SOUTHEAST ALASKA
AREA CONTINGENCY PLAN

Version 1

FINAL
August 2018

Southeast Alaska Area Contingency Plan

Southeast Alaska
AREA COMMITTEE

September 7, 2018

Mission Statement:

Established in 2018, the Southeast Alaska Area Committee (SEAAC) manages and continuously improves upon the Area Contingency Plan, and provides a platform for consistent coordination between federal, state, tribal and local emergency planners and responders. The SEAAC ensures expedited processes exist for exigent circumstances related to dispersant use and other mitigating substances and devices. The SEAAC is the venue for public input on all relevant government processes and scientific issues related to oil and hazardous substance spill prevention, preparedness, planning and response within the Southeast Alaska area.

Dear Recipient:

Attached is the Southeast Alaska Area Contingency Plan (ACP). The ACP serves as tactical and operational instructions and guidance to responders and planners preparing for a coordinated Federal, State, and local exercise and/or response to a discharge, or substantial threat of discharge of oil and/or a release of a hazardous substance in the Southeast Area of Alaska. State and Federal On-Scene Coordinators shall use the ACP, in conjunction with the Regional Contingency Plan and National Contingency Plan, to inform and support the Southeast Alaska Area Committee (SEAAC) as it continuously updates and improves upon building the ACP. The ACP is compliant with Section 300.210(c) of the National Contingency Plan and Alaska Statute 46.04.210.

The SEAAC, under the direction of the Co-Chairpersons, will review the ACP annually and update in accordance with relevant agency policy and in response to operational lessons learned. We welcome your ideas to improve the plan. Please direct your correspondence to the following addresses:

Commander, U. S. Coast Guard Sector Juneau
ATTN: Contingency Planning and Force Readiness (sx)
PO Box 25517
Juneau, AK 99801-5517

The Alaska Department of Environmental Conservation
Prevention, Preparedness and Response Program
555 Cordova Street
Anchorage, AK 99501

The ACP supersedes the *Alaska Federal/State Preparedness Plan for Response to Oil & Hazardous Substance Discharges/Releases (Unified Plan)* and the ten Subarea Contingency Plans.

This plan and updated versions will be available on the following websites:

http://dec.alaska.gov/spar/ppr
https://homeport.uscg.mil/port-directory/seak-southeast-alaska-(juneau)
http://www.alaskarrt.org

The Co-Chairpersons of the Southeast Alaska Area Committee (SEAAC) hereby approve this document.

Stephen R. White

CAPT Stephen White
U.S. Coast Guard, SECTOR Juneau
Co-Chair, Southeast Alaska Area Committee

09/07/2018
Date

SOSC, Bob Mattson
Alaska Department of Environmental Conservation
Co-Chair, Southeast Alaska Area Committee

09/07/2018
Date

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1000 – INTRODUCTION

1100 – INTRODUCTION/AUTHORITY

This Southeast Alaska Area Contingency Plan (SEAK ACP) represents a coordinated and cooperative effort by government agencies. This document contains information applicable to pollution response within the Southeast Alaska Captain of the Port (COTP) Zone. The U.S. Coast Guard (USCG) and the Alaska Department of Environmental Conservation (ADEC) have written this Area Contingency Plan jointly. It meets the pollution response contingency planning requirements under the National Contingency Plan (NCP) and the Alaska Regional Contingency Plan (RCP) applicable to the State and Federal government.

Geographic Response Strategies (GRS) are found in Section 9740 of this document and are organized by geographic zone, as defined later in this document. GRS provide response strategies for the protection of selected sensitive areas to aid first responders at an oil spill. The strategies serve as guidance to the federal and state on-scene coordinators during an oil spill in the area covered by the GRS. They can save time during the critical first few hours of an oil spill response by showing responders where sensitive areas are located and where to place oil spill protection resources. The GRS are a valued aid in preplanning for a spill response and can provide excellent guidance during a spill response, but are not mandates for specific action at the time of a spill.

Industry's facility and vessel response/contingency plans provide specific data regarding the Responsible Party's (RP) containment, control and cleanup actions. Local Emergency Response Plans (LERPs, also known as Emergency Operations Plans, or EOPs) provide information regarding resources and emergency actions at the local, community level. The Regional Contingency Plan, Area Contingency Plans, LERPs, and industry plans are all critical elements of the coordinated Federal/State/Local and RP response effort to an oil or hazardous substance discharge/release.

The Figure 1-1 illustrates the interrelationship and integration of local, state and federal planning efforts.

This Area Contingency Plan describes the strategy for a coordinated Federal, State, and local response to a discharge, or substantial threat of discharge of oil and/or a release of a hazardous substance from a vessel or on/offshore facility operating within Alaska's boundaries and surrounding waters (reference Section 1200 for specific descriptions of these boundaries). This plan addresses responses to an average most probable discharge, a maximum most probable discharge, and a worst-case discharge, including discharges from fire or explosion. Planning for these three scenarios covers the expected range of spills likely to occur in Southeast Alaska. Hazardous materials response scenarios are also included, where appropriate.

For purposes of this plan, the average most probable discharge is the size of an average spill in the area based on historical data. The maximum most probable discharge is also based on historical spill data, and is the size of the discharge most likely to occur, taking into account: the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories, and operating records of facilities and vessels in the area. The worst-case discharge for a vessel is a discharge of its entire cargo in adverse weather conditions. The worst-case discharge for an offshore or onshore facility is the largest

foreseeable discharge in adverse weather conditions. These scenarios are referenced in Section 9430.

Figure 1-1: Integrated Contingency Planning

Area Committees are spill preparedness and planning bodies made of Federal, State, and Local agency representatives, as well as tribal representatives and stakeholders. Further guidance on Area Committees is located in the Alaska Regional Contingency Plan and Section 1300 of this plan.

This plan shall be used as a framework for response mechanisms to evaluate shortfalls and weaknesses in the response structure before an incident. Consistency reviews should address, at a minimum, the quality and quantity of federal, State, local and industry response equipment within the state, available response personnel, protective strategies, and personnel needs compared to those required.

Further information on government contingency planning requirements and authority can be found within the Alaska Regional Contingency Plan.

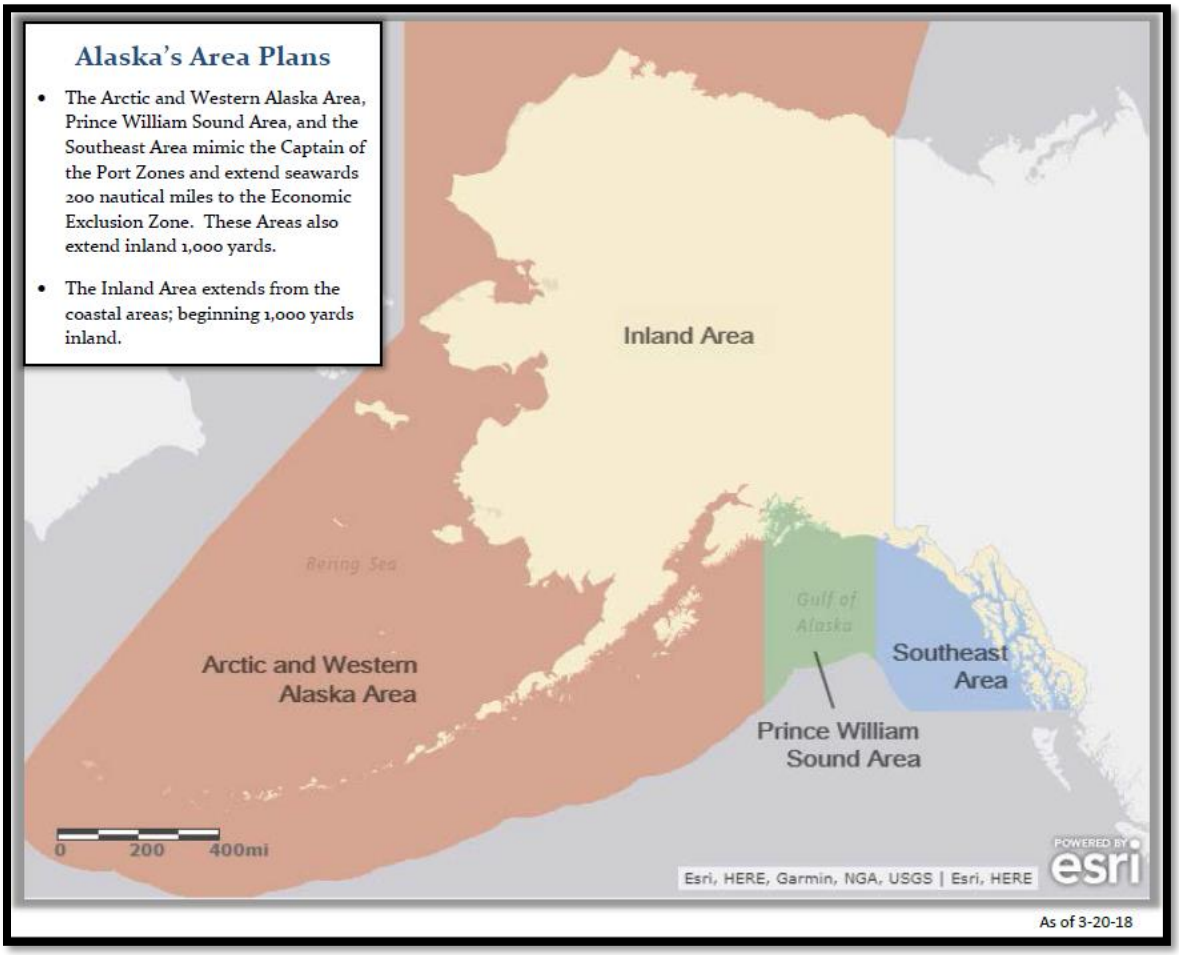
1200 – GEOGRAPHIC BOUNDARIES

1210 – Geographic Planning Boundaries

Planning boundaries following the three Captain of the Port zones in Alaska have been delineated for the purposes of developing Area Contingency Plans. Within each of these Captain of the Port Zones there are geographic zones, which assist in geographic specific delineation.

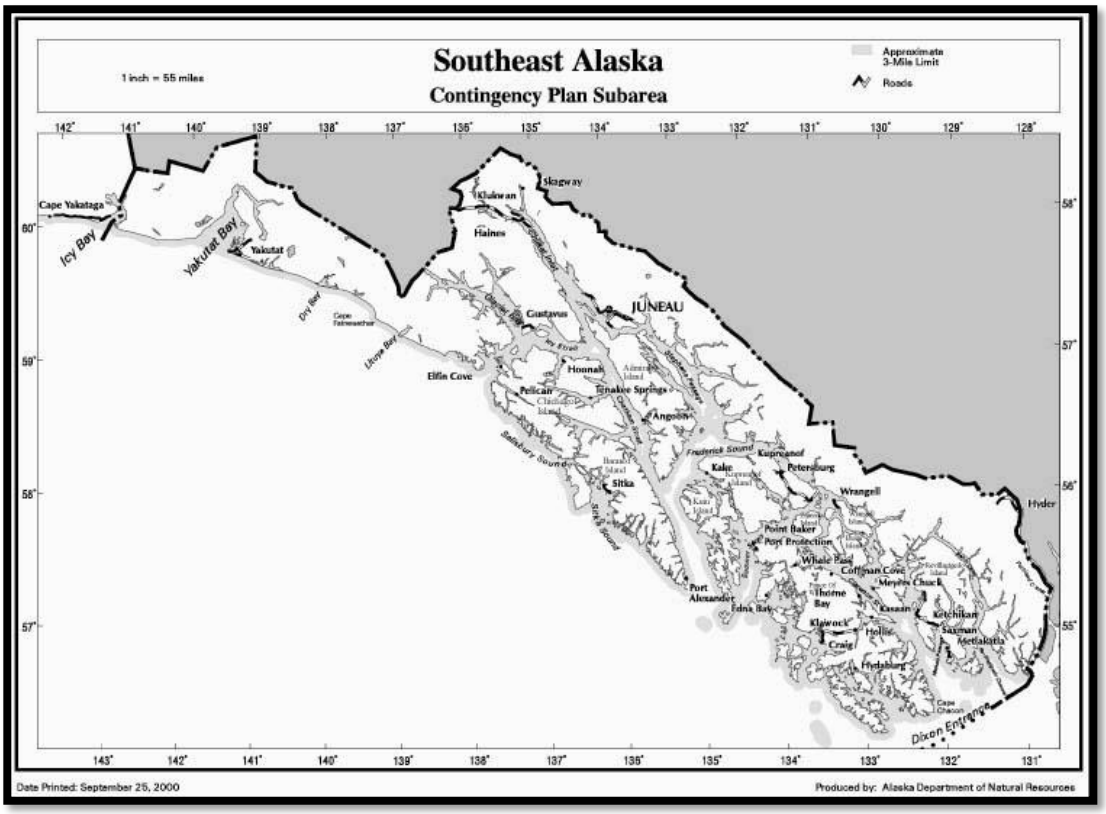
This plan covers the Southeast Alaska Captain of the Port Zone along the coastal zone delineation as established by Memorandum of Understanding (MOU) between the Environmental Protection Agency (EPA) and the USCG Seventeenth District. A copy of this MOU can be found in the Regional Contingency Plan. Per the MOU and the National Contingency Plan, the "coastal zone" is defined as "all United States waters subject to the tide and all land surface or land substrata, and ground waters, 1000 yards inland."

Figure 1-2: Alaska Planning Areas



The Southeast Area is comprised of the State of Alaska east of a straight line commencing at 60.01.3 degrees north latitude, 142 degrees west latitude, thence proceeding northeasterly to its end at the international boundary between the United States and Canada at 60.18.7 degrees north latitude, 141 degrees west longitude. The offshore boundary is 142.00 degrees west longitude from shore to the offshore extent of the Exclusive Economic Zone (EEZ) thence southerly and easterly along the boundary of the EEZ to the international boundary at Dixon Entrance. This area includes all of Southeast Alaska from Dixon Entrance to the south up to and including Icy Cape to the north, a distance stretching over 530 miles.

Figure 1-3: Southeast Area Detailed Map



1220 – Geographic Response Boundaries

Response boundaries delineate areas of responsibility for Federal and State On-Scene Coordinators (FOSCs and SOSCs). FOSC jurisdictions are determined by the location of the incident (offshore or coastal). Likewise, SOSC jurisdictions are determined by the incident location: Northern, Central, and Southeast response areas.

1220.1 – Federal On-Scene Coordinator Boundaries

An existing MOU between the USCG Seventeenth District and EPA formally establishes the emergency response boundaries for USCG and EPA FOSCs. A copy of this MOU can be found in the Regional Contingency Plan. Per the MOU and the National Contingency Plan, the "coastal zone" is defined as "all United States waters subject to the tide and all land surface or land substrata, and ground waters, 1000 yards inland."

Coastal Zone FOSC Boundaries:
Captain of the Port (COTP) Southeast Alaska (Commander, Sector Juneau, Alaska) is the pre-designated FOSC for the coastal waters of Southeastern Alaska. This area is southeast of a straight boundary line, which starts at 60° 1.3" North latitude, 142° West longitude, and thence proceeds northeasterly to its end at the international boundary between the United States and Canada at 60° 18.7" North latitude, 141° West longitude.

COTP Prince William Sound (Commander, Marine Safety Unit (MSU), Valdez, Alaska) is the pre-designated FOSC for the coastal waters of Southcentral Alaska. This area falls within the following boundary line: a line which starts at Cape Puget; thence northerly to a latitude 61° 30" North, longitude 148° 26" West; thence easterly to the international boundary between the United States and Canada; thence southerly along the international boundary to latitude 60° 18.7" North, thence southwesterly to the sea at latitude 60° 1.3" North, longitude 142° West, including those islands of the State of Alaska south of the described area located between longitudes 142° West and 148° 26" West.

A MOU exists between the DOI Alaska Pipeline Office and the Department of Homeland Security (Seventeenth USCG District). The MOU provides the specific delineation between Inland and Coastal Waters along the northern and southern portions of the Trans Alaska Pipeline System. A copy of this MOU can be found in the Regional Contingency Plan.

COTP Western Alaska (Commander, Sector Anchorage, Alaska) is the pre-designated FOSC for the coastal waters of Alaska, except those sections of Alaska covered by COTP Southeast Alaska and COTP Prince William Sound.

Offshore Facility FOSC:
The pre-designated FOSC for all spills from offshore facilities is the Captain of the Port for the area in which the facilities are located. Although the FOSC is provided by the USCG, the DOI, Bureau of Safety and Environmental Enforcement (BSEE), retains the following authorities:

The Department of the Interior, Bureau of Safety and Environmental Enforcement (BSEE), Oil Spill Preparedness Division's (OSPD) legal authorities and required operational capabilities for oil spill response for facilities located seaward of the coast line originate from 30 CFR §254. BSEE is one of the legacy agencies, birthed from the reorganization of the Minerals Management Service, founded to focus on offshore oil and gas activities. In addition to 30 CFR §254, there is required connectivity from BSEE to the National Response System (NRS), specifically 40 CFR §300.175(a):

"During preparedness planning or in an actual response, various federal agencies may be called upon to provide assistance in their respective areas of expertise…consistent with agency legal authorities and capabilities."

The NRS identifies the BSEE's legal authorities and capabilities within 40 CFR §300.175(b)(9)(v):

"Minerals Management Service [BSEE]: Oversight of offshore oil and gas exploration and production facilities under the Outer Continental Shelf Lands Act and the CWA; oil spill response technology research; and establishing oil discharge contingency planning requirements for offshore facilities."

The BSEE has primary review and approval authority for oil spill contingency plans submitted for Outer Continental Shelf activities and has review and approval authority for oil spill contingency plans for offshore activities on State of Alaska submerged lands. During an incident response and in alignment with 40 CFR §300.175(a), BSEE may be expected to staff various positions within the Incident Management Team Command and General Staff, particularly for incidents with a nexus to oil well control. The Minerals Management Service (Now BSEE) and ADEC previously signed a Letter of Agreement for the purpose of coordinating and implementing oil spill prevention and response preparedness on State of Alaska submerged lands.

Effective in February 1994, an MOU was entered between the DOI, Department of Transportation (DOT), and the EPA regarding the delegation of responsibilities for spill prevention and control, contingency planning, and equipment inspections of oil and gas facilities. (A copy of this MOU is included in the Regional Contingency Plan). The coastline, as defined in the MOU, is "the line of ordinary low water along that portion of the coast which is in direct contact with the open sea and the line marking the seaward limit of inland waters." This MOU gives EPA responsibility for non-transportation-related offshore facilities located landward of the coastline. DOT has responsibility for transportation-related facilities, including pipelines, located landward of the coastline. In addition, the USCG has the responsibility for deep-water ports and associated seaward pipelines. This MOU gives DOI (Minerals Management Service) responsibility for facilities, including associated pipelines, located seaward of the coastline.

More details on the BSEE Oil Spill Preparedness Division can be found at the following link: https://www.bsee.gov/sites/bsee.gov/files/bsee-sop-approved-2017-edition.pdf

FOSC for DOD and DOE Facilities:
Per the National Contingency Plan, the Department of Defense (DOD) and the Department of Energy (DOE) shall provide FOSCs who will be responsible for taking all response actions to releases of hazardous substances, pollutants, or contaminants when the release is on, or the sole source of the release is from, any facility or vessel (including bareboat-chartered and operated vessels) under their jurisdiction, custody or control.

1220.2 – State On-Scene Coordinator Boundaries

General: State On-Scene Coordinator (SOSC) response boundaries for the State of Alaska are depicted on the map shown in Figure 1-3. Three area response teams are available for responding to oil and hazardous materials discharges/releases in their geographic area of responsibility. These teams and their areas of responsibility are as follows:

- **Southeast Area Region**: Southeast Alaska Geographic Zone.
- **Central Area Region:** Prince William Sound, Cook Inlet, Kodiak, Bristol Bay, Aleutian Islands, and Western Alaska Geographic Zones.
- **Northern Area Region**: Northwest Arctic, North Slope, Interior, and portions of the Prince William Sound Geographic Zones.

Pre-designated SOSCs: State On-Scene Coordinators have been pre-designated for responses to oil and/or hazardous substance releases within their area of responsibility. SOSC boundaries are shown below.

The Commissioner, Department of Environmental Conservation, may designate the Director of the Spill Prevention and Response Division or another individual to serve as the State On-Scene Coordinator for major incidents (reference State Response Team, Type 1 Response Capability below).

Types of Incidents and Response Capability: In addition to the pre-designated SOSCs, ADEC maintains trained area response teams to manage minor (Type 4), medium (Type 2-3), and major (Type 1) incidents. These teams and their response capabilities are described below.

Area Response Team - Type 2-4 Response Capability: Area Response Teams are generally ADEC's first responders who respond to releases, or potential releases as part of the initial response to protect people, property, and the environment. Area response teams are trained to identify hazards, take defensive actions to contain the release from a safe distance, keep it from spreading, prevent exposures, and secure the area. The most important functions of area response teams are to make proper notifications and initiate the emergency response sequence, when needed, to deal with Type 2-4 incidents.

Type 4 Incidents are characterized as small incidents that: can be managed with local resources, normally one response individual; involve no casualties or injuries; are limited in volume, generally < 55 gallon oil spills; and have minimal impact.

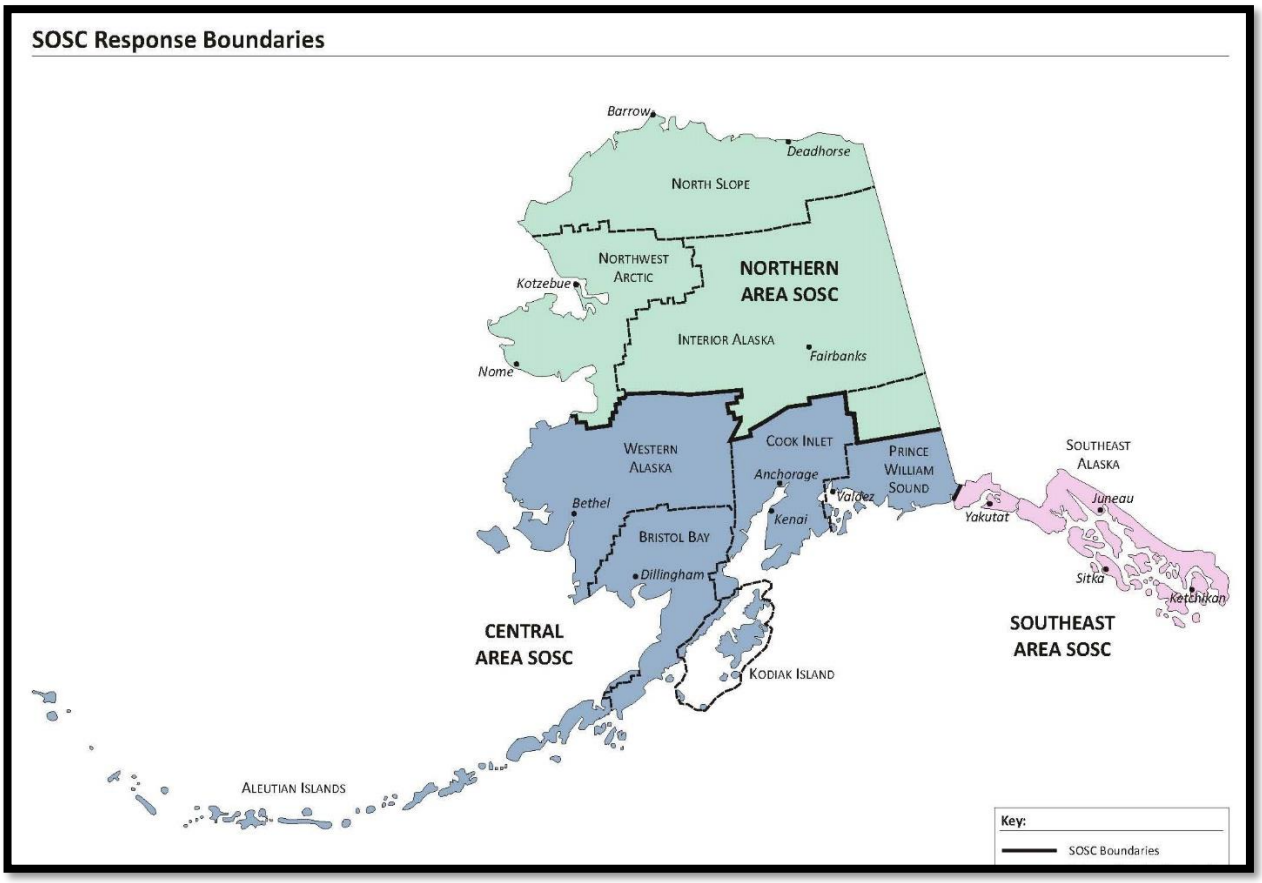
Type 3 Incidents are characterized as regional incidents that: may require activation of other area team resources; require a response staff of 2-10 personnel; involve larger release volumes, generally > 55 gallon oil spills; and have moderate impact potential.

Type 2 Incidents are characterized as statewide incidents requiring activation of other area team resources and more than 10 response staff. They involve significant release volumes, generally >100,000 gallon oil spills, and have moderate impact potential. Type 2 incidents typically result in expenditures greater than $100,000 and may cover large geographic areas.

Statewide Response Team - Type 1 Response Capability: The Statewide Response Team is activated for large incidents requiring mobilization of statewide resources, participation of other State agencies and involvement of other jurisdictional interests. The Statewide Response Team will be staffed by ADEC's most experienced and senior personnel from the three regional teams.

Type 1 Incidents are characterized as statewide incidents that may involve oil spill volumes in excess of 1,000,000 gallons, require a very large response staff (> 20 personnel), and may result in severe impacts to the environment. Type 1 incidents may result in expenditures greater than $1,000,000 and cover large geographic areas.

Figure 1- 4: SOSC Response Boundaries



1300 – AREA COMMITTEE

The primary role of the Area Committee is to act as a preparedness and planning body for the Captain of the Port/Federal On-Scene Coordinator. The pre-designated FOSC for the USCG and the pre-designated SOSC from ADEC make up Area Committee leadership. They will select work group members and provide general direction and guidance for the work groups and the Area Committee. Each member is empowered by their own agency to make decisions on behalf of their organization and to commit the organization to carrying out roles and responsibilities as referenced in this plan.

The Area Committee improves coordination among the national, regional, local planning levels and enhances the availability of trained personnel, necessary equipment, and scientific support needed to address all oil discharges or hazardous substance releases. Area Committees also develop and manage updates to this plan that address planning and response related issues and concerns, including removal of worst-case oil discharges, responsibilities of owners and operators and government agencies in removing oil discharges and/or chemical releases, and procedures for obtaining an expedited decision regarding the use of dispersants. The plan provides detailed information on the geographic area covered by the plan and the response resources available within the FOSC's area of responsibility.

Area Committees are planning bodies, not response entities, although members of the Area Committees may have specific roles during response operations. The area committee should

complement other required planning activities by providing a level of localized site-specific detail unavailable in the National or regional contingency plans. This Area Contingency Plan will be prepared under the direction of the Federal OSC for Sector Juneau and the State On-Scene Coordinator for Southeast Alaska, who should draw on the expertise of the agencies and entities referenced in the NCP, in addition to state and local resources.

The Southeast Alaska Area Committee is encouraged to solicit advice, guidance or expertise from all appropriate sources, establish subcommittees, and work groups as necessary to accomplish the prepared need and planning task. The FOSC/SOSCs should solicit the advice of the Alaska Regional Response Team to determine appropriate work group representatives from federal, state, and local agencies. This includes tasking the RRTs with providing guidance to Area Committees to ensure inter-area consistency within each region.

1310 – Area Committee Stakeholders, Names, Organization & Contact Information - TBD
1320 – Purpose - TBD

1330 – Organization
Area Committee Members: Please reference USCG policy on who are able to participate as members and members at large of Area Committees in general. For a list of agencies and participants in the Southeast Alaska Area Committee, reference documents created by that area committee.

Subcommittees and Workgroups: Area Committee subcommittees seek to solicit advice, guidance or expertise from all appropriate sources and establish permanently standing subcommittees as necessary to accomplish the preparedness and planning tasks. The Area Committee selects members and provides general direction and guidance for any standing subcommittee. In addition to federal, state and local agency representatives, subcommittee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilot associations, academia, environmental groups, consultants, response organizations and representatives from any applicable regional citizens' advisory councils.

1340 – Charter Members - TBD

1400 – NATIONAL RESPONSE SYSTEM (NRS) - TBD

1410 – National Response Structure - TBD
Reference the Regional Contingency Plan. Additionally, guidance can be found within the National Contingency Plan, 40 CFR 300.

1410.1 – Spill of National Significance (SONS)

For a Spill of National Significance (SONS) in the coastal zone, the USCG Commandant may name a senior agency official to assist the FOSC in communicating with affected parties and the public and coordinating federal, State, local, and international resources at the national level. This strategic coordination will involve, as appropriate, the National Response Team, Alaska Regional Response Team, the Governor of Alaska, and the mayors or other chief executives of local governments.

Additionally, guidance can be found within the National Contingency Plan, 40 CFR 300.323.

1420 – Regional Response Team (RRT) Structure

Reference the Regional Contingency Plan. Additionally, guidance can be found within the National Contingency Plan, 40 CFR 300.115.

The Alaska Regional Response Team (ARRT) is a standing body established by the National Contingency Plan (NCP). The ARRT is responsible for recommending changes to the regional response organization as needed, revising the Regional Contingency Plan, as needed, evaluating the preparedness of participating agencies and the effectiveness of Area Contingency Plans for a federal response to discharges and releases, and providing technical assistance for preparedness to the general response community. The ARRT is composed of State and Federal agencies. The Alaska Department of Environmental Conservation provides the State's representative. The alternate State representative is provided by the Alaska Department of Military and Veterans Affairs/ Division of Homeland Security and Emergency Management. The ARRT provides a regional mechanism for the development and coordination of preparedness activities prior to a pollution response.

The ARRT can coordinate assistance and advice to the FOSC, when requested, by providing additional federal and State resources and expediting approvals for federal and State permits. The ARRT is chaired by the agency providing the FOSC (USCG or EPA).

While assigned to ICS sections within the Unified ICS, ARRT members or their representatives are immediately available to work with other agencies that have similar concerns and responsibilities. This enhances the timeliness and thoroughness of decisions. A formal "convening" of the ARRT during a spill event will only be necessary for dispute resolution or major policy issues affecting multiple agencies. During any response requiring State input to the ARRT, the SOSC has been delegated the authority to serve as the State's representative to the ARRT. The SOSC, as the State representative, will consult with other State agencies that have management authorities/responsibilities for resources that might be affected by ARRT decisions. Appropriate ARRT members will convene as necessary to make decisions on *in situ* burning, use of chemical countermeasures, and nationwide permits (404 permits).

1430 – Southeast Alaska (SEAK) Area Response Structure

1430.1 – Federal Role in Incident Response

The USCG is the lead agency for coastal oil and hazardous materials spill responses and shall serve as the Federal On-Scene Coordinator in the Unified Command. The role of the USCG in the Unified Command will vary according to spill type and size. The USCG has adopted The USCG Incident Management Handbook for use in guiding their major spill response efforts. The guide provides detailed guidance for each Incident Command System position identified for emergency response operations.

1430.2 – State Role in Incident Response

The Alaska Department of Environmental Conservation (ADEC) is the lead agency for the State of Alaska in oil and hazardous materials spill response. ADEC serves as the State On-Scene

Coordinator (SOSC) in the Unified Command. The Statewide Oil and Hazardous Substance Incident Management System Workgroup (consisting of ADEC, industry, spill cooperatives, and federal agencies) has published The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response. The AIMS Guide provides ADEC personnel and other response personnel with the detailed guidance necessary to properly respond to a major spill incident.

1430.3 – Local Role in Incident Response

Local governments with jurisdiction to direct and coordinate local responses to incidents designate the Local On-Scene Coordinators (LOSCs) to serve and represent their community. LOSCs are normally part of the Unified Command as long as there is an immediate threat to public safety and/or the incident occurs within their local jurisdiction. For as long as there is an immediate threat to human life, the LOSC will serve as the ultimate command authority, unless the LOSC requests a higher authority to assume that responsibility. Once the immediate threats to human life are abated, either the SOSC or FOSC becomes the ultimate command authority for the cleanup operation, depending on jurisdiction and agency response. (Reference the Regional Contingency Plan, Part Two)

In the event of an oil spill or hazardous substance release that impacts or threatens to affect multiple jurisdictions in the Southeast Area, the appropriate officials from the affected communities will integrate into the command structure either through an LOSC liaison representing the affected communities or through a Regional Stakeholder Committee.

1430.4 – Responsible Party (RP) Policy

Under federal and state law, the Responsible Party (RP) is responsible to contain, control, and clean up any oil or hazardous substance spilled. The RP must notify the federal, state, and local authorities of the spill incident and initiate an effective response. The RP is expected to respond to an incident using their own resources and securing additional contractual expertise and equipment when necessary. The FOSC and SOSC have the authority to oversee the RP's activities, and both are authorized to take over or supplement the RP's response activities if they determine those activities to be inadequate. During an RP-driven response, if the vessel or facility has a contingency plan (C-plan), it will serve as the primary guidance document for the spill response, and the Responsible Party will designate the Incident Commander. If there is no Responsible Party, or if the RP does not have a government-approved contingency plan, the Regional Contigency Plan and the Southeast Area Contingency Plan will become the guiding document during the spill response.

1440 – Incident Command System (ICS)

The oil and hazardous substance discharge response Incident Command System (ICS) as described in Part Two of the Regional Contingency Plan will be used during a spill response in the Southeast Alaska Area. In the event of an actual or potential oil or hazardous materials release, an Incident Command System response will be activated. The ICS is based on the National Incident Management System (NIMS), which was developed to coordinate agency action and provide a command structure for use during emergency response events. In the State of Alaska, the Unified Command application of the Incident Command System is used for response to oil and hazardous material spills.

The Incident Command System allows for federal, state, and local governments to participate in the spill response both in an oversight capacity and as participants in the containment, control,

and cleanup of the spill. The ICS is organized around five major functions: Command, Planning, Operations, Logistics and Finance/Administration. The basic ICS structure remains the same in all incidents, but the magnitude and complexity of the spill emergency will dictate which functional areas will be activated and to what level. The ICS can be expanded or contracted to suit the size and scale of the spill.

The Incident Command System is led by a Unified Command, which directs all aspects of incident response (including oversight, monitoring, cleanup, etc.), and includes an Incident Commander (IC), who is in command of the control, containment, removal, and disposal of the spill. The Unified Command is typically comprised of the Federal On-Scene Coordinator (FOSC), the State On-Scene Coordinator (SOSC), the Local On-Scene Coordinator (LOSC), and the Responsible Party. The Unified Command is implemented in situations where more than one agency has jurisdiction. When the Responsible Party (RP) is identified, the RP is usually a senior representative of the RP and is designated the Incident Commander (IC). When there is no RP, or the RP is unable to satisfactorily respond to a spill, the spill response will be directed by an Incident Commander designated by the agency with jurisdictional authority (federal, state, or local.)

Below the command level, positions within the ICS can be filled by employees of the RP (recommended) or its independent contractors. The exact size and composition of an ICS will vary according to the needs of the response and the experience level of the personnel involved. Government agency personnel may supplement ICS staffing as necessary.

By integrating response management early in the response, consensus and mobilization can be more quickly achieved and limited resources combined to reduce duplication of effort and enhance response effectiveness.

1450 – Area Exercise Mechanism

Reference the Alaska Regional Contingency Plan.

1460 – National Response Framework

Reference the following FEMA website for information on the National Response Framework: https://www.fema.gov/media-library/assets/documents/32230

1470 – Federal Radiological Response Plan

Reference the following link to access the Nuclear/Radiological Incident Annex (NRIA) to the National Response Framework document:
https://www.fema.gov/pdf/emergency/nrf/nrf_nuclearradiologicalincidentannex.pdf

1500 – STATE/LOCAL RESPONSE SYSTEM - TBD

1600 – NATIONAL POLICY AND DOCTRINE - TBD

1610 – Public vs. Private Resource Utilization - TBD

1620 – Best Response Concept - TBD

1630 – Cleanup Assessment Protocol

Whether the response is conducted by a RP or the federal government, the FOSC is responsible for determining removal completeness and authorizing termination of operations. When uncertain, the FOSC may seek the advice of the ARRT. Generally, removal of an oil discharge is complete when:

1. There is no longer any detectable oil present on the water, adjoining shorelines, or places where it is likely to reach the water.
2. Further removal operations would cause more environmental harm than the oil to be removed.
3. Cleanup measures would pose a hazard to responders, or would be excessively costly in view of their insignificant contribution to minimizing a threat to the public health or welfare, or the environment; and
4. Activities required to repair unavoidable damage resulting from removal actions have been performed.

1640 – Alternative Response Technologies

1640.1 – Dispersant Pre-Approval/Monitoring/Decision Protocol

Reference Appendix III of the Alaska Regional Contingency Plan for the Oil Dispersant Guidelines for Alaska. Additional technical assistance for dispersant application can be found in the ADEC STAR Manual.

1640.2 – In Situ Burn (ISB) Approval/Monitoring/Decision Protocol

Reference Appendix IV of the Alaska Regional Contingency Plan. Additional technical assistance for dispersant application can be found in the ADEC STAR Manual.

1640.3 – Bioremediation Approval/Monitoring/Decision Protocol – TBD

1640.4 – Alternative Response Technology Evaluation System (ARTES)

Information on the Alternative Response Technology Evaluation System can be found on the NOAA website at the following link: https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/alternative-response-tool-evaluation-system-artes.html. Reference Appendix V of the Alaska Regional Contingency Plan.

1640.5 – Special Monitoring of Applied Response Technology (SMART)

Reference Appendix III of the Alaska Regional Contingency Plan for the Oil Dispersant Guidelines for Alaska to include SMART guidance. Additional technical assistance for dispersant application can be found in the ADEC STAR Manual.

1650 – Fish and Wildlife Acts Compliance

1650.1 - Migratory Bird Treaty Act (MBTA)

For information on the ESA, reference the following U.S. Fish and Wildlife Service website: https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php

1650.2 - Marine Mammal Protection Act (MMPA)

For information on the ESA, reference the following U.S. Fish and Wildlife Service website: https://www.fws.gov/international/laws-treaties-agreements/us-conservation-laws/marine-mammal-protection-act.html

1650.3 – Endangered Species Act (ESA)

For information on the ESA, reference the following U.S. Fish and Wildlife Service website: https://www.fws.gov/endangered/laws-policies/

1660 – Protection of Historic Properties (National Historic Preservation Act (NHPA))

For information on NHPA, reference the following FEMA website: https://www.fema.gov/national-historic-preservation-act-1966-amended-2000

1700 – RESERVED

1800 – RESERVED

1900 – RESERVED FOR AREA/DISTRICT

2000 – COMMAND

2100 – UNIFIED COMMAND (UC)

In the State of Alaska, the Unified Command for oil and hazardous substance discharge response consists solely of the On-scene Coordinators (OSC) for the Federal, State and Local governments, plus the Responsible Party's (RP) Incident Commander (IC). Other government agencies are represented by the Federal, State and Local OSCs.

Whenever an incident involves more than one agency with jurisdiction, a Unified Command will be established. A Unified Command will also be established if there is only one agency with jurisdiction and the RP is responding adequately. The RP and all agencies with jurisdictional responsibilities will contribute to the process of:

- Determining Overall Incident Objectives and Priorities;
- Selecting Strategies;
- Ensuring Joint Planning for Tactical Activities;
- Ensuring Integrated Tactical Operations are Conducted;
- Maximizing Use of All Assigned Resources;
- Resolving Conflicts.

The Unified Commanders will:

- Designate the IC (who will normally be one of the Unified Commanders assigned to the Unified Command);
- Designate officers and section chiefs for each section within the ICS;
- Review and approve a consolidated incident action plan; and
- Ensure the incident action plan is carried out by the IC.

The Unified Command directs all aspects of incident response (including oversight, monitoring, resource allocation cleanup, etc.) and uses an IC to carry out containment, control, and cleanup operations.

The IC is in charge of control, containment, removal, and disposal of the spill. There can be only one IC at any given time. However, the IC can change as incidents progress. The IC will be chosen by the Unified Command (FOSC, SOSC, LOSC, and RPOSC). When the RP is responding and has adequate resources to dedicate to containment, control, and cleanup efforts, the RPOSC will normally be the IC. The FOSC and SOSC make the determination based on the adequacy of the RP's containment, control, and cleanup efforts.

FOSCs and SOSCs will only designate their own IC if the RP is unknown or is not adequately responding to the incident. Typically, one of the OSCs or a response action contractor will become the IC.

Although the USCG, EPA and ADEC are the lead federal and State agencies with broad responsibilities during an oil spill or hazardous substance release, other federal and State agencies have major roles in spill response, which are defined by federal and State statutes. The federal OSC will incorporate all federal agencies with regulatory roles in oil and hazardous substance discharge into a single federal response with a single FOSC in charge. The FOSC is responsible for representing all federal response action concerns.

The State will incorporate all State agencies with regulatory or mandated roles in oil or hazardous substance discharge into a single State response with a single SOSC in charge. Even though the SOSC is from the ADEC, he/she is responsible for representing **all** State concerns.

Every effort will be made to incorporate personnel from participating agencies in specific ICS functional roles within the Planning, Finance/Administration, Operations, Logistics and/or the Command Staff. All participants assigned to the response will work under the direction of the FOSC or SOSC while representing their respective agencies. Any disputes between agency personnel, which cannot be resolved at the response staff level, should be referred to their Agency Representative for resolution at the Command level.

The FOSC is the final arbitrator within the federal response organization. All disputes should be resolved within the response structure, so the federal government can speak with a single consistent voice - the FOSC's. Per the National Contingency Plan, disputes that cannot be resolved within the response structure could be elevated to the Alaska Regional Response Team for resolution, if within their jurisdiction. Disputes that cannot be resolved by the ARRT shall be elevated to the National Response Team.

The SOSC is the final arbitrator within the State's spill response organization. All disputes should be resolved within the response structure so the State can speak with a single, timely, consistent voice - the SOSC's. Disputes that cannot be resolved within the spill response structure should be elevated by the Agency Representative or SOSC to the Disaster Policy Cabinet for resolution at the Commissioner level.

Federal, State and local governments, as well as the RP, may require concurrent activities, which must be performed, yet are not part of containment, control and cleanup operations. Activities

such as oversight, monitoring, damage assessment studies and evidence collection for potential litigation must be accomplished concurrently under an independent command structure.

The federal government and State of Alaska have responsibilities that cannot be combined with the RP's cleanup and containment efforts. These responsibilities include:

1) Determining the RP;
2) Investigating the cause of the discharge;
3) Collecting samples;
4) Monitoring and determining the adequacy of the RP's response;
5) Performing shoreline cleanup and assessment techniques;
6) Determining the extent of contamination;
7) Monitoring restoration;
8) Determining and recovering the state's costs; and
9) Assessing penalties.

The OSCs will direct oversight and monitoring functions within the ICS. This will allow OSCs to coordinate monitoring efforts with containment, control, and cleanup and with local government activities. The OSCs may designate Deputy OSCs to assist with this function.

When there is no identified RP, or the RP fails to respond adequately, the federal and/or State government may become responsible for the containment, control and cleanup operation. In these instances, the containment, control and cleanup effort will be carried out by the Operations Section and contract personnel. A possible way to organize the Operations Section would be to divide the Operations Section into two major branches, Response and Oversight.

In this capacity, the FOSC/SOSC may elect to hire a response action contractor to perform containment and cleanup actions. The FOSC/SOSC would assume an oversight role and monitor the contractor's actions. However, the FOSC/SOSC would also be responsible for certain response actions, such as monitoring/sampling, and investigations.

2110 – Command Representatives

2110.1 – General

Each Federal and State agency that has a role in an oil or hazardous substance response will designate an Agency Representative. An Agency Representative has been delegated full authority to make immediate and pertinent decisions on all matters affecting that agency's involvement with the incident. There will be **only one** Agency Representative assigned to the incident from each responding agency. The Agency Representative will work directly with the FOSC, SOSC, or his/her designee to resolve disputes. For the USCG or EPA, the Agency Representative is the FOSC or the FOSC's designated representative. For ADEC, the Agency Representative will be the SOSC. When no Agency Representative is present or assigned, the FOSC or SOSC will contact the appropriate agency.

Under the National Contingency Plan (NCP) and State statutes, State and Federal Governments are responsible for ensuring responses to oil and hazardous substance incidents are timely and adequate. This responsibility has three aspects:

- Conduct the Government's oversight functions concerning monitoring, investigating, permitting, conducting damage assessments, restoration, and collecting documentation for possible litigation or cost recovery.
- Augment the RP's cleanup efforts, when necessary, to contain the release, recover the product, and minimize the impact to the environment.
- Take over containment, control and cleanup operations when necessary.

Federal and State governments conduct and coordinate these three functions using the Unified ICS. The Federal and State Governments' oversight function only involves government or contracted resources, although it is coordinated with other parties involved in the cleanup effort.

The following are helpful resources for establishing a case specific organization:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

2110.2 – Federal Representative

For federal agencies, the ARRT representative for the incident will serve as the Agency Representative unless otherwise designated.

The Federal On-Scene Coordinator (FOSC) is designated under the National Contingency Plan to direct and coordinate the federal response to incidents under the authority of federal laws and regulations. Federal responsibilities are divided into a Coastal zone and an Inland zone, as defined by an interagency agreement between EPA and the USCG. In the Coastal zone, the Commanding Officers of the USCG Sectors (or Captain of the Ports) are designated as FOSCs for oil discharges and hazardous substance releases. For oil discharges and hazardous substance releases in the Inland zone, the Environmental Protection Agency designates the FOSC. For hazardous substances releases from any facility or vessel under the DOD's or DOE's jurisdiction, the department with jurisdiction designates the FOSC.

2110.3 – State Representative

The commissioners of each supporting State agency shall appoint the Agency Representative for their department.

The State On-Scene Coordinator (SOSC) is responsible for directing and coordinating the State's response to oil and hazardous substance discharges. SOSCs are designated by the Commissioner of the ADEC. SOSCs have been pre-designated for the following response areas: Northern Alaska; Central Alaska; and Southeast Alaska. In the event of a major spill, the Commissioner may designate the Director, Spill Prevention and Response Division or another individual to serve as the SOSC. The SOSC may appoint an on-scene field representative (SOSC Rep) to act for the SOSC during a response. The SOSC Rep can be selectively delegated authority by the SOSC.

2110.4 – Local Representative

Local On-Scene Coordinators (LOSCs) are designated by local governments with jurisdiction to direct and coordinate local responses to incidents. LOSCs are normally part of the Unified Command as long as there is an immediate threat to public safety and/or the incident occurs within their jurisdiction.

Once immediate threats to public safety are abated, either the SOSC or FOSC becomes the ultimate command authority for the cleanup operation, depending on jurisdiction and agency response. Local representation to the Unified Command may then be through the CEC on the Regional Stakeholder Committee.

Community Emergency Coordinators (CECs) are designated in Local Emergency Response Plans and may serve as the LOSC or on the Regional Stakeholder Committee (RSC).

Local Emergency Response Plans (developed by Local Emergency Planning Committees, if established for the jurisdiction) designate Community Emergency Coordinators for responding to oil and hazardous substance releases.

2110.5 – Responsible Party Representative

The Responsible Party's On-Scene Coordinator (RPOSC) will direct and coordinate their resources in response to incidents for which they are responsible. Facility or vessel response or contingency plans designate the RPOSC. If the facility or vessel does not have a response or contingency plan, the RP will designate their OSC.

The Responsible Party (RP) is the person(s) responsible for a discharge of a hazardous substance to the water or land of the State. Under State regulations (18 AAC 75.315), it is the responsibility of the RP to contain, control and clean up their discharge. Similar federal laws require RPs to respond to their spills and oblige the RP to direct its own containment, control and cleanup efforts. Even though the RP is required to respond to a spill, the State On-Scene Coordinator (SOSC) oversees the RP's containment, control and cleanup efforts and has the authority to take over or supplement the response activities if the SOSC determines that the response is inadequate (18 AAC 75.320). The Federal On-Scene Coordinator (FOSC) has similar authority under federal law. Additionally, the Oil Pollution Act of 1990 (OPA 90) authorizes the United States USCG (USCG) to direct the RP's activities without "federalizing" (taking federal control) the spill cleanup efforts.

The RPs may use contracted resources, which may include Oil Spill Response Organizations (OSROs), Incident Management Teams (IMTs), and Non-Tank Vessel Cleanup Contractors (NTVCCs), to assist the RP or to act on their behalf during the incident responses. These entities may fill ICS positions, or work in the field to facilitate cleanup efforts.

2110.6 – Area Command

An Area Command Authority (ACA) will be established during a disaster, such as an earthquake, when the State is faced with multiple oil and hazardous material spills. The ACA will assume overall command and coordination of the various spill incidents only. The SOSC for the affected region will be the ACA. The individual incidents will be under the command of SOSC representatives. The ACA [SOSC] will prioritize the State's responses to the separate incidents. The ACA will coordinate all spill response efforts with the State Coordinating Officer (SCO). The use of an Area Command Authority is also one possible way of managing a single very large spill.

