainting, as well as information on accessing NOAA and state resources for assessing the tainting risk.

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BOX 7 **FOSC SHOULD EVALUATE PRESENT CONDITIONS FOR EXCEPTIONS TO ENVIROMENTAL TRADEOFFS (NEBA)**

This FOSC Checklist applies only to those California offshore waters pre-approved for dispersant use (waters 3 – 200 nautical miles from shore, not within a National Marine Sanctuary, and not within 3 miles of the CA/OR or CA/Mexico borders); see **Box 4**. However, dispersant use even in the pre-approval areas must follow certain guidelines (**Box 6**) and may be further limited by federal agencies with responsibility for endangered marine animal management (**Appendix J**).

Pre-approval dispersant zone recommendations do not presume the absence of sensitive species, other marine species, or impacts to species on the water surface or in the upper water column. It does presume that there will be impacts from the spilled oil, and from dispersant use, to some of those species. However, based on the natural resource information used in the planning stage, it was determined that there could be a net environmental benefit to the use of dispersants.

However, at the time of an actual spill and a decision to use dispersants, real-time information on marine animal presence (**Box 1b** and **Box 7b**), the potential impacts from the spill (**DISPERSANT ASSESSMENT WORKSHEET**), and important supplemental information (**Appendix B** and **Boxes 7a-b**) should all be considered and weighed by the FOSC in making a final decision to use dispersants, probable impacts, and where the net environmental benefits will occur.

The FOSC may use the regional sensitive species and habitat information from **Appendix B** for each major coastal area in which dispersant use may have an impact in order to consider:

- ❒ The type and value of habitat potentially affected.
- ❒ The sensitivity of affected resources to oil, and to different oil response strategies.
- ❒ Natural recovery rates of affected species and habitats.
- ❒ Likely oil persistence and degradation rates with and without dispersant use.
- ❒ Potential oil toxicity on surface water species compared to water column and/or seafloor species.

Dispersant use is generally not appropriate in areas with limited water circulation and flushing, near aquaculture facilities, shellfish beds and fish-spawning grounds, and around seawater intakes.

The central question to be answered in assessing Net Environmental Benefit is:

Will dispersant use significantly reduce the impact of the spilled oil?

- Rapid decisions on use are essential as dispersant must be applied quickly to be effective.
- Decision-makers must consider the various environmental, social, economic, political and cultural factors unique to each spill.
- Tradeoffs will be necessary, as no response is likely to satisfy all parties and protect all resources. The ecological impacts of oil are generally longer-lasting and more persistent than most other impacts.
- Ecological effects will be due primarily to the spilled oil. Dispersant applied at recommended rates is unlikely to cause significant adverse effects, even in multiple applications.
- Oil dispersed into water depths greater than 10m will quickly dilute to levels where acute toxic effects are unlikely.
- Few acute toxic effects have been reported for crude oil dispersed into less than 10m of well-flushed water.
- Small spills of light fuels seldom require dispersant use.

BOX 7a **REGIONAL SENSITIVE SPECIES AND HABITAT INFORMATION FROM NEBA**

At the time of an actual oil spill or a decision to use chemical dispersants on the oil, marine species are expected to be on the water surface or in the upper water column. Before using chemical dispersants, the FOSC will have decided that there may be a net environmental benefit from dispersant use. Information on regional sensitive species and habitat information from the Net Environmental Benefit Analyses (NEBA), summarized for each region in **Appendix B**, can help the FOSC determine which species might actually be in the area and scouted for by the aerial observers (**Box 1b** and **Box** 7c). This additional information can provide further validation and justification to a FOSC that impacts of chemical dispersant application will be minimized wherever possible, and net environmental benefit maximized.

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BOX 7b **MARINE ANIMALS INFORMATION FROM AERIAL WILDLIFE SPOTTERS**

The FOSC can take additional information and advantage from the Aerial Wildlife Observers if they have been deployed (**Box 1b**), or information from the Wildlife Aerial Survey Form (**Appendix D.9**) available from other aerial spotters, or information from wildlife spotters (**Appendix E.2**) available to the FOSC from other data collection forms or notes used by those spotters. Any of these resources will provide real-time or near real-time information on marine seabird and mammal presence, and can guide the FOSC on dispersant application parameters that may minimize impacts to those resources.

BOX 8 **APPLY DISPERSANTS AND INFORM RRT**

- ❑ Use the information on estimated oil spill volume from the DISPERSANT ASSESSMENT WORKSHEET and Discussion Note 8.1 below to:
  - Determine the dispersant application ratio (usually 1:20), and
  - Calculate the volume of dispersant required (**Appendices D.1 and D.2**).
- ❑ Record the details on the Dispersant Application Summary Form (**Appendix D.4**);
- ❑ Mobilize application team;
- ❑ If not already done, mobilize SMART. Some blank SMART forms are included in **Appendix D** for use by other trained professionals, if appropriate and when approved by the FOSC.
- ❑ Inform RRT (see **Appendix A** for contact information).

Decision: Dispersants applied?

❑ Yes Go to **Box 9**
❑ No Explain.

Make a note of the decision on Dispersant Use Checklist (Page I-9)

Reassess as necessary and appropriate.

BOX 8a **NOTIFICATION OF RRT IX OF DISPERSANT USE WITHIN 3 MILES OF THE OR/CA BORDER**

The FOSC can approve the use of dispersants within the 3 miles zone of the California/Oregon border. Once a dispersant use decision is made, the FOSC should contact the RRT IX-X Liaison of the decision as soon a possible and should also endeavor to fax the Dispersant Record of Decision as well. Contact information can be found in **Appendix A.**

BOX 9 **ARE THERE INDICATIONS THE DISPERSANT IS EFFECTIVE?**

- ❑ Acquire information from dispersant monitoring team (SMART team or other FOSC-designated monitors).
- ❑ Review dispersant monitoring results after each dispersant application.
- ❑ Determine if chemical dispersion is significantly greater than natural dispersion.
- ❑ Assess whether changing application parameters could make the application more effective.

Decision: Are there indications the dispersant is effective?

❑ Yes Go to **Box 10**
❑ No See Discussion Note 9.2 and return to **Box 8**, or Go to **Box 12**

Make a note of the decision on Dispersant Use Checklist (Page I-9)

From Cawthron, 2000

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BOX 10 **IS ONGOING DISPERSANT USE JUSTIFIED AND SAFE?**

All of the following must apply to justify ongoing dispersant use:

- ❑ The spill can be chemically dispersed with an approved and available agent (see **Box 2** and **Appendix H**); Oceanographic and weather conditions are potentially conducive to dispersant use (see **Box 3** and DISPERSANT ASSESSMENT WORKSHEET);
- ❑ The spilled oil is at least 3 nautical miles from shore, not within the boundaries of a National Marine Sanctuary (see **Box 4**), and not within 3 miles of the CA/OR of CA/Mexico borders;
- ❑ The dispersant will have a net environmental benefit (see **Box 7a**);
- ❑ The dispersant can be applied safely (see **Box 5**), with suitable weather (**Box 5a**) and available resources (**Box 5b**);
- ❑ There are indications the dispersant continues to be effective (see **Box 9**).

Decision: Continue with dispersant use?

- ❑ Yes Go to **Box 11**
- ❑ No Go to **Box 12**

Make a note of the decision on Dispersant Use Checklist (Page I-9)

THERE WILL BE A POINT WHEN DISPERSANTS ARE NO LONGER EFFECTIVE.

BOX 11 **CONTINUE TO MONITOR APPLICATION PARAMETERS AND RUN ADDITIONAL DISPERSANT SORTIES AS NECESSARY**

More than one dispersant sortie (run) may be necessary to effectively treat the oil spill. Continue to monitor information on the spill extent, dispersant effectiveness, continued availability of suitable weather "windows" and dispersant application equipment and personnel, and perform addition applications as necessary.

- ❒ Record information from each sortie on the Dispersant Decision Summary.
- ❒ Inform RRT when all runs are completed (fax Dispersant Decision Summary form to RRT contacts in **Appendix A**).

THERE WILL BE A POINT WHEN DISPERSANTS ARE NO LONGER EFFECTIVE.

BOX 12 **DO NOT USE DISPERSANT**

Pre-approval to use dispersants does not apply if **any** of the following occur:

- ❑ The spill cannot be chemically dispersed with an approved and available agent (see **Box 2** and); Oceanographic and weather conditions are not potentially conducive to dispersant use (see **Box 3** and DISPERSANT ASSESSMENT WORKSHEET);
- ❑ The spilled oil is closer than 3 nautical miles from shore, within the boundaries of a National Marine Sanctuary (see **Box 4**), or within 3 miles of the CA/OR or CA/Mexico borders. Approval to use dispersants within 3 miles of landfall or CA borders, or within a National Marine Sanctuary, does not fall within the Pre-Approval guidelines, and will instead need to be considered under the RRT Approval Process (see **Box 4a** and **Appendix I**);
- ❑ The dispersant will not have a net environmental benefit (see **Box 7a**);
- ❑ The dispersant cannot be applied safely (see **Box 5**), with suitable weather (**Box 5a**) or available resources (**Box 5b**);
- ❑ The dispersant is not significantly more effective than natural dispersion or other response options (see **Box 9**).

IF DISPERSANT USE IS CONSIDERED INAPPROPRATE, CONSIDER OTHER RESPONSE OPTIONS.

Go to **Box 1a**.

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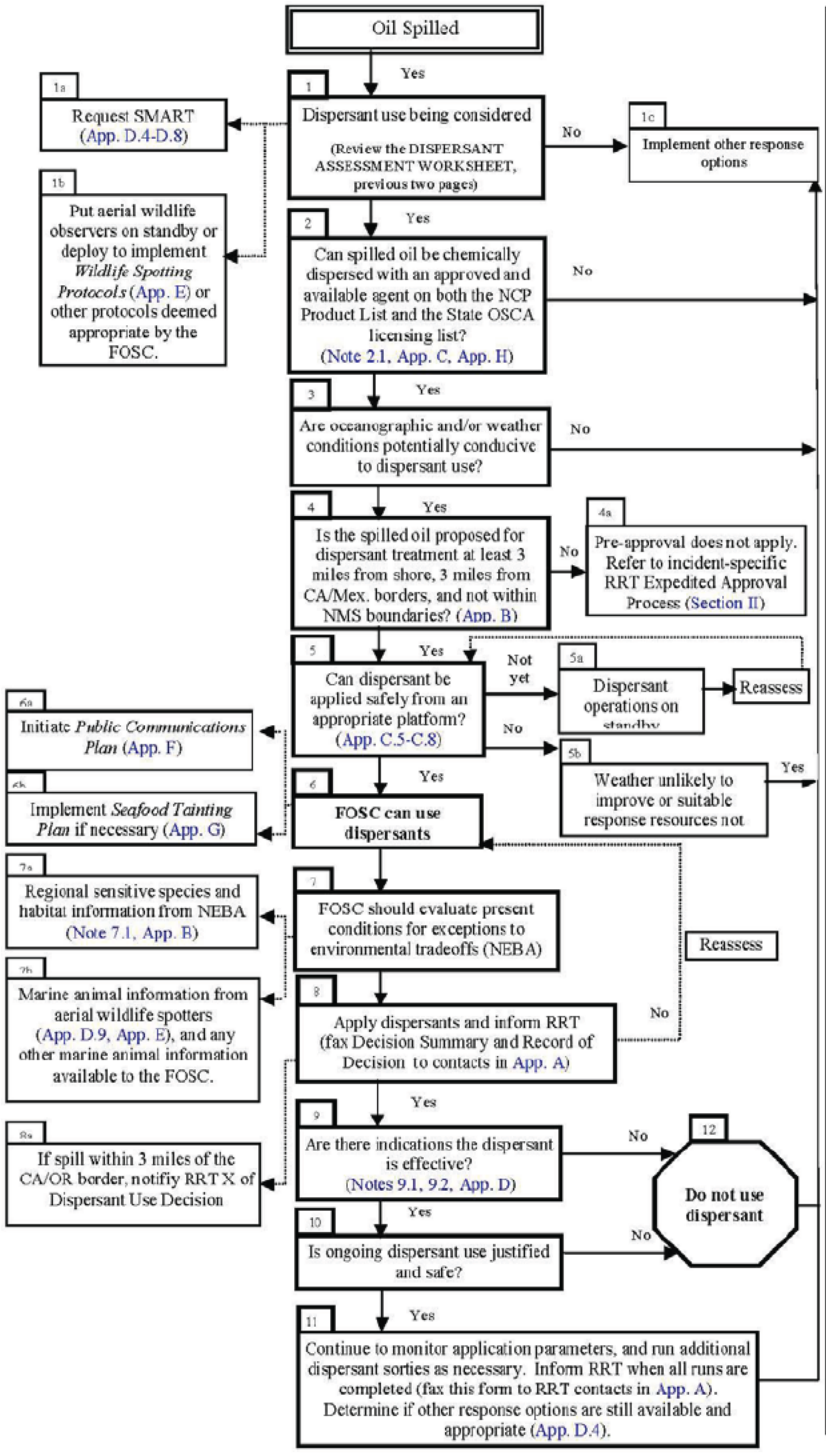
FOSC Dispersant Use Flowchart — Figure 18-8

PRE-APPROVAL ZONE DISPERSANT USE CHECKLIST



Pre-Approval Zones

Dispersant Decision Summary

Spill location: _____

FOSC Name: _____

FOSC Signature: _____

Box Decision		Time:	Date:	Initials:
1	Yes/No			
2	Yes/No			
3	Yes/No			
4	Yes/No			
5	Yes/No			
6	Yes/No			
7	Yes/No			
8	Yes/No			
9	Yes/No			
10	Yes/No			
11	Yes/No			
	Run 2			
	Run 3			
	Run 4			
	Run 5			
	Run 6			
	All done			
12	Do not use			

Supplemental Decisions:

1a	Yes/No			
1b	Yes/No			
5a	Yes/No			
5b	Yes/No			
6a	Yes/No			
6b	Yes/No			
7a	Yes/No			
7b	Yes/No			

Record of Decision:

If dispersant use is approved, sign and fax the Dispersant Pre-Approval Record of Decision with this Summary Sheet to the RRT.

Comments:

.....
.....
.....
.....

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General Dispersibility Relative to API Gravity and Pour Point — Table 18-9

May be difficult to disperse	Medium weight material. Fairly persistent. Probably difficult to disperse if water temperature is below pour point of material.	Lightweight material. Relatively non-persistent. Probably difficult to disperse if water temperature is below pour point of material.	No need to disperse. Very light weight material. Oil will dissipate rapidly.
	Medium weight material. Fairly persistent. Easily dispersed if treated properly.	Lightweight material. Relatively non-persistent. Easily dispersed.	
API	**17**	**34.5**	**45**
Gravity	.953	.852	.802

This table provides general guidance only. Note that specific dispersant formulations are designed to treat heavier, more viscous oils. Consult manufacturer recommendations prior to application and recommendations from monitoring team for continued use.

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Dispersant Use Decision/Implementation Element Checklist — Figure 18-10

Note: Need all **"YES"** answers before dispersant use is acceptable.

YES	NO	DECISION ELEMENT
		1. Is the spill/oil dispersible?

Oil is generally dispersible if:
- API Gravity is more than 17
- Pour Point is less than 10°F (5.5°C) below ambient temperature
- Viscosity is less than 20,000 centistokes

Note: Some modern dispersants may be formulated to be effective on a wider range of oil properties. The choices of dispersants listed on the NCP's National Product Schedule are limited. To answer this question, you should look at which dispersant would the most effective given the type of oil.

YES	NO	
		2. Have environmental tradeoffs of dispersant use indicated that use should be considered?

Note: This is one of the more difficult questions. Dispersant toxicity assessment information found in Appendix V of the RRT pre-approval agreement may assist in this decision.

YES	NO	
		3. Is the chosen dispersant likely to be effective?

Consider:

* effectiveness of dispersant application to the oil;
* dispersant-to-oil application ratio;
* oil slick thickness;
* distribution of oil slick on the water;
* droplet size distribution in aerial spray;
* oil viscosity;
* energy input;
* suspended particles in water (sedimentation);
* weathering of oil;
* emulsification of oil;
* oil composition;
* dispersant composition;
* water salinity; and
* temperature.
* dispersant type compatible with application means

Note: A preliminary effectiveness test such as the standard flask swirling method is highly recommended.

YES	NO	DECISION ELEMENT
		4. Can dispersant application be conducted safely and effectively given the physical environment?

Environmental parameters:

* wind less than or equal to 25 knots

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* visibility greater than or equal to 3 miles

* ceiling greater than or equal to 1000 feet
* operations during daylight hours only

YES	NO

5. Are sufficient equipment and personnel available to conduct aerial dispersant application operations within the window of opportunity?

Note: Refer to elements and position descriptions under the Dispersant Operations Group Supervisor in the Operations Section. Other tools are available to assess this such as the NOAA Dispersant Mission Planner.

YES	NO

6. Has a Site Safety Plan for dispersant operations been completed?

YES	NO

7. Is the spill/oil to be dispersed within a Pre-Approval Zone?
Refer to Section II within the RRT Dispersant Pre-Approval Agreement

If the spill/oil is NOT in a Pre-Approved Zone, has approval been granted?

Submit "RRT Documentation/Application Form for Dispersant Use" to the Incident Specific RRT members with request for approval.

Dispersant use in non-approved areas must be repeated by the OSC and approved by EPA and the affected state(s) after consultation with DOC and DOI.

YES	NO

8. Are the necessary equipment and trained personnel available to conduct the recommended monitoring operations?
The recommended monitoring protocol in the RRT Region IV is the Special Monitoring for Advanced Response Technologies or SMART. The Gulf Strike Team or Atlantic Strike Team is available to support and provide monitoring assistance.

It may not be appropriate to base Go/No Go or continue/discontinue decisions solely on results from the SMART monitoring team since dispersant effectiveness is often delayed or not totally and easily conclusive.

Monitoring is recommended but not strictly required (should not be a showstopper for operation).

YES	NO

9. Has the overflight to assure that endangered species are not in the application area been conducted?

The provisions of the Section 7 consultation in regard to the RRT Pre-Approval Agreement requires and overflight of the application area to ensure endangered species are not threatened or endangered by the operation.

YES	NO

10. Has a Dispersant Operations Plan been completed?

Attached within this plan is a Dispersant Operations Plan template. The completion of this template should provide the OSC and Unified Command with a suitable and complete plan to support and implement the dispersant effort.

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RRT-9 Dispersant/Application Form — Figure 18-11

(Use to document information in pre-approved zones and request use in non-pre-approved zones)

Name of the Spill Incident: _____
Responsible Party (if known): _____
FOSC/POC (name & phone #): _____
Date & Time of the Spill Incident: _____

I. OIL TYPE:

1. Spilled oil/substance name (if known): _____
2. Viscosity: _____
3. API Gravity: _____
4. Pour Point: _____
5. Percent Evaporation in: 24 Hours - _____
   48 Hours - _____
6. Did oil emulsify within the operational period? _____

** Any information from visual overflights of the slick, including estimations of slick thickness, should be included here. All additional available information pertaining to physical characterization of spilled oil should be included here.

II. ENVIRONMENTAL CONDITIONS:

1. Wind Speed: _____
2. Wind Direction: _____
3. Visibility: _____
4. Ceiling: _____

III. DESCRIPTION OF SPILL INCIDENT AND SPILL SITE:

Note all relevant details concerning the spill incident and spill site here. Be sure to note whether the spill was a one-time or continuous release, the amount of cargo remaining aboard the vessel, the stability of the vessel and sensitive environmental conditions in the vicinity of the vessel. An estimated amount of oil on the water should be made, if possible, by using available information on the area of the slick and the estimated slick thickness (as indicated by the color of the slick). Also included should be a description of the location of the spill site, including the nearest major port.

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IV. DESCRIPTION OF AREA OVER WHICH DISPERSANTS WERE APPLIED:

1. Description from Shoreline: _____
2. Depth of Water: _____
3. Jurisdiction (i.e., federal or state): _____
4. Special Management Zone Area (as defined in LOAs): _____
5. Safety Zone Established in Operational Area: _____

V. AVAILABILITY OF PERSONNEL AND EQUIPMENT:

1. Availability of Application and Spotter Aircraft/Vessel: _____
   - Source: _____
   - Point of Contact: _____
   - Type: _____
   - Travel Time to Spill: _____
2. Type of Aircraft/Vessel Used: _____
3. Aircraft/Vessel's Dispersant Load Capability: _____
4. Availability of Qualified Personnel: _____
   - Source: _____
   - Point of Contact: _____
   - Travel Time to Spill: _____
5. Time Required for Delivery to the Aircraft Staging Area: _____

VI. INFORMATION ON DISPERSANT PRODUCT:

1. Name of Dispersant: _____
2. Manufacturer: _____
3. Amount Available: _____
4. Source: _____

** **A Material Safety Data Sheet of the Product Should be Attached Here**

VII. IMPLEMENTATION OF RECOMMENDED MONITORING PROTOCOLS:

1. Was the Gulf Strike Team's SMART monitoring protocol deployed? _____

** **A full report documenting the activities and results of any monitoring activities should be attached here.**

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Preapproval Zone Record of Decision — Figure 18-12

DISPERSANT EXPEDITED APPROVAL REQUEST
RECORD OF DECISION

Subpart J of the National Contingency Plan (NCP) provides that the FOSC, with the concurrence of the EPA representative to the Regional Response Team and the State with jurisdiction over the navigable waters threatened by the oil discharge, and in consultation with the U.S. Department of Commerce (DOC) and U.S. Department of the Interior (DOI) natural resource trustees, when practicable, may authorize the use of dispersants on oil discharges; provided, however, that such dispersants are listed on the NCP Product Schedule. The EPA has been delegated authority to maintain a schedule of chemical countermeasures that may be authorized for oil discharges in accordance with procedures set forth in Section 300.900 of the NCP.

The Region IX, Regional Response Team has established dispersant expedited approval zones within waters of the State, any waters within a marine sanctuary waters and all waters within three miles of landfall. Any dispersant use within these zones requires that the designated Federal On-Scene Coordinator request approval by the RRT. For purposes of this record of decision, the designated FOSC has completed the "Expedited Dispersant Use Checklist" and has determined that the oil spill, *Name of Oil Spill Incident*, meets the criteria outlined within the checklist and formally requests a dispersant use decision from the RRT.

_____ _____
Federal On-Scene Coordinator Date
United States Coast Guard

California statute requires that emergency response operations utilize the Incident Command System. For marine oil spill response, a joint Unified Command Structure is implemented consisting of the Federal On-Scene Coordinator, the State On-Scene Coordinator and the Response Party and outlined in the Memorandum of Understanding between the United States Coast Guard and the California Department of Fish and Game, Office of Spill Prevention and Response. For purposes of this record of decision, request for the use of dispersants is formally requested by FOSC and the dispersant use checklist was completed within a Unified Command Structure and agreed upon by the State On-Scene Coordinator and the representative of the Responsible Party.

_____ _____
State On-Scene Coordinator Responsible Party Representative
Office of Spill Prevention and
Response
State of California

_____ _____
Date Date

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Quick Approval Record of Decision — Figure 18-13

DISPERSANT EXPEDITED APPROVAL REQUEST
RECORD OF DECISION

Subpart J of the National Contingency Plan (NCP) provides that the FOSC, with the concurrence of the EPA representative to the Regional Response Team and the State with jurisdiction over the navigable waters threatened by the oil discharge, and in consultation with the U.S. Department of Commerce (DOC) and U.S. Department of the Interior (DOI) natural resource trustees, when practicable, may authorize the use of dispersants on oil discharges; provided, however, that such dispersants are listed on the NCP Product Schedule. The EPA has been delegated authority to maintain a schedule of chemical countermeasures that may be authorized for oil discharges in accordance with procedures set forth in Section 300.900 of the NCP.

The Region IX, Regional Response Team has established dispersant expedited approval zones within waters of the State, any waters within a marine sanctuary waters and all waters within three miles of landfall. Any dispersant use within these zones requires that the designated Federal On-Scene Coordinator request approval by the RRT. For purposes of this record of decision, the designated FOSC has completed the "Expedited Dispersant Use Checklist" and has determined that the oil spill, *Name of Oil Spill Incident,* meets the criteria outlined within the checklist and formally requests a dispersant use decision from the RRT.

_____ _____
Federal On-Scene Coordinator Date
United States Coast Guard

California statute requires that emergency response operations utilize the Incident Command System. For marine oil spill response, a joint Unified Command Structure is implemented consisting of the Federal On-Scene Coordinator, the State On-Scene Coordinator and the Response Party and outlined in the Memorandum of Understanding between the United States Coast Guard and the California Department of Fish and Game, Office of Spill Prevention and Response. For purposes of this record of decision, request for the use of dispersants is formally requested by FOSC and the dispersant use checklist was completed within a Unified Command Structure and agreed upon by the State On-Scene Coordinator and the representative of the Responsible Party.

_____ _____
State On-Scene Coordinator Responsible Party Representative
Office of Spill Prevention and
Response
State of California

_____ _____
Date Date

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Nearshore Environment Expedited Approval Process
Initial Call Checklist
Figure 18-14

NSE EAP Initial Call Checklist

CALLER INFORMATION

Time of Initial Call: Date: ____/____/____ Time:_____ CT
(Month / Day / Year) (24 hour clock)

Name of Caller:_____

Telephone #: (__ __ __) __ __ __ - __ __ __ __

Name of Alternate Contact:_____

Telephone #: (__ __ __) __ __ __ - __ __ __ __

Company Name:_____

Address:

*Street:*_____

*City:*_____

*State:*_____ *Zip Code:*_____

SPILL INFORMATION

Initial Time of Spill: Date: ____/____/____ Time:_____ CT
(Month / Day / Year) (24 hour clock)

Location of Spill: LAT: _____ N LON:_____ W

Block Name:_____ Block Number:_____

Type of Release: [Instantaneous ( ) or Continuous Flow ( )]

Oil: Name:_____

API:_____ Pour Point:_____(°C or °F)
Circle One

Amount Spilled: _____ [GAL or BBLS (42 GAL/BBL)]
Circle One

Flow Rate if Continuous Flow (Estimate): _____

Additional volume at risk of being spilled:_____

Source of Spill: (e.g. pipeline, platform, vessel)_____

ON-SCENE WEATHER (Note: If not available contact SSC for Weather)

Wind Direction From (Degrees): _____ Wind Speed: _____Knots

Surface Current (Direction toward, Degrees): _____

(Speed): _____Knots

Visibility: _____ Nautical Miles

Ceiling:_____ Feet

Sea State (Wave height):_____ Feet

DISPERSANT SPRAY OPERATION

Dispersant Spray Contractor

Name: _____

Address:

Street: _____

City: _____

State: _____ *Zip Code:* _____

Telephone: (__ __ __) __ __ __ - __ __ __ __

Dispersant: Name: _____

Quantity Available: _____

Platform: Aircraft Type: _____

Multi-Engine ( ) or Single-Engine ( )

Boat Type: _____

Other: _____

Dispersant Load Capability (Gal): _____

Time to First Drop on the oil (Hours): _____

Initially proposed staging area:_____

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Nearshore Environment Expedited Approval Process (cont'd)
Minimum Criteria Checklist
Figure 18-14

NSE EAP Minimum Criteria Checklist

	Y	N	N/A	NSE EAP Minimum Criteria
1.				**Dispersability:** Available technical information or experience suggests that the spilled product is dispersible and will still be dispersible in the time frame of anticipated application of dispersants
2.				**NCP Listed Dispersant:** The dispersant to be used is listed on the current NCP Product Schedule and is considered appropriate for the existing environmental and physical conditions.
3.				**Inadequacy of other options:** Mechanical response equipment alone is not deemed adequate (either availability or timeliness) to protect potential resources at risk.
4a. 4b.				**Dispersant Availability and timeliness:** Enough dispersant and application equipment has been confirmed to be available a) to make a significant impact on the spilled product, and b) to be deployable within the proposed time frame.
5.				**Weather Conditions:** Weather and sea conditions are conducive to dispersant application by the chosen system or platform. (Generally, for **aerial application**: wind ≤ 25kts, visibility ≥ 3nm, and ceiling ≥ 1000'. Generally for **boat application**, a sea state that will allow the vessel to be used to conduct an effective and safe spray operation.)
6.				**PPE:** Personal protective equipment for personnel on-site will conform to the appropriate dispersant's MSDS and safe industry practice.
7a. 7b. 7c.				**General Adequacy of Dispersant Spray System and Personnel Competency:** In addition to any other requirements of the RRT6 NSE EAP, the general criteria for evaluating the suitability for use of any dispersant system should be the ability of the party or parties that are requesting approval to demonstrate to the satisfaction of the FOSC, the following: a) That the application system has been i. Specifically designed for its intended purpose, or ii. If not specifically designed for dispersant use, has been used previously and was deemed to be effective and appropriate, and will be used again in a similar manner, or iii. By some other specific means documentation or experience reasonably deemed to be effective and appropriate under the circumstances. b) That the design and operation of the application system can reasonably be expected to apply the chemical dispersant in a manner consistent with the dispersant manufacturers' recommendation, especially with regard to dosage rates, and concentrations. c) That the operation will be supervised or coordinated by personnel that have experience, knowledge, specific training, and/or recognized competence with chemical dispersants and the type of system to be used.
8a. 8b.				**Aerial Application Operational and Technical Issues:** In the case of Aerial Application of dispersants: a) The FOSC must ensure that the RP's dispersant operation provides for a dispersant controller who is over the spray zone(s) in separate aircraft from the dispersant aircraft. The controller must be qualified and be able to direct the dispersant aircraft in carrying out the near shore dispersant operation inclusive of avoiding the spraying of birds), marine mammals and turtles that may be in the area. b) Aircraft spray systems must be capable of producing dispersant droplet sizes that provide for optimal dispersant effectiveness (generally 250-500 µm, but follow manufacturer and ASTM guidance).

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Nearshore Environment Expedited Approval Process (cont'd) **Figure 18-14**
Minimum Criteria Checklist (Cont'd)

NSE EAP Minimum Criteria Checklist

	Y	N	N/A	NSE EAP Minimum Criteria, continued
9.				**Boat Application Operational Technical Issues:** If the system involves spray arms or booms that extend out over the edge of a boat and have fan type nozzles that spray a fixed pattern of dispersant, the dispersant operator has confirmed that application will comply with the following ASTM standards as appropriate: a) **ASTM F 1413-92** "Standard Guide for Oil Spill Dispersant Application Equipment: Boom and Nozzle Systems b) **ASTM F 1460-93** Standard Practice for Calibrating Oil Spill Dispersant Application Equipment Boom and Nozzle Systems c) **ASTM F 1737-96** Standard Guide for Use of Oil Spill Dispersant Application Equipment during Spill Response: Boom and Nozzle Systems.
10.				**Fire Monitor Operational and Technical Issues:** If the system involves the use of a fire monitor and or fire nozzle to apply the dispersants from a boat, the dispersant operator has confirmed that application will comply with the following: a) A straight and narrow "firestream" flow of dispersant directly into the oil is to be avoided. At such a time as applicable ASTM standards are finalized, they should be complied with appropriately relative to the process and potential dispersant application described herein. b) The specific fire monitor system(s) intended for use must have been specifically designed for dispersant application and/or must have been specifically calibrated via field trial for dispersant use.
11.				**SMART Deployment:** The FOSC must activate the Special Monitoring of Applied Response Technologies (SMART) Program monitoring team. Every attempt should be made to implement the on-water monitoring component of the SMART monitoring protocols in every dispersant application. At a minimum, Tier 1 (visual) monitoring must occur during any dispersant operations approved. Tier 2 or Tier 3 sampling may be required for reapplications.
12.				**SMART Controller/Observer:** The SMART controller/observer must be flying over the response zone to visually assess effectiveness of the dispersant applications, and to look out for marine animals.
13.				**DOI / DOC Representative:** When possible DOI/DOC will provide a specialist in aerial surveying of marine mammals/turtles and pelagic/migratory birds who will accompany the SMART controller/observer.
15.				**ESA and EFH Consultations:** RRT representatives of DOI and DOC were notified and, if listed species and/or critical habitat are present in the area, or could be present, emergency consultation has been initiated. FWS and NMFS representatives have provided recommendations to avoid and/or minimize impacts to listed species and/or critical habitat, advised the FOSC whether incidental take related to response actions is anticipated, and, if so, advised the FOSC to document incidental take for use in formal consultation post-response. Both the FOSC and FWS/NMFS representatives maintain records of oral and written communications

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Nearshore Environment Expedited Approval Process Decision Use Checklist

Figure 18-14

RRT NSE EAP Decision Checklist (use additional pages if needed)

1. **Aquatic RAR:** What are the specific aquatic resources deemed to be at risk from the non-chemically dispersed spilled product? _____

2. **Terrestrial RAR**: What are the specific terrestrial resources deemed to be at risk from the shoreline impact of the non-chemically dispersed spilled product?_____

3. **Time to RAR Impact:** What is the estimated time of impact to the resources identified in 1 & 2 above? _____
   (The NOAA SSC should be contacted for trajectory and environmental fate analysis.)

4. **Leading Edge Location:** What is the estimated location of the leading edge of the spill at the proposed time of the first dispersant application? (Lat/Long, proximity to shore _____
   (Coordinate with the NOAA SSC, the RP, or other information sources to estimate the location of the leading edge of the spill at the proposed time of the first application of dispersants.)

5. **Environmental Benefit /Trade Offs**: Does it appear that dispersants can be applied at this location in a manner that will likely achieve the desired environmental benefit for the identified RARs? Are there any specifically known resources in the area targeted for dispersant use that might be negatively impacted by application of chemical dispersants? (Y/N) _____. If yes, what are the known resources, and is the negative impact to these resources anticipated to be great enough to offset the benefit to the resources identified in 1 & 2 above? _____
   Are there ways to avoid or minimize adverse affects to known resources (e.g., observers watching for marine wildlife). If so, list. _____

6. **Shoreline Avoidance:** Given an assessment of the following items for this case, what is the proposed minimum allowable proximity to the shoreline of the dispersant platform while spraying?: __
   Factors to be considered (including, but not necessarily limited to the following)
   - Wind speed and direction
   - Accuracy of spray
   - Shoreline use or resources at risk from overspray
   - Type and geometry of shoreline
   - Anticipated proximity of oil to shoreline

7. **Minimum Criteria** Will all applicable **NSE EAP Minimum Criteria Checklist** items be appropriately addressed by the time dispersants will be applied? _____(Y / N) If not, for which items and why are there exceptions required? _____
   Specify the outcome of the informal ESA and EFH consultation and resultant recommendations:____

8. **RRT DECISION**: Nearshore dispersant use for this specific case is
   - ☐ Approved
   - ☐ Not approved
   - ☐ Approved as per the information provided herein and under the following stipulations: _____

   RRT Approval Signatures:

   _____ _____ _____

   _____ _____ _____

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19. *IN-SITU* BURNING PLAN

A. Introduction

The primary objective of oil spill response is to remove as much oil as possible from the water as quickly as possible in order to mitigate impact to near shore and shoreline habitats. Open water in-situ burning of oil may be the most rapid response technique and must be considered as a primary alternative response technology for large incidents. *In-Situ* burning offers the potential to rapidly convert large quantities of oil into primary combustion products with a small percentage of other unburned and residual byproducts. This offers the potential of accelerating cleanup of spilled petroleum on the water surface and reducing the risk of petroleum-related impacts on environmentally sensitive areas.

The effective use of *in-situ* burning requires a specific set of operational, environmental, and oil spill (slick) conditions in addition to governmental procedures that must be adhered to throughout the burning process. ExxonMobil has procedures in place to provide guidance in seeking approval to implement an *in-situ* burn. The following describes specific information related to application forms and checklists that must be completed and filed with appropriate governmental agencies prior to receiving approval.

California does not allow the burning of oil within the State or on State Waters. In Article 2, Section 41800 of the California Health and Safety Code says that "no person shall use open outdoor fire for the purpose of disposal or burning of petroleum wastes…" In the State of California and its waters by Federal preemption of this Code, in-situ burning is permitted under specific circumstances.

Federal jurisdiction allows in-situ burning in pre-approved areas beyond 35 nautical miles of the shoreline with approval from the Federal On-Scene Coordinator (FOSC). If the conditions for pre-approval are not met, selected representatives in the RRT-IX Mainland must be involved prior to commencing with any in-situ burn. In accordance with the provisions of the National Contingency Plan, this means that the concurrence of the US EPA representative to the RRT, in consultation with the natural resource trustee Federal agencies, is required. Approval is needed for in-situ burning 35 nautical miles or closer to shore from the State of California. All in-situ burnings in relation to oil spills should notify the State of California RRT. When necessary, the EPA representative to the RRT should consult with the Department of Commerce and Department of Interior Natural Resource Trustees, and Sanctuary Managers.

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B. *In-Situ* Burning Equipment

The primary *in-situ* burn equipment providers that may be utilized by ExxonMobil are listed below:

Owner/Location	Equipment	Contact Number(s)
MSRC		
Pascagoula, MS	500' 30" Fire Boom	
Galveston, TX	500' 30" Fire Boom	
Miami, FL	500' 30" Fire Boom	800-OIL SPILL
Honolulu, HI	500' 30" Fire Boom	
Chesapeake City, MD	500' 30" Fire Boom	800-259-6772
Edison, NJ	500' 30" Fire Boom	
Portland, ME	500' 30" Fire Boom	
Everett, WA	2 x 500' 30" Fire Boom	

The primary air modeling and monitoring consulting services that may be utilized by ExxonMobil in the event of a spill incident are listed below:

Contractor	Contact	Contact Number(s)
URS Corporation	Consultants available	Headquarters (San Francisco): 415-774-2700 Los Angeles: 213-996-2200

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C. *In-Situ* Burning Procedures

The following procedural items should be considered during activities to initiate a potential burn operation. Regulatory authorities will be concerned with both the general actions as well as those related to actual ignition. *In-Situ* burn operations are only allowed under the direction of a trained fire ecologist/practitioner utilizing safe fire management techniques to control and contain the burn while preventing accidental ignition of adjacent areas.

***In-Situ* Burn General Procedures**	
a.	The Planning Section Chief (PSC) will initiate activities to complete required *in-situ* burn applications (refer to **Figures 19-4**). The application procedure will continue regardless of spill location or weather conditions (i.e., sea state) during the application period.
b.	The PSC will contact the Federal On-Scene Coordinator (FOSC) to inform them of ExxonMobil's intent to seek approval to conduct *in-situ* burn operations at specified location(s).
c.	The PSC will submit an *In-Situ* Burn Site Safety Plan to the FOSC for approval prior to *in-situ* burn operations.
d.	Incident Commander will review and approve the *In-Situ* Burn application (see **Figure 19-4**).
e.	The PSC will submit the *In-Situ* Burn application to the FOSC as soon as possible or within the first several hours after a major spill event has been reported.
f.	The PSC will place professional *in-situ* burn consultants and contractors on standby during the approval decision process by appropriate governmental agencies.
g.	In the event the application is denied, the PSC will stand-down the consultants and contractors that were on standby alert.
h.	In the event the application is approved, the PSC will initiate mobilization of necessary equipment and personnel to conduct *in-situ* burn operations.
i.	On site visual monitoring will be coordinated with the FOSC.
j.	The final decision to ignite oil will be coordinated through the FOSC and will be based on a USCG Decision Flowchart (see **Figure 19-2**).
k.	The ability to contain, control and extinguish the *in-situ* burn fire is a pre-requisite prior to ignition.
l.	The PSC will coordinate and liaise with the FOSC concerning sampling the burn residue.
m.	The PSC will initiate mobilization of mechanical recovery equipment on-scene backup and complimentary response capability
n.	The PSC will initiate provisions for collection and disposal of burn residue following the burn(s).

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In-Situ Burn Ignition Procedures	
a.	Contractor personnel involved in *in-situ* burn operations will receive and complete required classroom and practical hand-on training that is appropriate for the level of responsibility assigned.
b.	Ensure adequate communication systems are in place between boom-towing and auxiliary vessels as well as between vessels and aerial support fixed wing and rotor aircraft.
c.	Position all involved personnel upwind or crosswind from the intended target slick prior to ignition.
d.	When oil is contained within fire boom, personnel and equipment will remain at a safe operating distance in the event of a premature ignition or an unexpected explosion.
e.	Towing lines will be substantial in order to provide an added measure of safety regarding distance from the burn and additional reaction time that may be required based on the circumstances.
f.	Request USCG to issue a "Notice to Mariners" at time and location of burn(s).
g.	Ignition systems must be released from a safe distance.
h.	Request FAA to issue a "No Fly Zone" for time and date of burn.
i.	Ignition systems include: i) Floating flare type igniters released from vessels a safe distance upstream and upwind of the target; ii) Helitorch with gelled fuel may be released from fixed wing or rotor aircraft at "safe" heights; and iii) Flare guns fired from vessels at a "safe" distance.
j.	Burning agents, which are highly flammable, oil soluble liquids are considered a burning aid that may be utilized in the event of substantially weathered oil. Burning agents insulate the oil from the water and allows the oil to burn continuously.

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D. Environmental Effects

The environmental effects of *in-situ* burn operations include, but are not limited to, the following:

Environmental Effects
a. Burning oil produces a visible smoke plume containing smoke particulates, residue, and other products of combustion. The potential plume caused by the burn will not expose unprotected populations to more than 50 $\mu g/m^3$ of particulates over a 24 hour period, and the resulting plume and heat will not result in greater impact to sensitive wildlife resources than the oil itself.
b. A crust or residue remains after the burn which may pose a risk of exposure to wildlife resources.
c. Plant cover may be reduced during inshore burns resulting in the need to implement short-term erosion control measures.
d. Inshore burn sites may need protection from overgrazing due to herbivores attracted to new growth.
e. Prolonged flooding of a burned wetland may kill surviving plants in the event they are completely submerged.
f. Contamination at the sea surface may affect certain unique populations as well as organisms that use surface layers of the water column to spawn or feed.
g. Inshore burn sites increase the potential for oil penetration into the substrate when standing water is not present.
h. Inshore burn sites may sustain long-term impact(s) to vegetation in the event fire temperatures are too hot and/or water levels too low which may kill the root systems.
i. Some animal species (i.e. gastropods on clean vegetation) may not be capable of escaping the burn area.
j. Heavy fuel oils may produce residues that are difficult to remove from the environment. Burning of muddy substrates may alter their physical properties which will degrade their biological productivity.
k. Heavy accumulations of oil should be removed by mechanical methods to reduce long-term impact to vegetation and wildlife
l. Effects of burns conducted in wetland areas differ because of wetland types, plant species, composition, environmental parameters, and the tolerances of the system to physical and chemical disturbances.
m. Temperature and air quality effects will be localized and short lived.
n. Recovery of wetland vegetation is dependent upon season of burn, type of vegetation, and marsh water level.
o. On-water burn residues may sink while on-land residues for crude and heavy oils may require removal from the environment. These should be disposed of appropriately.

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E. Safety Provisions

Primary Safety issues to be considered are as follows:

•	OSHA training requirements
•	Personnel health hazards from product (exposure limits, decontamination procedures, etc.)
•	Personnel physical safety hazards

ExxonMobil has identified areas of awareness and concern from a Safety perspective. The following address the major areas of concern:

•	Fire hazards – maintain safe distance; ensure proper containment, etc.
•	Ignition hazards – maintain communication and coordination; ensure equipment is in good condition and used properly
•	Vessel safety – maintain communication and vessel position
•	Boom handling – ensure proper training and sufficient towing lines
•	Communications – ensure adequate communications between personnel, vessels, and aerial support
•	Training – prior training on procedures, and PPE, including respiratory equipment
•	Personnel exposure – be aware of wind direction, combustion plume, and residual oil contamination

F. Conditions for Use

In-Situ burning should be considered when physical removal of oil is not possible or is insufficient for protecting valuable resources, including endangered species. The method of removal must not cause or increase environmental impacts compared with damages from spilled oil. Favorable conditions for in-situ burning include, but are not limited to the following:

•	Remove as much oil as possible in the shortest amount of time to limit spreading to sensitive areas or over large areas.
•	In the event site access is limited by shallow water, soft substrates, thick vegetation, or the remoteness of location.
•	Reduce the generation of oily wastes, especially where transportation and/or disposal options are limited.
•	When other methods lose their effectiveness or become too intrusive.
•	Use on land where heavy oil exists at sites neither amenable nor accessible to physical removal
•	Use at remote, sparsely populated sites at least 3 miles from

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	populated areas.
•	Use at sites with fresh crude or light/intermediate products that promote efficient burning.
•	Areas void of vegetation (i.e.: dirt roads, ditches, dry stream beds, idle cropland).
•	Sites with herbaceous vegetation.
•	Wetland areas with a minimum water level of 1" cover the substrate or with soils 70% saturation.
•	Oil layers thick enough to support combustion. Layers thinner than 1-2 mm loses too much heat to the water and cannot support combustion.
•	Wind speed below 20 knots and wave height below 3 feet.
•	A water level in wetlands and mud habitats will minimize the impact to sediment and roots.
•	Water-in-oil emulsion may not contain more than 30%-50% water to ignite and support combustion.

G. Decision Processes

The most important factors in the decision to pursue *in-situ* burning are the location of the spill and the current on-site weather (especially wind direction).

A minimum oil thickness of 2-3 mm is required. Once oil has spread and thickness approaches the 1-2 mm range, heat loss to the water under the oil prevents combustion. Oil on open water tends to spread rapidly to achieve its maximum pool radius or equilibrium thickness. Light crude oils will spread to approximately 0.01 to 0.1 mm, while heavy oils will spread to 0.05-0.5 mm in thickness within hours. Consequently oil must either be burned almost immediately after a spill, or the surface thickness must be increase using fire-retardant boom.

The authority to authorize *in-situ* burning provided to the USCG FOSC may not be delegated. If ExxonMobil determines that in-situ burning is a viable option for remediation then refer to the RRT-9 In-Situ Decision Making Process located in Appendix 8 of the RRT- 9 ACP

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H. Approval Procedures and Forms

Ultimate approval to initiate an in-situ burn will reside with the applicable RRT. In order to ensure the proper decision is made, those in the decision making process require particular information related to the incident as well as independent factors such as weather and local human and wildlife populations. Completion of **Figure 19-4**, In-Situ Burning Plan, will provide the requisite information in an approved format.

Additional information regarding in-situ burn decisions, approval safety, associated equipment, and conditions of use is retained as pa t of ExxonMobil's pre-planned response material housed in its licensed version of t e Incident Action Plan software (©1997-2011 dbSoft, Inc.) supported by The Response Group (see **Figure 7-1**).

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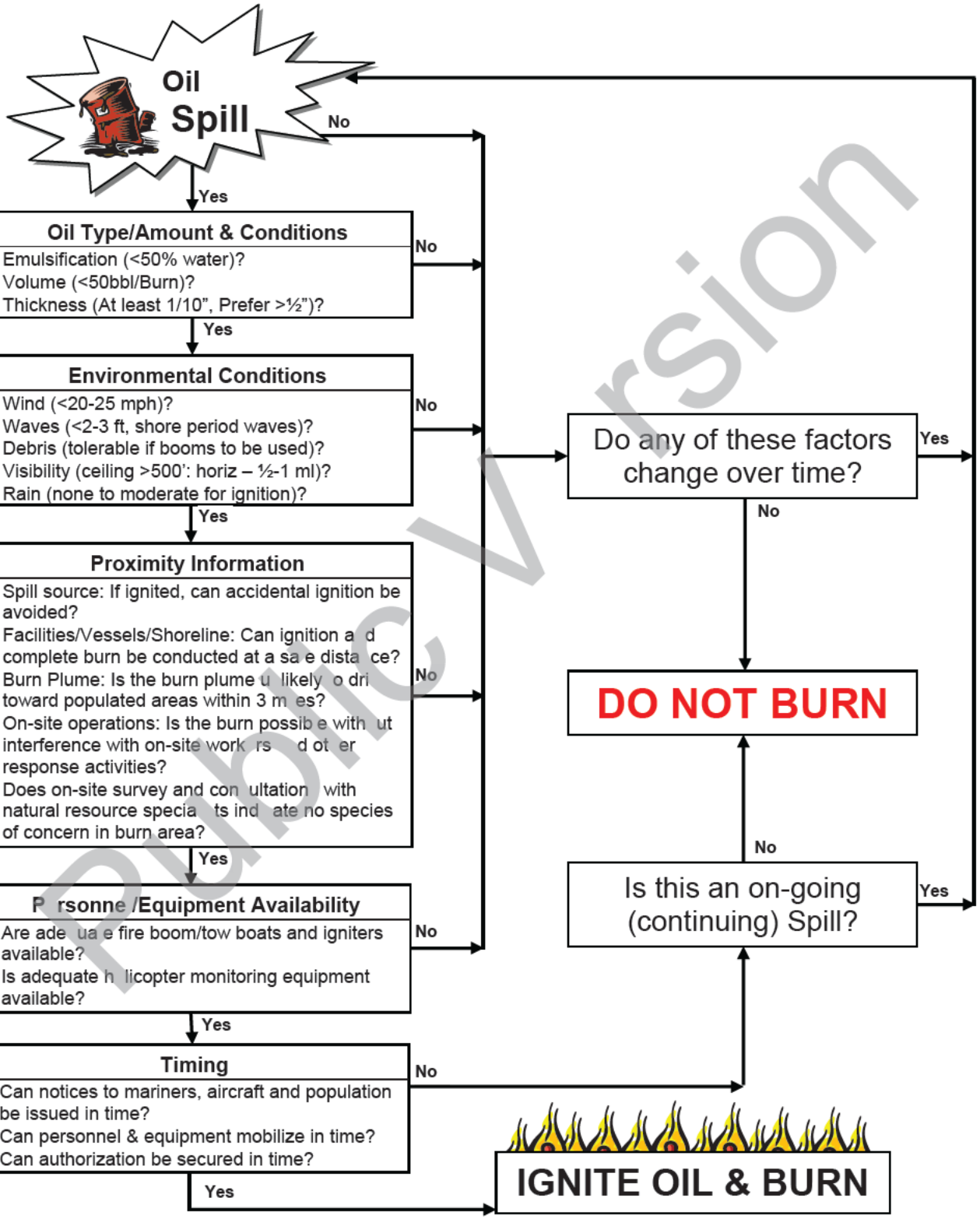
ExxonMobil *In-Situ* Burn Decision Flow Chart — Figure 19-1



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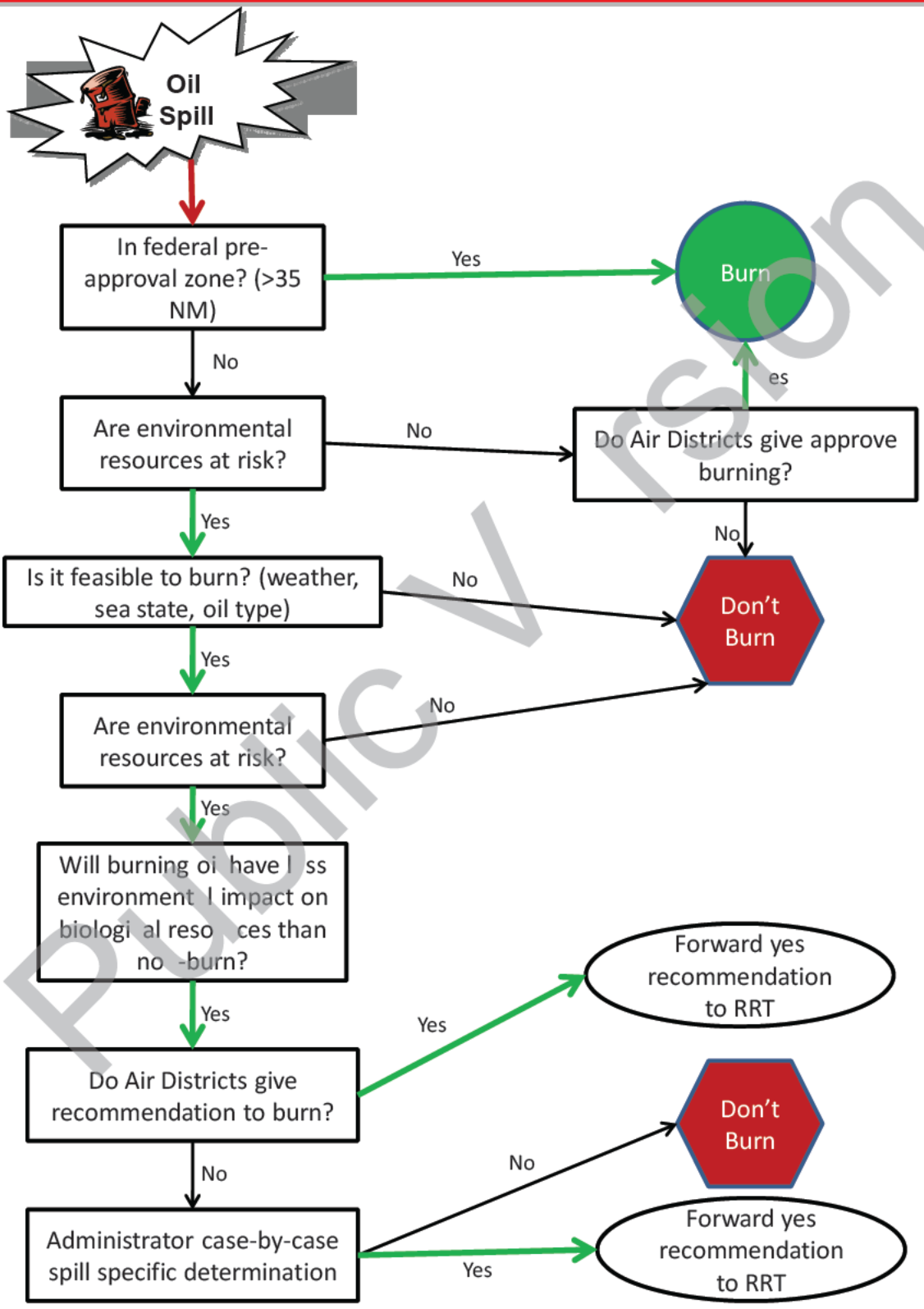
In-Situ Burn RRT-9 Pre Approval Checklist — Figure 19-2



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In-Situ Burn Pre-Ignition Checklist — Figure 19-3

Yes	No	*In-Situ* Burn Pre-Ignition Checklist
☐	☐	Is Fire Ecologist/Practitioner onboard?
☐	☐	Have all burn personnel completed required training?
☐	☐	Are communication systems adequate and working properly:
☐	☐	Between vessels?
☐	☐	Between vessels & aircraft?
☐	☐	Are all involved personnel upwind or crosswind of target?
☐	☐	Is there safe distance between fire boom and ers n el on board towing boat(s)?
☐	☐	Are towing lines sufficient to safely separate from boat crews from burn?
☐	☐	Are ignition systems released from a safe distance?
		Ignition system type:
☐	☐	Floating flare type igniter – Boat
☐	☐	Helitorch – Aircraft
☐	☐	Flare guns
☐	☐	Are burning gents req ired?
☐	☐	Have all approv ls been received from the federal, state and local entities?
☐	☐	Has “Not ce to Mariners” been issued by the FAA?
☐	☐	Are all p rsonnel briefed and familiar with the plan?
☐	☐	Are all vessels and aircraft aware of burn trajectory and ignition time?
☐	☐	Are monitoring personnel and equipment on scene or enroute?
☐	☐	Is the weather (sea state) acceptable?
☐	☐	Is the fire control vessel in place?
☐	☐	Are support vessels available?
☐	☐	Has the decision to ignite been coordinated through the FOSC?

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In-Situ Burning Plan — Figure 19-4

This checklist is provided as a summary of important information to be considered by the Unified Command in reviewing any request to conduct *in-situ* burning in response to an oil spill in the waters of the Pacific Ocean. This Burning Plan is divided into several sections of information about the spill, weather, oil behavior and proposed Burning Plan. It is intended that this Burning Plan be filled in to help the Unified Command determine the feasibility of *in-situ* burning for the immediate situation. This Burning Plan, in conjunction with the Monitoring Plan, will serve as the Post Burn Operations Report.

SPILL DATA (Responsible Party to complete and submit to Unified Command)	**DATE & TIME OF PLAN**
DATE AND TIME OF THE INCIDENT:	
LOCATION OF THE INCIDENT:	
LATITUDE:	LONGITUDE:
DISTANCE IN MILES AND DIRECTION TO NEAREST LAND:	
DISTANCE IN MILES AND DIRECTION TO THE NEAREST POPULATION CENTER(S):	
TYPE AND QUANTITY/VOLUME:	
RELEASE STATUS: ☐ Continuous, at estimated rate of: _____ ☐ Intermittent, at estimated rate of: _____ ☐ One time only, flow now stopped. Est quantity – bbls: _____	
EMULSIFICATION STATUS: Uncertain Is product easily emulsified? ☐ Yes ☐ No ☐ Uncertain Is product emulsified upon release? ☐ Yes ☐ No ☐ Uncertain IF EMULSIFIED: ☐ Lightly (0-20%) ☐ Moderate (21-50%) ☐ Heavily (>50%) ☐ Unknown	
SURFACE AREA OF SPILL (SQUARE MILES) AS OF DATE/TIME:	
IS SOURCE BURNING NOW? ☐ Yes ☐ No	
NATURE OF INCIDENT: ☐ Grounding ☐ Transfer Operation ☐ Collision ☐ Pipeline ☐ Explosion ☐ Other (Describe): _____	
VESSEL/FACILITY/PIPELINE INVOLVED:	
RESPONSIBLE PARTY:	
FEASIBILITY FACTORS: ☐ Yes ☐ No Is the oil being considered for *In-Situ* burning emulsified by less than 60%? ☐ Yes ☐ No Is the oil thickness >1/10 inch?	

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In-Situ Burning Plan (cont'd) — Figure 19-4

IN-SITU BURNING PLAN

WEATHER & WATER CONDITIONS

WEATHER: ☐ Sunny ☐ Partly Cloudy ☐ Cloudy ☐ Overcast
☐ Mountain Showers ☐ Offshore Rain Squalls ☐ Heavy Rain

WINDS: Date & Time: _____
☐ Onshore Knots: _____ Direction: _____
☐ Offshore

SEA STATE: ☐ Calm ☐ Choppy ☐ Swe (in fe t)
☐ <1 foot ☐ 1-3 feet ☐ >3 feet

TIDES: (Forecast)

Low/High	Feet (+/-)	Date & T me

SURFACE CURRENTS: Speed / Knots _____ Direction / To _____

WATER DEPTH: ☐ 10-60 feet ☐ 60 20 feet ☐ >120 feet

DAYLIGHT HOURS:

Day / D te	Sunrise	Sunset

WEATHER & WATER 24 HOUR FORECAST

DATE & TIME OF P AN DEVELOPMENT: _____
FORECASTED WIND SPEED (knots): _____
FORECASTED WIND DIRECTION: _____ ☐ Onshore ☐ Offshore
FORECASTED SEA STATE: ☐ Calm ☐ Choppy ☐ Swell (in ft)
☐ <1 ft ☐ 1-3 ft ☐ >3 ft

ESTIMATED SMOKE TRAJECTORY

Describe expected smoke plume trajectory: _____

Is plume expected to impact concentrated human or wildlife populations? ☐ Yes ☐ No

FEASIBILITY FACTORS:

☐ Yes ☐ No Is the wind speed <25 knots?
☐ Yes ☐ No Is wave height <2-3 feet?
☐ Yes ☐ No Is visibility >500 feet vertically and ½ mile horizontally?
☐ Yes ☐ No Are rain forecasts favorable for ignition?

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In-Situ Burning Plan (cont'd) — Figure 19-4

***IN-SITU* BURNING PLAN**	
A.	Location of proposed burn relative to the spill source:
B.	Location of proposed burn relative to nearest uncontrolled ignitable slick(s):
C.	Location of proposed burn relative to nearest sizeable downwind human population:
D.	Location of proposed burn relative to nearest downwind concentrated wildlife population:
E.	Potential for reducing visibility at nearby airport(s) or freeway(s):
F.	Will radio notificatio of human populations be required? ☐ Yes ☐ No
	1. Proposed igniti n method: Will burn promoters be used? ☐ Yes ☐ No Will de-emulsifiers be used? ☐ Yes ☐ No
	2. Methods proposed for controlling the burn: Will fire boom be used? ☐ Yes ☐ No

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In-Situ Burning Plan (cont'd) — Figure 19-4

IN-SITU BURNING PLAN

3. PROPOSED BURNING STRATEGY

- ☐ Controlled burning in fire boom under tow.
- ☐ Controlled burning of static oil contained within fire boom.
- ☐ Complete burning of a derelict or hazardous vessel.
- ☐ Controlled burning of static oil contained in a natural collection s te at or near shore.
- ☐ Disposal of oiled debris by controlled burning in remote a eas.

Other: _____

G. Estimated amount of oil to be burned:

H. Estimated duration of Burn Operatio s (hours):

I. Method of collecting burned residue:

J. Proposed storage and disposal of burned oil residue:

FEASIBILITY FACTORS

☐ Yes	☐ No	Can ignition and a complete burn occur at a safe distance from other response operations and public, recreational and commercial activities?
☐ Yes	☐ No	Is the smoke plume unlikely to impact areas of concentrated human or wildlife populations?
☐ Yes	☐ No	Are adequate fire boom, tow boats and igniter resources available?
☐ Yes	☐ No	Are adequate notice to be given to mariners, aircraft pilots and the general public?
☐ Yes	☐ No	Can necessary personnel and equipment be mobilized during the *in-situ* burning window of opportunity?

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In-Situ Burning Plan (cont'd) — Figure 19-4

IN-SITU BURNING PLAN

Plan Number: _____

Date: _____

Operational Period: _____

To: _____

RRT

☐ APPROVED ☐ NOT APPROVED

_____
Signature

Typed Name & Title:

_____

☐ APPROVED ☐ NOT APPROVED

_____
Signature

Typed Name & Title:

_____

☐ APPROVED ☐ NOT APPROVED

_____
Signature

Typ d Name & Title:

_____

COMMENTS:

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20. ALTERNATIVE CHEMICAL AND BIOLOGICAL RESPONSE STRATEGIES

Oil spill cleanup agents (OSCA's) are defined as any chemical or other substance used for removing, dispersing, or cleaning up oil or residual petroleum products in or on the waters of states or shorelines. This category of substances include: surface washing agents, shoreline cleaners, dispersants, gelling agents, herding agents, emulsifiers, demulsifiers, chemical booms, and bioremediants. The best known and primary OSCA is bioremediation which is defined as a treatment technology that enhances existing biological processes to accelerate the decomposition of petroleum hydrocarbons and some hazardous wastes.

The National Contingency Plan (NCP) authorizes the use of biological and chemical agents for the dispersion and/or abatement of oil spills. However, the product must be listed on the NCP Product Schedule.

The Responsible Party (RP), having firsthand information concerning the released material, may request FOSC approval for the use of bioremediation or the application of a bioremediation enhancing agent within the jurisdiction of RRT I and VIII. The pre-designated FOSC provided by the USCG and EPA will forward a Bioremediation Use Authorization Form (filled out by RP) to RRT I/VIII personnel as well as consulting with the impacted Natural Resource Trustees. The RP may initiate a bioremediation after approval and concurrence from RRT I and VIII.

In the event alternate chemical or biological response activities are unequivocally mandated by spill events/conditions, ExxonMobil personnel will follow the application process outlined in the Region IX RRT Bioremediation Spill Response Plan.

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21. DOCUMENTATION

A. Overview

Concise, detailed documentation is an integral function of the Emergency Local Interfunctional Response Team (ELIRT). Maintenance of complete and accurate records of all events that occur is essential for legal requirements, response evaluation, cost minimization, and as a future training tool. Each group wi hin the response organization is responsible for compiling and maintaining adequate records in support of the Documentation Unit Leader. Information received from well documented spills may be utilized to protect the company's in erests and critique spill cleanup and prevention programs. A designated h storia should be retained to document every aspect of the spill response in a w itten account.

B. Documentation Unit Leader (DOCL)

Ideally, the Documentation Unit Leader (DOCL) assigned within the Incident Command System (ICS) should have experience in creating and maintaining documentation packages or files from inception to the end of the response. Understanding the types of challenges a spill archive must meet in order to be considered adequate during the Department of Justice (DOJ) portion of the process is critical to the success or failure of the documentation system. Major objectives of the DUL are listed below:

- Complete initial incident assessment
- Establish comprehens ve do umentation system
- Establish effective documentation during demobilization
- Establish single, central, comprehensive archive
- Complete CERCLA Administrative Record

Duties of the Do umentation Unit Leader may be reviewed in **Figure 4-2**.

C. Standa d for Records

Standards for response documentation are illustrated below:

- Factual: Response documentation is a record of response activities associated with spill cleanup and is not a referendum for analysis, conclusions, speculation, opinions or comments.
- Accurate: Records which are not accurate are a reflection upon the documentation system and cannot be relied upon.

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•	Complete: Records must be complete to tell the full story.
•	Clear: Records must be clearly stated to support the company's reconciliation activities.
•	Concise: Eliminate irrelevant, unnecessary data.
•	Identified: Records which include meeting minutes should identify the individual writing/capturing them.
•	Dated: All entries should include a time and date in order to reconstruct a sequence of events.

D. Essential Documentation

1. Daily Log(s)

A log of daily events from each ICS group will be maintained from the time a spill is reported until cleanup operations are completed. or legal purposes, bound volumes with consecutively numbered pag s should be used rather than loose-leaf notebooks to mitigate claims that information was deleted or added. Each entry should record the date, t me, place, action, and signature of any witness(s). The log must be maintained in a secure place due to potential legal ramifications.

a. Notification Documents

- Date and Time of notification
- Person reporting spill
- Person reporting sp l telep one number
- Vessel nam (if applicable)
- Location of spi (det iled)
- Date and time of pill
- Type an quan ty of material spilled
- Sour e of spill
- Spill stopped or continuous
- Flow rate
- Response actions in progress and impending
- Areas impacted or threatened
- Weather conditions (sea state, wind direction, etc.)
- Summary of vessel damage
- Summary of personnel/agencies notified and time of notification
- Extent of spill, location and direction

b. Response actions

- Equipment and manpower
- Response activities, techniques, etc.
- Effectiveness of cleanup activities (daily)

c. Responsible Party information

- Maintain ICS 214, as appropriate.

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d. Conversations with non-company personnel

- USCG, EPA, local authorities, etc.
- Media and private sector referred to as Public and Government Affairs
- FOSC – record all orders and directions and have him/her sign to acknowledge

e. Damages

- Property (i.e., boats, other, etc.)
- Human (i.e., injury, fatality)
- Wildlife (i.e., details)

f. List of all persons on-scene

- Officials
- Contractors
- Others

g. Costs incurred

Contractors listing of manpower, equipment, and materials daily. Charges verified daily by designated represen ative and contractor to avoid payment discrepancies.

h. Material recovered

Illustrates cleanup effectiveness and determines amount to be recovered.

2. Types of Files

a. Composite files

Composite files ontain a variety of information separated on the basis of time, geographic information, and other factors (i.e., weather; health and safety, trajecto i s a risk habitats, etc.) which may be standardized for a given day:

- Daily compos te files (see above)
  - Weather/T des/Currents
  - Ov flight activities
  - Daily Incident Action Plan (IAP)
  - Public and Government Affairs
  - Safety
- Message files
- Correspondence files
- Division Task Force Files
- Zone descriptions
- Shoreline surveys
- Oiling maps
- Daily shoreline cleanup reports
- Final Sign-off Report
- Photographs and miscellaneous

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b. Subject files

Subject files contain information generated throughout the response effort under a limited heading (i.e., all reconciliation documents, all property records, etc.):

- Legal files (Privileged document, attorney-client communication)
- Pollution Reports
- Property records
- Financial management records
- Over flight results
- Purchase requests
- Disposal manifests
- Agency correspondence
- Salvage and lighting
- Personnel and equipment use documentation
- Trajectory reports
- Contract administration file (i.e., cor espondance, invoices, reconciliation documents)
- Fire fighting files
- Personnel files
- Weather and tides
- Incident Action Plans (Daily)
- Cost documentation
- Health and safety .e., Site Safety Plans, OSHA correspondence, accident/injury reports)
- Business/call ng cards
- Public and Government Affairs

c. Legal files

The Legal fficer may request that a proprietary record and file be established which will not be subject to subpoena or discovery in a court of law in the e ent subsequent legal issues involving the spill incident. Files of this nature should be hand-delivered and held in strict control. Procedures for establishing legal files are listed below:

Archive and segregate documents which may be exempt from release under FOIA (i.e., drafts, privacy act, attorney work product, proprietary information, etc.)

- Review documents selected with Legal Officer
- Consolidate non-releasable documents in one area

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d. Photographic/Video documentation

Color photographic and video documentation is produced to record the source and extent of the spill as well as the on-going cleanup effort. The following information should be recorded at the time each picture/video is taken:

- Name and location of the vessel, facility or site
- Date and time
- Name(s) of photographer and witnesses
- Description of subject
- Reference to outstanding landmarks

Additionally, legal personnel may request information concerning resolution, camera make and model, photographic enhancement, etc. A professional photographer should be retained to produce the photographic and videotape documentation to provide the optimum results. The Documentation Unit Leader will set up files for photographic and video documents as well as provide copies to appropriate ICS groups.

e. Oil sampling documentation

Oil sampling is an integral part of documenting an oil spill cleanup operation in order to accurately record the history of the spilled product. The purpose of the documentation may also protect the company image, minimize expenses and use the documentation log as a basis for critiquing spill prevention and cleanup programs. The spilled product may be sampled by a number of involved parties including, but not limited to, the USCG and the Responsible Party. The spilled product should be sampled through the collection of source oil for reference and spilled oil for comparison. Standard ASTM sampling procedures for waterborne and shoreside oils must be strictly followed when obtaining samples. The objectives of oil sampling are listed below:

- Obtain a quantity of oil that makes identification possible (one pint or more)
- Obtain a true representation of the oil
- Properly handle the sample to avoid contamination
- Protect the legal validity of the sample identity and subsequent analysis by following a continuous chain of custody procedure from sampling to analysis.

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f. Distribution of Records

Records, other than privileged records, should be retained by the group that created them and a copy distributed as follows:

- Non-cost records – Documentation Unit
- Cost records – Finance Unit

g. Destruction of Records

No records whatsoever may be discarded or erased without the prior approval of the Legal Advisor.

h. Interpretation

The Legal Advisor will be consulted for any questions concerning

GUIDELINES FOR INCIDENT FILES

- Identify necessary types of files based on issues deemed important in the context of the incident.
- The files should be named and organized so that the are identified and easily accessible.
- If the information might be important later, s ve it, and file it.
- Do not be afraid to duplicate information/documents in more than one type of file.
- A mix of Composite Files and Subject Files will provide the best archive coverage and will facilitate accessing information in the archives.

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Conversation / Action Record — Figure 21-1

CONVERSATION / ACTION RECORD

Date: _____ Page ___ of ___

Position: _____

Name: _____

No.	Time:	Phone: ❑ Fax: ❑ Other: ❑	Incoming: ❑ Outgoing: ❑	Person/Telephone #:	Title:	Representing:

No.	Time:	Phone: ❑ Fax: ❑ Other: ❑	Incoming: ❑ Outgoing: ❑	Person/Telephone #:	Title:	Representing:

No.	e:	Phone ❑ Fax ❑ Other: ❑	Incoming: ❑ Outgoing: ❑	Person/Telephone #:	Title:	Representing:

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22. PREVENTION MEASURES FOR FACILITIES LOCATED IN STATE WATERS

NOT APPLICABLE

ExxonMobil does not own or operate facilities located in state waters. For a complete listing of facilities owned and operated by ExxonMobil, please see **Appendix A.**

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A. FACILITY INFORMATION APPENDIX A

a. Site Description

1. Description of the Marine Facility

The Santa Ynez Unit (SYU) is an oil and gas development project operated on the Federal Outer Continental Shelf (OCS) by ExxonMobil. Oil and gas processing facilities are located onshore at Las Flores Cany (LFC) approximately 20 miles west of Santa Barbara, California. The offshore portion of the project consists of oil and gas drilling and production platforms Harmony, Heritage, and Hondo and associated pipelines and p wer cables. Platform wells produce sour crude oil in the form of a tight oil/wat r emulsion from the Monterey formation. Emulsion produced fr m he Hondo and Heritage platforms flows via pipeline to the Harmony platform Emulsion from all three platforms departs Harmony in a 20-inch pipeline to the Las Flores Canyon Onshore Facility.

The 20-inch emulsion pipeline enters the State of California at the three-mile State/Federal boundary offshore f om Refugio State Beach, crosses the shoreline at El Capitan State Beac transits a 9-foot diameter tunnel for approximately 400 feet under the Southern Pacific Railroad, U.S. Highway 101, and Calle Real, then continues approximately two miles to the LFC Oil Treating Plant.

2. Description of the Site nd Surrounding Area

Descriptions of the environment, including the physical, biological, and infrastructure cha acteristics in this area are provided in the current Area Contingency Plan.

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b. SYU Pipeline Design and Operations

1. Design, Construction, and Operations

The SYU 20-inch emulsion pipeline was installed in first quarter 1992. It first delivered oil to LFC in December 1993. A pressure control valve at LFC maintains a back pressure of 225 psig against the emulsion pumps on each platform. The pipeline design capacity is 140,000 barrels of oil and 70,000 barrels of water per day. The pipeline operates 24-hours a day except during processing shutdowns.

2. Description of the Product Handled

The 20-inch emulsion pipeline handles Monterey formation sour c ude oil and water. Also included are small amounts of natural gas liqu ds ext acted from natural gas at Platforms Harmony and Heritage. Table A 1 lists the physical properties of this crude oil. Tables A-2 and A-3 provide platform and pipeline specifications, respectively. A Material Safety Da a Sheet (MSDS) for sour crude oil is included as Table A-1.

3. Piping and Instrumentation Diagrams

See Tables A-2 through A-4 for H ndo, Heritage and Harmony Platforms, respectively.

4. Pipeline Diagrams

See Table A-5.

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a. Table 1 – Physical Properties of Santa Ynez Unit Crude Oils

Property	Hondo Emulsion	Harmony Emulsion	Heritage Emulsion	Combined Emulsion to LFC
Crude Oil Type	Heavy Sour Stable Emulsion	Heavy Sour Stable Emulsion	Heavy Sour Stable Emulsion	Heavy Sour Stable Emulsion
Molecular Weight	296	363	421	283
Liquid Density (gm/cc)	0.934	0.922	0.962	0.920
API Gravity	19.8	21.9	15.5	22.1
Flash Point °F (ASTM D-93)	53	46	<20	<20
Viscosity c St @ 50 °F (ASTM D4445)	818	1980	3 ,500	1090
Pour Point °F ASTM D-97	-20	5	40	20
Water Content wt% (ASTM D1744)	~40	~40	40	~40
Solubility	Low (Stable Emulsion)	Low (Sta le Emulsion	Low (Stable Emulsion)	Low (Stable Emulsion)
Volatility (Vol% Distilled @ 60 °F)	0.68	1.11	0.62	0.46
Sulfur Content, Wt Percent (Dry Basis)	4.30	5.22	5.14	5.18
Hydrogen Sulfide Content (Dissolved)	~25	~25	~25	~25
Susceptibility to Mousse Formation	High (Sta le E ulsi n)	High (Stable Emulsion)	High (Stable Emulsion)	High (Stable Emulsion)
Natural Dispersi n	M dium (due to w ter content of emulsion)	Medium (due to water content of emulsion)	Medium (due to water content of emulsion)	Medium (due to water content of emulsion)
Relati e T xicity	Medium (sulfur and metal compounds)	Medium (sulfur and metal compounds)	Medium (sulfur and metal compounds)	Medium (sulfur and metal compounds)
Burnabili y	Low (Stable Emulsion)	Low (Stable Emulsion)	Low (Stable Emulsion)	Low (Stable Emulsion)
Weathering Characteristics	Low (heavy crude, low volatile content)	Low (heavy crude, low volatile content)	Low (heavy crude, low volatile content)	Low (heavy crude, low volatile content)

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This Oil Spill Response Plan (OSRP) encompasses all facilities operated by ExxonMobil, herein the jurisdiction of the United States Coast Guard, Environmental Protection Agency and The Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE). Information on Federal or State leases and/or pipelines operated by ExxonMobil is included in Appendix A.

Rating system for potential worst case discharge:

Rating	Volume (Barrels)
A	0 - 1,000
B	1,001 – 3,000
C	3,001 – 10,000
D	10,001 – 20,000
E	20,001+

Table 2	OCS Production Facilities
1	Provide the 2-letter BOEMRE area designatio of the facility (e.g., MP, PS, WC).
2	Provide the OCS Block No. of the fa ity (e.g., 5, 251, A-375).
3	Provide the OCS Lease No. of the facility (e.g 091, 0425, G 10112).
4	Provide the facility designation (e.g., No. 2, A, JA).
5	Provide the 5-digit BOEMRE omplex identification number for the facility.
6	Provide the water depth at the ite of t e facility in feet.
7	Provide the latitude and long ude of the facility in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
8	Provide the d tance fr m th facility to the nearest shoreline in miles.
9	Provide the API g avity o the densest oil being produced or stores at the facility.
10	Enter the appr priate worst-case discharge volume rating (e.g., A, B, C, D, or E).
1	Rating in column 10 is "E" or if high rate well has a daily flow rate greater than 2,500 barre s, pro id the rate that oil is being produced in barrels per day from an uncontrolled flow of the highest capacity well at the facility.
12	Rating" in column 10 is "E" of if high rate well has a daily flow rate greater than 2,500 ba rels, provide the total volume in barrels of all tanks on the facility used for the storage of oil including production (e.g., fuel oil including diesel fuel, corrosion inhibitors).
13	If "Rating" in column 10 is "E" or if high rate well has a daily flow rate greater than 2,500 barrels, provide the throughput volume in barrels of oil per day of the lease term pipelines that depart the facility.

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b. Table 2 – OCS Production Facilities

List existing OCS production platforms and satellite structures alphabetically by area designation nd numerically by OCS Block.

Area	(b) (7)(F), (b) (3)	Lease	Facility Name	Facility ID[1]	Water Depth	Latitude/ Longitude	Distance to Shore	API Gravity	Rating[2]	High Well[3]	(b) (7)(F), (b) (3)
6A		P-0188	Hondo	51005	850	(b) (7)(F), (b) (3)	5.0	19.8	C	700	
6A		P-0190	Harmony	51017	1200		6.3	21.9	C	3082	
6A		P-0182	Heritage	51018	1075		8.0	15.7	D	4800	

[1] BOEMRE complex identification number of facility.

[2] Worst-case discharge volume rating based on the following table:

Rating	Volume (Barrels)	Rating	Volume (Barrels)
A	0-1,000	D	10,001-20,000
B	1,001-3,000	E	>20,000
C	3,001-10,000		

If Rating is E or if high rate well has a daily flow rate > 2,500 bbls, pr vide t te that oil is being produced in bpd from an uncontrolled flow

[4] If R ting is E or if high rate well has a daily flow rate > 2,500 bbls, provide the total volume in bbls f all tanks on the facility used for the storage of oil including production (e.g., fuel oil includ g diesel fuel, corrosion inh bitors).

[5] If Rating is E or if high rate well has a daily flow rate > 2,500 bbls, provide the throughput volume in bpd of the lease term pipelines that depart the facility.

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Table 3 - OCS Pipelines	
1	Provide the 2-letter BOEMRE area designation and the OCS Block No. of the originating point of the ROW pipeline (e.g., WC 425, HI A-375).
2	Provide the latitude and longitude of the originating point of the ROW pipeline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
3	Provide the 2-letter BOEMRE area designation and the OCS Block No. of the terminus of the ROW pipeline (e.g., WC 425, HI A-375).
4	Provide the latitude and longitude of the terminus of the ROW pipeline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
5	Indicate whether the ROW pipeline either te minates or originates at the Federal / State boundary (i.e., Yes, No).
6	Provide the 5-digit BOEMRE Segment No of the ROW pipeline (e.g., 00006, 01234, 11456).
7	Provide the OCS ROW No. of the ROW pipeline (e.g., 092, 0436, G 10992).
8	Provide the length of the ROW pipelin in feet.
9	Provide the internal di meter of t e ROW pipeline in inches.
10	Provide the API Gravity o the o l being transported by the ROW pipeline.
11	Indicate whethe the ROW pipeline is monitored by a leak detection system (i.e., yes, no).
12	Provide the throughput vo ume in barrels of oil per day of the ROW pipeline.
13	Provide the dista ce to shore of the point of the ROW pipeline that is nearest to the shor ine in miles.
14	Indicate whethe the ROW pipeline has an associated appurtenance platform(s) (i.e., Yes, No).

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c. Table 3 – OCS ROW Pipelines

From	Latitude	Longitude	To	Latitude	Longitude	Fed./St Boundary (Yes/No)	Segment No.	ROW No.	Length (feet)	Si (In.)	AP Gravity (□)	Leak Detection System (Y/N)	Thru Volume	Distance to Shore (miles)	Appurt. Platform (Y/N)
Heritage	(b) (7)(F), (b) (3)		Harmony	(b) (7)(F), (b) (3)		No	5510190	---	800	2	15.5	Yes	55000	6 3	Yes
Hondo			Harmony			No	5410188	---		14	19.8	Yes	15000	5 0	Yes
Harmony			LFC			Yes	5810182	PRC 7163.1	60000	20	22.1	Yes	35000	0	Yes

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Table 4 - Platforms in State Waters	
1	Provide the 2-letter BOEMRE area designation of the State facility (e g., MP PS, WC).
2	Provide the State Block No. of the State facility.
3	Provide the State Lease No. of the State facility.
4	Provide the State facility designation.
5	Provide the State-assigned identification number for the acility.
6	Provide the water depth at the site of the State facility in eet.
7	Provide the latitude and longitude of the State facility in degr es and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
8	Provide the distance from the facility to the nearest shoreline in miles.
9	Provide the API Gravity of the densest o l being produced or stored at the State facility.
10	Enter the appropriate worst-case discharge volume rating (e.g., A, B, C, D, or E).
11	If "Rating" in column 10 is "E" or if igh rate well has a daily flow rate greater than 2,500 barrels, provide the rate that o is being produced in barrels per day from an uncontrolled flow of the highest capacity well at the facility.
12	If "Rating" in column 10 s "E of if high rate well has a daily flow rate greater than 2,500 barrels, provide the total volume n barrels of all tanks on the facility used for the storage of oil including productio (e.g , fuel oil including diesel fuel, corrosion inhibitors).
13	If "Rating" in column 10 is E" or if high rate well has a daily flow rate greater than 2,500 barrels, provide the th oughput volume in barrels of oil per day of the lease term pipelines that depart the fac lity.

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d. Table 4 – Production Platforms and Satellite Structures in State Waters Seaward of the Coastline

Area	Block	State Lease #	Lease	Facility Name	Facility ID[1]	Water Depth	Latitude/ Longitude	Distance to Shore	A l ravi	R ting [2]	High Well[3]	All Storage[4]	Thru Volume[5]
None													

* - Plugged and Abandoned

1 State identification number of surface wellhead structures in state waters. State identification numbers are not issued for facili ies.

2 Worst-case discharge volume rating based on the following table:

Rating	Volume (Barrels)
A	0-1,000
B	1,001-3,000
C	3,001-10,000
D	10,001-20,000
E	> 20,000

3 If Rating is E or if high rate will has a daily flow rate > 2,500 bbls, provide the rate that oil is b g produced in bpd from an uncontrolled flow of the highest capacity well at the facility.

4 If Rating is E or hig ate w ll has a daily flow rate > 2,500 bbls, provide the total volume in bbls of all tanks on he facility used or the storage of oil including production (e.g., fuel oil including diesel fuel, corr s on inhibito s)

5 If Rating is E if high rate well has a daily flow rate > 2,500 bbls, provide the throughput volume in bpd of the lease rm pipelines hat depart the facility

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Table 5 - Pipelines in State Waters	
1	Provide the 2-letter BOEMRE area designation and the Block No. of the originating point of the State ROW pipeline (e.g., SP 2, EI 21).
2	Provide the latitude and longitude of the originating point of the State ROW pipeline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
3	Provide the 2-letter BOEMRE area designation and the Blo No. of the terminus of the State ROW pipeline or the point at which the ROW pip line crosses the coastline (e.g., HI 96, SS 10).
4	Provide the latitude and longitude of the terminus of the State ROW pipeline (if in State waters) or the point at which the ROW crosses the coastline in degrees and decimal minutes (e.g., 28° 25.35'N, 90°09.08'W).
5	Indicate whether the ROW pipeline either erminates or originates at the Federal / State boundary (i.e., yes, no).
6	Provide the State-assigned identification number of the State ROW pipeline, if assigned.
7	Provide the State-assigned ROW No. of the State ROW pipeline.
8	Provide the length of the Sta e ROW pipeline in feet.
9	Provide the internal d ameter of the State ROW pipelines in inches.
10	Provide the API Gravity f the oil being transported by the State ROW pipeline.
11	Indicate whethe the S ate ROW pipeline is monitored by a leak detection systems (i.e Ye No)
12	Provide the thr ughput volume in barrels of oil per day of the State ROW pipeline.
13	Provid the distance to shore of the point of the ROW pipeline that is nearest to he shoreline in miles.
14	Ind cate whether the ROW pipeline has an associated appurtenance platform(s) (i.e., Yes, No).

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e. Table 5 – Row Pipelines in State Waters Seaward of the Coastline

1	2a	2b	3	4a	4b	5	6	7	8			11	12	13	14
From	Latitude	Longitude	To	Latitude	Longitude	Fed./St Boundary (Yes/No)	Segment No.	ROW No.	Length (feet)	Size (hes)	PI ravity (°)	Leak Detection System (Y/N)	Thru Volume	Distance to Shore (miles)	Appurt. Platform (Y/N)
Harmony	(b) (7)(F), (b) (3)		LFC	(b) (7)(F), (b) (3)		Yes	5810182	PRC 7163.1	0000	20	22.1	Yes	100000	0	Yes

1 Indicate whether the ROW pipeline either terminates or originates at the Federal/State boundary (i.e., Yes or No).

2 Provide the throughput volume in barrels of oil per day of the ROW pipeline.

3 Provide the distance to shore of the point of the ROW pipeline that is nearest to the shoreline in mile

4 Indicate whether the ROW pipeline has an associated appurtenance platform(s) (i.e., Yes or No).

5 State identification numbers are not issues to facili ies or pipelines.

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B. TRAINING INFORMATION APPENDIX B

a. ExxonMobil OSRC/IC, SMT and QI

ExxonMobil provides annual training for QI/IC and Spill Management Team (SMT) personnel including:

- Planning Section Chief
- Operations Section Chief
- Safety Officer
- Logistics Branch Director
- Liaison Officer
- Finance Section Chief
- Information Officer
- Documentation Unit Leader
- Communications Unit Leader
- Others as necessary

Training provided includes the overall responsibil ty of the SMT as well as individual responsibilities, reporting procedures, loca ion and intended use of available response equipment, deployment strategies, and oil spill trajectory analysis. The training is provided to comply with 30 CFR 254.41(b). A supervisor's training may include the Cle n Seas' 8-hour First Line Supervisors Course. Clean Seas conducts ORT training. Once completed, Clean Seas awards training certificate. Additional managers can fulfill their training requirements through internal training sessions or through the Clean Seas' three-day Spill Response Management Course.

Clean Seas provides annual training for member companies supporting the requirements described in 30 CFR, Part 254.41 (a). This training consists of classroom and hands on field deployment exercise of owned and contracted equipment positioned on ExxonMobil platforms and contracted support vessels.

The classroom p rtion of the training is typically conducted on each ExxonMobil POCS latform. Training consists of a slide presentation and discussion focused n field and supervisory aspects of spill response. Specific topics covered in the class oom session are the following:

- ✓ Notification
- ✓ Incident Command
- ✓ Site Safety Plans
- ✓ Response Strategy and Tactics
- ✓ Emergency Response Activities
- ✓ Post Emergency Response Activities

Training records are maintained electronically and are available from the local training contact at Las Flores Canyon.

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b. Other SMT Members

Other members of the SMT emergency response team (Liaison Officer, Finance Section Chief, Information Officer, Operational Support staff, etc.) also attend the annual classroom training provided to the SMT. In addition, some of the other types of training provided to team members either annually or on a periodic basis are listed below:

- Incident Command System Training
- Wildlife Rehabilitation Training
- Spill Notification Reporting Training
- HAZWOPER Training (Refresher conducted annually)
- ERT Support Staff Training
- Emergency Telephone Procedure Training
- Media/Crisis Communications Training
- Oil Spill Exercise (Conducted annually)

Additionally, each member of the response team a d backup personnel will be issued a copy of the ExxonMobil Spill Response Plan and will become familiar with all aspects of the plan. Membe s with dual roles or responsibilities will become familiar with each role

c. SRT Training

In accordance with 30 CFR Pa t 254.41, OSRO personnel who are responsible for operating OSRO-owned spill response equipment receive annual hands-on training in the actual dep oyment and operation of equipment on an annual basis. Training records for individual trainees are maintained at each OSRO's office.

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d. Training Records

Records of ExxonMobil's training of SMT members are maintained by the R/S/O Superintendent at the Las Flores Canyon Facility for a minimum of two years. Records will be made available to any authorized State or Federal representative upon request. Records of OSRO SRT training are maintained by the individual OSRO. OSRO's may be contacted at anytime for their SRT training records.

Records of ExxonMobil training sessions are maintained in their offices as shown below:

Training Records Locations **Figure B-1**

LOCATION OF REQUIRED TRAINING RECORDS	
Contact Name	USP ELIRT Coordinator
Company name	ExxonMob
Street Address	14950 Heathrow Forest Parkw y, Rm MI 4017
City, State, Zip	H uston, Texas 77032
Contact Name	R/S O Superintendent
Company Name	Exxo Mobil L s Flores Canyon Facility
Street Address	1 000 Calle Real
City, State, Zip	Goleta, California 93117

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Training History – Qualified Individuals/SMT — Figure B-2

e. Training Information

The following tables outline the most recent training provided to primary SMT members and support staff:

Name	Date	Type of Training
Qualified Individual		
ExxonMobil has at least 6 team members available who are trained for this pos tion		
Incident Commander		
ExxonMobil has at least 3 team members available who are trained this po ition		
Operations Section Chief:		
ExxonMobil has at least 3 team members available who a rained for thi position		
Planning Section Chief:		
ExxonMobil has at least 3 team members vailable who are trained for this position		
Logistics Sect on Chief:		
ExxonMobil has at least 1 team mem ers avai ble who are trained for this position		

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OSRO Personnel Trained on Clean Seas / MSRC Equipment — Figure B-3

TRAINING OF OSRO PERSONNEL

MSRC relies upon the STARS Contractor network to supply experienced personnel to man oil spill recovery operations. For this reason, MSRC has established an on-going program to train STARS contractor personnel to deploy and operate response equipment. Copies of training records are available for review in the MSRC Concord, CA (not all inclusive lists.)

Because the response industry stores similar equipment throughout United States, the trained personnel from one area may be used anywhere they are needed.

Additionally, training records regarding proper use and deployment of both in-situ burn and dispersant application equipment may be obtained through ExxonMobil's primary OSROs, Clean Seas, and MSRC. Please refer to **Section 7** for contact information for these organizations.

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C. DRILL INFORMATION — APPENDIX C

Experienced, well-trained personnel are essential for the successful implementation of an Oil Spill Response Plan. The primary objectives of the response team center on responding to an oil spill rapidly and effectively in order to minimize the environmental impact and reduce cleanup expenses. The purpose of the response training program is to prepare response team members to meet these objectives.

a. Response Exercise Programs

1. Qualified Individual (QI)

ExxonMobil will conduct internal Incident Command Notification Exercises annually at each offshore facility that is manned 24 hours per day in order to evaluate the effectiveness of emergency response communications. Involved field personnel will document personnel notified, time and date of notification, contact method, phone number changes, and time QI responded. (Note – Contact must be made with a primary or alternate QI.) PREP credit may be received for the exercise when the exercise is evaluated and proper records are generated and retained. Refer to **Figure C-1** for the PREP Internal Exercise Notification Form – Notification Exercise.

2. Emergency Management Team Tabletop Exercises (EMT TTX)

The ExxonMobil Emergency Management Team (EMT) will conduct an annual tabletop exercise to ensure the EMT is familiar with the company OSRP and is capable of conducting an effective spill response. The internal tabletop exercise will be announced, however, the scenario will be unannounced. Refer to **Figure C-2** for an example of the PREP Internal Exercise Notification Form – Emergency Management Team Tabletop Exercise.

Tabletop drills of this nature may be internal and are designed to exercise the EMT's organization, communications, spill response management, and decision making processes as well as providing lessons learned.

Government-initiated unannounced exercises are conducted randomly by the BOEMRE and are limited to one per year. Companies that participate in a government-initiated unannounced drill will be exempt from participating in another federal unannounced exercise for at least 36 months. A government-initiated unannounced exercise will replace the annual in-house tabletop exercise.

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3. Equipment Deployment Exercises

ExxonMobil will periodically verify that the Marine Spill Response Corporation (MSRC) and Clean Seas, the major equipment providers identified in this OSRP, continue to conduct annual equipment training exercises. These contractors will work in conjunction with affiliates to ensure proper training of personnel and exercising of equipment. Contractor personnel generally receive one day of classroom training that focuses on safe depl yment practices, operation, storage and maintenance of equipment, etc. The second day consists of hands-on training i deployment procedures and operation of response equipmen Refer to **Figure C-3** for the PREP Internal Exercise Notification Form – Equipment Deployment Exercise

OSRO contractors will maintain updated t aini g records for their personnel for the required time per od and the records will be available upon request by appropriate government agencies.