2110.7 – Single Command

When an incident occurs with single jurisdiction and one agency has primary responsibility, the single command structure will be established. For significant oil spills and hazardous substance releases, there will normally be OSCs from the RP, federal and state governments. There may also be a local OSC for incidents posing an immediate threat to public safety and those within their

local jurisdiction. When there is not an RP; the RP is unable to respond satisfactorily; or the Federal, State or local government takes over response activities, the OSC will be determined by the agency with jurisdictional authority.

The Unified Command operates with the FOSC having ultimate authority for incidents under federal jurisdiction and the SOSC having ultimate authority for incidents not involving federal jurisdiction. As long as there is an immediate threat to public safety, a Local On-Scene Coordinator (LOSC) will serve as the ultimate command authority if the FOSC or SOSC do not assume the lead role for response, or until the LOSC requests a higher authority to assume that responsibility. The RP retains authority as long as they are adequately responding to the incident (and there is no immediate threat to public health and safety). The Unified Command will respect all governmental agencies' and private jurisdictional authorities. Most of the time, the Unified Command will be able to agree upon a single incident action plan. In cases where there are disputes or differences, the OSC having ultimate authority described above will settle these disputes.

a) When the federal government is participating, an FOSC will be provided by the USCG, EPA, or Department of Defense (DOD). The USCG will manage spills in the coastal zone; EPA will manage inland spills, and the DOD will provide the FOSC if a hazardous substance release involves military resources and occurs on military facilities.

b) If there is no federal jurisdiction or the FOSC designates the State to act as the FOSC's representative, the State SOSC is in charge, so federal trustee agencies should contact and coordinate with the SOSC.

2120 – Unified Command Staff

Key positions may be established to assume responsibility for activities that are not part of the line organization. Unified Commanders determine who fills these positions.

- Public Information Officer (PIO) -- point of contact for the media and individuals who desire information about the incident.

- Safety Officer (SOFR) -- assesses hazardous/unsafe situations and develops a safety plan to ensure personnel safety.

- Liaison Officers (LOFR) -- point of contact for affected communities, interest groups that do not have jurisdictional authority, landowners, leaseholders, RCACs, government agencies, and other groups of interested parties. Several Liaison Officers may be designated, depending on the level of coordination required. The LOFR coordinates with the Regional Stakeholder Committee, if one is activated.

2130 – Guidance for setting response objectives

2130.1 – General

Regardless of the nature or location of a spill, the following objectives shall guide all response actions:

1. Ensure safety of responders and the public.
2. Stop the source of the spill.

3. Deploy equipment to contain and recover the spilled product.
4. Protect sensitive areas (environmental, historic properties, and human use).
5. Track the extent of the spill and identify affected areas.
6. Cleanup contaminated areas and properly dispose of wastes.
7. Notify and update the public. Provide avenues for community involvement where appropriate.

2130.2 – HAZMAT

As with the risk assessment, the statewide response capability assessment focuses on large-scale releases of toxic gases. While the need for and type of response will depend on the particular substance released, the amount released, the release duration and a number of other factors, a simplified standard was developed to evaluate response capability. The standard consists of two objectives, and response capability is defined as the degree to which each of the two objectives can be met:

Defensive Response Objective. Detect the release and initiate immediate defensive measures including agency and public notification, plume movement prediction, and evacuation and shelter-in-place of the public.

Offensive Response Objective. Provide offensive measures including testing and monitoring chemical concentrations, setting hazard zones, entering hazardous atmospheres, and controlling the release.

A number of other objectives, of course, may have to be met during an actual response, such as providing medical care, firefighting capability, and decontamination. While all response elements are potentially important, examining the planning and resources needed to meet the above key objectives helps to focus the analysis.

While the first objective would apply for all toxic gas releases in populated areas, the second objective will not always be required or feasible. Offensive response may not be feasible, for example, for short duration releases. It is assumed, however, that there should be some offensive response capability wherever there are substantial risks.

2140 – General response priorities

Reference the National Contingency Plan, 40 CFR 300.317, for the National Response Priorities.

2140.1 - Federal Response Action Priorities/Strategies

The strategy for responding to a specific spill or hazmat incident depends upon numerous factors. The strategy can change as the situation changes. As a general rule, the strategies listed below should be used as a guide in developing an effective response. Consider all factors that may affect the particular situation and revise/modify/expand these priorities as the situation dictates.

The following priorities are general guidelines for response to a pollution incident. They are based in the premise that the safety of life is of paramount importance in any pollution incident, with the protection of property and the environment, although important, being secondary. Nothing in this part is meant to indicate that higher priority items must be completed before performing a lower priority task. They may be carried out simultaneously or in the most logical sequence for each individual incident.

Priority One: Safety of Life – For all incident which may occur, the safety of personnel, including response personnel, must be given absolute priority. No personnel are to be sent into an affected area without first determining the hazards involved and that adequate precautions have been taken to protect personnel.

Priority Two: Safety of Vessel/Facility and Cargo – The facility and/or vessel and its cargo shall become the second priority.

Priority Three: Protection of the Environment by elimination of the pollution source – Containment and recovery of oil in the open water must be effected expeditiously to preclude involvement of the beaches and shorelines. Due to remote location and restricted accessibility, it is extremely difficult to protect the majority of coastline by diversion and exclusion methods. Therefore, securing the source and open water containment and recovery are especially critical and should normally be the first line of defense to protect the environment. Likewise, spills, which occur on land or in upland watercourses, will be dammed, boomed, diked, etc., as feasible to prevent the spread of the pollutant downstream. Note: In situ burning of a vessel and its pollutants may be an alternative considered by the OSCs; this strategy places environmental protection priorities above saving the vessel and its cargo.

Priority Four: Protection of the Environment by diversion/exclusion, dispersion, or in situ burning – In the event of that the location of a spill or the weather conditions do not permit open water recovery, protection of the shoreline becomes paramount, especially areas of greatest sensitivity. It is not possible to protect some areas entirely or even in part. It may be necessary to sacrifice some area in order to achieve the best overall protection of the environment, The OSC may consider in situ burning as a response option. The use of dispersant must be considered early in the response phase while the oil is in the open water and conditions are agreeable. The *NCP, Subpart J* addresses in detail the responsibilities of the FOSC in the use of chemicals.

Priority Five: Protection of the Environment by beach cleanup and the use of sacrificial areas – It may not be possible to protect the entire shoreline from oil; in fact, spilled product may be allowed purposely to come ashore in some areas as an alternative to damaging other, more sensitive areas. Selection of the proper shoreline cleanup technique depends on many different factors, including the following:

- Depth of oil in the sediment
- Type of oil (tar balls, pooled oil, viscous coating, etc.)
- Trafficability of equipment on the shoreline
- Environmental or cultural sensitivity of the oil shoreline
- Prevailing oceanographic and meteorological conditions

The best way to minimize debate over the most appropriate response is to involve all interceded government and private agencies and other stakeholders. The shoreline assessment groups shall attempt to agree on the amount and character of the oil that is on the shorelines, anticipate interactions between the stranded oil and the environment, and assess the geological and ecological environment of the involved shorelines. Once a consensus is met on these parameters, an approach must be developed to determine the proper treatment required.

Shoreline cleanup options may include the use of physical and/or chemical processes. Physical shoreline cleaning methods include techniques such as natural recovery, manual sorbent application, manual removal of oiled materials, local pressure flushing, manual scraping, mechanical tilling, and mechanical removal using heavy equipment. Chemical shoreline cleanup products may increase the efficiency of water-washing during the cleanup of contaminated shorelines. However, the product must be listed on the NCP Product Schedule, and authorization must be obtained from the ARRT and the OSC of the spill. Bioremediation is also considered as a shoreline cleaning method. Bioremediation is the application of nutrients to the shoreline to accelerate the natural biodegradation of oil. The OSCs shall request site- specific guidelines for source protection measures required during shoreline cleanup operation.

The general pattern of response is as follows:

1) Control the source of the discharge
2) Limit the spread of the pollution
3) Mitigate the effects of the pollution. Mitigation may include recovering oil from the water and affected lands using physical or mechanical means such as sorbents and skimmers. The use of dispersants, chemicals, or in situ burning may mitigate pollution damage more effectively than physical or mechanical means.

The OSC must recognize that each habitat possesses unique qualities; different cleanup techniques may be required to accomplish the goals of removing as much pollutant as possible while minimizing any environmental damage from the cleanup technique. If shoreline contamination is expected, the OSC should ask the following questions to determine whether cleanup is an appropriate response:

1) Will cleanup activities cause more damage than leaving the oil to natural recovery or dissipation?
2) Will cleanup activities severely disrupt colonies of birds, marine mammals, or other wildlife?
3) Does the oil have a relatively low toxicity?
4) Is it expected that storms or seasonal erosion cycles will remove the oil from the shoreline?
5) Does the oil degrade rapidly or slowly?
6) Does the shoreline have a high energy level?
7) Is the oil present on the surface of the substrate and likely to remain there rather than being incorporated into sediments or buried by seasonal cycles?
8) Is it likely the oil will migrate to adjacent shoreline or near-shore areas?

2140.2 – State of Alaska Response Priorities

Safety: Ensure the safety of persons involved, responding, or exposed to the immediate effects of the incident.

Public Health**:** Ensure protection of public health and welfare from the direct or indirect effects of contamination of drinking water, air, and food.

Environment: Ensure protection of the environment, natural and cultural resources, and biota from the direct or indirect effects of contamination.

Cleanup**:** Ensure adequate containment, control, cleanup and disposal by the responsible party or supplement or take over when cleanup is inadequate.

Restoration: Ensure assessment of contamination and damage and restoration of property, natural resources and the environment.

Cost Recovery: Ensure recovery of costs and penalties to the Response Fund for response, containment, removal, remedial actions, or damage.

2200 – SAFETY

Personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The primary federal AND state regulations are the Occupational Safety and Health Administration (OSHA) standards for hazardous waste operations and emergency response found in 29 CFR 1910.120 and 08 AAC 61, respectively. These rules regulate the safety and health of employees involved in cleanup operations at uncontrolled hazardous waste sites being cleaned up under government mandate and in certain hazardous waste treatment, storage, and disposal operations conducted under the Resource Conservation and Recovery Act of 1976 (RCRA). The regulations also apply to both emergency response and post-emergency cleanup of hazardous substance spills. The definition of hazardous substance used in these regulations is much broader than the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), encompassing all CERCLA hazardous substances, RCRA hazardous waste, and all Department of Transportation (DOT) hazardous materials listed in 49 CFR part 172. Thus, most oils and oil spill responses are covered by these regulations. The rules cover employee protection during initial site characterization and analysis, monitoring activities, material handling activities, training, and emergency response.

OSHA classifies an area impacted by oil as an uncontrolled hazardous waste site. However, the regulations do not automatically apply to an oil spill cleanup. There must be an operation that involves employee exposure or the reasonable possibility for employee exposure to safety or health hazards. A typical beach cleanup worker collecting tar balls of weathered oil or deploying sorbents to collect sheen may not be exposed to a safety or health risk. The role of the site safety and health supervisor is to assess the site, determine the safety and health hazards present, and determine if OSHA regulations apply. If an OSHA field compliance officer is on scene, he or she should be consulted to determine the applicability of OSHA regulation. Disputes should be referred to the Department of Labor representative on the Alaska Regional Response Team (RRT). The individual making the site characterization should communicate the hazards associated with the spill and provide recommendations for the protection of workers' safety and health through a site safety plan. The responsibility for the health and safety of personnel supporting a pollution response mission rests with the On-Scene Coordinator (OSC).

In an oil spill response where OSHA regulations apply, the OSC must ensure that paragraphs (b) through (o) and paragraph (q) of 29 CFR 1910.120 are complied with. Of most concern are the training requirements for response personnel. Personnel who are routinely involved in pollution response should complete a 40-hour course meeting the OSHA training in paragraph (e) of 29 CFR

1910.120. Training records should reflect that OSHA requirements have been satisfied. Contractors are responsible for certifying the training of their employees. OSHA has recognized the need to remove oil from the environment and has empowered the OSHA representative to the RRT to reduce the training requirement to a minimum of 4 hours for responders engaged in post-emergency response operations. An example of a post-emergency response effort is shoreline cleanup operations. The reduced training applies to all USCG and other government personnel and to the private sector. This information may be found in OSHA Instruction CPL 2-2.51. The level of training required depends on the potential for exposure. Workers required to use respirators must have 40 hours of off-site training. The OSHA field compliance officer should be contacted to ascertain the worker training requirements and develop an implementation plan to minimize the hazards of exposure to workers involved in cleanup operations. State requirements that are more restrictive will preempt federal requirements.

The following link is an excellent OSHA publication, Training Marine Oil Spill Response Workers under OSHA's Hazardous Waste Operations and Emergency Response Standard. This document provides specific training requirements for spill responders during both the emergency response phase as well as the post-emergency response cleanup phase.

Within the State of Alaska, hospital decontamination stations have been established at a few hospitals. Field decontamination is critical prior to transporting injured workers to a medical facility.

2210 – Site characterization

Reference the Alaska Department of Environmental Conservation Spill Tactics For Alaska Responders (STAR) Manual for site characterization information.

2220 – Site Safety Plan Development

The following is a site safety plan skeleton, which can be used to develop an incident specific site safety plan. Examples are available and may be used as well given the requirements of a response or exercise; reference Section 2220.1 of this document for completed examples.

STANDARD SITE SAFETY PLAN FOR EMERGENCY/POST-EMERGENCY PHASE COASTAL OIL SPILLS (4/93)

A. SITE DESCRIPTION

Site generally referred to as: _____

Location: _____

Surrounding population: ___industrial, ___residential, ___rural, ___unpopulated,

___other:_____

Topography: ___rocky, ___sandy/gravel beach, ___cliffs, ___marshes, ___docks,

___ Other: _____

Primary Hazards: ___Chemical Exposure, ___Fire/Explosion, ___Oxygen Deficiency,

___Confined/Enclosed Space Entry, ___Ionizing Radiation, ___Biological Hazards

___Safety Hazards, ___Heat Stress, ___Cold Exposure, ___Noise, ___Other:_____

Pathways for hazardous substance dispersion: _____

_____

Pathways have been noted on the site safety map provided as Attachment_____.

Reference procedures for handling drums, containers, and spill containment, provided as Attachments_____.

B. WORK PLAN AND ENTRY OBJECTIVES

1. Work Plan: All work shall be conducted in accordance with procedures established during pre-entry briefings and attached work plans. ____ *A work plan is provided as Attachment_____.*

2. Entry Objectives: Daily objectives may include site surveys, mechanical cleaning, oil recovery, booming, dispersant application, wildlife rehabilitation/hazing, and related activities. Detailed objectives shall be developed daily, and shall be described during the pre-entry safety briefing.

C. SITE ORGANIZATION

1. Definitions:

OSC: The On-Scene Coordinator (OSC) is the pre-designated Federal, State, Local, or Responsible Party official responsible for incident management in accordance with the Regional Contingency Plan. The OSC's designated rep serves as the on-site supervisor for response personnel.

SSHO: The Site Safety and Health Officer (SSHO), often referred to simply as the Site Safety Officer, is the single individual responsible for developing and implementing the OSC's site-specific site safety and health plan.

SSHP: Site Safety and Health Supervisor(s) (SSHP) is a mandatory position under 29 CFR 1910.120. The SSHP, often referred to simply as the Site Safety Supervisor, is the individual(s) in the field responsible for enforcing the SSHO's site-specific site safety and health plan. An SSHP must be on-site at all times while the SSHO may be with the OSC or at other locations.

2. Positions:

Function	Name and Phone (if appropriate)
FOSC	
SOSC	
LOSC	
RPOSC	
Incident Commander	
OSC's On-Site rep/supervisor	
FOSC Rep	
SOSC Rep	
LOSC Rep	
RPOSC Rep	
Site Safety and Health Officer	
Site Safety & Health Supervisor(s)	Reference the posted organization on-site/work plan/briefing log.
Public Affairs Officer	
Scientific Support Coordinator	
National Pollution Fund Center Case Officer	
BOA Contract Supervisor	
Other Federal/State/Local reps:	
RP's representative	
RP's On-Site rep	
RP's On-Site Contract Supervisor	
RP's Safety & Health Officer	
RP's Safety & Health Supervisor	
Other R.P. reps	

D. SITE CONTROL

1. Anyone entering or departing a Work Area shall report to the site supervisor or designated representative.
2. No person shall enter a site without subscribing to this or another appropriate Site Safety and Health plan.
3. The buddy system is mandatory for everyone on site.
4. Training: In general, all personnel on-site shall be trained adequately to perform their assigned tasks safely. The general training level requirement is technician level and/or routine site worker (40-hrs. and 3 days on-the-job training minimum) except as noted below.

JOB DESCRIPTION:	TRAINING LEVEL:
_____	_____
_____	_____
_____	_____

_____Guidelines for assessment of training/qualification requirements has been provided as Attachment_____.

All personnel entering the site shall be fully informed about applicable hazards and procedures on site. Reference section L. below for on-site informational briefings program.

5. Site Boundaries: Control boundaries have been established in the site safety map below according to the following guidelines:

   a. The HOT ZONE, or EXCLUSION ZONE, is the area where contamination or product hazards are expected.
   b. The WARM ZONE, or CONTAMINATION REDUCTION ZONE, is a transition area between the HOT ZONE and the COLD ZONE. It is the area where DECONTAMINATION is conducted for personnel and equipment leaving the HOT ZONE.
   c. The COLD ZONE, or SUPPORT ZONE, is an area adjacent to the WARM ZONE that is intended to remain safe and as free of contamination as possible.

6. Site Safety Map: The site safety map includes the location of items such as: zone boundaries, decontamination station, washing, toilet/hygiene facilities, first aid equipment, fire extinguishers, command posts, equipment staging/storage, eating/rest areas, animal rehab/hazing stations, and locations of identified hazards.
____ A Site Safety Map is provided as Attachment_____.

7. Decontamination: Field decontamination of injured workers is essential prior to transport to a medical facility. Hospital decontamination stations have not been established within the State of Alaska to support patients contaminated during oil or hazardous substance response operations.

E. HAZARD EVALUATION:

1. Chemical Hazards: Check appropriate category of oil, attach generic information sheet, and attach specific MSDS when available. Check all applicable below:

____ Oil containing benzene and/or other high vapor pressure chemicals.

____ Hazard information is provided as Attachment_____.

____ Oil that does not contain benzene and/or other high vapor pressure chemicals.

____ Hazard information is provided as Attachment_____.

____ Hydrogen sulfide (from sour crude oil or anaerobic decay of organic materials).

____ Hazard information is provided as Attachment_____.

____ Dispersant applications.

____ Hazard information is provided as Attachment_____.

____ Bioremediation application.

____ Hazard information is provided as Attachment_____.

2. Exposure/Risk Assessment Monitoring For Chemical and Physical Hazards: The following monitoring shall be conducted with monitoring equipment calibrated and maintained in accordance with the manufacturer's instructions (electronic equipment shall be calibrated before each day's use).

MONITOR	FREQUENCY
___ Combustible gas	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ Oxygen	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ H2S dosimeter	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ H2S meter	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ HNU	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ OVA	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ WBGT	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ Noise	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ Organic Vapor	___continuous, ___hourly, ___ daily, ___*Other*: _____
___ *Other*: _____	___continuous, ___hourly, ___ daily, ___*Other*: _____

3. Additional Hazards: Additional hazards may be encountered on site, and these along with any other applicable hazards found during the site survey must be marked on the attached maps.

<u>F. GENERAL SAFE WORK PRACTICES.</u> The following safe work practices shall be adhered to while on site. Please check those that are appropriate and add any additional ones:

— BUDDY SYSTEM. The buddy system shall be observed inside the Work Area (EXCLUSION and CONTAMINATION REDUCTION ZONES). Personnel must work within sight of their assigned partner at all times. A partner shall be assigned by the site safety supervisor as personnel check in. Personnel shall use whistles to indicate that they need assistance in areas where

they may be obscured from supervisors (e.g. high grass, boulders, or warehouse areas) as noted on the Project Map.

— OCCUPATIONAL MEDICAL MONITORING. Personnel shall be enrolled in an occupational medical monitoring program in accordance with 29 CFR 1910.120.

— FIRES. Each restriction zone and associated contamination reduction zone shall have at least one each of the following:
- a fully charged Class A fire extinguisher for ordinary fires,
- a fully charged Class B fire extinguisher for liquid fires, and
- A hand held foghorn to alert personnel.

The above items shall be maintained in a readily accessible location, clearly labeled in red, and with the location noted on the project map. An ABC or AB fire extinguisher can be substituted for an A or B fire extinguisher.

— LIGHTING. Fixed or portable lighting shall be maintained for dark areas or work after sunset to ensure that sufficient illumination is provided. (reference Table H-120.1 of 29 CFR 1910.120(m) for Minimum Illumination Intensities.)

— SLIPPERY ROCKS AND SURFACES. All personnel in the work area shall wear chemical resistant safety boots with steel toe/shank and textured bottoms (neoprene is a common material that is fairly resistant to many oils). Boat operators may substitute clean deck shoes with textured soles kept free of oil on cloth/leather uppers.

— SLIP-TRIP-FALL HAZARDS. In addition to proper footwear, personnel will be briefed to be wary of tripping hazards. Safety belts and lifelines will also be worn when working at heights. Proper safety precautions will be taken when working with ladders.

— WORK NEAR WATER. All personnel working in boats, on docks, or generally within 10 feet of water deeper than 3 feet, shall wear USCG approved personal flotation devices (PFDs) or work vests.

— HEAT STRESS. The site safety and health supervisor shall generally be guided by the ACGIH guidelines in determining work/rest periods. Fluids shall be available at all times and encouraged during rest periods. Further guidelines are provided as Attachment:_____.

— COLD STRESS. The site safety and health supervisor shall generally be guided by the ACGIH guidelines in determining work/rest periods. Workers shall be provided with adequate warm clothing, rest opportunities, exposure protection, warm and/or sweet fluids shall also be available during rest periods. For prolonged water temperatures below 59 degrees F, or a combined water and air temperature less than 120 degrees F, exposure suits shall be worn by personnel working/traveling in small boats, and immersion suits shall be available for vessel operations other than small boats. Further guidelines are provided as Attachment:_____.

— HIGH NOISE LEVELS. Hearing protection shall be used in high noise areas (exceeding 84 dBA--generally where noise levels require personnel to raise their voices to be heard) designated by the site safety supervisor.

— ELECTRICAL HAZARDS. Electrical hazards are designated on the site map, and shall be marked with suitable placards, barricades, or warning tape as necessary.

— TRAP HAZARDS. Open manholes, pits, trenches, or similar hazards are noted on the site map. The site safety supervisor shall ensure that these locations are periodically checked during the day.

— MUD. Dangerous mud flats posing a trap hazard shall be designated on the site safety map as areas off limits to personnel. Mark these locations with banner tape, barricades, or other marking equipment.

— CARBON MONOXIDE. Equipment operators shall ensure that personnel do not linger or work near exhaust pipes.

— UV LIGHT EXPOSURE. Sunscreens of protection factor 15 (or greater), and UV tinted safety glasses shall be made available for response personnel as needed.

— HELICOPTER OPERATIONS. Pilots shall provide safety briefing for all passengers. Helicopter procedures are provided as attachment:_____.

— MOTOR VEHICLES. Drivers shall maintain a safe speed at all times, and shall not be allowed to operate vehicles in a reckless manner. A vehicle safety briefing is provided as attachment_____.

— ALL TERRAIN VEHICLES (ATVs). Drivers shall maintain a safe speed at all times, and shall not be allowed to operate vehicles in a reckless manner. ATV drivers shall not operate ATVs outside of areas and lanes specified by the site safety supervisor.

— DRUM HANDLING AND SPILL CONTAINMENT.

- Drums and containers must be handled in accordance with 29 CFR 1910.120. Containers must be labeled and constructed in accordance with EPA (40 CFR 264-265, and 300), and DOT (49 CFR 171-178) regulations.
- Temporary holding/staging areas for drums and containers containing waste materials shall be constructed to contain spillage, run-off, or accidental releases of materials.
- Manual lifting and handling of drums and containers shall be kept to a minimum. To the extent possible, mechanical devices, drum slings or other mechanical assisting devices designed for that purpose shall be used.

  Safe-lifting procedures are provided as Attachment_____.

  Drum-handling procedures are provided as Attachment_____.

— CONFINED SPACES. Confined spaces will not normally be entered by response personnel during oil spill response operations. If a confined space must be entered or hot work conducted on a confined space, a specific confined space entry work plan and confined space work authorization checklist will be developed for that operation.

A confined space work plan is provided as Attachment_____.

A confined space work authorization checklist is provided as Attachment_____.

— POISONOUS/INFECTIOUS INSECTS, BITES, STINGS, PLANTS.
- Bee Stings (also hornet or wasp bites)
- Animal Bites (infection hazard, and/or rabies from some common sources such as: foxes, bats, dogs, cats).
- Marine Stings and Punctures (jellyfish, man-o-war, anemones, corals, hydras, urchins, cone shells, stingrays, and spiny fish)
- Poisonous Plants (poison ivy, oak, or sumac)

— General Prevention:

- During morning safety briefings, provide information on the location of hazards and how to deal with problems.
- Personnel should be provided with
  - long sleeved clothing
  - insect repellant
- Personnel should inspect each other for signs of infected bites during breaks when working in designated areas.
- Personnel with allergies to bee stings or insect bites may suffer a medical emergency if bitten. Supervisors on site should be prepared to deal with these medical emergencies.
- Personnel with severe allergies must work in areas away from known/suspected hazards.
- Personnel with allergies to bee stings or other insect bites should notify their supervisors AND the site safety supervisor when reporting on this site.
- Personnel shall be briefed on procedures in accordance with the guidelines provided as Attachment:_____.

— BEAR SAFETY/USE OF FIREARMS. Confrontation with bears exhibiting aggressive behavior can be life threatening for employees engaged in fieldwork at remote sites. State regulations allow taking of bears in defense of life after other measures fail. Personal safety is the foremost consideration in bear encounters, but all reasonable alternative methods of deterring an aggressive bear shall be employed. These include retreat, noise making, chemical repellents, and detonation of flares, if feasible.
- Proper training of personnel should cover the following at a minimum:
- Avoiding bear encounters.
- Interpreting bear behaviors.
- Handling, maintaining and using non-lethal repellents.
- Handling, maintaining and using firearms.
- Requirements of the State Defense of Life and Property Regulations.

Bear safety/firearms handling procedures are provided as Attachment_____. The Alaska Department of Environmental Conservation has also developed a document entitled "Bear Safety/Firearms Program Guidance" for ADEC personnel.

G. PERSONAL PROTECTIVE EQUIPMENT (PPE).

1. Levels of Protection:
   - Level A: Should be worn when the highest level of respiratory, skin, and eye protection is needed.
   - Level B: Should be worn when the highest level of respiratory protection is needed, but a lesser level of skin protection.
   - Level C: Should be worn when the criteria for using air-purifying respirators are met.
   - Level D: Should be worn only as a work uniform and not on any site with respiratory or skin hazards. It provides no protection against chemical hazards.

— Reference the PPE ensemble descriptions provided as Attachment_____.

2. The following PPE ensembles shall be used while on site:

LOCATION:	TASK:	LEVEL (CIRCLE):
GENERAL	Monitors/Supervisors	A B C D
	Shoreline Cleanup Crew	A B C D
	Vacuum Truck Crews	A B C D
	High Pressure Wash Crew	A B C D
	Abrasive Cleaning Crew	A B C D
	Hot Water Wash Crew	A B C D
	Boat Drivers	A B C D
	Boat Crews	A B C D
	Skimmer Crews	A B C D
	Boom Crews	A B C D
	Sampling Teams	A B C D
	Survey Teams	A B C D
	Product Pumping	A B C D
	Dispersants Crews	A B C D
	Bioremediation Crews	A B C D
	Bird/Mammal Capture	A B C D
	Bird/Mammal Hazing	A B C D
	Bird/Mammal Transport	A B C D
		A B C D
		A B C D
		A B C D
COLD ZONE	Response Personnel	A B C D
	Visitors	A B C D
		A B C D
		A B C D
		A B C D

H. DECONTAMINATION PROCEDURES

Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the site safety and health supervisor.

— Reference the Decontamination Guidelines and Layout provided as Attachments_____.

I. SANITATION & PERSONAL HYGIENE

Potable water, non-potable water, toilets and personal hygiene facilities shall be readily available.

— For further information reference Attachment_____.

J. EMERGENCY PROCEDURES

1. General: In all cases when an onsite emergency occurs, immediate notification will be made via the quickest means available. Personnel shall not reenter the work area or restart work until:

- The condition resulting in the emergency has been investigated by supervisory personnel, and has been corrected;
- Hazards have been reassessed; and
- Site personnel have been briefed on any changes in the operation and site safety plan.

— Hospitals listed under communications section have been contacted (chemical emergency hospital agrees to take patients from site).

— Fire departments listed under communications section have been contacted.

— Ambulance services listed under communications section have been contacted (note those which will take chemical emergencies).

— ATSDR has been notified of site operations.

— Police forces listed under communications section have been notified.

2. Emergency Medical Procedures:

- Contact designated EMT (reference the posted organization/work plan).
- Do not attempt to move seriously injured personnel, call for an ambulance to come to the injured person.
- For bites, stings, or poisonous animals/plants follow the procedures provided in Attachment_____.

- The closest hospital for regular emergencies is:_____
  (Reference K. Communications, below, for phone number)

- The closest hospital for chemical exposure emergencies is:_____

(Reference K. Communications, below, for phone number) Contact ATSDR (404) 639-0615 (24 hr) for chemical incidents.

3. Emergency Fire Procedures:

- DO NOT attempt to fight fires unless it is a small fire. A small fire is generally considered to be a fire in the early stages of development that can readily be extinguished in a few minutes time with personnel and equipment in the immediate area.
- DO NOT take extraordinary measures to fight fires.
- YOU MUST sound the appropriate fire signal if fire cannot be put out quickly.
- Alert nearby personnel to call fire department.
- Notify supervisor.
- When the fire alarm is sounded, personnel shall immediately leave the work area WITH THEIR ASSIGNED BUDDY and proceed to the pre-designated assembly point using the designated evacuation route (reference evacuation routes and assembly point below).
- The Site Supervisor OR the Fire Department shall ensure that the fire is extinguished and a temporary fire watch has been posted BEFORE restarting work.

4. Evacuation:

EVACUATION & FIRE SIGNAL(S):

_____

_____

PRIMARY EVACUATION ROUTE:

_____

_____

SECONDARY EVACUATION ROUTE:

_____

_____

ASSEMBLY POINT:

_____

_____

K. COMMUNICATIONS.

1. General signals:

- ❑ THUMBS UP: I am OK / I agree.
- ❑ THUMBS DOWN: Do not agree.
- ❑ HANDS ACROSS THROAT: Out of air/trouble breathing
- ❑ GRAB HAND/ARM: Come with me
- ❑ HANDS ON HEAD: I need assistance
- ❑ BOTH HANDS ON WAIST: Leave area immediately

2. Radio communications:
Working:
Frequency:_____, channel:_____ (__VHF __UHF __CB _____OTHER)

Emergency:
freq:_____, chnl:_____ (__VHF __UHF __CB _____OTHER)

freq:_____, chnl:_____ (__VHF __UHF __CB _____OTHER)

3. Phone communications:
On-Scene Coordinator:
(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)
Incident Commander:
(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)
Site Safety and Health Officer:
(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

Agency for Toxic Substance and Disease Registry (ATSDR): (404) 639-0615 (24 hr) (voice) ext. 0655 (fax)

Case officer: _____
ATSDR can provide emergency medical and toxicological information, assist in determining procedures for potential chemical overexposures, and can provide on scene assistance for certain chemical emergencies.

Police:
(_____)_____(_voice _fax _cell _pager _home)
Fire:
(_____)_____(_voice _fax _cell _pager _home)
Ambulance/EMT/Hospital:
(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)
OTHER NUMBERS:
(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

(_____)_____(_voice _fax _cell _pager _home)

L. SITE SAFETY BRIEFINGS/MEETINGS.

1. Initial Briefing: All personnel, employees, contractors, and subcontractors shall be provided with an initial site safety briefing to communicate the nature, level and degree of hazards expected on site and to present the emergency response plan.

2. Shift & Other Briefings: Personnel will also receive regular briefings before and after each shift, before making a LEVEL A/B hot zone entry, and when significant changes are made in the work procedures or safety plans. These site safety meetings/briefings shall be held by the Site Supervisor. At a minimum, these meetings will describe the work to be accomplished, discuss safety procedure changes, and note any items that need to be passed to other crews. General safety training topics should also be covered based on points raised in previous meetings and the site safety plan attachments.

____ A briefing log is provided as Attachment:_____.

M. THE SITE SAFETY OFFICER.

The Site Safety Officer for this incident is: _____

The responsibilities of the SITE SAFETY OFFICER include (but are not limited to):

- Coordination of all safety and health concerns for the entire work site;
- Keeping this plan current; and
- Liaison with site safety officers from other organizations.

N. AUTHORIZATIONS:

SITE SAFETY OFFICER: _____/DATE: _____

ON SCENE COORDINATOR:_____/DATE: _____

2220.1 – Sample Site Safety Plan

Several example site safety plans are available on the USCG Homeport website, under Incident Management and Preparedness.

2230 – OSHA Training for Volunteers

Reference Section 4320 of this document for information on volunteer use during an incident response.

2300 – INFORMATION

2310 – Protocol for Access/Timing of Media Briefings

2310.1 – Public Information Officer (PIO) Protocol

Oil and hazardous substance spills generate a great deal of public attention and media coverage, particularly if a spill is large or the substance spilled is extremely hazardous. This attention, reflecting legitimate public concern, may be local, statewide, or even national or international in scope.

Public affairs specialists or information officers keep the public and the news media informed about the facts and current situation of an incident and of the activities of the response effort and the agencies and officials involved. The Public Information Officer (PIO) of the Unified Command's Incident Command System organization serves as the lead manager for all spill-related public information activities conducted on behalf of the Unified Command or an On-Scene Coordinator (OSC).

Under the direction of the State OSC, the ADEC Public Information Officer serves as the lead manager for all spill-related public information activities that fall under State jurisdiction and will maintain a State public information office, as needed.

In the event of a major incident, the Unified Command in consultation with the PIO may choose to establish a Joint Information Center where public affairs professionals from organizations involved in incident management activities can co-locate to perform critical emergency information, crisis communications, and public affairs functions.

The Public Information Officer (PIO) is the communications coordinator, and often the spokesperson for the agency or organization they represent. The 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. PIOs handle organizational functions, including media, community, industry, governmental, tribal, and interest group relations. They do more than "tell their organization's story." They must understand the attitudes and concerns of the community, public interest groups, and other responding agencies; establish; and maintain cooperative relationships with them and with representatives from print and broadcast journalism.

The PIO has three principal responsibilities:

1. **Gather incident data**. This involves understanding how an ICS/Unified Command response operation functions, then developing an effective method for obtaining up-to-date information from appropriate ICS Sections.
2. **Analyze public perceptions of the response**. This involves employing techniques for obtaining community feedback to provide response agencies with insight into community

information needs, their expectations for the role to be played by the response agencies, and the lessons to be learned from specific response efforts.

3. **Inform the public**. That is, to serve as the source of accurate and comprehensive information about the incident and the response to a specific set of audiences.

The PIO drafts press releases and contacts people in the media who might print or broadcast material or information. The PIO must show creativity, initiative, and good judgment and have the ability to communicate thoughts clearly and simply. The PIO can operate from an office or from the field. During an incident, the PIO serves under the Unified Command and often can be identified by a helmet or vest with the letters "PIO" on it.

Staff and Resources: Experienced crisis managers know that when public information officers are needed, the need can be critical, and the Unified Command's or the OSC's effectiveness with the media and public is often in direct proportion to the PIO's experience and training in complex environmental emergencies. Effective communication with the public is indispensable to a successful spill response.

Arriving at a spill site, the information officer must ensure that an officer/recorder is assigned from the professional spill response staff to assist in recording and transmitting written information. The staff person is responsible for writing a "spill bulletin" summarizing salient facts and information about the incident. The bulletin is transmitted, on a frequent basis and usually by Fax, to ADEC's Central Office in Juneau, the Governor's Office, communities, Native groups, resource organizations, the media, and federal agencies (as appropriate). The information contained in the bulletin will prove useful to the information officer, as well.

Additional information officers and clerical staff should be added to handle the increasing workload, as should photographic services, both still and video. Resources required for the spill information office include suitable maps of the impacted area, up-to-date media and community contact lists, dedicated phone lines, portable phones or beepers, if available, computers for all writers on staff, printers, a copier, and a fax machine. An advance agreement should be made with the Unified Command that photos and video footage shot for public information may be used for that purpose, without delay or restriction for legal reviews, except when such is warranted due to private property concerns.

Staying Ahead of Changing Events: One of the PIO's precepts for day-to-day effectiveness is to stay ahead of the "information curve." During a rapidly changing emergency, this will become one of his or her most exacting challenges. Not only must this person assemble information quickly, arrange interviews and assist reporters, but he/she also must maintain close contact with the OSC and spill team members to anticipate, as much as possible, each major development in the spill response that will generate the next wave of public concern or media interest.

These events may come in the form of escalated response actions, the release of new water sample data or wildlife mortality figures, or a formal decision delivered by a member of the Unified Command or others serving in an official capacity. When events such as these can be anticipated, press information can be prepared to enable the OSC to maintain his/her role as the primary responsible spokesperson for the incident. Additionally, the information officer must work within media deadlines as much as possible. Much of the national news media is driven by East Coast deadlines, a full four hours ahead of Alaska, and this may require special attention. It

is a simple fact that information delivered prior to deadlines will be more effectively reported by the press.

To stay ahead of changing events and to meet deadlines, the PIO must assimilate a mass of information by coordinating with local government officials and federal, State, and responsible party public information staff, attending staff meetings, reading situation reports, and asking many questions. All of this consumes time. Sufficient staff support and resources in the spill information office or Joint Information Center is essential for answering phones, writing and dispensing bulletins, and hosting the press. Obtaining staff resources is thus one of the PIO's first duties upon arrival at a spill site.

Community Relations: Providing information directly to members of the impacted community, free of the filtering and potentially distorting effect of the media is critical to public understanding of the incident response. Community relations may include scheduling of public meetings, preparing speeches, and coordinating public activities with public officials and protocol personnel.

In order to ensure that important constituencies are not overlooked or slighted during a major response, it is important that a Community Relations/Liaison Officer coordinate closely with the public affairs element. (Under no circumstances should community relations be a collateral duty of the media relations officer or the Joint Information Center during a major incident).

Additionally, the PIO should contact local government officials and have them offer information and comments on the situation. State, federal and local governments should coordinate their responses and press releases to the media.

Internal Information: Internal information is the process of properly informing internal staff of the status of all pertinent activities. By keeping staff apprised with information that is accurate and consistent, efforts to properly inform the rest of the response community will be successful.

At a minimum, all personnel assigned to response duties should be provided with access to the daily fact sheet or any published spill bulletins prepared by the PIO or the JIC. This will help ensure a consistent and accurate flow of information.

2310.2 – PIO Checklists

2310.2.1 – General Checklist:

In response to a spill incident, as a member of the Unified Command Staff, the PIO will seek to perform the following:

- ❑ Obtain briefing from the Incident Commander.
- ❑ Prepare initial information summary, obtain Unified Command approval, and release for dissemination as soon as possible after arrival.
- ❑ In consultation with the Unified Command, establish a Joint Information Center, if warranted; manage the activated Joint Information Center.
- ❑ Arrange for necessary workspace, materials, telephones and staffing.
- ❑ Observe constraints on the release of information imposed by the Unified Command.
- ❑ Release news to media and post information in command post and other appropriate locations.
- ❑ Ensure a consistent message is offered in all press releases, fact sheets, interviews and other public information forums.
- ❑ Attend all pertinent meetings to update information releases and situation reports.
- ❑ Screen visiting journalists and VIPs and arrange escorting when appropriate.
- ❑ Respond to special requests for information.
- ❑ Organize opportunities for media interviews, site visits, etc. during incident.
- ❑ Establish a press area, if deemed necessary, distribute passes, and ensure periodic contact with the media in the press area, using established time intervals, if applicable.
- ❑ Supervise the conduct of any outside news media, responding only with those details of the situation as authorized by the Unified Command. Establish the "ground rules" that are determined necessary by the incident commander given the seriousness of the situation.
- ❑ Respond to all telephone inquiries from news media, local residents and other in a timely manner.
- ❑ Standardize all forms of new releases and reports.
- ❑ Maintain a written log of all information received from the Unified Command and relayed or released on their authorization.
- ❑ Prepare a final written news release for distribution to the media with approval of the Unified Command.

2310.2.2 – State of Alaska Checklist:

No two emergencies are identical. Each event will challenge the public information officer's skills in communication, organization and diplomacy. This individual must design the best information response possible, flexibly and creatively, to meet the given situation. The following checklist, intended as an aid to the basics, is offered as a starting point:

Pre-planning:

- ❑ Maintain up-to-date information on the major facilities in the State. Include a file of relevant facts on the industries and the major environmental and public health resources near facilities.
- ❑ Review major oil and hazardous substance transportation routes and examples of vessel and facility contingency plans.
- ❑ At both the PIO's home and office, keep a kit with communications information for Alaska locales, including community and media contact lists.
- ❑ Participate in spill drills.

At the Scene

- ❑ Coordinate with the SOSC and spill response team.
- ❑ Make all notifications as needed:
    - ADEC information officer in Commissioner's Office
    - Governor's Press Secretary
    - ADF&G Public Information Office and other State agencies as needed (ADNR, ADMVA/DHSEM, ADHSS)
    - USCG or EPA Press Officers; and
    - RP's press officer or press spokesperson
- ❑ Identify Liaison Officer/Recorder and determine when first Spill Bulletin will be released.
- ❑ Initiate first press release with basic facts on spill; distribute as soon as possible.
- ❑ Identify additional staffing, office, and equipment needs, if any, and submit to SOSC or office administrator.
- ❑ Open communication channels with local government officials of affected communities; assist SOSC in keeping local community leadership informed.
- ❑ Login press calls, record names, phone and fax numbers of reporters.
- ❑ Activate video and still photography team.
- ❑ Arrange to obtain maps from mapping team, with regular updates.
- ❑ Work with SOSC to set up first press briefing.
- ❑ Attend key staff coordination and update meetings.
- ❑ Identify where reporters and TV crews may go and, if necessary, assist them in getting there.

News Briefings

- ❑ Coordinate with OSC: who will be spokesperson(s), subject matter to becovered, other state staff required, backup materials, time limit.
- ❑ Develop list of probable questions for SOSC.
- ❑ At beginning of briefing, introduce yourself and speakers, give titles and spelling of names, indicate subject matter to be covered.
- ❑ Note or tape questions and answers for follow-up.

Type of Information for Release

- Names and contact phones to obtain information on the spill.

- Exact location of the incident, including the proper name of the site, commercial entity name.
- Time and date of incident.
- Type of substance spilled, nature of incident (fire, explosion, oil spill, etc.), and size, and effects to date on humans or resources. For any casualties, withhold names pending notification of next-of-kin.
- Actions taken or recommendations by the Unified Command for actions to respond to the incident. If appropriate, obtain quotes from the Unified Command officials regarding actions needed.
- Resources in area that could be at further risk, including human risks, and information needed by the public for self-protection.
- How the Unified Command is coordinating efforts with local communities and residents.

Precautions: Information released publicly during an incident may be used in later litigation. When in doubt, secure advice from the legal authorities. In general, adhere to the following:

- Do not speculate about the facts. "I don't know but I'll find out" is sometimes the best answer.
- Do not make damage estimates in terms of dollars nor confirm estimates made by persons other than those serving in an official capacity in the spill response operation.
- Withhold names of casualties pending notification of next-of-kin.

After the Spill Response: When the crisis has subsided and media interest abated, the Unified Command's public information staff, and local government officials, as appropriate, should meet to evaluate their effectiveness with the media and the public.

2310.2.3 – USCG Checklist

- ❑ Designate an incident Public Affairs Officer. This person may change with time from a unit officer to a PIAT CWO to a District officer to a senior officer from another command. Make sure all PAs know whom the PAO is and understand that the PAO reports to the OSC.
- ❑ Complete fact sheet and prepare a 30-second media statement (about 150 words maximum).
- ❑ Record media statement on Voice-mail, record-a-phone or similar automatic message service so media can get updates.
- ❑ Use phone-screening system (watch standers, automated, etc.) to direct news media to prerecorded updates.
- ❑ Have three phone lines available for public affairs use: incoming (published), outgoing (unpublished), and a fax line.
- ❑ Contact district (District Public Affairs or DPA) at outset of any medium or larger spill to arrange for PA backup. Temporary Active Duty (TAD) PAs may be used or referral of media calls to DPA or some variation.
- ❑ Contact NSFCC, PIAT to alert in case of any potential major incident (if not already done as part of #5 above). Note: FOSC may request PIAT assistance at any time regardless of spill size.
- ❑ Update fact sheet at least daily and fax or phone update to major media outlets.
- ❑ Schedule a media-availability meeting with the FOSC, at least daily when media interest is great (if unsure of necessity, ask reporters; they will tell you whether the story merits the meetings).
- ❑ The primary purpose of a news conference/media-availability meeting is to put forth the FOSC's assessment of the progress of the response. A secondary purpose is to answer media questions. Use the Fact Sheet as the primary tool for briefings.
- ❑ In major spills, designate a protocol office to handle VIP visitors. Do not assign this function to the PAO.
- ❑ In major spills of high interest, designate an FOSC aide. Access to the FOSC and the FOSC's time is critical in such incidents and must be scheduled carefully.
- ❑ Require the PAO to brief the FOSC each morning on the media coverage of the incident and the specific public affairs goals for the day. The FOSC should update the fact sheet at this time.
- ❑ Establish a Joint Information Center (normally dictated by the size of the incident.) Only the FOSC or the FOSC's spokesperson speaks for all agencies, but each agency can speak for itself.
- ❑ Maintain close contact with appropriate local government officials.

2310.3 – Media Interaction

General: The public's opinion of response efforts are not always based upon what action has been taken, but upon what information they have received. Supplying information to the media is a critical component of spill response and is a primary function of the Unified Command. Early and accurate news releases serve to minimize public apprehension and to enhance their faith in the response community's ability to deal with oil and hazardous substance contingencies.

To ensure an accurate flow of information, a single point of contact or pool of public affairs personnel should be established for media relations. The number of people needed to respond to inquiries will vary depending on the size of the incident and the media interest involved. The Unified Command has many resources available to assist with the media. For small spills, the assistance of the USCG Public Affairs Officer may be sufficient. For larger spills with more media interest, it may be necessary to seek assistance from other sources, such as the USCG's Public Information Assist Team (PIAT), as well as State agency public information officers.

The following general guidelines are also provided:

- Fast and accurate information must be provided to protect public health, obtain public cooperation, and to assist in guarding against further environmental damage.
- Clear communication by spill response authorities is essential for the delivery of accurate information to avert misinformation or rumors sometimes engendered by an emergency.
- The OSC must immediately establish and maintain his/her position as chief articulator of an incident. As statutory guardian of public health and resources, it is the Federal and State OSC's role--not the role of the spiller or others--to deliver public statements regarding the effects of a spill, including evaluations of a spill's size, extent, nature, dangers to public health or resources, details of the response plan, the OSCs' expectations for response plan implementation, degree of success or lack of success of a spill response, and the anticipated long-term effects of a spill.
- When a spill occurs, the OSC must immediately open communications with local government officials of affected communities, conveying facts needed by residents for their own response activities and protection of public health and resources. Initial phone calls to establish communication channels with local governments and appropriate organizations, such as fishermen and Native groups, should be followed by regular updates through spill bulletins, press releases, and briefings.

Credibility with the press and the public is the best foundation for an effective public information effort, and the efficient delivery of accurate information is the key to credibility.

Media Access: The question of media access to spill sites may arise during emergencies, usually because of one of three issues: safety; potential interference with response activities; or admission to private property.

In general, it should be the Unified Command's policy to allow free access for the media where public resources are concerned, with reasonable guidelines to protect personal safety and preclude interference with response activities. The PIO must work through and seek permission from the Incident Commander before allowing media access to the emergency scene.

If conditions will not accommodate crowds of reporters, "pool" reporting may be necessary on a temporary basis. Concerning private property (a spill, for instance, on the grounds of a privately

owned refinery or storage facility) reporters or their companies must negotiate their own access. The information officer should obtain permission and legal counsel before releasing photos or video footage on private property, both for purposes of conserving legal evidence and potential violation of owners' rights.

The Daily Press Briefing: Early morning is the best part of the day for the information officer to coordinate the day's press activities and ensure that everyone receives written information and background facts. During a significant spill with a rapidly developing situation and the presence of a large number of reporters, a briefing held daily at a pre-established time (8:00 am or 8:30 am is recommended) is one of the most useful means of delivering information. This is an opportunity for the OSC and other spokespersons to brief the press and answer their questions and for other key staff members to follow up with important data. For example, if applicable, an ADF&G representative may present information on wildlife and fisheries impacts, or public health authorities may offer their findings on contamination of local subsistence foods. It is the PIO's duty to work with the OSC to prioritize the information according to importance, point out backup factual material and other sources, provide written information for distribution, and conduct the press briefing.