Clean Seas provides annual training for member companies meeting the requirements described in 30 CFR, Part 254.41 (a). Hands-on field dep oyment training, consisting of the physical mobilization of ExxonMobil's platform response equipment occurs annually. A scheduled field deployment drill can be affected by weather deemed unsafe to conduct marine response activities. In this instance the drill s rescheduled to a time that marine conditions allow for a saf training event. Clean Seas personnel provide assistance and oversight to ExxonMobil personnel and contractors during the f eld deployment. Response activities covered in the field d p oyment session is the following:

- ✓ Resource Deployment and Operation
- ✓ Appropriate Booming Strategies
  - o U-Shape, J-Shape
  - o Collection vs. Skimmer Support
  - o Towing Speeds
- ✓ Recovery and Proper Storage of the ExxonMobil response equipment.

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4. Triennial Exercise of OSRP

The triennial exercise program requires that all components of the OSRP must be exercised within a three year cycle. PREP allows components to be exercised in groups or separately over the three year period. Plan components that must be exercised are listed below:

a) Organization

1) Ability to operate within the Response Management System as described in the OSRP;
2) Notification procedures; and
3) Staff mobilization.

b) Operations

1) Discharge control, containment, and asses ment
2) Sensitive area protection;
3) Spilled material recovery and d bris disposal

c) Support

1) Communications;
2) Documentation;
3) Transportation;
4) Personnel support
5) Procurement; and
6) Equipment maintenance and support.

ExxonMobil may receive PREP credit in response to an actual spill or for various drills conducted within the three year time frame. Spill response for actual spills or required drills will be evaluated and properly documented by ExxonMobil in order to determine whi h core components were completed and meet the criteria as listed in the PREP guidelines. Documentation for ExxonMobil drills are stored and maintained in th Operations Integrity Library for three years after completing the drills.

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Internal Exercise Documentation Form – Notification Exercise — Figure C-1

1. Date of Exercise:

2. Exercise - ☐ Actual Response - ☐

3. Facility initiating exercise:

4. Individual notified: _____
   QI - ☐ IC - ☐ Alternate - ☐

5. Time initiated: _____ AM / PM
   Time QI/IC or Alternate responded: _____ AM / PM

6. Contact method: Telephone - ☐ Pager - ☐ Radio - ☐ Fax - ☐
   Other - ☐ _____

7. Description of notification procedure: _____

8. Identify core components fr m OSRP exercised: _____

9. Personnel a t nding exercise (Attach sign-up list)

_____
Certifying Signature

Note – Retain form for a minimum of three (3) years (for USCG/PHMSA/BOEMRE) or five (5) years (for EPA).

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Internal Exercise Documentation Form
Emergency Management Team Tabletop Exercise

Figure C-2

1. Date Performed:
2. Exercise or actual response?
   If an exercise, announced or unannounced?
3. Location of Tabletop:
4. Time started: _____
   Time completed:
5. Response plan scenario used (check one):
   - ☐ Average most probable discharge
   - ☐ Maximum most probable discharge
   - ☐ Worst case discharge

   Size of (simulated) spill bbls/gals
6. Describe how the following objectives were exercised:

   a) Spill management team's knowledge of Oil Spill Response Plan:

   b) Proper notifications:

   c) Communications system:

   d) Spill Management Team's ability to access contracted oil spill removal organizations:

   e) Spill Management Team's ability to coordinate spill response with On-Scene Coordinator, state and applicable agencies:

   f) Spill Management Team's ability to access sensitive site and resource information in the Area Contingency Plan:

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Internal Exercise Documentation Form **Figure C-2**
Emergency Management Team Tabletop Exercise (Continued)

7. Identify which of the 15 core components of your response plan were exercised during this particular exercise (check all that apply):

a) Organization
- ☐ Ability to operate within the Response Management System as described in the OSRP;
- ☐ Notification procedures; and
- ☐ Staff mobilization.

b) Operations
- ☐ Discharge control;
- ☐ Discharge containment;
- ☐ Discharge assessment;
- ☐ Sensitive area protection;
- ☐ Spilled material recovery; and
- ☐ Spilled material and debris disposal.

c) Support
- ☐ Communications;
- ☐ Documentation;
- ☐ Transportation;
- ☐ Personnel support;
- ☐ Procurement; and
- ☐ Equipment ma ntenance and support.

Attach description of le son( ) learned and person(s) responsible for follow-up of corrective measures.

Certifying Signature

Note – Retain form for a minimum of three (3) years (for USCG/PHMSA/BOEMRE) or five (5) years (for EPA).

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Internal Exercise Documentation Form
Equipment Deployment Exercise

Figure C-3

1. Date Performed:
2. Exercise or actual response?
   If an exercise, announced or unannounced? _____
3. Deployment Location(s):
4. Time started Time completed:
5. Equipment deployed was (check one):
   ☐ Facility-owned ☐ Both
   ☐ Oil Spill Removal Organization owned If so, which OSRO?
6. List type and amount of all equipment (e.g., boom and skimmers) deployed and number of support personnel employed:
   _____
   _____
   _____
7. Describe goals of the equipment deployed and list any Area Contingency Plan strategies tested. (Attach a sketch of equipment deployments and booming strategies.)
   _____
   _____
   _____
8. For deployment of facility-owned equipment, was the amount of equipment deployed at least the amount necessary to respond to your facility's average most probable spill? ☐ Yes ☐ No ☐ N/A
   Was the equipment deployed in its intended operating environment?
   ☐ Yes ☐ No ☐ N/A
9. For deployment of OSRO-owned equipment, was a representative sample (at least 1,000' of each boom type and at least one of each skimmer type deployed?
   ☐ Yes ☐ No ☐ N/A
   Was the equipment deployed in its intended operating environment?
   ☐ Yes ☐ No ☐ N/A
10. Are all facility personnel that are responsible for response operations involved in a comprehensive training program and all pollution response equipment involved in a comprehensive maintenance program? ☐ Yes ☐ No
    If Yes, describe the program:
    _____
    _____
    _____

    Date of last equipment inspection:

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Internal Exercise Documentation Form
Equipment Deployment Exercise (Continued)

Figure C-3

11. Was the equipment deployed by personnel responsible for its deployment in the event of an actual spill? ☐ Yes ☐ No ☐ N/A

12. Was all deployed equipment operational? ☐ Yes ☐ No ☐ N/A

If No, describe: _____

13. Identify which of the 15 core components of your response plan were exercised during this particular exercise (check all that apply):

a) Organization
- ☐ Notification procedures
- ☐ Staff mobilization
- ☐ Ability to operate within the Response Management System as described in the OSRP

d) Operations
- ☐ Discharge control
- ☐ Sensitive area protection
- ☐ Discharge containment
- ☐ Spilled material recovery
- ☐ Discharge assessment
- ☐ Spilled material and debris disposal

e) Support
- ☐ Communications
- ☐ Personnel support
- ☐ Documentation
- ☐ Procurement
- ☐ Transportation
- ☐ Equipment maintenance and support

Attach description of lesson(s) learned and person(s) responsible for follow-up of corrective measures.

_____
Certifying Signature

Note – Retain form for a minimum of three (3) years (for USCG/PHMSA/BOEMRE) or five (5) years (for EPA).

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D. CONTRACTUAL AGREEMENTS APPENDIX D

a. Contractual Agreements

ExxonMobil maintains contracts on with a number of OSRO's, including MSRC & Clean Seas. Copies of all contracts are maintained by the OSROs at their base locations and are cited in this OSRP, which can be reviewed in **Figure D-1.**

b. Primary Equipment Providers

Clean Seas is the primary equipment provider for ExxonM bil in the Pacific Region and maintains a dedicated fleet of vessels and other spi response equipment permanently located at designated ports. Clean Seas has the ability to plan the mobilization and rapid deployment of spill re ponse resources on a 24 hour, 7 days a week basis.

ExxonMobil is a member of the Marine Spill Response Corporation (MSRC) cooperative, which provides members with the use of MSRC equipment. MSRC equipment is strategically positioned hro ghout the Pacific Region and is available on a 24 hour, 7 days a week basis.

Resources mobilized through the above providers will be deployed and operated by HAZWOPER trained personnel with proven operations experience.

Additionally, ExxonM bil has contracted with MacDonald, Dettwiler and Associates Ltd. (MDA) for Sat llite magery Services.

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D. Clean Seas Contractual Agreements

Figure D-1a

CERTIFICATE OF CONTRACTUAL SERVICES

CLEAN SEAS, LLC

Issued to:

EXXONMOBIL CORPORATION

as a Member of Clean Seas, LLC for activities involving oil production and/or transportation of oil to facilities in or near the marine waters within the Clean Seas' Area of Response in accordance with the current Clean Seas Operating Agreement. The contractual services provided shall remain in effect from January 1, 2011, until properly terminated, or December 31, 2011, whichever shall first occur.

CLEAN SEAS, LLC
Carpinteria, California

By: _____

Name: G.E. Ikerd

Title: General Manager

Dated: December 21, 2010

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D. Clean Seas Contractual Agreements (continued) — Figure D-1b

CERTIFICATE OF CONTRACTUAL SERVICES

CLEAN SEAS, LLC

Issued to:

EXXONMOBIL CORPORATION

LAS FLORES CANYON PROCESSING

as a Shore Based Facility requested to be covered by ExxonMobil Corporation, who is a Member of Clean Seas, LLC with activities involving the production and/or transportation of oil in or near the marine waters to facilities in the Clean Seas' Area of Response in accordance with the current Clean Seas Operating Agreement. The contractual services provided shall remain in effect from January 1, 2011 until properly terminated, or December 31, 2011 whichever shall first occur.

CLEAN SEAS, LLC
Carpinteria, California

By: _____

Name: G.E. Ikerd

Title: General Manager

Dated: December 21, 2010

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D. MSRC Contractual Agreements

Figure D-2

MSRC
Marine Spill Response Corporation

CERTIFICATE

THIS CERTIFIES THAT: Exxon Company USA has executed a Standard Form MSRC Service Agreement and, therefore, effective as of December 31, 1994, Exxon Company USA has the right to cite the capability of Marine Spill Response Corporation (MSRC) in its Vessel and Facility Response Plans, in accordance with the terms and conditions of the Standard Form MSRC Service Agreement.

Marine Spill Response Corporation

By: Judith A. Roos March 18, 1998

Name: Judith A. Roos
Title: Marketing & Customer Service Manager

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D. Padre Assoc. Contractual Agreements — Figure D-3

STANDARD PROCUREMENT AGREEMENT FOR UPSTREAM
SERVICES WITH INCIDENTAL GOODS ("AGREEMENT")

Enabling Articles Of The Agreement ("Articles")

Agreement No: A2080634 Effective Date: 04/01/2007 Expiration Date:* 03/31/2012
*(If expiration date is blank, agreement continues until terminated by either party upon not less than 30-days prior written notice.)

"Company": Procurement, a division of ExxonMobil Global Services Company, a Delaware corporation
"Supplier": Padre Associates, Inc.

1. Description of Services and Pricing. "Services" and pricing shall be as follows: Emergency response consulting services or more fully described in Exhibits A and D if attached or in the applicable Order.

2. Exhibits; Addenda. Exhibits which are marked below are incorporated into each Order issued under this Agreement:

☑	A - Scope of Work	☑	H - Drug and Alcohol Policy
☐	B - Order Form	☑	I - Site Specific Attachments
☐	C -Change Order Form	☐	J - Contractor Employee Hours Reporting Procedures
☑	D - Compensation	☑	K - Workplace Harassment
☑	E - Invoicing Procedures	☐	M - Minority/Women Owned Business Enterprise
☑	F - Federal Contract Supplement	☑	N - Background Checks for Contract Workers
☑	G - Health and Safety Requirements	☑	R - Cellular Telephone Use
		☐	Other: _____

The following addenda are incorporated into each Order issued under this Agreement: _____

3. Notices. *Questions, information, and any notices under this Agreement must be directed to the following addresses. Notices regarding this Agreement by one party to the other shall be in writing and either deposited in the United States mail with first class postage prepaid, delivered in person or by private prepaid courier, or sent by facsimile with confirmation. Either Company or Supplier may change its address below by written notice to the other party.*

Company: ExxonMobil Business Support Center Argentina S.R.L., Service-provider to ExxonMobil Global Services Company
Address: Carlos M. Della Paolera 265
City, State, Zip: Buenos Aires, Argentina, C1001DA
Attn: Claudia G. Cozzi Bader
Phone: 713-507-8939 ext. 7681
Fax: 262-314-0316
E-Mail: claudia.g.cozzi@exxonmobil.com

Supplier: Padre Associates, Inc.
Address: 5290 Overpass Road, Suite 217
City, State, Zip: Goleta, CA 93111
Attn: Simon Poulter
Phone: (805) 683-1233 Ext. 4
Fax: 805-683-3944
E-Mail: spoulter@padreinc.com

4. Purpose and Operation. *The Agreement consists of the Enabling Articles, the General Terms and Conditions, and the attached Exhibits and Addenda. The purpose of the Agreement is to provide terms and conditions to be incorporated into orders that may be issued by Affiliates (as defined in Section 1 of the General Terms and Conditions) to request Services from Supplier ("Orders"). Each Order will incorporate the terms of the General Terms and Conditions and the designated Exhibits and Addenda. The Affiliate that issues an Order ("Purchaser") is solely responsible for performance of Purchaser's obligations under such Order. Company shall not be responsible for obligations under any Order except any Order issued by Company designating itself as Purchaser. Each Order will constitute a legal contract between Purchaser and Supplier, separate and distinct from any other Order or this Agreement.*

5. No Exclusivity or Minimums. *This Agreement does not require exclusivity of business dealings by either party or commit any Purchaser to purchase any specific amount of Services. Commitments of Affiliates to purchase, if any, are set forth in Orders.*

6. Early Termination. *This Agreement may be terminated by either Company or Supplier before the Expiration Date upon at least 30 days prior written notice to the other party. Termination of the Agreement does not affect the rights and obligations of Purchasers and Supplier under any outstanding Orders.*

7. Governing Law. *The validity and interpretation of these Enabling Articles will be governed by the laws of the State of Texas, without reference to that State's principles of conflicts of law. The parties hereby agree to submit to the exclusive jurisdiction of the courts of Texas, including municipal, state and/or federal courts as appropriate, with respect to these Enabling Articles.*

8. Usage Reports. *At Company's request, Supplier shall provide usage reports to Company setting out descriptions of Services provided to Purchasers, locations where Services are performed, dollars expended, and such other reasonable usage documentation as Company requests.*

9. Entire Agreement; Amendment; Assignment. *This Agreement constitutes the entire agreement between Supplier and Company concerning the subject matter hereof. The Agreement supersedes all prior negotiations, representations, or agreements, either oral or written, related to this Agreement. Any amendment to the Agreement must be agreed in writing by Company and Supplier. Supplier shall not assign the Agreement, in whole or in part, without the prior written approval of Company.*

10. Other Terms. *Supplier agrees not to use any Affiliate's name, trademark or trade name publicly without written permission of Company. Supplier agrees to hold in confidence all technical and business information made available to Supplier by any Affiliate. This Article 10 shall survive termination of these Enabling Articles.*

The parties indicate their agreement below:

Procurement, a division of
ExxonMobil Global Services Company
By: John D. Brumagin III
Print Name: John D. Brumagin III
Authorized Title: Team Lead
Date: March 19, 2007

Supplier: Padre Associates, Inc.
By: S Poulter
Print Name: Simon A Poulter
Authorized Title: Vice President
Date: 3/20/07

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D. OSRL Contractual Agreements — Figure D-4

Oil Spill Response

Oil Spill Response Limited
One Great Cumberland Place
London W1H 7AL
United Kingdom
TEL +44 (0) 20 7724 0102
FAX +44 (0) 20 7724 0103
Email london@oilspillresponse.com
Website www.oilspillresponse.com

20 April 2011

Cerificate of Entitlement

This is to confirm under the terms and conditions of our Participant's Agreement between Oil Spill Response Limited and Mobil North Sea Limited all subsidiaries and affiliates of 50% or more ownership are entitled to access our services. It is therefore, to all intents and purposes, in contract with Oil Spill Response Limited directly and accordingly entitled to all rights and benefits as set out in the Participant's Agreement. For the sake of clarity these services include hire of personnel and equipment in the event of an oil spill occurring or about to occur where ExxonMobil has an interest in the oil concerned. In the event that oil wildlife rehabilitation is required this can been obtained through Oil Spill Response Limited and its partner Sea Alarm Foundation.

For and behalf of Oil Spill Response Limited.

Archibald F. Smith
Chief Executive & Director

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E. RESPONSE EQUIPMENT — APPENDIX E

a. Equipment Inventory

Clean Seas is the primary equipment provider for ExxonMobil in the Pacific Region, and maintains a dedicated fleet of vessels and other equipment permanently located at designated ports. Clean Seas has the capability to plan the mobilization and rapid deployment of spill response resources on a 24 hour, 7 days a week basis.

ExxonMobil is also a member of the Marine Spill Response Corporation (MSRC) cooperative. The MSRC equipment is strategically positioned throughout the Pacific coast and is available on a 24 hour, 7 days a week basis.

The specification sheets in **Figure E-2** detail the locations and capabilities of each MSRC vessel in the Pacific area. **Figure E-3** describes the miscellaneous equipment available in the Pacific area through MSRC. **Figure E-3** details types and locations of the Clean Seas equipment in the region.

Other Contractors

ExxonMobil has access to numerous other contractors through agreements maintained by its OSROs, Clean Seas and MSRC. These companies include:

COMPANY	ADDRESS	PHONE
SoCal Ship Services	971 S. Seaside Avenue Terminal Island, CA 90731	310-519-8411
Patriot Environmental Services	508 East E. Street Wilmington, CA 90744	800-624-9136 (Emergency Number)
Double Barrel Environmental Services	121 Main Street Riverside, CA 92501	877-324-9628 (Emergency Number)
Clean Harbor Environmental Services	42 Longwater Drive P.O. Box 9149 Norwell, MA 02061 (Corporate Headquarters)	800-645-8265 (Emergency Number)
West Coast Environmental Solutions	1100 E. Hill Street Long Beach, CA 90806	562-448-9510 (24 hour number)
Foss Maritime	Pier D Berth D-35 Long Beach, CA 9081	562-435-0171
Harley Marine Services	910 SW Spokeane St. Seattle, WA 98134	206-628-0051
Metson Marine	2060 Knoll Drive #100 Ventura, CA 93003	805-658-2628

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A listing of these company's equipment inventory may be acquired through MSRC.

Onsite Response Equipment

ExxonMobil's on-site response strategy is built upon the equipment and manpower resources that are available on Platforms Hondo, Harmony, and Heritage. **Figure E-1** lists the equipment.

WEBSITES	
MSRC 990 Cindy Lane, Unit B Carpinteria, CA 93013	http://www.msrc.org
Clean Seas 702 National Court, Suite 1 Richmond, CA 94804	http://www.cleanseas.com

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E. Onsite Spill Equipment Inventory — Figure E-1

Hondo	1,500'	41" Boom and Reel, or equivalent
	5	Clean Seas Marking Buoys
	15 bales	3M Type 156 Sorbent Pads
	100	Plastic storage bags
	20	Cyalume Light Sticks
	1 lot	Hand Tools
Harmony	2 - 500'	41" Boom and Reel, or equivalent
	5	Clean Seas Marking Buoys
	15 bales	3M Type 156 Sorbent Pads
	100	Plastic storage bags
	20	Cyalume Light Sticks
	1 lot	Hand Tools
Heritage	2 - 750'	41" Boom and Reel, equivalent
	5	Clean Seas Marking Buoys
	15 bales	3M Type 156 Sorbent Pads
	100	Plastic storage ags
	20	Cyalume Light Sticks
FIELD - Two crew boats will each be equipped with 500' of 43" Boom or equivalent, hand tools, and stora e bags. Two crew boats will be available for response at all times.		

If a spill occurs at one of ExxonMobil's OCS facilities, the **Person-in-Charge (PIC)** would be responsible f r ini iating the appropriate on-site response effort. Personnel safety is th highest priority when selecting response techniques and throughout the containment and recovery activities.

Secondary R sponse Equipment

In the event of a spill requiring additional resources, ExxonMobil has under contrac two Class E (highest rating) oil spill response organizations (OSROs) -- Clean Seas and Marine Spill Response Corporation (MSRC). Certificates of co e age are provided in **Appendix D**. As described in **Section 14**, Clean Seas would normally be called out first, followed by MSRC, as primary contractors for containment, recovery, storage, and shoreline protection. Each OSRO maintains an extensive inventory of response equipment, as described in the following sections.

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b. Inspection and Maintenance Programs

Onsite response equipment is inspected at least monthly and maintenance is performed to ensure optimal performance. Inspection and Maintenance records are located at the applicable facility and maintained for at least two years.

As certified OSROs, ExxonMobil's primary equipment providers and their affiliates have established programs for inspecting, testing, and maintaining their oil spill response equipment. In accordance with 30 CFR § 254.43, MSRC a d Clean Seas perform regular preventative maintenance inspections, which includes exercising and lubrication. Additionally, the equipment hours are logged and routine maintenance activities such as oil changes continue to occu even when the equipment is in active use.

Detailed records of maintenance, testing and inspections on MSRC equipment located in the Pacific Region can be obtained through th MSRC's office in Concord, CA at (925) 405-0500. These records are retained by MSRC for an indefinite period of time. Records regarding equipm nt owned and/or operated by Clean Seas can be obtained at the storage location, o by contacting Clean Seas at 805-684-3838.

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MSRC Equipment – Type and Location — Figure E-2

EUREKA / HUMBOLDT BAY, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	DOP-250	3,017	
1	Aard VAC	3,840	
1	Desmi Ocean	3,017	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
2,860	Sea Sentry II	1	Shallow Water Barge (Self propelled 400 bbl)
2,000	Texa Boom	2	Shallow Water Barges (non-self propelled / 400 bbl)
3,017	Slickbar Boom	3	Shallow Water Push Boats (1 26' Manson)
180	Simplex	2	500 bbl towable storage bladders
2,000	20" Harbor Boom	2	12' Punts
CONCORD, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	W-4	562	
1	W-1	,440	
2	Mini-Waloseps	596	
2	4" Oil Mop	6	
3	4" Oil Mop	144	
2	4" Oil Mop	192	
1	6" Oil Mop	48	
2	Oil Hawg	1,372	
2	Skim Pac	480	
1	GT-260	3,000	
1	GT-185	1,368	
3	Destroil 250	6,984	
Boom		**Vessels**	
Feet	**Typ**	**No.**	**Type**
400	15" Harbor boom	1	RHIB
650	20" Absco	1	Boston Whaler
40	Texabo m	6	12' Punts
50	44 Troil 11	2	(57 bbl ea for 114 bbl) Fast Tank
8	47" N t Fl at	1	(9 bbl) Fast Tank
00	5" Harbor boom	1	(12 bbl) Kepner Sea Container
		1	59 bbl towable storage bladder

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

MARTINEZ, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
2	Marco Class III	18,450	
2	Marco Class I	7,176	
1	6" Oil Mop	240	
1	W-4	3562	
Boom		Vessels	
Feet	Type	No.	Type
4,600	20" Harbor Boom	3	Shallow Water Push Boats (1 - 26' Munson)
4,000	10" River Boom	4	Mini-Barges; 100 bbls TS
5,000	20" Harbor Boom	1	Sentinel; 90 bbls TS
4,100	43" Expandi 4300	1	Spill Spoiler II; 0 bbls TS
1,100	17" Amer B&B	1	Mini Spoiler 18 bbls
1,050	20" Amer Marine	1	Mini Spo ler II; 18bbls
2,000	29" Parker	2	(35 bbl Fast Tank
2,000	8" Amer Marine	1	(57 bl) Fa t Tank
2,500	10" Cont Sys	4	59 bb tow ble storage bladders
500	16" Amer Fence	1	29 b owabl storage bladder
200	6" Amer Swamp	2	2' small boats
		2	38' small boats
		2	21' small boats
		1	(35 bbl) Fast Tank
		2	Mini-Barges; 100 bbls TS

SAN FRANCISCO, CA			
kimmers			
No.	Type	E fective Daily Recovery Capacity BBL/Day	
1	W-1	1,920	
1	GT-185	1,368	
Boom		Vessels	
Feet	Type	o.	Type
3,000	43" Expa di 43 0	1	Clean Bay II; 2,089 bbls TS
600	59" Troil 500		
100	20" Harbor B m		
1,7 0	0" Exp ndi 000		
75	44" Troil 1100		

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

BERKELEY, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
1	Marco Class III	12,300	
Boom		Vessels	
Feet	Type	No.	Type
100	20" Harbor Boom	1	Spill Spoiler I; 90 bbls TS

RICHMOND, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capa ity BBL/Day	
2	GT-185	2,742	
1	Transrec 350	10,567	
1	Stress I	15,840	
1	WP-1	3,017	
1	W-1	1 920	
1	GT-185	1,36	
4	DOP-250	1 068	
Boom		V ssels	
Feet	Type	No.	T pe
5,940	Sea Sentry II	1	4,000 b rel OSRV Storage
8,000	Texa Boom	1	5,000 barrel offshore barge
7,800	Slickbar	15	500 bbl towable storage bladders
675	Oil Trawl	2	3,000 bbl towable storage bladders
3,060	Simplex	1	Shallow Water Barge (self-propelled/400 bbl)
3,472	24" Hard Boom	5	Shallow Water Barges (non-self propelled/400 bbl)
150	21" AmerMar	1	Shallow Water Push Boat
550	18" Flexy Boom	1	1,267 bbls TS on Clean Bay I
2,650	43" Expandi 4300	2	dedicated bow-picker small boats (chartered)
200	44" Troil	1	15,000 Gal Corexit 9527
7,600	20" Harbo Bo m		
2,000	17" Harbor B m		
1,345	20" Am rican		

CROCKET, CA			
Skimmers			
N	Type	Effective Daily Recovery Capacity BBL/Day	
2	Lori Side collect	14,860	
Boom		Vessels	
Feet	Type	No.	Type
8,000	0" Harbor Boom	1	90 bbls TS on Squeegee
		1	90 bbls TS on Sponge
		1	dedicated deck barge
		1	74' LCM (chartered)

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

OAKLAND, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,800	Slickbar		
2,000	Texa Boom		
1,000	20" Abasco		
SACRAMENTO, CA			
Boom		Vessels	
Feet	Type	No.	Type
2,000	Qualitech Boom		
STOCKTON, CA			
Boom		Vessels	
Feet	Type	No.	Typ
1,000	16" Amer Fence		
CORDELIA, CA			
Boom		Vess s	
Feet	Type	No.	Typ
500	16" Amer Fence		
500	6" Amer Swamp		
SAUSALITO CA			
Boom		Vessels	
Feet	Type	No.	Type
957	20" Amer B&B		
MARIN, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,100	20" Amer B&B		

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

PITTSBURG, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,200	20" Abasco		
OYSTER POINT, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	6" Amer Marine		
1,750	10" Cont Syst		
1,150	16" River Cont Sy		
REDWOOD CITY, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	6" Amer Marine		
1,750	10" Cont Syst		
1,150	16" River Cont Sy		
PORT HUENEME, CA			
Skimmers			
No.	Type	Effective Daily Recove y Capacity BBL/Day	
1	Stress I	15,840	
Boom		Vessels	
Feet	Type	No.	Type
770	Sea Sentry II	1	32,000 barrel offshore barge
CARSON, CA			
Skimmers			
No.	Type	E ective Daily Recovery Capacity BBL/Day	
1	Vikoma 3 Weir	5,657	
1	Walosep W4	3,017	
Boom		Vessels	
Feet	Type	No.	Type
440	Sea Sentry		500 bbl towable storage bladders
4,000	Texa B om	1	3,000 bbl towable storage bladder
1,800	Slickbar		
1,216	Viko a 3 We r		

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

TERMINAL ISLAND, CA			
Skimmers			
No.	**Type**	**Effective Daily Recovery Capacity BBL/Day**	
1	DOP-250	3,017	
1	Transrec 350	10,567	
1	GT-185	1,371	
1	Komara K-12	275	
1	Aard VAC	3,840	
Boom		**Vessels**	
Feet	**Type**	**No.**	**Type**
7,150	Sea Sentry II	1	4,000 barrel OSRV Storage
675	Oil Trawl	2	Shallow Water Barge (non-self prop lled/400 bbl)
120	Simplex	2	Shallow Water ush Boats
		1	500 bbl towable s ra e bla der

LONG BEACH, CA			
Skimmers			
No.	**Type**	**Effective Daily Rec very apacity BBL/Day**	
1	WP-1	3,017	
6	Lori Lors	29,7 4	
1	Lori Bow Collect	2,477	
4	GT-185	5,416	
1	Multi-Model 24	2,500	
1	Walosep WM	336	
1	Desmi Terminator	3,019	
3	GT-185	3,990	
1	Lori Side Collect	2,477	
2	Lori Bow Collect	4,954	
Boom		**Vessels**	
Feet	**Type**	**N**	**Type**
60	Simpl x	1	Shallow Water Barge (non-self-propelled/400 bbl)
7,500	43" Expan		Shallow Water Push Boat
3,000	44" Re pack	1	1,510 bbls on Clean Waters I
2,000	24" Solid ill	1	2,215 bbls on Recovery 1
1,300	3 " Kepner	1	2,215 bbls on Recovery 2
40	2 " Am r Ma ne	3	Lori Barge; 100 bbls
2 500	8" Amer Marine	1	16 bbls on Response 3
3,000	43" Expandi	1	Fiber glass Tank, 70 bbls
7,000	43" Amer Marine	2	18' Small boats
		2	16' Small boats
		2	Fast Tanks, 62 bbls
		3	Dracones, 29 bbls
		1	Kepner Sea Bag, 29 bbls
		2	8 bbl tanks
		1	6,575 Gal Corexit 9527

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

REDONDO BEACH, CA			
Boom		Vessels	
Feet	Type	No.	Type
1,000	44" Reelpack	1	Kepner Sea Bag, 29 bbls
EL SEGUNDO, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
1	DOP-250	3,017	
Boom		Vessels	
Feet	Type	No.	Type
7,260	Sea Sentry II	1	Shallow Water Barge (non-self pr pelled/400 bbl)
2,000	Texa Boom	1	Shallow Water Push Boa
2,000	Slickbar		
60	Simplex		
500	Fire + 400' Guide		
ANAHEIM BAY, CA			
Boom		V ssels	
Feet	Type	No.	Type
3,800	36" Amer Marine		
1,500	24" Amer Marine		
2,000	18" Amer Marine		
825	10" American		
1,825	9" American		
1,000	8" American		
LOS ANGELES HARBOR, CA			
Boom		Vessels	
Feet	Type	No	Type
2,400	36' Solid Fill		
1,600	36' Kepner		
ALAMITOS BAY, CA			
Boom		Vessels	
Feet	Typ	No.	Type
800	24" Amer Ma ine		

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

LB Fire Boat Sta #15			
Boom		Vessels	
Feet	Type	No.	Type
1,200	24" Amer Marine		
LB Fire Boat Sta #20			
Boom		Vessels	
Feet	Type	No.	Type
1,200	24" Amer Marine		
Platform Eva			
Boom		Vessels	
Feet	Type	No.	Type
1,500	43" Expandi		
Platform Esther			
Boom		Vessels	
Feet	Type	No.	Type
1,500	43" Expandi		
Platform Emmy			
Boom		Vess ls	
Feet	Type	No.	ype
750	43" Expandi		

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MSRC Equipment – Type and Location (Cont'd) Figure E-2

San Diego, CA			
Skimmers			
No.	Type	Effective Daily Recovery Capacity BBL/Day	
1	GT-185	1,371	
1	Lori Side Collect	2,477	
1	Walosep W-1	1,330	
Boom		Vessels	
Feet	Type	No.	Type
2,000	Texa Boom	1	Shallow Water Barge (self propelle 400 b l)
2,000	Slickbar	1	500 bbl towable storage bla der
3,900	Qualitech Boom	1	21' Small boat; 7 bbls s orag
60	Simplex		
5,600	24" Amer Marine		

SEE EQUIPMENT SPECIFIC LISTINGS BELOW

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Miscellaneous MSRC Equipment — Figure E-3

OSRV
California Responder

The principal recovery vessel for MSRC is the Oil Spill Response Vessel (OSRV). Each MSRC OSRV is normally equipped with the following standard oil containment and recovery devices: one (1) 32 foot support boat; one (1) Transrec 350; one (1) Norwegian Oil Trawl with 11 meters of boom with bottom nets and 95 meters of guiding boom, and 2 sections of 660 foot Sea S ntry boom. There are a total of sixteen (16) vessels constructed (12 built by Trinity and 4 built by Bender shipyards) with the following characteristics:

	Trinity	Bender
Length O.A.:	208' - 5"	210 0"
Depth:	17' - 0"	17' - 0"
Max. Draft:	14' - 0"	14' - 0"
Freeboard Design Draft:	3' - 0"	3' - 0"
Beam:	44' - 0"	45' - 0"
Quarters:	38 Person	38 Persons
Fuel Capacity:	112,890 Gals	105,168 Gals
Fresh Water Capacity:	2 200 al	33,344 Gals
Recovered Oil Capacity:	4,000 BBL	4,000 BBLS
GRT:	488 4 Tons	498 Tons
DWT:	1370 97 ight Tons	1182.37 Light Tons

Each OSRV is capable of operating in the weather conditions defined in Coast Guard guidance for the offshore environment; howeve , it has limitations on its ability to work in environments where water depths are less than 16 o 18 fe t due to its draft.

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Oil Spill Response Barges

The principal storage vessel used by MSRC is the Oil Spill Response Barge (OSRB). A total of 17 of these vessels have been procured with varying characteristics. Each barge is listed below with associated storage capacities in barrels and home port locations:

Barge Name	Vessel Location	Storage Capacity
MSRC 320	Port Hueneme, CA	32,000
MSRC 350	Savannah, GA	35,000
MSRC 360	Tampa, FL	3 ,000
MSRC 380	Port Angeles, WA	8,000
MSRC 381	St. Croix, USVI	3 343
MSRC 400	Honolulu, HI	40,000
MSRC 401	Chesapeake City, MD	4 000
MSRC 402	Pascagoula, MS	40,260
MSRC 403	Port Aransas, TX	40,261
MSRC 404	Astoria, OR	40,000
MSRC 451	Miami, FL	44,750
MSRC 452	Richmond, CA	45,000
MSRC 520	Perth Amboy, NJ	52,000
MSRC 570	Galveston, TX	56,920
MSRC 620	Portl d, ME	61,989
MSRC 680	Virginia Beach, VA	67,891
Pelican	Bellingham, WA	11,900
Ibis	Tacoma, WA	21,400
Kittiwake	ort Angeles, WA	23,400

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Towable Storage Bladdders

Capacity:	500 barrels	3000 barrels
Length:	64 feet	233 feet
Weight:	3,400 pounds	9,900 pounds
Draft:	7 feet 4 inches	less than 7 feet
Diameter:	8 feet 7 inches	10 feet 9 inches
Stowed Footprint:	102"L x 96"W x 56"H (pallet)	19'7"L x 8'8"W x 8"H crate)

Quantity	Component
1	500 or 3000 barrel TSB
1	Decanting hose
1	10' floatation hose (fill/discharge)
1	Tow bridle
1	Tow line
1	Buoy with ligh
1	Repair Ki
1	Rigging Kit
1	Spar Parts Kit
1	DOP-2 0 Skimme ada tor flange
1	DOP 250 S mme pump
1	Type II HPU
1	Set o DOP-2 0 Skimmer components

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Foilex 200 & 250 Skimmer / Pump System

	Dimensions	Weight
Oil/Water Separator Tank	8' W x 10' L x 8' H	5500 lbs.
Skimmer Skid	6' 4' W x 10' L x 7' H	5800 lbs.
Wire Baskets	4' W x 3' 4"L x 4' H	1000 lbs.

Tank
Oil Water Separator Tank (50 bbl capacity)
Granco Pump (tank mounted)
Slickbar Air inflated boom 100' (stored on reel in separator tank)
18" flotation 25" skirt
2 TSB (1000 gal ea.)

Skid
Foilex 200 Skimmer/Foilex 250 Skimmer
Diesel Hydraulic Power Pack (Duet)
Hydraulic Knuckle Crane (Hiab)
Boom Arm (30' skid mounted)

Auxiliary Equipm nt	
Quantity	**Component**
2	50' 1" Hyd lc hose
2	25 x " Hydraulic hose
2	5 ' x 3/ " Hydraulic hose
2	25' x 3/ Hydraulic hose
2	10' x 3/4" Hydraulic hose
1	10' x 1/2" Hydraulic hose
1	25' x 1/2" Hydraulic hose
1	50' x 1/2" Hydraulic hose
2	6" layflat 50'
2	4" layflat 50'
1	2" layflat 50'
1	2" layflat 25'
1	Spare Parts Kit
1	Tool Box
1	Rigging Kit

Eff ctive aily R cov ry Capacities (EDRC)	
oilex 20 Skimmer	1,989 bbl/day
Foi x 50 Skimmer	3,977 bbl/day

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Miscellaneous MSRC Equipment (Cont'd) Figure E-3

WP1 Skimmer

Dimensions:	4.3'H x 10.4'W x 8.7'L
Weight:	1600 lbs
Container:	20' Flatrack (20'L x 8'W x 8.5H')
Quantity	**Component**
1	WP-1 Skimmer
1	Type I Power Pack
4	50' x 6" Layflat discharge hose
16	50' x 1" Hydraulic hose
1	Tool Kit
1	Rigging Kit
1	Spare Parts Kit
1	Standard Utility Kit
1	Type IV Control Station
4	Wire baske
1	Skimme cradle

Vikoma 3 Weir

Dimensions:	8.9'H 10.2'W x 10.8'L
Weight:	5,800 lbs
Container:	20' F atrack (20'L x 8'W x 8.5H')
Quantity	**Component**
1	Vikoma 3-Weir Boom
1	Type I Power Pack
1	Type II Power Pack
1	Reel
4	50' x 6" Layflat discharge hose
28	50' x 1" Hydraulic hose
12	50' x 3/8" Hydraulic hose
1	Air Blower
1	Tool Kit
1	Rigging Kit
1	Spare Parts Kit
4	Wire baskets
1	Standard Utility Kit
*** N mbe of Operations Required: 3-5**	

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

GT-185 Skimmer

Dimensions:	3.4'H x 6.1'W x 7.5'L
Weight:	420 lbs
Container:	20' Flatrack (20'L x 8'W x 8.5H')
Quantity	**Component**
1	GT-185 Skimmer
1	Type III Power Pack
10	50' x 6" Layflat Discharge Hose
6	50' x 1" Hydraulic Hose
5	50' x 3/8" Hydraulic Hose
1	Tool Kit
1	Rigging Kit
1	Spare Parts Kit
1	Standard Utility Kit
1	Type I Control t n
* Number of Operations Required: 2-3	

Transrec 350

Dimensions:	7.4'H x 1 .8'W 17.7'L
Weight:	14 ns (dry)
Container:	Mounted on OSRV
Quantity	**Component**
1	Tr n rec 350 skimmer
	Spares
1	Disk Skimmer Cassette
	110 Volt AC
1	Extension Cord
1	Control Panel
1	50' x 6" Layflat discharge hose
1	Skimmer Head with weir skimmer cassette
1	Armadello skimmer cassette
1	Remote Control
* Number of Operati ns R uired: 2-3	

DOP-250 Skimmer

Dimens ons:	5.8'H x 7.4'W x 6.9'L
W ight:	4425 lbs
Co tainer:	20' Flatrack (20'L x 8'W x 8.5H')
Quan ity	**Component**
1	Desmi DOP-250 Pump
1	Terminator Easy Flow Weir Lip Adaptor
1	Type II Power Pack (not required for use with Thrustmaster)
2	10" to 6" Bell Reducer
2	6" to 4" Camlock Reducer
2	10 ft x 1" Hydraulic Hose
2	50 ft x 1" Hydraulic Hose
1	Tool Box
1	Spare Parts
* Number of Operations Required: 2-3	

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Stress Skimmer

STRESS I	
Dimensions:	5.8'H x 7.4'W x 6.9'L
Weight:	6200 lbs
STRESS II	
Dimensions:	5.8'H x 7.4'W x 6.9'L
Weight:	5889 lbs
Container:	Two complete systems can be stored on a 20' Flatrack (20'L x 8'W x 8.5H')

Quantity	Component	Quantity	Component
1	STRESS I Skimmer	1	STRESS II Skimmer
1	CCN 150 pump	1	DOP 250 pump
1	Type I Power Pack	1	Type II Power Pack
4	50' x 6" Layflat discharge hose	4	50' x 6" Layflat discharge hose
10	50' x 1" Hydraulic hose	10	50' x 1" Hydraulic hose
5	50' x 3/8" Hydraulic hose	5	50' x 3/8" Hydraulic hose
3	25' x 3/8" Air hose	3	25' x 3/8" Air hose
3	50' x 3/8" Air hose	3	50' x 3/8" Air hose
1	Tool Kit	1	Tool Kit
1	Rigging Kit	1	Rigging Kit
1	Spare Parts Kit	1	Spare Parts Kit
1	Standard Utility Kit	1	Standard Utility Kit
1	Type V Control Station	1	Type VI Control Station

Number of Operators Required for either the STRESS I or STRESS II: 2-3

Walosep W-4

Dimensions:	9.4'H x 8.2'W x 8.75'L
Weight:	2090 lbs
Container:	20' Flatrack (20'L x 8'W x 8.5H')
Quantity	**Component**
1	W-4 Skimmer
1	Type I Power Pack
4	50' x 6" Layflat discharge hose
16	50' x 1" Hydraulic hose
11	50' x 3/8" Hydraulic hose
1	Tool Kit
1	Rigging Kit
1	Spare Parts Kit
1	Standard Utility Kit
1	Type II Control Station
4	Wire baskets (2 Large and 2 Small)
1	Skimmer cradle

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Desmi Ocean

Dimensions:	5.8'H x 7.4'W x 6.9'L
Weight:	4425 lbs
Container:	20' Flatrack (20'L x 8'W x 8.5H')
Quantity	**Component**
1	Desmi Ocean Skimmer
1	Type II Power Pack
4	50' x 6" Layflat Discharge Hose
10	50' x 1" Hydraulic Hose
5	50' x 3/8" Hydraulic Hose
3	25' x 3/8" Air Hose
3	50' x 3/8" Air Hose
1	Tool Kit
1	Rigging Ki
1	Spare Parts Kit
1	Standard Utility Kit
1	Type III Con ol Station

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Shallow Water Barge System

Dimensions:	4'H x 8'W x 48'L per pontoon 4'H x 16'W x 48'L per barge
Weight:	18,000 lbs per pontoon 36,000 lbs per barge
Capacity:	400 bbls per barge
Container:	2 Flatbed trailers

Quantity	Component
1	Powered Barge
1	"Thrust Master" type self-contained power unit mounted o deck vi twist lock fittings with attached Pilot House
1	10' floatation hose (fill/discharge
1	3,000 lb. crane
1	Skimmer as available/required - (normally a GT 1 5 or Desmi Ocean)
	or
1	Non-Powere Barge
1	Work boat for maneu ring barge
1	Davit with app opria e lifting capability
1	Skimmer as available/ equired - (norm ly a GT 185 or Desmi Ocean)

*** Number of Operators Required to operate complete system including support boat: 4**

Sea Sentry

Dimensions:	23" freeboard, 44 ' draft, 110' Sections
Weight:	935 lbs per section
Container:	Cust m Boom box (86"H x 102"W x 50"L)

Quantity	Component
1	S ctions 110' Sea Sentry Boom (660' total per system)
1	Type III Power Pack
4	Air Blower
16	Reel
1	50' x 3/8" Hydraulic hose
1	50' x 1" Hydraulic hose
1	25' x 2" Air hose
1	50' x 3/8" Hydraulic hose
1	Tool Kit
4	Rigging Kit
1	Spare Parts Kit and Standard Utility Kit

*** Number f Operations Required: 2-3**

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

Slickbar Boom

Dimensions:	8" freeboard, 16" draft, 100' Sections
Weight:	380 lbs per section
Container:	1 Container (8'H x 8'W x 20'L)
Quantity	**Component**
20	100' Sections Slickbar Boom (total of 2,000')
2	Tool Kit
2	Rigging Kit
2	Spare Par ts Kit
2	Standard Utility Kit

Texa Boom

Dimensions:	10" freeboard, 16" dr ft, 50 Sectio s
Weight:	125 lbs per ection
Container:	1 Container (8'H x 8 W x 20'L)
Quantity	**Comp nent**
40	50 Sec ons T xa Boom (total of 2,000')
2	Combinat n pump/blowers
8	Jumper hoses
4	25 x 2" Inflation hoses
4	25 2" Water fill hoses
4	25' x 2" Suction hoses
2	Tool Kit
2	Rigging Kit
2	Spare Parts Kit
2	Standard Utility Kit
*** Number of Operations Requir d: 2-3**	

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Miscellaneous MSRC Equipment (Cont'd) — Figure E-3

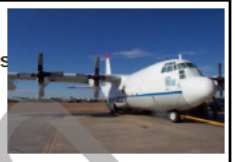
Dispersants

Use: Sea conditions that are unacceptable for other equipment and methods. Very distant or remote spill sites. More beneficial spray patterns. Spill treatment in non-navigable waters.

Description: The use of aircraft for rapid application of dispersant over a large area of water.

	King Air BE90
Engines:	Twin(prop)
Flying Time with/without payload:	~1.2 - ~4.3 hours / ~5 hours
Dispersant Capacity:	325 gal
Application Rate(gal/acre):	5
Spray Time(per load):	5 min
Swath Width:	75'
Flow Rate(gal/min):	200

Use: Sea conditions that are unacceptable for other equipment and methods. Very distant or remote spill sites. More beneficial spray patterns. Spill treatment in non-navigable waters.



Description: The use of aircraft for rapid application of dispersant over a large area of wa er.