These press briefings may relieve the OSC and other spokespersons of some of the pressure of interviews throughout the remainder of the day, as well as free reporters to proceed with fieldwork. The early hour also means that East Coast deadlines can be met.

News Releases, Fact Sheets, and Background Papers: News releases should be reserved for announcements of major decisions, policy changes, or new developments. They must report on items that are actually news, should summarize issues clearly, and provide quotes from decision-makers that encapsulate and clarify the Unified Command's position. Distribution should be to affected communities and all response agencies in addition to the media.

Fact sheets should be prepared and updated regularly to present key data needed by the press or the public, such as amounts of oil or hazardous substance spilled or cleaned up, wildlife mortalities, and number of personnel involved in the response. Background papers should be written to amplify and clarify complex issues and the Unified Command's related actions and policies.

Desktop publishing technology is best used in the public information office from the outset of the spill for rapid reproduction of documents that communicate effectively.

Spill Bulletin: The spill bulletin, a simple but essential publication, can become a key vehicle for conveying information about the spill response. It can be produced up to several times daily by a liaison recorder, a staff member with technical spill and environmental expertise who works closely with both the information officer and the spill management team. The PIO or a liaison recorder keeps track of the changing status of the response and records the information in brief, summarized informational "bullets." The bulletin is faxed to communities, other response agencies, the Governor's Office, the ADEC Commissioner's office, appropriate federal agencies, and others who require the information. With Unified Command approval, the bulletin may also be made available to the media through the PIO.

Mapping: Oil, chemicals, or toxic gases often present increasing dangers to resources and public health because of their tendency to move after being released into the environment. The location of the spill and the changes in location are thus essential pieces of information for local residents, communities and the media. The spill information office or the JIC should obtain maps from agency technical mapping teams and make them available on a continuing basis. These maps can be attached to fact sheets or spill bulletins, if they are produced.

Designation of Spokesperson: The lead government officials or PIOs, whether federal, state or local, will be important media sources and should be prepared to answer questions on the location and severity of an incident and the type of response required to address the situation.

At the State level, the designated State spokesperson is normally the State On-Scene Coordinator (SOSC). The person filling this role will articulate the State's key policy positions and provide continuity throughout the spill response. The spokesperson should have experience in media interviews and be capable of delivering clear and frequent explanations of the State's actions during a rapidly changing emergency. Due to the workload and time constraints placed on the SOSC, the PIO will often be asked to serve as official spokesperson, addressing certain tasks and media/public engagements.

All information regarding State involvement at the spill site will be documented by staff to the SOSC either at the scene or through his/her regional office, and the SOSC or ADEC PIO will disseminate the information appropriate for release. For major incidents requiring participation of higher State executives, the ADEC division director or the ADEC Commissioner may be designated to make certain State policy announcements. The ADEC PIO will be designated by the SOSC, the responsible ADEC director, or the ADEC Commissioner. The PIO will work closely with the SOSC and ADEC Commissioner, reiterating the State's positions and policies, delivering them in writing or verbally to the news media and affected communities, and arranging appropriate interviews and press briefings to facilitate the flow of information. The PIO should contact the Alaska Department of Health and Social Services (ADHSS) PIO and/or the Emergency Response Coordinator in the earliest stages of any incident that may impact public health. ADHSS will provide a flow of accurate and timely information to public health personnel in the field and will provide information on public health issues and policy to DEC's information officer.

Federal agencies, such as the USCG or EPA, and local governments will have their respective spokespersons. The FOSC will usually fulfill this role for the federal government and will often be the point person for information on the overall spill response, yet the SOSC or ADEC PIO will remain the source for the State's position on human and environmental effects and State response activities.

The company responsible for the spill or the company's contractor may choose to inform the media of its actions in the spill response, but should defer to the SOSC and FOSC for statements about public health, dangers to resources, extent of the spill, or other issues within State or federal jurisdiction. Before releasing scientific data or other information that bear upon public concerns about the extent and nature of the spill, the spiller should first submit the information to the SOSC or FOSC for assessment of its scientific accuracy.

2310.4 – Media Logistics

Pollution incidents that generate significant media interest normally require press conferences or news briefs. These media gatherings provide an opportunity to film and ask questions of senior response officials. People arranging conferences and briefings should ensure that top officials are available and up-to-speed on any special interest areas. It is beneficial to provide a press release, statement, or press packet prior to conducting a press conference. The spokesperson(s) should approach the conference with a clear idea of the specific points to be discussed and anticipate questions that may be posed. Charts, diagrams and other visual aids serve to facilitate presentations and clarify response actions.

A schedule of the times and locations for press conferences should be published and made available to the media well in advance, whenever possible. This can be accomplished with a news advisory. It may be beneficial to conduct press conferences near the site of a pollution incident. This presents a challenging scenario to the PIO or other public affairs personnel.

Public buildings in the area that can handle the expected media representatives should be quickly identified. This may include local federal, state, or community facilities, fire stations, police stations, or other government buildings. One alternative is to conduct a conference or briefing on scene or alongside a mobile command post. On-scene conferences or briefings must be carefully coordinated to ensure efforts to control the spill are not disrupted. For press briefings, efforts should be made to find a location that provides convenient access for federal, State, and local officials and that is large enough to accommodate the anticipated number of media personnel.

Some members of the media will request access to the spill site for photo opportunities. Direct access to private property such as facilities, vessels, or barges will remain under the control of the owner. It may be advantageous to have a USCG vessel available to tour the affected area from the waterside. When media interest exceeds the capacity of the USCG vessel, it may be necessary to form a press pool; the selection of participants is best left to members of the media. The media may also obtain their own vessel or aircraft with which to view the spill site. They will continue to be governed by any Security or Safety Zone that is in effect, unless granted specific access by the appropriate authority.

Members of the media could also approach personnel at a spill site. If possible, they should be referred to the PIO, a Unified Command representative or to the Unified Command (in that order). Agency representatives on-scene may answer questions regarding their particular roles. The rule of thumb is, if it is your job, you can talk about it; if it is not, then refer them to whoever is responsible.

Accompanying a spill of significant interest will be an increasing demand for information from public officials. Federal and State Public Affairs personnel are also responsible for fielding political inquiries as directed by the Unified Command. They should also prepare briefing materials for elected or public officials who may request information about the incident.

2320 – Joint Information Center (JIC)

Joint Information Center Description

During a major oil spill where media activity is expected to last several days, the Unified Command should task the PIO with establishing a Joint Information Center to coordinate the public affairs

activities of participating agencies and parties. A Joint Information Center (JIC) is a co-located group of representatives from local, state, federal and private organizations designated to handle public information needs during an incident or event. The JIC is designed to fit naturally into the incident command structure and can be customized to reflect the size of the incident or event, expanding or contracting to meet the needs of the incident. Establishing a JIC under the Incident Command System is the most effective means of meeting information requirements and can make the difference between the public perceiving the incident to be under control or out of control.

Because of the critical nature of providing emergency information, time spent getting organized rather than responding at the time of an event can lead to confusion and a loss of public confidence. Through a JIC, agencies involved in a response can work in a cohesive manner, enabling them to "speak with one voice." By maintaining a centralized communication facility, resources can be better managed and duplication of effort minimized. The use of a JIC allows for tracking and maintaining records and information more accurately—therefore, improving the ability to conduct post-incident assessments, which can be used to improve crisis communication and general response activities during future incidents. JIC personnel should wear either identifying clothing or badges so they are readily identifiable by responders and members of the media and the public.

The objectives of a JIC should include:

- Developing, recommending, and executing public information plans and strategies on behalf of the Unified Command.
- Gaining and maintaining public trust and confidence
- Being the first and best source of information.
- Gathering information about the crisis.
- Ensuring the timely and coordinated release of accurate information to the public by providing a single release point of information.
- Providing multiple phone lines for incoming calls, manned by knowledgeable individuals.
- Ensuring State and federal government public affairs representatives are available to the media.
- Issuing press releases to the media and providing copies to response officials.
- Scheduling and coordinating news conferences and media briefings.
- Providing the responsible party (spiller) an opportunity to coordinate their media efforts with those of the Federal and State On-Scene Coordinators.
- Developing and maintaining a Unified Command website on the Internet to keep the public informed on the status of response activities.
- Capturing images of the crisis in video and photos that can be used by the response organization as well as the media.
- Monitoring and measuring public perception of the incident.
- Informing the Unified Command of public reaction, attitude, and needs, and advising the UC concerning public affairs issues that could affect the response.
- Ensuring the various response agencies' information personnel work together to minimize conflict.
- Facilitating control of rumors.

When possible the JIC should be kept separate from the Command Center; this provides greater control of information flow without disrupting response operations. Equipment needs for the JIC will vary depending upon the size of the incident, but most always will include the acquisition of phone lines, fax machines, copiers, computers, and printers.

Joint Information Center Planning Considerations

The following list of questions provides a starting point in determining priorities in establishing a JIC and organizing the appropriate resources to fulfill those needs:

First Steps - Initial Phase

1. **What is the status on the situation?** Obtain a situational briefing and gather accurate information such as what happened, when, where, how, and who was involved/affected? Get as many specifics and details as possible
2. **How, where, and what resources are needed to establish a JIC?** What type/size of a JIC will need to be established and where will it be located? What staffing, equipment, supplies and other resources will be needed to effectively establish and run the JIC?
3. **Who needs to be involved in the JIC?** Who are the key responding agencies? How quickly can they send a representative to participate and provide input on public communication decisions?
4. **What are the initial priorities and objectives for the JIC?** What are the initial priorities and objectives in responding to the event, how will they be accomplished, and who needs to be involved?
5. **Which JIC functions will need to be activated**? What functions and units should be activated? Do units need to be physically located together or can they function virtually via phone/web/email? Determine the best way to organize the operations, then fill out the JIC organizational chart appropriately.
6. **Are there gaps that need to be filled?** What additional information must be gathered or verified, and what additional resources will be needed?
7. **Who are the key audiences?** Identify the key audiences that need to be communicated to: affected stakeholders, public, key officials, and media? They should be communicated with regularly, so begin to set up a system to do that.
8. **What are the key messages to be communicated?** Identify no more than three key messages and determine which messages relate to which audiences best. What are the risks and the actions needed that need to be communicated about?
9. Determine if there are any issues of confidentially due to the Health Insurance Portability and Accountability Act of 1996 (HIPPA) or criminal investigations related to the event. The members of the media often have a problem with confidentiality. However, when it comes to medical or criminal information there are things that cannot be legally disclosed. Explain this. Use good judgment.

Second Steps - Operational Phase

1. **What are the Media Relations Objectives?** Determine media relations objectives and top priorities, and assign a lead.
2. **What are the Research /Writing Objectives?** Determine content objectives and priorities; assign a lead.
3. **What are the Special Project Objectives?** Determine special projects objectives and priorities are and assign a lead.

4. **Are there any new or changing priorities?** If there are changing or new priorities, what needs to be readjusted to meet those needs?
5. **What information has changed or needs to be updated?** Are there rumors and misinformation that need to be addressed? Let the news media know if there are corrections to previously released information. If new or changed information arrives, let the media and other key stakeholders know.
6. **Who are the subject matter experts**? What internal resources/expertise can be called upon?
7. **What is working and what is not working?** Assess the efficiency and effectiveness of the JIC structure and work units to determine if any changes need to be made. Take note of challenges, issues, and successes for after-action reports.
8. **What additional resources are needed to meet additional or increased demands?** If additional resources are needed, can they be acquired or must reassignments be made to the current structure to meet increased demands?

Third Steps- Demobilization Phase

1. **What key issues are still outstanding and need to be resolved**? Are there any outstanding issues that need to be addressed? Which issues need to be immediately resolved and which ones can be addressed later on the after-action plan?
2. **Do you anticipate any post-event media activity?** Assess public communication needs during a prolonged event and identify what resources can be deactivated and which ones need to remain operational.
3. **What follow-up communications need to be made?** Plan for updates or follow up communications and identify target audiences.
4. **Which units can be deactivated and which units need to stay operational?** Determine which units can be deactivated and which cannot. Develop a phase-out plan.

JIC Equipment and Supplies Considerations

1. **Will the JIC be set up as a physical organization/ location or as a virtual JIC?** First determine the set up for the JIC, whether that means physically working together in one location or working independently from separate offices.
2. **How many tables, chairs and desks/work stations will be needed for the JIC?** If you are setting up a physical JIC, what is the best way to organize the room and its functional units? Consider who needs access to what equipment, and which work units should be near each other.
3. **What communication systems will be needed for the JIC?** How many computers, laptops, printers, phones, faxes, and copiers will be need, including other operational equipment, such as projectors, white boards, etc.?
4. **What office supplies will you need**? What basic supplies will JIC staff need – notepad, message pads, pens/pencils, markers, flip charts, staplers, clips, phone books, maps, etc.?
5. **What technological equipment or technologies will be needed for the JIC?** What type of technologies will be necessary to enable the JIC to work more efficiently: email set-up, shared network drives, websites, and electronic or virtual communication systems?

2330 – Media Contacts

2330.1 – General

Each PIO will need to compile a media contact list. Reference the "Samples" section of this document for a template form for creating a media contact list and a prompt to identify the points of contact, phone numbers and Fax numbers for wire services, television, radio, and newspapers.

Federal Resources: The USCG District Public Affairs Office is ready to assist an FOSC by providing Public Affairs Specialists for media liaison and photo documentation. This office should be contacted early as the primary source for public affairs assistance. A USCG Public Information Assist Team (PIAT) is also available to FOSC's when additional personnel or expertise is required to accommodate the media. The PIAT is a specialized, self-contained, public affairs resource, which is available through the National Response Center (800) 424-8802 or the National Strike Force Coordination Center at (919) 331-6000. In the event a Joint Information Center is established, the spiller should be encouraged to provide a spokesperson to the JIC to facilitate "one stop shopping" for the media.

State Resources:

Governor's Office: A spill of any significant magnitude in Alaska, especially if it has important implications for public health or the environment, will almost certainly generate contacts with the Office of the Governor from the media and members of the public, and the Governor will likely need to comment on the spill status and response. The ADEC State Public Information Officer for the spill must establish direct contact with the Governor's press secretary at the outset of a significant incident, provide a flow of accurate and timely information to the Governor's Office, and assist in coordination among the SOSC, ADEC Commissioner, and the Governor for statements to the press. If a major spill occurs, the State PIO should coordinate the overall State approach to media relations with the Governor's press secretary. The press secretary will provide guidance on press issues within the Governor's purview.

Department of Fish & Game (ADF&G): In the event of an oil spill, ADEC should first contact the ADF&G Division of Habitat in the appropriate region, in line with existing policy. If an oil spill is significant, the Division of Habitat will obtain the assistance of a dedicated ADF&G information officer to be a spokesperson on fish and wildlife resources.

Department of Natural Resources (ADNR): The ADNR public information staff likewise should be contacted in any incident in which State park lands or other State lands or resources under ADNR jurisdiction are affected. The ADNR agency representative will contact ADNR public information staff when State lands, waters or resources are involved in an incident.

Department of Military and Veterans Affairs/Division of Homeland Security and Emergency Management (ADMVA/ADHSEM): For participation under this plan, ADMVA/ADHSEM media contacts will be referred to the incident commander's media officer. If the spill response is part of a larger disaster, requiring the implementation of the State Emergency Operations Plan, then media contacts will be handled by the public information officials designated to act by that plan. If an emergency is declared, the DEC PIO should immediately establish contact with ADMVA/ADHSEM public information personnel for information exchange.

Core Public Information Team: When a spill occurs, the following agency individuals, as needed, will form a core group to serve as the nucleus of a State public information team: ADEC director of affected division; ADEC section chief or Area SOSC; on-scene PIO; ADEC Commissioner's Office PIO; Governor's press secretary; and information officers from ADF&G, ADHSEM, ADNR, and ADHSS.

Media Outlets

Wire Services: The Associated Press (AP), United Press International (UPI), and Reuters wire services are regularly among the first to be contacted with breaking news since these services provide electronic media and newspapers with immediate information. A PIO will be well served to make early contact with the wire services.

Television: Apart from radio, TV is the most widespread news medium and, arguably, the most powerful due to its visual impact. It is the medium by which the greatest number of people will gain information about a significant spill and formulate their feelings. Therefore, this emotionally powerful medium can be a major influence on public opinion and a key to delivering the Federal/State and local position on the impact of a spill and how people and sensitive environmental and cultural areas are being protected from further damage. The PIO should focus on using this medium in three ways:

1. Facilitate TV interviews with the OSC or other appropriate spokespersons and cooperate with stations and networks for video crews to visit spill sites, accompanying them where possible, to obtain news footage in a manner that is safe and does not interfere with the spill response.
2. For a large spill, immediately activate a professional video team to shoot broadcast-quality footage from the first days of the incident and use the material for the Unified Command's own video reports on the spill. For a small spill, request field personnel to record spill events and response operations with issued cameras.
3. Use the video team's footage to produce video news releases on the most important issues and events of the spill and identify a distribution system to deliver these releases electronically to interested stations and networks. In addition, "B-roll" footage should be provided for stations to use in editing their own news pieces. The footage can be delivered statewide and nationally by satellite link. A private company may be contracted for production and editing, but the JIC may find it more expeditious to employ its own production personnel.

Radio: This medium, especially public radio with its well-developed statewide and national networks, plays a more significant role in Alaska news perhaps than in other states. With public radio stations in a number of communities and efficient networking by Alaska Public Radio Network (APRN), radio represents an aggressive and professional news capability. Radio should receive equal notification and information during a spill response.

Newspapers: Print journalism often provides more in-depth coverage than television or radio and is sometimes more closely perused by decision-makers, legislators, community officials and other opinion leaders. While TV is viscerally powerful, its images are more fleeting than stories and editorials appearing in print. Thus, newspapers can have a longer-lasting effect, and, in a sense, newspapers write the "history" of an event -- at least in the public view.

Internet Resources: During significant incidents, a Unified Command website is created for public access to information pertaining to the spill. The USCG uses the Jetty to post social media information, primarily for media access.

2330.1 – Southeast Alaska:

Wire Services

Name	Address	Phone/Fax	Email/Website
Associated Press	750 W 2nd Ave, Suite 102 Anchorage, AK 99501	272-7549 274-8189	https://www.apnews.com/tag/Anchorage
Reuters	3400 Purdue St Anchorage, AK 99508	349-4588/349-4589	

Television

Name	Address	Phone/Fax	Email/Website
KJUD-TV (Ch.8)	175 S. Franklin Street, Ste 318, Juneau, AK 99801	586-3145/463-3014	
KTOO-TV (Ch.6, PBS)	360 Egan Drive., Juneau, AK 99801	586-1670/586-3612	
KIFW-TV (Ch.12)	611 Lake St. Box 299, Sitka, AK 99835	747-6626/747-8455	

Radio

Name	Address	Phone/Fax	Email/Website
KHNS	P.O. Box 1109, Haines, AK 99827	766-2020/766-2022	
KINY	3161Channel Drive, Ste 2, Juneau, AK 99801	586-6397/463-3041	
KJNO	3161 Channel Dr., Ste 2, Juneau, AK 99801	586-3630/463-3685	
KTOO-FM	360 Egan Drive., Juneau, AK 99801	586-1670/586-3612	
KTKN	526 Stedman, Ketchikan, AK 99901	225-2193/225-0444	
KRBD	1101 Copper Ridge Road, Ketchikan, AK 99901	225-9655/247-0808	
KFSK	Box 149, Petersburg, AK 99833	772-3808/772-9296	
KRSA	11 N 12th Street, Petersburg, AK 99833	772-3891/772-4538	
Raven Radio	2 B Lincoln, Sitka, AK 99835	747-5879/747-5977	
KSTK	Box 1141, Wrangell, AK 99929	874-2345	

Newspapers

Name	Address	Phone/Fax	Email/Website
Capitol City Weekly	134 N. Franklin Street, Juneau, AK 99801	789-4144/789-0987	
Chilkat Valley News	300 Main Street, #1, Haines, AK 99827	766-2688	
Juneau Empire	3100 Channel Dr., Juneau, AK 99801	586-3740/586-9097	

Ketchikan Daily News	P.O. Box 7900, Ketchikan, AK 99901	225-3157/225-1096	
Petersburg Pilot	P.O. Box 930, Petersburg, AK 99833	772-9393/772-4871	
Sitka Daily Sentinel	112 Barracks Street, Sitka, AK 99835	747-3219/747-8898	

Military Publications

Name	Address	Phone/Fax	Email/Website
Alaska Bear	Commander (dpa), 17th USCG District P.O. Box 3-5000, Juneau, AK 99802	463-2066/463-2072	
The Barometer	Support Center Kodiak Box 22, Kodiak, AK 99619	487-5920 /487-5239	
Commandant's Bulletin	Commandant (G-CP) 2100 2nd Ave NW, Washington DC 20593		

2340 – Samples

2340.1 – Media Contact List

MEDIA CONTACT LIST

	POC	PHONE	FAX
Associated Press:			
United Press:			
CNN:			
Local Wires:			
Local TV:			
Radio:			
Newspapers:			

Alaska Department of Environmental Conservation
Prevention and Emergency Response Program
FACT SHEET

Ninilchik River Sulfur Spill
Ninilchik, Alaska

Along the Sterling Highway, a container of sulfur fell off a transport truck and spilled along the bank into the Ninilchik River. The container held approximately 17 tons of sulfur.

Background
On Tuesday, September 16, 1997, a Lynden Transport truck traveling on the Sterling Highway transporting two containers of sulfur from the Tesoro Chemical Plant in Nikiski to Homer spilled one of the containers along the bank and into the Ninilchik River at the Ninilchik River Bridge.

The sulfur spilled down the bank and across the width of the river. The sulfur also settled a short distance downstream covering small portions of the riverbed.

Two small areas of sulfur ignited and burned. Because burning sulfur may produce irritating or toxic sulfur dioxide gases, area residents were evacuated to nearby fair grounds as a safety precaution. The fires have been extinguished, and the residents have returned to their homes.

The product spilled is dried sulfur, a by-product of desulfurization of crude oil at the Tesoro Chemical Plant in Nikiski.

Spill Investigation Activities & Sampling
The Department of Environmental Conservation is working with the trucking company, the Department of Fish and Game, Tesoro, and the Department of Health and Social Services to determine what impacts, if any, may be associated with the release of the sulfur.

Field water chemistry examinations conducted by ADF&G and ADEC, upstream and downstream of the spill site, show no change in pH, water conductivity, or oxygen levels. Also, benthic organisms, rainbow trout fry, and silver salmon fry were captured immediately below the spill site by ADF&G personnel and no visual adverse impacts to the organisms were noted.

Next Steps
Sulfur spilled onto the embankment has been picked up with a vacuum truck and shovels. The tentative plan for pickup of the product in the river is to remove the large chunks by hand and follow up with an underwater vacuum system using a hose and wand connected to centrifugal pumps. Not all of the sulfur may be removed from the riverbed in order to protect fish spawning areas.

Information about the Prevention and Emergency Response Program

What is SULFUR?
Elemental SULFUR is largely extracted from petroleum. It is also used as an ingredient in insecticides, over the counter skin medications, and soil stabilizers. Sulfur – in its elemental form – is an odorless, flammable, yellow, translucent solid. Sulfur makes up 15% of the inner core of the earth and 0.052% of the earth's crust. Traces of impurity may give off a rotten egg odor to the sulfur compound.

What happens when it is spilled?
Sulfur will not mix with water. So, when spilled onto soil, it cannot be transported downward into the ground water table, and when spilled into a water body, it is likely to thicken and sink to the bottom and not dissolve into the water. Sulfur is also oxidized by microbial species in soils and sediments. Plants are able to utilize the oxidized forms of sulfur.

Potential Health Risks Examined
Inhalation of sulfur dust can cause eye irritation, respiratory tract irritation, inflammation of the nasal mucosa and possibly increased nasal secretions. Sulfur is not particularly toxic when ingested. The major health risk in handling sulfur is ignition and the potential to produce toxic sulfur dioxide and hydrogen sulfide gas.

Ecological Risks
Sulfur is a natural component of river water and seawater. In its sulfate state, it is present in sea water at about 2,700 parts per million (ppm) and at about 11 ppm in river water. Sulfur does not bioaccumulate or build up in fish, clams or oysters.

Sulfur is dangerous to aquatic life when extremely high concentrations are suspended into the water column. Low levels of sulfur settled into the sediment do not appear to be dangerous to the aquatic environment.

Additional Human Health Toxicity

Routes of Entry: inhalation, skin, eyes, ingestion.

DEC's Prevention and Emergency Response Program is responsible for all ADEC prevention and emergency response activities related to oil and hazardous substance releases statewide. Its objectives are to ensure the safety of all persons involved in an incident, and to protect the public health and the environment.

The Alaska Legislature created the Oil and Hazardous Substance Release Response Fund to enable the state and local governments to cover the costs of oversight and cleanup. These costs are in turn recovered from the responsible party as mandated by state law.

Additional information:
For more information about the Ninilchik River Sulfur Spill, please contact one of the following DEC staff:

Jane Smith, (907) 555-7543
Email: jane.smith@alaska.gov

John Doe, (907) 555-7522
Email: john.doe@alaska.gov

Fax*:* (907) 555-7648

or write:
DEC PPR Program
555 Cordova Street, 2nd floor
Anchorage, AK 99501-2617

Non-Cancer Causing:
According to the National Toxicology Program (NTP), sulfur is not listed as a carcinogen (cancer causing agent).

Acute (short term) Health Effects:
Over exposure can cause reddening of the eyes and skin. Inhalation of dusts can be irritating to the nose and throat.

Chronic (long-term) Health Effects:
Prolonged skin contact can cause the development of allergic reactions.

OSHA:
The Occupational Safety and Health Administration has not established a permissible exposure limit (PEL) for sulfur.

ACGIH:
The ACGIH has not established a threshold limit value (TLV) for sulfur.

Additional Ecological Toxicity Information

Aquatic toxicity:
Freshwater toxicology of sulfur on fish is as follows:

- 16,000 ppm for 5 hr. on goldfish resulted in 100% mortality under turbid water conditions;
- 10,000 ppm for 96 hr. on mosquito fish resulted in adverse effects in turbid water conditions;
- 1,600 ppm for 3.5 to 5.25 hr. on goldfish provide fatal under colloidal sulfur in tap water.
- 200,000 ppm for <1 hr. on goldfish proved fatal under colloidal conditions.

Note: colloidal conditions means that the sulfur was kept suspended in the water.

2340.3 – Unified Command Website

IMC • United States Coast Guard • Alaska Department of Environmental Conservation

IMC

U.S. Department of Homeland Security
United States Coast Guard

Alaska Department of Environmental Conservation

Unified Command: *M/V Selendang Ayu Grounding*

State of Alaska > DEC > SPAR > Prevention and Emergency Response Program> Incident Home

Spill Response Updates

updated 6/10/2008 -- salvage operations, May 1

>>View latest thumbnails

>>view all

- **USCG Press Release (12/08/2006):** Coast Guard, State Of Alaska, National Academies Of Science Discuss Aleutian Islands Risks
- Grounding of Malaysian-flag Bulk Carrier M/V Selendang Ayu on North Shore of Unalaska Island, Alaska, December 8, 2004. NTSB Report Number: MAB-06-01, adopted on 9/26/2006 [Full Text | PDF Document]
- The Selendang Ayu Oil Spill: Lessons Learned, Proceedings from 2005 Aleutian Life Forum, Reid Brewer, Editor
- Unified Command Memo: Completion of Response and Stand Down
- Unified Command Memo: Final Status of Non-End Point Shoreline Segments
- Unified Command Press Release: Unified Command declares Selendang Ayu clean-up complete (June 23, 2006)
- **Current Situation**
  - Current Situation Report (added 6/26/2005) -- FINAL
  - Press Releases
  - Unified Command Stand Down Letter (added 9/30/2005)
  - Previous Situation Reports and Winter Ops Reports
- Wreck Removal Status, 6/12/2006 (PDF 16K)
- **Current Incident Action Plan** (06 June 2006 to Stand-Down, PDF 9.86MB, added 6/12/2006)
  - Previous Incident Action Plans
- **Response Resumes Spring 2006**: Unified Command Memo: Resumption of Selendang Ayu Response Operations (added 4/28/2006)
- **Spring 2006 Operations Plan** (9/30/2005, PDF 199K) Note: this document is referred to as "reference (a)" in the UC memo above.
- **Waste Management Plan** (05/02 PDF 4.82 MB)
- **Spring-Summer 2005 Operations Plan** (2/4, PDF 1.22MB)
- **Lightering and Salvage** (updated 2/11/2005)
- **Shoreline Cleanup**
  - Non- Endpoint Segments -- Scorecard (6/17/2006)
  - May 24, 2006 Public Presentation: Before and After Segment Comparison Photographs (prepared by Polaris Applied Sciences, PDF 4.25 MB)
  - Endpoint Status Maps (added 9/21/2005)
  - Oiled debris burns
  - Before and After Cleanup (updated 7/19/2005)
- **Wildlife Recovery** (updated 2/10)
- **Shoreline Cleanup Assessment: Pre-Inspection Endpoint Assessment and Final Inspection** (updated 8/10/2005)
- **Soybean Information**

Subsistence Information

- **Health Consultation: Evaluation of Blue Mussel Samples Collected in May 2006, M/V Selendang Ayu Oil Spill, Unalaska, Alaska.** February 11, 2008. US Department of Health and Human Services, Public Health Service, Agency for Toxic Substances and Disease Registry (PDF 307K)
- Press Release: Subsistence foods near Selendang Ayu wreck sampled for contaminants (PDF 101 K)
- FACT SHEET: Subsistence Foods Consumption Safety (PDF 24K)
- M/V Selendang Ayu Oil Spill Unalaska, Alaska Public Health Evaluation of Subsistence Resources Collected During 2005, Final Report, April 18, 2006, Scott Arnold, Ph.D. (13 pgs, PDF 597K)
- Appendix A: Methods Used for Collection of Subsistence Fishery Samples and Survey of Subsistence Food Consumption (prepared by Polaris Applied Sciences, Inc., 9 pages, PDF 597K)
- Appendix B: Subsistence Tissue Data - Forensic Review (prepared by Environmental Forensics Practice, LLC, 3 pages, PDF 41K)
- Addtional Reference Documents

Commercial Fisheries Information

- Fisheries Water Quality Sampling Program, Summary of Results (added 11/9/2005)
- ADF&G Announces Reopening of Commercial Fishing in Skan and Makushin Bays (10/6/2005, PDF 86K)
- Removal of ADEC Threatened Water Body Designation (added 10/3/2005, PDF 23K)
- An Overview of the Major Commercial Fisheries in the Unalaska Area that may be Impacted by the M/V Selendang Ayu Oil Spill, Report to Fisheries Work Group (April 15, 2005, PDF 2.05 MB)

2340.4 – Press Release

DEC NEWS RELEASE
Alaska Department of Environmental Conservation
410 Willoughby Ave. Juneau, Alaska 99801-1795
Phone: (907) 465-5060 Fax: 465-5097
http://www.state.ak.us/dec/home.htm

April 21, 2010 CONTACT: John Doe, State On-Scene Coordinator
ADEC Anchorage, (907) 555-7522
Jane Smith, Information Officer
ADEC, Juneau, (907) 555-5060

PIPELINE SPILL GETS RESPONSE BY ALYESKA, ADEC, AND STATE-FEDERAL JOINT PIPELINE OFFICE

Spill response personnel have formed an incident command system (ICS) in response to an underground spill at Pump Station 10 on the Alyeska Pipeline. The spill has caused manager-company Alyeska Pipeline Service Company to reduce the flow through the pipeline by approximately one-half (from 1.4 million barrels to 700,000 barrels per day) while excavation and repairs are made. The spill is located about 150 miles south of Fairbanks along the Richardson Highway.

It was reported that Alyeska maintenance personnel discovered the spill late Saturday. The company implemented an ICS to address the spill. The Department of Environmental Conservation (DEC) personnel joined the ICS on-site at Pump Station 10 to monitor, assist and investigate the spill and response.

Alyeska Pipeline pumped crude oil from storage tanks at Pump Station 10 to make storage available in case the line needs to be evacuated for repairs.

The cause and volume of the spill were not known today, but Alyeska had pumped about 100 gallons from two metal culverts used for accessing flow transducers on the pipeline. The company estimated that crude oil is seeping into the culverts at a rate of about six to eight gallons per hour.

Alyeska organized four task forces to address the spill. They will excavate in the area around “check valve 92," excavate near the metal culvert pipes to locate the leading edge of the spill, establish a contaminated soil stockpile, and provide decontamination of field equipment.

DEC staff are monitoring initial response actions and reviewing cleanup plans, and will review a waste management plan for the response. DEC is working with Alyeska and with the State-Federal Joint Pipeline Office to respond to the spill.

AK Dept of Environmental Conservation • Cook Inlet Pipeline Co • US Coast Guard

USGS science for a changing world | Alaska Department of Environmental Conservation | Cook Inlet Pipe Line Company | U.S. Department of Homeland Security United States Coast Guard

Unified Command: *Drift River Terminal Coordination*

Date: April 6, 2009
Media Advisory
Contact: Joint Information Center
Phone: (907) 301.2074

Unified Command to hold press briefing at the USGS Science Center Monday

Editor's Note: A press briefing will be held at the USGS Alaska Science Center at 1:00 p.m. to provide an update on recent volcano activity and the Drift River Terminal. The media is encouraged to attend. Please address questions about the briefing to the Joint Information Center (907) 301.2074 Mob.

To call into the press briefing please dial 1 (866) 744.4861 and enter code 3986553 followed by the pound sign.
The USGS Alaska Science Center (previously referred to as the Alaska Volcano Observatory) is located on the Alaska Pacific University Campus at 4210 University Drive, Anchorage, Alaska.

ANCHORAGE, Alaska - The Unified Command, Drift River Terminal Coordination, will be holding a press briefing today to provide an update on the Drift River event. USGS staff attached to the Alaska Volcano Observatory will provide an update on Mt. Redoubt's activity.

There have been no injuries to the crews at the facility and there has been no release of oil into the environment.

Approximately 60 percent of the 6.3 million gallons (148,000 barrels) of crude oil stored at the facility has been transferred to the Seabulk Arctic. About 840,000 gallons (20,000 barrels) of water from Cook Inlet using the Seabulk Arctic is being pushed back into the two oil tanks in service to prevent them from becoming buoyant.

Eleven Cook Inlet Pipe Line Company employees remain at the facility and two are located on the Christy Lee platform. Once the transfers are complete the employees will complete some housekeeping and security tasks around the facility prior to leaving. Operations at the terminal will be temporarily suspended once today's transfer is complete until the volcano's eruptive cycle enters a period of continued calm.

Cook Inlet Pipe Line Company and their upstream customers are considering the impacts of temporarily suspending operations and the future of production on the Western Cook Inlet. Questions regarding production and commerce can be addressed to Chevron, Pacific Energy Resources and the Dept. of Labor. Appropriate contacts with in those organizations are forth coming.

For more information please visit: the Coast Guard District 17 website at http://www.uscgalaska.com or the State of Alaska Dept. of Environmental Conservation Site at http://www.dec.state.ak.us/spar/perp/response/sum_fy09/090324201/090324201_index.htm.

2400 – LIAISON

Liaison Officers (LOFR) -- point of contact for affected communities, interest groups that do not have jurisdictional authority, landowners, leaseholders, RCACs, government agencies, and other groups of interested parties. Several Liaison Officers may be designated, depending on the level of coordination required. The LOFR coordinates with the Regional Stakeholder Committee, if one is activated.

2410 – Investigators

The following are helpful resources for understanding and implementing the investigator role:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

2420 – Federal/State/Local Trustees

For incidents with significant effects or the potential for significant effects on Federal trust resources (e.g., critical habitat for threatened and endangered species), Federal trustees will have the option of providing input directly to the Unified Command to ensure information on these resources is available, and used appropriately, in decision making. This representative(s) would provide guidance on response and protection strategies commensurate with the special status of the affected or threatened lands or resources.

2430 – Agency Representatives

The following are helpful resources for identifying and implementing the agency representative (AREP) role:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

2440 – Stakeholders

Reference the Regional Contingency Plan for additional guidance on stakeholders.

2440.1 – Regional Stakeholder Committee

A Regional Stakeholder Committee (RSC) may be activated for significant incidents to advise the UC on incident objectives and community concerns. The RSC will not play a direct role in setting incident priorities or allocating resources, however the RSC can provide the UC (usually through the Liaison Officer) with recommendations or comments on incident priorities, objectives, and the incident action plan. The RSC is not directly involved in tactical operations, though some of its members may be. Each RSC will be facilitated by a chairperson elected by the RSC members. RSC composition may vary from incident-to-incident, phase-to-phase and may include Regional Citizens Advisory Councils (RCACs), community emergency coordinators, local or tribal government representatives, local or private landowners and leaseholders, Native organizations, non-profit and volunteer organizations, and other stakeholder groups affected by the spill. Agencies/organizations that are functioning as part of the overall ICS response structure should not provide redundant representation on the RSC.

The RSC's role is to convey to the Unified Command information relating to the authority, concerns, and expertise of its members. The RSC recommends to the Unified Command overall

objectives and priorities and reviews Incident Action Plans. An RSC is normally activated for significant incidents that involve resources under the jurisdiction of several agencies.

RSC activities will be coordinated by the Liaison Officer. RSC discussions will be documented, and recommendations or dissenting opinions expressed outside of the RSC meetings with the Unified Command will be communicated to the Unified Command through the Liaison Officer. The RSC will be chaired initially by the Liaison Officer. After convening, the RSC will then elect its own chair.

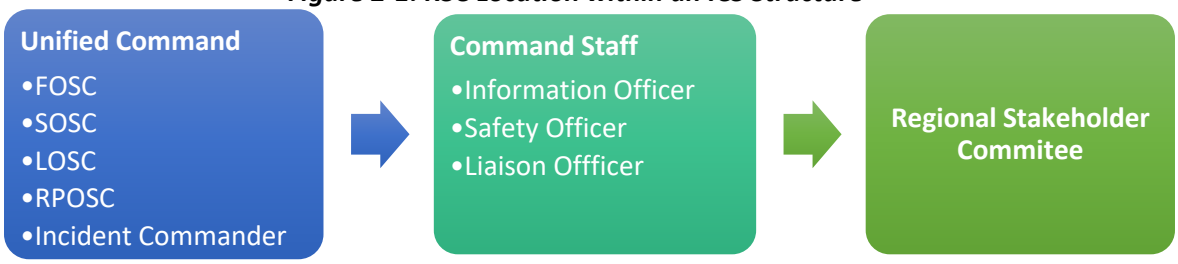
During incidents where there is no FOSC, federal agencies with jurisdictional responsibilities for resources at risk could participate as members of the RSC, thus retaining their input on response operations. However, the preferred approach is to include these agencies as part of the overall ICS structure.

RSC Chair: In cases where the RSC Chairperson has not been predesignated, RSCs may be chaired initially by the Liaison Officer. The RSC will then elect its own chair. For spills affecting Cook Inlet, RSC Chair may initially be filled by designated CIRCAC member until the assembled RSC elects a Chair.

Senior Leaders of Impacted Communities: An alternative to the RSC for communities affected by a major spill may include the establishment of a group consisting of senior leaders of impacted communities. The group should have direct access to the ADEC Commissioner or his/her representative.

The figure below provides the general location of the RSC in relation to the Unified Command organizational structure and suggested/potential membership of the RSC. Membership on the RSC is dependent upon the location of the incident and the interests or jurisdiction of the affected communities, landowners, and special interest groups. Government agencies will not normally use the RSC to provide input to the Unified Command. Federal agency personnel will participate within the ICS structure under the leadership of the FOSC; state personnel will do so under the guidance of the SOSC. During an incident in which no FOSC is taking part, federal agencies with jurisdictional responsibilities for resources at risk could participate as a member of the RSC, thus retaining a channel for input on containment, oversight, and cleanup. The preferred approach is to include these agencies as part of the overall ICS structure.

Figure 2-1: RSC Location within an ICS Structure



2440.1.1 – Regional Stakeholder committee Process

Earlier in this plan, it describe the roles of the local and Tribal governments and other potential stakeholders in spill response and the requirement that they be kept closely involved. The Regional Stakeholder Committee (RSC) is intended to fulfill that purpose.

General Guidelines for the RSC:

- The term "stakeholder" is so broadly defined, any system dealing with stakeholder issues and information should be designed to accept input from anyone in the spill-affected region.
- Regional and local Tribal leaders and elected officials are the primary representatives for all stakeholders and offer the best access to ensure full local representation.
- There are stakeholders that transcend municipal or Tribal boundaries. There are also non-governmental groups that may be represented by an entity such as the Cook Inlet Regional Citizens Advisory Council (CIRCAC). Other stakeholders will have the option of going through an RCAC or their local official.
- The members of the RSC need to be empowered by their constituents to make decisions and prioritize.
- The RSC members need frequent contact with their constituents. Frequent public meetings chaired by the RSC members for their respective communities are critical to ensuring all are heard.
- The RSC should have direct access to the Unified Command. Their input needs to be considered during the planning cycle. However, the Unified Command can commit limited time (usually less than 1 hour per day) to directly deal with the RSC.
- Many of the RSC issues can be addressed by effective communications with the Unified Command through a process that is incorporated into the planning cycle.
- Support of the RSC is a Unified Command responsibility and can be shown by supporting local meetings, as well as fostering communication and coordination to help organize RSC input, routing it to the proper channels in the response organization or the Unified Command.

Regional Stakeholder Committee Coordinators*:* RSC coordinators in the Unified Command would support RSC members and the Community Liaisons. Coordinators could include representatives from the Unified Command (USCG or EPA, ADEC, RP), and the RCAC (if the RCAC is involved). Each coordinator will administratively work with his or her respective organization.

Regional Stakeholder Committee Membership: RSC membership consists of the Tribal council leaders and mayors/city councils, or their designees. Native Corporations would provide a representative as a third member from a convenient community of their choice. If a community leader chooses to be represented by an RCAC designee, the respective RCAC Board member may be a logical choice, if an RCAC exists for the area. These community leaders will appoint a representative to be located with the IMT who will be that community's spokesperson to the Unified Command.

Where an RCAC exists, the RCAC will be invited to appoint a representative on the RSC to collect input from:

- Alaska State Chamber of Commerce
- Alaska Wilderness Recreations and Tourism Association
- Oil Spill Region Environmental Coalition
- Aquaculture Corporations
- Commercial Fishing Organizations
- Other individuals not using their local representative

Environmental groups may either input their information through the nearest community RSC representative or the RCAC representative.

1. Information Flow Process

An organization that best meets the criteria and constraints is one that directly connects each day with the Unified Command. The response organization must be ready and able to accept and consider the input from the Regional Stakeholder Committee.

The Unified Command will provide the RSC members and their representatives with:

- The Incident Action Plan (IAP) on the same day it is approved.
- All JIC produced information.
- Responses to information or questions provided by the RSC.
- Direct access to the Unified Command on a regular basis.
- Support to the RSC members and their IMT representatives in the conduct of their responsibilities.

Using their representatives, the RSC provides the Unified Command the following information obtained during daily meetings with their constituents:

- *Issues of local interest and concern*: Of particular concern to the Unified Command are issues of an immediate nature. These should be highlighted.
- *Resources*:
  - Available to assist with response activities:
    - These include: workers and support personnel; communications equipment or systems; hotel and berthing facilities; heavy equipment; aircraft support; harbor facilities; machine shops and repair facilities for vessels and equipment.
  - Needed in the local area.
    - For example: spill response equipment (booms, skimmers, etc.), staples, and food needed to replace lost subsistence sources or support a large influx of workers. Of particular concern to the Unified Command are resource needs of an immediate nature. These should be highlighted.
- *Cleanup assistance:*
  - Available to assist with response activities.
    - These include: personnel with special expertise; and unique spill response equipment. The UC would be particularly interested in contacting personnel with local knowledge to assist with collection tactics, wildlife behavior and safe navigation.
  - Needed in the local area to conduct response operations. Of particular concern to the Unified Command are cleanup needs of an immediate nature and sensitive area identification. These should be highlighted.

There will be a need for extensive communication between the RSC coordinators and the representatives of the RSC, as well as between RSC members, as information is compiled and questions are answered. Additionally, the RSC coordinators will assemble and deliver information and requests to the proper sections of the incident management team.

The RSC representatives will deliver the information to the Unified Command during an afternoon meeting. If members of the Unified Command must leave before the meeting is complete, or

cannot make the meeting, the RSC coordinators will represent their respective part of the UC until the discussion is over.

2. Timeline of Activities

A cycle of work that spans the interface between two adjacent operational periods allows an opportunity for constituent contact; issue reconciliation / prioritization; and optimization of the direct UC contact time. A recommended work cycle is provided as follows:

Time Period	Activity
When approved	RSC coordinators distribute to RSC members and their representatives: the IAP, information from the JIC, and any responses to previously submitted questions or concerns.
Late afternoon or other time as determined within the community	Public meetings or other locally determined method that allows individual stakeholder input to the RSC members for that community. Information from this process is faxed or emailed to the RSC representatives and the coordinators prior to midnight.
AM next day	RSC coordinators work with the RSC representatives to define and resolve issues and answer questions raised by constituents. The coordinators help the representatives prioritize issues, route information to the proper staffs in the IMT and prepare the representatives and the UC for the afternoon meeting. This work will provide rapid feedback to the communities, timely input to the planning cycle for the IAP, and a reduction in the volume of issues to be presented directly to the UC.
PM	The coordinators brief and prepare the UC for the RSC meeting. The meeting with the UC will last approximately 1 hr.

3. Responsibilities:

Regional Stakeholder Committee Members

- Establish a system that allows local stakeholders to provide input. Local stakeholders can be landowners and resource users of any description. The goal is to include all local interested parties to ensure ideas and concerns are heard. After the first meeting, the system would provide feedback and answers received from the UC.
- Assemble and prioritize the input into the three areas: issues; resources; and cleanup assistance.
- Ensure their representative receives the community input.

RSC Representatives in Communities

- Receive community information from their RSC member.
- Work with the coordinators to clarify issues and participate in the UC meeting.

RSC Coordinators - The coordinators are located at the emergency operations center or incident command post.

- They support the RSC members and representatives to ensure their needs, concerns and information are passed to the appropriate part of the IMT organization.
- Issues and information provided by the RSC is inserted into the planning cycle for consideration.

- The coordinators highlight issues to the Unified Command to ensure appropriate attention is given to critical matters.

Liaison Officer - The liaison officer will assist the RSC members with the performance of their duties by obtaining resources and coordinating, as necessary.

Type of Information	Coordinators Route to:
Issues of concern	JIC, Unified Command and the Operations and Planning Sections
Resources available	Logistics Section
Resources needed	Operations, Planning and Logistics Sections
Resources needed - urgent	Operations, Logistics Sections
Cleanup assistance available	Operations, Planning and Logistics Sections
Cleanup assistance needed	Operations, Planning and Logistics Sections
Urgent cleanup assistance needed	Operations and Logistics Sections
Sensitive area information	Environmental Unit
Questions on cleanup techniques	JIC, Environmental Unit, Operations Section

2440.2 – Environmental

The following website, "Alaska Citizens' Workshop" provides a listing of environmental interest groups in the State of Alaska: http://www.alaska.net/~jrc/alaska.html

2440.3 – Economic (Port operators, tourist hotels, etc.)

Reference the Community Profiles for community specific economic stakeholders

2440.4 – Political (local, state, etc.) – TBD

2440.4.1 – Tribal

Reference Section 9230 for federally recognized Tribe information.

2440.5 – Native Organizations

Reference Section 9230 for Native Corporation information.

2450 – Natural Resource Trustees

A list of the natural resource trustee emergency contacts is maintained on the Alaska Regional Response Team website, under "Members and Contacts."

2460 – Natural Resource Damage Assessment (NRDA)

NRDA activities, which are performed under the direction of natural resource trustees, typically are conducted concurrently with response activities, which are under the direction of the Unified Command. If necessary, trustees will make a NRDA representative available to the Unified Command at the incident command post to coordinate NRDA field actions with response activities. The role of this NRDA liaison is to provide a linkage between NRDA activities being conducted by trustee representatives and response activities being conducted by Federal, State, Local, and RP OSCs.

2500 – RESERVED

2600 – RESERVED

2700 – RESERVED

2800 – RESERVED

2900 – RESERVED FOR AREA/DISTRICT

3000 – OPERATIONS

3100 – OPERATIONS SECTION ORGANIZATION

The number and types of branches and divisions/groups are situation-dependent. For a major oil or hazardous substance release, the USCG has pre-designated branches and divisions/groups with formal tasking and objectives. Specific guidelines for these staff positions are included in The USCG Incident Management Handbook. The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response identifies the key functions within the Operations Section, but does not pre-designate branches, divisions, or groups. The nature and gravity of the incident will dictate the desired response structure to be established within the Operations Section.

3110 – Organization Options

The USCG Incident Management Handbook is an excellent reference for hazard-specific organization options for the Operations Section.

3120 – Considerations for Building the Operations Section - TBD

3200 – RECOVERY AND PROTECTION

3210 – Protection

For protection techniques and operations, reference the following:

- The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual
- The Alaska Clean Seas Technical Manual

3220 – On-Water Recovery

For on–water recovery techniques and operations, reference the following:

- The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual
- The Alaska Clean Seas Technical Manual

3230 – Shoreside Recovery

3230.1 – Shoreline Cleanup Options

Shoreline cleanup strategies are diverse and will depend on a number of factors including shoreline type, spilled oil properties, extent of contamination, prevailing weather conditions, tidal fluctuations, sea conditions, accessibility by shoreline cleanup crews and equipment, etc. The Unified Command will determine the best available options for cleaning impacted shorelines based upon these factors.

There are several worthwhile documents that can be used as reference documents for shoreline assessment and cleanup. These include the following:

- "The Arctic SCAT Manual, A Field Guide to the Documentation of Oiled Shorelines in Arctic Regions," Environmental Canada (July 2004)

- "Alaska Clean Seas Technical Manual Volume 1; Tactical Descriptions," Alaska Clean Seas (2016)
- "Alaska Shoreline Countermeasures Manual," NOAA (April 1994)
- "Circumpolar Field Guide for Oil Spill Response in Arctic Waters," Environment Canada (1998)
- "Guide to Oil Spill Response in Snow and Ice Conditions in the Arctic," EPPR (2015)
- "Tundra Treatment Guidelines, A Manual for Treating Oil and Hazardous Substance Spills to Tundra 3rd Edition," ADEC (2010).
- "Shoreline Assessment Job Aid," NOAA, (2007)
- "Characteristic Coastal Habitats - Choosing Spill Response Alternatives," NOAA, (2017)
- "Shoreline Assessment Manual," 4th edition, NOAA (August, 2013)
- Arctic Shoreline Clean-up Assessment Technique (SCAT) Manual, EPPR, 2004. Additionally, this website provides information on useful spill response data as noted below. http://www.asgdc.state.ak.us/maps/cplans/geographic zones.html
- Environmental Sensitivity Index (ESI) Maps (which identify shoreline types). ESI Maps (for coastal areas of the State) have been developed for Southeast Alaska.
- Land Management Maps
- Geographic Response Strategies
- Most Environmentally Sensitive Area (MESA) Maps
- Biologically Sensitive Area Maps
- Aquatic Farms
- Regional Maps (USGS Quadrangles, NOAA Nautical Maps)
- Alaska Oceanographic Circulation Diagrams and Graphics

3230.2 – Pre-Beach Cleanup - TBD

3230.3 – Storage

The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual provides guidance for land and marine based storage options.

3240 – Disposal

3240.1 – Waste Management and Temporary Storage Options

The term "waste" is used throughout this document. It is used for identifying the types of materials that are generated as the result of a spill and spill cleanup, and is not used to define these materials for purposes of state and federal solid waste and hazardous waste statutes and regulations. To formally confirm that these materials are not considered wastes in the regulatory use of that term and to optimize the management of these materials in a safe and environmentally responsible manner (e.g., recycling of recovered crude oil), the following definition is used for purposes of this document: "waste" means materials that are generated as a direct result (e.g., recovered crude oil) and the indirect result (e.g., refuse, sewage, and hazardous wastes) of an oil spill; "waste" for these purposes does not mean "solid waste" as defined by Alaska (AS 46.03.900(5) and 18 AAC 60.910(53) and federal (42 U.S.C. § 6903(27)) laws.

WASTE STREAM IDENTIFICATION NUMBERS	
OILY WASTE	**WASTE STREAM NUMBER***
Fresh Oil	101
Weathered Oil	102
Emulsion	103

Hydraulic Fluids	104
Beach Debris	105
PPE	106
Sand/Soil	107
Sorbents/rags	108
Oily Wastewaters	109
Carcasses	110
OTHER WASTE	
Domestic Wastes	201
Debris	202
Pallets	203
Paperboard	204
Drums	206
HAZARDOUS WASTES	**301**

*Note: The numbering system depicted here is one of several possible methods to categorize waste materials to facilitate tracking and eventual disposal.

1. <u>PROCEDURES FOR TRANSPORTATION, STORAGE, AND DISPOSAL</u>:

Temporary waste storage areas will be strategically selected and located as points of accumulation and temporary storage for oil spill related wastes. These temporary storage areas can be located at recovery sites, or they make take the form of longer term storage at more permanent facilities. Waste generated by response efforts will be stored at these areas pending waste characterization, final identification of disposal options, and placement of contractual arrangements with approved disposal facilities. Temporary waste storage areas must be approved by ADEC and the land resource trustee. It will be the responsibility of the RP to provide manpower and equipment required to transfer the wastes from the arena of operations to the storage areas and to fully operate these areas.

At the storage areas, wastes will be segregated into waste streams and stored in appropriate containers. In general, waste streams will not be mixed unless specifically directed by the Environmental Unit Leader. Later in the response effort, wastes may be forwarded under manifest directly from the point of generation to the disposal facility without the need for temporary storage.

Liquid Wastes: Liquid wastes recovered through skimming or washing operations will be accumulated in barges, portable tanks, bladders, drums, or other approved means and held pending waste classification and characterization. Each container must be labeled as to contents and provided with an identification number for tracking and accounting purposes. In most cases, water will be decanted (with State approval) to reduce the volumes of liquid wastes. Different classes of liquid wastes should not be mixed in the same containers without approval of the disposal officer.

If the recovered oil has not undergone significant weathering or emulsification and is free of foreign material, it can be transported to a refinery or oil terminal as a product rather than a waste. Oil that cannot be recovered in this way will be deemed a waste oil and subject to additional testing and handling requirements.

On vessels used for decontamination purposes, all oily wash water should be segregated from other wastes and stored on board the vessel for future transport to an identified disposal facility.

Oily water collected at boat cleaning stations should be segregated into the following four categories:

- Bilge waters
- Bottom liquids from cargo compartments or holds
- Oily deck and hull wash waters
- Oily hold wash waters

Oily wash waters from the cleaning of gear, boom, and equipment should also be segregated and stored separately. Used oil from gear and maintenance operations should not be mixed with any other liquids, but collected and stored in marked containers. Other liquid wastes, like hydraulic fluids, antifreeze and contaminated fuels, also should not be mixed, but stored in 55-gallon drums and marked as to their contents.

All unidentified liquid wastes should be labeled as such, segregated, and handled according to hazardous waste management standards (40 CFR 261) pending laboratory analysis for RCRA hazardous waste characteristics.

Solid Wastes:
Solid wastes should be double bagged and placed in portable dumpsters or shipping vans and transported to the temporary storage areas. Basic separation of like wastes should take place at this level. Clear, color-coded plastic bags may be used to segregate solid wastes for different disposal options. Solid waste that is too large for plastic bags will be segregated into properly marked dumpsters or shipping vans. Large spills may require a dedicated solid waste storage barge.

All dumpsters, shipping vans, or other means for storage of oily solid wastes must be lined with plastic sheeting prior to use. To control free liquid accumulation within the containers, an inner lining of oil and water absorbing fabric will be used. Additional granular sorbent material should be added as required to eliminate free liquids. For responses where oily debris is extensive and likely to accumulate rapidly, debris may need to be piled in vacant storage yards with a drainage system to collect any runoff, or in lined earth pits.

Oily PVC waste materials should be bagged and tagged to show contents. These bags should be segregated from other waste streams and transported to a storage area

Bird and animal carcasses should be bagged, tagged, and segregated. Tags should include location of the recovery. Bird and animal carcasses will be handled as directed by the appropriate authority.

Non-Oily Wastes:
Non-oily waste (scrap materials, construction materials, etc.) and domestic garbage and refuse should be collected and segregated (according to the particular requirements of municipal or private waste process and disposal facilities) to prevent oil contamination and transported to storage or final disposal site.

2. WASTE HANDLING AND LABELING:

Proper waste handling, manifesting, custody transfer and labeling are important for the proper movement and documentation of all waste materials generated in an oil spill response. Wastes must be segregated according to the various types and must not be mixed. All segregated wastes will be properly labeled showing the type of waste in each container. For all unidentified wastes, they need to be labeled as such and segregated from the other wastes. All unidentified wastes/ oils will be assumed hazardous until sample results are available. If a waste turns out to be hazardous, it will be handled and treated in accordance with current hazardous waste regulations.

Records: All waste oils, regardless of type, must be managed by a complete set of records. These records should show the following:

- Where the waste was recovered,
- The type of waste,
- Approximate volume,
- Date collected,
- Date transported to staging or disposal site,
- Date received at temporary storage area or disposal site,
- The number of containers shipped,
- The number of containers received,
- The date, location and method of final disposal.

To aid in the implementation of the records requirements, the following procedures are recommended:

1. Waste management activities should be conducted as secure storage areas set up at strategic locations.
2. Each load of waste departing the point of generation should be inspected and assigned to an internal waste stream matrix and inventory record.
3. A waste tracking form should be completed for each load of waste. Information required on this form includes date and time, transporter name, vessel of truck number, description of waste and generating process, the assigned waste stream number, and destination of the waste.
4. Waste moved to off-site treatment or disposal facilities are transported under the appropriate manifest with copies retained.
5. Once each day, a "waste management summary report" will be completed documenting the following daily and cumulative totals for each waste stream:
    a. Waste received
    b. Waste stored on site
    c. Waste stored off site
    d. Waste disposed by disposal facility

3240.2 – Disposal Options

The RP will be responsible for developing a waste disposal plan to provide the necessary logistical and procedural information required to ensure fast and efficient transfer of wastes from the response operations personnel to disposal facilities in compliance with existing laws and regulations. Oversight of the waste disposal plan will normally be the responsibility of the State.

Currently no approved hazardous waste sites exist in Alaska. Within Southeast Alaska, a municipal incinerator operates in Sitka, one is proposed for Ketchikan, and the incinerator in Juneau is no longer operating. Use of facilities for incineration of response waste requires written approval from ADEC. All other communities have municipal landfills. The landfills in the small communities will not be capable of handling the extensive debris from a large response effort. ADEC's Southeast Area Response Team can provide current information on the adequacy of landfills in Southeast Alaska.

State regulation 18 AAC 75.130 requires that the final disposal of a hazardous substance including oil, be approved by ADEC. Oil spill reporting regulations 18 AAC 75.100 require that disposal information be provided within the oil spill report.

1. Short Term Management and Disposal Options for Liquid Wastes:

If a spill occurs, both oil and non-oily liquid wastes will be generated or collected during cleanup. This section describes short-term management and disposal options for oil and non-oily liquid wastes, including domestic wastewaters.

OILY LIQUIDS:

Recovered oil and oily wastewater from spill-related activities will be stored on board tank vessels, in portable tanks, tank trucks, or in approved shore-side tanks where primary oil/water separation may occur. With State approval, on-site decanting may be allowed. After primary oil/water separation, one of the following disposal options will be used:

- Tender of recovered oil to the contracting vessel for offshore treatment;
- Transportation of recovered oil to a refinery or oil terminal for re-use as a product;
- Barging oily water to the continental U.S. for additional treatment or disposal, unless the spill fluid emanated from oil production facilities and can be recycled or disposed of at the original facility; or
- Barging heavily weathered and emulsified oils to the continental U.S. for treatment, additional oil recovery, and wastewater and solids disposal in a commercial waste management facility. Treatment facilities for these options are described below.

Onshore Treatment Facilities:

Crude oil recovered soon after a spill will generally be suitable for reclamation by a production facility or refinery. Because the chemical make-up of spilled oil changes as it weathers, it is less likely that oil collected during a long-term cleanup operation can be reclaimed. Oil that is emulsified, weathered and mixed with debris from the sea or from beach cleaning operations is a mixture of liquids and solids and requires special handling and treatment prior to disposal. There are currently no appropriate disposal options in Alaska for these emulsified wastes. Therefore, they must be stored on barges and shipped to appropriate waste handling facilities in the continental U.S. for treatment.

Oily wastewater, if associated with oil production or terminal facilities, can be treated and disposed of at those facilities (such as the Ballast Water Treatment Plant at the Valdez Marine Terminal) with the approval of EPA and ADEC. Laboratory analysis of these wastewaters may be necessary so that contaminants do not interfere with the treatment process. If particular oily wastewaters cannot be treated because of incompatible contaminants or inadequate plant capacity, those wastewaters will be taken to alternate treatment facilities (e.g., the tanker owner's refinery in the continental U.S. or a permitted bulk receiving facility). For certain

wastewaters, physical chemical treatment methods (e.g., air stripping or granular activated carbon) may be preferred over biological treatment.

Contaminated wastewaters will require sampling, analysis, and possible pre-treatment before potential disposal in a municipal sewage treatment facility. EPA, ADEC, and municipal approval may be required. Any discharge into a municipal sewage system must meet EPA pre-treatment standards. If analysis indicates that wastewaters are hazardous, they will be shipped to a disposal facility in the continental U.S.

Offshore Treatment Facilities:
The objective of any onboard treatment will be to reduce the water content of the liquid wastes or recovered product collected and transported by the vessel, thereby increasing the vessel's storage capacity. It is reasonable to assume that some primary phase separation could take place in the vessels being loaded with oily wastewaters. The accumulated water could be extracted, treated and, after the appropriate permits are obtained, discharged overboard.

Treatment facilities to be considered include:

- Screw pumps (very suitable for low and highly viscous liquids)
- Centrifuges (operation not affected by vessel movement)
- Gravel filters (operation not significantly affected by vessel movement)
- Dissolved air flotation (DAF) unit (effective in removing low concentrations of oil, but its operation can be affected by vessel movement)

The performance of the onboard treatment facilities can be enhanced by the use of emulsion breakers and flocculation agents. Care should be exercised to ensure that they do not become a source of pollution. Unless the tanker or vessel is anchored in a sheltered area, treatment can be impacted by inclement weather.

In-State Resources for Waste Treatment and Recycling:
There are several facilities in the state that treat oily wastes or related materials. In general, however, operational or permit requirements limit the facilities' ability to handle recovered liquids.

Alaska Pollution Control is an oil recycling facility located in Palmer. The plant is currently accepting a variety of spilled and recycled refinery products, including lubricating oil, gasoline, diesel, and fuel oil. The products must be less than 1000 ppm total halogens and must not be hazardous waste by definition. Exact requirements must be verified prior to use of the facility, and the blended products must meet specifications for heating value. The products are processed and sold for use as industrial fuel. The plant does not accept crude oil for operational reasons, but does accept 10,000 to 20,000 gallons of water per week from spills and tank clean-outs. The water is processed and discharged to a Publicly Owned Treatment Works (POTW) under pre-treatment limits. Hydrocarbons recovered from the wastewater are processed in the same manner as the other products.

Various portable processes could be used to pre-treat waste before shipping to an oil recycling facility. In addition, it is possible to ship water that meets pre-treatment standards to a POTW. The acceptability of the waste will depend on its source and characteristics, as well as the volume. Each municipality has different requirements.

Other Commercial Oil Recovery Methods:
Other oil recovery methods are being used elsewhere in the U.S. These technologies are not currently commercially available in Alaska, but they may be considered in the event of a spill. These methods include the following:

- Oil is heated to a temperature below its flash point and injected into sludge to dissolve the waxy and gelatinous deposits to facilitate their recovery.
- Gravity separation, chemicals, heat, lighter oils and solvents, and emulsion-breaking chemicals are used to thin heavier fractions.
- Coker units are used at refineries to dispose of certain types of sludge.
- Mixing different oil types to enable their processing may make variable angle mixers more efficient.
- A rotary vacuum filter, consisting of a horizontal drum with a filter media on its outer surface, is partially submerged and rotated in a tank containing sludge. A vacuum pulls liquid inward while retaining solids on the outside, which are then scraped off.
- A scroll-type centrifuge rotating at 75-100 rpm forces solids against an inner bowl and on to discharge. High-feed rate and durability make this a popular item at refineries. The effluent still requires treatment and the solids produced might not be pumpable. Neither heat nor chemicals may be necessary to optimize the performance of two-stage centrifuges. Generally, centrifuges are operated only for 1-3 weeks at a time of 40-60% rated capacity.
- Gravity-belt filters press sludge between two moving belts and force out oil and water. These filters rely on the application of costly high molecular-weight polymers to coagulate sludge. Changes in the sludge, including pH and H_2S emissions, can result in problems. This method, however, has been used for many years on biosludges in Europe.

NON-OILY LIQUIDS:
Oil spill cleanup operations produce large amounts of liquid sewage wastes that originate from domestic sources such as toilets, laundry and shower facilities, cooking, and gathering centers. The volume of such wastes is directly proportional to the number of cleanup workers involved.

Domestic wastewater may be collected and transported to a municipal sewage treatment system for disposal after approval from the municipal government. If the volume of sewage generated by cleanup workers exceeds the additional load handling capacity of the municipal sewage treatment plant, on-site land-based or barge-mounted wastewater treatment plants can be used to treat surplus waste volumes.

If additional wastewater treatment facilities (either land-based or barge-mounted) are to be used, the volume and concentration must be estimated for proper sizing of treatment systems. The RP should consult with the EPA and the ADEC for guidelines and standards for accomplishing this.

The sewage collected from remote areas may originate from non-flushing portable toilets that produce a concentrated waste stream high in BOD, suspended solids, and deodorant chemicals. Domestic wastewater treatment alternatives to municipal treatment facilities include:

- Physical-chemical package plants
- Extended aeration package plants
- Rotating biological contactor package plants

Packaged domestic wastewater treatment plants are recommended because they are portable and can be mobilized quickly, if available. These treatment facilities require plan review, an ADEC wastewater permit, and an EPA NPDES permit. A vessel with a USCG- approved Type II Marine Sanitation Device (MSD) does not need an ADEC or EPA permit for discharges. (All vessels built after January 1980 are required to have a Type II or Type III MSD).

2. Short Term Management and Disposal Options for Solid Wastes:
If a spill occurs, oily and non-oily solid wastes will be collected, segregated, and stored at interim temporary storage areas and, if necessary, at the sites of cleanup operations on beaches. Most solid wastes will be stored in plastic bags after collection. Hazardous wastes will be handled in accordance with RCRA regulations and transported to the continental U.S. for disposal. Non-hazardous wastes will be handled in the most economic manner. Solid waste will be incinerated, if capacity allows; a secondary option is transport to landfills in Alaska or the continental U.S.

***HAZARDOUS OILY SOLID WASTES*:**
RCRA hazardous solid wastes may be generated from oil spill response activities. Potential sources of RCRA hazardous wastes are:

- Spill-related materials that exhibit hazardous characteristics
- Maintenance wastes generated by vessels and vehicles used in response and clean up.
- Laboratory wastes and residues from testing and disposal of spill-related material.

A hazardous waste storage area will be established if hazardous wastes are generated. If necessary, satellite accumulation areas will also be established. Proper container storage and labeling practices will be followed. Assigned personnel will monitor operations throughout the spill area to prevent improper waste disposal and to minimize the creation of hazardous waste through "mixing" (the disposal of small quantities of hazardous waste into solid waste containers, such as used oil tanks or boat washing slop tanks).

Hazardous waste management procedures include the following: ascertaining that response contractors are aware of regulatory requirements, including handling practices; obtaining generator I.D. numbers; proper labeling; storage; and monitoring of operational areas by personnel trained in hazardous waste management.

Hazardous wastes will be disposed of in a permitted hazardous waste facility in the continental U.S. since no permitted waste disposal site exists in Alaska at this time.

***NON-HAZARDOUS OILY SOLID WASTES*:**
Incineration: Waste incineration can be an economical means of destroying organic compounds. Ash generated as a result of incineration will be tested for hazardous characteristics and properly transported for disposal at appropriately permitted facilities.

With approval from the North Slope Borough, up to 15 tons per day of non-hazardous oily solid waste, except sand and gravel, may be shipped to the North Slope Borough incinerator facility at Deadhorse.

Several other state-approved facilities for incineration of response waste exist in Alaska. Use of these facilities for incineration of response wastes requires written approval from ADEC. Consult with the local ADEC Office on the status of approved landfills and incineration facilities.

Disposal at Facilities in the Continental U.S.: Some solid waste is not suitable for incineration (e.g., rain suits and some kinds of boom). These wastes will be shipped to landfill disposal sites in the continental U.S.

Burial: On-site burial may be used at remote locations where oily debris will otherwise have to be transported large distances for centralized disposal. The operation will consist of excavating an on-site disposal pit and burying the oily waste. The advantages of this disposal method are reduced costs for transporting, packaging, storage, and ultimate disposal fees.

Disadvantages of this method include the logistics of transporting excavation equipment and personnel to remote sites and possible future leakage from the uncontained disposal pits.

On-site burial of oily waste requires a solid waste disposal permit from ADEC. Although on- site burial may be permitted in remote locations, the likelihood of it occurring without engineering controls is minimal. On-site burial is not a preferred waste management option because of the technical difficulties involved and public and agency concerns over such disposal.

Waste Sludge Disposal: The sludge resulting from certain treatment facilities will require further treatment or disposal. Sludge treatment may include:

- Fluidized bed incineration
- Steam stripping
- Digestion, dewatering, vacuum filtration, centrifugation
- Controlled land disposal

The quantity of sludge generated by the treatment process will depend on the solid content of the oily wastewaters treated. Steam-stripping can recover oil adhering to the solids and the process can produce a sludge possibly suitable for disposal at a permitted facility.

Depending on the organic content of the sludge, aerobic or anaerobic sludge digestion may be feasible. Heating the contents of the sludge digester will accelerate the rate of biological decomposition of the sludge and reduce the residence time required for sludge stabilization. The water resulting from the sludge dewatering operation may be returned to the wastewater treatment system ahead of the biological oxidation process. The stabilized sludge may be suitable for land disposal at a permitted landfill site.

Non-Hazardous, Non-Oily Solid Wastes: Non-oily solid wastes (refuse) are generated from a variety of sources during oil spill cleanup operations. Care must be taken to separate non-oily solids wastes from oily wastes and to maintain separation until ultimate disposal.

Separate trucks for onshore operations should be maintained for the transportation of non-oily solid wastes. The non-oily waste material may be sent to an appropriate municipal landfill or municipal incinerator with capacity to handle the wastes for disposal, if approved by local officials. Since most towns and cities have municipal landfills, disposal will likely occur at local population centers. The RP should coordinate with municipal officials.

The refuse produced by a large-scale oil spill cleanup operation may have a significant impact on the local landfill. For example, the Exxon Valdez oil spill cleanup operations in Prince William

Sound increased local refuse disposal as much as 500%, with a corresponding increase in personnel and equipment at the local landfill operations to meet the higher demand. In such situations, it is important to coordinate with the community to assure that personnel and equipment requirements are met.
Disposal of wastes in solid waste sites must conform to the facilities' permit requirements.

3. Long-Term Management and Disposal Options:

Open Burning: On-site burning is a potential disposal method for non-hazardous oil-stained rock and sand mixtures, tar balls, logs, driftwood, and miscellaneous solid wastes.

Remote Stockpile Burning: Open burning may be a feasible method for large quantities of combustible oily wastes that are stockpiled in remote areas, but this method generally requires weather suited for smoke dispersal. Burn residue produced from open burning needs to be collected, tested for hazardous characteristics, and properly transported to disposal sites. Open burn pits designed to facilitate efficient removal of residues can facilitate a smoother cleanup operation.

Open burning in Alaska is regulated by ADEC, and before proceeding with an open burning operation, written approval must be obtained from ADEC. Approval is contingent upon submission of an open burning plan that addresses concerns outlined in the Alaska Air Quality Control Regulations (18 AAC 50). These concerns include the following: air contaminants, location of sensitive population centers, weather considerations, visibility impacts, overall coordination, public information, and other project specifications. In addition, the plan for open burning must include an evaluation of feasible alternatives with a demonstration that open burning is the most feasible choice.

***In Situ* Open Burning:** Combustible materials, such as oiled logs, branches, and other natural materials found along beaches, can be burned in piles where they have been collected. A propane torch can be used to initiate combustion or a burn promoter, such as fuels, can be added to the oiled materials.

Open burning can also be applied to any oily wastewater collected for off-site disposal. However, this disposal method would require a site-specific ADEC Open Burning Permit and an ADEC Wastewater Disposal Permit. Burn residue will have to be contained and collected at each site and tested for hazardous characteristics, thus leading to possible logistical problems.

Sustained burns of logs and other large items can penetrate some substrates to a depth of about one foot, thus removing the underlying oil. Oil that has migrated downward into beach materials beyond that depth likely would not be burned.

Other disadvantages or constraints to *in situ* open burning can include:

- Public concerns.
- Threat of spreading (e.g., grass or forest fire)
- Burn residue might be hazardous or otherwise present a pollution problem
- Direct biological impacts from heat may be a concern where an extensive area is fired.
- Smoke plume may not meet regulatory requirements.

Incineration: Incineration can be used to dispose of oily waste materials at the source or at temporary collection and storage areas. The incineration process must be combined with appropriate flue gas cleaning and residue handling in order to complete the overall waste management process. A variety of wet, semi-dry, and dry acid-gas scrubbing processes are available with extensive, successful experience in application to incineration systems. The applicability of a specific process is determined through evaluation of flue gas characteristics, reagent and residue handling costs, need for plume suppression, and other factors. Sensitive instrumentation for detecting pollutant levels within the system is also vital, as is the ability of the equipment to adjust to changing conditions. Two technologies currently dominate the waste incineration industry: rotary kiln incineration and fluidized bed incineration. The advantages and disadvantages of both systems are well known and documented since both technologies are established incineration techniques with several commercial plants currently in existence.

Rotary kiln incineration appears to be the better overall option for necessary permanent incineration capacity. If on-going operations justify use of a permanent incineration system, the following system appears preferable:

- One or more medium-sized, modularized rotary kiln systems on the same site with good access by water and land.
- Necessary feed storage, feed preparation, ash-handling facilities, and other support services as needed for all units, making these common to all incineration units to the extent possible and practical.
- Operation of one unit at a time on locally generated wastes at reduced capacity to maintain the facilities in ready condition and to maintain the skills of the operating crew.
- Delivery of spill wastes and containerized materials to the site by barge for processing. Storage of the wastes most amenable to storage will stretch the processing period and reduce the size, number, and cost of the facilities.

This rotary kiln incineration system can be developed and implemented in a reasonably short time and in compliance with regulatory requirements. Some oil spill cleanup specialists have indicated that there are portable incinerators on the market that provide good backup in an emergency because they can be quickly dispatched to remote sites.

Bioremediation:

a. ***In Situ* Biodegradation:** Bioremediation involves adding nutrients (nitrogen and phosphorus) to enhance indigenous microbial activity. Successful bioremediation can accelerate the cleanup of a spill and reduce the amount of oily wastes requiring disposal.

   Bioremediation of *in situ* spilled oil is still in the research phase, but holds promise for use under favorable conditions on oiled sand, pebbles, cobble, driftwood, and other natural beach materials. The shoreline configuration must be amenable to this method, but smaller debris does not have to be transported to a remote site for ultimate disposal. Larger items of debris must be dealt with separately and the technique might require several seasons for significant degradation to occur.

b. **Landfarming:** Some oil spill specialists in other parts of the country consider landfarming a feasible alternative to oily waste disposal. In Alaska, however, due to the low temperatures, short summers, high precipitation, and the scarcity of flat soily areas, further research must be done before the plausibility of this method can be determined. In landfarming, oily sludges

are spread on a selected site and then combined with soil, moisture, and nutrients in the presence of oxygen to promote bacterial degradation of the hydrocarbon components. This requires an even application of flowing oily wastes. Smaller items, such as sand, pebbles, short seaweed (less than 6 inches long), sludges, and contaminated soils can also be processed this way. The most suitable sites are large fields with deep, tillable soil and a constant supply of water. Some sites might require the placement of a liner. The soil is prepared, the nutrients and wastes are applied, and then the field is tilled periodically. The soil pH must be controlled and the field must not have a greater than 1% or 2% grade. Necessary equipment includes backhoes, tractors, rototillers, disc harrow or plows, fencing, pumps, and sprinkler systems. This method requires a permit and monitoring. If a liner is used, it must be removed when the hydrocarbons reach approved levels.

Landfilling: Approximately five permitted landfills that can accept oily wastes are currently in use in Alaska. These landfills are associated with oil fields on the North Slope and are typically reserved exclusively for the company operating the landfill.

At this time, no landfill facility in Alaska will accept significant amounts of oily solid wastes. In the event of a large spill, landfill disposal will be feasible only if ADEC permits disposal of significant amounts of oily waste at existing sites and/or expedites permitting of proposed sites. The advantages of having an in-state oily waste landfill include immediate availability and accessibility, as well as reduced logistical requirements for transportation, packaging and disposal.

WASTE DISPOSAL OPTIONS			
WASTE STREAM	PRIMARY OPTION	FIRST ALTERNATIVE	SECOND ALTERNATIVE
Fresh Oil (101)	Refining	Fuel Blending	In Situ Burning
Weathered Oil (102)	Fuel Blending	Land Treatment	Solidify & Landfill
Emulsions (103)	Fuel Blending	Land Treatment	Solidify & Landfill
Hydraulic Fluids (104)	Refining		
Oil Debris (105)	Incineration	Open Burning	Landfill
Oily PPE (106)	Incineration	Landfill	
Oily Sand/Gravel (107)	In-Situ Burning	Land Treatment	Landfill
Oily Sorbents (108)	Fuel Blending	Incineration	Landfill
Oily Wastewater (109)	Electrocoagulation Treatment		
Animal Carcasses (110)	Offer for Research	Incineration	
Domestic Wastes (201)	Incineration	Landfill	
Non-Oily Debris (202)	Incineration	Landfill	
Pallets (203)	Recycle/Reuse	Open Burn	Landfill
Paperboard (204)	Recycle/Reuse	Open Burn	Landfill

Drums (206)	Recycle/Reuse	Landfill	
Hazardous Waters (301)	Special Handling, Storage, Treatment		

WASTE DISPOSAL CONTRACTORS Listed are some contractors who can provide disposal or waste management services. These are not the only available contractors, but represent the variety of services available.		
Facility Name	Contact Information	Comments
Recovered Products (gas, diesel, etc.)		
Alaska Pollution Control	907-344-5036 10620 Old Seward Highway Anchorage, AK 96515	Processes oily water, motor oils and recovered fuels
Alaska Soil Recycling	907-349-3333 1040 O'Malley Road Anchorage, AK 96515	Soil burning facility
Basin Oil Company	800-439-2948 8661 Dallas Ave A Seattle, WA 98108	Non-Haz used oils blended for ship bunkers
Petroleum Reclaiming Services	206-587-6206 3003 Taylor Way Tacoma, WA 98421	Waste oil processor, also takes oily water
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service haz-waste disposal contractor
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Full service has contractor. Landfills located in Oregon and California.
Clean Soils	907-258-7645 2301 Spar Avenue Anchorage, AK 99501	Soil burning facilities in Anchorage and Kenai. Mobile facility also available
Foss Environmental	206-281-3823 7440 W Marginal Way S Seattle, WA 98108	Full service contractor.
Contaminated Soil		
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service haz-waste disposal contractor
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Full service has contractor. Landfills located in Oregon and California.
Oily Contaminated Equipment/Materials & PPE		
DOH Environmental	800-478-1917 10012 Jensine Juneau, AK 99803	Spill cleanup contractor. Can manage waste through appropriate contractors.
Channel Sanitation Services	907-780-4288 5600 Tonsgard Court Juneau, AK 99801	Non-hazardous disposal only

Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Approved landfills.
Decontamination Solutions		
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service haz-waste disposal contractor
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Approved landfills.
Oily Sorbents		
Channel Sanitation Services	907-780-4288 5600 Tonsgard Court Juneau, AK 99801	Incineration of non-hazardous oily materials.
Basin Oil Company	800-439-2948 8661 Dallas Ave A Seattle, WA 98108	Delivers non-hazardous sorbents to facility for energy recovery.
Spent Chemicals		
Philip Environmental	800-228-7872 1011 Western Ave, Ste 700 Seattle, WA 98104	Full service.
Chemical Waste Management	800-962-4987 17629 Cedar Springs Arlington, OR 97812	Full service.

3240.3 – Decanting Policy

With State approval, on-site decanting may be allowed. The form for gaining SOSC approval for decanting is linked on ADEC's website under Waste Management permits: http://dec.alaska.gov/spar/ppr/response-resources/permits-tool/#nogo

3240.4 – Sample Waste Management Plan

Standing waste management permits may be found in the "Planning" section of this document. The ADEC's STAR Manual provides a checklist for waste management.

3250 – Decontamination

The Alaska Department of Environmental Conservation (ADEC) Spill Tactics for Alaska Responders (STAR) Manual provides guidance for vessel decontamination and other tactics related to spill response.

3260 – Alternative Response Technologies

For Alternative Response Technology guidance on Dispersants and In-situ Burning, reference the Alaska Regional Contingency Plan. Additional technical assistance can be found in the ADEC's STAR Manual.

3300 – EMERGENCY RESPONSE

3310 – Search and Rescue (SAR) - TBD

3310.1 – SAR Area Resources -TBD

3320 – Salvage/Source Control
Reference Section 8300 of this document.

3330 – Marine Fire Fighting
Reference Section 8100 – Marine Fire Fighting for guidance. Additionally, reference the section, 9730 - Geographic Zone Contingency Plans, for supplemental details specific to each geographical zone.

3340 – Hazardous Substances
Reference Section 7000 – Hazardous/Radiological Substances for guidance on hazmat responses.

Initial Emergency Contact Checklist **The area code for all phone and fax numbers is *907*, unless otherwise indicated	
Federal	
National Response Center (24 hr.)	1-800-424-8802
FOSC for Coastal Zone USCG – Sector Juneau	463-2000 463-2023 (fax)
FOSC for Inland Zone EPA, Region X Alaska Operation – Anchorage Office	271-5083 271-3424 (fax)
EPA FOSC Carr (cell)	227-9936
EPA FOSC Whittier (cell)	830-7236
EPA Seattle Office (24 hr.)	206-553-1263
State	
SOSC ADEC, Southeast Alaska Response Team (business hours)	465-5340 465-2237 (fax)
After Hours Spill Number	1-800-478-9300

3350 – Emergency Medical Services (EMS)
Check individual towns and villages in the Community Profiles to see what medical facilities may be available. For oil or chemically contaminated victims, check immediately with the hospital for any pre-decontamination requirements

3350.1 – Southeast Alaska

Facility	Location	Capacity	Phone
Bartlett Regional Hospital	Juneau	55 beds in Acute Care Unit. Major hospital – Can treat most emergencies, but will transfer to Anchorage or Seattle as needed. One portable decontamination capsule available (construction underway for permanent unit).	796-8900
Rainforest Recovery Center	Juneau	16 beds for long-term care – Treat, stabilize, transfer to Bartlett Regional Hospital	586-9508 24hr 586-5321

Sitka Community Hospital	Sitka	12 beds in Acute Care Unit (12 beds in long-term care) – Treat, stabilize, transfer to Juneau, Seattle or Anchorage	747-3241
Ketchikan General Hospital	Ketchikan	35 beds in Acute Care Unit (29 beds in long-term care). Major hospital – Level 3 Trauma Center rating.	225-5171
Petersburg Medical Center	Petersburg	25 beds – Treat, stabilize, transfer to Juneau, Seattle or Anchorage	772-4291
Wrangell Medical Center	Wrangell	23 beds – Treat, stabilize, transfer to Juneau, Seattle or Anchorage	874-7000

3360 – Law Enforcement

Reference Community Profiles for town and village law enforcement information.

3370 – Oil Spill

This list assists the IC, either government or RP, and staff in completing the initial response actions associated with a medium to large-sized oil spill. This list is not exhaustive and should be used at the discretion of the IC and the UC.

- ❑ Define Nature of Incident
  a. Determine facts of spill.
     - Responsible Party (name and phone #)
     - Location and time of incident
     - Type of incident (explosion, grounding, operational, etc.)
     - Type of product
     - Movement of spilled product
     - Environmental resources, sensitive areas, and historic properties at risk
  b. Determine whether RP is willing/able to respond.
  c. Classify size of spill.
  d. Notify natural resource trustees
  e. The FOSC (or authorized representative) needs to perform the following:
     - Consult with natural resource trustees on potential resources at risk, including (but not limited to) wildlife on rat-free islands;
     - Conduct Endangered Species Act consultation (contact DOI and DOC to determine the presence of, and potential impacts to, threatened and endangered species and their critical habitat); and
     - Determine whether incident is categorically excluded under the Programmatic Agreement to protect historic properties and, if not, activate an FOSC Historic Properties Specialist.

- ❑ Evaluate Hazards to Human Health/Safety
  a. Determine threat to public health.
  b. Assess fire/explosion hazard.
  c. Assess personnel safety based on potential/existing hazards.
  d. Determine appropriate level of personnel protective equipment for responders.

- ❑ Evaluate Severity of Incident and the Need for Additional Resources
    a. Estimate amount of spilled product and total potential amount.
    b. Estimate duration of spill response efforts.
    c. Assess weather/sea conditions.
    d. Determine the presence (or suspected presence) of invasive species (e.g., rats).
- ❑ Initiate Response Strategy
    a. Protect responders and the public.
    b. Secure or isolate the source of spill.
    c. Protect sensitive areas:
        - Consult with natural resource trustees on the protection of sensitive areas (including rat-free islands) and resources and on potential response options to be taken;
        - Develop priorities consistent with environmental sensitivity and protection priorities identified in Sensitive Areas Section of this plan.
    d. Initiate containment and recovery of spilled product.
    e. Initiate spill tracking.
    f. If ballast water discharge is considered as an option for vessel stability or other concerns, the threat of invasive species needs to be addressed by responders.

- ❑ Inform Local Residents, Communities, & Stakeholders
    a. Prepare Press Statement.
        - Report the extent that USCG, EPA, ADEC, RP and local emergency response personnel are responding to discharge event.
        - Give brief details of the discharge.
        - Describe actions taken by the UC.
        - Announce that formal press release will be issued as more information is received.
    b. Contact Local Media. (Local radio, newspaper and television contact information available in the Media Contacts, Section 2330 of this document)
    c. Be forthcoming, and provide as much information as quickly as possible. If no information is available, say so but ensure that information is provided to the media as soon as it is available.
    d. Conduct appropriate briefings via the ICS Liaison Officer.

RAMP UP PROCEDURES

A spill response progresses through a series of steps where the number of personnel and amount of equipment is increased (or decreased) as necessary to meet the demands of the situation. This increase of resources to address response needs is called a "ramp up." USCG will rely on its Incident Management Handbook and State of Alaska personnel will employ the Alaska Incident Management System (AIMS) Guide and well as the Spill Tactics for Alaska Responders (STAR) to direct their staffing of emergency response teams.

The ramp up begins when the spill is first reported and progresses with the sequential and prioritized activation of the response resources of the RP and the local, state and federal responders. Each spill response will differ according to spill size and severity, location, season, and a variety of other factors. Personnel needs will vary accordingly.

The ramp up procedures and personnel requirements presented below are provided as guidance for the UC during the initial staffing of the ICS. The ICS can expand and contract to meet the needs of an emergency response without any loss of effectiveness or control. The goal for any major spill is to have the personnel in place to staff a complete ICS within the first 96 hours of a response. In addition to federal and state responders, various have significant numbers of trained personnel available to help staff an ICS. Contact the local emergency management organizations listed in Part One of this section to recruit local, trained personnel to assist in the response effort.

The ramp up to a full oil spill response generally moves through three staffing levels. The Initial Response Team (Hours 0-6) will consist primarily of first responders who will carry out initial response actions. The Transitional Response Team (Hours 6-96) will form as additional personnel arrive on-scene and ICS functions are added. The Full Response Team (by Hour 96) will be complete when full ICS staffing levels have been reached. Qualified personnel within the ICS will identify resources and equipment necessary for an effective response.

This ramp up guidance outlines the response of federal and State personnel. RP personnel will initiate a concurrent ramp up according to the procedures referenced in their contingency plan. In those incidents where there is imminent threat to life and property, the appropriate local Fire Chief, State Trooper, or Emergency Manager will be the IC. The LOSC will follow the guidance of their local emergency response plan.

Hour 0-6: Initial Response Team

The Initial Response Team will consist primarily of the FOSC and SOSC response officers, natural resource trustees (if available), and local emergency response and RP personnel. The Initial Response Team will carry out initial response efforts, which include notification and equipment mobilization. Depending on the size of the spill, a UC may begin to form as the Initial Response Team carries out these response actions.

Notifications: The RP is ultimately responsible for making notifications to local, state and federal agencies. Notifications will include local officials, police, and fire departments. USCG or EPA will notify the appropriate federal agencies and other points of contact, as necessary. The FOSC will notify appropriate natural resource trustees to begin the consultation process on resources at risk (including threatened and endangered species and their critical habitats), response actions that may affect trust resources, and response actions to protect or reduce the injury of trust resources, including (but not limited to) actions to ensure as appropriate (1) incident related vessels/aircraft are rat-free, and (2) a rat response plan is implemented for the stricken vessel. ADEC will notify the appropriate State agencies.

Initial Response Action: Following these notifications, the initial responders will assess the chemical characteristics of the spilled material and establish a safe level of Personnel Protective Equipment (PPE) prior to dispatching a response team to the scene. Upon arrival, the response team will conduct a site characterization to evaluate environmental hazards. Upon ensuring a safe operating environment, they will attempt to determine the source of the spill, identify the RP, secure the source of discharge, and begin to gather data for the ICS to use to formulate a response strategy or validate the RP's strategies. This initial response team will normally have no containment or product removal means with them at this time, unless provided by the RP. If local authorities or federal/state responders identify an immediate threat to public health and safety,

appropriate action shall be initiated. If the situation warrants, an evacuation may be implemented according to the procedures referenced in the local emergency response plan.

The response team will contact the FOSC and/or SOSC, report the details of the spill, and initiate a preliminary investigation into the cause of the spill. The FOSC/SOSC or other response team personnel will advise the RP regarding the legal requirement to initiate containment and recovery actions. The FOSC will be advised of the severity of the spill and will activate the ICS. The FOSC and/or SOSC will brief the federal, state and local government agencies regarding the spill status and ramp up procedures. The FOSC will continue to consult with natural resource trustees on actions to be taken that may affect trust resources. The FOSC will activate an FOSC Historic Properties Specialist unless the FOSC determines that the incident is categorically excluded from the National Programmatic Agreement to protect historic properties.

ADEC will select any available State resource agency personnel to serve as a local contact until ADEC responders arrive on-scene. ADEC will request that ADNR and ADFG identify environmental priorities for protection. ADNR and ADFG will use the environmental sensitivities information in this plan as a primary source for this information. NOAA may also be contacted for initial environmental sensitivity and wildlife concentration information. ADEC will forward these priorities to the IC and the UC.

The RP is responsible for deploying appropriate privately owned pollution response equipment as quickly as possible, regardless of whether federal/state equipment has been deployed in the interim. The FOSC/SOSC may assist the RP and arrange for initial delivery of pollution response gear via the most expedient mode of transportation.

Command Center Establishment: A field command post will be assembled to coordinate efforts until the FOSC, SOSC, LOSC and RP can establish the command center. The location of this field command post will depend upon the location and severity of spill, time of year, weather, and other considerations.

State, federal, and local personnel arriving on-scene should realize that workspace, telephone lines, and other office resources might be quite limited during the initial response. Individuals are encouraged to bring cellular phones to communicate with their respective home offices (realizing that cellular phone capabilities also may be severely limited or non-existent at the incident location).

Staging Areas: In community profiles, potential staging areas may be identified for a specific community.

Hour 6-96: Transitional Response Team

The Transitional Response Team forms as additional federal, state and local response personnel arrive on-scene. After the initial response, the scope and size of the spill can be gauged, and the UC will convene and ICS staffing will increase. In a government-led spill response, the UC will designate an IC. In a RP-led response, the IC will be a representative of the RP. The IC will designate appropriately trained personnel as Section Chiefs for the Operations, Planning, Logistics, and Finance/Administration Sections of the ICS. As the response develops, appropriate ICS functions will be added until a full response team is in place.

Hour 96: Full Response Team

A full ICS response team should be assembled by Hour 96 of the spill response. Staffing-depths and positions-filled will vary with the response, as will the order in which these positions are filled. The Full Response Team will follow the command structure referenced in the Alaska Incident Management System (AIMS) Guide and/or the USCG Incident Management Handbook. Response personnel may include federal, state and local agency personnel, employees of the RP, and independent contractors, or other organizations' personnel, as appropriate.

ADDITIONAL RESPONSE POLICIES:

Health and Safety: For most spills, a Safety Officer will be designated by the IC. The Safety Officer will be responsible for ensuring that the spill site is properly characterized, the hazards identified, and personnel properly equipped and adequately briefed prior to allowing entry into the spill area. The Safety Officer will also be responsible for ensuring site security and establishing emergency procedures for decontamination and evacuation in the event of injury or change in conditions. The Safety Officer answers directly to the IC and will have the authority to suspend any operation deemed unsafe or in violation of safety regulations.

Once the emergency response is under way, the Safety Officer will develop a Site Specific Health and Safety Plan that will address all the required elements in OSHA's Hazardous Waste Operations and Emergency Response Regulations (29 CFR 1910.120), including but not limited to:

- Organizational Structure
- Training Requirements
- Risk and hazard analysis for each planned cleanup activity
- Personnel Protective Equipment (PPE)
- Site Security and Control
- Air Monitoring, Medical Surveillance
- Decontamination
- Emergency Response Plan
- Emergency Communications
- Sanitation and Lighting

In Situ Burning, Dispersants and Other Chemical Countermeasures: Decisions regarding the use of in situ burning and/or dispersants or any other chemical response tactic will be made according to the guidelines presented in the Regional Contingency Plan, as referenced in Section 3260 of this document.

Waste Removal and Disposal: The ICS Planning Section Chief will be responsible for developing a waste removal and disposal plan that provides the necessary logistical and procedural information to ensure a fast and efficient transfer of wastes to disposal facilities. The disposal plan must comply with existing laws and regulations.

Oversight of the waste disposal plan will normally be the responsibility of the State of Alaska. Alaska law (18 AAC 75.319 & 18 AAC 75.327) requires that cleanup and waste disposal plans for hazardous substances, including oil, be approved by ADEC. For information and guidelines on procedures for transporting, storage, and disposal of wastes and a listing of disposal related permits, reference Section 3240 and Section 4800.

Cost Recovery/Documentation: Reference Section 6000 of this document.

Public Affairs: The IC/UC will direct all media inquiries to the Public Information Officer(s). The Public Information Officer position may be filled jointly by regulatory agency and RP representatives. A Joint Information Center (JIC) may be established. Consult Section 2300 for additional guidance.

3370.1 – Disaster/Emergency Declarations

A natural disaster may cause an oil or hazardous substance discharge. When a State disaster emergency declaration and/or a federal major disaster or emergency declaration has been issued, additional procedures are necessary to coordinate the spill response effort with the overall disaster/emergency response effort. These procedures are also used in cases where the spill itself is determined to be a disaster under State law and/or results in a federal emergency declaration.

State operations are affected when the governor finds that a disaster has occurred or that a disaster is imminent or threatened and, by proclamation, declares a condition of disaster emergency. In such cases, the State's spill response organization will fall under the State Emergency Coordination Center, Operations Section. The Incident Commander of the disaster response is the State Area Commander appointed by the Governor. As such, the State Area Commander would set priorities to make the best use of available resources. Within these constraints, the SOSC would command the spill component of the disaster response to effect containment and cleanup.

The State of Alaska Memorandum of Agreement (MOA) between the Department of Environmental Conservation, Division of Spill Prevention and Response (DEC/SPAR) and the Department of Military and Veteran's Affairs, Division of Homeland Security and Emergency Management (DMVA/DHSEM), effective January 8, 1992, explains how a spill response will be managed by the State during a declared disaster. Under the MOA, the Commissioners of the DEC and the DMVA will coordinate to determine that a release constitutes a disaster emergency under AS 26.23 and may request the Governor to declare a disaster emergency. (Reference the Alaska Regional Contingency Plan).

The National Response Framework (NRF) establishes the basis for the provision of federal assistance to a State and its affected local governments impacted by a catastrophic or significant disaster or emergency that results in a requirement for federal assistance. The NRF is based on the fundamental assumption that a significant disaster or emergency will overwhelm the capability of State and local governments to carry out the emergency operations necessary to save lives and protect property. Consequently, resources of federal departments and agencies are used to provide federal response assistance to the State. The NRF uses a functional approach to group the types of federal assistance that a State is most likely to need into fifteen Emergency Support Functions. Responses to oil spills or hazardous substance releases resulting from natural disasters are provided through Emergency Support Function (ESF) #10, Oil and Hazardous Materials Response.

Under the NRF, the President appoints a Principal Federal Official as the President's representative to coordinate the overall delivery of federal assistance. Federal departments and agencies will provide response assistance directly to the State, under the overall direction of the

Principal Federal Official and based on priorities identified by the State Coordinating Officer (SCO).

A figure below shows the location of ESF #10 within the entire State/Federal response structure. The organizational framework for responding to oil spills and hazardous substance releases within ESF #10 stays the same for spills or releases that occur in the absence of a natural disaster. However, during a State-declared disaster emergency, OSCs report to the SCO. During a federal major disaster or emergency declaration, the SOSC ultimately reports to the SCO, and the FOSC ultimately reports to the Principal Federal Official. When either a State or federal disaster results in conflicting demands for scarce resources (e.g., aircraft) the SCO is responsible for making resource allocation decisions.

In some cases when a federal major disaster or emergency declaration has been issued, response costs incurred by local and State agencies may be eligible for reimbursement under Public Law 93-288. In such cases, agencies must meet additional accounting requirements established by the Federal Emergency Management Agency (FEMA). The SCO will provide guidance on these requirements.