	C-130A
Engines:	uad(prop)
Flying Time with/without payload:	~4.2 ours / ~6.7 hours
Dispersant Capacity:	3,250 gal
Application Rate(gal/acre)	5
Spray Time(per load):	5 min
Swath Width:	150'
Flow Rate(gal/min	200

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Clean Seas Equipment — Figure E-4

MARINE CONTAINMENT AND RECOVERY PLATFORMS					
OSRVs / SRVs /OSRB					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
MR CLEAN III	Vessel	181' x 40' OSRV	Santa Barbara Channel	1	NA
	Boom - Ocean	60" Reel Pack	MR CLEAN III	1500'	Kepner
	Boom - Ocean	43" SPI auto-boom	MR CLEAN III	3000'	Oil Stop
	Storage -TSC	Internal Tanks	MR CLEAN III	1,200 bbls	NA
	Skimmer	5 Chain Brush	MR CLEAN III	6191 edrc	Lamor
	Skimmer	5 Chain Brush	MR CLEAN III	6191 edrc	Lamor
	Skimmer	GT-185	MR CLEAN III	1,371 edrc	Pharo Marine
	Skimmer	Roto-30	MR CLEAN III	3017 edrc	Roto-Trading
	Support Boat	RHIB	MR CLEAN III	6 Meter	RHIBcraft
	Pump	DOP 250	MR CLEAN III	629 bph	Desmi
	Pump	DOP 250	MR CLEAN III	629 bph	Desmi
	Absorbent Boom	8"	MR CLEAN III	10 @ 40'= 400'	3-m
	Dispersant	9527	MR CLEAN III	1000 gallons	Nalcool
	Dispersant Spray Arms	Distribution System	MR CLEAN III	2	NA
	Site Entry Kit	4 gas/benzene chip	MR CLEAN III	1	Industrial Sc./Draeger
	Tracking Buoy	DFB	MR CLEAN III	2	
	Radios	P 400	MR CLEAN III	4/ 158.445 + VHF marine	Motorola
	Radios	VHF Base	MR CLEAN III	1/ 158.445 + VHF marine	Motorola
	Radios	VHF Mobile	MR CLEAN III	Marine	Motorola
	Cell # 805 455-5503	NA	MR CLEAN III	1	
	Computer w/ Brdbnd crd.	na	MR CLEAN III	1	Dell /ATT

OSRVs / SRVs /OSRB (continued)					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
CLEAN OCEAN	Vessel	145' x 36' OSRV	Santa Barbara Channel	1	na
	Boom - Ocean	60" Reel Pack	CLEAN OCEAN	1500'	Kepner
	Boom - Ocean	43" SPI auto-boom	CLEAN OCEAN	3000'	Oil Stop
	Storage -TSC	Internal Tanks	CLEAN OCEAN	1,200 bbls	NA
	Skimmer	4 Chain Brush	CLEAN OCEAN	4952 edrc	Lamor
	Skimmer	4 Chain Brush	CLEAN OCEAN	4952 edrc	Lamor
	Skimmer	GT-185	CLEAN OCEAN	1,371 edrc	Pharo Marine
	Skimmer	GT-185	CLEAN OCEAN	1,371 edrc	Pharo Marine
	Support Boat	RHIB	CLEAN OCEAN	6 Meter	Willard Marine
	Transfer Pump	DOP 250	CLEAN OCEAN	629 bph	Desmi
	Hydraulic Power Unit	DA 50	CLEAN OCEAN	1 / 50 gpm	Diesel America
	Absorbent Boom	8"	CLEAN OCEAN	10 @ 40'= 400'	3-m
	Dispersant	9527	CLEAN OCEAN	1000 gallons	Nalcool
	Dispersant Spray Arms	Distribution System	CLEAN OCEAN	2	NA
	Site Entry Kit	4 gas/benzene chip	CLEAN OCEAN	1	Industrial Sc./Draeger
	Tracking Buoy	DFB	CLEAN OCEAN	2	
	Radios	P 400	CLEAN OCEAN	4/ 158.445 + VHF marine	Motorola
	Radios	VHF Base	CLEAN OCEAN	1/ 158.445 + VHF marine	Motorola
	Radios	VHF Mobile	CLEAN OCEAN	Marine	Motorola
	Cell # 805 455-5501	NA	CLEAN OCEAN	1	
	Computer w/ Brdbnd crd.	na	CLEAN OCEAN	1	Dell /ATT

OSRVs / SRVs /OSRB (continued)					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
TIDE MAR VII	Barge	160' x 39' OSRB	Santa Barbara Channel	1	NA
	Storage -TSC	Internal Tanks	TIDE MAR VII	7,840 bbls	NA
	Pump	DOP 250	TIDE MAR VII	629 bph	Desmi
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
CLEAN SWEEP	Vessel	32' x 11' SRV	Santa Barbara Channel	1	Kvickak Marine
	Boom	26" Sweep Boom	Ventura Harbor	30'	Lamor
	Storage -TSC	Internal Tanks	Ventura Harbor	29 bbls	Kvickak Marine
	Skimmer	3 Chain Brush	Ventura Harbor	3710 edrc	Lamor
	Site Entry Kit	4 gas/benzene chip	Ventura Harbor	1	Industrial Sc./Draeger
	Radios	VHF Base	Ventura Harbor	1/ 158.445 + VHF marine	Motorola
	Radios	VHF Mobile	Ventura Harbor	Marine	Motorola

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Clean Seas Equipment (Cont'd) — Figure E-4

MARINE BOOMING / SUPPORT VESSELS					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
AJAX	Boat	32' x 8'	Carpinteria Support Yard	1	WorkBoats N.W.
COMET	Boat	32' x 8'	Santa Barbara Harbor	1	WorkBoats N.W.
SEA ARK	Boat	21' x 7.5'	Carpinteria Support Yard	1	Sea Ark Boats

OCEAN BOOM					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity (Feet)**	**Manufacturer**
CS Yard- Bld #2	Boom - Ocean	43" SPI auto-boom	Carpinteria Support Yard	3000	Oil Stop
CS Yard- CONEX #1	Boom - Ocean	43" Solid Foam	Carpinteria Support Yard	1500	CCB company
CS Yard- CONEX #2	Boom - Ocean	43" Solid Foam	Carpinteria Support Yard	1500	CCB company
CS Yard- CONEX #3	Boom - Ocean	43" Solid Foam	Carpinteria Support Yard	1500	CCB company
CS Yard- Lay- down	Boom - Ocean	43" self-inflation	Carpinteria Support Yard	750	Expandi Boom
			Total Boom in Feet	8250	

STORAGE - Towable Storage Bladders, Rigid Hull Dracones & Portable Land based					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
CS Yard	Storage - TSB	Kepner 120	Carpinteria Support Yard	3 @120 bbls =360 bbl	Kepner Plastics
CS Yard	Storage - TSB	Kepner 590	Carpinteria Support Yard	1 @590 bbl	Kepner Plastics
CS Yard	Storage - TSB	Kepner 28	Carpinteria Support Yard	4 @ 28 bbl = 112 bbl	Kepner Plastics
CS Yard	Storage - TSB	Dunlope Dracone	Carpinteria Support Yard	1 @ 140 bbl	Dunlope UK.
CS Yard	Storage - Rigid Dracone	Eagle alum barge	Carpinteria Support Yard	4 @ 100 bbl = 400 bbl	Eagle Marine
CS Yard	Storage - Rigid Dracone	Eagle alum barge	Carpinteria Support Yard	4 @ 100 bbl = 400 bbl	Eagle Marine
CS Yard 10 /TRKTD 2	Storage - Portable Land	FASTANK 57	Carpinteria Support Yard	12 @ 57 bbl = 684 bbl	FASTANK
		Total (Non OSRV/SRV) Temporary Storage		**2686 bbl**	

SKIMMERS - Open Ocean, Nearshore & Inland					
Bin Location	**Type**	**Model**	**Warehoused**	**Capacity/EDRC**	**Manufacturer**
Building #2	Weir	Terminator	Carpinteria Support Yard	3017	Desmi
Building #2	Weir	Terminator	Carpinteria Support Yard	3017	Desmi
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 3	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 2	Oleophillic Brush	2 Brush	Carpinteria Support Yard	2472	Lamor Corp.
Connex 3	Oleophillic Brush	5 Brush	Carpinteria Support Yard	6182	Lamor Corp.
Connex 3	Oleophillic Brush	5 Brush	Carpinteria Support Yard	6182	Lamor Corp.
Building #2	Weir	GT-185	Carpinteria Support Yard	1371	Pharo Marine
Building #2	Weir	GT-185	Carpinteria Support Yard	1371	Pharo Marine
Building #2	Weir	GT-260	Carpinteria Support Yard	3019	Pharo Marine
Building #2	Drum/Weir	Roto-30	Carpinteria Support Yard	3017	Roto-trading
			Total EDRC Recovery	**39536**	

PUMPS - Transfer & Offloading					
Bin Location	**Type**	**Model**	**Warehoused**	**Capacity / BPH**	**Manufacturer**
CS Yard FT	Pump	FRAMO TK150	Carpinteria Support Yard	857	Frank Moen
CS Yard FT	Pump	FRAMO TK150	Carpinteria Support Yard	857	Frank Moen
CS Yard FT	Pump	DOP 250	Carpinteria Support Yard	629	Desmi
CS Yard FT	Pump	DOP 250	Carpinteria Support Yard	629	Desmi
Building #2	Pump	Peristaltic	Carpinteria Support Yard	125	Master
Building #2	Pump	Peristaltic	Carpinteria Support Yard	125	Master
Building #2	Pump	Peristaltic	Carpinteria Support Yard	125	Master
			Total Pumping Capacity	**3347**	

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Clean Seas Equipment (Cont'd) — Figure E-4

SHORELINE PROTECTION BOOM -Inland / Nearshore					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity (Feet)**	**Manufacturer**
HARBOR TRAILER #1	Boom	18"	Carpinteria Support Yard	1000	American Marine
HARBOR TRAILER #2	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #5	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #6	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #8	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #10	Boom	20"	Carpinteria Support Yard	1500	Kepner
HARBOR TRAILER #11	Boom	20"	Carpinteria Support Yard	1500	Kepner
40 ' CONEX #5	Boom	30"	Carpinteria Support Yard	3300	Kepner
40 ' CONEX #9	Boom	20"	Carpinteria Support Yard	4600	Kepner
40 ' CONEX #8	Boom	20"	Carpinteria Support Yard	5000	Kepner
40 ' CONEX #6	Boom	30"	Carpinteria Support Yard	1300	Kepner
40 ' CONEX #4	Boom	30"	Carpinteria Support Yard	2800	Kepner
RESPONSE VAN #10	Boom	30"	Carpinteria Support Yard	1000	American Marine
			Total Shoreline Boom	28000	

SHORELINE PROTECTION Skiffs w 15 to 30 hp outboards					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity**	**Manufacturer**
SKIFF TRAILER # 1	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	4	N.A.
SKIFF TRAILER # 2	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	4	N.A.
SKIFF TRAILER # 3	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	3	N.A.
SKIFF TRAILER # 3	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	1	N.A.
SKIFF TRAILER # 4	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	1	N.A.
SKIFF TRAILER # 5	Skiffs-alum.	18' with O.B .& Fuel tank	Carpinteria Support Yard	1	N.A.

HYDRAULIC POWER UNITS					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
Building #2	Hydraulic Power Unit	DA45	Carpinteria Support Yard	2 / 45 gpm	Diesel America
	Hydraulic Power Unit	DA30	Carpinteria Support Yard	6 / 30 gpm	Diesel America
	Hydraulic Power Unit	DA10	Carpinteria Support Yard	5 / 10 gpm	Diesel America

MOTOR POOL - Trucks, Cranes, Forklifts and Trailers					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
SUPPORT YARD	Semi Tractor	Simi Tractor	Carpinteria Support Yard	1	International
	Crane Truck	Ford 800	Carpinteria Support Yard	1 / 12 TON CRANE	Ford Moter Co.
	Stake Bed Truck	Ford 550	Carpinteria Support Yard	1	Ford Moter Co.
	Stake Bed Truck	Ford 350	Carpinteria Support Yard	1	Ford Moter Co.
	Passenger	Expedition	Carpinteria Support Yard	1	Ford Moter Co.
	Passenger	F150	Carpinteria Support Yard	3	Ford Moter Co.
	Passenger	Ranger	Carpinteria Support Yard	1	Ford Moter Co.
	ATV	Big Bear	Carpinteria Support Yard	1	Yamaha
	ATV	Big Bear	Carpinteria Support Yard	1	Yamaha
	Forklift	V330	Carpinteria Support Yard	1 / 33,000 lbs	Caterpiller
	Forklift	Wiggens m8	Carpinteria Support Yard	1 / 8,000 lbs	Wiggens
	Mobile Ops fld. Office	22' Attitude	Carpinteria Support Yard	1	Southwind
	Open Deck Trailer	18' Texas Trl.	Carpinteria Support Yard	1	Texas Trailer co.

PPE, HANDTOOLS & ABSORBENT MATERIAL Boom, Pads and Snare					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
RESPONSE VAN #6	Absorbent Boom	8"	Carpinteria Support Yard	208 @ 40'= 8320'	3-M
RESPONSE VAN #6	Absorbent Pads	pads	Carpinteria Support Yard	25 bales	3-M

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Clean Seas Equipment (Cont'd) — Figure E-4

PORTABLE RESPONSE SUPPORT TRAILER					
RESPONSE VAN #7	**Beach Clean-up**		**PPE**		
		Quantity		**Quantity**	
	Rakes	15	Hard Hats	100	
	Shovels Flat	15	Gloves	3000	
	Shovels Round	15	Tyvec	1000	
	Pitch Forks	4	Rain Gear	250	
	Plastic Buckets	15	Rubber Boots	300	
	18" Wire Flags	1000	Hip Waders	10	
	Decon		Safety Glasses	200	
		Quantity	Barrier Cream	6	
	Hand Cleaner	10	Back Braces	24	
	First Aid Kits	10	Sun Screen	300	
	5 Gallon Water Bottles	5	**Miscellaneous**		
	Tables	5		**Quantity**	
	Stackable Chairs	20	Rags	10 cs	
	Dish Pans	6	Tie Wraps	400	
	Gatoraid	6	Trash Bags	4000	
	Kiddie Pools	4	Work Vests	250	
	Hudson Sprayer	2	Traffic Cones	25	
	Short Handle Brushes	12	Wooden Stakes	100	
	Long Handle Brushes	18	Duct Tape	20 rolls	
	Eye Wash Station	1	Chem Lights	100	
	Pallets	3	Tarps	6	
	Barrier Fence	6	Visqueen	2 rolls	
			Sand Bags	1000	
			Bike Flags	100	
			1/4" Line	1200'	
			6" PVC Pipe	20'	
			1/2" Line	600'	

AERIAL DISPERSANT SUPPORT TRAILER SUPPLIES					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	**Manufacturer**
LAY-DOWN	Dispersant	COREXIT 9527	Santa Barbara Channel	7550	Nalcol
LAY-DOWN	Dispersant	COREXIT 9500	Santa Barbara Channel	9900	Nalcol
HARBOR TRL #12	**Item**	**Quantity**	**Item**	**Quantity**	
	150 gal. Simplex sprayer	1	ear muffs	2	
	250 gal. Simplex sprayer	1	hard hats	4	
	24 gal containers	6	tyvek suits	1	
	2 gal. gas cans (empty)	2	disinfection wipes	1	
	box paper rags	1	reflective vests	4	
	tool kit	1	push squeegee	1	
	sorbent pads	2	½ x 20' lines	4	
	8" sorbent boom	1	extension cords	2	
	½ liter drinking water	18	goggles	2	
	first aid kit	1	5 Gal. Buckets	30	
	1500 watt floodlights	2			
	35 gal trashcan	1	MSDS for 9527 & 9500		
	5 gal plastic buckets	11			
	handtruck	1			
	25' hose w/camlock fittings	2			
	folding chairs	4			
	folding tables	2			
	brooms	2			
	tarp	1			
	easyup tent	1			
	55 gal trash bags	1			
	duct tape	2			
	eyewash station	1			
	plastic sheeting	1			
	face shields	2			
	safety glasses	2			
	master pump	1			
	fire extinguisher	1			
	spill absorbent material	2			

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Clean Seas Equipment (Cont'd) — Figure E-4

PERSONNEL DECONTAMINATION SUPPORT TRAILER SUPPLIES					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	
Harbor Trailer # 4	Portable Decon Pool	NA	Carpinteria Support Yard	1 / 20"x 40'	
	Folding Tables	NA	Carpinteria Support Yard	2 / 24" x 72"	
	heavy tarps	NA	Carpinteria Support Yard	3	
	chairs	NA	Carpinteria Support Yard	6	
	41 gal plastic trash can	NA	Carpinteria Support Yard	3	
	easy-up tent	NA	Carpinteria Support Yard	1	
	fishtote	NA	Carpinteria Support Yard	1	
	short handle brush	NA	Carpinteria Support Yard	1 case	
	sorbent pads	NA	Carpinteria Support Yard	2 bales	
	sorbent boom	NA	Carpinteria Support Yard	2 bales	
	sorbent roll	NA	Carpinteria Support Yard	1 roll	
	degreaser	NA	Carpinteria Support Yard	10 gal	
	hand cleaner	NA	Carpinteria Support Yard	4 gal	
	kiddy pools	NA	Carpinteria Support Yard	4	
	hudson sprayers	NA	Carpinteria Support Yard	4	
	plastic trays	NA	Carpinteria Support Yard	4	
	Rakes	NA	Carpinteria Support Yard	5	
	round shovels	NA	Carpinteria Support Yard	5	
	pitch forks	NA	Carpinteria Support Yard	2	
	plastic buckets	NA	Carpinteria Support Yard	5	
	4"x 5' PVC Pipe	NA	Carpinteria Support Yard	1	
	sand bags	NA	Carpinteria Support Yard	100	
	hard hats	NA	Carpinteria Support Yard	10	
	gloves	NA	Carpinteria Support Yard	100 pr	
	tyvek suits	NA	Carpinteria Support Yard	48	
	rubber boots	NA	Carpinteria Support Yard	48 pr	
	safety glasses	NA	Carpinteria Support Yard	24	
	sun screen	NA	Carpinteria Support Yard	1 bx	
	work vest	NA	Carpinteria Support Yard	10	

PERSONNEL DECONTAMINATION SUPPORT TRAILER SUPPLIES (continued)					
Bin Location	**Type**	**Model**	**Warehoused**	**Quantity / Capacity**	
	rain suits	NA	Carpinteria Support Yard	5	
	rags	NA	Carpinteria Support Yard	3 cs	
	zip ties	NA	Carpinteria Support Yard	1 bag	
	trash bags	NA	Carpinteria Support Yard	2 bx	
	traffic cones	NA	Carpinteria Support Yard	10	
	duct tape	NA	Carpinteria Support Yard	8 rolls	
	¼" manila rope	NA	Carpinteria Support Yard	600'	
	visqueen	NA	Carpinteria Support Yard	1 roll	
	barrier tape	NA	Carpinteria Support Yard	3 rolls	
	water	NA	Carpinteria Support Yard	1 cs	

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F. SUPPORT SERVICES & SUPPLIES — APPENDIX F

Booming

Company	Location	Phone	Alt.	Fax
Allwaste	Long Beach	713-623-8777	562-997-6000	--
Ancon	Long Beach	310-522-5110 Corporate	310-548-8351 Dispatch	310-522-5158
FOSS	Long Beach	562-435-0171	206-281-3801	62-435 1190

Skimmers

Contact	Location	Phone	Alt.	Fax
FOSS	Long Beach	562-435-0171	206-281- 801	562-435-1190

Vacuum Trucks

Contact	Location	Phone	Alt	Fax
ACTI	Carson	800-334-2284	310-763-1423	--
Ancon	Wilmington	310-522-5110 Cor orate	310-548-8351 Dispatch	310-522-5158
Crosby & Overton	Long Beach	800-827-672	562-432-5445	562-436-7540
FOSS	Long Beach	562-435 0171	206-281-3801	562-435-1190
Allwaste	Long Beach	713 623-8777	562-997-6000	--

Work Boats

Contact	Location	Phone	Alt.	Fax
Ancon	LA/LB Harbor	10-522-5110 Corporate	310-548-8351 Dispatch	310-522-5158
FOSS	Long Beach	562-435-0171	206-281-3801	562-435-1190

Support Vessels

Contact	Locati n	Phone	Alt.	Fax
Allwaste	L ng Beach	713-623-8777	562-997-6000	--
Ancon	LA/LB Harbor	310-522-5110 Corporate	310-548-8351 Dispatch	310-522-5158
Crosby & Ove on	Long Beach	800-827-6729	562-432-5445	562-436-7540
FOS	Long Beach	562-435-0171	206-281-3801	562-435-1190

Oil Storage

Contac	Location	Phone	Alt.	Fax
ACTI	Carson	800-334-2284	310-763-1423	--
Allwaste	Long Beach	713-623-8777	562-997-6000	--
Ancon	Wilmington	310-522-5110 Corporate	310-548-8351 Dispatch	310-522-5158
FOSS	Long Beach	562-435-0171	206-281-3801	562-435-1190

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Pumps				
Contact	**Location**	**Phone**	**Alt.**	**Fax**
Allwaste	Long Beach	713-623-8777	562-997-6000	--
Ancon	Wilmington	310-522-5110 Corporate	310-548-8351 Dispatch	310-522-5158
Crosby & Overton	Long Beach	800-827-6729	562-432-5445	562-436-7540
FOSS	Long Beach	562-435-0171	206-281-3801	562 435-1190

Response Personnel				
Contact	**Location**	**Phone**	**Alt.**	**Fax**
Level A, B, C, D				
ACTI	Long Beach	800-334-2284	310-763-14 3	--
Ancon	Long Beach	310-522-5110 Corporate	310-548- 351 Dispatch	310-522-5158
FOSS	Long Beach	562-435-0171	206 281- 801	562-435-1190
Allwaste	Long Beach	713-623-8777	562-997 6000	--

Command Post				
Contact	**Location**	**Phone**	**Alt.**	**Fax**
Allwaste	San Ardo	831-627-2595	713-623-8777	831-627-2585
	Long Beach	562-997 6000	713-623-8777	562-997-6059
Ancon	Wilmington	10-522- 110 Corpora e	310-548-8351 Dispatch	310-522-5158
FOSS	Long Beach	562-435-0171	206-281-3801	562-435-1190

Additional equipment providers are describ d in Section 5000 of the Los Angeles/Long Beach Area Contingency Plan (2008). A listing of all equipment for these pro iders is listed in the Area Contingency plan.

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G. NOTIFICATION AND REPORTING FORMS — APPENDIX G

This Appendix contains reporting forms for both internal communication and regulatory compliance. Proper completion of these forms is essential to reporting and documenting an incident. Contact the Environmental, Health, and Safety Department with questions regarding the forms and/or their completion.

a. Notification Procedures (Figure G-1)

External Notifications Forms

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External Notifications Forms — Figure G-1

1. Name of Company _____
2. Telephone Number _____
3. Person Reporting Spill _____
   a. Telephone No. _____
4. Name of Person-In-Charge _____
   a. Telephone No. _____
5. Exact Location of Spill _____
   a. Time _____
6. Estimated Quantity and Type _____
7. Movement and Size of Slick _____
8. Direction and Speed of Wind and W ve Height _____
9. List of Agencies Notified _____

_____

_____

10. List of:
    a. River Banks _____
    b. Shores _____
    c. Beaches _____
    d. Other reas _____
11. Action Taken to ontrol and Clean Up _____

_____

_____

12 Injuries, If Any _____

_____

_____

13. Possible Hazards to Human Health or Environment _____

_____

_____

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CG-2692 Report of Marine Accident, Injury or Death

OMB Control No. 1625-0001

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2692 (Rev. 06-04)	REPORT OF MARINE ACCIDENT, INJURY OR DEATH	RCS No. G-MOA MISLE NOTIFICATION NUMBER

SECTION I. GENERAL INFORMATION

1. Name of Vessel or Facility	2. Official No.	3. Nationality	4. Call Sign	5. USCG Certificate of Inspection issued at:

6. Type *(Towing, Freight, Fish, Drill, etc.)*	7. Length	8. Gross Tons	9. Year Built	10. Propulsion *(Steam, diesel, gas, turbine...)*

11. Hull Material *(Steel, Wood...)*	12. Draft *(Ft. - in.)* FWD	AFT.	13. If Vessel Classed, By Whom: *(ABS, LLOYDS, DNV, BV, etc.)*	14. Date *(of occurrence)*	15. TIME *(Local)*

16. Location *(See Instruction No. 10A)*	17. Estimated Loss of Damage TO:
18. Name, Address & Telephone No. of Operating Co.	VESSEL CARGO OTHER

19. Name of Master or Person in Charge	USCG License	20. Name of Pilot	USCG License	State License
	☐ YES ☐ NO		☐ YES ☐ NO	☐ YES ☐ NO

19a. Street Address *(City, State, Zip Code)*	19b. Telephone Number	20a. Street Address *(City, State, Zip Code)*	20b. Telephone Number

21. Casualty Elements *(Check as many as needed and explain in Block 44.)*

- ☐ NO. OF PERSONS ON BOARD _____
- ☐ DEATH - HOW MANY? _____
- ☐ MISSING - HOW MANY? _____
- ☐ INJURED - HOW MANY? _____
- ☐ HAZARDOUS MATERIAL RELEASED OR INVOLVED *(Identify Substance and amount in Block 44.)*
- ☐ OIL SPILL - ESTIMATE AMOUNT: _____
- ☐ CARGO CONTAINER LOST/DAMAGED
- ☐ COLLISION *(Identify other vessel or object in Block 44.)*
- ☐ GROUNDING ☐ WAKE DAMAGE
- ☐ FLOODING; SWAMPING WITHOUT SINKING
- ☐ CAPSIZING *(with or without sinking)*
- ☐ FOUNDERING OR SINKING
- ☐ HEAVY WEATHER DAMAGE
- ☐ FIRE
- ☐ EXPLOSION
- ☐ COMMERCIAL DIVING CASUALTY
- ☐ ICE DAMAGE
- ☐ DAMAGE TO AIDS TO NAVIGATION
- ☐ STEERING FAILURE
- ☐ MACHINERY OR EQUIPMENT FAILURE
- ☐ ELECTRICAL FAILURE
- ☐ STRUCTURAL FAILURE
- ☐ FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE *(Describe in Block 44.)*
- ☐ LIFESAVING EQUIPMENT FAILED OR INADEQUATE *(Describe in Block 44.)*
- ☐ BLOW OUT *(Petroleum exporation/production)*
- ☐ ALCOHOL INVOLVEMENT *(Describe in Block 44.)*
- ☐ DRUG INVOLVEMENT *(Describe in Block 44.)*
- ☐ OTHER *(Specify)*

22. Conditions

A. Sea or River Conditions *(wave height, river stage, etc.)*	B. WEATHER	C. TIME	D. VISIBILITY	E. DISTANCE *(miles of visibility)*
	☐ CLEAR ☐ RAIN ☐ SNOW ☐ FOG ☐ OTHER *(Specify)*	☐ DAYLIGHT ☐ TWILIGHT ☐ NIGHT	☐ GOOD ☐ FAIR ☐ POOR	F. AIR TEMPERATURE (F) G. WIND SPEED & DIRECTION H. CURRENT SPEED & DIRECTION

23. Navigation Information		24. Last Port Where Bound	24a. Time and Date of Departure
☐ MOORED, DOCKED OR FIXED ☐ ANCHORED ☐ UNDERWAY OR DRIFTING	SPEED AND COURSE		

25. FOR TtowING ONLY	25a. NUMBER OF VESSELS TOWED	Empty	Loaded	Total	25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)	Length	Width	25d. *(Describe in Block 44.)*
									☐ PUSHING AHEAD ☐ TOWING ASTERN ☐ TOWING ALONGSIDE ☐ MORE THAN ONE TOW-BOAT ON TOW

SECTION II. BARGE INFORMATION

26. Name	26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:

26f. Year Built	26g. ☐ SINGLE SKIN ☐ DOUBLE	26h. Draft FWD	AFT	26i. Operating Company

26j. Damage Amount	26k. Describe Damage to Barge
BARGE _____ CARGO _____ OTHER _____	

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CG-2692 Report of Marine Accident, Injury or Death – Instructions

INSTRUCTIONS

FOR COMPLETION OF FORM CG-2692

REPORT OF MARINE ACCIDENT, INJURY OR DEATH

AND FORM CG-2692A, BARGE ADDENDUM

WHEN TO USE THIS FORM

1. This form satisfies the requirements for written reports of accidents found in the Code of Federal Regulations for vessels, Outer Continental Shelf (OCS) facilities, mobile offshore drilling units (MODUs), and diving. The kinds of accidents that must be reported are described in the following instructions.

VESSELS

2. A vessel accident must be reported if it occurs upon the navigable waters of the U.S., its territories or possessions; or whenever an accident involves a U.S. vessel; wherever the accident may occur. (Public vessels and recreational vessels are excepted from these reporting requirements.) The accident must also involve one of the following (ref. 46 CFR 4.05-1).

A. All accidental groundings and any intentional grounding which also meets any of the other reporting criteria or creates a hazard to navigation, the environment, or the safety of the vessel;

B. Loss of main propulsion or primary steering, or an associated component or control system, the loss of which causes a reduction of the maneuvering capabilities of the vessel. Loss means that systems, component parts, subsystems, or control systems do not perform the specified or required function;

C. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route including but not limited to fire, flooding, failure or damage to fixed fire extinguishing systems, lifesaving equipment or bilge pumping systems;

D. Loss of life;

E. An injury that requires professional medical treatment (beyond first aid) and, if a crewmember on a commercial vessel, that renders the individual unfit to perform routine duties.

F. An occurrence not meeting any of the above criteria but resulting in damage to property in excess of $25,000. Damage cost includes the cost of labor and material to restore the property to the condition which existed prior to the casualty, but it does not include the cost of salvage, cleaning, gas freeing, drydocking or demurrage.

MOBILE OFFSHORE DRILLING UNITS

3. MODUs are vessels and are required to report an accident that results in any of the events listed by Instruction 2-A through 2-F for vessels. (Ref. 46 CFR 4.05-1, 46 CFR 109.411)

OCS FACILITIES

4. All OCS facilities (except mobile offshore drilling units) engaged in mineral exploration, development or production activities on the Outer Continental Shelf of the U.S. are required by 33 CFR 146.30 to report accidents resulting in:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours;

D. Damage affecting the usefullness of primary lifesaving or firefighting equipment;

E. Damage to the facility in excess of $25,000 resulting from a collision by a vessel;

F. Damage to a floating OCS facility in excess of $25,000.

5. Foreign vessels engaged in mineral exploration, development or production on the U. S. Outer Continental Shelf, other than vessels already required to report by Instructions 2 and 3 above, are required by 33 CFR 146.303 to report casualties that result in any of the following:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours.

DIVING

6. Diving casualties include injury or death that occurs while using underwater breathing apparatus while diving from a vessel or OCS facility.

A. COMMERCIAL DIVING. A dive is considered commercial if it is for commercial purposes from a vessel required to have a Coast Guard certificate of inspection, from an OCS facility or in its related safety zone or in a related activity, at a deepwater port or in its safety zone. Casualties that occur during commercial dives are covered by 46 CFR 197.486 if they result in:

1. Loss of life;
2. Injury causing incapacitation over 72 hours;
3. Injury requiring hospitalization over 24 hours.

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CG-2692 Report of Marine Accident, Injury or Death – Instructions (Cont'd)

In addition to the information requested on this form, also provide the name of the diving supervisor and, if applicable, a detailed report on gas embolism or decompression sickness as required by 46 CFR 197.410(a)(9).

Exempt from the commercial category are dives for:

1. Marine science research by educational institutions;
2. Research in diving equipment and technology;
3. Search and Rescue controlled by a government agency.

B. ALL OTHER DIVING. Diving accidents not covered by Instruction (6-A) but involving vessels subject to Instruction (2), VESSELS, must be reported if they result in death or injury causing incapacitation over 72 hours. (Ref. 46 CFR 4.03-1(c)).

HAZARDOUS MATERIALS

7. When an accident involves hazardous materials, public and environmental health and safety require immediate action. As soon as any person in charge of a vessel or facility has knowledge of a release or discharge of oil or a hazardous substance, that person is required to immediately notify the U. S. Department of Homeland Security's National Response Center (telephone toll-free 800-424-8802 - in the Washington, D.C. area call 202-426-2675). Anyone else knowing of a pollution incident is encouraged to use the toll-free telephone number to report it. If etiologic (disease causing) agents are involved, call the U.S. Public Health Service's Center for Disease Control in Atlanta, GA. (telephone 404-633-5313). (Ref. 42 USC 9603; 33 CFR 153; 49 CFR 171.15)

COMPLETION OF THIS FORM

8. This form should be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a question is not applicable, the abbreviation "NA" should be entered in that space. If an answer is unknown and cannot be obtained, the abbreviation "UNK" should be entered in that space. If "NONE" is the correct response, then enter it in that space.

9. Once completed, deliver or mail this form as soon as possible to the Coast Guard Marine Safety, Marine Inspection or Activities Office nearest the location of the casualty or, if at sea, nearest the arrival port.

10. Amplifying information for completing the form:

A. Block 16 - "LOCATION" - Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In these cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible. Always identify the body of water or waterway referred to.

B. Tug or towboat with tow - Tugs or towboats with tows under their control should complete all applicable portions of the CG-2692. SECTION II should be completed if a barge causes or sustains damage or meets any other reporting criteria. If additional barges require reporting, the "Barge Addendum," CG-2692A, may be used to provide the information for the additional barges.

C. Moored/Anchored Barge - If a barge suffers a casualty while moored or anchored, or breaks away from its moorage, and causes or sustains reportable damages or meets any other reporting criteria, enter the location of its moorage in Block (1) of the CG-2692 and complete the form except for Blocks (2) through (13). The details will be entered in SECTION II for one barge and on the "Barge Addendum" CG-2692A, for additional barges.

D. SECTION III - Personnel Accident Information - SECTION III must be completed for a death or injury. In addition, applicable portions of SECTIONS I, II and IV must be completed. If more than one death or injury occurs in a single incident, complete one CG-2692 for one of the persons injured or killed, and attach additional CG-2692's, filling out Blocks (1) and (2) and SECTION III for each additional person.

E. BLOCK 44 - Describe the sequence of events which led up to this casualty. Include your opinion of the primary cause and any contributing causes of the casualty. Briefly describe damage to your vessel, its cargo, and other vessels/property. Include any recommendations you may have for preventing similar casualties. *ALCOHOL AND DRUG INFORMATION*. Provide the following information with regard to each person determined to be directly involved in the casualty: name, position aboard the vessel, whether or not the person was under the influence of alcohol or drugs at the time of the casualty, and the method used to make this determination. If toxicological testing is conducted the results should be included; if results are not available in a timely manner, provide the results of the toxicological test as soon as practical and indicate that this is the case in block 44 of the casualty form.

NOTICE: The information collected on this form is routinely available for public inspection. It is needed by the Coast Guard to carry out its responsibility to investigate marine casualties, to identify hazardous conditions or situations and to conduct statistical analysis. The information is used to determine whether new or revised safety initiatives are necessary for the protection of life or property in the marine environment.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 1 hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MOA), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503

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CG-2692B Report of Required Testing Following a Marine Incident

U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2692B (11-04)	**REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT** *(See Instructions on reverse)*	APPROVED OMB NO. 1625-0001 USCG MISLE ACTIVITY NUMBER

SECTION I—VESSEL INFORMATION

1. Name of vessel	2. Official Number	3. Call Sign	4. Nationality
5. Vessel Type *(Freight, Towing, Fishing, MODU, etc.)*	6. Length	7. Gross Tons	8. Year Built

9. Operating Company	10. Master or Person in Charge
Name: Address: Telephone Number:	Name: Address: Telephone Number:

SECTION II—INCIDENT INFORMATION

11. Type of Serious Marine Incident *(Check Appropriate Box(es). (See Instructions on Reverse)*

- ☐ a. Death *(Append to Form CG-2692)*
- ☐ b. Injury requiring medical treatment *(Append to Form CG-2692)*
- ☐ c. Property damage in excess of $100,000 *(Append to Form CG-2692)*
- ☐ d. Loss of inspected vessel *(Append to Form CG-2692)*
- ☐ e. Loss of uninspected, self-propelled vessel of over 100 gross tons *(Append to Form CG-2692)*
- ☐ f. Discharge of oil of 10,000 gallons or more into U.S. waters
- ☐ g. Discharge of a reportable quantity of hazardous substance into U.S. waters
- ☐ h. Release of a reportable quantity of hazardous substance into U.S. environment

12. Date of Incident	13. Time *(local)* of Incident	14. Location of Incident *(Latitude and Longitude or River and Milepost)*

SECTION III—PERSONNEL / TESTING INFORMATION

15. Personnel Directly Involved In Serious Marine Incident

16. Drug and Alcohol Testing *(See Instructions on reverse)*

15a. Name *(Last, First, Middle Initial)*	15b. Licensing/Certification (Check Appropriate Box(es)) USCG License	USCG MMD	Neither	16a. Drug Test Urine Specimen provided within 32 hours? YES	NO	16b. Alcohol Test Specimen provided within 2 hours? YES	NO	Alcohol Test Specimen Source: Saliva	Blood	Breath	Alcohol Test Results
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____
_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	_____

17. SAMHSA Accredited Laboratory Conducting Chemical Drug Tests	18. Laboratory conducting blood alcohol test(s) or individual conducting saliva or breath alcohol test(s)
Name: Address: Telephone Number:	Name: Address: Telephone Number:

19. Person Making This Report *(Please Print)*	20. Signature	21. Date
Name: Address: Telephone Number:	Title:	

22. Remarks *(See Instructions on Reverse)*

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CG-2692B Report of Required Testing Following a Marine Incident – Instructions

INSTRUCTIONS FOR COMPLETION OF FORM CG-2692B
REPORT OF REQUIRED CHEMICAL DRUG AND ALCOHOL TESTING FOLLOWING A SERIOUS MARINE INCIDENT

NOTE: When this form is being submitted along with a REPORT OF MARINE ACCIDENT, INJURY OR DEATH (Form CG-2692), Blocks 3-10 and Blocks 12-14 on Form CG-2692B need not be completed.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is .5 hours. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MOA), U.S. Cost Guard, 2100 2nd St, SW, Washington D.C. 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503.

WHEN TO USE THIS FORM

1. This form satisfies the requirements in the Code of Federal Regulations for written reports of chemical drug and alcohol testing of individuals directly involved in serious marine incidents. Alcohol tests are to be conducted not later than 2 hours (unless there are casualty directly related safety concerns) and drug test specimens collected not later than 32 hours after a Serious Marine Incident. Public vessels and recreational vessels are excepted from these reporting requirements.

SERIOUS MARINE INCIDENTS

2. The term "serious marine incident" includes the following events involving a vessel in commercial service:

A. Any marine casualty or accident that occurs upon the navigable waters of the U.S., its territories or possessions, or that involves a U.S. vessel anywhere, and that results in any of the following:
- **1.** One or more deaths;
- **2.** Any injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid; and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
- **3.** Damage to property, as defined in 46 CFR 4.05-1(f), in excess of $100,000;
- **4.** Actual or constructive total loss of any vessel subject to inspection under 46 U.S.C. 3301; or
- **5.** Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 U.S.C. 3301, of 100 gross tons or more.

B. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty.
C. A discharge of a reportable quantity of a hazardous substance Into the navigable waters of the United States, whether or not resulting from a marine casualty.
D. A release of a reportable quantity of a hazardous substance Into the environment of the United States, whether or not resulting from a marine casualty.

INDIVIDUAL DIRECTLY INVOLVED IN A SERIOUS MARINE INCIDENT

3. Term "individual directly involved in a serious marine incident" is an individual whose order, action or failure to act is determined to be, or cannot be ruled out as, a causative factor in the events leading to or causing a serious marine incident.

COMPLETION OF THIS FORM

4. This form should be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of incident that has occurred. If a question is not applicable, the abbreviation "NA" should be entered in that space. If an answer Is unknown and cannot be obtained, the abbreviation "UNK" should be entered in that space. If "NONE" is the correct response, then enter it in that space.

5. When this form has been completed, deliver or mail it as soon as practicable to the Coast Guard Marine Safety or Marine Inspection Office nearest to the location of the incident or, if at sea, nearest to the port of first arrival.

6. Upon receipt of a report of chemical test results, the marine employer shall submit a copy of the test results for each person listed in block 15(a) of this form to the Coast Guard Officer in Charge, Marine Inspection where the CG-2692B was submitted. (Ref. 46 CFR 4.06-60(d)).

7. Amplifying information for completing the form:
- **A.** Block 11—"TYPE OF SERIOUS MARINE INCIDENT" Check each appropriate box. If box a, b, c, d, or e is checked, or append this form to the required form CG-2692, "REPORT OF MARINE ACCIDENT, INJURY OR DEATH", and submit both forms as indicated in 5. above.
- **B.** Block 16c—"ALCOHOL TEST BREATH SPECIMEN PROVIDED?" When breath test results are available alcohol concentration shall be expressed numerically in percent by weight (i.e., .04, .10 etc...).
- **C.** Block 22—"REMARKS" Describe the duties of each individual listed in 15a, at the time of incident (i.e., master, pilot, chief engineer...). If an individual refuses to provide the required specimens, if specimens are not timely obtained, or not obtained, describe the circumstances completely.

NOTICE: The information collected on this form is routinely available for public inspection. It is needed by the Coast Guard to carry out its responsibility to investigate marine casualties, to identify hazardous conditions or situations and to conduct statistical analysis. The information is used to determine whether new or revised safety initiatives are necessary for the protection of life or property in the marine environment.

22. REMARKS *(Continued)*

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H. WORST CASE DISCHARGE SCENARIOS APPENDIX H

A. General Information

Worst case discharge scenarios were selected based on projected discharge volume, proximity to shorelines, areas of environmental and/or economic sensitivity, and marine and shoreline resources. The lack of significant differences between operations, products, resources, and sensitivities helped to establish potential discharge volume and location as the primary decisive factors fo Worst Case Discharge selections. ExxonMobil's response philosophy for Worst Case Discharges includes taking under consideration three options: in-situ burning, mechanical recovery and strategic use of dispersants. ExxonMobil's main priority during a response is always safety first. During adverse weather situations, ExxonMobil will assess the situation and effectiveness of the response to determine if it is safe to conduct operations.

Environmental and safety considerations potentially impacting a spill response are primarily weather related and include but are not limited to:
• Low Ceiling or Reduced Visibility
• High Winds
• Extreme Temperatures
• Availability of Daylight Hours
• Wave and Current Conditions

Besides adverse weather, personnel safety and equipment could restrict response operations. All personnel involved in spill response will be advised of the weather conditions so personnel can take appropriate actions.

The following Append x contains worst case discharge assessments and response plans for spills from an ExxonMobil facility and from an ExxonMobil pipeline within the Pacific OCS region. BOEMRE regulations in 30 CFR 254.47 de ine he p rameters for worst case discharge calculations. For an oil production latform facility, the size of the worst case discharge scenario is the sum of:

• Maximum capacity of all oil storage tanks and flowlines on the facility.
• The volume of oil calculated to leak from a break in any pipelines connected to the facility considering shutdown time, the effect of hydrostatic pressure, gravity frictional wall forces and other factors.
• The daily production volume from an uncontrolled blowout of the highest capacity well associated with the facility flowing for 30 days.

The discharge rates from an uncontrolled blowout for oil production facilities were calculated using the following:

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•	Reservoir characteristics
•	Reservoir pressure data
•	Reservoir drive mechanisms
•	Reservoir depletion rates
•	Wellbore completion configurations
•	Casing and production tubing sizes
•	Casing and tubing friction factors
•	Production history
•	Static and flowing bottom hole pressures
•	Water intrusion (where appropriate)

In addition to the worst case discharge volumes, the individual summaries also include the following maps and information:

1. Overview Map
2. Detailed Area Map
3. Offset Operations Map
4. Land Impact Probability Map
5. Equipment Location Map
6. On-Water Recovery Response Equipment Location Map
7. On-Water Recovery Response Equipment Status Boards
8. Dispersant Application Map
9. Dispersant Application Status Boards
10. Offshore Slick Containment Status Boards
11. In-situ Burn Status Boards
12. Shoreline Protection & Wildlife Status Boards

The location of the nearest response contractor, and estimated time for mobilization and deployment of response resources to Company operated facilities and ROW pipelines has been calculated and included in this section where applicable. Times provided for mobilization and deployment are estimates and will depend on meteorological conditions, sea state, and availability of vessels and manpower.

Worst Case Discharge Scenario Summary Listing

WCD Type	Name of Facility	Area/Block	Distance from Shore (Miles)
(b) (7)(F), (b) (3)			

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B. Worst Case Discharge scenario from a pipeline

1) Worst Case Summary

ExxonMobil has determined that its worst case scenario for discharge from a pipeline would occur from the pipeline located between the Harmony Platform and Las Flores Canyon (onshore). (b) (7)(F), (b) (3) [redacted] The recreational and environmentally sensitive areas within 15-25 miles that could be impacted by a worst case discharge include the Channel Islands National Park, which contains a variety of potentially sensitive natural resources.

2) Facility Information

- Area: OSRA Site PL7
- Facility Designation: Harmony Platform to Las Flores Canyon Facility Platform
- Water Depth: 300 feet
- Latitude: (b) (7)(F), (b) (3) [redacted]
- Longitud [redacted]
- Distance to Shore: 2.4 miles
- API Gravity: 21.9
- Total Potential Spill Volume: (b) (7)(F), (b) (3) [redacted]

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3) Worst Case Discharge Volume

Criteria	*Measurement*
Flow Inlet Properties (Harmony Platform)	
Depth	1050
Total liquid flow rate (average daily rate)	90,000 barrels/day
Ambient Temperature	45°F

(b) (7)(F), (b) (3)

[redacted]

Pipeline Properties (Harmony Platform to Las Flores Canyon)	
Length	59,000 feet
Diameter	20 inches
Roughness	0.00015 feet
Heat Transfer Coefficient	9.99999 BTU/ft^{2}h°F
Ambient Temperature	45°F

(b) (7)(F), (b) (3)

[redacted]

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4) Land Segment Identification

Land areas that could be potentially impacted by a spill from the Harmony-LFC pipeline were determined using the BOEMRE Oil Spill Risk Analysis Model (OSRAM) trajectory results. The OSRAM estimates the probability that oil spills from designated locations would contact shoreline and offshore natural resources. These probabilities indicate, in terms of percentage, the chance that an oil spill occurring in a particular launch area will contact a certain county within 3, 10, and 30 days. OCS Launch Point PL7 was utilized as the spill's point of origin. Land segments identified by the model are listed below:

Area and Spill Site	Land Segment Contact	Percent Impact Chance		
		3 Days	10 Days	30 Days
Harmony to Las Flores Canyon Facility	Segment #7	--	--	1
	Segment #19	--	--	1
	Segment #29	--	1	1
	Segment #30	4	9	9
	Segment #32	--	4	4
	Segment #33	1	3	3
	Segment #34	6	15	15
	Segment #35	13	20	20
	Segment #41	--	1	1
	Segment #42	3	5	5
	Segment #43	4	8	8
	Segment #53	5	5	5
	Segment #54	3	3	3
	Segment #55	2	2	2

5) Resource Identification

The land segment that has the highest probability of being impacted by Harmony to Las Flores Canyon is Segment #35, California at 20 percent. Sources listing the resources within Santa Barbara County are identified in **Section 11**.

6) Response

ExxonMobil has contracted with Marine Spill Response Corporation (MSRC) and Clean Seas as primary Oil Spill Removal Organizations. Contact information for both OSROs can be found in **Figure 7-6**. Upon notification of the spill, ExxonMobil would request mobilization from the resources identified in the attached **Appendix E**.

An Adios model was run on a similar product. The results indicate 19% of the product would be evaporated or naturally dispersed within 12 hours, leaving approximately 4,988 barrels on the water.

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(b) (7)(F), (b) (3) [redacted]. The list estimates individual times needed for procurement, load out, travel time to the site and deployment.

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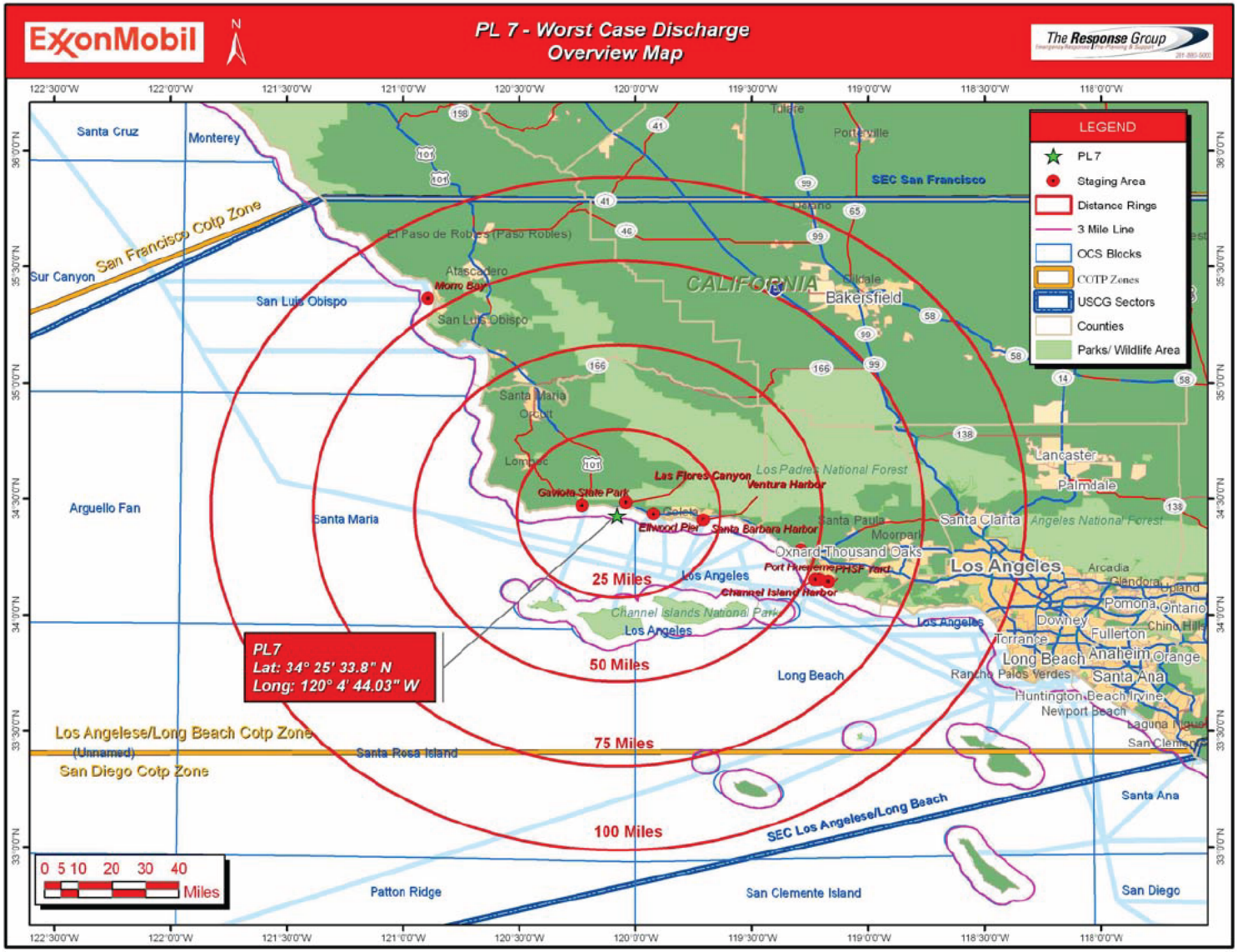

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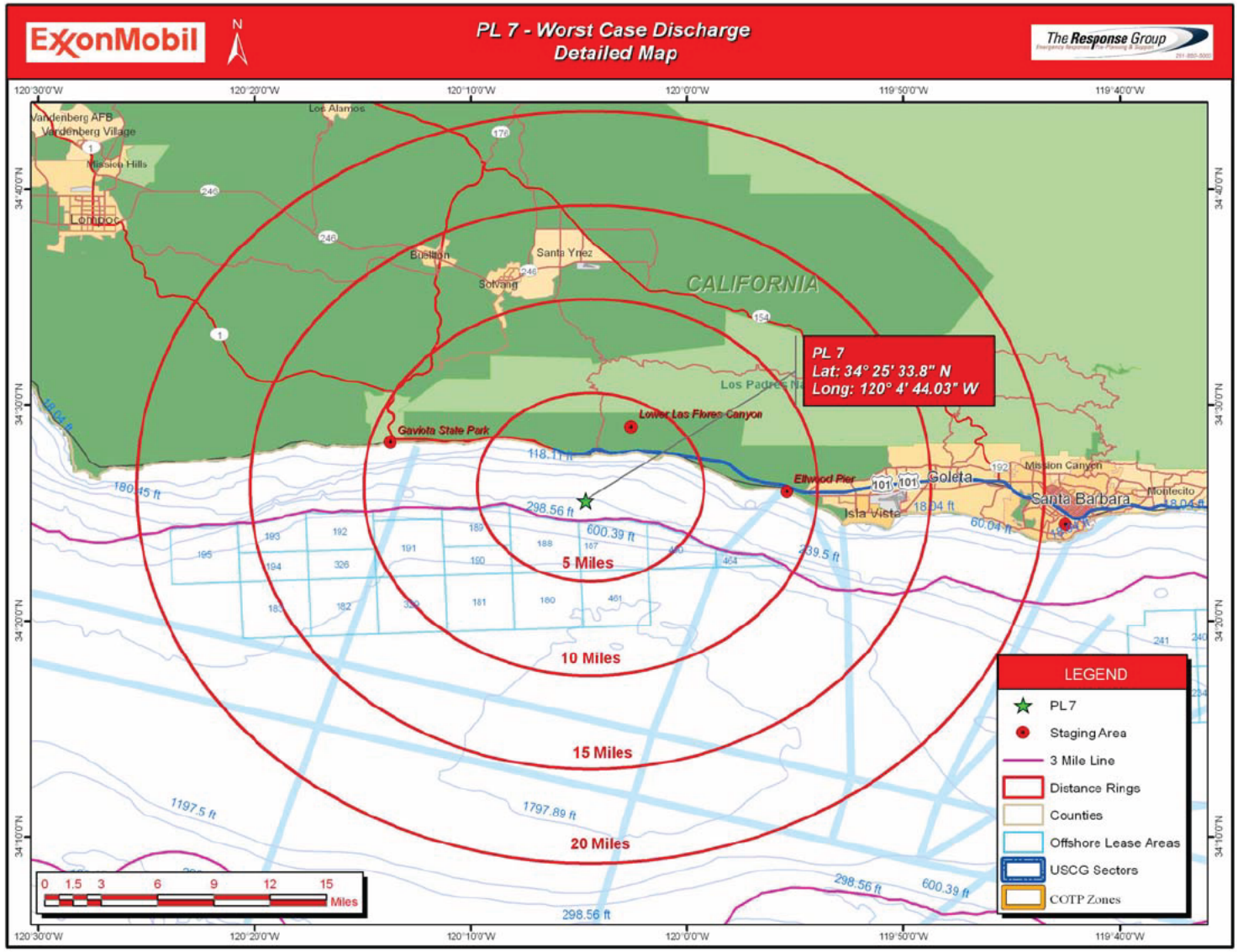

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Harmony PF to LFC Facility P/L - Offshore On-Water Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MR. CLEAN III	Clean Seas 805-684-3838	Point Conception, CA	Lori Five Brush Skimmer	2	12,382	1,400	Point Conception, CA	10.4	0	0	0.5	1	1.5
			GT-185 Skimmer	1									
			Roto Drum 30 Skimmer	1									
			43" Boom	3000'									
			70" Boom	1500'									
CLEAN OCEAN	Clean Seas 805-684-3838	Santa Barbara, CA	Lori Four Brush Skimmer	2	9,904	1,200	Santa Barbara, CA	35.3	0	0	2.5	1	3.5
			43" Boom	3000'									
			70" Boom	1500'									
			Roto Drum 30 Skimmer	1									
			Personnel	6									
			Desmi 250 Pump	1									
			GT-185 Skimmer	1									
CLEAN SWEEP	Clean Seas 805-684-3838	Ventura, CA	Lori Brush Skimmer	1	3,710	29	Ventura, CA	57	0	0	4	1	5
			Personnel	2									
			32' Vessel	1									
Towable Storage Bladders	Clean Seas 805-684-3838	Carpinteria, CA	120 BBL Bladder	3	N/A	360	Santa Barbara, CA	35.3	1.25	1	2.5	0.5	5.25
			590 BBL Bladder	1		590			1.25				5.25
			28 BBL Bladder	4		112			1.25				5.25
			140 BBL Bladder	1		140			1.25				5.25
COMET	Clean Seas 805-684-3838	Santa Barbara, CA	32' x 8' Boat (COMET)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
MSRC-320 Offshore Barge	MSRC 800-OIL-SPIL	Port Hueneme, CA	Offshore Barge	1	15,840	32,000	Port Hueneme, CA	66	2	1	7.5		10.5
			43" Offshore Boom	770'									
			Stress 1 Skimmer	1									
			Personnel	4									
			* Offshore Tug	1									
			32' Support Boat	1									
California Responder Transrec 350	MSRC 800-OIL-SPIL	Terminal Island, CA	Transrec Skimmer	1	10,567	4,000	Terminal Island, CA	100	2	1	7	1	11
			Sea Sentry II Boom	5170'									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
			210' Vessel	1									
Tide Mar VII	Clean Seas 805-684-3838	Santa Barbara, CA	160' x 39' Barge Tank	1	N/A	7,840	Santa Barbara, CA	35.3	12	1	4	0	17
			Personnel	4									
			* Offshore Tug	1									
Pacific Responder Transrec 350	MSRC 800-OIL-SPIL	Richmond, CA	Transrec Skimmer	1	10,567	4,000	Richmond, CA	337	2	1	24	1	28
			Sea Sentry II Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
MSRC-451 Offshore Barge	MSRC 800-OIL-SPIL	Richmond, CA	260' Offshore Barge	1	9,043	45,000	Richmond, CA	337	2	1	37.5		40.5
			67" Sea Sentry II	660'									
			Stress 3 Skimmer	1									
			Personnel	4									
			Offshore Tug	1									
DERATED RECOVERY RATE (BBLS/DAY)													72,013
STORAGE CAPACITY (BARRELS)													96,671

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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(b) (7)(F), (b) (3)

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Harmony PF to LFC Facility P/L - Offshore Aerial Dispersant Activation List

Aerial Dispersant System	Supplier & Phone	Warehouse	Aerial Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Bell 206L w/ Spray Bucket Air Speed - 139 MPH	Aspen Helicopters 805-985-5416 CleanSeas (CS) 805-684-3838	Carpinteria, CA	Bell 206L Aircraft	2	First Flight Oxnard, CA	62	2.5	0.4	0.45	0.2	3.55
			Crew - Pilots	2							
			Dispersant - Gallons	250	Add. Flights Gaviota, CA	9	0.06	0.4	0.06	0.2	0.75
			Helibucket Spray System	1							
Bell 206B w/ Spray Bucket Air Speed - 139 MPH	Aspen Helicopters 805-985-5416 CleanSeas (CS) 805-684-3838	Carpinteria, CA	Bell 206B Aircraft	2	First Flight Oxnard, CA	62	2.5	0.4	0.45	0.2	3.55
			Crew - Pilots	2							
			Dispersant - Gallons	250	Add. Flights Gaviota, CA	9	0.06	0.4	0.06	0.2	0.75
			Helibucket Spray System	1							
C-130A Air Speed - 342 MPH	MSRC 800-OIL-SPIL	Coolidge, AZ	C-130A Aircraft	1	First Flight Long Beach, CA	127	3.65	0.20	0.37	0.20	4.45
			Dispersant - Gallons	3250							
			Spotter Aircraft	1							
			Spotter Personnel	2	Add. Flights Long Beach, CA	127	0.37	0.2	0.37	0.2	1.15
			Crew - Pilots	2							

Harmony PF to LFC Facility P/L - Offshore Boat Spray Dispersant Activation List

Boat Spray Dispersant System	Supplier & Phone	Warehouse	Boat Spray Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MR CLEAN III	Clean Seas Equipment 805-684-3838	Point Conception, CA	Dispersant Spray System	1	Point Conception, CA	9	0	1	0.5	1	2.5
			Dispersant (Gallons)	1000							
			* 136' Vessel	1							
			32' Support Boat	1							
			Personnel	8							
CLEAN OCEAN	Clean Seas Equipment 805-684-3838	Santa Barbara, CA	Dispersant Spray System	1	Santa Barbara, CA	26	0	0.5	2	1	3.5
			Dispersant (Gallons)	1000							
			* 136' Vessel	1							
			32' Support Boat	1							
			Personnel	8							

**- These vessels can be used to conduct Dispersant Operations when not involved with skimming.*

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Harmony PF to LFC Facility P/L
Sample Offshore Slick Containment Activation List

System	Supplier & Phone	Warehouse	Containment Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
TOTAL SLICK CONTAINMENT BOOM AVAILABLE (FEET)										6,300	

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

*** - Identified boom is provided by Oil Spill Response Vessels (OSRVs) offshore*

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Harmony PF to LFC Facility P/L
Sample In-Situ Burn Equipment Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
ISB Fire-Fighting Team	TBD	TBD	* Offshore Firefighting Vessels	2	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Cranes	2							
			* Roll-off Boxes	2							
			Personnel	8							
			* Air Monitoring Equipmen	2							
Safety Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Offshore Vessel	1							
			Personnel	4							
Wildlife Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Offshore Vessel	1							
			Personnel	4							
Aerial Spotting Team (per 2 ISB Task Forces)	TBD	TBD	Fixed Wing Aircraft	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			Trained ISB Spotter	2							
			ISB Documenter	1							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Honolulu, HI	Fire Boom (ft)	500	Santa Barbara, CA	35.3	8	1	2.5	1	12.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Everett, WA	Fire Boom (ft)	500	Santa Barbara, CA	35.3	21	1	2.5	1	25.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Everett, WA	Fire Boom (ft)	500	Santa Barbara, CA	35.3	21	1	2.5	1	25.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
						TOTAL FIRE BOOM AVAILABLE (FEET)					1,500

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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Harmony PF to LFC Facility P/L - Nearshore Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	1,371	400	Santa Barbara, CA	35.3	2	3	4	1	10
			GT-185 Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	2	3	4	1	10
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	2	3	4	1	10
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Response 3	MSRC 800-OIL-SPIL	Long Beach, CA	Multi-Model Skimmer	1	275	515	Long Beach, CA	100	2	1	7	1	11
			67" Sea Sentry II	660'									
			Personnel	9									
			Towable Bladder - 500 bbl	1									
			* 34'-45' Vessel (MOST)	2									
			34' Vessel	1									
Mini Spoiler I	MSRC 800-OIL-SPIL	Martinez, CA	Marco Class I Skimmer	1	3,588	18	Santa Barbara, CA	35.3	7	1	2.5	1	11.5
			20" Harbor Boom	1000'									
			* 34'-45' Vessel (MOST)	2									
			Personnel	9									
			34' Vessel	1									
Mini Spoiler II	MSRC 800-OIL-SPIL	Martinez, CA	Marco Class I Skimmer	1	3,588	18	Santa Barbara, CA	35.3	7	1	2.5	1	11.5
			* 34'-45' Vessel (MOST)	2									
			20" Harbor Boom	1000'									
			Personnel	9									
			34' Vessel	1									
Recon 3	MSRC 800-OIL-SPIL	Long Beach, CA	43' Vessel	1	N/A	N/A	Long Beach, CA	100	2	1	7	2	12
			* 34'-45' Vessel (MOST)	1									
			Personnel	7									
			43" Reelpack	1000'									
Recon 4	MSRC 800-OIL-SPIL	Long Beach, CA	43' Vessel	1	N/A	N/A	Long Beach, CA	100	2	1	7	2	12
			* 34'-45' Vessel (MOST)	1									
			Personnel	7									
			43" Reelpack	1000'									

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Harmony PF to LFC Facility P/L - Nearshore Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Shallow Water Barge	MSRC 800-OIL-SPIL	Long Beach, CA	** Shallow Water Barge	1	905	400	Ventura, CA	57	1.5	3	6.5	1	12
			Queensboro Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Response 1	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Side Collector Skimmer	1	2,477	500	Long Beach, CA	100	2	2	7	1	12
			67" Sea Sentry II	660'									
			Personnel	9									
			* 34'-45' Vessel (MOST)	2									
			Towable Bladder - 500 bbl	1									
			34' Vessel	1									
Response 2	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Side Collector Skimmer	1	2,477	500	Long Beach, CA	100	2	2	7	1	12
			67" Sea Sentry II	660'									
			Personnel	9									
			34' Vessel	1									
			* 34'-45' Vessel (MOST)	2									
			Towable Bladder - 500 bbl	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	San Diego, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	6	3	4	1	14
			Queensboro Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Channel Islands Harbor, CA	65	8	3	7	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Channel Islands Harbor, CA	65	8	3	7	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Port Hueneme, CA	66	7.5	3	7.5	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	1,371	400	Port Hueneme, CA	66	7.5	3	7.5	1	19
			Simplex Boom	60'									
			GT-185 Skimmer	1									
			Personnel	4									
			Push Boat	1									
								DERATED RECOVERY RATE (BBLS/DAY)					21,482
								STORAGE CAPACITY (BARRELS)					5,151

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

*** - For Harbor Use and Protected Waters Only.*

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Harmony PF to LFC Facility P/L
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours, Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Clean Seas 805-684-3838	Carpinteria, CA	Containment Boom - 18" to 24"	19,600'	Santa Barbara, CA	0	1	1	0	1	3
		Containment Boom - 30"	8,400'							
		Response Boats - 14' to 20'	12							
		Portable Skimmers	11							
		Response Personnel	15							
OILED WILDLIFE CARE NETWORK	San Pedro, CA	Wildlife Specialist - Personnel	6 to 20	Santa Barbara, CA	0	2	1	0	0	3
MSRC 800-OIL-SPIL	El Segundo, CA	Containment Boom - 26" to 36"	6000	Santa Barbara, CA	0	2	1	0	1	4
MSRC 800-OIL-SPIL	Los Angeles, CA	Containment Boom - 26" to 36"	2400	Santa Barbara, CA	0	2	1	0	1	4
MSRC 800-OIL-SPIL	Anaheim Bay, CA	Containment Boom - 10" to 24"	6575	Santa Barbara, CA	0	2.5	1	0	1	4.5
		Containment Boom - 26" to 36"	3800							
MSRC 800-OIL-SPIL	Long Beach, CA	Containment Boom - 18" to 24"	7300	Santa Barbara, CA	0	2.5	1	0	1	4.5
		Response Boats - 14' to 20'	2							
IBRRC 707-207-0380	Fairfield, CA	Wildlife Specialist - Personnel	6 to 20	Santa Barbara, CA	0	7	1	0	0	8
MSRC 800-OIL-SPIL	Richmond, CA	Containment Boom - 18" to 24"	13,322	Santa Barbara, CA	0	6.5	1	0	1	8.5
		Response Boats - 14' to 20'	1							
MSRC 800-OIL-SPIL	Everett, WA	Wildlife Trailer	1	Santa Barbara, CA	0	21	1	0	2	24
		Contract Truck (Third Party)	1							
		Personnel (Responder/Mechanic)	1							

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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C. Worst Case Discharge scenario for spills from a platform

1) Worst Case Summary

ExxonMobil has determined that its worst case scenario for discharge of oil from a platform would occur from the Heritage Platform in the Santa Barbara Channel. This operation involves the production of oil and gas. (b) (7)(F), (b) (3) [redacted] The highest well volume used for this scenario is currently the biggest producer at the facility (SA-16). It is a gas-lifted well and only a minimal producer when the gas lift gas is turned off. The volume for this well is determined by well tests. The oil has an API gravity of 17°. (b) (7)(F), (b) (3) [redacted] The facility is located approximately 8.0 miles from the nearest shoreline.

2) Facility Information

- Area and Block: 6A/5277
- Facility Designation: Heritage Platform
- Latitude: (b) (7)(F), (b) (3) [redacted]
- Longitud [redacted]
- Distance to Shore: 8.0 miles
- API Gravity: 17°
- Oil Storage Volume: (b) (7)(F), (b) (3) [redacted]
- Highest Well Volume [redacted]

Storage Tank and Flowline Capacity

The estimated volumes of hydrocarbon storage tanks/vessels and piping are listed below:

	Harmony	Heritage	Hondo
Storage tanks/vessels	2,318 bbls	2,395 bbls	3,566 bbls
Piping	289 bbls	289 bbls	245 bbls

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Rupture of Subsea Emulsion Pipeline

Key Assumptions

1. Total volume estimate. The total volume released due to an emulsion pipeline rupture is due to the following three effects:

(a) Oil pumped from the line before the shipping pumps are shut down and valved out.
(b) Oil released due to the decreased oil density and reduced pipeline diameter as the line pressure decreases when the pumps are shut down.
(c) With the pump pressure relieved, the effect of hydrostatic pressure will cause some of the remaining oil to be released.

The key assumptions regarding the volumes released due to these three effects are included in Items 2, 3 and 4 below.

2. Shutdown time. For each platform, the shutdown time for the emulsion shipping pumps in the event of a release is estimated to be 11 minutes: 9 minutes to discover and confirm the leak and two minutes to close the shutdown valves. For this calculation, we are assuming the pumps are operating at full capacity prior to shutdown.

3. De-pressuring of the pipeline. Under normal operating conditions, the pressure created by the shipping pumps slightly increases the oil density and the diameter of the pipeline. When a leak is detected and the pumps are stopped, the pressure decreases. The reduction in oil density and the decrease in pipeline diameter as the line de-pressures are accounted for in estimating the volume of the release. In calculating the initial oil density and pipeline diameter, the pipeline is assumed for simplicity to be operating at a uniform pressure of 1380 psi at the time of the release. This is the pipeline design pressure, and exceeds the pressure in any portion of the emulsion pipeline system under all operating conditions. The final density and diameter are based on atmospheric pressure throughout the pipeline. The effect of these assumptions is to over-estimate somewhat the volume released due to changes in density and diameter, since the actual changes would vary with location and would be less than those estimated under these assumptions.

4. Hydrostatic pressure. With the shipping pumps stopped and the pressure due to pumping released, the remaining volume released is determined by hydrostatic pressure. Since seawater is denser than oil, the external hydrostatic pressure exceeds the pressure inside the pipeline at all depths below the waterline. For a release at the waterline, the entire oil volume within the upstream and downstream pipeline risers above the waterline and below the isolation valve will be released, and is included in the estimate.

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Results

Shutdown time. Capacities of the shipping pumps and the volume of oil transferred in the 11 minutes prior to shutdown as assumed above are as follows:

(b) (7)(F), (b) (3)

[redacted]

De-pressuring of the pipeline. Exxon Production Research Company(1) analyzed the volume of oil released upon de-pressuring a pipeline, accounting for the reduction in oil density and the decrease in pipeline diameter, via the following equation:

Volume of oil released = $\frac{\text{[(Initial mass of oil in pipeline) - (Final mass of oil in pipeline)]}}{\text{(Standard density of oil)}}$

$$V_R = (\rho_1 V_1 - \rho_2 V_2)/\rho_s = \frac{\pi L D^2}{4\rho_s}\left[\rho_1\left(1+\frac{D\Delta P_1}{\varepsilon t}\right) - \rho_2\left(1+\frac{D\Delta P_2}{\varepsilon t}\right)\right]$$

where V_R = Total volume released
- V_1 = Pipeline volume before de-pressurization
- V_2 = Pipeline volume after de-pressurization
- ρ_s = Oil density at standard conditions
- ρ_1 = Oil density before de-pressurization
- ρ_2 = Oil density after de-pressurization
- L = Pipeline length
- D = Inside diameter
- ε = Modulus of elasticity of pipe = 30×10^6 psi for steel
- t = Wall thickness
- ΔP = Internal (pipeline) pressure - External (seawater) pressure

Measured values were used for oil density at standard conditions (and density after de-pressurization, assumed to be equal) for each platform(2). Density before de-pressurization was calculated using liquid hydrocarbon compressibility curves from the GPSA Engineering Data Book(2). Pipeline pressure was assumed to be 1380 psi as described above. Pipeline lengths, diameters and wall thicknesses were taken from the SYU Pipeline Operations and Maintenance Manual(3).
Values for the three platforms and the resulting volume released due to de-pressuring of the pipeline are as follows:

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	Harmony to Shore	Heritage to Harmony	Hondo to Harmony
Oil density at standard pressure and after de-pressurization, lb/cu ft	59.29	59.29	59.33
Oil density before de-pressurization, lb/cu ft	59.51	59.51	59.55
Pipeline length, ft	59,000	38,800	17,600
Pipeline inside/outside diameter, inches	19 / 20	18.88 / 20	12.75 / 14
Pipeline wall thickness, inches	0.5	0.562	0.625
Volume released due to de-pressuring pipeline, bbl	**128**	**79**	**14**

Hydrostatic pressure. As described above, the maximum release due to hydrostatic pressure corresponds to a leak at the waterline, for which the entire oil volume within the upstream and downstream pipeline risers above the waterline and below the isolation valves will be released. The following table lists the lengths and diameters of the relevant pipeline sections and the release volumes

(b) (7)(F), (b) (3)

[redacted]

Total volume estimate for pipeline release. The following table sums the volumes due to shutdown time, pipeline de-pressuring and hydrostatic pressure to yield the total pipeline release volume for each platform. Harmony Platform's estimate includes the volumes for all three pipelines.

(b) (7)(F), (b) (3)

[redacted]

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3) Worst Case Discharge Volume

Criteria	*Barrels*
Total Tank Storage Capacity	(b) (7)(F), (b) (3)
Capacity of Flowlines and Pipelines	
Total Produced Water in the System (50%)	
Highest Producing Well, volume per day	
Pipeline System	
TOTAL WORST CASE DISCHARGE	

4) Land Segment Identification

Land areas that could be potentially impacted by a spill from Heritage platform were determined using the BOEMRE Oil Spill Risk Analysis Model (OSRAM) trajectory results. The California OSRAM point PF4 was used as the spill's point of origin. Land segments identified by the model are listed below:

Area and Spill Site	Land Segment Contact Point	Percent Impact Chance		
		3 Days	10 Days	30 Days
Heritage Platform	19	--	--	1
	29	--	1	1
	30	3	6	6
	31	--	1	1
	32	1	5	6
	33	1	3	3
	34	14	24	24
	35	15	22	22
	41	--	2	2
	42	3	4	4
	43	2	5	6
	54	1	1	1
	55	3	3	3

5) Resource Identification

The land segment that has the highest probability of being impacted by Heritage Platform is Segment # 34, at 24 percent impact within 10 or 30 days of release. Segment # 34 includes parts of Santa Cruz Island, which is part of the Channel Islands National Park, an area of significant natural resources. For more information concerning identification of natural resources, please refer to **Section 11**.

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6) Response

ExxonMobil has contracted with Marine Spill Response Corporation (MSRC) and Clean Seas as primary Oil Spill Removal Organizations. Contact information for both OSROs can be found in **Figure 7-2**. Upon notification of the spill, ExxonMobil would request mobilization from the resources identified in the attached **Appendix E**.

(b) (7)(F), (b) (3) [redacted]

[redacted]. The list estimates individual times needed for procurement, load out, travel time to the site and deployment.

Upon notification of the spill, ExxonMobil would request a partial or full mobilization of resources, including, but not limited to, Clean Seas, and MSRC skimming vessels and dispersant aircraft available from MSRC and dispersant application equipment and aircraft available from Clean Seas. The Qualified Individual, Person in Charge, Incident Commander or designee may contact other service companies if the Unified Command deems such services necessary to the response effort.

Dispersants from aerial and vessel applications may be viable response options and will require the appropriate approvals as outlined in Section 18, Dispersant Use Plan. Aerial application may consist of sorties from MSRCs C-130 and helicopters using Clean Seas dispersant equipment. In addition, spotter aircraft could be activated along with the aerial dispersant aircraft to assist in a more precise dispersant application.

Open-water in-situ burning (ISB) also may be used as a response strategy, depending on the circumstances of the release. ISB services may be provided by the primary OSRO contractors. If appropriate conditions exist and approvals are granted, one or multiple ISB task forces could be deployed offshore. Task forces typically consist of two to four fire teams, each with two vessels capable of towing fire boom, guide boom or tow line with either a handheld or aerially-deployed oil ignition system. At least one support/safety boat would be present during active burning operations to provide logistics, safety and monitoring support. Depending upon a number of factors, up to 4 burns per 12-hour day could be completed per ISB fire team. Most fire boom systems can be used for up to 8 burns before being replaced. Fire intensity and weather will be the main determining factors for actual burns per system. Although the actual amount of oil that will be removed per burn is dependent on many factors, recent data suggests that a typical burn might eliminate approximately 750 barrels. In-situ burning nearshore and along shorelines may be a possible option based on

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several conditions and with appropriate approvals, as outlined in Section 19, In-situ Burn Plan. In-situ burning along certain types of shorelines may be used to minimize physical damage where access is limited or if it is determined that mechanical/manual removal may cause a substantial negative impact on the environment. All safety considerations will be evaluated. Additional information on ISB is presented in Section 19, In-situ Burn Plan. In addition, ExxonMobil will assess the situation and can make notification within 48 hours of the initial spill to begin ramping up fire boom production through contracted OSRO(s) as discussed in Section 19, In-situ Burn Plan.

If a nearshore spill were to occur, shoreline impact would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Sorbent boom is a readily available resource and can be acquired as needed. Clean Seas and MSRC have resources which can be deployed for a shoreline cleanup effort (equipment locations are depicted on the Clean Seas and MSRC Equipment Location map), as well as the contractor Shoreline Protection & Wildlife Support status board in this section. Strategies would be based upon surveillance and real time trajectories provided by The Response Group that depict areas of potential impact given actual sea and weather conditions. Strategies from the Area Contingency Plan, The Response Group and Unified Command would be consulted to ensure that environmental and special economic resources would be correctly identified and prioritized to ensure optimal protection. The Response Group's Shoreline Response Guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment, allowing a more effective response to site-specific circumstances. (For more information on resource identification and protection methods, see Section 11, Resource Identification. For more information on available OSRO equipment for shoreline protection, see Appendix E, Response Equipment. A time frame for the mobilization of equipment is outlined in Section 14, Mobilization & Deployment Methods, based on equipment locations).

If wildlife is threatened due to a spill, MSRC has resources available to ExxonMobil. These resources can be utilized to protect and rehabilitate wildlife. Additional wildlife equipment may also be tiered in from OSR. See Appendix E, Response Equipment, for details on the available resources, and Section 17, Wildlife Rehabilitation Procedures, for further information.

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(b) (7)(F), (b) (3)

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(b) (7)(F), (b) (3)

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(b) (7)(F), (b) (3)

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(b) (7)(F), (b) (3)

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(b) (7)(F), (b) (3)

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Heritage Platform - Offshore On-Water Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MR. CLEAN III	Clean Seas 805-684-3838	Point Conception, CA	Lori Five Brush Skimmer	2	12,382	1,400	Point Conception, CA	10.4	0	0	0.5	1	1.5
			GT-185 Skimmer	1									
			Roto Drum 30 Skimmer	1									
			43" Boom	3000'									
			70" Boom	1500'									
CLEAN OCEAN	Clean Seas 805-684-3838	Santa Barbara, CA	Lori Four Brush Skimmer	2	9,904	1,200	Santa Barbara, CA	35.3	0	0	2.5	1	3.5
			43" Boom	3000'									
			70" Boom	1500'									
			Roto Drum 30 Skimmer	1									
			Personnel	6									
			Desmi 250 Pump	1									
			GT-185 Skimmer	1									
CLEAN SWEEP	Clean Seas 805-684-3838	Ventura, CA	Lori Brush Skimmer	1	3,710	29	Ventura, CA	57	0	0	4	1	5
			Personnel	2									
			32' Vessel	1									
Towable Storage Bladders	Clean Seas 805-684-3838	Carpinteria, CA	120 BBL Bladder	3	N/A	360	Santa Barbara, CA	35.3	1.25	1	2.5	0.5	5.25
			590 BBL Bladder	1		590			1.25				5.25
			28 BBL Bladder	4		112			1.25				5.25
			140 BBL Bladder	1		140			1.25				5.25
COMET	Clean Seas 805-684-3838	Santa Barbara, CA	32' x 8' Boat (COMET)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
AJAX	Clean Seas 805-684-3838	Carpinteria, CA	32' x 8' Boat (AJAX)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
SEA ARK	Clean Seas 805-684-3838	Carpinteria, CA	21' x 7.5' Boat (SEA ARK)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
Sea Strike	MSRC 800-OIL-SPIL	Long Beach, CA	Stress 1 Skimmer	1	15,840	1,267	Long Beach, CA	100	1	0	8.5	1	10.5
			43" Expandi Boom	3650'									
			Personnel	4									
			* 44'-65' Vessel (MOST)	2									
			146' Vessel (10 Knots)	1									
VOSS System w/ GT-185 Skimmer	MSRC 800-OIL-SPIL	Long Beach, CA	Offshore Skimmer	1	1,368	500	Port Hueneme, CA	66	4	1	4.5	1	10.5
			43" Offshore Boom	660'									
			Personnel	4									
			* Crew Boat	1									
			Towable Bladder	1									
			* Utility Boat	1									
MSRC-320 Offshore Barge	MSRC 800-OIL-SPIL	Port Hueneme, CA	Offshore Barge	1	15,840	32,000	Port Hueneme, CA	66	2	1	7.5		10.5
			43" Offshore Boom	770'									
			Stress 1 Skimmer	1									
			Personnel	4									
			* Offshore Tug	1									
			32' Support Boat	1									

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Heritage Platform - Offshore On-Water Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Recovery 2	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Lors Skimmer	2	9,908	2,215	Long Beach, CA	100	1	1	8.5	1	11.5
			43" Expandi Boom	1500'									
			100' Vessel (10 Knots)	1									
			Personnel	4									
			* 44'-65' Vessel (MOST)	2									
California Responder Transrec 350	MSRC 800-OIL-SPIL	Terminal Island, CA	Transrec Skimmer	1	10,567	4,000	Terminal Island, CA	100	2	1	7	1	11
			Sea Sentry II Boom	5170'									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
			210' Vessel	1									
Recovery 1	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Lors Skimmer	2	9,908	2,215	Long Beach, CA	100	1	1	8.5	1	11.5
			43" Expandi Boom	1500'									
			100' Vessel (10 Knots)	1									
			* 44'-65' Vessel (MOST)	2									
			Personnel	4									
Tide Mar VII	Clean Seas 805-684-3838	Santa Barbara, CA	160' x 39' Barge Tank	1	N/A	7,840	Santa Barbara, CA	35.3	12	1	4	0	17
			Personnel	4									
			* Offshore Tug	1									
Pacific Responder Transrec 350	MSRC 800-OIL-SPIL	Richmond, CA	Transrec Skimmer	1	10,567	4,000	Richmond, CA	337	2	1	24	1	28
			Sea Sentry II Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
Ocean Liberty	MSRC 800-OIL-SPIL	Richmond, CA	Stress 1 Skimmer	1	15,840	2,089	Richmond, CA	337	2	1	24	1	28
			43" Expandi Boom	2250'									
			166' Vessel	1									
			Personnel	4									
MSRC-451 Offshore Barge	MSRC 800-OIL-SPIL	Richmond, CA	260' Offshore Barge	1	9,043	45,000	Richmond, CA	337	2	1	37.5		40.5
			67" Sea Sentry II	660'									
			Stress 3 Skimmer	1									
			Personnel	4									
			Offshore Tug	1									
Oregon Responder Transrec 350	MSRC 800-OIL-SPIL	Astoria, OR	Transrec Skimmer	1	10,567	4,000	Astoria, OR	950	1	1	68		70
			Sea Sentry II Boom	2655'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
W.C. Park Responder Transrec 350	MSRC 800-OIL-SPIL	Port Angeles, WA	Transrec Skimmer	1	10,567	4,000	Port Angeles, WA	1150	1	1	82		84
			Sea Sentry II Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
MSRC-404 Offshore Barge	MSRC 800-OIL-SPIL	Astoria, OR	260' Offshore Barge	1	N/A	40,000	Astoria, OR	950	2	1	105.5		108.5
			Personnel	4									
			Offshore Tug	1									
								DERATED RECOVERY RATE (BBLS/DAY)					146,011
								STORAGE CAPACITY (BARRELS)					152,957

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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(b) (7)(F), (b) (3)

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Heritage Platform - Offshore Aerial Dispersant Activation List

Aerial Dispersant System	Supplier & Phone	Warehouse	Aerial Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Bell 206L w/ Spray Bucket Air Speed - 139 MPH	Aspen Helicopters 805-985-5416 CleanSeas (CS) 805-684-3838	Carpinteria, CA	Bell 206L Aircraft	2	First Flight Oxnard, CA	62	2.5	0.4	0.45	0.2	3.55
			Crew - Pilots	2							
			Dispersant - Gallons	250	Add. Flights Gaviota, CA	9	0.06	0.4	0.06	0.2	0.75
			Helibucket Spray System	1							
Bell 206B w/ Spray Bucket Air Speed - 139 MPH	Aspen Helicopters 805-985-5416 CleanSeas (CS) 805-684-3838	Carpinteria, CA	Bell 206B Aircraft	2	First Flight Oxnard, CA	62	2.5	0.4	0.45	0.2	3.55
			Crew - Pilots	2							
			Dispersant - Gallons	250	Add. Flights Gaviota, CA	9	0.06	0.4	0.06	0.2	0.75
			Helibucket Spray System	1							
C-130A Air Speed - 342 MPH	MSRC 800-OIL-SPIL	Coolidge, AZ	C-130A Aircraft	1	First Flight Long Beach, CA	127	3.65	0.20	0.37	0.20	4.45
			Dispersant - Gallons	3250							
			Spotter Aircraft	1							
			Spotter Personnel	2	Add. Flights Long Beach, CA	127	0.37	0.2	0.37	0.2	1.15
			Crew - Pilots	2							

Heritage Platform - Offshore Boat Spray Dispersant Activation List

Boat Spray Dispersant System	Supplier & Phone	Warehouse	Boat Spray Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MR CLEAN III	Clean Seas Equipment 805-684-3838	Point Conception, CA	Dispersant Spray System	1	Point Conception, CA	9	0	1	0.5	1	2.5
			Dispersant (Gallons)	1000							
			* 136' Vessel	1							
			32' Support Boat	1							
			Personnel	8							
CLEAN OCEAN	Clean Seas Equipment 805-684-3838	Santa Barbara, CA	Dispersant Spray System	1	Santa Barbara, CA	26	0	0.5	2	1	3.5
			Dispersant (Gallons)	1000							
			* 136' Vessel	1							
			32' Support Boat	1							
			Personnel	8							

** - These vessels can be used to conduct Dispersant Operations when not involved with skimming.*

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Heritage Platform
Sample Offshore Slick Containment Activation List

System	Supplier & Phone	Warehouse	Containment Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
TOTAL SLICK CONTAINMENT BOOM AVAILABLE (FEET)										6,300	

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

*** - Identified boom is provided by Oil Spill Response Vessels (OSRVs) offshore*

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Heritage Platform
Sample In-Situ Burn Equipment Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
ISB Fire-Fighting Team	TBD	TBD	* Offshore Firefighting Vessels	2	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Cranes	2							
			* Roll-off Boxes	2							
			Personnel	8							
			* Air Monitoring Equipment	2							
Safety Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Offshore Vessel	1							
			Personnel	4							
Wildlife Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Offshore Vessel	1							
			Personnel	4							
Aerial Spotting Team (per 2 ISB Task Forces)	TBD	TBD	Fixed Wing Aircraft	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			Trained ISB Spotter	2							
			ISB Documenter	1							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Honolulu, HI	Fire Boom (ft)	500	Santa Barbara, CA	35.3	8	1	2.5	1	12.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Everett, WA	Fire Boom (ft)	500	Santa Barbara, CA	35.3	21	1	2.5	1	25.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Everett, WA	Fire Boom (ft)	500	Santa Barbara, CA	35.3	21	1	2.5	1	25.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
						TOTAL FIRE BOOM AVAILABLE (FEET)					1,500

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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Heritage Platform - Nearshore Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	1,371	400	Santa Barbara, CA	35.3	2	3	4	1	10
			GT-185 Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	2	3	4	1	10
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	2	3	4	1	10
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Recon 3	MSRC 800-OIL-SPIL	Long Beach, CA	43' Vessel	1	N/A	N/A	Long Beach, CA	100	2	1	7	2	12
			* 34'-45' Vessel (MOST)	1									
			Personnel	7									
			43" Reelpack	1000'									
Recon 4	MSRC 800-OIL-SPIL	Long Beach, CA	43' Vessel	1	N/A	N/A	Long Beach, CA	100	2	1	7	2	12
			* 34'-45' Vessel (MOST)	1									
			Personnel	7									
			43" Reelpack	1000'									
Shallow Water Barge	MSRC 800-OIL-SPIL	Long Beach, CA	** Shallow Water Barge	1	905	400	Ventura, CA	57	1.5	3	6.5	1	12
			Queensboro Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Response 3	MSRC 800-OIL-SPIL	Long Beach, CA	Multi-Model Skimmer	1	275	515	Long Beach, CA	100	2	1	7	1	11
			67" Sea Sentry II	660'									
			Personnel	9									
			Towable Bladder - 500 bbl	1									
			* 34'-45' Vessel (MOST)	2									
			34' Vessel	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	San Diego, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	6	3	4	1	14
			Queensboro Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Mini Spoiler I	MSRC 800-OIL-SPIL	Martinez, CA	Marco Class I Skimmer	1	3,588	18	Santa Barbara, CA	35.3	7	1	2.5	1	11.5
			20" Harbor Boom	1000'									
			* 34'-45' Vessel (MOST)	2									
			Personnel	9									
			34' Vessel	1									

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Heritage Platform - Nearshore Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Mini Spoiler II	MSRC 800-OIL-SPIL	Martinez, CA	Marco Class I Skimmer	1	3,588	18	Santa Barbara, CA	35.3	7	1	2.5	1	11.5
			* 34'-45' Vessel (MOST)	2									
			20" Harbor Boom	1000'									
			Personnel	9									
			34' Vessel	1									
Response 1	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Side Collector Skimmer	1	2,477	500	Long Beach, CA	100	2	2	7	1	12
			67" Sea Sentry II	660'									
			Personnel	9									
			* 34'-45' Vessel (MOST)	2									
			Towable Bladder - 500 bbl	1									
			34' Vessel	1									
Response 2	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Side Collector Skimmer	1	2,477	500	Long Beach, CA	100	2	2	7	1	12
			67" Sea Sentry II	660'									
			Personnel	9									
			34' Vessel	1									
			* 34'-45' Vessel (MOST)	2									
			Towable Bladder - 500 bbl	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Channel Islands Harbor, CA	65	8	3	7	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Channel Islands Harbor, CA	65	8	3	7	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Port Hueneme, CA	66	7.5	3	7.5	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	1,371	400	Port Hueneme, CA	66	7.5	3	7.5	1	19
			Simplex Boom	60'									
			GT-185 Skimmer	1									
			Personnel	4									
			Push Boat	1									
					DERATED RECOVERY RATE (BBLS/DAY)								21,482
					STORAGE CAPACITY (BARRELS)								5,151

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

*** - For Harbor Use and Protected Waters Only.*

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Heritage Platform
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
						Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Clean Seas 805-684-3838	Carpinteria, CA	Containment Boom - 18" to 24"	19,600'	Santa Barbara, CA	0	1	1	0	1	3
		Containment Boom - 30"	8,400'							
		Response Boats - 14' to 20'	12							
		Portable Skimmers	11							
		Response Personnel	15							
MSRC 800-OIL-SPIL	Long Beach, CA	Containment Boom - 18" to 24"	7300	Santa Barbara, CA	0	2.5	1	0	1	4.5
		Response Boats - 14' to 20'	2							
MSRC 800-OIL-SPIL	El Segundo, CA	Containment Boom - 26" to 36"	6000	Santa Barbara, CA	0	2	1	0	1	4
MSRC 800-OIL-SPIL	Los Angeles, CA	Containment Boom - 26" to 36"	2400	Santa Barbara, CA	0	2	1	0	1	4
MSRC 800-OIL-SPIL	Anaheim Bay, CA	Containment Boom - 10" to 24"	6575	Santa Barbara, CA	0	2.5	1	0	1	4.5
		Containment Boom - 26" to 36"	3800							
MSRC 800-OIL-SPIL	Richmond, CA	Containment Boom - 18" to 24"	13,322	Santa Barbara, CA	0	6.5	1	0	1	8.5
		Response Boats - 14' to 20'	1							
MSRC 800-OIL-SPIL	Everett, WA	Wildlife Trailer	1	Santa Barbara, CA	0	21	1	0	2	24
		Contract Truck (Third Party)	1							
		Personnel (Responder/Mechanic)	1							
OILED WILDLIFE CARE NETWORK 530-752-4167	San Pedro, CA	Wildlife Specialist - Personnel	6 to 20	Santa Barbara, CA	0	2	1	0	0	3
IBRRC 707-207-0380	Fairfield, CA	Wildlife Specialist - Personnel	6 to 20	Santa Barbara, CA	0	7	1	0	0	8

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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D. Worst Case Discharge Scenario Development Well Drilling

1) Worst Case Summary

ExxonMobil has determined that its worst case scenario for discharge of oil from a development well drilling operation would occur from the SA12ST1 operation. The SA12ST1 operation involves a development well drilling operation from the Heritage Platform. (b) (7)(F), (b) (3) [redacted] This facility is located approximately 8 miles from the California shoreline.

Based on the NTL-N06 FAQ assumptions, (b) (7)(F), (b) (3) [redacted] The main factors controlling this rate include reservoir gas-oil ratio, permeability, and net pay. This scenario assumes flow into the open 6-1/8" hole section from the Rincon, Vaqueros and Alegria formations, in addition to flow from the Gaviota-Mid and Gaviota-Massive formations. Bridging of open hole shale formations during a blowout is highly likely in the SA-12ST1 well due to the known instability of these formations. However, bridging due to formation sloughing or failure is not considered in the worst case discharge rate or duration calculations. The values chosen for all input parameters are best estimates based on available data in the area. The daily production rate was modeled for a period of 170 days, representing the maximum anticipated time to mobilize a rig and drill a relief well. Drilling a relief well is considered a back-up strategy to surface intervention, which is likely to end the blowout within a few hours, or if the BOP is not initially accessible, an estimated 17 days. The surface intervention information is included in Appendix B of the Worst Case Discharge Scenario Final Report that was submitted with the *Application for Permit to Drill* for this well. A copy of this information is located on Heritage Platform, at Las Flores Canyon and is available electronically on the ExxonMobil LAN.