Generally, the Governor's proclamation of a disaster emergency is a prerequisite to a federal major disaster or emergency declaration. However, the President may determine that an emergency exists for which the primary responsibility for response rests with the United States

Figure 3-1: Spills Resulting from Natural Disasters that Do Not Have a Presidential Declaration

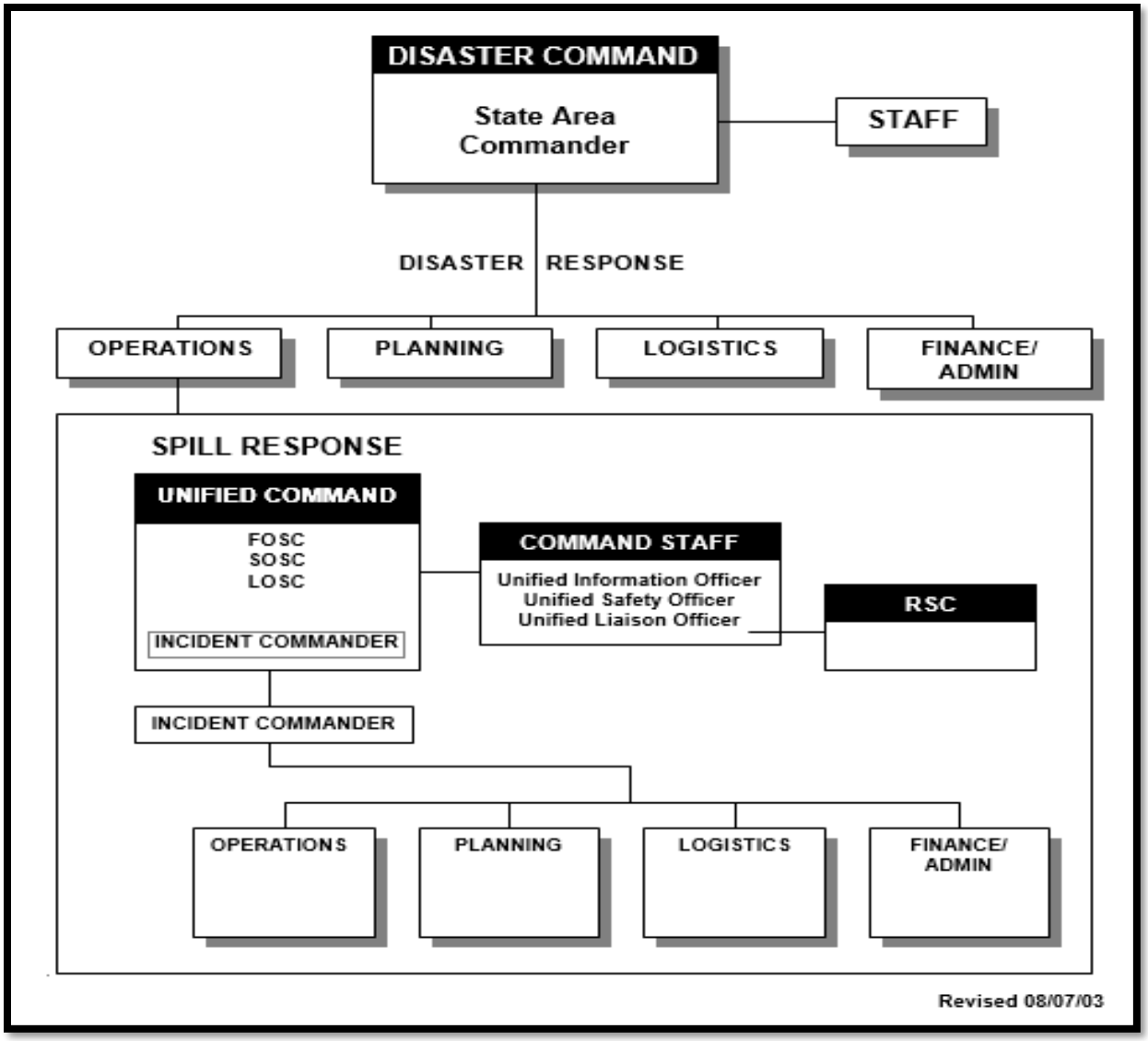
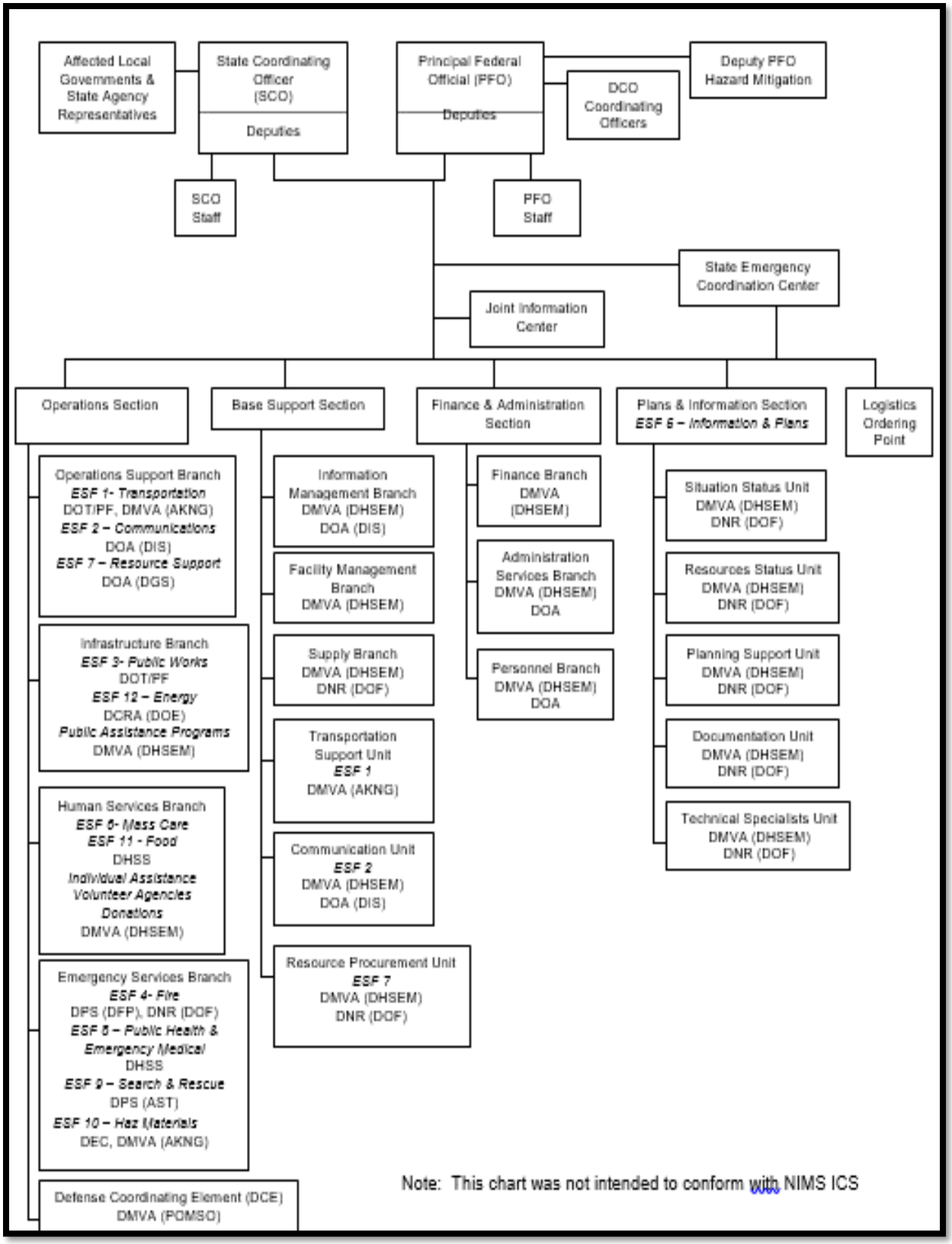


Figure 3-2: Spills Resulting From Natural Disasters that Have a Presidential Disaster Declaration



3400 – AIR OPERATIONS

3410 – Air Tactical

3410.1 – Aerial Surveillance - TBD

3410.2 – Aerial Dispersant Application

Reference the Alaska Regional Contingency Plan for the Oil Dispersant Guidelines for Alaska. Additional technical assistance for dispersant application can be found in the ADEC's STAR Manual.

3410.3 – Procedures for Temporary Flight Restrictions

FAA can be requested to impose flight restrictions, and FAA controllers can be deployed and operate from a USCG WHEC or WMEC.

3410.4 – Permanent Area Restrictions

FAA can be requested to impose flight restrictions, and FAA controllers can be deployed and operate from a USCG WHEC or WMEC.

3420 – Air Support

Consult with the Alaska Supplement to the NOAA Flight Information Publication, or the FAA on airport and runway specifics. In general, runways are paved in locations serviced by the major commercial airlines including Alaska, United, and Delta. Commuter airlines service the smaller communities, and charter flights aboard light aircraft and helicopters are available. During summer months when tourist traffic is heavy, charter flights may be limited. Weather may close the airports for days at a time. High winds and low visibility often ground small planes. Airplane crashes are common. For a major response, local air traffic will dramatically increase. FAA can be requested to impose flight restrictions, and FAA controllers can be deployed and operate from a USCG WHEC or WMEC.

Websites Providing Aviation/Airport Information:

- Airline Data Inc.
- AirNav.com Offers information and useful details on various airport aspects and services availability.
- AirportIQ 5010: Airport Master Records and Reports: This *GCR & Associates, Inc.* website provides unedited information with data derived from the National Flight Data Center FAA Airport Master Record (Form 5010).
- The Alaska DOT, Division of Statewide Aviation provides rural airport information, including a link to diagrams and aerial photos of selected airports.
- The Federal Aviation Administration Alaska Region website offers airport diagrams and aerial photographs.

3420.1 – Airports/Landing Strips

Reference Section 5220.7 of this document for a listing of Airports and Landing Strips across the Southeast Alaska Area. For current runway status, reference the latest edition of the AK Supplement to the NOAA flight information publication. Additional local information may be available by checking specific community information located the Community Profiles.

3420.2 – Helospots – TBD

3420.3 – List of Certified Helicopter/Aircraft Providers

A listing of air service companies providing services is located under each community in the Community Profiles. This information was extracted from the Alaska Department of Commerce, Community and Economic Development's Community Database: https://www.commerce.alaska.gov/dcra/dcraexternal/

3420.3.1 –Southeast Alaska

Air Service Companies Available for Transportation

Airline	Contact	Phone	Location	Aircraft /Capabilities
Air Excursions	800-354-2479	789-5591 697-2375	Juneau Gustavus	Piper Cherokee Six & Navajo Chieftain; Cessna 206 & 206 Amphibian
Admiralty Air	Gary	796-2000	Juneau	Cessna
Alaska Sea Planes	Mike Stedman	789-3331	Juneau	Cessna 180 (1); Beaver(3)
Coastal Helicopter		789-5600	Juneau	Bell 206B (2); AS 350D
Columbia Helicopter		225-7879	Ketchikan	Columbia 107 II, Columbia 234 UT
Era Helicopters	Michael Cooney	586-2030	Juneau	Bell 206B; Astar 350B (2); Astar 350-2 (5)
Harris Air		966-3050	Sitka	Beaver , Cessna 185, Piper Chieftan
Ketch Air Service			Ketchikan	Cessna 185; Cessna 206; Cessna 207; Beaver (5, turbo 1); Otter (3, turbo 1)
Nordic Air	Doug Reimer	772-3535	Petersburg	Cessna 185
Pacific Wing Air	Tyler Robinson	772-9258	Petersburg	Cessna 185 (2); Beaver (2)
Pro Mech Air.	Anne Roberts	225-3845	Ketchikan	DHC 3 Otter; DHC2 Beaver (3); Cessna 185; DHC6TWIN Otter
Skagway Air Service			Skagway	Cherokee PPR (7); Cherokee ARC (2); Senaca Twin; Norman Island
Sunrise Aviation	David Galla	874-2319	Wrangell	Beechcraft; Cessna 185
Tal Air	Jacques	789-6968	Juneau	Cessna 206 (2)
Taquan Air	Candi Scudero	225-1010	Ketchikan	Cessna 185 (3); Beaver (6); Otter (2); Turbo 207
Temsco Helicopter		789-9501	Juneau	Hughs 500D (4); Astar 350BA (5); Bell 212
Temsco Helicopter	Joseph Hicks	225-5141	Ketchikan	Hughs 500 D (11); Astar 350B (2); Bell 204B; Bell 212; Bell 206 (2)
Temsco Helicopter	Joseph Hicks	225-5141	Petersburg	Hughs 500 (2)

Temsco Helicopter		983-2900	Skagway	Bell 214B1, Bell 212
Ward Air	Randy Kiesel	789-9150	Juneau	Cessna 185; Beaver (2); Otter
Wings of Alaska		766-2030	Haines	Single Engine (36); Piper 180; Cherokee 6 (3); Navaho Chief; Cessna 182
Wings of Alaska	Rich Cole	789-0790	Juneau	Cessna 207 (5); Cessna 206 (4); Beaver (5)

3420.4 – Fuel/Maintenance Sources

Fueling Facilities: Fuel (automotive, marine, and aircraft) is available in most major communities within the Southeast Alaska. Fueling facilities for vessels can typically be found at any small boat harbor or marina. Aviation fuel is especially limited in the smaller communities. Therefore, response in the smaller communities and in remote areas will require a fuel dispensing barge or portable device (bladder, fuel trailer) on-scene to replenish vessels, equipment, and aircraft. The distance traveled and the available cargo load for aircraft may require the establishment of fuel caches.

In order to assure maximum flight times and loads, remote fueling depots may be required and established at float plane landing areas or beaches, with proper landowner and resource trustee approval. Charter air services operating within the region can provide valuable information relative to this requirement. For helicopters, deck barges can be outfitted for refueling. The *GCR & Associates, Inc.* website has data from the National Flight Data Center FAA Airport Master Record (Form 5010), including the availability of fuel at airports: www.gcr1.com/5010web/

Maintenance Facilities: Facilities providing extensive maintenance or repair have varied availability across the Southeast Alaska Area. Extended operations not in the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on scene. The RP may need to provide such facilities aboard barges or other means.

Reference Community Profiles for village and small town facilities.

3420.5 – Air Traffic Control Procedures – TBD

3500 – STAGING AREAS

3510 – Pre-Identified Staging Areas

Reference Community Profiles for pre-identified staging areas.

3520– Security - TBD

3600 – WILDLIFE

3610 – Wildlife Points of Contact

Questions regarding oiled or potentially oiled wildlife preparedness and response activities should be directed to:

Contact	Phone

U.S. Department of the Interior- Office of Environmental Policy and Compliance	271-5011
U.S. Department of Commerce- National Marine Fisheries Service	271-5006
Alaska Department of Fish and Game Habitat Division	465-4105 (Juneau)

3620 – Wildlife Protection Guidelines for Alaska

Reference the Wildlife Protection Guidelines for Alaska, compiled by the Alaska Regional Response Team, Wildlife Protection Committee at the following link: http://dec.alaska.gov/spar/PPR/plans/uc.htm

3700 – RESERVED

3800 – RESERVED

3900 – RESERVED FOR AREA/DISTRICT

4000 – PLANNING

4100 – PLANNING SECTION ORGANIZATION

Planning Section function and staff positions can be found in the National Incident Management System (NIMS) Guidance. The subsections below (4200-4600) provide a brief overview of the Units within the Planning Section. For more ICS position description information, reference the following:

- The USCG Incident Management Handbook
- The Alaska Incident Management System Guide, Appendix B AIMS – Position Descriptions
- The Alaska Incident Management System Guide, Appendix D" IMT Meeting Guidelines

4110 – Planning Cycle

Several ICS forms are referenced below. Blank ICS forms and boilerplate documents are available on the USCG Homeport Website.

4200 – SITUATION - TBD

4210 – Chart/Map of Area

Reference the following:

- ADEC Geographic Information Systems Maps
- NOAA's Arctic ERMA

4220 – Weather/Tides/Currents

The National Weather Service (NWS), which is part of the National Oceanic and Atmospheric Administration (NOAA), can provide current and forecast weather for the marine environment. Reference below for contact information and website links to access real time weather, tides, currents and ice information.

4220.1 – Major seasonal patterns

Physical Features: Towns are generally nestled along the narrow strips of flat land lying between the water's edge and the steep mountain slopes. Travel in the region is mostly facilitated by private vessel, state ferries, float planes and larger commercial aircraft. The three largest cities in the Southeast Area are Juneau, the state capital with approximately 30,000 people, Ketchikan in the south with a borough population near 13,000, and Sitka, along the outer coast and site of the historic capital of Russian America, with a population just under 9,000. The central Southeast towns of Petersburg and Wrangell come in at approximately 3,000 and 2,000, respectively. The town of Haines in the north has nearly 1600 people, and the largest town on Prince of Wales Island to the south is Craig with 1100. All other towns in Southeast Alaska have less than 1000 inhabitants. Tourism, fishing, and logging comprise the primary industries. Southeast Alaska is home to Tlingit and Haida native groups, famous for their marine and forest adaptations and their totems.

The area encompasses a very diverse array of topographical features, including:

- A vast archipelago with numerous small, uninhabited islands;
- Steep-sided fjords;
- Rocky or boulder-strewn shorelines;

- Pebble and gravel pocket-beaches;
- Areas of substantial forests, often old-growth, and other areas of clear-cut or recent forest growth;
- Extremely mountainous terrain;
- Tundra;
- Extensive ice fields;
- Numerous tidewater and piedmont glaciers;
- River deltas and broad tidal mudflats;
- And vast fields of muskeg.

Approximately 77% (16.8 million acres) of Southeast Alaska lies within the Tongass National Forest and within the forest are the largest tracts of virgin old-growth trees (600 years old on up) left in the United States. Moreover, Southeast Alaska contains the highest density of brown bears and bald eagles of any other place in the world. As with all areas within Alaska, the southeast region supports a wide range of wildlife. Larger, terrestrial mammals include moose, Sitka deer, brown, black and the elusive glacier bears, wolf, coyote, red fox, wolverine, and the mountain goat. Smaller mammals include beaver, hare, lemming, marmot, marten, mink, muskrat, pika, porcupine, river otter, shrew, squirrel, vole, and weasel. Marine mammals found in the Southeast Area include humpback whale, orca, porpoise, sea lion, harbor seal, and sea otter.

Many songbirds, shorebirds and waterfowl reside in the region or stay as seasonal residents. During the spring and fall, the inland and shoreline areas become a haven for migratory waterfowl and other birds. This is especially true for larger river deltas, such as the massive one at the Stikine River, which sees one of the larger influxes of migratory birds in North America. The lower Chilkat River near Haines witnesses one of the largest gatherings of bald eagles in the world every autumn.

Some residents engage in a subsistence lifestyle and have long depended upon the availability of plant and animal resources in the area. Several communities rely on certain marine mammals as a traditional food source, and these mammals are present in concentrated areas during certain times of the year. Any spill of significance could devastate the subsistence food harvest and seriously threaten the normal means of existence for many residents. Long-term impacts to these food resources could have a deleterious effect on Native and subsistence lifestyles. The Sensitive Areas Section provides detailed information on the specific resources vulnerable to spills and the locations of these resources within the area.

Figure 4-1: Location of Southeast Area

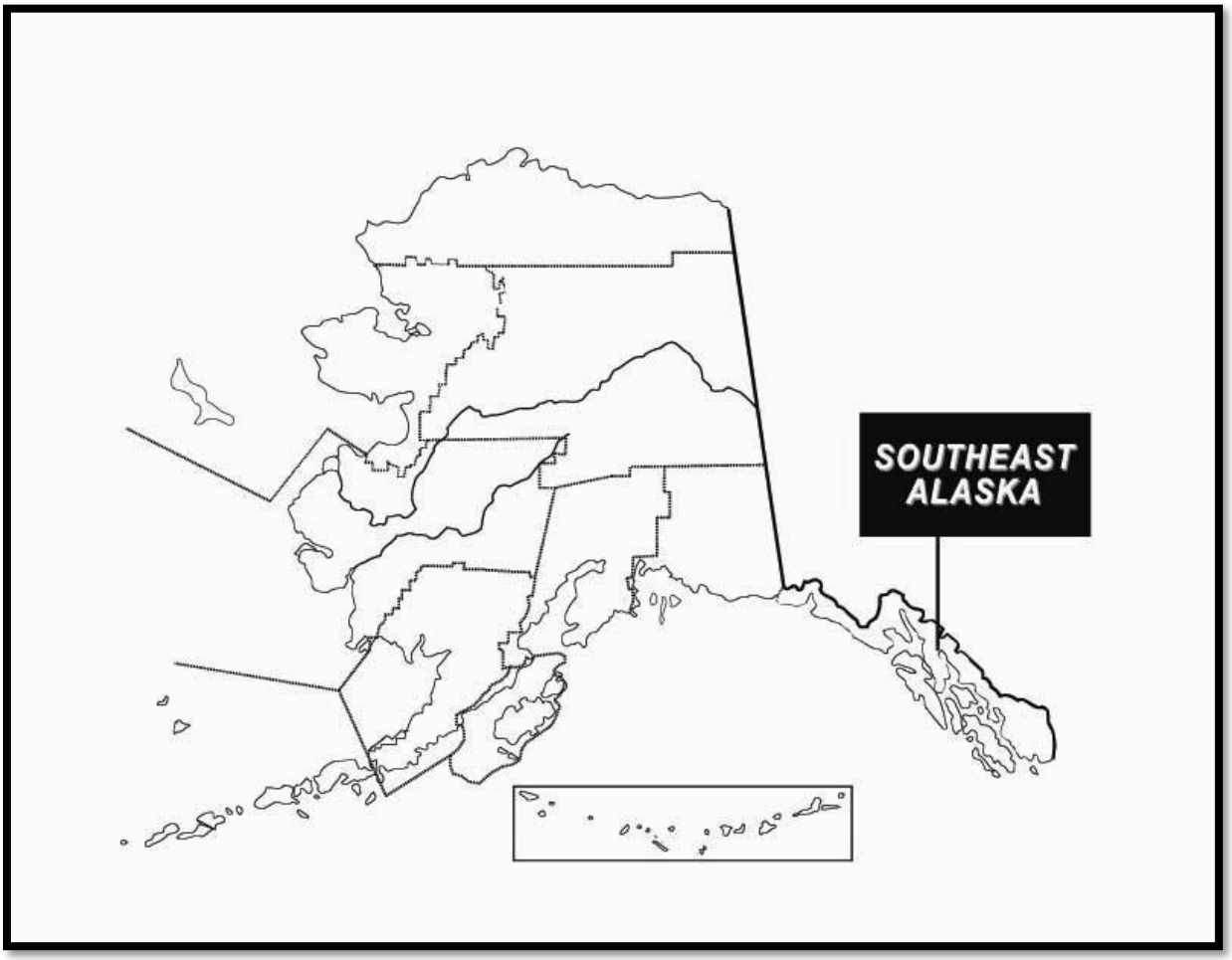


Figure 4-2: Southeast Area USGS Topo Map Index

Figure 4-3: Southeast Area Nautical Chart Map, North

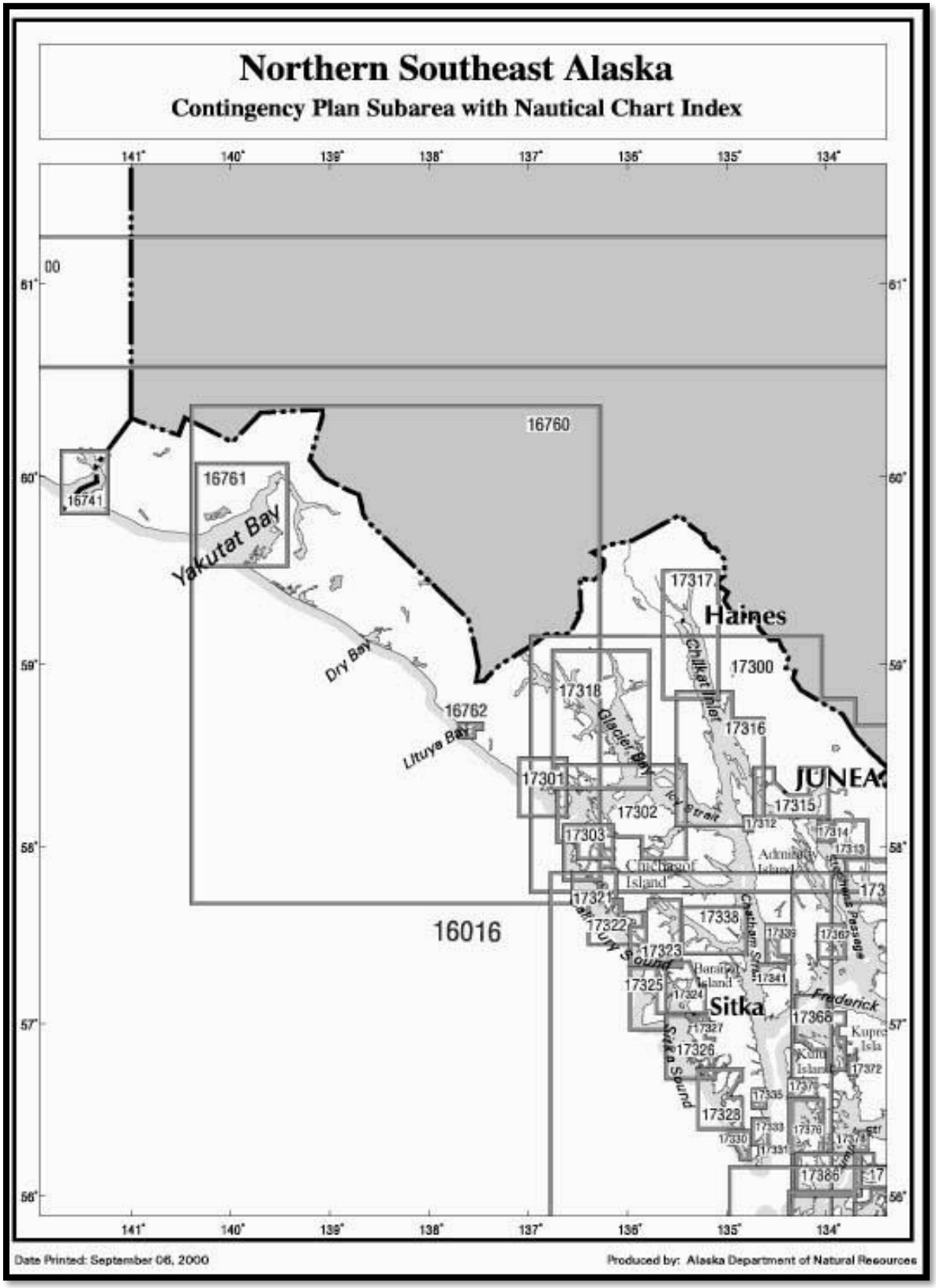
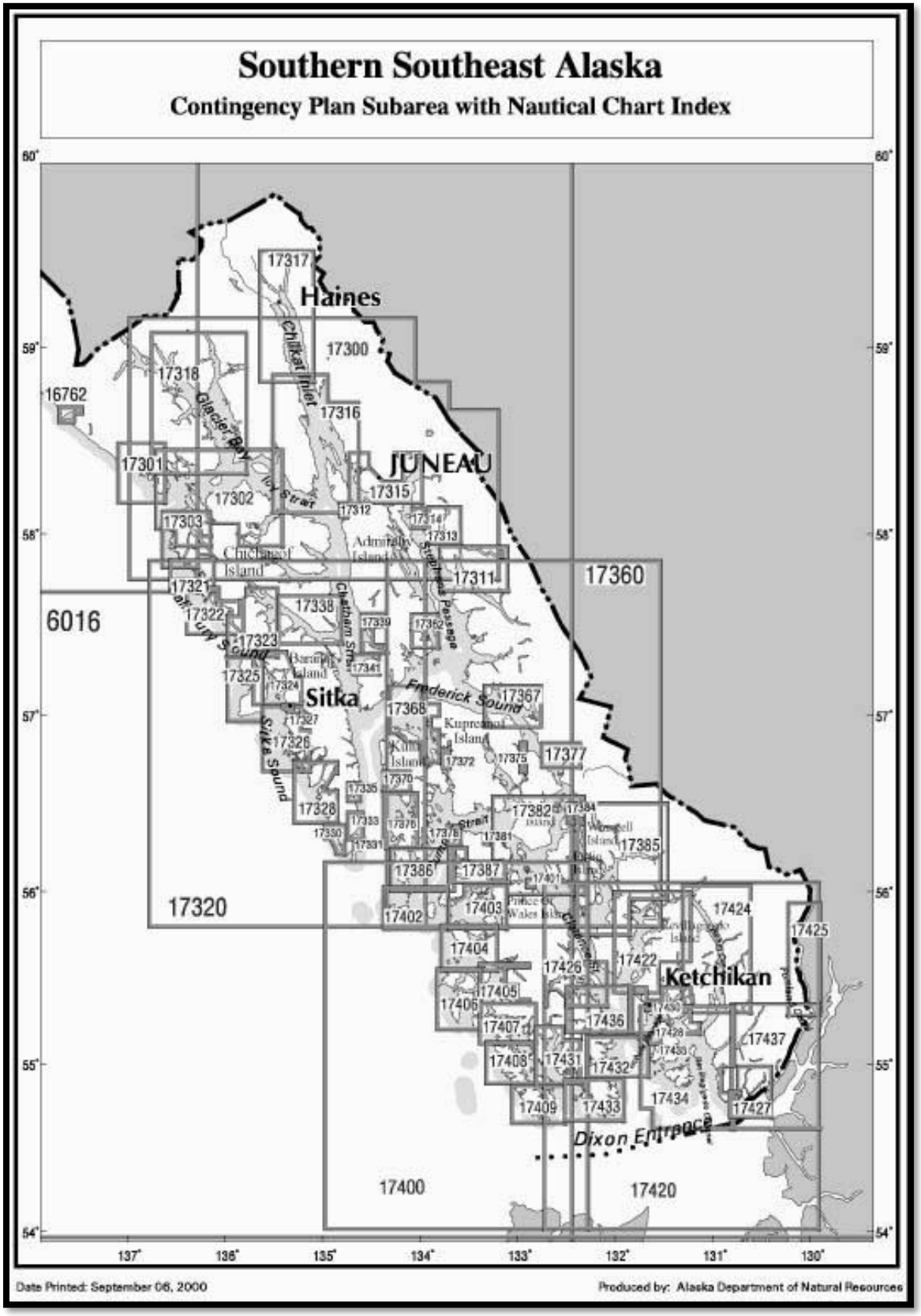


Figure 4-4: Southeast Area Nautical Chart Map, South



Climate: Southeast Alaska is a narrow panhandle 525 miles long and 120 miles from east to west composed of a narrow strip of mainland mountains and over a thousand offshore islands of the so-called Alexander Archipelago. An intimate interfringing of land and sea, most of the area is "wet" or temperate rainforest scattered in its northern aspect and higher altitudes with ice fields and glaciers. The region is heavily forested with spruce, hemlock and cedar. Average temperatures in winter are 20 to 40 degrees above zero, while mid-summer temperatures average 50 to 60 degrees. Average annual precipitation is heavy, ranging from 80 to over 200 inches.

Figure 4-5: North Pacific Current and Precipitation Patterns

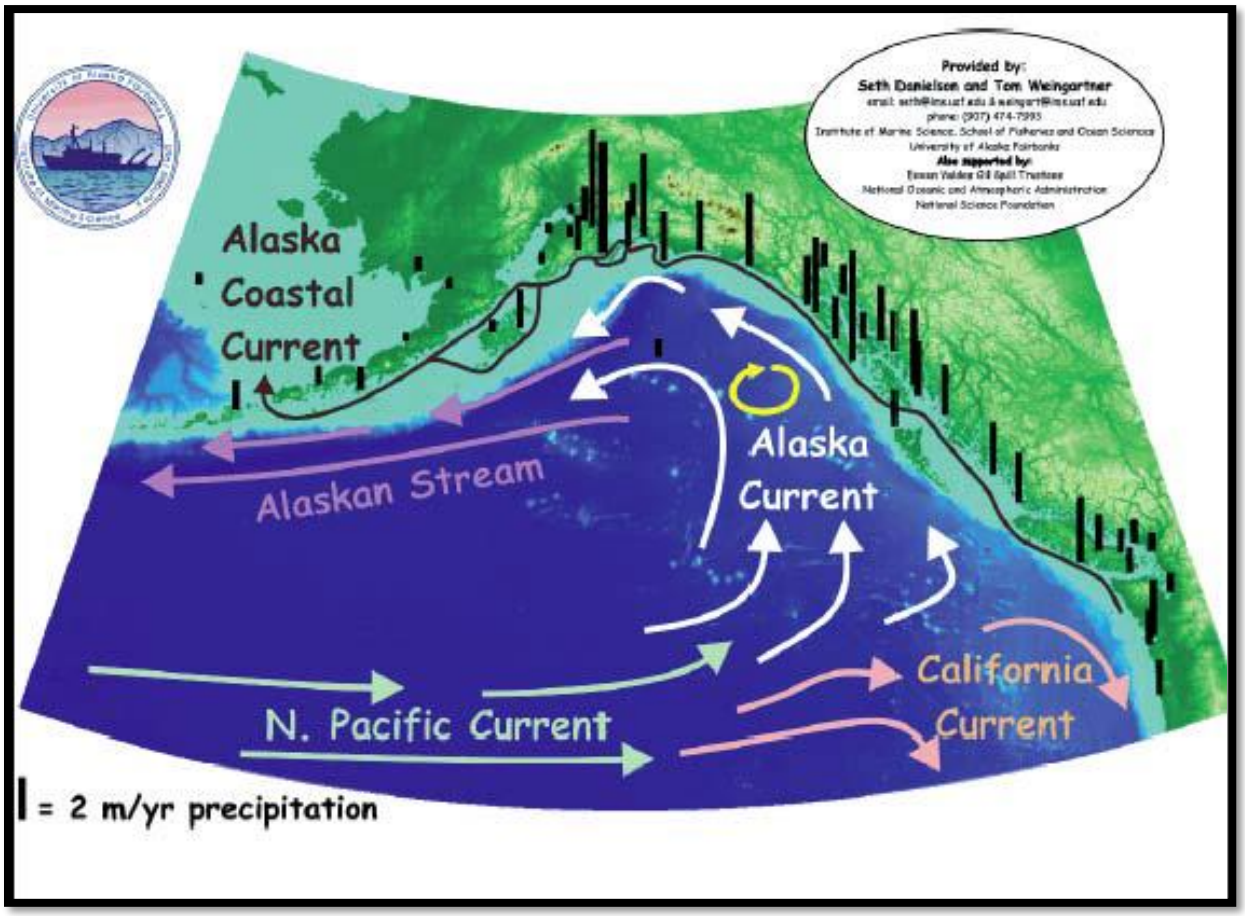
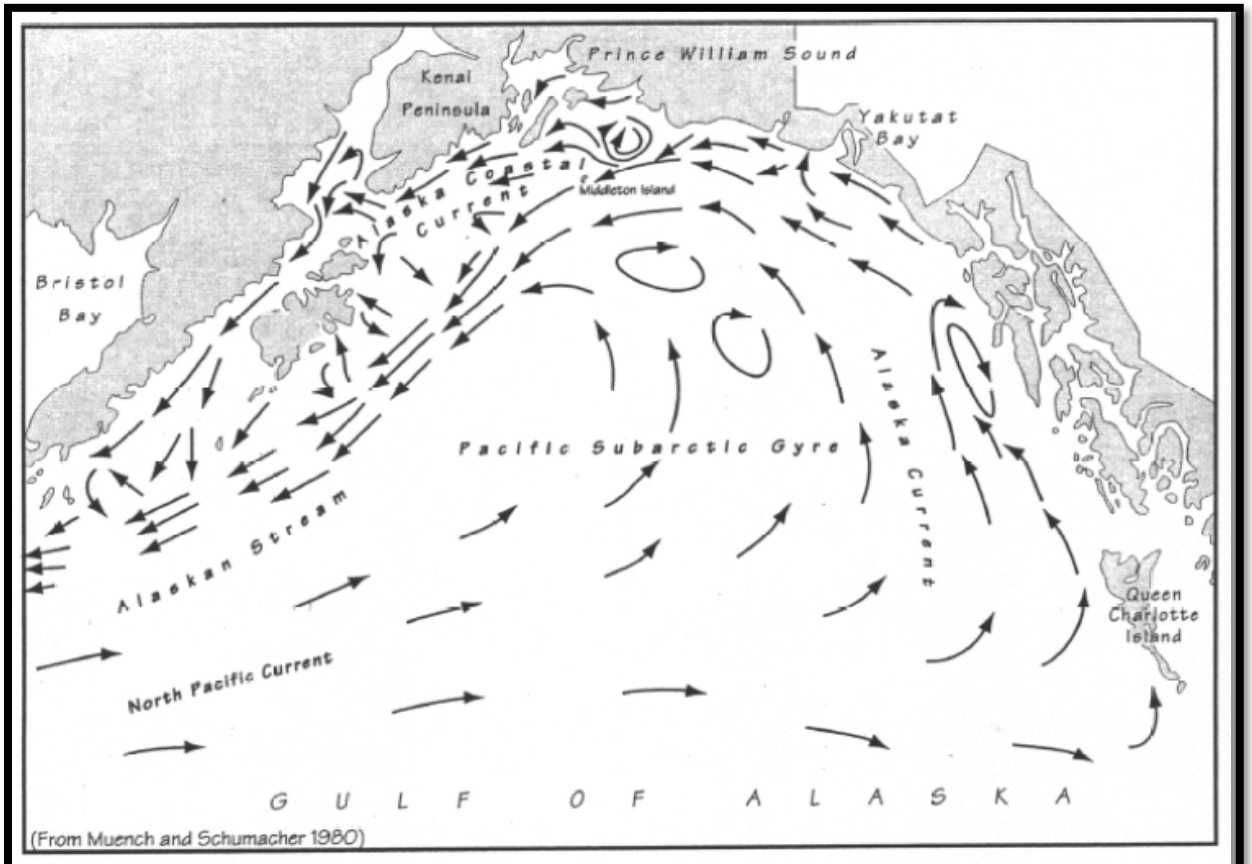


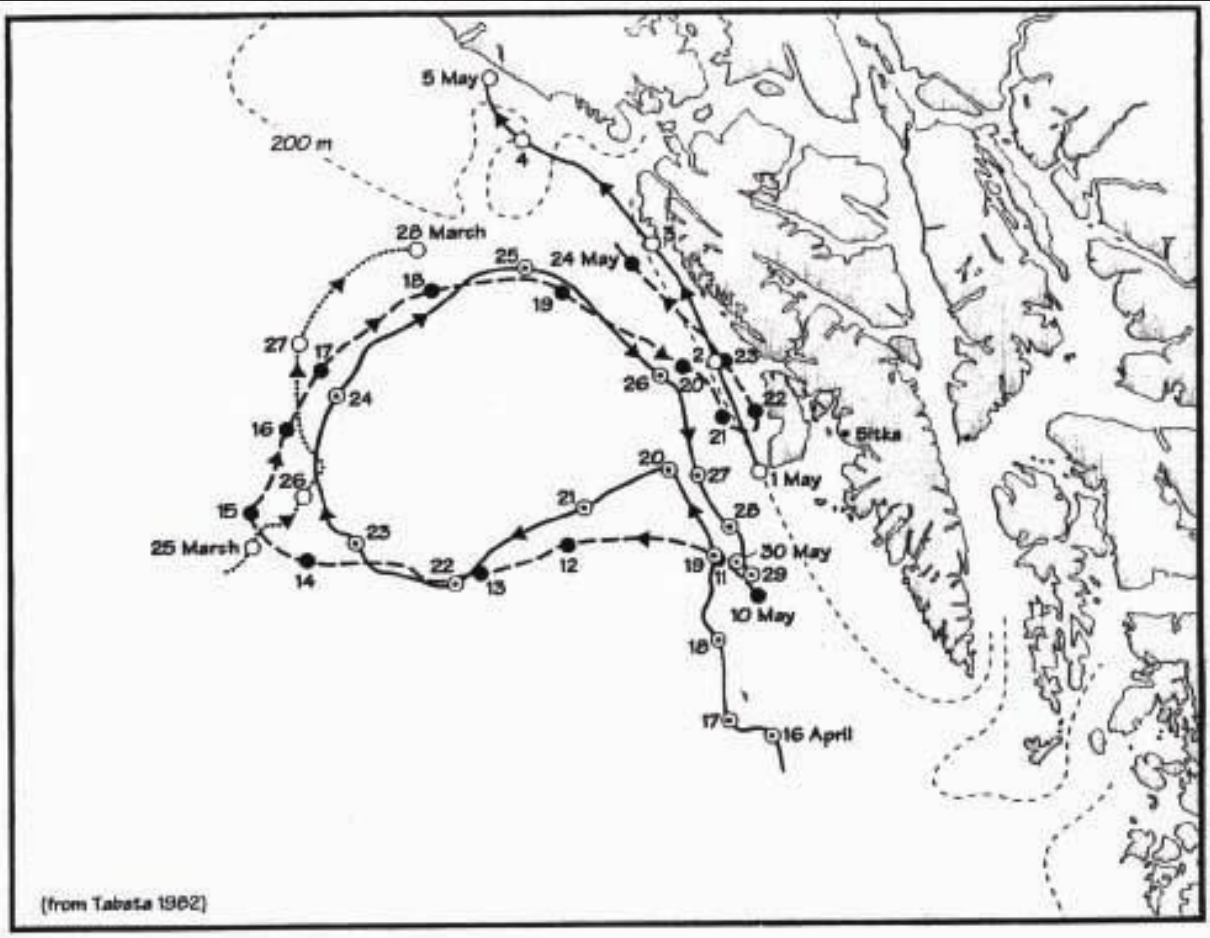
Figure 4-6: Net Surface Currents - Gulf Of Alaska



Net surface currents in the Gulf of Alaska

Muench, R.D. and J.D. Schumacher; 1980, Physical oceanographic and meteorological conditions in the Northwest Gulf of Alaska, NOAA Techni Memorandum ERL PMEL-22; Seattle: Pacific Marine Environmental laboratory, National Oceanic and Atmospheric Administration.

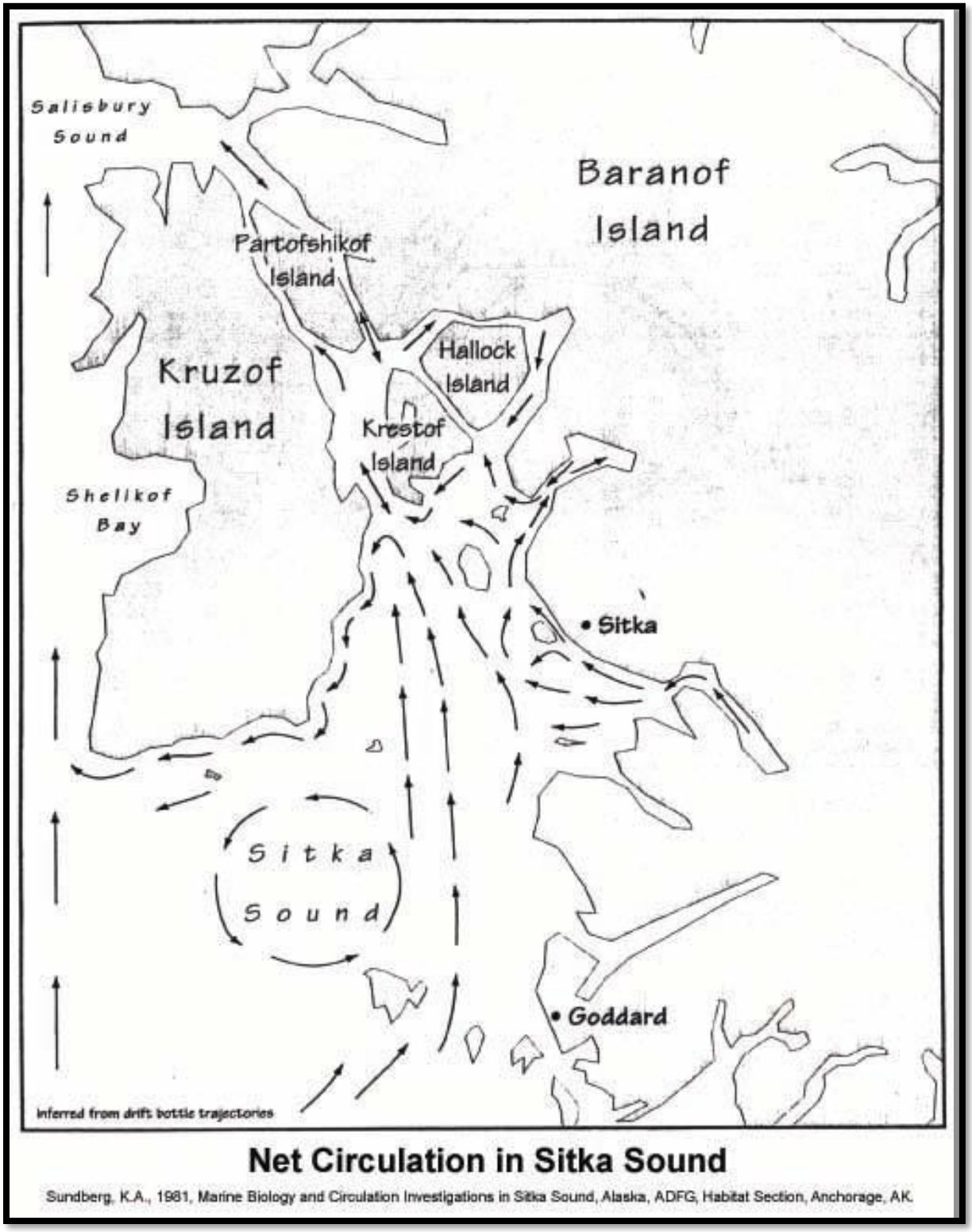
Figure 4-7: Drift-buoy Mapping of Sitka Coastal Eddy



Trajectories of Norpax satellite-tracked drifting buoys in the vicinity of Sitka Eddy (1977)

Tabata, S., 1982, The anticyclonic, baroclinic eddy off Sitka, Alaska, in the Northeast Pacific Ocean, Journal of Physical Oceanography 12, 1260-1282.

Figure 4-8: Net Circulation in Sitka Sound



Net Circulation in Sitka Sound

Sundberg, K.A., 1981, Marine Biology and Circulation Investigations in Sitka Sound, Alaska, ADFG, Habitat Section, Anchorage, AK.