ASSUMPTIONS AND CALCULATIONS

Uncertainties in this type of model in a development well involve the characterization of the reservoir and fluids using nearby data for calibration. With respect to the reservoir, best estimate parameters are determined from logs, cores, pressure buildup data, production data, and modeling in offset wells. The values used for thickness, porosity, and permeability are assumed to be homogeneous throughout the reservoir.

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ASSUMPTIONS AND CALCULATIONS (Cont'd)

Following is a discussion of the basis for each parameter involved in the discharge rate calculation.	
Reservoir Characteristics	Sands that are expected to be encountered that have the potential for flowing hydrocarbons in the scenario.
Reservoir Pressure and Temperature	Measured pressures and temperatures in the reservoirs
Reservoir Drive Mechanisms	All reservoirs are expected to lack aquifer support as seen in offset producing wells.
Reservoir Drainage Area and Depletion Rates	Drainage areas are based on structure maps and best estimate oil-water contacts
Wellbore Completion Configurations	The well is planned to be drilled as a deviated well. In the worst case discharge scenario, the well has been perforated but not completed. On the trip in the hole with the lower completion the well starts flowing.
Casing and open-hole sizes	In the worst case discharge scenario, the well flows through the perforations into the liners, then into the production casing to the depth at which the entry to the lower completion/work string is located. Flow then enters the lower completion/work string and travels up the ID of the tubing respectively to the platform surface with no restrictions at the wellhead.
Casing and tubing roughness	For pipe roughness, there are many sources of information available that indicate a wide range for new steel pipe roughness from 0.002 to 0.0008 inches with a preponderance of values around 0.0018 inches (for example, see Binder 1973). Therefore we have assumed a pipe roughness of 0.0018 inches.
Production history	There is only one well that has production history from reservoirs in the worst case discharge hole section: SA-03ST1 in the Gaviota-Massive. The Gaviota-Mid formation has no production history. SA-03ST1_L produced 0.1 MBO and 1.5 GCF from 2001-2003.
Static and flowing pressures and temperatures	Heritage platform offset well data were used to estimate the temperature gradient for the well
Skin damage	For all zones, the skin is set to zero to model no drilling induced near well bore formation damage or stimulation. However, offsets typically have skin values ranging from 3-20.

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ASSUMPTIONS AND CALCULATIONS (Cont'd)

Water intrusion	At this well location we expect all hydrocarbon-bearing sands to be saturated with hydrocarbons to the base of the sand with no penetration of the water leg, therefore water intrusion is not assumed to occur during the worst case discharge.
Coning	No increase in water or gas saturation in the wellbore due to coning is assumed to occur within the calculation period.
Bridging and Formation sloughing	Bridging is a naturally occurring phenomenon in open wellbores with long lengths of exposed weak formations, or formations with large differential pressures at the wellbore walls. In the event of a blowout, there is a high potential that wellbore bridging will end a blowout without surface intervention. In a blowout scenario, some telling signs (e.g. flow rate decreasing with time or solids being expelled from the well) could indicate that bridging is likely or imminent
Pressure-volume-temperature characteristics of the fluid	Uncertainty with respect to the fluid characterization exists due to limited offset well PVT data. Nearby well penetrations with PVT data encountered oil and gas. Data from samples were analyzed and used for this discharge calculation.
Hydrostatic pressure	For modeling the discharge scenario, it was assumed that there was no back pressure at surface. In other words, there would be no restriction from the point of exit of the work string.

2) Facility Information

- Area and Block: 6A/5277
- Latitude: (b) (7)(F), (b) (3) [redacted]
- Longitud [redacted]
- Distance to Shore: 8 miles
- API Gravity: 34°
- Projected Highest Daily Volume: (b) (7)(F), (b) (3) [redacted]

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3) Worst Case Discharge Volume

Criteria	Barrels
Highest daily volume from uncontrolled blowout from highest capacity proposed well considering characteristics of reservoir and casing / tubing sizes and analog reservoirs from the area, if known. (1 day)	(b) (7)(F), (b) (3)
TOTAL CALCULATED WCD VOLUME	
Based on modeling conducted on this well, surface evaporation accounts for approximately 42% released	
If taken into consideration the total surface volume after evaporation and dispersion* (1 day)	

*ASA's S MAP 3D Fate Model was used to determine Evaporation rate.

4) Land Segment Identification

Land areas that could be potentially impacted by a SA12ST1 spill were determined using the BOEMRE Oil Spill Risk Analysis Model (OSRAM) trajectory results. The California OSRAM point PF4 was used as SA12ST1's point of origin. Land segments identified by the model are listed below:

Area and Spill Site	Land Segment Contact Point	Percent Impact Chance		
		3 Days	10 Days	30 Days
SA12ST1	19	--	--	1
	29	--	1	1
	30	3	6	6
	31	--	1	1
	32	1	5	6
	33	1	3	3
	34	14	24	24
	35	15	22	22
	41	--	2	2
	42	3	4	4
	43	2	5	6
	54	1	1	1
	55	3	3	3

5) Resource Identification

The land segment that has the highest probability of being impacted by SA12ST1 is Segment #34 at 24 percent within 10 or 30 days of release. Segment 34 includes parts of Santa Cruz Island, which is part of the Channel Islands National Park, an area of significant natural resources. For more information concerning identification of natural resources, please refer to **Section 11**.

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6) Response

ExxonMobil has contracted with Clean Seas, LLC, and Marine Spill Response Corporation (MSRC) as primary Oil Spill Removal Organizations. Contact information for both OSROs can be found in **Figure 7-2**. Upon notification of the spill, ExxonMobil would request a full mobilization of the resources identified in the attached **Appendix E**.

Tables below outline skimming equipment as well as temporary storage equipment to be considered in order to cope with an initial spill of (b) (7)(F), (b) (2). The list estimates individual times needed for procurement, load out, travel time to the site and deployment. Recovered oil will be transported to an onshore location for recycling or disposal using the available storage barges.

Upon notification of the spill, ExxonMobil would request a partial or full mobilization of resources, including, but not limited to, Clean Seas, and MSRC skimming vessels and dispersant aircraft available from MSRC and dispersant application equipment and aircraft available from Clean Seas. In addition, Clean Seas has access to additional storage barge equipment through Harley Marine Services, Inc. The Qualified Individual, Person in Charge, Incident Commander or designee may contact other service companies if the Unified Command deems such services necessary to the response effort.

Dispersants from aerial and vessel applications may be viable response options and will require the appropriate approvals as outlined in Section 18, Dispersant Use Plan. Aerial application may consist of sorties from MSRCs C-130 and helicopters using Clean Seas dispersant equipment. In addition, spotter aircraft could be activated along with the aerial dispersant aircraft to assist in a more precise dispersant application.

Open-water in-situ burning (ISB) also may be used as a response strategy, depending on the circumstances of the release. ISB services may be provided by the primary OSRO contractors. If appropriate conditions exist and approvals are granted, one or multiple ISB task forces could be deployed offshore. Task forces typically consist of two to four fire teams, each with two vessels capable of towing fire boom, guide boom or tow line with either a handheld or aerially-deployed oil ignition system. At least one support/safety boat would be present during active burning operations to provide logistics, safety and monitoring support. Depending upon a number of factors, up to 4 burns per 12-hour day could be completed per ISB fire team. Most fire boom systems can be used for up to 8 burns before being replaced. Fire intensity and weather will be the main determining factors for actual burns per system. Although the actual amount of oil that will be removed per burn is dependent on many factors, recent data suggests that a typical burn might eliminate approximately 750 barrels. In-situ burning nearshore and along shorelines may be a possible option based on several conditions and with appropriate approvals, as outlined in Section 19, In-

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situ Burn Plan. In-situ burning along certain types of shorelines may be used to minimize physical damage where access is limited or if it is determined that mechanical/manual removal may cause a substantial negative impact on the environment. All safety considerations will be evaluated. Additional information on ISB is presented in Section 19, In-situ Burn Plan. In addition, ExxonMobil will assess the situation and can make notification within 48 hours of the initial spill to begin ramping up fire boom production through contracted OSRO(s) as discussed in Section 19, In-situ Burn Plan.

If a nearshore spill were to occur, shoreline impact would depend upon existing environmental conditions. Nearshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Sorbent boom is a readily available resource and can be acquired as needed. Clean Seas and MSRC have resources which can be deployed for a shoreline cleanup effort (equipment locations are depicted on the Clean Seas and MSRC Equipment Location map), as well as the contractor Shoreline Protection & Wildlife Support status board in this section. Strategies would be based upon surveillance and real time trajectories provided by The Response Group that depict areas of potential impact given actual sea and weather conditions. Strategies from the Area Contingency Plan, The Response Group and Unified Command would be consulted to ensure that environmental and special economic resources would be correctly identified and prioritized to ensure optimal protection. The Response Group's Shoreline Response Guides depict the protection response modes applicable for oil spill clean-up operations. Each response mode is schematically represented to show optimum deployment and operation of the equipment in areas of environmental concern. Supervisory personnel have the option to modify the deployment and operation of equipment, allowing a more effective response to site-specific circumstances. (For more information on resource identification and protection methods, see Section 11, Resource Identification. For more information on available OSRO equipment for shoreline protection, see Appendix E, Response Equipment. A time frame for the mobilization of equipment is outlined in Section 14, Mobilization & Deployment Methods, based on equipment locations).

If wildlife is threatened due to a spill, MSRC has resources available to ExxonMobil. These resources can be utilized to protect and rehabilitate wildlife. Additional wildlife equipment may also be tiered in from OSR. See Appendix E, Response Equipment, for details on the available resources, and Section 17, Wildlife Rehabilitation Procedures, for further information.

In the event a relief well is required, drilling from an onshore location or a neighboring platform would not be feasible due to the SYU SA-12ST1 well's location. Therefore, in this event, ExxonMobil could mobilize the deepwater rigs on contract in South America (Seadrill West Polaris) and East Asia (Seadrill West Aquarius) to drill the relief well. In the event of a blowout, up to

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170 days may be necessary to mobilize these rigs or an equivalent to the location, drill the relief well and kill the blowout well. This assumes the longest (most conservative) mobilization time of 53 days, whereas it could be as short as 35 days.

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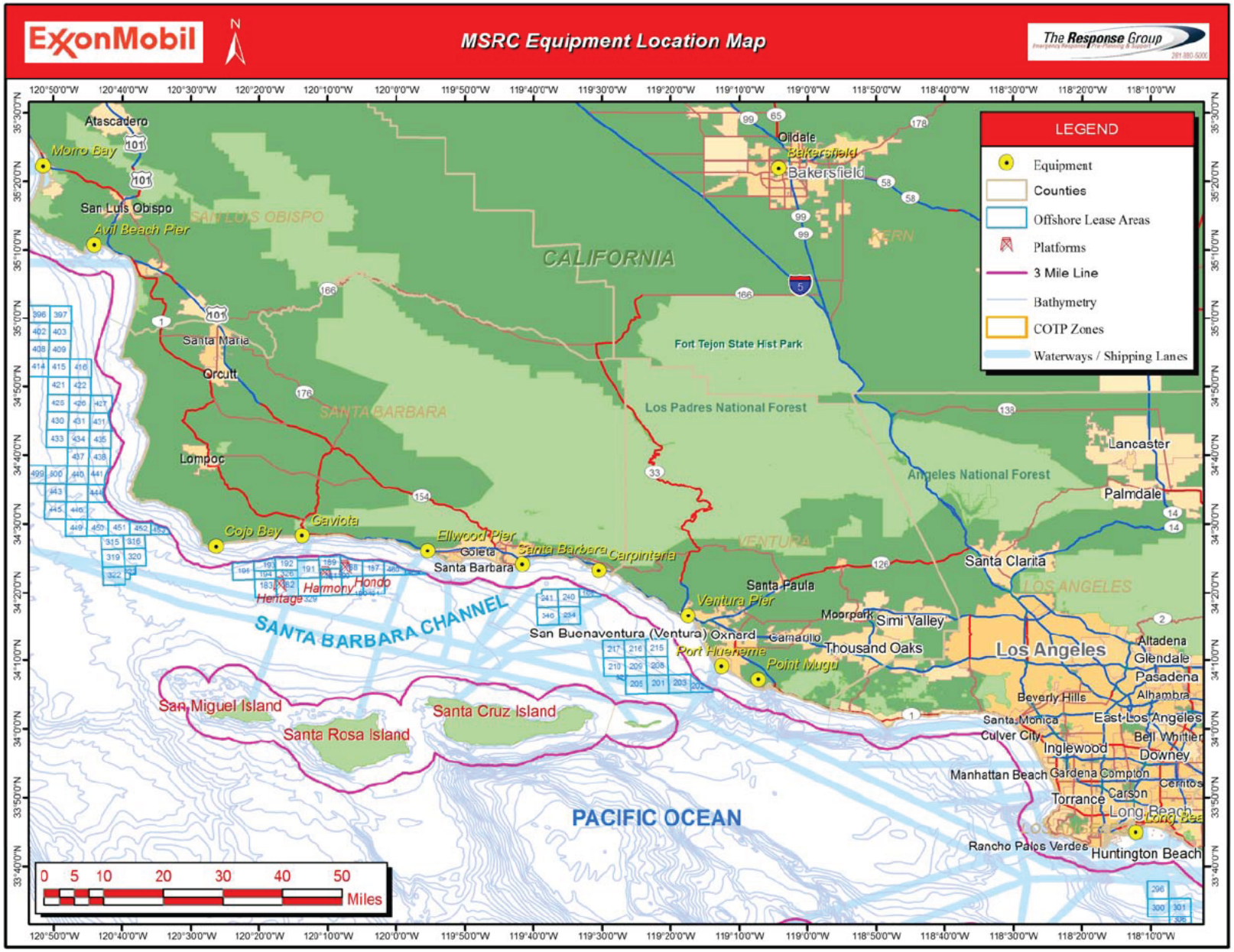

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SA12ST1 - Offshore On-Water Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MR. CLEAN III	Clean Seas 805-684-3838	Point Conception, CA	Lori Five Brush Skimmer	2	12,382	1,400	Point Conception, CA	10.4	0	0	0.5	1	1.5
			GT-185 Skimmer	1									
			Roto Drum 30 Skimmer	1									
			43" Boom	3000'									
			70" Boom	1500'									
CLEAN OCEAN	Clean Seas 805-684-3838	Santa Barbara, CA	Lori Four Brush Skimmer	2	9,904	1,200	Santa Barbara, CA	35.3	0	0	2.5	1	3.5
			43" Boom	3000'									
			70" Boom	1500'									
			Roto Drum 30 Skimmer	1									
			Personnel	6									
			Desmi 250 Pump	1									
			GT-185 Skimmer	1									
CLEAN SWEEP	Clean Seas 805-684-3838	Ventura, CA	Lori Brush Skimmer	1	3,710	29	Ventura, CA	57	0	0	4	1	5
			Personnel	2									
			32' Vessel	1									
Towable Storage Bladders	Clean Seas 805-684-3838	Carpinteria, CA	120 BBL Bladder	3	N/A	360	Santa Barbara, CA	35.3	1.25	1	2.5	0.5	5.25
			590 BBL Bladder	1		590			1.25				5.25
			28 BBL Bladder	4		112			1.25				5.25
			140 BBL Bladder	1		140			1.25				5.25
COMET	Clean Seas 805-684-3838	Santa Barbara, CA	32' x 8' Boat (COMET)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
AJAX	Clean Seas 805-684-3838	Carpinteria, CA	32' x 8' Boat (AJAX)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
SEA ARK	Clean Seas 805-684-3838	Carpinteria, CA	21' x 7.5' Boat (SEA ARK)	1	0	0	Santa Barbara, CA	35.3	1	1	2.5	1	5.5
			Personnel	2									
Sea Strike	MSRC 800-OIL-SPIL	Long Beach, CA	Stress 1 Skimmer	1	15,840	1,267	Long Beach, CA	100	1	0	8.5	1	10.5
			43" Expandi Boom	3650'									
			Personnel	4									
			* 44'-65' Vessel (MOST)	2									
			146' Vessel (10 Knots)	1									
VOSS System w/ GT-185 Skimmer	MSRC 800-OIL-SPIL	Long Beach, CA	Offshore Skimmer	1	1,368	500	Port Hueneme, CA	66	4	1	4.5	1	10.5
			43" Offshore Boom	660'									
			Personnel	4									
			* Crew Boat	1									
			Towable Bladder	1									
			* Utility Boat	1									
MSRC-320 Offshore Barge	MSRC 800-OIL-SPIL	Port Hueneme, CA	Offshore Barge	1	15,840	32,000	Port Hueneme, CA	66	2	1	7.5		10.5
			43" Offshore Boom	770'									
			Stress 1 Skimmer	1									
			Personnel	4									
			* Offshore Tug	1									
			32' Support Boat	1									
Recovery 2	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Lors Skimmer	2	9,908	2,215	Long Beach, CA	100	1	1	8.5	1	11.5
			43" Expandi Boom	1500'									
			100' Vessel (10 Knots)	1									
			Personnel	4									
			* 44'-65' Vessel (MOST)	2									

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SA12ST1 - Offshore On-Water Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
California Responder Transrec 350	MSRC 800-OIL-SPIL	Terminal Island, CA	Transrec Skimmer	1	10,567	4,000	Terminal Island, CA	100	2	1	7	1	11
			Sea Sentry II Boom	5170'									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
			210' Vessel	1									
Recovery 1	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Lors Skimmer	2	9,908	2,215	Long Beach, CA	100	1	1	8.5	1	11.5
			43" Expandi Boom	1500'									
			100' Vessel (10 Knots)	1									
			* 44'-65' Vessel (MOST)	2									
			Personnel	4									
Tide Mar VII	Clean Seas 805-684-3838	Santa Barbara, CA	160' x 39' Barge Tank	1	N/A	7,840	Santa Barbara, CA	35.3	12	1	4	0	17
			Personnel	4									
			* Offshore Tug	1									
Pacific Responder Transrec 350	MSRC 800-OIL-SPIL	Richmond, CA	Transrec Skimmer	1	10,567	4,000	Richmond, CA	337	2	1	24	1	28
			Sea Sentry II Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
Ocean Liberty	MSRC 800-OIL-SPIL	Richmond, CA	Stress 1 Skimmer	1	15,840	2,089	Richmond, CA	337	2	1	24	1	28
			43" Expandi Boom	2250'									
			166' Vessel	1									
			Personnel	4									
MSRC-451 Offshore Barge	MSRC 800-OIL-SPIL	Richmond, CA	260' Offshore Barge	1	9,043	45,000	Richmond, CA	337	2	1	37.5		40.5
			67" Sea Sentry II	660'									
			Stress 3 Skimmer	1									
			Personnel	4									
			Offshore Tug	1									
Oregon Responder Transrec 350	MSRC 800-OIL-SPIL	Astoria, OR	Transrec Skimmer	1	10,567	4,000	Astoria, OR	950	1	1	68		70
			Sea Sentry II Boom	2655'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
W.C. Park Responder Transrec 350	MSRC 800-OIL-SPIL	Port Angeles, WA	Transrec Skimmer	1	10,567	4,000	Port Angeles, WA	1150	1	1	82		84
			Sea Sentry II Boom	2640'									
			210' Vessel	1									
			Personnel	12									
			* 44'-65' Vessel (MOST)	2									
			32' Support Boat	1									
MSRC-404 Offshore Barge	MSRC 800-OIL-SPIL	Astoria, OR	260' Offshore Barge	1	N/A	40,000	Astoria, OR	950	2	1	105.5		108.5
			Personnel	4									
			Offshore Tug	1									
DERATED RECOVERY RATE (BBLS/DAY)													146,011
STORAGE CAPACITY (BARRELS)													152,957

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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SA12ST1 - Offshore Aerial Dispersant Activation List

Aerial Dispersant System	Supplier & Phone	Warehouse	Aerial Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Bell 206L w/ Spray Bucket Air Speed - 139 MPH	Aspen Helicopters 805-985-5416 CleanSeas (CS) 805-684-3838	Carpinteria, CA	Bell 206L Aircraft	2	First Flight Oxnard, CA	62	2.5	0.4	0.45	0.2	3.55
			Crew - Pilots	2							
			Dispersant - Gallons	250	Add. Flights Gaviota, CA	9	0.06	0.4	0.06	0.2	0.75
			Helibucket Spray System	1							
Bell 206B w/ Spray Bucket Air Speed - 139 MPH	Aspen Helicopters 805-985-5416 CleanSeas (CS) 805-684-3838	Carpinteria, CA	Bell 206B Aircraft	2	First Flight Oxnard, CA	62	2.5	0.4	0.45	0.2	3.55
			Crew - Pilots	2							
			Dispersant - Gallons	250	Add. Flights Gaviota, CA	9	0.06	0.4	0.06	0.2	0.75
			Helibucket Spray System	1							
C-130A Air Speed - 342 MPH	MSRC 800-OIL-SPIL	Coolidge, AZ	C-130A Aircraft	1	First Flight Long Beach, CA	127	3.65	0.20	0.37	0.20	4.45
			Dispersant - Gallons	3250							
			Spotter Aircraft	1							
			Spotter Personnel	2	Add. Flights Long Beach, CA	127	0.37	0.2	0.37	0.2	1.15
			Crew - Pilots	2							

SA12ST1 - Offshore Boat Spray Dispersant Activation List

Boat Spray Dispersant System	Supplier & Phone	Warehouse	Boat Spray Dispersant Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
MR CLEAN III	Clean Seas Equipment 805-684-3838	Point Conception, CA	Dispersant Spray System	1	Point Conception, CA	9	0	1	0.5	1	2.5
			Dispersant (Gallons)	1000							
			* 136' Vessel	1							
			32' Support Boat	1							
			Personnel	8							
CLEAN OCEAN	Clean Seas Equipment 805-684-3838	Santa Barbara, CA	Dispersant Spray System	1	Santa Barbara, CA	26	0	0.5	2	1	3.5
			Dispersant (Gallons)	1000							
			* 136' Vessel	1							
			32' Support Boat	1							
			Personnel	8							

** - These vessels can be used to conduct Dispersant Operations when not involved with skimming.*

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SA12ST1
Sample Offshore Slick Containment Activation List

System	Supplier & Phone	Warehouse	Containment Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	Clean Seas 805-684-3838	Carpinteria, CA	43" Boom (ft)	500	Santa Barbara, CA	35.3	4	1	2.5	1	8.5
			* <110' Vessel	2							
			Personnel	3							
			Safety Monitor	1							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
Offshore Slick Containment System	MSRC 800-OIL-SPIL	Long Beach, CA	** 67" Sea Sentry II	660	Long Beach, CA	100	2	1	7	1	11
			* 44'-65' Vessel (MOST)	2							
			Personnel	6							
TOTAL SLICK CONTAINMENT BOOM AVAILABLE (FEET)										6,300	

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

*** - Identified boom is provided by Oil Spill Response Vessels (OSRVs) offshore*

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SA12ST1
Sample In-Situ Burn Equipment Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
							Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
ISB Fire-Fighting Team	TBD	TBD	* Offshore Firefighting Vessels	2	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Cranes	2							
			* Roll-off Boxes	2							
			Personnel	8							
			* Air Monitoring Equipmen	2							
Safety Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Offshore Vessel	1							
			Personnel	4							
Wildlife Monitoring Team	TBD	TBD	* Air Monitoring Equipment	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			* Offshore Vessel	1							
			Personnel	4							
Aerial Spotting Team (per 2 ISB Task Forces)	TBD	TBD	Fixed Wing Aircraft	1	Santa Barbara, CA	35.3	TBD	1	2.5	1	TBD
			Trained ISB Spotter	2							
			ISB Documenter	1							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Honolulu, HI	Fire Boom (ft)	500	Santa Barbara, CA	35.3	8	1	2.5	1	12.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Everett, WA	Fire Boom (ft)	500	Santa Barbara, CA	35.3	21	1	2.5	1	25.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
Fire Team (In-Situ Burn Fire System)	MSRC 800-OIL-SPIL	Everett, WA	Fire Boom (ft)	500	Santa Barbara, CA	35.3	21	1	2.5	1	25.5
			Guide Boom/Tow Line (ft)	400							
			* Offshore Vessel (0.5 kt capability)	2							
			Personnel	6							
			Ignition Device	10							
						TOTAL FIRE BOOM AVAILABLE (FEET)					1,500

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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SA12ST1 - Nearshore Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	1,371	400	Santa Barbara, CA	35.3	2	3	4	1	10
			GT-185 Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	2	3	4	1	10
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	El Segundo, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	2	3	4	1	10
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Response 3	MSRC 800-OIL-SPIL	Long Beach, CA	Multi-Model Skimmer	1	275	515	Long Beach, CA	100	2	1	7	1	11
			67" Sea Sentry II	660'									
			Personnel	9									
			Towable Bladder - 500 bbl	1									
			* 34'-45' Vessel (MOST)	2									
			34' Vessel	1									
Mini Spoiler I	MSRC 800-OIL-SPIL	Martinez, CA	Marco Class I Skimmer	1	3,588	18	Santa Barbara, CA	35.3	7	1	2.5	1	11.5
			20" Harbor Boom	1000'									
			* 34'-45' Vessel (MOST)	2									
			Personnel	9									
			34' Vessel	1									
Mini Spoiler II	MSRC 800-OIL-SPIL	Martinez, CA	Marco Class I Skimmer	1	3,588	18	Santa Barbara, CA	35.3	7	1	2.5	1	11.5
			* 34'-45' Vessel (MOST)	2									
			20" Harbor Boom	1000'									
			Personnel	9									
			34' Vessel	1									
Recon 3	MSRC 800-OIL-SPIL	Long Beach, CA	43' Vessel	1	N/A	N/A	Long Beach, CA	100	2	1	7	2	12
			* 34'-45' Vessel (MOST)	1									
			Personnel	7									
			43" Reelpack	1000'									
Recon 4	MSRC 800-OIL-SPIL	Long Beach, CA	43' Vessel	1	N/A	N/A	Long Beach, CA	100	2	1	7	2	12
			* 34'-45' Vessel (MOST)	1									
			Personnel	7									
			43" Reelpack	1000'									
Shallow Water Barge	MSRC 800-OIL-SPIL	Long Beach, CA	** Shallow Water Barge	1	905	400	Ventura, CA	57	1.5	3	6.5	1	12
			Queensboro Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									

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SA12ST1 - Nearshore Recovery Activation List

System	Supplier & Phone	Warehouse	Package	Quantity	Recovery Rate (Barrels/Day)	Storage (Barrels)	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours)				
									Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Response 1	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Side Collector Skimmer	1	2,477	500	Long Beach, CA	100	2	2	7	1	12
			67" Sea Sentry II	660'									
			Personnel	9									
			* 34'-45' Vessel (MOST)	2									
			Towable Bladder - 500 bbl	1									
			34' Vessel	1									
Response 2	MSRC 800-OIL-SPIL	Long Beach, CA	Lori Side Collector Skimmer	1	2,477	500	Long Beach, CA	100	2	2	7	1	12
			67" Sea Sentry II	660'									
			Personnel	9									
			34' Vessel	1									
			* 34'-45' Vessel (MOST)	2									
			Towable Bladder - 500 bbl	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	San Diego, CA	** Shallow Water Barge	1	905	400	Santa Barbara, CA	35.3	6	3	4	1	14
			Queensboro Skimmer	1									
			Simplex Boom	60'									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Channel Islands Harbor, CA	65	8	3	7	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Channel Islands Harbor, CA	65	8	3	7	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	905	400	Port Hueneme, CA	66	7.5	3	7.5	1	19
			Simplex Boom	60'									
			Queensboro Skimmer	1									
			Personnel	4									
			Push Boat	1									
Shallow Water Barge	MSRC 800-OIL-SPIL	Richmond, CA	** Shallow Water Barge	1	1,371	400	Port Hueneme, CA	66	7.5	3	7.5	1	19
			Simplex Boom	60'									
			GT-185 Skimmer	1									
			Personnel	4									
			Push Boat	1									
								DERATED RECOVERY RATE (BBLS/DAY)					21,482
								STORAGE CAPACITY (BARRELS)					5,151

** - These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

*** - For Harbor Use and Protected Waters Only.*

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SA12ST1
Sample Shoreline Protection & Wildlife Support List

Supplier & Phone	Warehouse	Equipment Listing	Quantity	Staging Area	Distance to Site from Staging (Miles)	Response Times (Hours,				
						Staging ETA	Loadout Time	ETA to Site	Deployment Time	Total ETA
Clean Seas 805-684-3838	Carpinteria, CA	Containment Boom - 18" to 24"	19,600'	Santa Barbara, CA	0	1	1	0	1	3
		Containment Boom - 30"	8,400'							
		Response Boats - 14' to 20'	12							
		Portable Skimmers	11							
		Response Personnel	15							
OILED WILDLIFE CARE NETWORK	San Pedro, CA	Wildlife Specialist - Personnel	6 to 20	Santa Barbara, CA	0	2	1	0	0	3
MSRC 800-OIL-SPIL	El Segundo, CA	Containment Boom - 26" to 36"	6000	Santa Barbara, CA	0	2	1	0	1	4
MSRC 800-OIL-SPIL	Los Angeles, CA	Containment Boom - 26" to 36"	2400	Santa Barbara, CA	0	2	1	0	1	4
MSRC 800-OIL-SPIL	Anaheim Bay, CA	Containment Boom - 10" to 24"	6575	Santa Barbara, CA	0	2.5	1	0	1	4.5
		Containment Boom - 26" to 36"	3800							
MSRC 800-OIL-SPIL	Long Beach, CA	Containment Boom - 18" to 24"	7300	Santa Barbara, CA	0	2.5	1	0	1	4.5
		Response Boats - 14' to 20'	2							
IBRRC 707-207-0380	Fairfield, CA	Wildlife Specialist - Personnel	6 to 20	Santa Barbara, CA	0	7	1	0	0	8
MSRC 800-OIL-SPIL	Richmond, CA	Containment Boom - 18" to 24"	13,322	Santa Barbara, CA	0	6.5	1	0	1	8.5
		Response Boats - 14' to 20'	1							
MSRC 800-OIL-SPIL	Everett, WA	Wildlife Trailer	1	Santa Barbara, CA	0	21	1	0	2	24
		Contract Truck (Third Party)	1							
		Personnel (Responder/Mechanic)	1							

* - *These components are additional operational requirements that must be procured by OSROs in addition to the system identified.*

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E. References

(1) Hissong, D.W. (1995), "Consequence Analysis - Simple Estimation Methods," report EPR.46PR.95, Exxon Production Research Company, Houston, Texas, September.

(2) Gas Processors Suppliers Association (1987), "GPSA Engineering Data Book," Volume II, Section 23 (Physical Properties), 10th edition, Tulsa, Oklahoma.

(3) Exxon Company U.S.A. Santa Ynez Unit Pipeline Operations and Maintenance Manual (1998), as submitted to the U.S. Department of Transportation, revised November.

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I. OCEANOGRAPHIC AND METEOROLOGICAL INFORMATION APPENDIX I

a. Oceanographic Information

b. Meteorological Information

This section is left blank as a result of not meeting the requirements specified for sub-regional plans only.

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J. BIBLIOGRAPHY

APPENDIX J

California Department of Fish and Game, Office of Spill Prevention and Response. *Wildlife Response Plan for California*, June 30, 2005.

ExxonMobil Corporation, U.S.A., (February 2006). *Oil Spill Response Plan OSPR Appendix: Santa Ynez Unit Crude Oil and Water Emulsion Pipeline.*

Jacobs, Merrill A., Waldron, Darryle M. *Approaches to Sheltered-Water Oil Spills: Relatively Low-Cost, Near-Shore & Onshore Spill Response Using Current New Technology, Older Equipment & Its Practical Applications to Reduce Environmental Damage & Spill Costs.* Sea Technology, pps. 33-38. October 1996.

United States Coast Guard; United States Department of Homeland Security; California Department of Fish and Game, Office of Spill Prevention and Response, *2008 Area Contingency Plan: Los Angeles/Long Beach (Northern/Southern Sector)*.

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K. ICS FORMS — APPENDIX K

Incident Command System (ICS) Instructions & Forms	
ICS Form	**Name**
IAP Cover Sheet	IAP Cover Sheet
Annex 1 Tab A	General Incident Report
Notifications	Notification Report
Weather	Weather Report
ICS 201 (-1, -2, -3, -4)	Incident Briefing Forms
ICS 202	Response Objectives
ICS 203	Organization Assignment List
ICS 204	Assignment List
ICS 205	Communications Plan
ICS 206	Medical Plan
ICS 207	Incident Organization Chart
ICS 208	Site Safety Plan
ICS 209	Incident Status Summary
ICS 210	Change Status
ICS 211P	Check-In List (Personnel)
ICS 211E	Check-In List (Equipment)
ICS 213	Resource Requisition
ICS 214	Unit Log
ICS 214a	Individual Log
ICS 215	Operational Planning Worksheet
ICS 218	Support Vehicle Inventory
ICS 220	Air Operations Plan
ICS 221	Demobilization Check Out
ICS 223	Health and Safety Message
ICS 224	Environmental Unit Summary
ICS 230	Daily Meeting Schedule
ICS 231	Meeting Description
ICS 232	Resources At Risk Summary
ICS 232a	ACP Site Index
ICS 233	Action Tracker Report
ICS 234	Work Analysis Matrix

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IAP Cover Sheet

Incident Name:	Operational Period to be covered by IAP: Period (/ / to / /)

Approved by:

FOSC: _____

SOSC: _____

RPIC: _____

Incident Action Plan

Prepared By:	Prepared Date/Time:	
IAP Cover Sheet	Printed:	© 1997-2011 TRG/dbSoft, Inc.

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General Incident Information (Platform)

INCIDENT NAME:	INCIDENT NUMBER:
DATE/TIME OF INCIDENT:	DATE/TIME PREPARED:
PERSON REPORTING INCIDENT:	PREPARED BY:

PLATFORM INFORMATION AND POINTS OF CONTACT

PLATFORM NAME:	
TYPE OF PLATFORM:	
NUMBER OF PEOPLE AT PLATFORM:	
CONTACT:	PHONE:
OWNER:	PHONE:
OPERATOR:	PHONE:

PLATFORM SPECIFIC INFORMATION

TYPE(S) OF PRODUCT:	
EQUIPMENT INVOLVED:	
MAX PRODUCTION RATE:	
MAX RATE OIL (BBLS/DAY):	
MAX RATE GAS (MCF/DAY):	

INCIDENT INFORMATION

INCIDENT LOCATION:	LATITUDE: LONGITUDE:
TYPE OF CASUALTY:	NUMBER OF TANKS ON PLATFORM:
NUMBER OF TANKS IMPACTED:	TOTAL CAPACITY OF COMMON CONTAINER:
MATERIAL(S) SPILLED:	API GRAVITY:
ESTIMATED QUANTITY SPILLED:	POTENTIAL FOR ADDITIONAL SPILLAGE:
SOURCE SECURED?	IF NOT, ESTIMATED SPILL RATE:
NOTES:	

INCIDENT STATUS

INJURIES/CASUALTIES:		
FIRE:	FIRE STATUS:	FIRE ASSISTANCE:
NOTES:		

GENERAL INCIDENT REPORT (PLATFORM)	© 2000-2011 TRG/dbSoft, Inc.

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General Incident Information (Pipeline)

INCIDENT NAME:	INCIDENT NUMBER:
DATE/TIME OF INCIDENT:	DATE/TIME PREPARED:
PERSON REPORTING INCIDENT:	PREPARED BY:

PIPELINE INFORMATION AND POINTS OF CONTACT

PIPELINE NAME:	
CONTACT:	PHONE:
OWNER:	PHONE:
OPERATOR:	PHONE:

PIPELINE SPECIFIC INFORMATION

TYPE(S) OF PRODUCTS:		
EQUIPMENT INVOLVED:		
P/L MARKER OF RELEASE	NEAREST UPSTREAM BLOCK VALVE	NEAREST DOWNSTREAM BLOCK VALVE

INCIDENT INFORMATION

INCIDENT LOCATION:	LATITUDE:	LONGITUDE:
TYPE OF CASUALTY:		
TOTAL CAPACITY OF COMMON CONTAINER:	POTENTIAL FOR ADDITIONAL SPILLAGE:	
MATERIAL(S) SPILLED:	API GRAVITY:	
ESTIMATED QUANTITY SPILLED:		
SOURCE SECURED?	IF NOT, ESTIMATED SPILL RATE:	
NOTES:		

INCIDENT STATUS

INJURIES/CASUALTIES:		
FIRE:	FIRE STATUS:	FIRE ASSISTANCE:
HOLED:	HOLE LOCATION:	HOLE SIZE:
NOTES:		

GENERAL INCIDENT REPORT (PIPELINE)	© 2000-2011 TRG/dbSoft, Inc.

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General Incident Information (Facility)

INCIDENT NAME:	INCIDENT NUMBER:
DATE/TIME OF INCIDENT:	DATE/TIME PREPARED:
PERSON REPORTING INCIDENT:	PREPARED BY:

FACILITY INFORMATION AND POINTS OF CONTACT

FACILITY NAME:	
TYPE OF FACILITY:	
NUMBER OF PEOPLE AT FACILITY:	
CONTACT:	PHONE:
OWNER:	PHONE:
OPERATOR:	PHONE:

FACILITY SPECIFIC INFORMATION

TYPE(S) OF PRODUCT:	
EQUIPMENT INVOLVED:	

INCIDENT INFORMATION

INCIDENT LOCATION:	LATITUDE:	LONGITUDE:
TYPE OF CASUALTY:		
TOTAL CAPACITY OF COMMON CONTAINER:	POTENTIAL FOR ADDITIONAL SPILLAGE:	
MATERIAL(S) SPILLED:	API GRAVITY:	
ESTIMATED QUANTITY SPILLED:		
SOURCE SECURED?	IF NOT, ESTIMATED SPILL RATE:	
NOTES:		

INCIDENT STATUS

INJURIES/CASUALTIES:		
FIRE:	FIRE STATUS:	FIRE ASSISTANCE:
NOTES:		

GENERAL INCIDENT REPORT (FACILITY)	© 2000-2011 TRG/dbSoft, Inc.

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General Incident Information (Vessel)

INCIDENT NAME:	INCIDENT NUMBER:
DATE/TIME OF INCIDENT:	DATE/TIME PREPARED:
PERSON REPORTING INCIDENT:	PREPARED BY:

VESSEL INFORMATION AND POINTS OF CONTACT

VESSEL A		VESSEL B	
VESSEL NAME:		VESSEL NAME:	
TYPE OF VESSEL:		TYPE OF VESSEL:	
NUMBER OF PEOPLE ONBOARD:		NUMBER OF PEOPLE ONBOARD:	
CONTACT:	PHONE:	CONTACT:	PHONE:
OWNER:	PHONE:	OWNER:	PHONE:
OPERATOR:	PHONE:	OPERATOR:	PHONE:

VESSEL SPECIFIC INFORMATION

LAST PORT OF CALL:		DESTINATION:		FLAG:
PARTICULARS – LENGTH:	TONNAGE:	DRAFT FWD:	AFT:	YEAR BUILT:
TYPE OF HULL:		HULL MATERIAL:		
TYPE OF PROPULSION:				
PETROLEUM PRODUCTS ONBOARD:				
TYPE(S) OF CARGO:		TOTAL NUMBER OF TANKS ON VESSEL:		
TOTAL QUANTITY:		TOTAL CAPACITY:		
TYPE OF FUEL:		QUANTITY ON BOARD:		

INCIDENT INFORMATION

INCIDENT LOCATION:	LATITUDE:	LONGITUDE:
TYPE OF CASUALTY:		
TOTAL CAPACITY OF COMMON CONTAINED:	NUMBER OF TANKS IMPACTED:	
MATERIAL(S) SPILLED:	POTENTIAL FOR ADDITIONAL SPILLAGE:	
ESTIMATED QUANTITY SPILLED:	API GRAVITY:	
SOURCE SECURED?	IF NOT, ESTIMATED SPILL RATE:	

INCIDENT STATUS

INJURIES/CASUALTIES:		
VESSEL STATUS: IF UNDER TOW – EST. TIME TO DOCK/ANCHOR:		SET AND DRIFT:
IF ENROUTE TO _____ UNDER OWN POWER – EST. TIME OF ARRIVAL:		
HOLED:	HOLE LOCATION:	HOLE SIZE:
FIRE:	FIRE STATUS:	FIRE ASSISTANCE:
FLOODED:	FLOOD STATUS:	FLOOD ASSISTANCE:

GENERAL INCIDENT REPORT (VESSEL)

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NOTIFICATION STATUS REPORT

INCIDENT NAME:	INCIDENT LOCATION:
INCIDENT DATE / TIME:	DATE / TIME PREPARED:

ORGANIZATION NOTIFIED	PHONE NUMBER	DATE / TIME OF NOTIFICATION	PERSON CONTACTED	CASE #	FOLLOW UP	ETA ON SITE	NOTIFIED BY

NOTIFICATION STATUS REPORT

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WEATHER REPORT

INCIDENT NAME:	DATE / TIME PREPARED: / /
OPERATIONAL PERIOD: FROM / / - TO / / -	PREPARED BY:

WIND SPEED (MPH / KNOTS):		WAVE HEIGHT (FEET):	
WIND DIRECTION FROM THE:		WAVE DIRECTION:	
AIR TEMPERATURE (F):		SWELL HEIGHT (FEET):	
BAROMETRIC PRESSURE:		SWELL INTERVAL:	
HUMIDITY:		CURRENT SPEED:	
VISIBILITY (MILES):		CURRENT DIRECTION TOWARD:	
CEILING (FEET):		WATER TEMPERATURE (F):	
NEXT HIGH TIDE (TIME):		NEXT LOW TIDE (TIME):	
NEXT HIGH TIDE (HEIGHT):		NEXT LOW TIDE (HEIGHT):	

24 HOUR FORECAST		48 HOUR FORECAST	
FIRST HIGH TIDE (TIME):		SECOND HIGH TIDE (TIME):	
FIRST HIGH TIDE (HEIGHT):		SECOND HIGH TIDE (HEIGHT):	
FIRST LOW TIDE (TIME):		SECOND LOW TIDE (TIME):	
FIRST LOW TIDE (HEIGHT):		SECOND LOW TIDE (HEIGHT):	

WEATHER REPORT

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INCIDENT BRIEFING

INCIDENT NAME:	DATE / TIME PREPARED: / /
OPERATIONAL PERIOD: FROM / / - TO / / -	PREPARED BY:
MAP TITLE:	

ICS 201-1 INCIDENT BRIEFING		© 2000-2011 TRG/dbSoft, Inc.

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INCIDENT BRIEFING (SUMMARY OF CURRENT ACTIONS)

INCIDENT NAME:	DATE / TIME PREPARED: / / -
OPERATIONAL PERIOD: FROM: / / - TO / / -	PREPARED BY:
TITLE:	

ICS 201-2 SUMMARY OF CURRENT ACTIONS	© 2000-2011 TRG/dbSoft, Inc.

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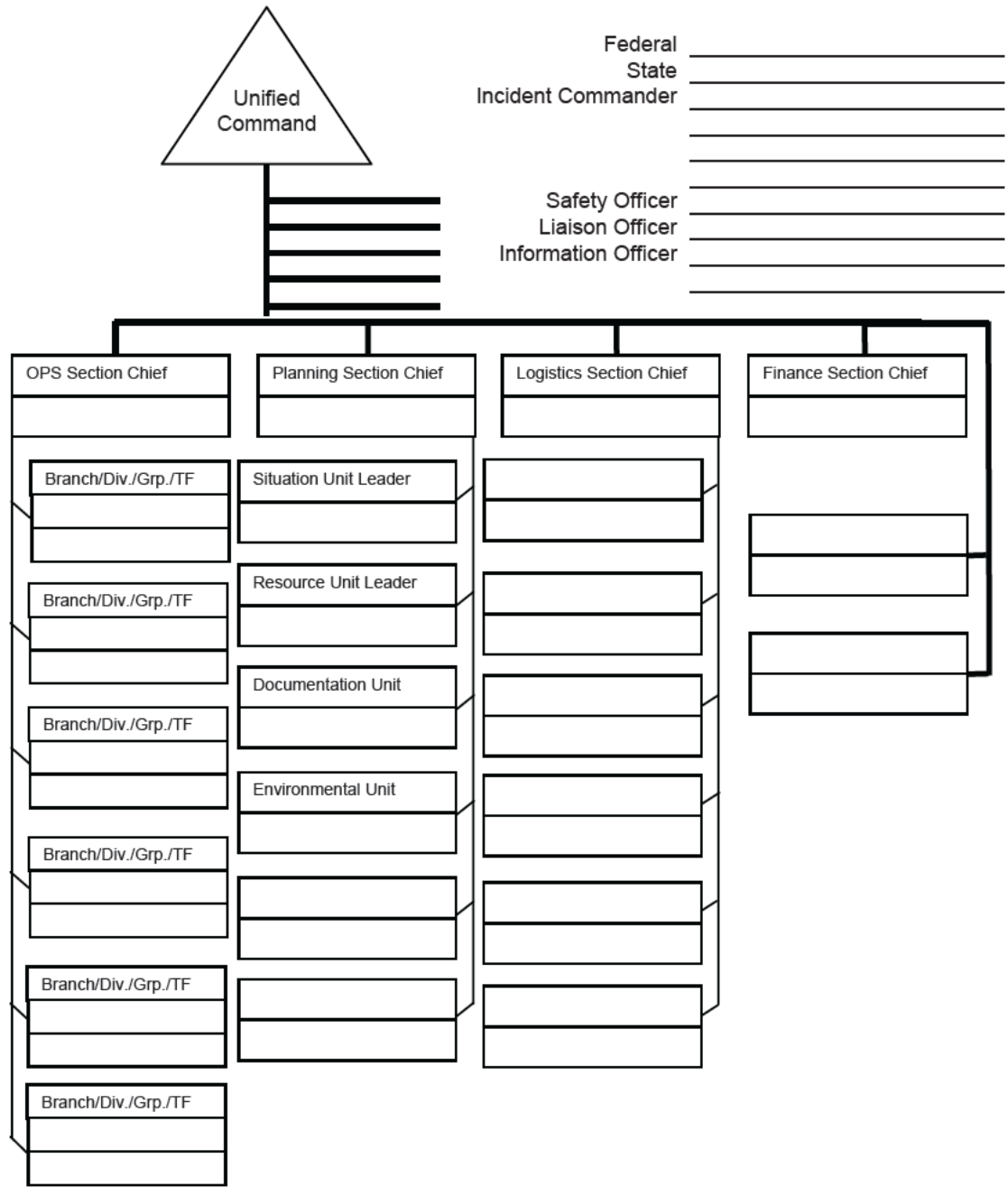
ICS 201-3 Current Organization

Incident:	Prepared By:	at:
Period:	Version Name:	



ICS 201-3 – Current Organization		© 1997-2011 TRG/dbSoft, Inc.