Figure 4-9: Surface Currents in Northern Part of Southeast Alaska

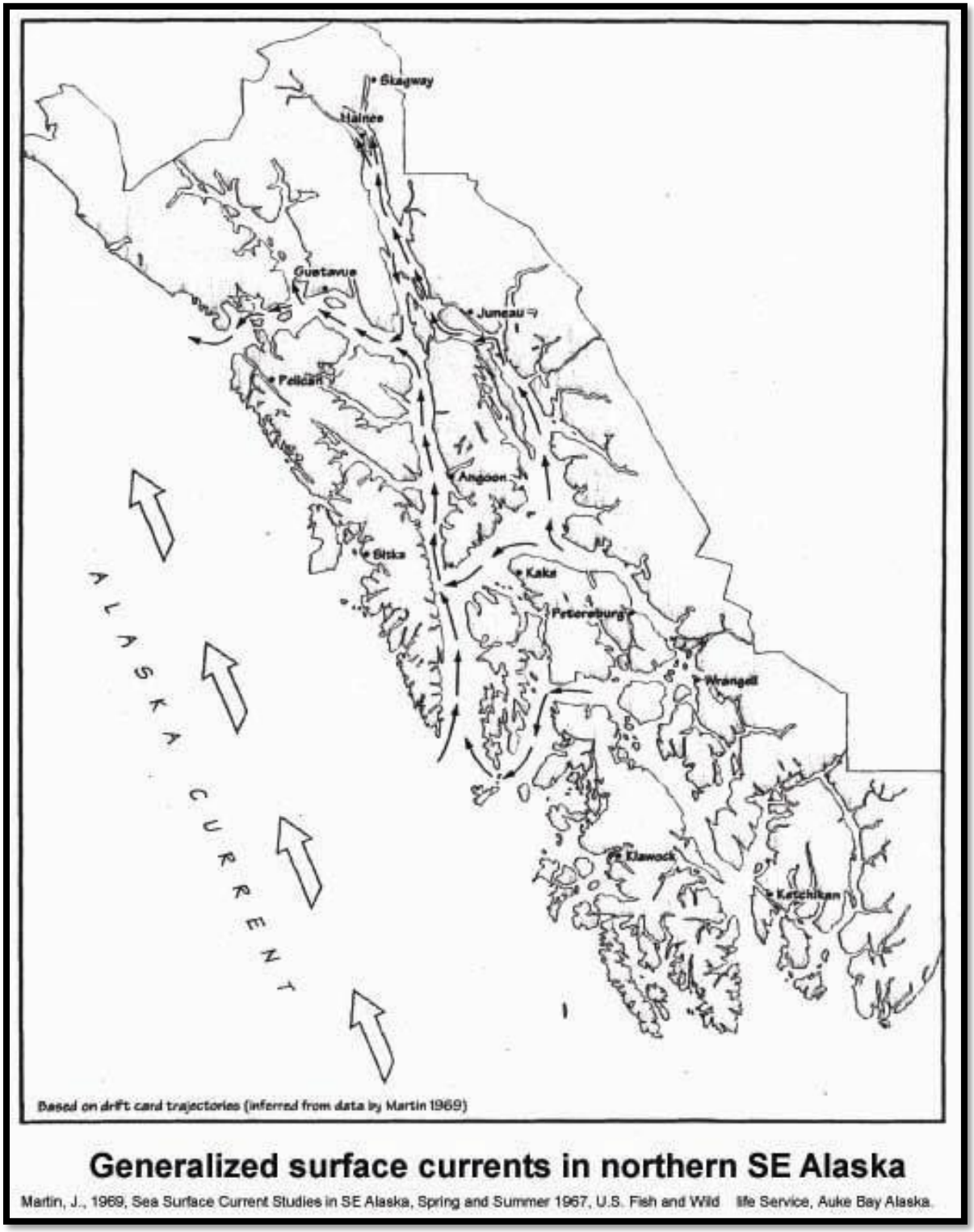


Figure 4-10: Flood Tide Currents for northern Southeast Alaska

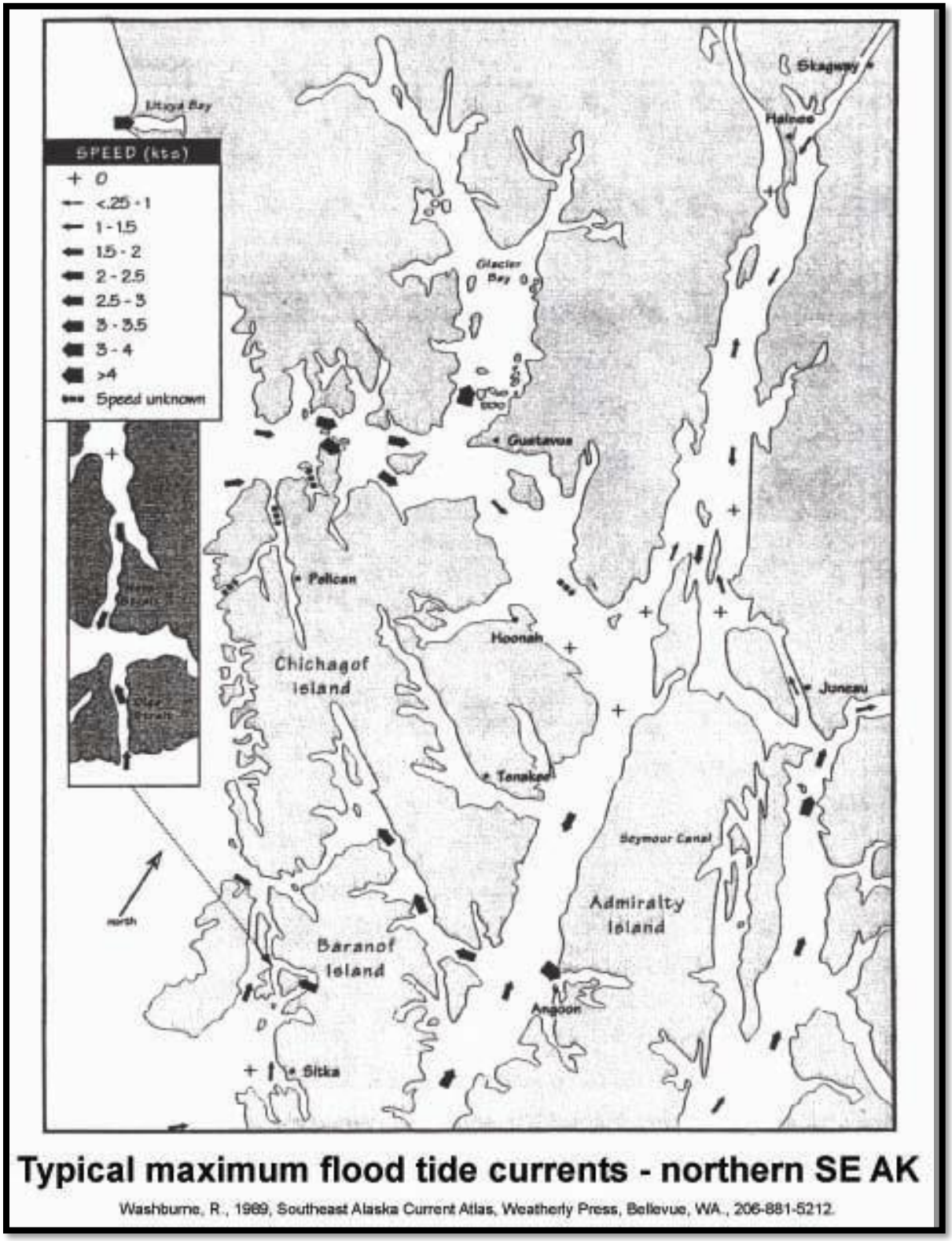


Figure 4-11: Flood Tide Currents for central Southeast Alaska

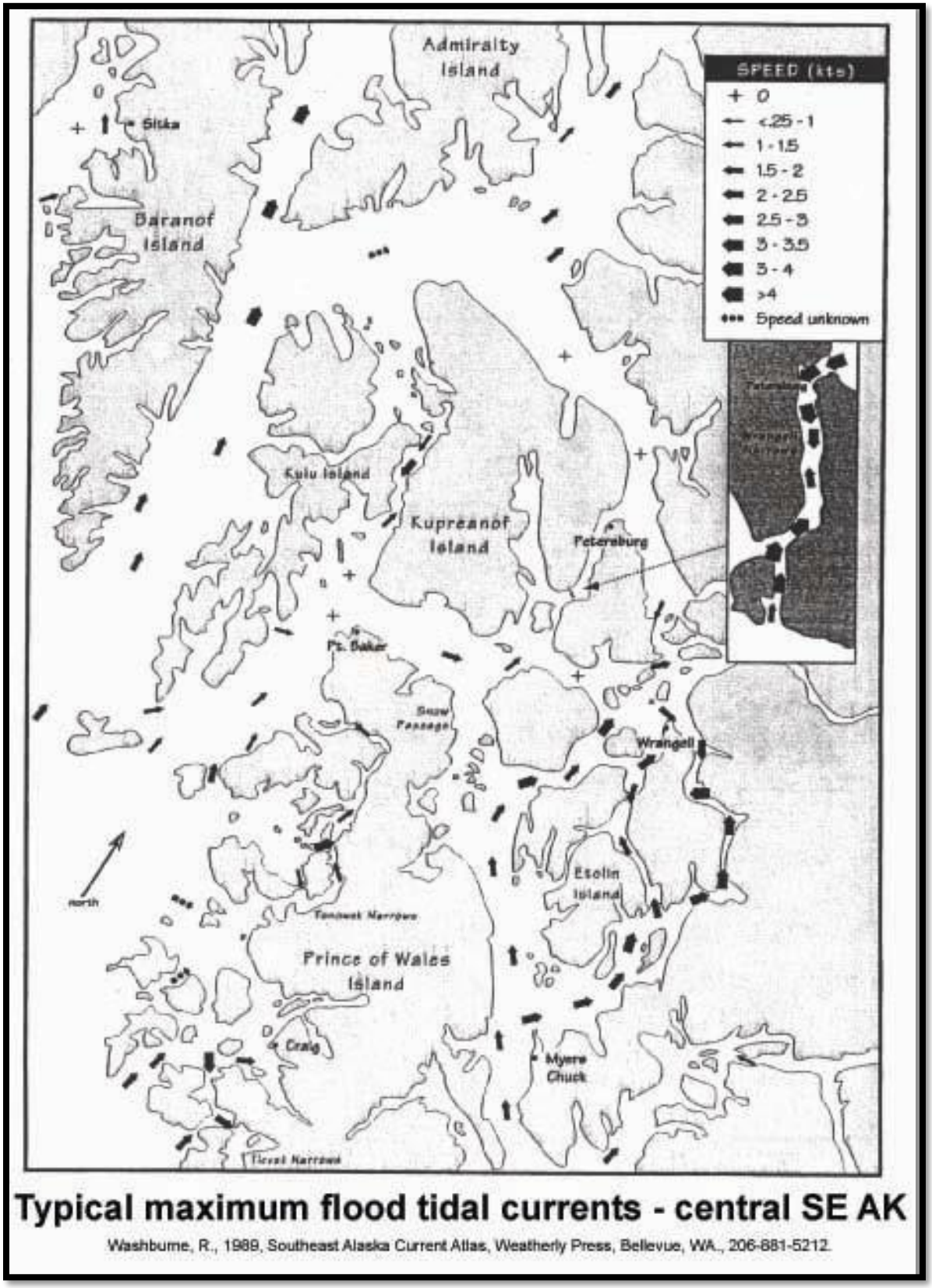
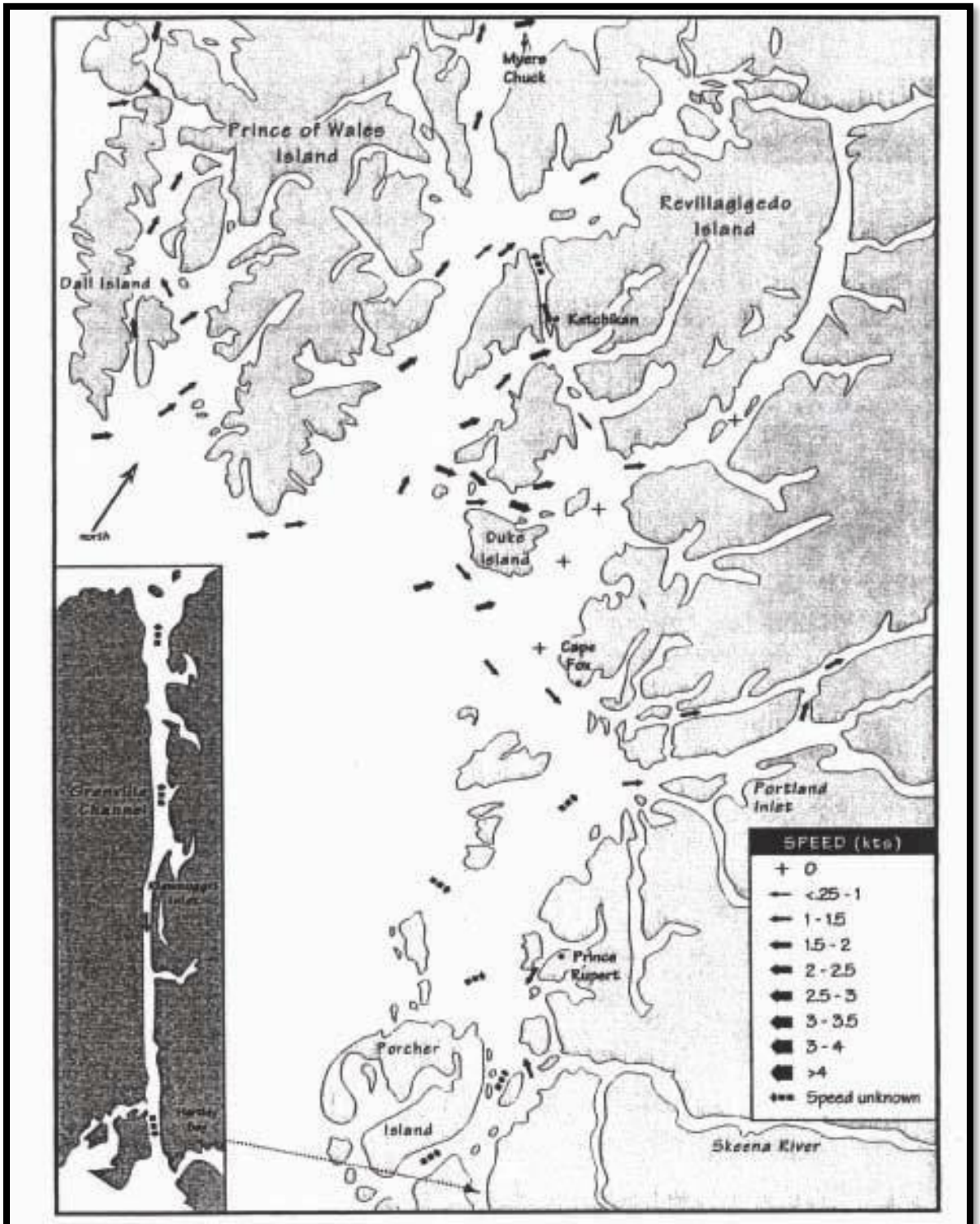


Figure 4-12: Flood Tide Currents for southern Southeast Alaska



Typical maximum flood tidal currents - southern SE AK

rne, R., 1989, Southeast Alaska Current Atlas, Weatherly Press, Bellevue, WA., 206-881-

Figure 4-13: Ebb Tide Currents for northern Southeast Alaska

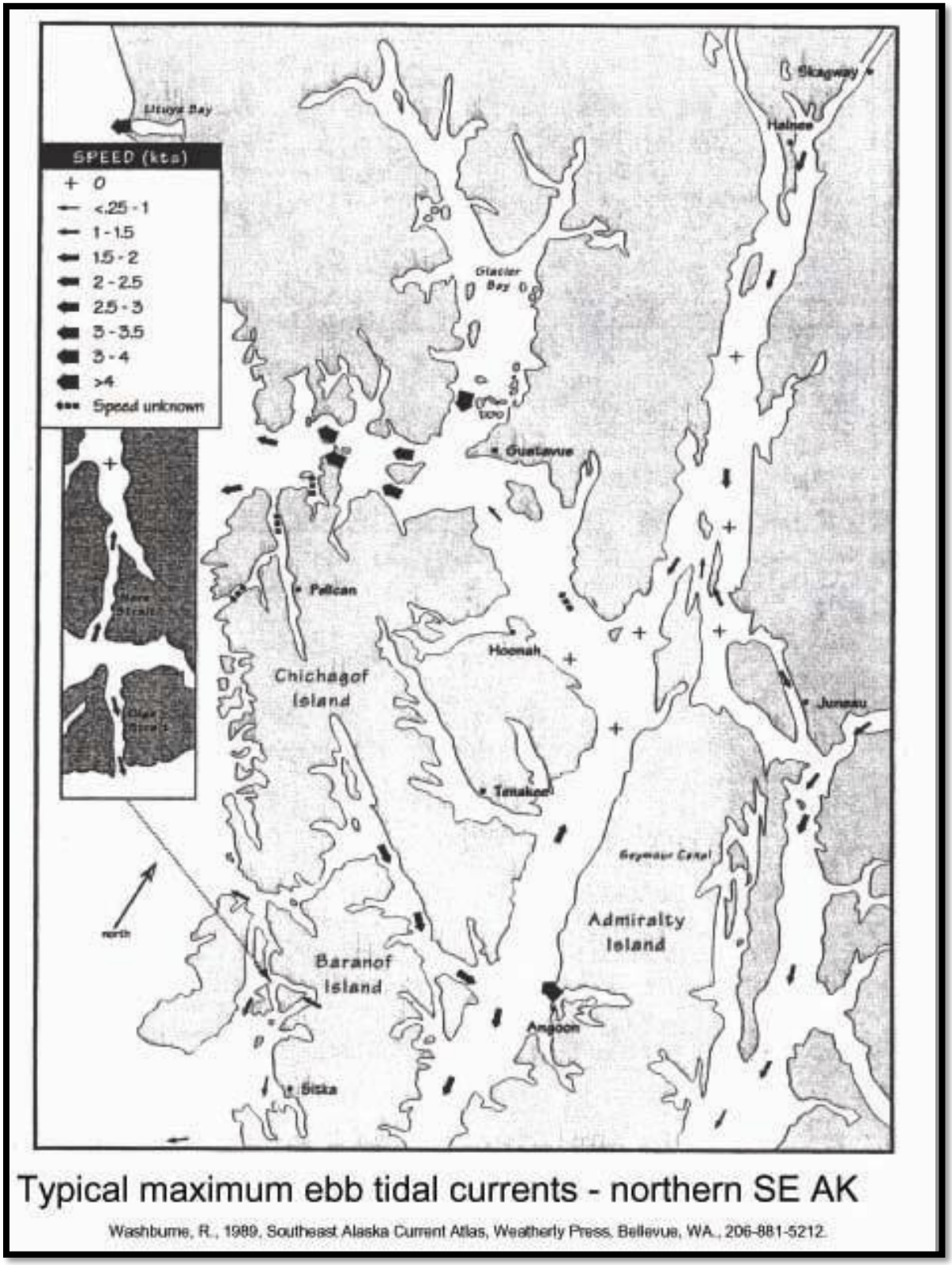


Figure 4-14: Ebb Tide Currents for central Southeast Alaska

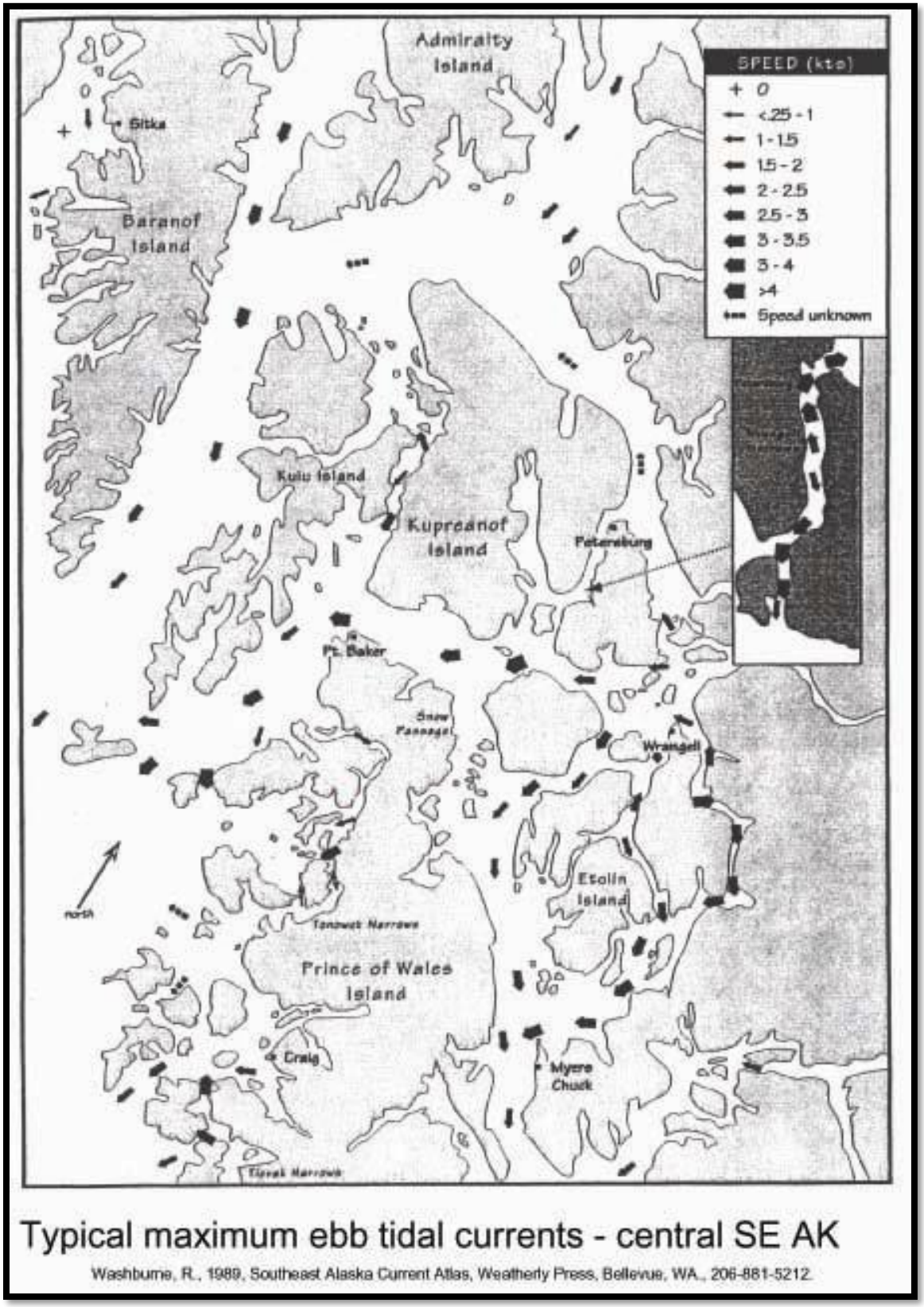
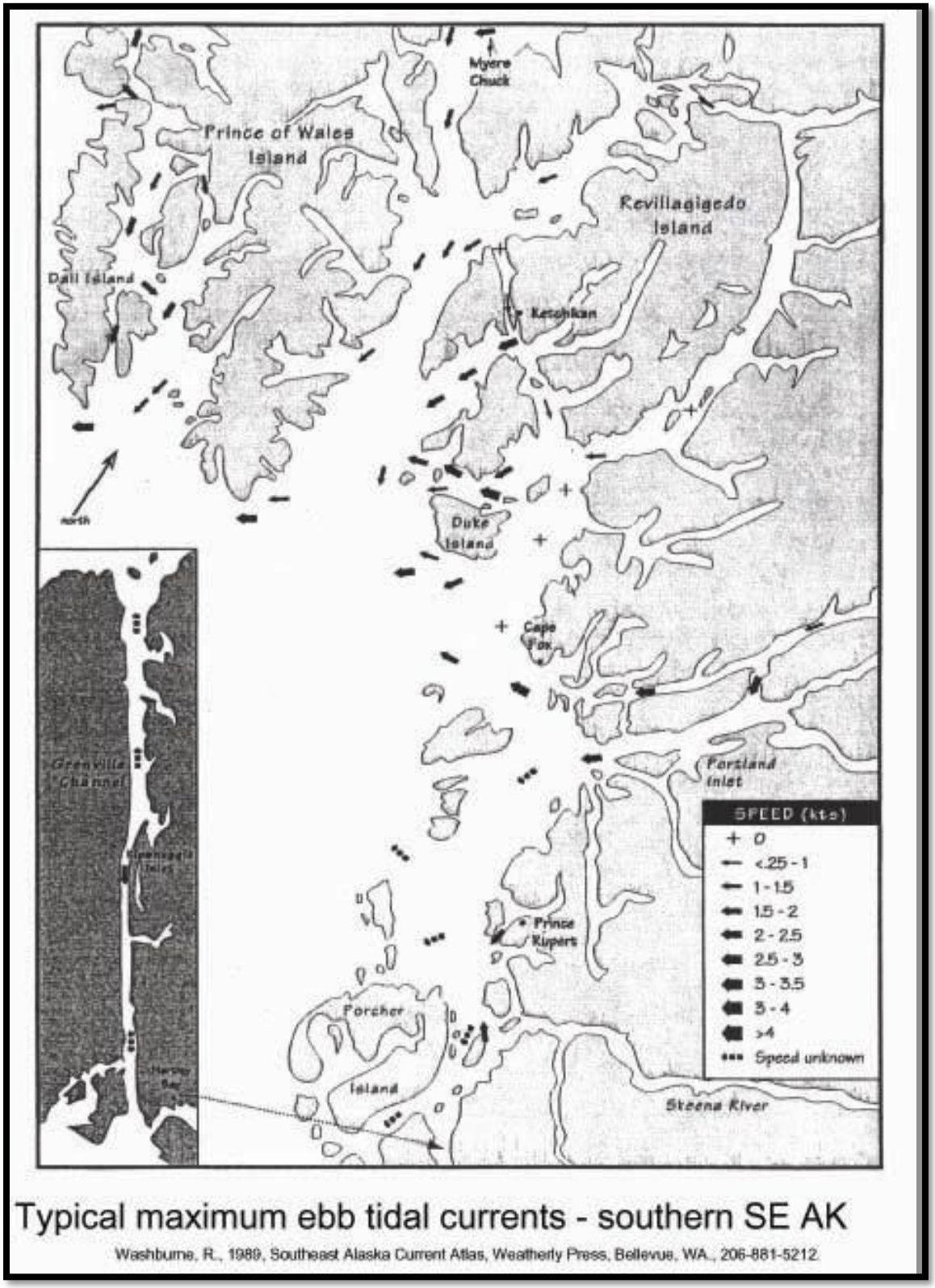


Figure 4-15: Ebb Tide Currents for southern Southeast Alaska



Typical maximum ebb tidal currents - southern SE AK

Washburne, R., 1989, Southeast Alaska Current Atlas, Weatherly Press, Bellevue, WA., 206-881-5212.

4220.2 – Sources for up to date information

NATIONAL WEATHER SERVICE OFFICES, ALASKA	
Office	Phone
Alaska Weather Line (Recorded Forecast)	800-472-0391 (Statewide); 458-3745
Alaska Region Headquarters	271-5088
General Forecasting	266-5105
Ice Forecast	266-5138
Transcribed Aviation Weather	276-8199
Juneau Weather Service Office	790-6800

NOAA/NATIONAL WEATHER SERVICE WEB PAGES	
Agency	Website
National Weather Service, Alaska Region	https://www.weather.gov/arh/
Weather Station List	https://www.weather.gov/arh/stationlist
Alaska Aviation Weather Unit	https://www.weather.gov/aawu/
Alaska-Pacific River Forecast Center	https://www.weather.gov/aprfc/
National Ice Center	http://www.natice.noaa.gov/
National Weather Service, SPOT FORECAST	https://www.weather.gov/spot/
NOAA Tides and Currents	https://tidesandcurrents.noaa.gov/
NOAA Data Buoy Center	http://www.ndbc.noaa.gov/index.shtml

NOAA Weather Radio (NWR): National Weather Stations in Alaska can be found at the following link: http://www.nws.noaa.gov/nwr/coverage/stations.php?State=AK. These VHF FM radio stations are managed by the National Weather Service. Forecasts are issued at scheduled times; broadcast tapes are updated and amended as required. The broadcasts, in general, contain forecasts and warnings for the local area and nearby coastal waters, special severe weather bulletins, tsunami warnings, a description of the weather pattern as it affects Alaska, and weather reports from selected weather stations.

More information on NOAA Weather Radio can be found at the following link:
http://www.nws.noaa.gov/nwr/

NOAA Weather Radio continuous voice broadcasts on **162.40** and **162.55 MHZ** can usually be received 20-40 miles from the transmitting antenna site, depending on terrain and the quality of the receiver used. Where transmitting antennas are on high ground, the range is somewhat greater, reaching 60 miles or more. The VHF-FM frequencies used for these broadcasts require narrow-band FM receivers. The National Weather Service recommends receivers having a sensitivity of one microvolt or less and a quieting factor of 20 decibels. Some receivers are equipped with a warning alert device that can be turned on by means of a tone signal controlled by the National Weather Service office concerned. This signal is transmitted for 13 seconds preceding an announcement of a severe weather warning. One can also consult the *Alaska Marine Radio Directory* for additional information.

VHF Continuous Commerce Weather Broadcasts

Location	Station	Frequency (MHZ)
Juneau	WXJ-25	162.55
Ketchikan	WXJ-26	162.55
Sitka	WXJ-80	162.55
Wrangell	WXJ-83	162.40
Yakutat	WXJ-69	162.40

Note: The Federal Aviation Administration (FAA) has live-feed Aviation Weather cameras in many of the communities in the region and available online at http://avcams.faa.gov/

USCG broadcasts National Weather Service high seas forecasts and storm warnings from six high seas communication stations. These broadcasts are prepared cooperatively by the Ocean Prediction Center, Tropical Prediction Center and Honolulu Forecast Office. Offshore and coastal forecasts are available in areas such as Alaska. Reference table below for station locations and schedules. Transmission range is dependent upon operating frequency, time of day and atmospheric conditions and can vary from only short distances to several thousand miles. Best reception can be achieved by proper selection of frequency and an adequate antenna system. A Listing of NWS Marine Products Broadcast via USCG HF Voice is available http://www.nws.noaa.gov/om/marine/hfvoice.htm.

Visit the USCG Maritime Telecommunications Information webpage for further information on USCG telecommunications.

4230 – Situation Unit Displays - TBD

4240 – Command and Control - TBD

4250 – Required Operational Reports

Incidents resulting in the activation of an IMT require detailed information transfer. Reference Section 4800 for additional required Correspondence, Permits, Consultation and Reports that might be necessary during or after an incident.

4250.1 – ICS Form 209 - Incident Status Summary

Access the ICS Form 209 at the USCG Homeport Website.

4250.2 – Pollution Reports (POLREPs)

POLREPs are prepared for pollution events of significance/potential significance and whenever the Oil Spill Liability Trust Fund has been opened. Reports are sent from the FOSC to the USCG Seventeenth District, EPA, and ADEC to provide an overview on spill response efforts. A POLREP template can be found on the CG Portal.

4250.3 – Situation Reports (SITREPS)

ADEC disseminates information on ongoing emergency spill response activities through the issuance of periodic Situation Reports (SITREPs). The number and frequency of these reports, which follow a standard format, depends upon the severity of the incident and the size and scope

of ADEC response activities associated with the incident. ADEC SITREPs are routinely distributed to ADEC management, the Governor's Office, and other State agencies, as well as to all appropriate stakeholders depending on the specific incident. Additional SITREPs are generated during the cleanup and recovery phase to keep interested parties informed on the progress of this aspect of the response. These SITREPS can be found on ADEC's website.

4250.4 – After Action Report

In order to better evaluate the response methods used by ADEC and ensure that any problems encountered are adequately addressed, an "after action" summary report (i.e., a lessons learned report) is produced for each significant spill incident involving ADEC and other State response staff. After Action Reports are prepared through consolidating ADEC internal inputs as well as inputs from other responding State agencies.

4250.5 – Federal On-Scene Coordinator's Report

The FOSC will submit an FOSC report as determined necessary by the ARRT for a particular incident.

4300 – RESOURCES - TBD

4310 – Resource Management Procedures - TBD

4310.1 – Check-in Procedures - TBD

4320 – Volunteers

The use of volunteers has been an item of increasing interest following several incidents of note in the United States.

The possible use of volunteers is recognized in 40 CFR 300 (the National Oil and Hazardous Substances Pollution Contingency Plan [NCP]), part 185 (c) as follows: Area Contingency Plans (ACPs) shall establish procedures to allow for well-organized, worthwhile, and safe use of volunteers, including compliance with 300.150 regarding worker health and safety. ACPs should provide for the direction of volunteers by the on-scene coordinator, remedial project manager, or by other federal, state, or local officials knowledgeable in contingency operations and capable of providing leadership. ACPs also should identify specific areas in which volunteers can be used, such as beach surveillance, logistical support, or bird and wildlife treatment. The definitions section of the NCP includes "volunteer" as follows: **Volunteer** means any individual accepted to perform services by the lead agency that has authority to accept volunteer services (examples: reference 16 U.S.C. 742f(c)). A volunteer is subject to the provisions of the authorizing statute and the NCP.

Within the State of Alaska, the Alaska Department of Environmental Conservation (ADEC) does not embrace the concept of the use of volunteers for oil and hazardous substance response for a number of reasons, including insurance and liability issues and general accountability (the need for a dedicated work force to meet specified performance standards, availability to work as scheduled, and not as time permits, etc.).

In the case of a major spill event, the ADEC will direct the responsible party (RP) to train and hire an additional work force (volunteers may be considered, but will be hired only as paid employees) as necessary. If no RP exists (or the RP refuses to hire needed additional workers), then the ADEC

will use its term contractors and proceed with emergency hiring of additional workers, as necessary. The agency will bill the RP and cost recover for any and all costs involved in the response, including the agency's costs to bring on additional workers (e.g., paid employees, not volunteers).

General Guidelines on the Use of Volunteers: The National Response Team developed guidelines for the use of volunteers in support on an oil or hazardous substance response:

- Use of Volunteers Guidelines For Oil Spills (2012)
- Use of Volunteers for Oil Spills Memorandum of Understanding

The Pacific States/British Columbia Task Force for Oil Spills has developed a document entitled ***Planning Guidelines for Convergent Volunteer Management***, which may be viewed at the following website:
http://www.oilspilltaskforce.org/docs/planning_for_volunteer_management.pdf

4320.1 – Volunteer Coordination

Given that safety will be the overriding factor in using volunteers, local volunteers can play an important role in oil spill response. This is especially true in the Southeast Area where there is a wealth of local knowledge pertaining to geography, wildlife populations, currents, tides and other environmental phenomena. Additionally, Southeast Alaska's size and remoteness increases the chances that local responders will arrive on-scene, eager to participate in response activities, prior to response personnel.

A volunteer coordination plan is needed to effectively manage and direct volunteer activities such as recruitment, training, communications, and referral. This plan addresses such issues for all "unaffiliated" volunteers, or volunteers who are not already affiliated with a response organization. Affiliated volunteers should work through their respective agencies.

This plan is designed only to address volunteer coordination activities during an actual spill response. If, in the future, the Southeast Area Committee chooses to integrate a Volunteer Management Plan into their Emergency Operation Plan (EOP) and address ongoing volunteer coordination during non-emergency times, this plan should be revised for compatibility with existing community EOPs.

Response Organization Volunteers – SEAPRO Responders

a. SEAPRO responders are essentially volunteers during the initial training period. Responders do not pay for any of their training. When SEAPRO has a response, drill, or exercise, these responders are paid.
b. The responders must fill out all the employment paperwork, including I-9, W-2 and a SEAPRO employment application for the free training.
c. Training includes Hazwoper, on-water operations, wildlife hazing, and wildlife treatment/rescue.

1) **Organization and Activation**

A Volunteer Coordinator may be appointed by the Incident Commander to manage all aspects of the volunteer program, including communications, recruitment, training, and referral. A trained Volunteer Coordinator may be available from the Corporation for National and Community Service (CNCS). For CNCS services, reference the MOU between the USCG, EPA and CNCS distributed to NRT and RRT on March 22, 2011. For small scale responses, the VC will report to

the Resource Unit Leader. For larger scale responses, the VC will report to the Planning Section Chief.

The Volunteer Coordinator will operate a Volunteer Referral Center (VRC), which will refer volunteers to appropriate ICS units or activities where they can apply their skills and interests. The VRC will provide initial screening, skill and training identification, and orientation. Additional screening, training, and supervision will be provided by the ICS unit to which the volunteer is referred. The VRC may also coordinate donated supplies such as medical supplies, towels, kennels, etc.

Ideally, the VRC and the Command Center will be in separate, but nearby facilities. The VRC facility selected to serve as the VRC may be co-located with the Command Center, or may be located nearby in a school, church, recreation center, community building, or other such facility. The facility should provide easy public access, enough room for reception and training areas, and some communication capabilities. The VRC should have basic office equipment, such as computers, telephones, fax machines, copiers, and office supplies.

2) **Insurance and Liability**

There are currently no state or regional governmental provisions for insurance/liability/worker's compensation coverage for unaffiliated volunteers in an emergency response. In most cases, volunteers will be working for the Responsible Party (RP). The VRC will act only as a referral agency and will not directly supervise the volunteers, with the exception of those volunteers working in the VRC. Effective screening, training, and supervision will help to limit liability when assigning volunteers. Refer to the NRT Guidelines on this issue.

3) Training, Screening and Skill Identification

As potential volunteers contact the referral center, they will be screened and referred to ICS units based on their skills, training and certification, and availability. During response and recovery activities, response agencies or the RP may contact the Volunteer Referral Center and submit requests for volunteers.

Training, screening, and skill identification will be accomplished by using the following:

- A training module that covers basic orientation to the Southeast Area Contingency Plan, ICS organizations, regulations governing response activities and functions (both general section divisions and specific unit tasks), and basic emergency Hazwoper safety and communications procedures.
- A database that identifies volunteers' completed training, additional skills and certifications (Hazwoper, able bodied seaman, wildlife hazing, etc.) and individual preferences and availability.

4320.2 – Volunteer Coordinator Responsibilities and Duties

The Volunteer Coordinator is responsible for the implementation and management of the Volunteer Coordination Plan. It is the Volunteer Coordinator's responsibility to recognize and anticipate the potential role of volunteers in a spill response, to coordinate needs and available resources, and to manage the VRC in recruitment, identification, training, and placement of volunteers during a response.

All volunteer referral center staff and volunteers will report to the Volunteer Coordinator, who reports to either the Resource Unit Leader or the Planning Section Chief, depending on the size of the response. Reference the organization charts in Appendix B of the NRT Guidelines.

The Volunteer Coordinator's duties may include the following:

- Serve as a liaison with the IC and Unified Command via the Planning Section Chief to coordinate volunteer needs. Attend the same Unified Command meetings as the Liaison Officer.
- Read and understand the NRT Use of Volunteers Guidelines for Oil Spills.
- Serve as the principal contact for all volunteers and all units/agencies needing volunteers, and supplies.
- Establish and manage the VRC to include registration, orientation, placement, recruitment, training, and referrals.
- Establish a communication system, including a website, a toll-free phone number, fax lines and fax machines, phones, and a link to the Command Center.
- Coordinate with the Public Information Officer (or Joint Information Center) to provide notification to the media regarding types of volunteer positions available and procedures for volunteering.
- Ensure safety training is provided for all volunteers to ensure they are properly trained and equipped and in compliance with federal, state and local safety regulations.
- Coordinate with response agencies and the Responsible Party to provide additional volunteers as needed and to coordinate referrals.
- Maintain record keeping of volunteers, training and certification, hours worked, and their assigned activities, and collect and provide such information to the Documentation Unit
- Provide volunteer recognition.

4320.3 – Volunteer Referral Center

1. Facility

The VRC should provide:

- Easy public access
- Check-in and Check-out point
- Room for training and orientation
- Basic communications capabilities and office equipment:
    - Telephones
    - 2-3 phone lines, one of which is toll free incoming only
    - Fax machine and 2 dedicated fax lines (ingoing & outgoing)
    - Communication link to Command Center
    - Access to news & information releases to media and local government in order to advertise volunteer needs and toll free number
    - Computers and printers
    - Copier
    - Maps, flip charts, bulletin boards, pens, tape, markers
    - Paper, pens, pencils, stapler and other general office supplies

2. Establishment

In setting up the VRC, the Volunteer Coordinator should consider the following:

- Arrange space to allow for foot traffic and to maximize wall space.
- Face tables and chairs so that information can be viewed easily.
- Allow enough space, pens, clipboards, etc. so that volunteers can fill out registration materials.

- Clearly identify the reception desk/area/check-in check-out area.
- Provide seating.
- Post signs directing potential volunteers to the building/room.
- In the event of a large spill response where sufficient staffing is available at the VRC and volunteer needs are extensive, set up stations for each major class of work, such as:
    - administrative
    - communications
    - shoreline operations
    - on-water operations
    - wildlife recovery/rehabilitation
    - repair/construction
    - logistical support
    - donation receiving station
- Assign early volunteers to staff the Referral Center and to be couriers to bring information about volunteer needs from the Incident Command Post to the VRC.
- Set aside time and space for training and orientation.
- Set up an information bulletin board. This area may serve as an informal information and referral area.

Early volunteers should be used to supplement staffing of the VRC. Staffing needs at the VRC may include:

- Receptionist: answers questions, phones, gives out forms & directions
- Data Entry Clerk: enter personnel information into database
- File Clerk: files, copies, sends & receives faxes
- Intake and Referral Personnel: conducts initial screening, matches volunteers with needs
- Communications: compiles updates of volunteer needs, maintains bulletin board
- Training: coordinates/conducts general training & orientation for all volunteers
- Facility Support: maintains equipment, cleanliness, order
- Transportation: assist with transportation as needed
- Courier: serves as go-between for VRC and command center
- Staging area: serves to receive donations of supplies/materials

It is essential that all volunteers are routed through the VRC. Volunteers arriving on-scene who have not first checked in at the VRC must be referred to the VRC for assignment.

4320.4 – Needs Assessment and Recruiting

During response and recovery operations, the following process will be used to identify needs and recruit and place volunteers:

- Designate Volunteer Coordinator and establish VRC as soon as Incident Command is established.
- Establish and publicize toll-free phone number/website.
- Distribute volunteer request forms to ICS Section Chiefs (through Incident Command Post).
- In cooperation with Public Information Officer, distribute volunteer information to local newspaper and radio

- As volunteers contact the VRC, screen and refer them to agencies/organizations/ICS units based upon their skills, training and availability.

The Volunteer Request Form (below) should be copied and distributed to responders via the Incident Command Post as early as possible. Responding agencies, contractors, organizations, or ICS unit leaders will use these forms to identify volunteer needs.

Convergent volunteers (volunteers arriving at the VRC or on-scene) will be directed to the VRC and asked to fill out a Volunteer Registration Form (below).

4320.5 – Training and Skill Identification

Training will be provided to all volunteers assigned to positions during a response. If, in the future, a pre-emergency volunteer coordination program is implemented in the Southeast area, volunteers may receive ongoing training and be added to a permanent volunteer roster. This process would facilitate initial activation of trained volunteers.

Training sessions for volunteers will be tailored to needs and could include:
• Basic orientation to the Southeast Contingency Plan and the Regional Contigency Plan;
• ICS structure, organization, and general and specific position requirements;
• Site-specific hazards, e.g. safety in remote wilderness ;
• Regulatory rules regarding incident;
• Environmental and cultural concerns related to the response;
• Safety and security procedures;
• Proper attire and safety equipment;
• Safety training (reference below);
• Liability;
• Limitations of non-professionals.

Training may also be provided for bird and wildlife rescue and treatment, shoreline cleanup, food distribution, check-in procedures, and other response activities. The initial volunteer training (conducted at the VRC) may be supplemented by additional position-specific training, including HAZWOPER if needed.

Safety training for volunteers should address the following regulations, policies and procedures:
• Worker's compensation
• Drug and alcohol policies
• Firearms
• Equipment use
• Limitations for non-professionals
• Hazwoper
• General safety procedures (buddy system, safe lifting, etc.)
• Evacuation procedures
• Potential hazards of work environment
• First Aid
• Accident Reporting Procedures

4320.6 – Identification and Record Keeping

It is important to track volunteers and recognize and reward their efforts. The following are suggestions for volunteer identification, record keeping and recognition:

- Develop and maintain a database of current interested volunteers and skills using appropriate computer software.
- Develop and distribute an after-action newsletter or report to all volunteers who participated in a spill response.
- Issue identification badges to all volunteers as they are assigned to specific positions.
- Ensure that all volunteers register at the VRC before placement in a position.
- Encourage unit leaders or agency personnel to document volunteer hours worked.

4320.7 – Coordination with the Responsible Party

If a Responsible Party directs the spill response, volunteer coordination may proceed according to the RP's approved contingency plan. This applies only if the incident is not being directed by a federal OSC. This plan has been designed to facilitate volunteer coordination and promote positive community involvement during all phases of a spill response. If vessel or facility operators in the Southeast Area have not developed individual volunteer management plans, they are encouraged to incorporate this plan by reference into their emergency response plans.

4320.8 – Forms

VOLUNTEER REQUEST FORM

Date/time: ___________________
Requesting organization/agency/unit:____________________________
Name of contact: _________________________________ Phone: _______________ Fax: ________________
VOLUNTEER NEEDS: Total Number of Volunteers Needed: _____________
Job Title/Description: ____

Duties	Experience/Skills	Training Provided?

Equipment/Special Clothing Needs: ____
Brief Description of Training to be Provided:____
Job Location: ___________________________ Date/time volunteers needed: __________________________
Please check if available: _____ Restrooms _____ Parking
_____ Safety Equipment _____ Telephone _____ Transportation to Work Site
Volunteer(s) should report to the following person for additional training/instruction:
Name: _______________________________________ Phone: _______________ Location: _______________

~~~~~~

FOR OFFICE USE ONLY:
~~~~~~

Follow up date & time: _____Follow up action: _____

Position(s) filled _____

Volunteer name(s):_____ _____ _____

VOLUNTEER REGISTRATION FORM

Name: ____ Date: _________________

Phone (day): _________________ (eve.) ________________ E-mail:__________________________

Address: ____

Present employer: ______________________________ Occupation: __________________________

Are you currently affiliated with any response organization/volunteer group? Please name: ____ ______

Are you certified in any of the following? Certification Type/Agency Expiration Date

Bird Rescue/Wildlife Hazing/Rehab: ____

Hazmat/Hazwoper: ____

First Aid/CPR: ____

USCG licenses: ____

Other: ____ _

Placement Preference: ____ Bird or Wildlife Rescue/Rehab ____ Shoreline/Beach Cleanup

____ Administrative/Clerical ____ Basic Needs/Logistics ____ On-Water operations

____ Other ____

Emergency Contact - Name: ____

Phone (day/eve): ___________________ *Address:* ____

Waiver: Signature: ____ Date: ________________

~~~~~~

FOR OFFICE USE ONLY:

Training completed. _________ *Date completed* __________________ *Initials* ________________

Placed: ________________________ *Date:* ___________________ *by:* ____________________
~~~~~~

4330 – Alternative Planning Criteria - TBD

4400 – DOCUMENTATION

Minimum Requirements - Each agency shall immediately implement document control and collection procedures. In all cases telephone logs, correspondence, reports, time records, and field notes shall be considered part of documentation. Numerical document control by all participating agencies and a mechanism for centralized document control and retention shall be instituted at the agency level. All staff shall be subject to a "Check In - Check Out" process through the Resource Unit of the Planning Section to ascertain that vital records are retained onsite.

Additional documentation and data management requirements shall vary by incident. ADEC, in conjunction with the Department of Law, shall establish the documentation and data management requirements for each incident. Attention shall be paid to cost recovery requirements. Each participating agency shall be provided written instructions by ADEC for documentation requirements in excess of minimums.

4410 – Services Provided - TBD
4420 – Administrative File Organization- TBD

4500 – DEMOBILIZATION - TBD

4510 – Sample Demobilization Plan
Sample Demobilization Plans can be found at the USCG Homeport Website.

4600 – ENVIRONMENTAL - TBD

4610 – Geographic Response Strategies
Reference Section 9740 of this document for Geographic Response Strategies.

4620 – Fish & Wildlife Protection Strategies
Reference the following documents for various fish and wildlife protection information across the Southeast Alaska area.

- Wildlife Protection Guidelines for Alaska
- Sensitive Area Plans

4630 - Potential Places of Refuge
Reference Section 9750 of this document for Potential Places of Refuge.

4700 – TECHNICAL SUPPORT

4710 – Hazardous Materials – TBD

4710.1 – Sampling

Reference ADEC's Prevention Preparedness and Response webpage for detailed information on water quality sampling methods and procedures to determine the presence/absence of oil contamination that could potentially impact the commercial fisheries of Alaska via the Alaska Commercial Fisheries Water Quality Sampling Methods & Procedures Manual.

4720 – Oil

4720.1 – Scientific Support Coordinator

NOAA Scientific Support Coordinators (SSC) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and federal agencies regarding scientific studies. The SSC strives for a consensus on scientific issues affecting the response, but ensures that differing opinions are communicated to the FOSC. At the request of the FOSC, the SSC leads the scientific team during a response and is responsible for providing scientific support for operational decisions and for coordinating on-scene scientific activity. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, while coordinating with State representatives, appropriate trustees and other knowledgeable local representatives. The SSC is supported by a scientific support team that includes expertise in environmental chemistry, oil slick tracking, pollutant transport modeling, natural resources at risk, environmental tradeoffs of countermeasures and cleanup, and information management. At the request of the FOSC, the NOAA SSC may facilitate the FOSC's work with the lead administrative trustee for natural resources to ensure coordination between damage assessment data collection efforts and data collected in support of response operations.

4720.2 – Decontamination

Within the State of Alaska, hospital decontamination stations have been established at a few hospitals. Field decontamination is critical prior to transporting injured workers to a medical facility. Reference the Community Profiles for the closest EMS/Hospital resources available on an incident specific basis.

4720.3 – Dredging

The **U.S. Army Corps of Engineers (USACE)** can provide expertise in all disciplines of engineering. USACE can provide assistance in the areas of dredging, surveying, supply vessels, and manpower. Their expertise can also be used for clearing channels and locating obstructions. The USACE also has authority for emergency removal of obstructions to navigation. Activation of USACE resources in support of an RRT activity would be in the form of a written mission assignment that outlines the parameters of work to be done and estimates dollar authority to accomplish the mission.

4730 – General

4730.1 – Cultural & Historic Properties

Reference Section 9220.4.1 for technical support on historic properties.

4730.2 – Legal - TBD

4730.3 – Chaplain - TBD

4730.4 – Public Health

Reference the Personnel and Services Directory, Section 9200.

4730.5 – Human Resources - TBD

4730.6 – Critical Incident Stress Management - TBD

4740 – Law Enforcement

Reference the Community Profiles.

4750 – Search and Rescue (SAR) - TBD

4760 – Marine Fire
Reference the Salvage and Marine Fire Fighting Plan, Section 8100.

4800 – REQUIRED CORRESPONDENCE, PERMITS & CONSULTATION

4810 – Administrative Orders - TBD

4820 – Notice of Federal Interest
The FOSC is required to inform the responsible party (RP) of the U.S. Government's legal requirements when a pollution incident occurs. This function is achieved by issuing a "Notice of Federal Interest" to any and all suspected responsible parties. The U.S. Government's role in an incident is primarily oversight unless the RP fails to take adequate removal action.