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ICS 201-4 – Resource Summary

Incident:	Period:

ID	Supplier	Resource Type	Description	Quantity	Size	Area of Operation	Status	Status Date/Time

ICS 201-4 Resource Summary		© 1997-2011 TRG/dbSoft, Inc.

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Notification Status Report

Incident:				Prepared By:			at:	
Period:	to			Version Name:				
Organization Notified	Phone	Date /Time Notified	Person Contacted	Person Contacted Email	Case No.	Follow Up	ETA On Site	Notified By
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
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	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
	( ) -					☐ Y ☐ N	HR	
Notes:								
Notification Status Report							© 1997-2011 TRG/dbSoft, Inc.	

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ICS 202 - General Response Objectives

Incident:	**Prepared By:**	**at:**
Period:	**Version Name:**	

Overall and Tactical Objectives

	Assigned to:	Status
1. Ensure the Safety of Citizens and Response Personnel		
☐ 1a. Identify hazard(s) of spilled material		
☐ 1b. Establish site control (hot zone, warm zone, cold zone, & security)		
☐ 1c. Consider evacuations if needed		
☐ 1d. Establish vessel and/or aircraft restrictions		
☐ 1e. Monitor air in impacted areas		
☐ 1f. Develop site safety plan for personnel & ensure safety briefings are conducted		
2. Control the Source of the Spill		
☐ 2a. Complete emergency shutdown		
☐ 2b. Conduct firefighting		
☐ 2c. Initiate temporary repairs		
☐ 2d. Transfer and/or lighter product		
☐ 2e. Conduct salvage operations, as necessary		
3. Manage a Coordinated Response Effort		
☐ 3a. Complete or confirm notifications		
☐ 3b. Establish a unified command organization and facilities (command post, etc.)		
☐ 3c. Ensure local and tribal officials are included in response organizations		
☐ 3d. Initiate spill response Incident Action Plans (IAP)		
☐ 3e. Ensure mobilization & tracking of resources & account for personnel & equip		
☐ 3f. Complete documentation		
4. Maximize Protection of Environmentally-Sensitive Areas		
☐ 4a. Implement pre-designated response strategies		
☐ 4b. Identify resources at risk in spill vicinity		
☐ 4c. Track oil movement and develop spill trajectories		
☐ 4d. Conduct visual assessments (e.g., overflights)		
☐ 4e. Development/implement appropriate protection tactics		

ICS 202 General Response			**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 202 - General Response Objectives

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Overall and Tactical Objectives

	Assigned to:	Status
5. Contain and Recover Spilled Material		
☐ 5a. Deploy containment boom at the spill site & conduct open-water skimming		
☐ 5b. Deploy containment boom at appropriate collection areas		
☐ 5c. Evaluate time-sensitive response technologies (e.g., dispersants, in-situ burning)		
☐ 5d. Develop disposal plan		
6. Recover and Rehabilitate Injured Wildlife		
☐ 6a. Establish oiled wildlife reporting hotline		
☐ 6b. Conduct injured wildlife search and rescue operations		
☐ 6c. Setup primary care unit for injured wildlife		
☐ 6d. Operate wildlife rehabilitation center		
☐ 6e. Initiate citizen volunteer effort for oiled bird rehabilitation		
7. Remove Oil from Impacted Areas		
☐ 7a. Conduct appropriate shoreline cleanup efforts		
☐ 7b. Clean oiled structures (piers, docks, etc.)		
☐ 7c. Clean oiled vessels		
8. Minimize Economic Impacts		
☐ 8a. Consider tourism, vessel movements, & local economic impacts		
☐ 8b. Protect public and private assets, as resources permit		
☐ 8c. Establish damage claims process		
9. Keep Stakeholders and Public Informed of Response Activities		
☐ 9a. Provide forum to obtain stakeholder input and concerns		
☐ 9b. Provide stakeholders with details of response actions		
☐ 9c. Identify stakeholder concerns and issues, and address as practical		
☐ 9d. Provide timely safety announcements		
☐ 9e. Establish a Joint Information Center (JIC)		
☐ 9f. Conduct regular news briefings		
☐ 9g. Manage news media access to spill response activities		

ICS 202 General Response Objectives			**© 1997-2011 TRG/dbSoft, Inc.**

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ORGANIZATION ASSIGNMENT LIST

INCIDENT NAME:	DATE / TIME PREPARED: / / -
OPERATIONAL PERIOD: FROM / / - TO / / -	PREPARED BY:

COMMAND SECTION		LOGISTICS SECTION	
FEDERAL (FOSC)		LOGISTICS SECTION CHIEF	
STATE (SOSC)		DEPUTY LOGISTICS SECTION CH EF	
LOCAL		SERVICE BRANCH DIRECTOR	
INC DENT COMMANDER		MEDICAL UNIT LEADER	
DEPUTY NCIDENT COMMANDER		FOOD UNIT LEADER	
SAFETY OFFICER		COMMUNICATION UNIT LEADER	
INFORMATION OFFICER		SUPPORT BRANCH D RECTOR	
LIAISON OFFICER		SUPPLY UNIT LEADER	
		FACILIT ES UNIT LEADER	
		GROUND SUPPORT UNIT LEADER	
OPERATIONS SECTION		VESSEL SUPPORT UNIT LEADER	
OPERATIONS SECTION CH EF			
DEPUTY OPERATIONS SECTION CHIEF			
STAGING AREA MANAGER			
RECOVERY & PROT. BRANCH DIRECTOR			
EMERGENCY RESP. BRANCH DIRECTOR			
A R OPS BRANCH DIRECTOR			
W LDL FE BRANCH DIRECTOR			
BRANCH D RECTOR			
DIVISION / GROUP SUPERVISOR		**FINANCE SECTION**	
DISPOSAL GROUP SUPERVISOR		F NANCE SECTION CHIEF	
PLANNING SECTION		DEPUTY FINANCE SECTION CH EF	
PLANNING SECTION CH EF		T ME UNIT LEADER	
DEPUTY PLANN NG SECTION CHIEF		PROCUREMENT UNIT LEADER	
SITUATION UNIT LEADER		COMPENSATION/CLA MS UNIT LEADER	
RESOURCE UNIT LEADER		COST UNIT LEADER	
DOCUMENTATION UNIT LEADER			
TECHNICAL SPECIALIST			
DEMOBILIZATION UNIT LEADER			
CHECK N RECORDER			

ICS 203 ORGANIZATION ASSIGNMENT LIST		© 2000-2011 TRG/dbSoft, Inc.

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ICS 204 - Assignment List

Incident:	**Branch:**
Period:	**Division:**

Operations Personnel

Title	Name	Affiliation	Contact Number(s)
Operations Section Chief			( ) - ( ) -
Branch Director			( ) - ( ) -
Division/Group/STAM			( ) - ( ) -
			( ) - ( ) -

Incident Resources – Equipment

Supplier	Resource Type	Description	Quantity	Size	Status

Assignments

Special Instructions for Division/Group

Communications

Name/Function	Radio: Frequency/System/Channel	Phone	Cell/Pager
		( ) -	( ) -
		( ) -	( ) -

Emergency Communications

Medical	Evacuation	Other

Prepared by (Resource Unit Leader):	Approved by (Planning Section Chief):	Date/Time Approved:
ICS 204 Assignment List		© 1997-2011 TRG/dbSoft, Inc.

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ICS 204 - Assignment List

Incident:	**Branch:**
Period:	**Division:**
Prepared by Signature:	**Task Force:**
Approved by Signature:	**Group:**

Tactical Objective

Description of Work

Location of Work

Work Assignment Special Instructions

Special Equipment/Supplies Needed for Assignment

Special Environmental Considerations

Special Site-Specific Safety Considerations

Shoreline Cleanup Assessment Team (SCAT) Considerations

Prepared by (Resource Unit Leader):	**Approved by (Planning Section Chief):**	**Date/Time Approved:**
ICS 204 Assignment List		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 205 – Communications Plan

Incident:	Prepared By:	at:
Period:	Version Name:	

Phone Listing

Name	Main Phone	Fax	Other No. – Desc.	Other No. – Desc.	Radio

Radio Utilization

System	Channel	Function	Frequency	Assignment	Notes

ICS 205 Communications Plan		© 1997-2011 TRG/dbSoft, Inc.

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ICS 206 – Medical Plan

Incident:	Prepared By:	at:
Period:	Version Name:	

First Aid Stations

Name	Location	EMT (On-Site)	Phone	Radio

Transportation (Ground and/or Ambulance Services)

Name	Location	EMT	Phone	Radio

Air Ambulances

Name	Location	Doctor/Nurse EMT	Phone	Radio

Hospitals

Name	Location	Helipad	Burn Center	Phone	Radio

Special Medical Emergency Procedures

ICS 206 Medical Plan		© 1997-2011 TRG/dbSoft, Inc.

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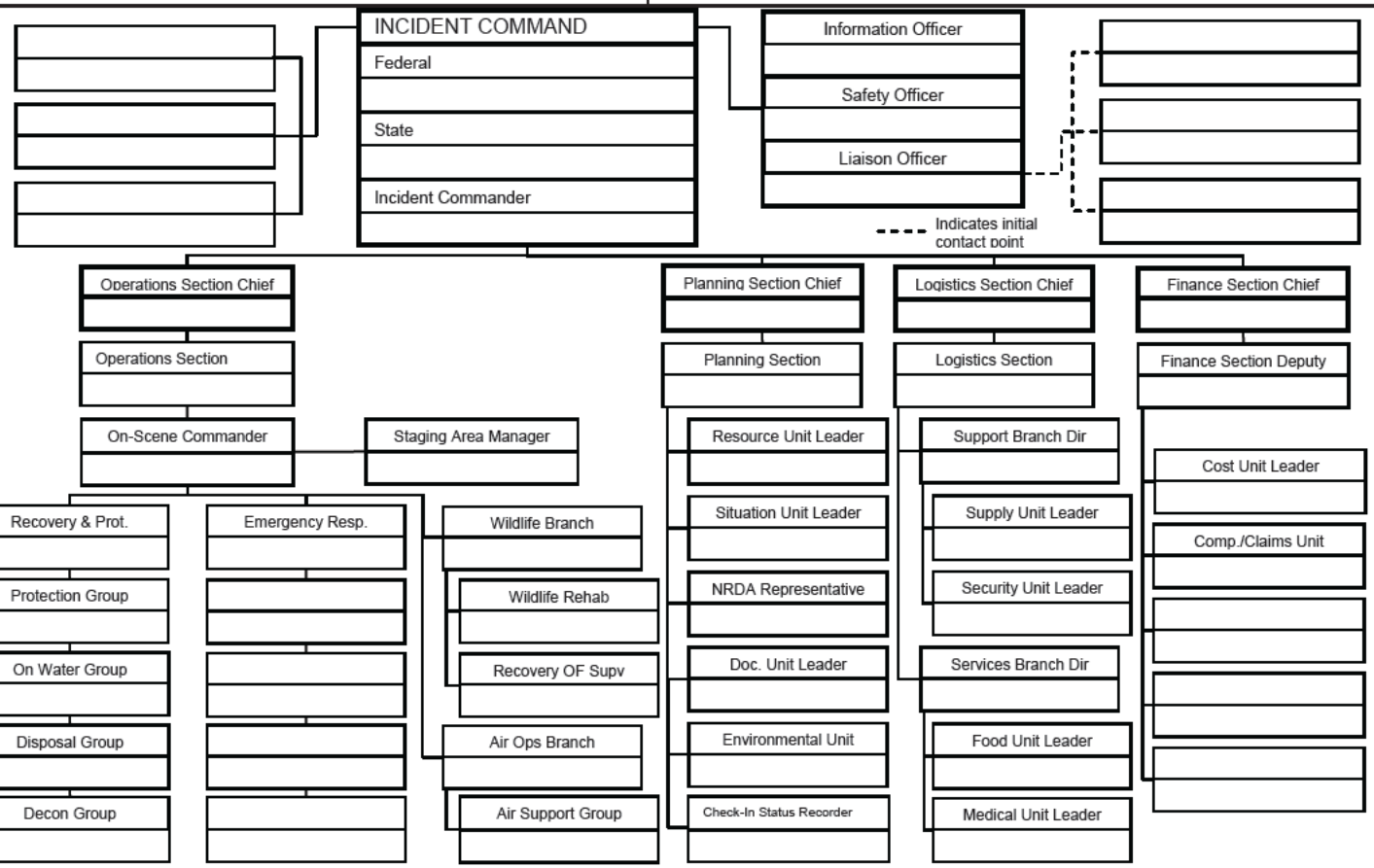
ICS 207 – Organization Chart

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**



ICS 207 – Organization Chart			**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 208 – Site Safety Plan

Incident:	**Prepared by:** **at:**
Period:	**Version Name:**
Revision:	
Applies To Site:	
Products:	(Attach MSDS)

SITE CHARACTERIZATION

Water: _____

Wave Height: _____ Wave Direction: _____

Current Speed: _____ Current Direction: _____

Land: _____ Use: _____

Weather: _____ Temp: _____

Wind Speed: _____ Wind Direction: _____

Pathways for Dispersion:

Site Hazards

- ☐ Boat Safety
- ☐ Chemical hazards
- ☐ Cold Stress
- ☐ Confined Spaces
- ☐ Drum handling
- ☐ Equipment operations
- ☐ Electrical operations
- ☐ Fatigue
- ☐ Other _____
- ☐ Fire, explosion, in-situ burning
- ☐ Heat stress
- ☐ Helicopter operations
- ☐ Lifting
- ☐ Motor vehicles
- ☐ Noise
- ☐ Overhead/buried utilities
- ☐ Plants/wildlife
- ☐ Other _____
- ☐ Pump hose
- ☐ Slips, trips, and falls
- ☐ Steam and hot water
- ☐ Trenching/Excavation
- ☐ UV Radiation
- ☐ Visibility
- ☐ Weather
- ☐ Work near water
- ☐ Other _____

Air Monitoring

%02: _____ **%LEL:** _____ **ppm Benzene:** _____

ppm H2S: _____ ☐ **Other (Specify):** _____

CONTROL MEASURES

Engineering Controls

- ☐ Source of release secured
- ☐ Site secured
- ☐ Valve(s) closed
- ☐ Facility shut down
- ☐ Energy source locked/tagged out
- ☐ Other _____

Personal Protective Equipment

- ☐ Impervious suit
- ☐ Inner gloves
- ☐ Outer gloves
- ☐ Flame resistance clothing
- ☐ Hard hats
- ☐ Respirators
- ☐ Eye protection
- ☐ Personal floatation
- ☐ Boots
- ☐ Other _____

Additional Control Measures

- ☐ Decontamination
- ☐ Sanitation
- ☐ Illumination
- ☐ Medical Surveillance
- ☐ Stations established
- ☐ Facilities provided – OSHA 29 CFR 1910.120n
- ☐ Facilities provided – OSHA 29 CFR 1910.120m
- ☐ Provided – OSHA 29 CFR 1910.120fq

ICS 208 Site Safety Plan		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 208 – Site Safety Plan

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

WORK PLAN

☐ Booming ☐ Skimming ☐ Vac trucks ☐ Pumping ☐ Excavation
☐ Heavy equipment ☐ Sorbent pads ☐ Patching ☐ Hot work ☐ Appropriate permits used
☐ Other

TRAINING

☐ Verified site workers trained per OSHA 29 CFR 1920.120

ORGANIZATION

Title	Name	Telephone/Radio
Incident Commander:		
Deputy Incident Commander:		
Safety Officer:		
Public Affaire Officer:		
Other:		

EMERGENCY PLAN

☐ Alarm system: _____
☐ Evacuation plan: _____
☐ First aid location _____

Notified

☐ Hospital		Phone:
☐ Ambulance		Phone:
☐ Air ambulance		Phone:
☐ Fire		Phone:
☐ Law enforcement		Phone:
☐ Emergency response/rescue		Phone:

PRE-ENTRY BRIEFING

☐ Initial briefing prepared for each site

INCLUDING ATTACHMENTS/APPENDICES

Attachments

☐ Site Map
☐ Hazardous Substance Information Sheets
☐ Site Hazards
☐ Monitoring Program
☐ Training Program
☐ Confined Space Entry Procedure
☐ Safe Work Practices for Boats
☐ PPE Description
☐ Decontamination
☐ Communication and Organization
☐ Site Emergency Response Plan

Appendices

☐ Site Safety Program Evaluation Checklist
☐ Confined Space Entry Checklist
☐ Heat Stress Consideration
☐ Cold Stress and Hypothermia Consideration
☐ First Aid for Bites, Stings, and Poisonous Plant Contact
☐ Safe Work Practice for Oily Bird Rehabilitation
☐ SIPI Site Pre-Entry Briefing
☐ Personnel Tracking System

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ICS 209 - Incident Status Summary

Incident:	**Prepared By:**	**at:**
Period:	**Version Name:**	

Type of Incident

☐ Oil Spill	☐ HAZMAT	☐ AMIO
☐ SAR/Major SART	☐ SI/Terrorism	☐ Natural Disaster
☐ Marine Disaster	☐ Civil Disturbance	☐ Military Outload
☐ Planned Event	☐ Maritime HLS/Prevention	☐ Other

Situation Summary as of Time of Report

Future Outlook/Goals/Needs/Issues

Safety Status/Personnel Casualty Summary

Casualty Type	Since Last Report	Adjustments to Previous Op. Period	Total
Responder Injury			
Responder Death			
Public Missing (Active Search)			
Public Missing (Presumed Lost)			
Public Uninjured			
Public Injured			
Public Dead			
Total Public Involved			

Property Damage Summary

Property Type	Est. Damage Amount
Vessel	
Cargo	
Facility	
Other	

ICS 209 Incident Status Summary		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 209 - Incident Status Summary

Incident:	**Prepared By:**	**at:**
Period:	**Version Name:**	

Equipment Resources

Type	Notes	Ordered	Available / Staged	Assigned	Out-of-Service
Aircraft – Fixed-Wing					
Aircraft – Helo					
Pollution Equip – Boom					
Pollution Equip – OSRV					
Pollution Equip – Portable Storage					
Pollution Equip – Skimmers					
Pollution Equip – Tank Vsl/Barge					
Pollution Equip – VOSS/SORS					
Vehicles – Ambulance					
Vehicles – Car					
Vehicles - Fire/Rescue/HAZMAT					
Vehicles – Truck					
Vehicles – Vac/Tank Truck					
Vessels – Boat					
Vessels – Deck Barge					
Vessels – Pilot Boat					
Vessels – SAR/LE Boat					
Vessels – Tug/Tow Boat					
Vessels – USCG Cutter					
Vessels – Work/Crew Boat					

Personnel Resources

Agency	Total # of People
USCG	
DHS (other than USCG)	
NOAA	
FBI	
DOD (USN Supsalv, CST, etc.)	
DOI (US Fish & Wildlife, Nat Parks, BLM, etc.)	
RP	
State	
Local	
Total:	

ICS 209 Incident Status Summary

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ICS 209 - Incident Status Summary

Incident:	**Prepared By:**	**at:**
Period:	**Version Name:**	

HAZMAT/Oil Spill Status (Estimated)

Common Name(s):		
UN Number:	**Source Status:** ☐ Secured	☐ Unsecured
CAS Number:	**Remaining Potential:**	
	Rate of Spillage:	

All estimates are in:

	Adjustments to Previous Operational Period	Since Last Report	Total
Volume Spilled/Released			

Mass Balance – HAZMAT/Oil Budget

Recovered HAZMAT/Oil			
Evaporation/Airborne			
Natural Dispersion			
Chemical Dispersion			
Burned			
Floating, Contained			
Floating, Uncontained			
Onshore			
		Total HAZMAT/Oil Accounted for:	

Comments:

HAZMAT/Oil Waste Management (est., since last report)

Waste Type	Recovered	Disposed	Stored
Oil			
Oily Liquid			
Liquid			
Oily Solid			
Solid			

Comments:

HAZMAT/Oil Shoreline Impacts (Estimated)

Degree of Impact	Affected	Cleaned	To be Cleaned
Very Light			
Light			
Medium			
Heavy			
Total:			

Comments:

HAZMAT/Oil Wildlife Impacts (Since last report)

Wildlife Type	Captured	Cleaned	Released	DOA	Died in Facility	
					Euthanized	Other
Bird						
Mammal						
Reptile						
Fish						
Total:						

ICS 209 Incident Status Summary **© 1997-2011 TRG/dbSoft, Inc.**

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ICS 209 - Incident Status Summary

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Evacuation Status

	Since Last Report	Adjustments to Previous Op. Period	Total
Total to be Evacuated			
Number Evacuated			

Migrant Interdiction

	Since Last Report	Adjustments to Previous Op. Period	Total
Vessels Interdicted			
Migrants Interdicted at Sea			
Migrants Interdicted Ashore			
Injured			
MEDEVAC'd			
Deaths			
Migrants Repatriated			

Sorties/Patrols Summary

Air	**Since Last Report**	**Total**
Number of Sorties/Patrols		
Area Covered (square miles)		
Total Time On-Scene (In Hours)		
Surface	**Since Last Report**	**Total**
Number of Sorties/Patrols		
Area Covered (square miles)		
Total Time On-Scene (In Hours)		

Use of Force Summary

Category	Since Last Report	Total
III - Soft Empty Hand Control		
IV - Hard Empty Hand Control		
V - Intermediate Weapons		
VI - Deadly Force		
VSL - Force to Stop Vessel from Cutter/Boat		
A/C - Force to Stop Vessel from Aircraft		
Arrests		
Seizures		
Deaths		

Operational Controls

Currently in Force

Type	Initiating Unit	Initiated Date	Activity #

Removed Since Last Report

Type	Initiating Unit	Initiated Date	Date Removed	Activity #

ICS 209 Incident Status Summary

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ICS 210 – Change Status

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Incident Resources to Change

ID	Supplier	Resource Type	Description	Quantity	Size	Current Location	Current Status

New Status and/or Location

New Status: _____

New Location: _____

Date/Time of Change: _____

Notes (Special Instructions, Safety Notes, Hazards, Priorities)

ICS 210 – Change Status		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 211p – Check-In List (Personnel)

Incident:	Prepared By: at:
Period: to	Version Name:
Check-In Location - - ☐ Command Post ☐ Staging Area ☐ Other --> Location Name:	

Personnel Check-In Information

Name (Last, First) & Contact Information	Classification & Company/Agency	Assigned Section & Position	Quantity & UOM	Check-In Date/Time	Check-Out Date/Time Destination

ICS 211P Check-In List (Personnel)		© 1997-2011 TRG/dbSoft, Inc.

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ICS 211e – Check-In List (Equipment)

Incident:	Prepared By:	at:
Period:	Version Name:	

Check-In Location: ☐ Command Post ☐ Staging Area ☐ Other --> Location Name:

Equipment Check-In Information

Equipment Description & Identifier	Supplier & Contact Information	Quantity & UOM	Size & UOM	Check-In Date/Time & Assignment	Check-Out Date/Time & Destination

ICS 211e Check-In List (Equipment)			© 1997-2011 TRG/dbSoft, Inc.

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ICS 213 – Resource Requisition

Incident:	Period:	
Requisition Number:	Status:	Created Date/Time:
Requested By:	Requestor Phone:	Requested Delivery Date/Time:
Priority: Completed By:		Requested Delivery Location: Final Destination:
Notes:		

Requested (Requestor)

Quantity	Resource Type	Description	Size

Procured (Logistics)

ID	Supplier	Quantity	Size	ETA	Unit Price	P.O. #

Supplier Contact Information

Supplier	Contact Name	Phone 1	Phone 2	Fax	Email

Approvals

Name/Position	Name/Position	Name/Position

Requisitions/Procurement Report

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ICS 214 – Unit Log

Incident:	**Prepared By:** **at:**
Period: **to**	**Version Name:**

Personnel Roster Assigned

Name	ICS Position	Home Base

Activity Log

Date/Time	Events/Notes

ICS 214 Unit Log		© 1997-2011 TRG/dbSoft, Inc.

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ICS 214a – Individual Log			
Incident:		**Prepared By:**	**at:**
Period:		**Version Name:**	
Activity Log			
Date/Time	**Events/Notes**		
ICS 214 Individual Log			**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 215 – Operational Planning Worksheet

Incident:	Prepared By:	at:
Period:	Version Name:	

Branch/ Division/Area of Operation	Work Assignments	Resource							Reporting Location	Requested Arrival Date/Time
		Req								
		Have								
		Need								
		Req								
		Have								
		Need								
		Req								
		Have								
		Need								
		Req								
		Have								
		Need								
		Req								
		Have								
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		Need								
		Req								
		Have								
		Need								
		Req								
		Have								
		Need								

ICS 215 Operational Planning Worksheet		© 1997-2011 TRG/dbSoft, Inc.

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ICS 218 – Support Vehicle Inventory

Incident:	Prepared By: at:
Period:	Version Name:

Vehicle Category: Buses Dozers Engines Lowboys Pickups/ edans Tenders Other

Vehicle Equipment Information

Resource Order # / *E* Number	Incident ID #	Vehicle Type	Vehicle Make	Capacity Size	Agency/Owner	Vehicle License / Rig Number	Location	Release Time

ICS 218 Support Vehic e Inventory

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ICS 220 - Air Operations

Incident:	Prepared By:	at:
Period:	Version Name:	

Personnel and Communications

Title/Position	Name	Air/Air Frequency	Air/Ground Frequency	Phone

Planned Flight Information

Type Of Aircraft	Operating Base	Aircraft Company	Passenger Capacity	Purpose	Scheduled Flights

No s (Special Instructions, Safety Notes, Hazards, Priorities)

ICS 220 - Air Operations			© 1997-2011 TRG/dbSoft, Inc.

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ICS 221 – Demob. Check Out

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Unit/Personnel Released:

Released Date/Time:

You and your resources have been released, subject to signoff from the foll wing:

Resources

Resource Type	Description	Supplier	Qua tity	Size

Signatures

☐ _____

☐ _____

☐ _____

☐ _____

☐ _____

☐ _____

☐ _____

☐ _____

☐ _____

☐ _____

Comments

ICS 221 Demobilization Check Out		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 223 – Health and Safety Message

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Major Hazards and Risks

Narrative

Signature:

ICS 223 Health and Safety Message		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 224 – Environmental Unit Summary		
Incident:	Prepared By:	at:
Period:	Version Name:	
Area Environmental Data		
Priorities for Mitigating Environment and Cultural Impact		
Wildlife Assessments and Rehabilitation		
Permits (Dispersants, Burning, and/or Other)		
Waste Management		
Other Environmental Concerns		
Logistical Support Needs		
ICS 224 - Environmental Unit Summary		© 1997-2011 TRG/dbSoft, Inc.

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ICS 230 – Daily Meeting Schedule

Incident:	Prepared By:	at:
Period:	Version Name:	

Meeting Name & Date/Time	Purpose	Attendees	Location

ICS 230 – Daily Meeting Schedule		© 1997-2011 TRG/dbSoft, Inc.

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ICS 231 – Meeting Summary		
Incident:	**Prepared By:**	**at:**
Period:	**Version Name:**	

Meeting Information	
Meeting Name:	
Meeting Date/Time:	
Meeting Location:	
Meeting Facilitator:	

Purpose and Attendees	
Purpose:	
Attendees:	

Agenda Outline

Meeting Minutes

ICS 231 Meeting Summary		**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 232 – Resources at Risk

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Environmentally Sensitive Areas and Wildlife Issues

Site #	Priority	Site Name and/or Physical Location	Site Issues
Notes:			
Notes:			
Notes:			
Notes:			
Notes:			

Arch eo-cultural and Socio-economic Issues

Site #	Priority	Site Name nd/o Physical Location	Site Issues
Notes:			
Notes:			
Notes:			

ICS 232 Resources at Risk			© 1997-2011 TRG/dbSoft, Inc.

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ICS 232a – ACP Site Index

Incident:	**Prepared By:**	**at:**
Period:	**Version Name:**	

Index to ACP/GRP sites shown on Situation Map

Site #	Priority	Site Name and/or Physical Location	Action	Status
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				
Notes:				

ICS 232a ACP Site Index			**© 1997-2011 TRG/dbSoft, Inc.**

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ICS 233 – Open Action Tracker

Incident:	**Prepared By:** **at:**
Period:	**Version Name:**

Item Number	Description	Responsible Section/Person	Status	Start Date	Briefed	Target Date
					☐	
					☐	
					☐	
					☐	
					☐	
					☐	
					☐	
					☐	
					☐	
					☐	
					☐	

ICS 233 – Open Action Tracker

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ICS 234 – Work Analysis Matrix		
Incident:	Prepared By:	at:
Period:	Version Name:	
Objectives		
Operations Objectives	**Optional Strategies**	**Tactics/Work Assignments**
ICS 234 – Work Analysis Matrix		© 1997-2011 dbSoft, Inc.

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L. ACRONYMS — APPENDIX L

ACP	Area Contingency Plan
ADP	Automatic Data Processing
AFFF	Aqueous Film-Forming Foam
AMPD	Average Most Probable Discharge
Bbls	Barrels
BOEMRE	Bureau of Ocean Energy, Regulation and Enforcement
CAER	Community Awareness and Emergency Response
CEM	Continuous Emission Monitors
COTP	Captain of the Port
CPR	Cardiopulmonary Resuscitation
CR	Control Room
CRO	Control Room Operator
DCT	Damage Control Team
DFG	(California) Department of Fish & Game
DNR	Department of Natural Resources
DOC	US Department of Commerce
DOT	US Department of Transportation
ECC	Emergency Command Center
ELIRT	Emergency Local Interfunctional Response Team
EM	Emergency Management
EMP	Emergency Management Plan
EMT	Emergency Management Team
EOD	Explosive Ordinance Disposal
EPA	US Environmental Protection Agency
ERO	Emergen y Response Organization
ERP	Emerg ncy Response Plan
ERT	Emerge cy Response Team
ERTL	Eme gency Response Team Leader
ESD	Emerge cy Shutdown
ES&H	Env onmental Safety & Health
EPZ	Emergency Planning Zone
FAA	Federal Aviation Administration
FOSC	Federal on-Scene Coordinator
FRP	Facility Response Plan
F U	Fast Response Unit
FWPCA	Federal Water Pollution Control Act
HAZMAT	Hazardous Materials
HAZWOPER	Hazardous Waste Operations & Emergency Response
HOSS	High-Volume Open-Sea Skimmer
IAP	Incident Action Plan
ICP	Incident Contingency Plan
IC/QI	Incident Commander/Qualified Individual
ICS	Incident Command System
I.D. BOATS	Identified Deployment Boats
JIC	Joint Information Center
LEPC	Local Emergency Planning Committee
LFC	Las Flores Canyon
LLEA	Local Law Enforcement Agency
MMPD	Maximum Most Probable Discharge

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MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
M&O	Management and Operations
MSD	Marine Safety Detachment (US Coast Guard)
MSDS	Material Safety Data Sheets
MSO	Marine Safety Office (US Coast Guard)
MSRC	Marine Spill Response Corporation
MSU	Marine Safety Unit (US Coast Guard)
MTR	Marine Transportation Related
NARRT	North America Regional Response Team
NIMS	National Incident Management System
NCP	National Contingency Plan
NRC	National Response Center (US Coast Guard)
NRC	National Response Corporation (OSRO)
NRDA	Natural Resources Damage Assessment
NTL	Notice toLessees and Operations
NVIC	Navigation and Vessel Inspection Center (USCG)
O&M	Operations and Maintenance
OCS	Outer Continental Shelf
OI	Operations Integrity
OES	Office of Emergency Service
OPA-90	Oil Pollution Act of 1990
OSCP	Oil Spill Contingency Plan
OSHA	Occupational Safety & Health Administration
OSPR	(California DFG) Office of Spill Prevention and Response
OSRAM	Oil Spill Risk Analysis Model
OSRC	Oil Spill Response Coordinator
OSRO	Oil Spill Removal Organization
OSRP	Oil Spill Response Plan
P/F	Platform
PIC	Per on in Charge
P/L	Pipelin
PPE	Pe sonal Protective Equipment
PREP/N-PREP	Nati nal) Preparedness for Response Exercise Program
QA	Q ality Assurance
QI	Qualified Individual
RAT	Rapid Assessment Team
RCP	Regional Contingency Plan
RCRA	Resource Conservation and Recovery Act
RP	Responsible Party
ROW	Right of Way
RRT	Regional Response Team
S RS	Safety Analysis Review System
SCADA	Supervisory Control & Data Acquisition
SCAT	Shoreline Countermeasures/Cleanup Assessment Team
SI	Surface Impoundment
SIC	Standard Industrial Classification
SLC	(California) State Lands Commission
SMT	Spill Management Team
SOP	Standard Operating Procedures
SOSC	State On-Scene Coordinator
SPCC	Spill Prevention, Control, and Countermeasures

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SROC	Spill Response Operations Center
SROT	Spill Response Operating Team
SWS	Shallow Water Skimmer
SYU	Santa Ynez Unit
TRG	The Response Group
US	United States
USGC	United States Coast Guard
WCD	Worst Case Discharge

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OSPR Appendix Introduction

OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR) APPENDIX FOR

EXXON MOBIL CORPORATION
SANTA BARBARA CHANNEL
PACIFIC OCS OPERATIONS
REGIONAL OIL SPILL RESPONSE PLAN

SANTA YNEZ UNIT
CRUDE OIL AND WATER EMULSION PIPELINE

Owner/Operator

Exxon Mobil Corporation
(herei afte referred to as ExxonMobil)
Las Flores Canyon Facility
12000 Calle Real
Goleta, California 93117

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FACILITY INFORMATION SUMMARY
EXXONMOBIL - PACIFIC OCS OPERATIONS

Facility Name and Location

The Santa Barbara Channel OCS facilities are located offshore of Santa Barbara County. The names of each facility and their OCS lease locations are listed below:

Platform Hondo	OCS-P 0188
Platform Harmony	OCS-P 0190
Platform Heritage	OCS-P 0182

Associated pipelines crossing State waters include:
Santa Ynez Unit Crude Oil and Water Emulsion Pipeline (Harmony Platform to Shore)

Production from these platforms is processed at:
Las Flores Canyon Treating Facility (LFC) (805) 961-4000

Owner/Operator

Exxon Mobil Corporation
Las Flores Canyon Facility
12000 Calle Real
Goleta, CA 93117
(805) 961-4000

Hours of Operation

The hours of operation for each facility are 24 hours a day, 7 days a week.

Latitude and Longitude

Platform Hondo Lat/Long:	(b) (7)(F), (b) (3)
Platform Harmony Lat/Long:	
Platform Heritage Lat/Long:	

Qualified Individual(s)

Kok-Yew See, Production Manager	(713) 431-1444
J. (James) Siegfried, Operations Manager	(713) 431-2047
Frank Betts, Operations Superintend nt	(805) 961-4078
G. C. (Greg) Manuel, Senior Field uperinte dent	(805) 961-4066
T. A. Plaisance, Senior Plant Super tenden	(805) 961-4080

Correspondence Contact

B. T. (Brian) Hansen, Back-up ER C ordinator (281) 654-3685 (281) 654-1183 fax
ExxonMobil Corporati n
U.S. Production
14950 Heathrow Fo est Parkway
Houston, TX 77032

Response Operations Cen r (Incident Command Post)

L s Fl res C nyon Facility
12000 alle Re l
Goleta CA 93117
805) 961-4000

OSPR Certif ate of Financial Responsibility Number: 21616-00-01

Relevant Documents

- ExxonMobil Oil Spill Response Plan, Santa Barbara Channel Pacific OCS Operations, July 2006
- Clean Seas Regional Resource Manual, Revision No. 6 11/07/01
- United States Coast Guard Area Contingency Plan, Los Angeles/Long Beach (Northern/Southern Sector) 3/06
- EPA Facility Response Plan for the Las Flores Canyon Onshore Facility required by 40 CFR 112 of the Environmental Protection Agency regulations.
- DOT Manual: The Pipeline Operations and Maintenance Manual for Exxon Santa Ynez Unit Pipelines required by 49 CFR 195 of the Pipeline Hazardous Materials Safety Administration regulations.

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OSPR Appendix 1.0 – OSPR Certification Statement

OSPR 1.0

OSPR-1.1 OSPR Certification Statement

"I certify, to the best of my knowledge and belief, under penalty of p rjury und r the laws of the State of California, that the information contained in this contingency plan is true and correct and that the plan is both feasible and executable."

Kevin M. Dillman
Signature

12-28-10
Date

OIMS/ER Supervisor
Title

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OSPR-1.2 DOT Certification Statement

"I certify that ExxonMobil has obtained, through contract or other approved m ans, the necessary private personnel and equipment to respond, to the maximum extent p acticab e, to a worst-case discharge or a substantial threat of such a discharge."

Signature

12-28-10
Date

OIMS/ER Supervisor
Title

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OSPR-1.3 RECORD OF REVISIONS

Revision No.	Transmittal Date	Date Change Was Made in this Copy of the Plan
1	October 2009	General Review and Update
2	December 2010	General Review and Update

OSPR-1.4 POST-SPILL REVIEW

The following procedures are intended to satisfy the OSPR facility plan requirements in 817.02(f)7 regarding methodology for c ducting a post-spill review.

- Following response t a spill of sufficient magnitude to require use of this plan, the individual particip ting n the response will participate in a critique session.
- The objective of the critique session will be to document lessons learned during the response a d to dentify enhancements to this plan.
- O ce ocumentation has been compiled, it will be reviewed by the appropriate emergency response organization members, and any recommended changes to the lan will be reviewed by ExxonMobil management.

A summary of the review process and any enhancements to the plan will be forwarded to the OSPR Administrator within 90 days following the completion of response and cleanup operations

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OSPR Appendix 2.0 – Cross-Reference CALCODE

OSPR 2.0
CROSS-REFERENCE
CALIFORNIA CODE OF REGULATIONS
TITLE 14, DIVISION 1

SUBDIVISION 4, OSPR
CHAPTER 2 OIL SPILL PREVENTION RESPONSE PLANNING

SUBCHAPTER 3 CONTINGENCY PLANS

• **817.02 MARINE FACILITY PLAN CONTENT** • (EXCEPT FOR THOSE SMALL MARINE FUELING FACILITIES ADDRESSED IN SECTION 817.03 OF THIS SUBCHAPTER)	Do ume ted in:*
To the degree the information required by Subsections 817.02(b) through (k) exists elsewhere, copies of the pre-existing information may be submitted. If the information provided is not sufficient to meet the requirements of this subchapter, additional information may be requested by the Administrator.	--
(a) Introductory Material	--
(1) Each plan shall provide the following information:	--
(A) name and address of the marine facility, and mailing address if different;	OSPR Information Summary Page
(B) name, address and phone n mber of the owner and/or operator of the marine facil y;	OSPR Information Summary Page
(C) name, address and pho e n mber f the person to whom correspondence sh uld be sent;	OSPR Information Summary Page
(D) a certification st t ment igned under penalty of perjury by an executiv within th plan holder's management who is authorized to lly imp ement the oil spill contingency plan, who shall r view he plan for accuracy, feasibility, and executability; and	OSPR 1.0
(E) A opy f the California Certificate of Financial Re ponsibility (COFR) for the marine facility shall be i cluded in the front of the plan.	OSPR COFR
(2) Ea h plan shall identify a Qualified Individual, as defined in Chap er 1, Section 790 of this subdivision, and any alternates that may be necessary for the purpose of implementing the plan.	Section 4.0
(3) Each plan shall provide the name, address, telephone number and facsimile number of an agent for service of process designated to receive legal documents on behalf of the plan holder. Such agent shall be located in California.	OSPR Information Summary Page

*Notations such as "OSPR COFR" or "OSPR 3.2" refer to this Appendix. All others refer to the BOEMRE approved Oil Spill Response Plan, unless specifically stated otherwise.

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(4) Each plan shall contain a copy of the contract or other approved means (as defined in Section 815.05(b) of this subchapter) verifying that any oil spill response organization(s) that are named in the plan will provide the requisite equipment and personnel in the event of an oil spill.	Appendix D
(b) Marine Facility Description	--
(1) Each plan shall describe the marine facility's design and operations with specific attention to those areas from which an oil spill could occur. This description shall include, at a minimum, the following information:	
(A) a piping and instrumentation diagram, and a tank diagram including the location of pumps, valves, vents and lines….	Appendix A
(B) a description of the types, physical properties, health and safety hazards, maximum storage or handling capacity and current normal daily throughput of oil handled. A material safety data sheet (MSDS) or equivalent will meet this requirement and can be maintained separately at the facility providing the plan identifies its location;	Appendix A
(C) a description of the normal procedures for transferring oil from or to a pipeline, tanker, barge or other vessel, or storage tank, and the amount, frequency and duration of oil transfers;	N/A
(D) the marine facility's normal hours of operation; and	OSPR Information Summary Page
(E) for an exploration r productio fa ility, a complete description of those s ction of the oil or gas lease field, gathering lines, storage tanks and processing facilities, under the ont ol of e owner/operator, a spill from which could reason ly be e pected to impact the marine waters of California.	Appendix A
(2) Each pla shall d scribe the marine facility site and s ro ndin area, ncluding, where appropriate, the following inform ion (n t where maps/diagrams are required they may be submitted (in addition to the original hard copy) on le tronic media, in Portable Document Format [PDF]):	–
(A) map and description of site topography, including the drainage and diversion plans for the marine facility, such as sewers, storm drains, catchment, containment or diversion systems or basins, oil/water separators, and all watercourses into which surface runoff from the facility drains;	Appendix A
(B) vicinity maps showing any vehicular or rail access to the marine facility, pipelines to and from the facility, nearby residential, commercial or other populous areas, and access to private land necessary to respond to a spill;	Appendix A

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(C) seasonal hydrographic and climatic conditions including wind speed and direction, air and water temperature, local tides, prevailing currents, and any local visibility problems;	Appendix H
(D) physical geographic features, including ocean depths and local bathymetry; beach types and other geological conditions…..	Section 11.0, Appendix A
(E) logistical resources within the geographic area covered by the plan, including facilities for fire services, medical services, and accommodations for spill response personnel; and	Section 4.0 (P ocureme t and Staging), Se tion 8.0, App dix E
(F) shoreline access area, including piers, docks, boat launches and equipment and personnel staging areas.	Section 14.0
(c) Prevention Measures	--
Each plan shall address prevention measures in order to reduce the possibility of an oil spill occurring as a result of the operation of the marine facility. The prevention measures must eliminate or mitigate all the hazards identified in the Risk and Hazard Analysis.	--
(1) Risk and Hazard Analysis	--
(A) Each plan shall provide a history of the significant spills from the marine facility for either the 10 year period prior to the date of plan submittal, or from the date the facility became operational, whichever is shorter.	OSPR 3.2
1. a written description of s tes, equipment or operations with a history of il spill ;	OSPR 3.2
2. the cause and size of any histo ical spill. The causes to be considered shall clude such factors as operator error, or a failure o the sy tem or subsystem from which he pill o curr d;	OSPR 3.2
3. a brief summary o the impact of the spills; and	OSPR 3.2
4. a descr tion the corrective actions taken in r sponse o any and all spills included in the historical dat	OSPR 3.2
(B) E ch facility shall conduct a Risk and Hazard Analysis to dentify the hazards associated with the operation of the facility, including: operator error, the use of the facility by v rious types of vessels, equipment failure, and external events likely to cause an oil spill.	OSPR 3.1
(C) The chosen hazard evaluation method must be conducted in accordance with the guidelines established by the American Institute of Chemical Engineers as published in the "Guidelines for Hazard Evaluation Procedures", second edition, copyright 1992, prepared for The Center For Chemical Process Safety.	OSPR 3.1

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1. The plan must include information regarding the expertise of the working group that develops the analysis.	OSPR 3.1
2. The plan must include information that demonstrates to the Administrator that the analysis is appropriate to the marine facility and adequate according to the published procedures referenced in (C) above.	OSPR 3.1
(D) Each plan shall include a summary of the results of the Risk and Hazard Analysis. The summary shall include the following:	OSPR 3.1
1. the hazard analysis method used, and a statement that the analysis is specific to the marine facility;	OSPR 3.1
2. an inventory of the hazards identified, including the hazards that resulted in the historical spills;	OSPR 3.1
3. an analysis of the potential oil discharges, including the size, frequency, cause, duration and location of all significant spills from the marine facility as a result of each major type of hazard identified;	OSPR 3.1
4. the control measures that will be used to mitigate or eliminate the hazards identified; and	OSPR 3.1
5. a prediction of the potential oil spills that might still be expected to occur after any mitigating controls have been implemented.	OSPR 3.1
(E) All supporting documentation used to develop the Risk and Hazard Analysis summary shall be made available to the Administrator upon request.	OSPR Information Summary Page (Correspondence Contact)
(2) Off-Site Consequence Analysis: For the significant hazards identified in the Risk and Hazard Analysis required under this section, the marine facility shall conduct a trajectory analysis to determine the Off-Site Consequences of an oil spill.	Appendix H
(A) a trajectory, or series of trajectories (for pipelines, etc.), to determine the potential direction, rate of flow and time of travel of the reasonable worst case oil spill from the facility to marine waters and to the shorelines, including shallow-water environments, that may be impacted.	Appendix H
(B) for each probable shoreline that may be impacted, a discussion of the general toxicity effects and persistence of the discharge based on type of product; the effect of seasonal conditions on sensitivity of these areas; and an identification of which areas will be given priority attention if a spill occurs.	Section 11.0, Appendices A, H (refers to ACP), OSPR 4.2
(3) Resources at Risk from Oil Spills:	--

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Based on the trajectory of the spilled oil as determined in the Off-Site Consequence Analysis, each plan shall identify the environmentally, economically and culturally sensitive areas that may be impacted.	--
(A) The map of environmentally sensitive areas shall include:	--
1. shoreline types and associated marine resources;	Sections 11.0, 12.0, 13.0, Appendix H (refers to ACP)
2. the presence of migratory and resident marine bird and mammal migration routes, and breeding, nursery, stopover, haul-out, and population concentration areas by season;	Sections 11.0, 12.0, 13.0, Appendix H (refers to ACP)
3. the presence of aquatic resources including marine fish, invertebrates, and plants including important spawning, migratory, nursery and foraging areas;	Sections 11.0, 12.0, 13.0, Appendix H (refers to ACP)
4. the presence of natural terrestrial animal and plant resources in marine-associated environments;	Sections 11.0, 12.0, 13.0, Appendix H (refers to ACP)
5. the presence of state or federally-listed rare, threatened or endangered species; and	Sections 11.0, 12.0, 13.0, Appendix H (refers to ACP)
6. the presence of commercial and recreational fisheries including aquaculture sites, kelp leases and other harvest areas.	Sections 11.0, 12.0, 13.0, Appendix H (refers to ACP)
(B) The map of the locations of economically and culturally sensitive areas shall include:	--
1. public beaches, parks, marinas, boat ramps and diving areas;	Section 11.0, Appendix H (refers to ACP)
2. industrial and drinking water intakes, power plants, salt pond intakes and other similarly situated underwater structures;	Section 11.0, Appendix H (refers to ACP)
3. offshore oil and gas leases and associated drilling production platforms;	Section 3.0
4. known historical and archaeological sites. If a plan holder has access to any confidential archaeological information, it must be submitted as a separate item and will be handled as confidential information as outlined in Subsection 816.01(d);	Section 11.0 (refers to ACP)
5. areas of cultural or economic significance to Native Americans; and	Section 11.0 (refers to ACP)
6. the major waterways and vessel traffic patterns that are likely to be impacted.	Section 11.0 (refers to ACP)

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(4) Required Prevention Measures	--
Each marine facility shall take all prevention measures to reduce or mitigate the potential hazards identified in the Risk and Hazard Analysis, and the potential impact those hazards pose to the resources at risk. Each plan shall include the following:	--
(A) schedules, methods and procedures for testing, maintaining and inspecting pipelines and other structures within or appurtenant to the marine facility that contain or handle oil which may impact marine waters if a failure occurs;	Section 6.0, DOT Ma ual (Section 4.0)
(B) methods to reduce spills during transfer and storage operations, including overfill prevention measures and immediate spill containment provisions;	N/A
(C) procedures to assure clear communication among all the parties involved during transfer operations; and	Section 5.0 (B)
(D) protection measures for areas within the marine facility that are subject to flooding.	N/A
(5) Other Prevention Measures	--
Each plan shall also identify and include a summary of those prevention measures required by other Federal, State or local agencies or which are currently in place and being utilized by marine facility personnel. The list existing prevention measures shall include, but not be limited to, the following:	--
(A) a description of any "risk red ction i centive programs" in place at the marine facility	OSPR 6.0
(B) a description of leak de ection and spill prevention safety and alarm ystems, devic s, equipment or procedures;	Section 6.0, Appendix A, OSPR 5.0
(C) a description autom tic controls that can be operated remotely o pre-p og ammed to control normal processes, safety shutdown and emergency shutdown;	Section 6.0, Appendix A, OSPR 5.0
( ) a escr tion of the alcohol and drug testing programs for ke perso el;	OSPR 7.0
E) any additional prevention measures taken or contemplated to minimize the possibility of oil spills; and	Section 6.0, OSPR 5.0
(F) a description of any fencing, locks, lighting and other security or surveillance measures necessary to reduce vandalism, sabotage, or unauthorized entries.	Appendix A
(d) On-Water Containment and Recovery	--
Each plan must provide for the on-water containment and recovery of all potential oil spills from the marine facility. To determine the amount of containment and recovery capability that must be available, each facility must calculate a Response Planning Volume as outlined below:	--

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(1) Reasonable Worst Case Spill	--
To calculate the Response Planning Volume, it is first necessary to determine the reasonable worst case spill for each marine facility, as follows:	--
(A) For marine facilities	--
1. the loss of the entire capacity of all in-line, break-out and portable storage tank(s) needed for the continuous operation of the pipelines used for the purposes of handling or transporting oil, taking into account the existence of volume limiting factors including, but not limited to, line pressure, gravity, and the availability and location of the emergency shut-off controls; plus	N/A
2. the amount of additional spillage that could reasonably be expected to enter California marine waters during emergency shut-off, transfer or pumping operations if a hose(s) or pipeline(s) ruptures or becomes disconnected, or if some other incident occurs which could cause or increase the size of an oil spill.	N/A
(B) For on-shore pipelines not subject to Chapter 6.67 (commencing with Section 25270) or Chapter 6.7 (commencing with Section 25280) of Division 20, Health and Safety Code, the largest volume in barrels, of the following:	--

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1. The pipeline's maximum release time in hours (i.e., the time between pipeline rupture and discovery), plus the maximum shut-down response time in hours (based on historic discharge data or in the absence of such historic data, the operator's best estimate), multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipeline), plus the largest line drainage volume after shutdown of the line section(s) in the response zone expressed in barrels. (As used in this subsection: line section means a continuous run of pipe that is contained between adjacent pressure pump stations, between a pressure pump station and a terminal or break-out tank, between a pressures pump station and a block valve, or between adjacent block valves; response zone means a geographic area either along a length of pipeline or including multiple pipelines, containing one or more adjacent line sections, for which the operator must plan for the deployment of, and provide spill response capabilities. The size of the zone is determined by the operator after considering available capabilities, resources, and geographic characteristics);	N/A
2. The largest foreseeable discharge for the line section(s) within a response zone, expressed in barrels, based on the m ximum historic discharge, if one exists, adjus ed for any sub equent corrective or preventive action ta en; r	N/A
3. If the response z ne co tains one or more break-out tanks, the capacity f the ingle largest tank or battery of tank w thin a ingl secondary containment system, a justed or the capacity or size of the secondary ntai ment system, expressed in barrels.	N/A
(C) For offshore platforms (except those drilling a new well hich re add essed in Subsection [D]):	--
1. total tank storage and flow line capacity; plus	N/A
2. that portion of the total linefill capacity which could be lost during a spill, taking into account the availability and location of the emergency shut-off controls and the effect of hydrostatic pressure; plus	N/A

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3. the amount of additional spillage that could reasonably be expected to enter marine waters during emergency shut-off, transfer or pumping operations if a hose or pipeline ruptures or becomes disconnected, or some other incident occurs which could cause or increase the size of an oil spill. The calculation may take into consideration other safety devices, emergency reaction times and maximum transfer rates; plus of the highest capacity well associated with the marine facility. In determining the daily discharge rate, the reservoir characteristics, casing/production tubing sizes, and historical production and reservoir pressure data shall be taken into consideration; plus	N/A
4. the daily production volume for seven days from an uncontrolled blowout.	N/A
(D) For offshore platforms with active well drilling:	N/A
The owner/operator of a platform at which a new well is being drilled must submit a proposed reasonable worst case oil spill calculation for platform operations to the Administrator. The proposed worst case discharge is the daily volume possible for seven days from an uncontrolled blowout taking into consideration any known reservoir characteristics. The proposed calculation will be reviewed by the Administrator during the plan review and approval process to determine if it ad quately addresses the oil spill potential of the new well sy tem.	N/A
(E) For offshore pipe es, the lar est volume in barrels of the following calculation	--
1. The pipeline stem leak detection time, plus the shutdo n espon e time, multiplied by the highest measured oil flow ate over the preceding 12-month period For new p pelines, use the predicted oil flow rate. Ad to this calculation the total volume of oil that w uld leak om the pipeline after it is shut in. This volume s ould be calculated by taking into account the effects of hydrostatic pressure, gravity, frictional wall forces, length of pipeline segment, tie-ins with other pipelines, and other factors.	OSPR 4.1, Appendix H
(F) The calculations, and such parameters as flow rates, linefill capacities and emergency shutoff times, that are used to determine a marine facility's reasonable worst case spill shall be submitted as part of the plan. The Administrator may review and test these parameters as part of the drill conducted in accordance with Subsection 816.03(b).	OSPR 4.1, Appendix H
(2) Persistence and Emulsification Factors	--

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(A) The reasonable worst case spill volume is then multiplied by a persistence factor relative to the most persistent type of oil that may be spilled. The persistence factors relative to the type of oil spilled, are specified below:	OSPR 4.2
(B) Emulsification Factors	--
The volume determined from the calculation in Subparagraph (A) is then multiplied by one of the following emulsification factors, again, based on the type of oil.	OSPR .2
(C) Response Planning Volume	-
The total determined by the above calculation is a Response Planning Volume.	OSPR 4.2
(3) Response Capability Standards	--
(A) Total Equipment Required	--
1. The total amount of on-water containment and recovery equipment and services required shall be the lesser of the amount necessary to address the Response Planning Volume.	Appendix E, OSPR 4.2
2. The amount of equipment and the timeframes for delivery are specified in Subsection 817.02(d)(3)(B).	Section 14.0, Appendix E
3. The timeframes for equipment delivery and deployment as specified in this subsection do not take into account the time requi ed to conduct a health and safety assessment of the site.	Section 14.0
(B) Daily Recovery Rate	--
1. Facilities locate in High-Volume Ports	N/A
2. Facility/Transfer Ar as and the Santa Barbara Chann l A ea	Section 14.0
(4) Non-Cascadable Equipment	--
Each plan shall omin te a certain amount of the recovery equipmen identifi d in Section 817.02(d)(3) as non-asca able, which may not be moved outside of the risk zone in whi h the marine facility is located.	OSPR 4.4 Section 14.0, Appendix E
A) High Volume Ports and the Santa Barbara Channel Area: 10,000 barrels per day of recovery capability that can be m bilized within two hours of notification and on-scene within 12 hours.	Section 14.0
(B) Facility/Transfer Areas: 2,500 barrels per day of recovery capability that can be mobilized within two hours and on-scene within 12 hours.	Section 14.0
(5) On-Water Response Equipment and Services	--

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(A) Each plan shall demonstrate that the marine facility has under contract or other approved means (as defined in Section 815.05(b) of this subchapter), access to all the necessary equipment and services to comply with the Response Capability Standards established in Subsection 817.02(d)(3).	Appendices D, E
(B) The equipment identified for a specific area must be appropriate for use in that area given the limitations of the geography, bathymetry, water depths, tides, currents and other local environmental conditions.	Appen ix E
(6) On-Water Response and Recovery Strategies	--
Utilizing the equipment that must be under contract, each plan shall describe methods to contain spilled oil and remove it from the environment.	--
(A) methods for on-water containment and removal of oil in open-water environments;	Section 15.0
(B) methods for adapting on-water containment and removal strategies in order to address the spill as it moves to the close-to-shore environment;	Section 15.0
(C) The plan holder may propose the use of dispersants, in-situ burning, coagulants, bioremediants, or other chemical agents or non-mechanical methods for response operations;	Sections 15.0, 18.0, 19.0, 20.0
1. methods of deployment or application;	Sections 15.0, 18.0, 19.0, 20.0
2. a description of the spec fic me hanisms in place to assess the env onme tal consequences of the chemical agent;	Sections 15.0, 18.0, 19.0, 20.0
3. identif ati n of ll pe mits, approvals or authorizations needed t allow the use of chemical agents or non-mech nica meth ds, and the timeline for obtaining them;	Sections 15.0, 18.0, 19.0
a plan for p otecting resources at risk, areas of public conc rn nd the public from any adverse effects of the chemical agents used; and	Section 13.0
5. the projected efficacy of each type of non-mechanical method proposed for use taking into account the type of spilled material and the projected environmental conditions of the potential spill site.	Sections 18.0, 19.0, 20.0
(D) methods for tracking the movement of the discharged oil; and	Section 10.0, Appendix H
(E) the location of the weather stations to be used for observations of winds, currents and other data at the time of a spill that may assist in making real-time projections of spill movement.	Sections 8.0, 9.0, 10.0

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(e) Shoreline Protection and Clean-up	--
Each plan must provide for shoreline protection and clean-up of all potential spills from the marine facility. The protection strategies and the amount of equipment necessary are outlined below:	--
(1) Shoreline Response Planning Volume	--
(A) Persistence Factor	OSPR 4.0
(B) Emulsification Factors	OSPR 4.0
(C) Total Shoreline Equipment Required	Sectio 15.0
(2) Shoreline Protection Equipment and Services	
Each plan must identify, and ensure availability through a contract or other approved means (as defined in Section 815.05(b) of this subchapter), an oil spill response organization capable of effecting shoreline protection strategies.	A pend es D and E
(A) The equipment identified for a specific area must be appropriate for use in that area given the limitations of the bathymetry, geomorphology, shoreline types and other local environmental conditions.	--
1. the amounts of all protective booming, shallow-draft vessels, and shoreline clean-up equipment necessary to address the specific types of shorelines that may be impacted;	Section 15.0, Appendix E
2. the location, inventory nd own rship of the equipment to be used to fulfill the response requirements; nd	Appendix E
3. the procedures for torag , maintenance, inspection and t sting of spill re ponse equipment under the immedia contro of the operator.	Appendix E
(B) Each plan shall descr be the personnel available to respond to a oil spill, including:	--
1 a l t by job category including a job description for each e of spill response position needed as indicated in the spill response organization scheme;	Section 4.0
2. a match between personnel, by job category and the equipment proposed for use (including equipment appropriate for shallow-water environments), including the plan for mobilization of such personnel; and	Sections 4.0, 14.0, Appendix E
3. sufficient personnel to maintain a response effort of at least 14 days.	Appendix H, OSPR 4.3
(3) (Reserved)	--
(4) Shoreline Protection and Clean-Up Strategies	--

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(A) Utilizing the equipment that must be under contract, each plan shall describe the methods that will be used to contain spilled oil and remove it from the environment.	--
1. all shoreline protection procedures and oil diversion and pooling procedures for the close-to-shore environment.	Sections 13.0, 15.0
2. methods for shoreside clean-up, including containment and removal of surface oil, subsurface oil and oiled debris and vegetation from all applicable shorelines, adjacent land and beach types.	Sections 13.0, 15.
3. measures to be taken to minimize damage to the environment from land operations during a spill response, such as impacts to sensitive shoreline habitat caused by heavy machinery or foot traffic.	Section 15.0
(f) Response Procedures	
(1) Each plan shall describe the organization of the marine facility's spill response system and management team.	Section 4.0
(2) Each plan shall describe the process to establish sites needed for spill response operations, including location or location criteria for:	--
(A) a central command post sufficient to accommodate the State Incident Command or Unified Command as well as the plan holder's response org ization;	Section 5.0
(B) a central communica ions p st if loc ted away from the command post; and	Section 5.0
(C) equipment and pers nnel s aging areas.	Section 4.0 (Procurement and Staging), Section 14.0, Appendix E
(3) Each plan shall in ude a checklist, flowchart or decision tree depicting the p ocession f each major stage of spill response operations from s ill discovery to completion of clean up.	Sections 12.0, 14.0, 15.0, 16.0
(4) Each lan s all describe how the plan holder will provide emerg ncy se ces before the arrival of local, state or federal auth ities on the scene, including:	--
(A) procedures to control fires and explosions, and to rescue p ople or property threatened by fire or explosion;	Sections 1.0, 12.0, 14.0
(B) procedures for emergency medical treatment and first aid;	Section 1.0 (Site Safety Plan),
(C) procedures to control ground, marine and air traffic which may interfere with spill response operations;	Section 5.0
(D) procedures to manage access to the spill response site and the designation of exclusion, decontamination and safe zones; and	Section 12.0, 13.0, 15.0, 16.0
(E) procedures to provide the required personnel protective gear for responders.	Sections 16.0, Appendix E

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(5) Each plan shall describe equipment and procedures to be used by marine facility personnel to minimize the magnitude of a spill and minimize structural damage which may increase the quantity of oil spilled.	--
(A) Spill mitigation procedures shall include immediate containment strategies, methods to stop the spill at the source, methods to slow or stop leaks, and methods to achieve immediate emergency shutdown.	Sections 6.0, 12.0, 13.0, 14.0, 15.0
(B) For spill mitigation procedures the plan shall include prioritized procedures for marine facility personnel including specific procedures to shut down affected operations. Responsibilities of facility personnel should be identified by job title.	Secti n 4. OSPR 5.0
1. failure of manifold and mechanical loading arm, other transfer equipment, or hoses, as appropriate;	Sections 6.0, 14.0, OSPR 5.0
2. tank overfill;	Sections 6.0, 14.0, OSPR 5.0
3. tank failure;	Sections 6.0, 14.0, OSPR 5.0
4. pipe rupture;	Sections 6.0, 14.0, OSPR 5.0
5. pipe leak, both under pressure and not under pressure, if applicable;	Sections 6.0, 14.0, OSPR 5.0
6. explosion and/or fire; and	Sections 6.0, 14.0, OSPR 5.0
7. other equipment failure (e pumping system failure, relief valve failure, etc.)	Sections 6.0, 14.0, OSPR 5.0
(6) Each plan shall detail the lines o comm nications between the responsible party, the Qualified Indi dual and the on-scene commanders, response t ams, nd local, state, and federal emergency and disa r responders, including:	--
(A) communicat proce ures;	Sections 5.0, 7.0, 8.0
(B) the comm nicat n function (e.g., ground-to-air) assigned to each chan el or frequency used;	Section 5.0
(C) t ma imum broadcast range for each channel or fre uency ed; and	Section 5.0
(D) edundant and back-up systems.	Section 5.0
(7) Ea h plan shall provide for post-spill review, including methods to rev ew both the effectiveness of the plan and the need for plan amendments.	Section 1.0 (Record of Revisions)
(8) Each plan shall describe the procedures to manage access to the spill response site, the designation of exclusion, decontamination and safe zones, and the decontamination of equipment and personnel during and after oil spill response operations, as required by the California Occupational Safety and Health Administration.	Sections 12.0, 13.0, 15.0, 16.0
(9) Prior to beginning spill response operations and/or clean up activities, a Site Safety Plan must be completed.	

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(g) Notification Procedures	--
(1) Each plan shall include a list of contacts to call in the event of a drill, threatened discharge of oil, or discharge of oil. The plan shall:	--
(A) detail the procedures for reporting oil spills to all appropriate local, state, and federal agencies;	Sections 1.0, 8.0, Appendix G
(B) identify a central reporting office or individual who is responsible for initiating the notification process and is available on a 24-hour basis; and	Section 0, 5.0
(C) establish a clear order of priority for notification.	Sections 1.0, 8.0 Appendix G
(2) Immediate Notification	--
Nothing in this section shall be construed as requiring notification before response.	--
(A) Each plan shall include a procedure for contacting the primary OSRO, or other initial response resources if an OSRO is not being used, within 30 minutes of the discovery of a discharge of oil or threatened discharge of oil.	Section 1.0, 7.0, Appendix G, OSPR 4.3
(B) Each plan shall include a procedure that ensures that the owner/operator or his/her designee will initiate contact with the Qualified Individual, the California Governor's Office of Emergency Services and the National Response Center immediately, but no longer than 30 minutes, after discovery of a discha ge of il or thr atened discharge of oil.	Section 1.0, 4.0, 8.0, Appendix G
(C) All phone numbers n cess ry to complete the immediate notification procedures must be included in the response manual.	Section 8.0
(3) Each plan shall id ntify a call-out procedure to acquire the resources nec ssary to address spills that cannot be addressed by the equipment that the owner/operator is req ed to have un er contract. Procedures must allow for initiatio of th ca l-out within 24 hours of the incident and must begin as soon as a determination has been made that dd tional resources are necessary.	Section 7.0, 8.0, 14.0, Appendix E
(4) Eac plan shall provide a checklist of the information to be reported in the notification procedures, including but not limited to:	--
(A) marine facility name and location;	Section 1.0, Appendix G
(B) date and time of the incident;	Section 1.0, Appendix G
(C) the cause and location of the spill;	Section 1.0, Appendix G
(D) an estimate of the volume of oil spilled and the volume at immediate risk of spillage;	Section 1.0, Appendix G

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• **817.02 MARINE FACILITY PLAN CONTENT** • (EXCEPT FOR THOSE SMALL MARINE FUELING FACILITIES ADDRESSED IN SECTION 817.03 OF THIS SUBCHAPTER)	Documented in:*
(E) the type of oil spilled, and any inhalation hazards or explosive vapor hazards, if known;	Section 1.0, Appendix G
(F) the size and appearance of the slick;	Section 1.0, Appendix G
(G) prevailing weather and sea conditions;	Section 1.0, Appendix G
(H) actions taken or planned by personnel on scene;	Section 1.0, Appendix G
(I) current condition of the marine facility;	Section 1.0, Appendix G
(J) injuries and fatalities; and	Section 1.0, Appendix G
(K) any other information as appropriate.	Section 1.0, Appendix G
(5) Reporting of a spill as required by Subsection 817.02(g)(2) shall not be delayed solely to gather all the information required by Subsection 817.02(g)(4).	Section 8.0
(6) Updated spill volume information included in the Incident Action Plan developed through the Unified Command will meet the requirements of this subsection.	
(h) Temporary Storage and Waste Management	--
(1) Each plan shall identify sufficient temporary storage for all recovered oil or all oily waste, and identify facilities that would be able to accept the recovered oil or oily waste for recycling or other means of waste management. Sufficient storage shall be no less than two times the required Daily Recovery Rate as determined in Section 817.02(d)(3)(B).	Sections 14.0, 16.0
(2) Each plan shall identify the party that shall maintain responsibility for recovered oil and oily waste for the purposes of temporary storage.	Section 16.0
(3) Each plan shall describe site criteria and methods used for temporary storage of recovered oil and oily wastes generated during response and clean-up operations, including sites available within the marine facility, or near the spill area.	Section 16.0
(4) Each plan shall identify all applicable permits, and all federal, state and local agencies responsible for issuing those permits for transit, temporary storage and ultimate waste management of all wastes likely to result from an oil spill.	Section 16.0
(5) Each plan shall include information which could expedite the state approval process for the use of temporary waste storage sites including a list of appropriate contacts and a description of procedures to be followed for each approval process.	Section 16.0
(i) Oiled Wildlife Care Requirements	--
Each plan shall describe how oiled wildlife care will be provided by one of the following approved means:	--
(1) Utilize the California Oiled Wildlife Care Network (OWCN) to meet oiled wildlife care requirements; or	Section 17.0

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(2) describe procedures that clearly outline how oiled wildlife care will be provided. The equipment, facilities, and personnel necessary to implement these procedures must be identified and assured by contract for each Geographic Area covered by the plan. Standards for wildlife care must comply with all applicable State and federal laws.	Section 17.0
(j) Training	--
(1) Each plan shall provide that all appropriate personnel employed by the marine facility shall receive training in the use and operation of oil spill response and clean-up equipment. The plan shall describe:	--
(A) the type and frequency of training that each individual in a spill response position receives to achieve the level of qualification demanded by their job description; and	App ndix B, Section 4.0
(B) the procedures, if any, to train and use volunteers or other additional personnel in spill response operations as necessary for the size of the spill.	Appendix B, Section 4.0
(2) Each plan shall describe the type and frequency of personnel training on methods to reduce operational risks. The description of the training shall include, if applicable, the following:	--
(A) any established training objectives that address potential spill sources and causes that were identified in the Risk and Hazard Analysis.	Section 4.0, Appendix B
(B) the means of achieving any stablis ed training objectives, such a	--
1. training programs for the positions involved with the various aspect of th marine facility's operation that could re u t in a s ill (e.g., position responsible for facility inspections or transfers);	Section 4.0, Appendix B
2. a trainin sch dule, including adequate frequency, (g., initia training upon hire and annual refresher train ng) and type of training (workshops, classroom, videotape, on-the-job training, etc.) for each position trained, by job classification;	Section 4.0, Appendix B
(C) any licenses, certifications or other prerequisites required t hold particular jobs.	Appendices B, D
(D) A plan holder whose facility is subject to and in compliance with State Lands Commission training regulations under Public Resources Code Section 8755, shall be considered in compliance with the training provisions of this subsection.	Appendix B

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• **817.02 MARINE FACILITY PLAN CONTENT** • (EXCEPT FOR THOSE SMALL MARINE FUELING FACILITIES ADDRESSED IN SECTION 817.03 OF THIS SUBCHAPTER)	Documented in:*
(3) Each plan shall provide for safety training as required by state and federal health and safety laws for all personnel likely to be engaged in oil spill response, including a program for training non-permanent responders such as volunteers or temporary help.	Appendix B, Section 4.0
(4) The marine facility owner/operator shall ensure that training records are maintained for 3 years. All such documentation must be made available to the Administrator upon request.	Appendix B
(k) Drills and Exercises - Type and Frequency	
(1) A marine facility owner/operator shall conduct drills and exercises as necessary to ensure that the elements of the plan will function in an emergency. Each plan shall describe the facility's drill and exercise program, including how the program assures shoreline protection strategies (for all environmentally sensitive sites identified as potentially impacted in the facility's Off-site Consequence Analysis) will be exercised, as outlined in Section 820.01(f) of this subdivision. The following are the necessary drill and exercise frequencies for all facilities, as consistent with the National Preparedness for Response Exercise Program (PREP):	--
(A) a quarterly drill of the notification procedures for marine facility personnel, the Qualified Individual, the OSROs, and the spill management team;	Appendix C
(B) a semiannual exercise to test the deployment of marine facility-owned equipment; a d	Appendix C
(C) a yearly tabletop xercise of e ma ine facility's spill management team.	Appendix C
(2) Training sessions may cons itute creditable drills and exercises if all eq ireme ts in Subsection 820.01 (b) through (f) are met.	Appendix C
(3) A marine facilit own / perator shall ensure that all of the response resourc s identified in the plan participate in equipment deployment exercises at least once every three years.	Appendix C
(4) Drills shall be designed to exercise either individual c mponents of the plan or the entire response plan. Such drills individually or in combination, shall ensure that the entire plan is exercised at least once every three years.	Appendix C
(5) The marine facility owner/operator shall ensure that records sufficient to document a drill or exercise are maintained for three years following the completion of the drill or exercise. All such documentation must be made available to the Administrator upon request.	Appendix C
Note: Evaluation and credit criteria for drills and exercises are described in Section 820.01 of this subchapter.	--

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• **817.02 MARINE FACILITY PLAN CONTENT** • (EXCEPT FOR THOSE SMALL MARINE FUELING FACILITIES ADDRESSED IN SECTION 817.03 OF THIS SUBCHAPTER)	Documented in:*
Authority: Sections 8670.10, 8670.28,and 8670.31(a), Government Code.	--
Reference: Sections 8574.1, 8574.7, 8670.7(a), 8670.10, 8670.28(a), 8670.29, 8670.31(a)-(f), and 8670.37.51, Government Code; Section 8750, Public Resources Code; Title 8, CCR Section 5192; 33 CFR, Part 154, Subpart F; 40 CFR, Part 300	--

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OSPR Appendix 3.0 – Risk and Hazard Analysis

OSPR 3.0
RISK AND HAZARD ANALYSIS

A. OSPR-3.1 SUMMARY OF RISK AND HAZARD ANALYSIS TO ADDRESS OSPR FACILITY PLAN REQUIREMENT OF SECTION 817.02(C)

A risk and hazard analysis was conducted to identify the hazards associated with operation of the SYU near-shore emulsion pipeline (from the three-mile State of California jurisdiction line landward to the first onshore block valve on ExxonMobil property). A "What-If" hazard identification methodology was used to perform the analysis, and the evaluation was conducted in accordance with the Guidelines for Hazard Evaluation Procedures prepared for the Center for Chemical Process Safety and the Occupational Safety and Health Administration's (OSHA) Process Safety Management regulations. The risk assessment team consisted of three engineers selected for their overall experience with oil production facilities and operations, familiarity with the project, and knowledge of risk assessment methodology. The team included an experienced project engineer, an engineer with pipeline construction and operation experience, and an engineer with production operations experience.

The analysis was specific to the emulsion line in State waters covered by the Plan. The potential hazards identified, potential oil spill volume as a result of the hazards, and control measures to mitigate the identified hazards are as follows. The potential oil spill volume in each case equals the reasonable worst case oil spill as calculated in Section 4.0:

Potential Hazard	Potential Spill	Existing Control Measures
1. External impact on pipeline (e.g., from ship dragging anchor, vessel grounding)	Up to 602 bbl of oil	Large diameter, heavy wall pipe with concrete coating Buried section of pipeline Weekly inspections Leak detection system Remote, motor-operated shutdown valves ELIRT and oil spill response co-ops
2. External impact on pipeline (e.g., from on shore construction activity)	Up to 602 bbl of oil	All of #1 above plus: High visibility of land segment of pipeline Tunnel section

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Potential Hazard	Potential Spill	Existing Control Measures
3. Internal pipeline corrosion	Less than 602 bbl of oil	Maintenance pigging/smart pigging Treatment with inhibitors/bactericides Monitoring with corrosion coupons and probes Heavy wall pipe Leak detection system Weekly inspections
4. External pipeline corrosion	Less than 602 bbl of oil	Maintenance pigging/smart pigging Leak detection system Weekly inspections Sacrificial anodes ROV inspections Heavy walls and concrete coating Isolation flanges
5. Structural failure (e.g., due to earthquake)	Less than 602 bbl of oil	Large, heavy wall pipe ROV inspections Immediate shutdown during earthquake
6. Overpressure of pipeline	None	Low maximum operating pressure compared to strength of pipe and redundant protection systems.

B. OSPR-3.2 SPILL HISTORY

There has been no oil spills associat d with the operation of this pipeline.

C. OSPR-3.3 SIGNIFICANT AND SUBSTANTIAL HARM

Based on this risk and hazard analysis, and pursuant to DOT requirements of 49 CFR 194, Parts 194.107 and 194 113, oil spills from the onshore portion of this pipeline could conceivably result in s gnificant and substantial harm as defined therein. Accordingly, the signed statement o Sec ion 1.0 of this plan certifies that ExxonMobil has obtained the necessary pers nnel and equipment, through contract or other approved means, to respond to a worst ase discharge Further documentation of said personnel and equipment may be found in ExxonMob s BOEMRE-approved oil spill response plan.

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OSPR Appendix 4.0 – Worst Case Spill Calculations

OSPR 4.0
WORST CASE SPILL CALCULATIONS

This section describes ExxonMobil's methods for calculating the reasonable worst case oil spill volume for the Platform Harmony to Shore Pipeline and Onshore Pipelin (t the first power-operated valve) in accordance with OSPR regulations. For information on the da a used in the calculation below, please refer to Appendix H of ExxonMobil's Oil Spill Response Plan.

OSPR – 4.1 REASONABLE WORST CASE SPILL

The reasonable worst case oil spill from Platform Harmony to sh re, and from mean sea level to the first power-operated valve, is calculated according to OSPR r gulations by adding the amount of spillage that could reasonably be expected during shutdown and the portion of line fill capacity which could be lost during an oil spill (after the pipeline is shut in). (b) (7)(F), (b) (3) [redacted] as summarized below.

Platform Harmony to Shore Pipeline

For the Harmony to Shore pipeline, the following data are used in the calculations:

(b) (7)(F), (b) (3) [redacted]

Flow Rate:
(Highest measured d ily oil f owrate during the preceding 12 mon h pe iod [er 14CCR §817.02(d)])

Shutdown Time

Volume due to shu down time:

Volume ue to p peline de-pressuring:

Volum due o hydrostatic pressure:
(ncludes onshore and offshore volumes above mean se level up to first power-operated valve)

Total pipeline release volume:

Reasonable Worst Case Spill = (b) (7)(F), (b) (3) [redacted]

OSPR 4.2 – PERSISTENCE AND EMULSIFICATION

On-water and shoreline response planning volumes of the ExxonMobil pipeline are calculated by first applying a persistence factor and then an emulsification factor based on the type of oil. The Monterey crude oil produced in the Santa Ynez Unit is classified as persistent, with a specific gravity between 0.95 and 1.0. This places the crude in Group IV, which has a persistence factor of 0.5 and an emulsification factor of 1.4. Applying these two factors to the reasonable worst case spill volume results in the following:

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Platform Harmony to Shore Pipeline

(b) (7)(F), (b) (3)

This response planning volume is used to determine the response capability standards, equipment requirements, and services for both offshore and shoreline response.

OSPR 4.3 - RESPONSE REQUIREMENTS

OSPR regulations require that equipment and personnel necessa y to address the Response Planning Volume be brought to the scene of the spill over a sp cified period of time. Appendix E of the Oil Spill Response Plan describes the equipment available for esponse, and ExxonMobil's federally approved response times. In addition, Section 14 of the OSRP (Table 14-6) describes recovery capacities for 12, 36 and 60 hour response times available to ExxonMobil through Clean Seas.

OSPR regulations also require that resources for on-water response be called out within 30 minutes and that personnel be available to sustain the response for at least fourteen (14) days (subject to caps and response tier standards). Section 14 describes ExxonMobil's response times, and Appendix H describes ExxonMobil's ability to sustain a response for 30 days.

OSPR 4.4 – NON-CASCADABLE EQUIPMENT NOMINATION

In accordance with Section 817 02(d)(4), ExxonMobil nominates the Clean Seas Point Arguello oil spill response vessel (OSRV) as "non-cascadable." This OSRV more than meets the OSPR requirements for the S nta Barbara Channel Area (10,000 barrels per day of recovery capability that can be mo ilized within two hours of notification and on-scene within 12 hours).

This nomination n no way commits ExxonMobil to the requirement, in the event of a spill or drill, that the Clean Seas Poi t Arguello OSRV respond to the SYU emulsion pipeline.

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OSPR Appendix 5.0 – Emulsion Pipeline Operating Procedures

OSPR 5.0
EMULSION PIPELINE OPERATING PROCEDURES

Introduction

This section includes ExxonMobil's operating, monitoring, pigging, and shutdown procedures on the 20-inch emulsion pipeline. This section is included as an add ndum to Section 6.0 of the Oil Spill Response Plan per compliance with OSPR regulation CCR 817.02(c).

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OSPR Appendix 6.0 – Summary of Safety (Risk Reduction Incentive) Program

OSPR 6.0
SUMMARY OF SAFETY PROGRAM
(RISK REDUCTION INCENTIVE PROGRAM)

Safety is a core value at ExxonMobil. The statement below, taken from ExxonMobil's Vision, Values, Beliefs and Mission, expresses this commitment to safety:

A. U. S. PRODUCTION BELIEVES THAT WHILE RISKS EXIST:

- *Accidents and injuries are preventable*
- *Each of us has a personal responsibility for our safety and the s fety of others both on and off the job*
- *No business objective is so important that it will be pursued at th sac fice of safety*
- *A job is well done only if it is done safely*
- *ExxonMobil should have the best safety performance in the indu tries in which we do business*

Every effort is made to integrate safety into all aspects of operations. From a technical standpoint, safety begins in the engineering and design of all our facilities, equipment, and operating processes. Further, numerous programs are in-place to address human factors and to encourage safe behaviors.

B. A TEAM APPROACH

To ensure support and involvement, the Santa Ynez Unit (SYU) uses a team approach to provide safety leadership at all levels of the organization.

C. RESPONSIBLE AND ACCOUNTABLE RESOURCES

Within USP, the foll wing describes the basic structure and roles of the various teams.

Management Safety S eering Team: This is a team comprised of the USP Production Leadership Team and Safety Supervisor. This team provides the overall Safety Leadership for USP, setting the Visio and pr viding oversight for the Safety Management System. It ensures the functionality of the safety processes and tools, and ensures that pursuit of safety is paramount in our oper tions.

Natural L adership Structure: This team structure provides cascading guidance and direction on t e implementation of the Safety Management System. It ensures alignment of the overall Visi n within the entire workforce. It ensures that all associates are engaged in and practicing the safety processes and tools that are in place. They continually identify, evaluate, and pursue opportunities for improvement in safety performance. They are responsible for providing the necessary resources to implement the Safety Management System.

D. SAFE OPERATIONS COMMITTEES (OFFSHORE AND ONSHORE)

Members of these two committees include the Operations Superintendent, Field Superintendents, Logistics Coordinators, and others who are directly involved in the day-to-day operations of the respective areas. These teams meet at least twice a month (more frequently if necessary) to address the operational and personnel issues that impact safety.

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E. Safety Improvement Team (SIT)

Each work location has one SIT per hitch (associates work alternating seven-day schedules). Each team is coordinated by a designated safety leader. Members include at least one supervisor and several associates. Team membership rotates annually.

The SITs are charged with the responsibility of designing and implementing safety initiatives at their locations as needs dictate. This structure and responsibility given to the SITs allow associates control over their safety program - promoting ownership and broad participation in safety efforts.

Some examples of SIT activities include planning and presenting safety meetings; designing special emphasis programs; promoting recognition events and contractor involvement.

Annual and mid-year safety workshops bring members of all the safety teams together to network and share ideas.

F. SAFETY PROGRAM ELEMENTS

The elements that are consistent in the safety process across SYU include the following:

1. TRAINING

- Skills Training

  Extensive formal training is provided for all operations associates. Safety is the foundation in all subject areas.

- A sampling of other regular training activities and courses include:
  - Emergency response
  - Scenarios drills
  - CPR and first aid
  - Water survival (for offshore associates)
  - Defensive driving
  - Hydrogen sulfid training

2. SAFETY MEETINGS

- Daily meetin s at the start of each work shift focus on the activities planned for the day.
- P e-job or tailgate meetings are common and devoted to planning before the start of a specific job.
- Monthly safety meetings bring all associates at the location together for an hour-long formal meeting on a specific topic.

3. AUDITS

A system of audits is in place, from structured Operations Integrity Management System (OIMS) assessments to informal supervisor walk-throughs - all occur on a regular basis.

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4. HAZARD IDENTIFICATION AND CORRECTION

Hazard identification is an ongoing activity at all locations. A formal program to encourage hazard reporting provides tangible incentives for associates.

5. JOB SAFETY ANALYSIS (JSA)

Much emphasis is placed on use of this proactive prevention tool. JSAs are sometimes developed on a particular job and placed on file. An individual or crew can refer to a particular JSA and use it as a reference in creating their own JSA before work begins.

6. SAFE BEHAVIOR REINFORCEMENT

Tangible awards for safety are used to recognize and reinforce behaviors that promote safety. Points are given for identifying and correcting hazards, for reporting near misses, and for performing safety observations. Points are saved and redeemed for various gift items.

7. FUNDAMENTAL CAUSE ANALYSIS (FCA)

When an incident or significant near miss occurs, a team is assembled promptly to investigate the event, identify the fundamental causes, and develop corrective actions to prevent a recurrence.

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OSPR Appendix 7.0 – Alcohol & Drug Use Policy

OSPR 7.0
ALCOHOL AND DRUG USE POLICY

OSPR 7.1 ExxonMobil Alcohol and Drug Use Policy: An Employee's Guide

ExxonMobil has developed comprehensive programs designed to eliminate alcohol misuse and illicit drug use in the workplace. This section is intended to be an informati n tool to help meet that objective.

- **DRUG FREE WORKPLACE ACT NOTIFICATION**

As a Federal contractor, ExxonMobil is required to notify employe s who participate in federally contracted work that they must inform ExxonMobil of any crimi al drug statute conviction involving workplace violations within five days of that conviction.

- **ALCOHOL AND DRUG USE POLICY**

Exxon Mobil Corporation is committed to a safe, healthy, and productive workplace for all employees. The Corporation recognizes that alcohol, drug, or other substance abuse by employees will impair their ability to perform properly and will have serious adverse effects on the safety, efficiency, and productivity of other employees and the Corporation as a whole. The misuse of legitimate drugs, or the use, possession, distribution or sale of illicit or unprescribed controlled drugs on company business or premises, is strictly prohibited and is grounds for termination. Possession, use, distribution, or sale of alcoholic beverages on company premises is not allowed without prior approval of appropriate senior management. Being unfit for work because of use of drugs or alcoh l is strictly prohibited and is grounds for termination of employment. While this policy refer specifically to alcohol and drugs, it is intended to apply to inhalants and other forms of substance abuse.

The Corporation recog izes alcohol or drug dependency as a treatable condition. Employees who suspect they ha e an alcohol or drug dependency are encourage to seek advice and to follow ppropr ate treatment promptly before it results in job performance problems. Employe He lth Advisory Program or medical professional staff will advise and assist in securing trea ment. Those employees who follow approved treatment will receive disability benefits in ac ordance with the provisions of established benefit plans and medical insurance coverage consistent with existing plans.

No employee with alcohol or drug dependency will be terminated due to the request for help in o ercoming that dependency or because of involvement in a rehabilitation effort. However, an employee who has had or is found to have a substance abuse problem will not be permitted to work in designated positions identified by management as being critical to the safety and well being of employees, the public, or the Corporation. Any employee returning from rehabilitation will be required to participate in a company-approved after-care program. If an employee violates provisions of the employee Alcohol and Drug Use Policy, appropriate disciplinary action will be taken. Such action cannot be avoided by a request at that time for treatment or rehabilitation. If an employee suffering from alcohol or drug dependency refuses rehabilitation or fails to respond to treatment or fails to meet satisfactory standards of effective work performance, appropriate disciplinary action, up to and including termination, will be taken.

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This policy does not require and should not result in any special regulations, privileges, or exemptions from normal job performance requirements.

ExxonMobil may conduct unannounced searches for drugs and alcohol on owned or controlled property. The Corporation may also require employees to submit to medical evaluation or alcohol and drug testing where cause exists to suspect alcohol or drug use, including workplace incidents. Unannounced periodic or random testing will be conducted when an employee meets any one of the following conditions:

- Has had a substance abuse problem
- Is working in a designated position identified by management
- Is working in a position where testing is required by law
- Is working in a specified executive position.

A positive test result or refusal to submit to a drug or alcoho test is grounds for disciplinary action, including termination.

Contractor, common carrier, and vendor personnel are also covered by paragraph one and the search provisions of paragraph four of this policy. Those who violate the policy will be removed from company premises and may be denied future entry.

In addition to the above policy, it is a requirement of the Corporation that all applicants accepting offers of regular employment must pass a drug test.

- **WHAT IS REQUIRED OF EMPLOYEES?**

Every ExxonMobil employee must:

- Refrain from the use, ossession, distribution, or sale of alcohol on company premises without prior approval of appropriate senior management.

Refrain from the illegal use, possession, distribution, or sale of drugs on company business or premis s. This includes prescription drugs taken without a valid prescription.

Refrain from the misu e of legitimate drugs (validly prescribed and authorized for specific us by a reating physician).

Rep rt and rema n fit for work, free of illicit or unprescribed drugs, and unimpaired by the us or m suse of alcohol, prescribed drugs, over-the-counter medication, or inhalants and other substances.

Pa ticipate in an approved After-Care Program upon return to work from rehabilitation for a alcohol and/or drug dependency.

Submit to medical evaluation or alcohol and drug testing when requested.

Cooperate in unannounced searches for alcohol and drugs on company owned or controlled property.

- **WHAT ARE "DESIGNATED POSITIONS" AND WHAT IS REQUIRED OF EMPLOYEES IN THOSE POSITIONS?**

Definition: These are jobs critical to the safety and well-being of employees, the public, or the Corporation, having all of the following characteristics:

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- High exposure to catastrophic incidents;

Key and direct role in the operating process where failure could cause a catastrophic incident; and

No direct or very limited supervision available to provide operations check.

Some Examples: Gasoline tank truck drivers, ship captains, and at some facilities, gas plant supervisors and process control console operators.

Position Requirements: Employees who have, or have had, a substance abuse problem will not be permitted to work in designated positions. Additionally, individuals working in these positions are subject to random alcohol and drug testing, must complete p riodic mandatory medical examinations, and must notify their management if i olved in certain alcohol and/or drug-related incidents.

- **WHAT ARE "SPECIFIED EXECUTIVES" AND WHAT DOES THE POLICY REQUIRE OF THEM?**

Specified executives are generally senior executives of major company organizations. These would generally include corporate management committee and certain department management positions; business function presidents and certain management positions; as well as area/unit managers and other business and staff management positions as appropriate. Specified executives are subject to random alcohol and drug testing and must complete periodic mandatory medical examinations.

- **WHAT DEFINES ALCOHOL MISUSE UNDER THE EXXONMOBIL POLICY AND HOW IS IT CONFIRMED?**

ExxonMobil has set the thresh ld for alcohol misuse at .04% blood alcohol content (BAC). Employees on company bu ness with BAC levels at or above .04% are "unfit for work" and in violation of the policy. Any employe risks the consequence of a major policy violation if a workplace alcohol test (random, for cause, post-incident, etc.) confirms that his/her BAC is at or above .04%.

Generally, alc h l leve s are initially screened using a saliva or breath-testing device. If the screening test show a me surable level of alcohol, a second confirmatory test of blood or breath is conducted.

- **WHAT ARE THE CONSEQUENCES OF A POLICY VIOLATION?**

Discip nary action, principally termination, is the consequence of a major violation of the Alcohol an Drug Use Policy.

No mployee will be terminated due to his or her request for help with a substance abuse problem. In fact, employees with such a problem are encouraged to seek counseling and treatment. However, disciplinary actions cannot be avoided by a request for treatment at the time of a policy violation.

If an employee suffering from chemical dependency refuses rehabilitation, fails to respond to treatment, or fails to satisfactorily meet standards of effective work performance, appropriate discipline, including possible termination, will be taken.

A positive test result or refusal to submit to a drug or alcohol test is grounds for disciplinary action, including termination.

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- **HOW ARE CONTRACTORS COVERED BY THE EXXONMOBIL ALCOHOL AND DRUG USE POLICY?**

Contractor, common carrier, and vendor personnel are expected to adopt and enforce appropriate policies and practices, which eliminate the effects of alcohol and drug use in the workplace. Contracts performed on, or involving ExxonMobil real or tangible personal property must include specified alcohol and drug provisions.

- **WHAT IS AFTER-CARE?**

ExxonMobil's After-Care is a comprehensive and individualized support program designed to assist regular benefit plan employees following rehabilitation treatmen

After-Care is provided without charge. It does not replace or substitu e fo self-help groups such as Alcoholics Anonymous or others. It does provide ex ended ndividualized counseling with the goal of positively affecting long-term recovery and mi imiz ng the risk of relapse.

Employees who think they need help with a substance abuse problem are strongly encouraged to contact their Medicine and Occupational Health organization or access the Employee Health Advisory Program (EHAP). EHAP is confidentially administered by Magellan Behavioral Health and can be reached 24 hours a day at 1 (800) 442-4123.

- **AN OVERVIEW OF EXXONMOBIL'S ALCOHOL AND DRUG TESTING REQUIREMENTS**

Pre-employment testing: Applicants must pass a drug test as part of the employment process.

For-cause testing: All ExxonMobil employees are subject to for-cause alcohol and drug testing (and/or medical valuation) b sed on evidence of possible alcohol or drug use, misuse or possession. L cal management determines whether a for-cause situation exists. Examples of for-cause situations in lude, but are not limited to:

- Discovery of a co ol, d ugs, or drug paraphernalia in the workplace.
- Observable physica signs that suggest possible employee impairment, such as poor coordinati n, slu ed speech, or the smell of alcohol on the breath. These signs may resul form sudden impairment of behavior, a more gradual deterioration of pe form nce over time, or other more general indications that an employee is unfit fo work.
- Any other evidence of a possible policy violation.

Post-incident testing: Employees may be subject to post-incident alcohol and drug testing following a workplace incident or near miss. Post-incident testing is a routine part of the investigation of serious or potentially serious workplace incidents. Local management determines whether a post-incident situation exists.

Random testing: Employees are subject to random alcohol and drug testing if they work in a designated position, a specified executive position, or a position where random testing is required by law.

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Pre-entry/periodic testing: Employees must complete pre-entry alcohol and drug tests prior to working in a designated position. Employees in designated and specified executive positions complete periodic tests during mandatory medical evaluations.

Post-rehabilitation testing: In support of ongoing recovery, employees returning to work from rehabilitation participate in unannounced alcohol and drug testing. Testing normally occurs upon return to work and periodically thereafter for five years.

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