4830 – Notice of Federal Assumption
The FOSC is required to notify the RP if their actions to abate the threat and remove a hazardous substance are unsatisfactory. The FOSC then assumes response management, and the RP is liable for costs incurred by the federal government. The document by which this is communicated is called a "Notice of Federal Assumption."

4840 – Letter of Designation
The FOSC is responsible for notifying the NPFC of the source of an actual of potential discharge. The NPFC must also be notified if the source is not identified. Notification may be made by letter, rapidraft, or message. The NPFC should be contacted for procedural guidance and with any questions.

Further information on "designation of source" can be found at the National Pollution Fund Center (NPFC) website:

4850 – Permits
This section contains a list of the various permits that could be required during oil or hazardous substance response and recovery. The Alaska Oil Spill Permits Project (AOSPP) workgroup developed a Permit Tool, which contains electronic versions of permits that may be required by State and federal agencies, listed below. It allows users to create a file with incident-specific information and exports that information into each permit form using the Adobe Acrobat® forms function. The Permit Tool also provides an example of a completed version of each form for a hypothetical incident.

If an incident occurs within the boundaries of a municipality, additional municipal permits may be required. Appropriate local government officials should be contacted to determine local permitting requirements. Some forms, authorizations, and instructions in the Permit Tool are not required by regulation, but are recommended formats for particular response activities.

The Alaska Spill Response Permits Tool is available on ADEC's Prevention Preparedness and Response web page.

Permits can be accessed within the Permit Tool either by the agency that requires the permit or by response activity type.

NOTE: None of the permit applications that appear on ADEC's website will cover permission granted by ADF&G to haze wildlife. This activity requires that an applicant contact ADF&G directly to obtain a hazing permit.

For the most current version of the following ADF&G permits, please reference the website provided.

Mammal, Bird & Reptile Permits
http://www.adfg.alaska.gov/index.cfm?adfg=otherlicense.collection
http://www.adfg.alaska.gov/index.cfm?adfg=otherlicense.wildlife_overview

Aquatic Resource Permit application:
http://www.adfg.alaska.gov/index.cfm?adfg=fishingCommercial.main

Fish, Amphibian, & Aquatic Plants Permits:
http://www.adfg.alaska.gov/index.cfm?adfg=otherlicense.aquatic_resource

Special Area Permit application:
http://www.adfg.alaska.gov/index.cfm?adfg=uselicense.mainhttp://www.adfg.alaska.gov/static/license/uselicense/pdfs/specareapermit.pdf

Fish Habitat Permit application:
http://www.adfg.alaska.gov/index.cfm?adfg=uselicense.mainhttp://www.adfg.alaska.gov/static/license/uselicense/pdfs/fhpermitapp.pdf

The following table contains a master list of permits, authorizations, forms, and instructions in the Permit Tool.

Permit, Authorization, Form, or Instruction	Agency	Response Activities								
		Historic Properties Protection	Notification & Reporting	Land Access	Non-mechanical Response	Logistics	Waste Management	Mechanical	Wildlife Response	Places of Refuge
Decanting Plan Information	ADEC				X		X	X		
Oil and Hazardous Materials Incident Final Report	ADEC		X							
Food Service Permit for >10 people	ADEC					X				
Food Service Permit for <10 People	ADEC					X				
In-Situ Burn Guidelines	ADEC				X		X			
Open Burn Application	ADEC						X			
Oil and Hazardous Substance Spill Notification Form	ADEC		X							
Scientific and Educational Permit (birds and mammals)	ADF&G								X	
Scientific and Educational Permit (fish)	ADF&G								X	
Title 16 Special Area Permit	ADF&G			X				X	X	
Title 16 Fish Habitat Permit	ADF&G							X	X	
Land Use Permit (Upland & Tidelands)	ADNR			X						
Alaska Coastal Management Program, Coastal Project Questionnaire	ADNR							X		
Burning Permit (Forestry)	ADNR					X	X	X		
Alaska Field Archaeology Permit	ADNR	X								
Special Park Use Permit	ADNR			X						
Temporary Water Use Permit (fresh water only)	ADNR							X		
Driveway/Approach Road Permit	ADOT					X				
Lane Closure Permit	ADOT					X				
Permit for Oversize Vehicle	ADOT					X				
Permit for Oversize/Overweight Vehicles with Bridge Condition Attachment	ADOT					X				

In-situ Burn Application	ARRT				X					
Oil Spill Response Checklist: Wildlife Capture, Transportation, Stabilization & Treatment	ARRT								X	
Oil Spill Response Checklist: Wildlife Hazing	ARRT								X	
Dispersant Use Application	ARRT				X					
Places of Refuge Guidelines	ARRT									X
Permit to Discharge Pollutants into Surface Waters (NPDES)	EPA						X			
Marine Mammal Protection Act Instructions	NMFS								X	
NMFS Endangered Species Act Permits	NMFS								X	
Decanting Plan	UC				X		X	X		
Decontamination Plan	UC				X		X	X		
Health and Safety Plan	UC				X			X		
Recovered Oil Plan	UC				X		X	X		
Waste Management Plan	UC				X		X	X		
Nationwide Permit 20: Oil Spill Recovery Conditions	USACE				X	X		X		
National Response Center Report	USCG		X				X			
Local Notice to Mariners	USCG		X			X				
Report of Marine Accident, Injury, or Death	USCG		X							
Special Use Permit for National Forest System	USDA-FS			X						
Archaeological Investigations Permit	DOI	X								
Access to Federal Lands managed by DOI (other than National Park System Units or National Wildlife Refuges)	DOI			X						
CITES/ESA Take Permit	DOI-FWS								X	
Endangered Species Act Permits	DOI-FWS								X	
Marine Mammal Protection Act Permit	DOI-FWS								X	
Bald and Golden Eagle Protection Act Collection Permit	DOI-FWS								X	
Migratory Bird Treaty Act Collection Permit	DOI-FWS								X	
Migratory Bird Treaty Act Rehabilitation Permit	DOI-FWS								X	
Migratory Bird Treaty Act Special Purpose Salvage Permit	DOI-FWS								X	
DOI-Fish and Wildlife Service Special Use Permit	DOI-FWS			X						
DOI-National Park Service Special Use Permit	DOI-NPS			X						

Notice to Airman Request	USDOT/FAA		X			X				
Land Access – Municipal Lands	Varies			X						
Land Access – Private Lands	Varies			X						
Land Access – Native Corporation Lands	Varies			X						
Land Access – Unknown Ownership	Varies			X						

4860 – ESA Consultations

Endangered Species Act (ESA) Consultation Guidance can be found at the following websites:

- U.S. Fish and Wildlife Service: https://www.fws.gov/alaska/fisheries/fieldoffice/anchorage/endangered/consultation.htm
- National Marine Fisheries Service: https://alaskafisheries.noaa.gov/pr/esa-consultations

4870 – Disposal

Reference Section 3240 of this document for disposal instructions and resources. Additional guidance can be found by following the above table.

4880 – Dredging - TBD

4890 – Decanting

Reference Section 4850 for permitting instructions.

4900 – RESERVED FOR AREA/DISTRICT

5000 – LOGISTICS

5100 – LOGISTICS SECTION ORGANIZATION

The following are helpful resources for establishing a case specific logistics section organization:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

Note: None of these are specifically prescribed by this plan, and none are mandated for use by response plan holders or potential responsible parties. Federal and State On-Scene Coordinators will work with the response organization established by the responsible party in responding to and managing oil or hazardous substance releases as long as their organization is compatible with ICS principles

5200 – SUPPORT

Alaska is the largest state, with isolated communities and villages, extreme weather, vast uninhabited areas, and limited transportation options. The majority of communities in the State are accessible only by air or water and have limited accommodations to house and support a large influx of response personnel. Accordingly, self-contained support facilities for equipment and personnel will be required for a sustained response in the remote regions. Due mainly to these extreme logistic requirements, it can be far costlier to mount a response in Alaska.

5210 – Supply

5210.1 – Federal

5210.1.1 - EPA

The **U.S. Environmental Protection Agency** incident response equipment is based out of the EPA Emergency Response Warehouse in Anchorage, AK. Additional equipment in Region 10 is also located in Seattle, Washington and Portland, Oregon. Equipment maintained at the Anchorage Emergency Response Warehouse consists of the following:

- Monitoring equipment for multiple hazardous materials and chemicals;
- Sampling equipment;
- Level A & B response gear and PPE;
- Personnel Decontamination equipment;
- Minor containment and clean-up equipment;
- Mobile command post trailer with satellite communication capability, including a T-1 internet connection;
- Response trucks; two equipment trailers, and an all-terrain vehicle with equipment bed; and
- Gasoline and diesel generators for remote power.

5210.1.2 - USCG

The **USCG** maintains twenty pre-positioned oil pollution response equipment depots in Alaska. Locations of these depots are Ketchikan, Sitka, Juneau, Petersburg, Valdez, Cordova, Anchorage, Kenai, Seward, Homer, Kodiak, Attu, King Cove, Whittier, Port Graham, St George, St Paul and Dutch Harbor. Except for Anchorage, the basic equipment package consists of harbor boom

(mainly Kepner Sea Curtain), anchor/towing support, various sorbents, generators, emergency lights, and limited personnel protection equipment (reference map provided below). In Anchorage, one vessel of opportunity skimming system (VOSS) and 5,000 ft. of offshore boom (seas to 4 ft.) are pre-positioned on four flatbed trailers for quick transport to the scene. The equipment is located at Fort Richardson. A response trailer with sorbent materials is maintained at Seward. Contact the FOSC or the Supervisor of the District Response Team (DRAT) for access to the pre-positioned equipment. For additional details regarding USCG District 17 DRAT resources, visit the following website: http://www.uscg.mil/d17/d17response/drat/dratpage.asp

At Ft. Richardson, the USCG VOSS and 5,000 feet of ocean boom are located in Building 800. The equipment is staged on flatbed trailers for quick response. This building is also the main warehouse for response equipment maintained by the Navy Supervisor of Salvage (NAVSUPSALV) ESSM Base Anchorage. In the event of an oil spill, this equipment is available for mobilization at the request of the FOSC. Under most circumstances, mobilization support will be coordinated by NAVSUPSALV ESSM Base Anchorage personnel. In the event that NAVSUPSALV cannot assist, an Interagency Support Agreement (ISA) is in place between the US Army and the USCG. The ISA provides authority for the US Army to arrange for immediate transportation requirements, and provides funding reimbursement, normally through the Oil Spill Liability Trust Fund by means of a Federal Pollution Number for a particular event.

Oil Spill Response Equipment Notification/Mobilization:

During normal duty hours, notification of personnel and mobilization of equipment will be as follows: FOSC authorizes mobilization of USCG equipment. FOSC representative or USCG D17 (DRAT) will coordinate with NAVSUPSALV (907 384-2968) to prepare the loads for transport, and arrange for commercial transport to the site or the load-out area. A Pollution Fund Authorization form will be required for NAVSUPSALV support.

In the event NAVSUPSALV is unavailable, USCG will notify DOD (ALCOM) and the Ft Richardson Command Operations Center (COC) of an oil spill, specify the support required, and pass along the name and telephone number of the USCG point of contact. The Ft Richardson COC has procedures in place to alert the Director of Logistics, Plans and Operations Division (907 384-2212), and to arrange for 24-hour vehicular support (907 384-6666).

During Other-Than Normal Duty Hours: The USCG will notify the 24- hour NAVSUPSALV duty officer (907 229-8859) and request support. If NAVSUPSALV is unavailable, USCG will notify ALCOM and request assistance to mobilize the VOSS and other pre-staged response equipment from Bldg. 800, Ft. Richardson. ALCOM will coordinate with the Ft. Richardson Command Operations Center to provide necessary support.

Designated individuals within the framework of this agreement will be given emergency contact procedures to use in contacting the USCG personnel involved in this process. Upon notification that emergency support is requested, NAVSUPSALV or US Army personnel should contact the USCG to determine the equipment destinations and specific time schedules.

Questions concerning these procedures or the USCG's emergency response equipment should be directed to USCG D17 (DRAT) at (907) 463-2807/2806/2804.

The USCG operates vessels and aircraft that may be available for use in pollution response. The type and location of these assets are as follows:

Air Station Kodiak:

1. Five HH-C-130H Hercules fixed wing aircraft. A long-range workhorse with 14 hours endurance and cruise speed of 290 knots. Cargo space is limited to 2,870 cubic feet with no passengers. Cargo space dimensions are 10 ft. (width) x 26 ft. (length) or 41 feet from ramp with Search and Rescue (SAR) bin removed x 9 ft. (height). Size of loading hatch is 7'-6" high x 9'-11" wide. Under normal operation conditions with a standard fuel load, the maximum allowable loading including passengers is 50,000 lbs.
2. Four HH-60J Jayhawk helicopters. A medium range recovery helicopter with 6 hours endurance and cruise speed of 135 knots. The cargo space is approximately 300 cubic feet. Under normal operating conditions with a standard fuel load, the maximum allowable loading, including passengers is about 2000 lbs. This aircraft is equipped with a hoist having a 600 lb. capacity and an external sling whose capacity is rated at 6,000 lbs.; however, the total weight of fuel and other cargo may limit the lifting capacity of the helicopter.
3. Four HH-65A Dolphin helicopters. A short-range recovery helicopter with 3.5 hours endurance and 125-knot cruise speed.
4. USCG Aviation Support Facility Cordova (AVSUPFAC Cordova). This facility may be reached at (907) 424-7346.

Air Station Sitka: Three HH60J Jayhawk helicopters. A medium range recovery helicopter with 6 hours duration and 135-knot cruise speed.

Seagoing Buoy Tenders (WLB/WLM): WLBs are 225 ft. in length, with a maximum speed of 15 knots, and a maximum range of 6000 nautical miles. WLM is 175 ft. in length with a maximum speed of 13 knots. Four WLBs and one WLM are home ported in Alaska.

1. CGC SPAR (WLB 206): Kodiak, Alaska
2. CGC HICKORY (WLB 212): Homer, Alaska
3. CGC SYCAMORE (WLB 209): Cordova, Alaska
4. CGC MAPLE (WLB 207): Sitka, Alaska
5. CGC ATHONY PETIT (WLM 558): Ketchikan, Alaska

In addition, all four of the WLB's carry two SORS (Spilled Oil Recovery System) on board. Each system consists of an outrigger assembly, a fast sweep boom, a Desmi Terminator Weir Skimmer, a control stand, and two Canflex Sea Slug floating storage bladders (12,500 gal capacity and 26,400 gal capacity).

High Endurance Cutters (WHEC): WHECs are 378 feet in length, with a maximum speed of 29.0 knots and a maximum range of 14,000 miles.

1. CGC DOUGLAS MUNRO(WHEC 724): Kodiak, Alaska

Medium Endurance Cutters (WMEC): WMECs are 213 to 283 feet in length. The CGC ALEX HALEY is the largest WMEC in the USCG fleet. Their maximum speed ranges from 14 to 19.5 knots and maximum range can approach 22,000 miles. The Register of Cutters of USCG contains vessel specific information on an individual cutter's performance.

1. CGC ALEX HALEY (WMEC 39): Kodiak, Alaska

Patrol Boats (WPB)/Patrol Cutter (WPC): WPBs are 110 feet in length with a maximum speed of 30 knots, and a maximum range of 1,800 miles. Five WPBs are home ported in the following locations. One WPC (154 feet in length, max speed of 28 knots, and a max range of 2,500 nautical miles) is homeported in Ketchikan Alaska:

1. CGC MUSTANG (WPB 1310): Seward, Alaska
2. CGC LIBERTY (WPB 1334): Juneau, Alaska
3. CGC ANACAPA (WPB 1335): Petersburg, Alaska
4. CGC NASHON (WPB 1311): Homer, Alaska
5. CGC CHANDELEUR (WPB 1319): Valdez, Alaska
6. USCGC JOHN MCCORMICK (WPC-1121): Ketchikan Alaska

Inland Buoy Tenders (WLI): The only WLI in Alaska, CGC ELDERBERRY, is home ported in Petersburg. It is 65 ft. in length, has a maximum speed of 10 knots, and a maximum range of 2,000 miles.

Figure 5-1: USCG D17 District Response Advisory Team Per-Positioned Equipment Location

Attu:	1,000 ft Harbor Boom, Sorbent Boom/Pads, Sweep, SkimPac 4200 System, 2 Portable 3,500 Gallon Tanks, Portable 2,500 Gallon Tank, 2" Diesel Pump
Unalaska:	1,000 ft. Harbor Boom, 300 ft. of 42" Offshore Boom, Sorbent Boom/Pads, SkimPac 4200 System, 3 Portable 1,000 Gallon Tanks, 1–2" Diesel Pump, 1–2" Gasoline Pump, 1 Gasoline Generator
Saint Paul:	150 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Portable 1,140 Gallon Tank, 1–2" Diesel Pump, 1–3" Diesel Pump
Saint George:	Sorbent Boom/Pads/Sweep, 25 Person PPE Tote
King Cove:	200 ft. Harbor Boom, Sorbent Boom/Sweep
Kodiak:	1,400 ft. Harbor Boom, 300 ft. of 42" Offshore Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Portable 1,000 Gallon Tank, 1–2" Diesel Pump
Port Graham:	350 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Homer:	1,000 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Seward:	500 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Kenai:	250 ft Harbor Boom, Sorbent Boom/Pads/Sweep, 1 Gasoline Generator
Whittier:	1,500 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Anchorage:	5,000 ft. 42" Offshore Boom, 1 Vessel of Opportunity Skimming System (VOSS), 2 Inflatable Barges (26,000 Gallons), Sorbent Boom/Pads/Sweep
Valdez:	1,000 ft. Harbor Boom, Sorbent Pads/Sweep, 1 gasoline Generator
Cordova:	1,300 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Juneau:	3,050 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 2 Gasoline Generators, 1 Portable 1,000 Gallon Tank, 1 Portable 1,100 Gallon Tank, 1 Portable 1,800 Gallon Tank, 1-3" Diesel Pump, 1–2" Gasoline Pump
Sitka:	3,100 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Gasoline Generator, 1 Portable 1,800 Gallon Tank, 1–2" Diesel Pump, 3–3"Diesel Pumps, 1–2" Gasoline Pump
Petersburg:	1,000 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Ketchikan:	2,300 ft. Harbor Boom, Sorbent Boom/Pads/Sweep, SkimPac 4200 System, 1 Gasoline Generator, 2 Portable 1,000 Gallon Tanks, 1 Portable 1,100 Gallon Tank, 1 Portable 1,800 Gallon Tank, 1–2" Diesel Pump, 1–2" Gasoline Pump
Metlakatla:	400 ft. Harbor Boom, Sorbent Boom/Pads/Sweep
Klawock:	200 ft. Harbor Boom, Sorbent Boom/Pads/Sweep

5210.1.3 - DOD

The **Department of Defense (DOD)** has various military facilities, vehicles, equipment, and in some cases aircraft which can be made available in the event of critical incidents. In addition, construction related equipment might be locally available. Requests for DOD support shall be made through the RRT.

All request for DOD assets shall be made through the FOSC. The FOSC will forward the request to the USCG D17 Command Center, who will liaison with ALCOM. Funding for all DOD assets will be provided through the OSLTF. If DOD assets are employed in a response, representatives from DOD shall be included in the incident command structure. Actual availability of equipment will depend on contractual arrangements and agreements between the party owning the equipment and the party desiring to purchase or use the equipment. No prior permission or arrangement for the use of this equipment is implied or granted by the inclusion of any organization's equipment, whether federal, state, local, or privately owned.

5210.1.4 – NAVY SUPSALV

The **U.S. Navy, Supervisor of Salvage (NAVSUPSALV)** is the Federal agency most knowledgeable and experienced in ship salvage, shipboard damage control and diving. They also have extensive knowledge in oil spill response. They have equipment depots in Williamsburg, Virginia, Port Hueneme, California, Anchorage, Alaska, and Pearl Harbor, Hawaii. These depots have an extensive array of specialized equipment and personnel for use in oil spill response and ship salvage operations. Equipment is available to FOSC's, with operators and maintenance support, on a cost reimbursable basis. Requests for NAVSUPSALV support shall be made through the RRT. Contact (907) 384-2968 (Anchorage) or (703) 602-7527 (24-hour) for current inventories and equipment availability. Early alert "heads-up" calls are encouraged, appreciated, and invaluable even if the extent of the response has not been determined.

5210.2 – State

Although emergency spill response equipment depots have not been established as required by law, the Alaska Department of Environmental Conservation (ADEC) has established nearshore response packages and pre-positioned spill response equipment caches as directed by the State legislature.

5210.2.1 – Term Contractors

ADEC maintains Term Contracts for emergency response to both oil and hazardous material spills. These contracts can be activated by the issuance of a *Notice to Proceed* by the Contract Manager or State On-Scene Coordinator.

ADEC CONTAMINATED SITES TERM CONTRACTORS

Contractor	Contact Name	Phone Numbers		Address
		Office	Fax	
AMEC Earth & Environmental	Keri DePalma	479-7586	479-0193	431 Old Steese Hwy, Suite 200, Fairbanks, AK 99701
BGES	Robert Braunstein Keith Guyer	696-2447	696-2439	P.O. Box 110126 Anchorage, AK 99511-0126

Bristol Environmental & Engineering Services Corp.	Joe Terrell Mike Torpy	563-0013	563-6713	2000 W International Airport Rd, C-1 Anchorage, AK 99502-1116
Carson Dorn	Tom Carson	586-4447	586-5917	712 West 12th Street, Juneau, AK 99801
ChemTrack	Chuck Ronan	349-2511	522-3150	11711 S.Gambell St, Anchorage, AK 99515-3444
CH2Mhill	Don Turner	278-2551	257-2000	301 W. Northern Lights Blvd, Ste 601 Anchorage, AK 99503-2648
Ecology and Environment	Vivian Melde	257-5000	257-5007	3301 C Street, Suite 209, Anchorage, AK 99503
Emerald Alaska	Blake Hillis	258-1558	258-3049	2020 Viking Drive, Anchorage, AK 99501
Hart Crowser	James D. Gill	276-7475	276-2104	2550 Denali St, Suite 705, Anchorage, AK 99503
ICRC	William E. Humphries	694-4272	694-4271	11901 Business Blvd, Suite 202, Eagle River, AK 99577
Michael L. Foster & Associates	Michael L. Foster	696-6200	696-6202	13135 Old Glenn Hwy, Suite 210, Eagle River, AK 99577
Nortech	John Hargesheimer	222-2445	222-0915	206 E Fireweed Lane, Suite 200, Anchorage, AK 99503
		452-5688	452-5694	2400 College Road, Fairbanks, AK 99709
Northwind Environmental	Kim Kearney	277-5488	277-5422	235 E 8th Avenue, Suite 210, Anchorage, AK 99501
Oasis Environmental	Max Schwenne	258-4880	258-4033	807 G Street, Suite 250, Anchorage, AK 99501
Shannon & Wilson	Rohn Abbott	479-0600	479-5691	2055 Hill Road, Fairbanks, AK 99709
		561-2120	561-4483	5430 Fairbanks St, Anchorage, AK 99518
SLR	Andrew Dimitriou	222-1112	222-1113	2525 Blueberry Road, Suite 206, Anchorage, AK 99503
URS	Paul Dworian	562-3366	562-9688	2700 Gambell St, Anchorage, AK 99503
R.F. Weston	Mark Goodwin	276-6610	276-6694	425 G Street, Suite 300, Anchorage, AK 99501

ADEC OIL SPILL RESPONSE TERM CONTRACTORS

Contractor	Address	Phone/ Fax	Contact name & after-hours number
Carson Dorn	712 West 12th Street Juneau AK 99801	586-4447 586-5917	Tom Carson Hm: 789-0034; Cell: 723-9769
Phillip Services	1813 E. 1st Ave, # 101 Anchorage AK 99501	272-9007 272-6805	Tom Poliquin 227-1928 Cell
Pacific Environmental Corp. (PENCO)	6000 A Street Anchorage AK 99518	562-5420 562-5426	Rick Wilson 244-6069 Matt Melton 242-2186
Shannon & Wilson	5430 Fairbanks St. # 3 Anchorage AK 99518 2055 Hill Road Fairbanks, AK 99709	561-2120 561-4483 479-0600 479-5691	Stafford Glashon 441-6672 Matt Hemry 229-1064
Alaska Chadux Corporation	2347 Azurite Court Anchorage, AK 99507	346-2365 348-2330	24 Hr. # 348-2365 Bob Heavilin 529-2530
Ecology & Environment	3301 C Street, Suite 209 Anchorage AK 99503	257-5000 257-5007	Vivian Melde
BGES, Inc.	750 West 2nd Ave. Anchorage, AK 99501	644-2900 644-2901 696-2437 696-2439	24 Hr. # 644-2900 Robert Braunstein Cell: 830-9560
Environmental Compliance Consultants	1500 Post Rd. Anchorage, AK 99501	644-0428 677-9328	24 Hr. # 751-4493 Ask for Mike Anderson
Nuka Research and Planning Group	P.O. Box 175 Seldovia, AK 99663	234-7821 399-3598	Tim Robertson 234-7821 Elise DeCola 508-454-4009
Emerald Alaska, Inc.	425 Outer Springer Loop Palmer, AK 99645	258-1558 746-3651	24 Hr. # 258-1558
Oasis Environmental	807 G. Street, Suite 250	258-4880 258-4033	Max Schwenne 694-7070

Contractor	Address	Phone/ Fax	Contact name & after-hours number
	Anchorage, AK 99501		
Aware Consulting	P.O. Box 526 Soldotna, AK 99669	260-2030 260-2035	Denise Newbould 262-8320 John Coston 283-8139 Rick Warren 262-4740
North Wind	235 East 8th Ave. Suite 210 Anchorage, AK 99811	John Costello 277-5488 (W) 277-5422(F)	John Costello 360-5383 (C) 929-1071 (H)
Trident Services, Inc.	7926 Old Seward Highway Suite B-2 Anchorage, AK 99518	Mark Sienkiewicz President 929-9414 (W) 770-2986 (F)	Mark Sienkiewicz 929-9414
AHTNA Construction	240 East Tudor Rd. Suite 200 Anchorage, AK 99503	John Wiese Operations Manager 771-5311(W)	John Wiese 746-5383 (H) 832-3371 (C) Sharon Sadlon 745-4194 (H) 227-4022 (C)
TC Enterprise Inc.	P.O. Box 2338 Kodiak, AK 99615	Ryan Sharratt Project Manager 486-3755(W) 486-5573 (F)	Ryan Sharratt 486-3755

5210.2.2 – ***Community Spill Response Agreements***

ADEC has entered into formal community spill response agreements with several local communities for the purposes of oil and/or hazardous materials response. ADEC will reimburse the community for costs incurred in responding to the spill and any containment and recovery actions involved. These local response agreements are intended to maximize the use of existing local resources, provide proper reimbursement, and, where appropriate, provide training in the use of response equipment. Also, reference the ADEC Call-out Directory (current edition) for the contact persons and telephone numbers for activating these response agreements.

5210.2.3 – State Ferries

An important response asset is the State "response" ferry, which provides an expanded communications capability as well as an excellent platform to manage a significant spill response. Other State ferries may also be called upon in a major spill response to provide berthing and forward staging platforms for work crews. Other State vessels may be available from the Alaska Department of Fish and Game and the Alaska Department of Public Safety. Reference the Alaska Marine Highway System Vessel Information Table for further details.

5210.2.4 – Emergency Towing System (ETS)

Reference Section 8200 of this document for information on the Alaska Emergency Towing System.

5210.2.5 – Spill Response Containers

ADEC, as the State of Alaska's lead agency for responses to oil and hazardous substance spills, has developed a network of response equipment packages positioned in at-risk areas throughout the state. Many Alaskan communities are isolated from the larger population centers and the spill response equipment that is likely to be available there. To enhance the State's response capability and to assist these remote communities, ADEC has pre-staged across the state packages of spill response materials and equipment stored in steel containers of the "conex" type, which are air transportable. These local equipment response packages provide an immediate on-site response capability that can be accessed by trained personnel in a timely manner. Most of the packages are designed to assist in the initial response and cleanup of non-persistent oil spills in harbor areas. A map of response container locations and inventory information is available at the following link: http://dec.alaska.gov/spar/ppr/response-resources/local-response/

5210.2.6 – Alaska Department of Fish and Game (ADF&G) Vessels

The following information is provided for ADF&G vessels that may be available to support an oil spill response operation. Two other vessels, the R/V Kittiwake and the R/V Solstice are also part of the ADF&G vessel inventory. These are ADF&G research vessels and may be out at sea on research missions most of the time, so their availability for spill response is limited.

ALASKA DEPARTMENT OF FISH AND GAME VESSEL INFORMATION TABLE				
Home Port	R/V Medeia	R/V Kestrel	R/V Pandalus	R/V Resolution
	Juneau	Petersburg	Homer	Kodiak
Vessel Specs				
Length (feet)	110	106	65	81
Beam (feet)	25	26	20	25
Service Speed (SS) (knots)	9.5-10	10	9.5	10
Fuel Consumption (GPH at SS)	50	N/A	19	17
Fuel Storage Capacity	26,500	12,600	7,000	14,000
Tankage aboard for servicing skiffs	None	None	Drums	1 Tank
Clear Deck Space	40	24X30	20X35	20X40
Crew	4	3	2-3	3
Berthing (incl. crew)	16	13	7	10
Galley and Food Service	Yes	Yes	Yes	Yes
Compressed Air	Yes	Yes	Yes	Yes
Satellite Communications	Yes	N/A	No	Yes
SSB Radio	Yes		Yes	Yes
Sonar	Side Scan	Side Scan	Side Scan	180 degree
D-GPS	Yes	Yes	Yes	Yes
Days at Sea (w/ full complement)	30+ days	20	30	30-40 days

Onboard shop	Yes	Yes	Yes	Yes
Daily Cost	$3,800	$3,600	$2,500	$3,100

5210.3 – Industry

Five industry response cooperatives currently exist in the State to provide oil spill response capability for certain facilities located together in a specific region. Southeast Alaska Petroleum Resource Organization (SEAPRO) serves the Southeast Alaska region.

Organization	Contact Name	Telephone Number		Address	Fax Number
		Office	24-Hour		
Seapro		225-7002	1-888-225-7676	540 Water St, Suite 201 Ketchikan, AK 99901	247-1117

5210.3.1 – Southeast Alaska commercially available equipment

BOOM INVENTORY							
Location	Owner	Type/Size	Length (ft.)	Lbs/ft (est)	Design Use	Contact	Work #
Juneau	SE Alaska Lighterage	Abasco 18”	1500		Seas to 3'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	Hydrotechnik	1120		Seas to 3'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	Jet Line 18”	100		Seas to 3'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	Kepner 40”	2600		Seas to 4'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	Kepner 18”	300		Seas to 3'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	OMI 36”	1100		Seas to 4'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	PSI 18”	600		Seas to 3'	John Gitkov	789-4210
Juneau	SE Alaska Lighterage	Texaboom 18”	4150		Seas to 3'	John Gitkov	789-4210
Pelican	Pelican Seafoods	Kepner 8x12	500	1.7	Seas to 3'		
Petersburg	Petro Marine	Kepner 8x12	1000	1.7	Seas to 3'	Bob Volk	772-4251

Skagway	Petro Marine	Kepner 7x13	1500	1.7	Seas to 3'	Timothy/Tyler Cochran	983-2259 (24 HR: 612-0049) (612-0377)
Wrangell	Wrangell Oil	Kepner 8x12	500	1.7	Seas to 3'	Bill Privitt	874-3276
Ketchikan	Petro Marine	Kepner 8x 12	1500	1.7	Seas to 3’	Robert Bloom	225-2106
Ketchikan	Anderes Oil	Kepner 8 x 12	700	1.7	Seas to 3’	Tom Erickson	225-2163
Craig	Petro Marine	Kepner 8 x 12	1000	1.7	Seas to 3’	Anthony Leichty	826-3296

Skimmer Inventory

Location	Operator	Contact	Phone	Type	Qty	Nameplate Capacity [Bbl/Hr]	20% Capacity Derated	12-Hr Recovery Derated [Bbls]	24-Hr Recovery Derated [Bbls]
Petersburg	Petro Marine	Bob Volk	772-4251	Douglas Engineering Skim Pak; Rope Mop	1	Unk	Unk		Unk
Skagway	Petro Marine	Timothy /Tyler Cochran	983-2259 (24 HR: 612-0049) (612-0377)	MW41 Rope Mop Skimmer	1	48			
Wrangell	Wrangell Oil	Bill Privitt	874-3276	Skim Pac	1				
Craig	Petro Marine	Anthony Leichty	826-3296	MW41Rope Mop Skimmer	1	48			
Ketchikan	Petro Marine	Robert Bloom	225-2106	MW41 Rope Mop Skimmer	1	48			
Ketchikan	Anderes Oil	Tom Erickson	225-2163	Weir	1	14			

5210.3.2 – Southeast Alaska Spill Cooperative equipment

The Southeast Alaska Petroleum Resource Organization (SEAPRO) is the industry spill response cooperative in Southeast Alaska. The following highlights the significant items in the SEAPRO inventory. For specific questions regarding SEAPRO spill response equipment assets call 888-225-7676, or reference http://www.seapro.org/

A complete inventory of SEAPRO equipment can be found at the following link: http://www.seapro.org/equipment.cfm.

5220 – Facilities

5220.1 – Incident Command Post (ICP) Options

5220.1.1 – Location

Regardless of the spill volume, the FOSC and SOSC will initially operate from their normal offices. Likewise, the resource agency representatives will likely do the same, although they may join one of the OSCs at their offices if space is adequate. For significant spills, these offices may prove inadequate and a joint command center will be required. Spills extending over a large area may require the establishment of forward command post as well. Potential outlying command posts and staging areas are listed, when provided, by community under the Community Profiles. In general, a command post would likely be established in the closest community that has the services and support facilities to maintain a command center.

Location	Potential Command Post Location	Contact	Telephone
Juneau	USCG Station Juneau	Officer in Charge	463-2365
Juneau	USCG Sector Juneau	Commanding Officer	463-2836
Juneau	Federal Building	District Commander (M)	463-2210
Juneau	Centennial Hall	Manager	586-5283
Juneau	National Guard Armory	AK National Guard	NOT IN SERVICE
Ketchikan	USCG Base Ketchikan	Commanding Officer	228-0211
Ketchikan	Ted Ferry Civic Center	City of Ketchikan	228-5655
Ketchikan	Ketchikan Shipyard	AK Marine System	225-7199
Ketchikan	Other Locations	Seapro	225-7002
Wrangell			
Petersburg			
Sitka	Civic Center	City of Sitka	747-3225
Sitka	USCG Air station Sitka	Commanding Officer	966-5402
Sitka	Sheldon Jackson College		
Sitka	National Guard Armory	AK National Guard	747-3486
Sitka	To Be Determined	City of Sitka	
Haines		Harbormaster	766-2448

Skagway	White Pass Offices		983-2214
Yakutat	Glacier Bear Lodge		784-3202
Yakutat	To Be Determined	U.S. Forest Service	784-3359
Angoon	National Guard Armory	AK National Guard	
Glacier Bay	Gustavus Community Hall	Gustavus Emergency Response	
Glacier Bay	Park Service Headquarters		697-2230

5220.1.2 – Procedures for Establishment

For a federally funded response, the General Services Administration (GSA) and the Seventeenth USCG District will locate and contract for the command center. For Responsible Party (RP) responses, the spiller/responder will be required to provide an adequate command center.

5220.1.3 – Equipment

The amount of equipment to outfit the command post will be determined by the size of the response. In general, the following will be required equipment for every command post (any items not already available will be rented or purchased locally):

- Telephones and phone books
- Appropriate number of copiers and computer printers, including large format printers or plotters.
- Desktop and portable computers with printers and fax/modem capability
- Internet and email access
- Office furniture
- Portable radios and marine communications base station
- Cameras and Video recording/playback capability
- Office supplies (pens, pencils, paper, flash drives, blank CDs and DVDs, etc.)
- Chart paper with easels and status boards (dry-write)
- Overhead and computer projectors
- Applicable maps and GIS data, including Environmental Sensitivity Index (ESI) maps and Most Environmentally Sensitive Area (MESA) maps
- Copies of any applicable industry contingency plans
- Copies of any appropriate local emergency response plans
- Copies of the Area Contingency Plan
- Copies of the Alaska Incident Management System (AIMS) Guide
- Copies of the USCG Incident Management Handbook (COMDTPUB P3120.17)
- Copies of the Spill Tactics for Alaska Responders (STAR) Field Guide

5220.2 – Berthing

A number of commercial lodging facilities are available across the Southeast Alaska. However, during the summer tourist season, most lodging facilities are booked at capacity and availability will be limited. The smaller communities have very limited lodging facilities or no facilities at all. Some possible alternatives to traditional lodging may be the use of RVs, mobile homes, portable

work camps/shelters, National Guard Armories, school gyms, etc. However, in some of these cases, if the incident is no longer deemed an emergency, specific zoning rules may prohibit use. On-water berthing facilities for response personnel may be required. Chartered passenger vessels, constructed "hotel" barges, or US Navy vessels might be utilized to provide berthing. All "berthing" type vessels must meet current USCG licensing requirements. Reference the Community Profiles for additional information.

5220.3– Port/Dock Facilities/Capacities

Port Authorities & Harbor Masters

Location	Contact	Phone Number
Coffman Cove	Harbormaster	329-2233
Craig	Dock	826-3404
Haines	Harbormaster	766-2448
Hoonah	Harbormaster	945-3670
Hydaburg	Harbormaster	285-3761
Juneau	Harbormaster	586-5255/5337/2780
Ketchikan	Harbormaster	228-5632/5637
Metlakatla	Port of Metlakatla	886-4646
Pelican	Harbormaster	735-2212
Sitka	Harbormaster	747-3439/3294
Skagway	Harbormaster	983-2628
Wrangell	Harbormaster	874-3736

Marine Pilot Associations: There is one marine pilot association in the Southeast Area: Southeastern Alaska Pilots Association – Ketchikan, AK at 225-9696

5220.4 – Staging Areas

Staging areas for spill response are those locations where equipment from all sources is assembled and held pending deployment to the spill site. Ideally, staging areas should be large enough for interim storage of all equipment, and in close proximity to the spill site to minimize transit time for equipment to the scene. During prolonged spill control operations, equipment maintenance may be accomplished in the staging areas, and staging areas may likely have to be away from the water.

Location	Potential Staging Area	Contact	Telephone
Juneau	Alaska Marine Lines		586-6600
Juneau	USCG Station Dock	Station Juneau	463-2365
Juneau	Northland Services Inc.	Dave Dau	586-4484
Juneau	Trucano Dock	Doug Trucano	586-2444
Juneau	State Ferry Dock	Kelly Mitchell	465-3941
Juneau	Yacht Club Parking Lot	Juneau Harbormaster	586-5255/4886
Juneau	Vintage Business Park	Greg Wagner	789-1871
Juneau	SE AK Lighterage Dock	John Gitkov	789-4210
Juneau	Riverside Drive Lot	Juneau City Manager	
Ketchikan	Saxman Seaport		225-9040
Ketchikan	Ketchikan Shipyard	AK Marine Highway	225-7199
Ketchikan	Alaska Marine Lines	Dan Kelly	225-7660

Ketchikan	Boyer Barge Lines	Kent Halverson	225-2090/ 5578
Ketchikan	USCG Base Ketchikan	Commanding Officer	228-0216
Ketchikan	Southcoast Inc.	Eric Collins	225-2955
Ketchikan	Ketchikan Pulp Mill	Gene Smith	225-2151
Ketchikan	Seley 10 Mile Facility	Steve Seley, Jr.	247-3539
Ketchikan	*Other Sites*	Harbormaster	228-5632
Craig	City Dock		
Wrangell		Harbormaster	874-3736
Petersburg	Papkes Landing	Harbormaster	772-4688/ 3522
Petersburg	*Other Sites*	Harbormaster	772-4688/ 3522
Sitka	Sampson Tug and Barge	Walter Stilson	747-8559
Sitka	Mt. Edgecombe School		966-2201
Sitka	Alaska Marine Lines	George Williamson	747-6625
Sitka	USCG Air Station Sitka	Commanding Officer	966-5589/5576/5434
Sitka	Allen Marine Yard	Bob Allen	747-8100
Sitka	Alaska Pulp Corporation	James Evenson	
Sitka	USCGC Woodrush Dock	Commanding Officer	966-5470
Sitka	*Other Sites*	Harbormaster	747-3439
Haines	Lutak Landing- Seawall	Harbormaster	766-2448
Haines	Ferry Dock	Alaska Marine Hwy	766-2862
Haines	*Other Sites*	Harbormaster	766-2448
Skagway	City Dock / Ore Terminal	Harbormaster	983-2628
Skagway	Cruise Ship Dock	Harbormaster	983-2628
Skagway	*Other Sites*	Harbormaster	983-2628
Yakutat	Logging Areas- Sawmill Cove	US Forest Service	784-3359
Yakutat	Delta Western Dock Area	Jon Jensen	784-3311
Yakutat	Other Sites	City Manager	784-3323
Hoonah	Whitestone Logging	Bud Stewart	
Hoonah	Other Sites	Harbormaster	945-3670

Reference the Community Profiles for community specific staging area options, as available.

Portable restrooms (port-a-potties) for remote or extended operations must be provided since most locations within the Arctic and Western Alaska are undeveloped. Portable toilets may be located on-site for use by crews working on the response. Portable restrooms in remote communities may have to be brought in from Fairbanks or Anchorage. While in service, the units would need to be offloaded into a pump truck mounted on a barge, pumped into a sewage barge, or airlifted by helicopter to a receiving site. USCG approved marine sanitation devices aboard vessels or designated sewage barges are other options that may be used in remote sites. Land-based outhouses will need state and resource trustee approval. Approval from the property owner will be required if staged on private property.

5220.5 – Security Providers

Reference the Community Profiles for community specific law enforcement details, as available.

5220.6 – Airports/Heliports

Since airport information is updated on a frequent basis, rather than list the airports and specific information on each airport, the following website is provided for specific information regarding airports that may be used to support an oil or hazardous substance spill response: http://www.dot.state.ak.us/stwdav/airports_public_central.shtml

Airports/Landing Strips within Southeast Alaska

Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance Remarks/Airport Manager Phone
Angoon	10,000	Water		Unattended; 788-3530 (AKSeaplane)
Coffman Cove	5,000	Water		Unattended
Craig	10,000	Water		Attended; 826-3845 (Promac Air)
Craig – Craig Heliport	70	Wood		Unattended; 586-7351 (Fisheries)
Dolomi (No FAA listing)	NA			Unattended
Edna Bay (No FAA listing)	NA			Unattended
Elfin Cove	10,000		100 Emergency only	Unattended; 723-8514 (AKSeaplane)
Excursion Inlet	1,000	Water		Unattended;
Funter Bay	10,500	Water		Unattended; 465-1781 (DOT)
Gustavus	3010	Asphalt; Lights	100LL, A	Unattended; 697-2251
Haines	4,000	Asphalt; Lights	100	Unattended; 766-2340 (DOT)
Haines (Harbormaster)	5,000	Water		Unattended; 766-2448
Hawk Inlet (Greens Creek)	10,000	Water		Private airport; unattended; 789-8114
Hobart Bay *(No FAA listing)*	NA			Unattended
Hollis	4,500	Water		Unattended
Hoonah (A/P)	2,997	Asphalt; Lights		Unattended; 945-3426
Hoonah	9,000	Water		Unattended
Hydaburg	5,000	Water		Unattended
Icy Bay	3430	Gravel		Unattended; 269-8735
Juneau - Juneau Int'l	8457	Asphalt; Lights	100LL, A, 80, A1+	Attended; 789-7821

Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance Remarks/Airport Manager Phone
Juneau - Juneau Harbor	10,000	Water		Unattended
Juneau - Alascom/ Lena Pt, Heli	100	Gravel		Private airport, unattended; 789-5318
Juneau - North Douglas, ERA Aviation, Heli	120	Asphalt	A	Private airport, unattended; 586-2030
Kake	4,000	Asphalt; Lights		Unattended
Kake	10,000	Water		Unattended
Kasaan	2,000	Water		Unattended
Ketchikan - Ketchikan Int'l	7500	Asphalt; Lights	100LL, A	Attended; 225-6800
Ketchikan - Ketchikan Harbor	10,000	Water	100, A	Attended
Ketchikan - Murphys Pullout	10,000	Water		Unattended
Ketchikan - Peninsula Point Pullout	9,000	Water	100LL	Unattended
Ketchikan - Temsco, Heli	150	Concrete		Private airport, unattended; 225-5141
Klawock	5,000	Asphalt; Lights		
Klawock	5,000	Water	Fuel 80	Attended; 755-2229
Kupreanof *(No FAA listing)*	NA	Asphalt		Unattended
Metlakatla	5,000	Water		Unattended; 465-1786 (AKSeaplane)
Pelican	10,000	Water	100, 80	Unattended; 735-2244 (AKSeaplane)
Petersburg - Roy Sokol	6,000	Asphalt; Lights	100, A	Attended; 772-4624 (AirNav)
Petersburg - Jim S	9,000	Water		Unattended; 772-4688
Port Alexander	3,000	Water		Unattended; Seaplane Base
Port Protection	4,000	Water	100, 80	Attended; 465-1786
Sitka - Rocky Gutierrez	6,500	Asphalt; Lights	100, A1+	Attended; 966-2960 (AP)
Sitka - Harbor	4,000	Water; Lights	100LL	Unattended; 747-3439
Skagway (Road Report)	3,550	Asphalt; Lights	100LL	Unattended; 983-2333
Skagway (sm boat harbor)	2,000	Water	100, 80	Unattended; 983-2628
Tenakee Springs	10,000	Water	100, 80	Attended; 736-2247 (AKSeaplane)

Location	Runway Length (feet)	Runway Composition; Lighting	Emergency Fuel	Attendance Remarks/Airport Manager Phone
Thorne Bay (Harbor)	5,000	Water		Unattended; 828-3380
Wrangell (A/P)	6000	Asphalt; Lights	100LL, A	Attended; 874-3107
Wrangell (Harbor)	9,000	Water		Unattended; 874-3736
Yakutat (Maintenance Station, DOT, A/P)	6,475	Concrete; Lights	Fuel 80, 100, JET	Attended; 784-3293
Yakutat (city&borough)	7,500	Water		Unattended; 784-3323
Yakutat, Alsek River (USFS) (Ranger's Office)	1,860	Turf		Unattended; 784-3359
Yakutat, Dangerous River (USFS)	1,900	Turf		Unattended; 784-3359
Yakutat- E. Alsek River (USFS)	1,100	Gravel		Unattended; 784-3359
Yakutat, Harlequin Lake (USFS)	1,700	Turf-Gravel		Unattended; 784-3359
Yakutat, Situk (USFS)	1,940	Gravel-Turf		Unattended; 784-3359
Yakutat, Tanis Mesa (USFS)	1,900	Turf-Gravel		Unattended; 784-3359

5220.7 – Temporary Storage and Disposal Facilities (TSDs)

Reference the Community Profiles for community specific storage/disposal details, as available.

The RP will be responsible for developing a waste disposal plan to provide the necessary logistical and procedural information required to ensure fast and efficient transfer of wastes from the response operations personnel to disposal facilities in compliance with existing laws and regulations. Oversight of the waste disposal plan will normally be the responsibility of the State.

Currently no approved hazardous waste sites exist in Alaska. Within Southeast Alaska, a municipal incinerator operates in Sitka, one is proposed for Ketchikan, and the incinerator in Juneau is no longer operating. Use of facilities for incineration of response waste requires written approval from ADEC. All other communities have municipal landfills. The landfills in the small communities will not be capable of handling the extensive debris from a large response effort. ADEC's Southeast Area Response Team can provide current information on the adequacy of landfills in Southeast Alaska.

5220.8 – Maintenance and Fueling Facilities (land/water)

Fueling Facilities: Fueling facilities for land, marine and air equipment will be limited in remote regions. For an extended response, remote fueling sites will need to be established to assure maximum operating and flight time on scene. Land based fueling sites will require approval from State and resource trustees and will need to provide provisions for spill prevention.

Maintenance Facilities: Maintenance facilities will need to be provided by the equipment owner/operators. In general, self-contained maintenance facilities are required in all areas outside the major population centers.

Reference the Community Profiles for community specific maintenance and fueling facility details, as available.

5220.9 – Fish and Wildlife Response Facilities and Resources

Guidance for determining how to deal with oiled or potentially oiled wildlife is found in the Wildlife Protection Guidelines for Alaska: http://dec.alaska.gov/spar/PPR/plans/uc.htm

For example, the Guidelines include contact information for wildlife resource agencies by wildlife species (Appendix 26); information on factors that need to be considered when determining when to begin and end a wildlife capture and treatment program (Appendix 1); permits and/or authorization required for wildlife response activities (Appendix 16); entities in Alaska with equipment and materials stockpiled for wildlife response activities (Appendix 21); and checklists for requesting authorization to conduct wildlife deterrence and/or wildlife capture, stabilization, transportation, and treatment (Appendices 24 and 25).

Wildlife response activities must be authorized and permitted by the appropriate federal and/or State wildlife resource agencies. As noted above, Appendix 26 of the Wildlife Protection Guidelines includes wildlife resource agency contact information by wildlife species. Federal and State wildlife resource agencies include the U.S. Department of the Interior, the U.S. Department of Commerce-National Marine Fisheries Service, and the Alaska Department of Fish and Game.

Questions regarding oiled or potentially-oiled wildlife preparedness and response activities should be directed to:

Contact	Phone
Alaska Dept of Fish and Game	465-4105 (Juneau)
	586-7235
National Marine Fisheries	271-5006
	786-3411
US Dept. of the Interior	271-5011 (Anchorage)
US Fish and Wildlife Service	786-3598

5230 – Vessel Support

5230.1 – Boat Ramps/Launching Areas

Boat ramps are typically found in developed communities within each geographic zone. If available, harbormasters can provide port information. Reference **the Community Profiles** regarding the vessel support capabilities at a specific community or contact the village coordinator for specific information and capabilities.

5230.2 – Vessel/Boat Sources

A partial listing of towing companies within the state is provided below. The homeports of vessels are provided, but at any time vessels maybe on contract at distant locations. Due to the relatively low number of in-region tug operators, it may be necessary to mobilize vessels from outside the Geographic zone. The USCG at Sector Anchorage (428-4200) can provide additional information regarding companies capable of providing marine-towing resources.

The following is a sample of companies in the Southeast Alaska Area.

Towing

Company	Location	Contact Phone Number
Alasco Towing Co.	Wrangell	
Alaska Marine Lines	Ketchikan	225-7660
Amak Towing Company	Juneau	789-4020
Anderson Tug & Barge.	Seward	224-5506
Baney Tug & Barge	Ward Cove	247-2422
Boat R B	Petersburg	772-4571
Boyer Towing Inc.	Ketchikan	225-2090
Campbell Towing Co.	Wrangell	874-3318
Cowam Towing & Salvage Inc.	Ward Cove	247-8269
Island Tug & Barge	Ketchikan	225-5388
Northland Services Inc.	Juneau Anchorage	586-4484 276-4030
Revilla Tug Co.	Juneau	225-2730
Rocky Pass Towing	Petersburg	772-4506
Samson Tug & Barge Co.	Kodiak	487-4908
Seakist Towing	Petersburg	
Tyee Maritime	Wrangell	

5230.3 – Maintenance

Scattered maintenance and repair facilities exist across the Southeast Alaska planning area. Extended operations not in the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on scene. Limited maintenance facilities may be available locally. The responsible party will need to provide self-contained facilities aboard barges or other means.

For community specific information, reference the Community Profiles.

5240 – Ground Support

5240.1 – Vehicle Sources

Reference the local Phone Book/Yellow Pages for up-to-date listings of companies that commercially rent or lease trucks and automobiles. Also, reference *Community Profiles* for additional information that may be available for a specific town or village, including the possibility of local heavy equipment availability. The Alaska National Guard and the Alaska Department of Transportation and Public Facilities also may be able to provide resources.

Trucking - General Renting & Leasing

Anthill Enterprises	Ketchikan	
Arrowhead Transfer	Ketchikan, Craig	225-4313, 826-3419
C & E Bradley's Inc.	Ketchikan, Wrangell	225-5551, 874-2361
Alaska Marine Trucking	Skagway	983-2281
U-Haul	Ketchikan Juneau Petersburg	247-2461, 523-0563, 772-9366
Lynden Air Freight	Juneau	789-1490
Lynden Inc.	Juneau, Ketchikan, Petersburg	586-6600, 225-5550, 772-9318
Reliable Transfer Corp.	Juneau	789-1490
Rent-A-Wreck	Juneau	789-4111
Service Transfer Inc.	Sitka	747-3277
TEMSCO Airlines	Ketchikan	225-5141
Valley Transfer	Ketchikan	225-0821

Trucking – Dump

Gastineau Sand & Gravel Inc.	Juneau	
Phillips Construction	Juneau	
Phillips Trucking	Juneau	
Simpson & Son Trucking	Juneau	789-6356
T.W. Hall	Juneau	789-3725

Trucking - Heavy Hauling

Kirkevold Trucking	Juneau	

Trucking - Local Cartage

Arrowhead Transfer Inc.	Craig	826-3419
Atlas Van Lines Agent	Juneau	586-1642
Douglas Trucking Inc.	Juneau	789-0950
Northland Services	Craig	826-3984
Reliable Transfer Corp	Juneau	789-1490

Trucking - Motor Freight

Arrowhead Transfer Inc.	Sitka, Craig	747-8647, 826-3419
C & E Bradley Inc.	Ketchikan	225-5551
Douglas Trucking Inc.	Juneau	789-0950
Ireland Transfer & Storage Co.	Ketchikan	225-2121

5240.2 – Maintenance

Scattered maintenance and repair facilities exist across the Southeast Alaska planning area. Extended operations not in the immediate vicinity of maintenance facilities will require that self-contained facilities be brought on scene. Limited maintenance facilities may be available locally. The responsible party will need to provide self-contained facilities aboard barges or other means.

For community specific information, reference the Community Profiles.

5300 – SERVICES

5310 – Food

A major response will require significant quantities of food and the associated equipment necessary for properly handling, storing, preparing and disposal. These tasks would require contract support from the local area as long as the requirements did not exceed local capability. Anchorage has numerous construction support organizations that could provide portable field kitchens and catering support complete with portable shelters; this support can be provided in air-transportable "packages." It is recommended that food and other basic supplies be purchased from stores immediate to the incident, when possible. Larger responses will require purchases from vendors outside the area. High-speed vessel transport or small aircraft may be needed deliver food to on-scene personnel.

5320 – Medical

All medical resource information can be found in Section 3350 of this document, or in the Community Profiles.

5330 – Clothing

Alaska's environmental conditions dictate that response personnel be equipped to operate in the harsh arctic environment. Personnel must arrive on-scene with adequate clothing to begin working immediately. This includes a complete set of heavy-duty rain gear, steel-toed rubber boots, gloves, hard-hat liner, and warm (preferably no cotton) under garments. Depending on the season, winter outerwear will also be required. Employers will be responsible for resupplying their employees with necessary clothing.

5340 – Training and Safety Equipment

All responders must report with the minimum required OSHA and State hazardous response training and all required personal protective equipment (PPE). This equipment includes hardhat, safety goggles, hearing protection, gloves, personal flotation device, respirator with cartridges, steel-toed boots. It will be the responsibility of the employer to provide and document the required training and to fully outfit and resupply their personnel with the necessary safety equipment. Availability of PPE will be confirmed by the Site Safety Officer.

All of Alaska is "bear country." Crews working in remote locations should be trained in how to be safe in brown bear habitat. Workers may need to be provided bear spray or have designated well-trained guards with the appropriate guns as a precaution against negative man/bear encounters. These remote crews may also require one or more of the following: briefings on how to handle food residue and trash; bear resistant containers for food and perishable items; and portable electric fencing for camp security to deter bear investigations.

5400 – COMMUNICATIONS

5410 – Communications Plan

5410.1 – Incident Communications

The following recommendations apply to response scenarios that are likely to occur and communications strategies for use during those type incidents.

Situation 1: *Ability to receive initial report of grounding, collision, spill, etc.*
This is essentially the same basic information requirements for Search and Rescue (SAR) missions. Primary communications strategy would initially be by VHF marine radio and on telephone as the primary means of passing the initial report. Secondary communications would employ cell phone/SAT phone or HF radio depending upon the capabilities available in the surrounding area. Under normal circumstances, a call would be made to the USCG Communications Center, which would, in turn, pass the information to responsible Command Center personnel for further prosecution.

Situation 2: *Voice communications with on-scene USCG investigation personnel.*
The investigator typically will not have a cutter on scene and may arrive via charter aircraft or vessel. The investigator must be able to pass and receive information in a timely manner (2-6 hours after the initial report) to the cognizant Sector Command Center. The investigator may not be able to use the assets of the damaged vessel due to safety or location issues.

Primary communications strategy would be by VHF marine radio either directly to the USCG Communications Center or cell phone to the Sector Command Center. If telephone service is available in the general area, subsequent reports will use that means. Secondary communications strategy would be via HF, VHF-FM, and/or telephone.

Situation 3: Command and control for a small number of on-scene units.
In a small response, there typically will be one USCG cutter, one helicopter, and two vessels from other organizations. They will need to talk to each other as well as to Sector personnel. The designated Federal On-Scene Coordinator (FOSC) will assign frequencies to all assisting units. The FOSC will be assigned by the Sector Command Center.

Primary communications strategy will be VHF-FM for close-in operations. HF communications guard with aircraft will be maintained by Communications Station (CommSta) Kodiak. Air-to-surface communications will be a combination of VHF-FM/HF or VHF, depending upon the surface vessel capabilities.

Situation 4: Command and control for large number of on-scene units (estimated occurrence is once every 5-10 years).

During an incident near the scale of the Exxon Valdez, communications requirements (voice and data) with numerous units (air and surface) from multiple organizations should be anticipated.
Primary Communications Strategy – VHF-FM and/or HF.

Secondary Communications Strategy – HF and/or VHF-FM, and UHF depending on unit capabilities and civilian capabilities. Normally the on-scene coordinator will have capabilities meeting both USCG/DHS and civilian sector capabilities. If not, a transportable telecommunications center can be airlifted in to provide the capability. This asset is situated in Sacramento, CA. and requires FORCECOM coordination to mobilize for air shipment. It also requires radio operators from the requesting district.

5410.2 – Emergency Communications

Three separate systems for broadcast of emergency messages are available to the Alaska Regional Response Team (RRT) and the Federal or State On-Scene Coordinator. These include the NOAA Weather Radio System, the State of Alaska Emergency Alert System, and the National Warning System.

NOAA Weather Radio System: The Alaskan NOAA Weather Radio System is handled through the National Weather Service (NWS) and is constantly updated. The NOAA Weather Radio System operates in two modes, i.e. normal and alarm. In the normal mode, the system provides regionally specific updated weather information. In an emergency, NWS can activate the alarm mode. In the alarm mode, NWS can remotely activate any one of 15 remote radio weather transmitters. The OSC or the RRT can activate the alarm mode of the Alaskan NOAA Weather Radio System by contacting the NWS and stating that they wish to activate the NOAA Weather Radio System to service certain geographical areas. All messages should be short and concise. As a minimum, provide the following information:

- The nature of the emergency
- Actions underway by local, State and federal agencies and the Responsible Party
- Special instructions to the public

Standard NOAA weather radio transmitters (with a nominal 45-mile broadcast radius) are situated at strategic locations throughout the state. In addition, when NOAA makes a broadcast on its weather radio affecting a specific geographical region, it can also notify the local primary Common Program Control Station (CPCS-1), a component of the Emergency Alert System, covering the affected area and ask the CPCS-1 station to rebroadcast the emergency message.

State of Alaska Emergency Broadcasting System: The Alaska Division of Homeland Security and Emergency Management (ADHSEM) is responsible for activation of the State Emergency Alert System (EAS). The State EAS can be activated statewide or regionally. To use the EAS, contact ADHSEM and request system activation.

National Warning System: The ADHSEM also operates the Alaska component of the National Warning System (NAWAS). The NAWAS alerting system is designed to provide immediate notification to 28 communities and agencies located in Alaska. This system uses dedicated commercially leased landlines. To use this alerting system, contact ADHSEM and request activation of the NAWAS.

To activate either the EAS or the NAWAS contact ADHSEM at **1-800-478-2337 or 907-428-7000** and provide information as noted above in paragraph a: NOAA Weather Radio System.

5420 – Communications Capabilities

5420.1 – General

Adequate communications equipment along with a well thought out communications plan are imperative to a coordinated response. For responses involving numerous vessels or operations distant from the command center, the communications center will have to be placed as close to the response location as feasible. The communication center will require telephones, facsimile machines, single side band, and VHF-FM base station with additional portable radios. The distances involved may necessitate the installation of VHF repeater stations to allow communications at greater distances. Contingency planners must seriously address their

communications requirements prior to a spill. Failure to properly command and control response resources will prove devastating to the response.

Good, dependable communications between the command center and field operations is essential for an efficient spill response. For minor, short duration responses, a minimum of direct point to point communications will be needed and can normally be provided with two or more VHF marine portable radios or, possibly, with telephones. For large, extended responses covering a wide area, a communications set up as close to the incident as possible will be necessary. The communications center will require telephones, facsimile machines, and a single sideband/VHF-FM base station along with additional portable radios. Satellite communications may be added as required.

During prolonged spills, VHF repeaters, multi-frequency scanners, and continuous tape recorders may need to be installed. Portable repeaters can increase the communication range several fold depending upon where the repeaters are placed, by supplementing the coverage provided by permanently installed repeaters.

All responses will require either a simple communication schedule identifying when reports are to be transmitted and when field crews are to report, or a full-scale communications management plan that includes the assignment of frequencies, channels, and call signs for various operations.

Radios: Marine communications at the command center and aboard vessels will generally require 25-watt VHF marine radios with high gain antennas. Vessels usually monitor channel 16 and switch to other working frequencies. When aircraft are used in conjunction with on-water activities such as directing vessel movements, VHF marine frequency radios will be required for use by the aircraft. Due to aircraft noise, these radios should be equipped with headsets and boom mikes. Communications with aircraft from the command center will require standard VHF frequency capability. ALASCOM's Marine Radio Service provides vessel-to-vessel, vessel to shore, and shore to vessel communications through the marine VHF single side band service. In large spills where the responsible party is unknown or is not responsive, the contracted response organization will be required to provide the necessary communications "package".

VHF radio communications is the primary radio band used by the State of Alaska, EPA and USCG. However, many local emergency responders utilize the UHF band. During a Unified Command response, and in areas without ALMR coverage and ALMR compatible radios, multiple agency/ government radios may need to be utilized and monitored due to the range of frequencies used by the various parties.

ADEC Communications equipment is maintained by the logistics staff, which can be reached at 465-5234 in Juneau or 344-7380 in Anchorage. Communications support is provided by the Department of Administration ETS branch at 296-5781 in Anchorage.

Response on water will generally utilize the VHF marine radio frequencies. The USCG primarily operates on these frequencies. Due to aircraft noise, these radios should be equipped with headsets and boom mikes. Communications with aircraft from the command post will require standard VHF frequency capability

In large spills where the responsible party is unknown or is not responsive, the contracted response organization will be required to provide the necessary communications "package." The State of Alaska has a mobile emergency communications system (available through the Department of Military and Veterans Affairs) that can be deployed during an emergency declared by the governor. In the initial stages of a response, this system might be available to the Unified Command but only until a separate communications system can be established. The state's system is intended for use by state agencies in emergencies and not as a joint-use system for other response agencies/organizations. DMVA (through the Alaska National Guard) also maintains an Emergency Communications Response Team that can be mobilized to provide forward communications support in the event of a major spill incident.

Telephones: Telephone support will have to be coordinated through the local telephone utility. The requirements for telephone support may overload the capability of some of the remote locations resulting in delays in acquiring a suitable number of lines. Long distance service may also be severely limited during initial operations.

Telephones and facsimile machines should be used to reduce radio traffic congestion. Direct "hot lines" to key officials may be required if normal landlines are continuously tied up. A major response may surpass the local telephone system's capability to handle a large volume of long distance calls. This is especially true for a command post located in a small village. Smaller communities would require the addition of new trunk lines for anything greater than a 50% increase in volume (several days delay).

GCI is now providing cellular phone service to nearly all Alaska communities. Some communities may also be have cellular service by Alaska Communications Systems (ACS) and AT&T. ACS is the primary local telephone (landline) company, but GCI is also providing local and business telephone services Cellular and local telephone services in the outlying communities is carried via a terrestrial microwave ring system. This new system should solve any bandwidth or repeater-use problems and will greatly increase access to telephone and Internet resources for many more locations.

Telefax: Dedicate at least two facsimile machines to the command center. Fax machines may be purchased or rented on the local economy in the larger cities within the region. For remote responses, plan to deploy to the spill location with adequate fax capability since availability will be limited. Use one machine for incoming and one for outgoing traffic. Establish procedures very early in the response for sending, receiving, and distributing faxes. Publish the fax numbers within the Command Center so that these numbers can be referenced to agencies and organizations outside the command structure.

Another option to consider is a scan to fax or email capable machine. Local office supply companies do sell or rent multi-function printer/copier/scanner/fax machines. These units can often scan or fax directly if they are tied into phone or internet systems. Alternatively, they can scan to removable drives (USB drives) to be transmitted by other devices with internet access.

Portable Telephones: Cellular telephone coverage is rather limited in Alaska and cannot be relied upon as a primary means of communication throughout the state. Yet, cellular phones often can provide an additional means of maintaining communications with individuals outside the command center. The USCG's Pacific Strike Team has an International Maritime Satellite

Organization (INMARSAT) Telesystem capable of transmitting and receiving calls from anywhere in the world. The system can also send and receive faxes. ADEC also has several of these systems on hand. ADMVA/DHSEM has five Personal Satellite Terminals (PST) on the American Mobile Satellite Corporation (AMSC) system and three on the INMARSAT system. ADMVA/DHSEM has 15 Iridium portable satellite phones and three Globalstar portable satellite phones available for deployment. The DOD/Alaska National Guard may also have available portable satellite communications packages available.

Portable Radios: Response teams, whether small boat crews or beach and land-based teams, will generally need portable VHF radios with 1 to 5 watts power; usually these radios have approximately 55 channels. Backup batteries, chargers, and extra radios will be required for extended responses. The responsible party/response contractor must provide adequate radios for their personnel. On the government side, ADEC has a number of portable VHF radios available for use throughout the state.

Interpreters: With the growing influx of other cultures into Alaska, plus the possibility of foreign-flag vessels, language barriers may arise. Response staff may need the skills of an interpreter. Local hospitals and the State Troopers are the two most likely sources for the names of available interpreters. EPA and USC Tribal Coordinators can assist in identifying interpreters of Alaska native languages.

Portable Communications Trailers: Portable communications trailers are rare in Alaska. The major industry response co-ops have the capability to establish portable communications centers, in either flyaway kits or road transportable units. The DOD has extensive communications that could conceivably be brought to bear in the event of a significant spill. ADEC, DMVA, and EPA maintain a command van trailer in Anchorage for deployment during spill responses. The Alaska State Troopers have a communications trailer available. The 103rd Civil Support Team (CST, Alaska National Guard) has a communications van available for use in special situations. The Navy Supervisor of Salvage (NAVSUPSALV) also has a command trailer, as does ADEC. DOD has extensive communications capabilities that could conceivably be made available in the event of a significant spill.

Copiers: Dependable, high volume copiers will be required in the command center. The size of the response will dictate the number of copiers required. Having more than one copier is advisable in the event that one machine breaks down from overuse.

5420.2 – Federal

General: The following is a description of USCG VHF and HF radio coverage in Alaska. The USCG provides VHF-FM throughout the Southeast and South Central coastal areas and two sites in the Bering Sea. This coverage is not continuous along the coast. High Frequency (HF) coverage provides additional coverage for offshore Alaskan waters. VHF-FM Communications are monitored continuously at Juneau, Valdez and Kodiak operated by USCG Sectors in Juneau and Anchorage. Each Communication Center has listening watches on VHF Channel 16 and 2182 KHz. Communication Station Kodiak (CommSta) provides 24 hour HF coverage on 2182 KHz and 4125 KHz. USCG cutters and aircraft have HF, VHF, and UHF capabilities during underway or air borne operations. All USCG ships (while in port) and shore stations in Alaska are interconnected with a wide area network. All data and recorded message traffic is carried on this network. Telephone service is available at all USCG units. Cellular phone capabilities are available throughout large

areas of the state's coastal areas and along the road system. The Juneau USCG District Office maintains a sole satellite capability with other DOD entities.

Each Communication Center can be contacted via VHF-FM channel 16. For communications in Southeast Alaska, Upper Cook Inlet (Site Summit High Site) and the Bering Sea (Cold Bay and St. Paul Island) contact the Sector Juneau Command Center. For Prince William Sound, communications contact Sector Anchorage Command Center. Valdez and Kenai Peninsula, Cook Inlet and Kodiak Island communications are Sector Anchorage Command Center.

Sector Juneau Command Center:
Commercial Phone: (907) 463-2980
Fax: (907) 463-2023
Email: d17-pf-SectorJuneauCommandCenter@uscg.mil

Sector Anchorage Command Center
Commercial Phone: (907) 428-4100
Toll Free Phone: 1 (866) 396-1361
Fax: (907) 428-4114
Email: sector.anchorage@uscg.mil

Communication Station Kodiak:
Commercial Phone: (907) 487-5778

Seventeenth District Command Center:
Commercial Phone: (907) 463-2000
Toll Free: (800) 478-5555
Cell Phone: *CG (*24)
Telex: 49615066 Easylink: 62907427
Fax: (907) 463-2023
Email: jrccjuneau@uscg.mil

USCG Communications Capabilities: The following are USCG Aircraft, Ship, and Shore Station communications capabilities.

1. C-130 (Fixed wing), H60, and HH65 (Helicopter) Communications Capabilities:
   - HF 2-30 MHZ
   - VHF 30-87.975 MHZ, Guard 40.5
   - VHF 108-117.975 MHZ, AM, RX only
   - VHF 118-155.975 MHZ, AM TX/RX, Guard 121.5
   - VHF 156-173.95 MHZ, FM, Guard 156.8 (Channel 16)
   - UHF 225-399.975 MHZ, AM, Guard 243.0
   - ADF FULL DF CAPABILITIES EXCEPT FOR HF
2. Patrol Boats (WPB), and Buoy Tenders (WLB):
   - HF 2-30 MHZ
   - VHF-FM 146-174 MHZ, Preprogrammed channels only, State Trooper 155.2500, and State Disaster 155.2950 are preprogrammed.
   - VHF-FM 156-162 MHZ marine band
   - UHF 225-399.975 MHZ
3. USCG Shore VHF-FM Fixed Sites:

Southeast Alaska/Sector Juneau Area:	
LENA POINT HF	582318N1344543W
POINT HIGGINS HF	552741N1314847W
SITKA HF	570312N1352144W
YAKUTAT HF	593036N1394021W
VHF Maritime (NDS & Local)	
ALTHORP PEAK	580523N1362455W
CAPE FANSHAW	571217N1332758W
DUKE ISLAND	545256N1312155W
GRAVINA ISLAND	552137N1314747W
JUNEAU	581805N1342515W
MANLEY	570653N1344844W
MOUNT MCARTHUR	560409N1341131W
MOUNT RIPINSKI	591503N1352744W
MUD BAY	570910N1353837W
ROBERT BARRON	581336W1345025W
SUKKWAN	550550N1324559W
YAKUTAT	593313N1394338W
ZAREMBO ISLAND	562043N1325142W

Prince William Sound/Sector Anchorage Area:	
CAPE HINCHINBROOK HF	601416N1463852W
CAPE YAKATAGA HF	600456N1422917W
VHF Maritime (NDS & Local)	
CAPE HINCHINBROOK	601416N1463852W
CORDOVA (AVSUPFAC)	602941N1452821W
CORDOVA (TRIPOD HILL)	603312N1454402W
NAKED ISLAND	603846N1472043W
POINT PIGOT	604904N1482249W
POTATO POINT	610324N1464151W
VALDEZ	610735N1462113W
VALDEZ SPIT	610726N1462108W
UHF Air/Ground	
CORDOVA (AVSUPFAC)	602941N1452821W

Kodiak Sector Anchorage Gulf of Alaska, Bering Sea Area:	
KODIAK	574413N1523013W
VHF Maritime (NDS & Local)	
BALLYHOO	535508N1663031W
BEDE MOUNTAIN	591836N1515644W
CAPE GULL	581156N1541222W
COLD BAY	551504N1624540W
KODIAK	574413N1523013W
MARMOT ISLAND	581414N1514920W
PILLAR MOUNTAIN	574718N1522620W
RASPBERRY ISLAND	580406N1532257W

RUGGED ISLAND	595138N1492323W
SAINT PAUL ISLAND	570714N1701653W
SITE SUMMIT	611531N1493141W
SITKINAK DOME	563334N1541106W
TUKLUNG MOUNTAIN	585128N1592758W
UHF Air/Ground	
KODIAK	
PILLAR MOUNTAIN	574718N1522620W

The above National Distress System (NDS) high sites are monitored 24 hours a day, 365 days a year from Sector Juneau, Airsta Kodiak and MSU Valdez. Those locations listed beneath are remoted to the respective control station by landline, microwave, UHF, or VHF or a combination thereof.

- All sites (except those under Valdez) have the following channels: 6, 12, 16, 21A, 22A, 81A
- Valdez (except for Cordova) have channels: 6, 13, 16, 21A, 22A, 81A
- Cordova has channels: 13, 16, 21A, 22A

Those locations marked (HF) Guard 2182 KHz International Distress and calling frequency are capable of operation in the 2-30 MHZ range, but on preprogrammed frequencies only. They DO NOT contain any State or Local emergency frequencies. Changes require a technician to physically go to the remote site and reprogram the frequency; they are not remotely changeable/ programmable.
Communications Station (CommSta) Kodiak maintains a full long-range HF capability 2-30 MHZ.

4. Portable Communications Capabilities:

USCG Juneau Communications Capabilities:

1) Honda Generators (2 each), .4KVA 3.5 Amps (400 Watts)
2) HF Transceiver (1 each), 2-30 MHZ
3) Motorola XTS-5000 DES capable hand held VHF-FM radios (10 each), 146-174 MHZ, preprogrammed channels only; contains State Trooper 155.2500 and 155.2950. One six-station charger.
4) Harris R5800 VHF/UHF AM/FM. VHF: 90.00 – 224.9999 MHz; UHF: 225.000 – 419.99999 MHz
5) Iridium hand held telephones (5 each)

Ketchikan Capabilities: Hand held VHF-FM radios 156-162 MHZ.

Valdez Capabilities:

1) Cellular Telephone (6 each)
2) Hand held VHF-FM radios (6 each), 156-162 MHZ
3) Hand held VHF-FM radios (4 each), 146-174 MHZ

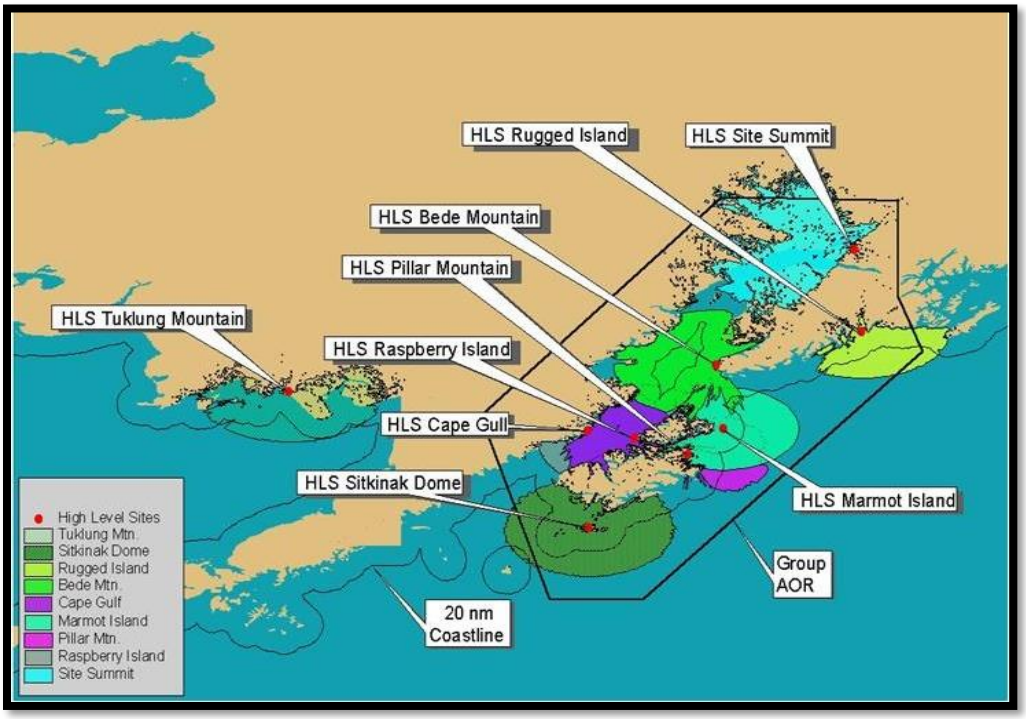
Kodiak Air Station (AirSta) Capabilities: Hand held VHF-FM radios, 156-162 MHZ

Kodiak Communications Station (CommSta) Capabilities:

1) URC 94 (1 each), HF/VHF AM/FM/CW/SSB Upper/Lower Sideband, Transceiver, HF 1.5-29.999 MHZ, 100 Watts, 12,000-mile range. VHF 30.0-79.999 MHZ, 50 Watts, 5-mile range.

2) ARC 94, 2-30 MHZ, 1k increments, 125 Watts
3) ARC 190, 2-30 MHZ, 100 Hz increments, 400 Watts
4) ARC 618, 118-135.9 MHZ, 1k increments
5) RC 513, 150-173.995 MHZ, 25k increments
6) ARC 159, 225-399.975 MHZ, 25k increments
7) ARC 182 V/U, 1 VHF 30-87.975 MHZ, Guard 40.5
8) 2 VHF 108-117.975 MHZ, AM, RX only
9) VHF 118-155.975 MHZ, AM TX/RX, Guard 121.5
10) 3 VHF 156-173.95 MHZ, FM, Guard 156.8 (Channel 16)
11) 4 UHF 225-399.975 MHZ, AM, Guard 243.0

Figure 5-2: USCG VHF Tower



5420.3 – State

The ADEC currently operates an assortment of communications equipment, including a variety of VHF hand-held and base station radios, portable repeaters, repeater extenders, and portable satellite phones. Additionally, sixteen wide-area mountaintop VHF repeater sites in Juneau, Prince William Sound, the Kenai Peninsula, the Anchorage area, Fairbanks, Kodiak and the North Slope are available to enhance area communications.

ADEC is also part of the **Alaska Land Mobile Radio (ALMR)** system.

ADEC communications equipment is maintained by the logistics staff, which can be reached at 465-5234 in Juneau or 344-7380 in Anchorage. The Alaska Department of Administration Enterprise Technology Services (ETS) branch provides communications support and can be reached at 269-5781 in Anchorage.

The ADEC maintains three communications flyaway kits statewide (one each in Fairbanks, Anchorage, and Juneau) to support on-scene operations. Each kit consists of a VHF/FM base station radio with two 12-volt batteries and supporting hardware (the radio can also operate on commercial power). In addition to the flyaway kits, ADEC has portable suitcase repeater systems, which will provide extended range for on-scene communications. Two UHF suitcase repeater systems are also available, along with 48 compatible handheld transceivers. Four 100-watt portable generators can be deployed to provide power for the communications equipment.

The State DMVA Division of Homeland Security and Emergency Management also acquired a Mobile Emergency Operations Center (MEOC). General facts and information on the MEOC are provided below. The MEOC can be deployed anywhere along Alaska's road system to support a major response operation.

Vehicle Specifications:

- Make/Model — Freightliner Columbia
- Length: — 45 feet
- Licensed Gross Weight — 56,000 pounds
- Dispatch Weight (full fuel) — 41,000 pounds approximately
- Fuel Capacity — 140 gallons (3 days' supply at full electrical load)
- Emergency Vehicle Equip. — Lights, siren, public address
- Internal & External lighting — White/Red internal with external floods
- Electrical — Separate Chassis and Coach battery systems for DC
- Two 12.5 KW generators to support AC load

<u>Command Center Capabilities:</u>

- Configured to support a Unified Command level incident.
- Command center will support 10 workstations with laptops.
- Spare dispatch position in Command Center
- High Speed satellite system; supports video conferencing, VOIP phones, Wi-Fi and internet.
- Self-erecting and self-orienting satellite system.
- Supports up to 16 Voice Over Internet Protocol (VOIP) telephones via satellite.
- Receive and record both analog and digital broadcast television.
- External tower mounted (pneumatic extension/retraction) high-resolution color video camera with full optical and digital zoom via remote control.
- Multiple video screens with video management panel and external video capability.

<u>Dispatch Center Capabilities:</u>

- Four computer aided dispatch positions utilizing Telex C-Soft software with full patch capability.
- Headsets, boom microphones and foot switches available to dispatchers
- Hard mounted ergonomic dispatcher seating.
- Four ALMR mobile radios, panel mounted
- Two Conventional VHF radios, panel mounted
- High and Low UHF radios, panel mounted
- 700/800 MHz (AWARN) radio, panel mounted

- Marine Radio, panel mounted
- VHF AM aircraft radio, panel mounted for Air-Ground comm.
- ARES capable amateur radio
- Citizens Band radio
- On board ALMR capable portable radio cache with gang charger

Support Equipment:

- 24 inch plotter for maps, drawings, etc…
- Fax/copier
- Document printer
- Fridge, microwave and coffee pot for extended deployment (comfort items)
- Support trailer with storage space to house up to 5 personnel for extended deployment

State of Alaska Communication Assets						
	Equipment	Quantity	Agency	Location	Contact	Phone
RADIO EQUIPMENT						
ADEC Fixed Base Station						
Portable VHF Base Stations (Fly-Away Transceivers)	Fly-Away Kit	1	ADEC	Fairbanks	NART Office	451-2126
	Fly-Away Kit	2	ADEC	Anchorage	CART Office	269-7542
	Fly-Away Kit	2	ADEC	Juneau	SART Office	465-5233
Base and Hand Held Ground-Air Radios	Handheld Radios	10	ADEC	Statewide	CART Office	344-7380
	Base Radio	1	ADEC	Valdez	CART Office	835-4698
	Handheld Radios	3	DMVA ECRT	Ft Richardson	SEOC	428-7000 800-478-2337
	Base Radio	7	DMVA ECRT	Ft Richardson	SEOC	428-7000 800-478-2337
VHF Marine Radios	Handheld Radios	3	ADEC	Soldotna Anchorage	CART Office DEC Warehouse	269-3063 344-7380
	Base Radios	2	ADEC	N/A	N/A	----
	Handheld Radios	8	DMVA ECRT	Ft Richardson	SEOC	428-7100 800-478-2337
	Base Radios	9	DMVA ECRT	Ft Richardson	SEOC	428-7100 800-478-2337
Handheld Portable VHF Radios	Motorola Saber III	2	ADEC	Anchorage Valdez	CART Office	269-7542 835-4698
	Motorola Saber II	67	ADEC	Statewide	DEC Warehouse	344-7380
	Motorola Saber I, Programmable, 12 channels	22	ADEC	DEC Warehouse (10) Statewide (12)	DEC Warehouse	344-7380 344-7380
	Motorola P-100 Radios, 2 channels	19	ADEC	Anchorage	DEC Warehouse	344-7380

State of Alaska Communication Assets						
	Equipment	Quantity	Agency	Location	Contact	Phone
	Motorola MX-360 Radios, 6 channels	13	ADEC	Anchorage (11) Kenai (2)	DEC Warehouse CART Office	344-7380 269-3063
	Bendix/King Radios	4	ADEC	Anchorage (2) Fairbanks (2)	DEC Warehouse NART Office	344-7380 451-2145
	Bendix/King Radios	25	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
	MAXON SP2550SMX	7	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
	Motorola Saber III	2	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
	Motorola MX 360 Radios	1	DMVA	Ft Richardson	SEOC	428-7000 800-478-2337
	Ericson GE	6	DMVA	Ft Richardson	SEOC	428-7000 800-478-2337
			DNR			
MISCELLANEOUS EQUIPMENT						
Auxiliary power supply (primarily for comms equipment)	Honda 1KW generators	4	ADEC	(2) Warehouse Fairbanks (1) Juneau	DEC Warehouse NART Office SART Office	344-7380 451-2145 465-5346
	Honda 1KW generators	4	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
	Northern Lights 5KW Generator	4	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
	Generac, 4KW	2	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
Satellite phone systems (INMARSAT)	INMARSAT-M	3	ADEC	(1) Fairbanks (1) Anchorage (1) Juneau	NART Office DEC Warehouse PPR Staff	451-2126 344-7380 465-5233
	SKY CELL	1	ADEC	Juneau	SART Office	465-5233

State of Alaska Communication Assets						
	Equipment	Quantity	Agency	Location	Contact	Phone
	IRRIDIUM PHONE	4	ADEC	(2) Anchorage (2) Fairbanks	DEC Warehouse NART Office	344-7380 451-2145
	Mitsubishi, MSAT	6	DMVA	Ft Richardson	SEOC	428-7100 800-478-2337
Interoperable radios and auxiliary power units			Volunteer fire depts.	Bayside and Women's Bay		486-8040
Portable fax machines		3	ADEC	Anchorage	DEC Warehouse	344-7380
		2	DHS&EM	Ft Richardson	SEOC	428-7100 800-478-2337
Global Positioning System (GPS) Units	Marine System	6	DHS&EM	Statewide	DEC Warehouse	344-7380

ADEC owns three portable repeaters, available from the Juneau office (465-5239), the Fairbanks office (451-2145), and the Anchorage ADEC warehouse (344-7380). Repeater channel coverage is shown in the following table:

ADEC Portable Repeater Channels	Operating Frequencies		
	Transmit	PL	Receive
ADEC Channel 1	154.755	141.3	159.255
ADEC Channel 2	154.815	141.3	159.285
ADEC Channel 3	154.830	141.3	159.315

5420.3.1 – Mobile Emergency Operations Center (MEOC)

The DMVA maintains the Unified Command Mobile Emergency Operations Center, which is available for a spill response if requested by ADEC. The State originally commissioned the mobile facility for establishing an emergency operations center at the Yukon River Bridge in the event of a threat to the Trans-Alaska Pipeline, a critical State resource under the federal Buffer Zone Protection Plan of 2006. The fact sheet below provides details on this transportable operations center.

MOBILE EMERGENCY OPERATIONS CENTER (MEOC) FACT SHEET

Truck Specifications:
Make/Model: Freightliner Columbia
Length: 45 feet
Licensed Gross Weight: 56,000 pounds
Dispatch Weight (full fuel): 41,000 pounds approximately
Fuel Capacity: 140 gallons (3 days' supply at full electrical load)
Emergency Road Equip.: Lights, siren, public address
Internal/External lighting: White/Red internal with external floods
Electrical: Separate chassis and coach battery systems for DC; Two 12.5 KW generators to support AC load

Command Center Capabilities:
- Configured to support a Unified Command level incident.
- Command center will support 10 workstations with laptops.
- Spare dispatch position in command center
- High-speed satellite system; supports video conferencing, VOIP phones, Wi-Fi, and internet.
- Self-erecting and self-orienting satellite system.
- Supports up to 16 Voice Over Internet Protocol (VOIP) telephones via satellite.
- Receive and record both analog and digital broadcast television.
- External tower mounted (pneumatic extension/retraction) high-resolution color video camera with full optical and digital zoom via remote control.
- Multiple video screens with video management panel and external video capability.

Dispatch Center Capabilities:
- Four computer-aided dispatch positions utilizing Telex C-Soft software with full patch capability.
- Headsets, boom microphones, and foot switches available to dispatchers
- Hard mounted ergonomic dispatcher seating.
- Four ALMR mobile radios, panel-mounted
- Two Conventional VHF radios, panel-mounted
- High and Low UHF radios, panel-mounted
- 700/800 MHz (AWARN) radio, panel-mounted
- Marine Radio, panel-mounted
- VHF AM aircraft radio, panel-mounted for air-ground comm.
- ARES-capable amateur radio
- Citizens Band radio
- On-board ALMR-capable portable radio cache, with gang charger

Support Equipment:

- Document printer
- Fax/copier
- 24-inch plotter for maps, drawings, etc.
- Refrigerator, microwave, and coffee pot for extended deployment (comfort items)
- Support trailer with storage space to house up to five personnel for extended deployments.

5420.4 – ALMR

Alaska Land Mobile Radio (ALMR) – The State of Alaska, the Department of Defense, other federal agencies in Alaska, and local municipalities have joined together in a consortium effort to design, build, and operate and maintain a fully interoperable wireless communications system in Alaska, the Alaska Land Mobile Radio Project (ALMR). The primary objective of ALMR is to provide a reliable and secure emergency communications system for all emergency responders in Alaska, especially for multi-agency responses to emergencies and critical situations.

ALMR is a two-way radio system used by first responders and public safety officials for instant, effective, and private communications during everyday operation. It also provides the efficiency, security and flexibility required during emergencies for communications on demand and in real time.

The ALMR transportable capability provides coverage in areas outside the range of the fixed infrastructure to increase capacity during an emergency or event, or to provide temporary communications for a site where communications are down. The transportable capability includes four skids. The communications skid houses a five-channel, P25 trunk site and provides connectivity to support voice, data, internet, telephone and video. The dispatch skid provides for two dispatch locations along with control of the gateway and foreign radio equipment, acquisition and control of the satellite skid, systems monitoring and mesh network control. The tower/ generator skid provides power and a crank-up microwave tower. The C and K-U band satellite skid provides reach back capability, as well as robust bandwidth to support National Incident Management System implementation at remote sites. Each skid is military air transportable and complies with requirements for both military and commercial sling lift operations, and is ground-transportable on flatbeds, meeting standards and regulations for transport along state and interstate highways.

The ALMR coverage in the State of Alaska is primarily in the Interior, Southcentral and Southeast areas of the state. For those areas of Alaska not currently within the ALMR coverage, the State of Alaska Department of Military and Veterans Affairs (ADMVA) has coordinated with state and local agencies to develop a Statewide Communications Interoperability Plan (SCIP) to address the interoperability needs of those areas. The plan envisions local entities applying for federal grants to purchase communications equipment appropriate to those communities to allow them to communicate with regional response communities through portable, tactical, interoperable IP gateway devices. For specific details of the SCIP, contact ADMVA. For additional information on the ALMR, reference the Alaska Land Mobile Radio website.

ALMR provides first responders and public safety officials' instant, effective, and private communications during everyday operation and the efficiency, security and flexibility required during emergencies for communications on demand and in real time. It is a system providing

interoperable communications using disparate radios, voice communications, whether they are open or encrypted, to other users authorized to be in the same talkgroup. Essentially, these radios are computers capable of transmitting voice and data, but can provide a number of other functions to assist the first responder carrying the radio.

Connectivity between the ALMR sites is provided by the State of Alaska Telecommunications System and the Municipality of Anchorage microwave systems, which enables ALMR users to communicate radio to radio anywhere in the ALMR coverage area, which is primarily along the road system.

The ALMR Help Desk is the single point of contact for ALMR Operations Management and Maintenance services. The Help Desk provides customers with problem, issue and complaint resolution. Services include account set up and update, radio checks, lost or stolen radio services, and general troubleshooting. Regular Business Hours are 8:00 am to 5:00 p.m., Monday through Friday After-hours (includes federal holidays): Call the Help Desk and follow the prompts to notify Motorola. An on-call technician will be notified.

The State of Alaska Telecommunications System (SATS) microwave network provides the wide-area connectivity for the Alaska Land Mobile Radio (ALMR) Communications System. Therefore, ALMR primarily provides coverage along the major road system and in some portions of Southeast Alaska. Recognizing the potential need for communications outside the ALMR coverage area and SATS infrastructure, two transportable/deployable, self-contained ALMR sites were designed and built for the Department of Defense. The transportable systems are assets of Joint Task Force, Alaska. In an emergency, and when approved by the Commander Alaskan Command, the units can be deployed anywhere in the state by truck, heavy-lift helicopter, or large cargo aircraft. The Transportable Communications Systems are designed to integrate into the existing ALMR fixed infrastructure.
The following is a basic description of the shelters/skids and their functions.

The Communication Shelter module is approximately 9 feet wide, by 16 feet long, by 9 feet high. It contains a five-channel RF site, satellite control interface, an unlicensed 5.8 GHz microwave radio, a central electronics bank (CEB) and a 48 VDC battery plant for eight hours run time.

The Dispatch Shelter is approximately 9 feet wide by 16 feet long by 9 feet high. It contains one Motorola© Gold Elite console position and a conventional UHF and VHF radios, marine band and air-to-ground radios, a MotoBridge® RGU, OMC, ACP, SIP Server, WSGU, and dispatch position.

Tower/Power Skid is approximately 9 feet wide by 20 feet long and contains a 35KW self-contained diesel generator and integral fuel tank designed for three continuous days of operation at half load. It also contains a 50-foot, powered crank-up tower. It has permanently mounted antennas for the trunked RF site and two conventional frequencies.

Logistics Skid is utilized to store ancillary equipment supporting the transportable during deployment. It also serves as a facility for maintenance operations while in the deployed state.
Contained within the Logistics Skid is the Unclassified Deployable Mesh (UDM) Network. Mesh network technology was originally developed for the military battlefield to provide instant, ad-hoc communication networks where fixed infrastructure was not available or deployable. The Mesh also provides Wi-Fi access, security and real-time video, dedicated licensed network

connectivity, and a license-free mobile broadband that is self-forming and self-healing and can deliver seamless data connections and real-time video transfers to vehicles moving at highway speeds. The Logistics Skid measures 9 feet wide, by 20 feet long, by 9 feet high.

Rapid Deployable System
The Rapid Deployable System Shelter provides a fast, easy, durable, and versatile structure for first responders, command posts, operations centers, or other remote operation uses.

Help Desk in Anchorage: 334-2567 Toll Free within Alaska: 888-334-2567
E-mail: almr-helpdesk@inuitservices.com

5420.5 – Southeast Alaska

Good, dependable communications between the command center and field operations is essential for an efficient spill response. For minor, short duration responses, a minimum of direct point to point communications will be needed and can normally be provided with two or more VHF marine portable radios or, possibly, with telephones. For large, extended responses covering a wide area, a communications center set up as close to the incident as possible will be necessary. The communications center will require telephones, facsimile machines, and a single sideband/VHF-FM base station along with additional portable radios. Satellite communications may be added as required.

During prolonged spills, VHF repeaters, multi-frequency scanners, and continuous tape recorders may need to be installed. Portable repeaters can increase the communication range several fold depending upon where the repeaters are placed. In Southeast Alaska, existing VHF repeater systems belong to both private and government agencies. Table 4 lists USCG VHF-FM control and repeater locations. Other systems are operated by U.S. Forest Service and industry, who should be contacted for specifics. The ADEC also maintains a list of available repeaters and their respective communication footprints.

All responses will require either a simple communication schedule which identifies when reports are to be transmitted and when field crews are to report or a full-scale communications management plan that includes the assignment of frequencies, channels, and call signs for various operations.

1) Radios
Marine communications at the command center and aboard vessels will generally require 25 watt VHF marine radios with high gain antennas. Vessels usually monitor emergency broadcast channel 16 and switch to other working frequencies. When aircraft are used to direct skimming operations, VHF marine frequency radio is the most useful and should be provided to the aircraft pilot. Due to excess noise, aircraft VHF marine radios should be equipped with headsets and boom mikes. ALASCOM's Marine Radio Service provides vessel to vessel, vessel to shore, and shore to vessel communications through marine VHF and single side band service. Listed below are the ALASCOM marine operator stations and telephone numbers.

Marine Operator Stations		
Station	**Call Sign**	**Channel**
High Mountain	WHV 821	87

Craig	WAB 956	25
Ketchikan	WRN 41	28
Ratz Mountain	WAB 960	26
Petersburg	WRN 42	27
Manley	WHV 825	24
Sitka	WRN 43	28
Juneau	WAB 976	26
Lena Point	WRN 40	25
Cape Spencer	WAB 975	26
Yakutat	WHV 829	24

The ADEC maintains three communications flyaway kits statewide (one in the Southeast) to support on-scene operations. Each kit consists of a VHF/FM base station radio with two 12-volt batteries and supporting hardware (the radio can also operate on commercial power). In addition to the flyaway kits, ADEC has portable "suitcase" repeater systems which will provide extended range for on-scene communications. Two UHF suitcase repeater systems are also available along with 48 compatible handheld transceivers. Four 100-watt portable generators can be deployed to provide power for communications equipment.

2) Telephones

Telephones and facsimile machines should be used to reduce radio traffic congestion. Telephones and installation requirements will be contracted with the local telephone utility company. Direct "hot lines" to key officials may be required if normal landlines are continuously tied up. Currently, PTI Communications services the majority of communities in SE Alaska. Telephone 1-800-478-3081 for service. Long distance service is provided buy ALASCOM or GCI. A major response may surpass the local telephone system's capability to handle a large volume of long distance calls. This is especially true for a command center located in a small village. Juneau, Sitka, and Ketchikan could immediately handle a surge in long distance calls (a 100% increase would require the addition of a new trunk, 2-5 day delay). The smaller communities would require the addition of new trunk lines for anything greater than a 50% increase in volume (several days delay).

3) Telefax

Dedicated incoming and outgoing fax machines should be commercially leased from local office supply companies. The number of dedicated lines and machines will depend on the size of the response.

4) Cellular and Satellite Communications

Presently, cellular telephone coverage is limited in the Southeast Alaska region. Companies currently offering cell phone service include ACS (800-808-8083), AT&T (888-333-6651), and GCI (800-800-4800/907-586-3320). Reference Figures 5-3 through 5-5 below for maps showing cell phone coverage.

The ADEC has portable, briefcase-sized satellite terminals (INMARSAT-M) and the Pacific Strike Team has available an INMARSAT TELESYSTEM (TCS-9200). These systems are capable of placing and receiving calls from anywhere in the world, including remote locations, and supporting fax and computer modem operations. The DOD/Alaska National Guard may also have available portable satellite communications packages available.

Figure 5-3: ACS Cellular Phone Coverage for Southeast Alaska

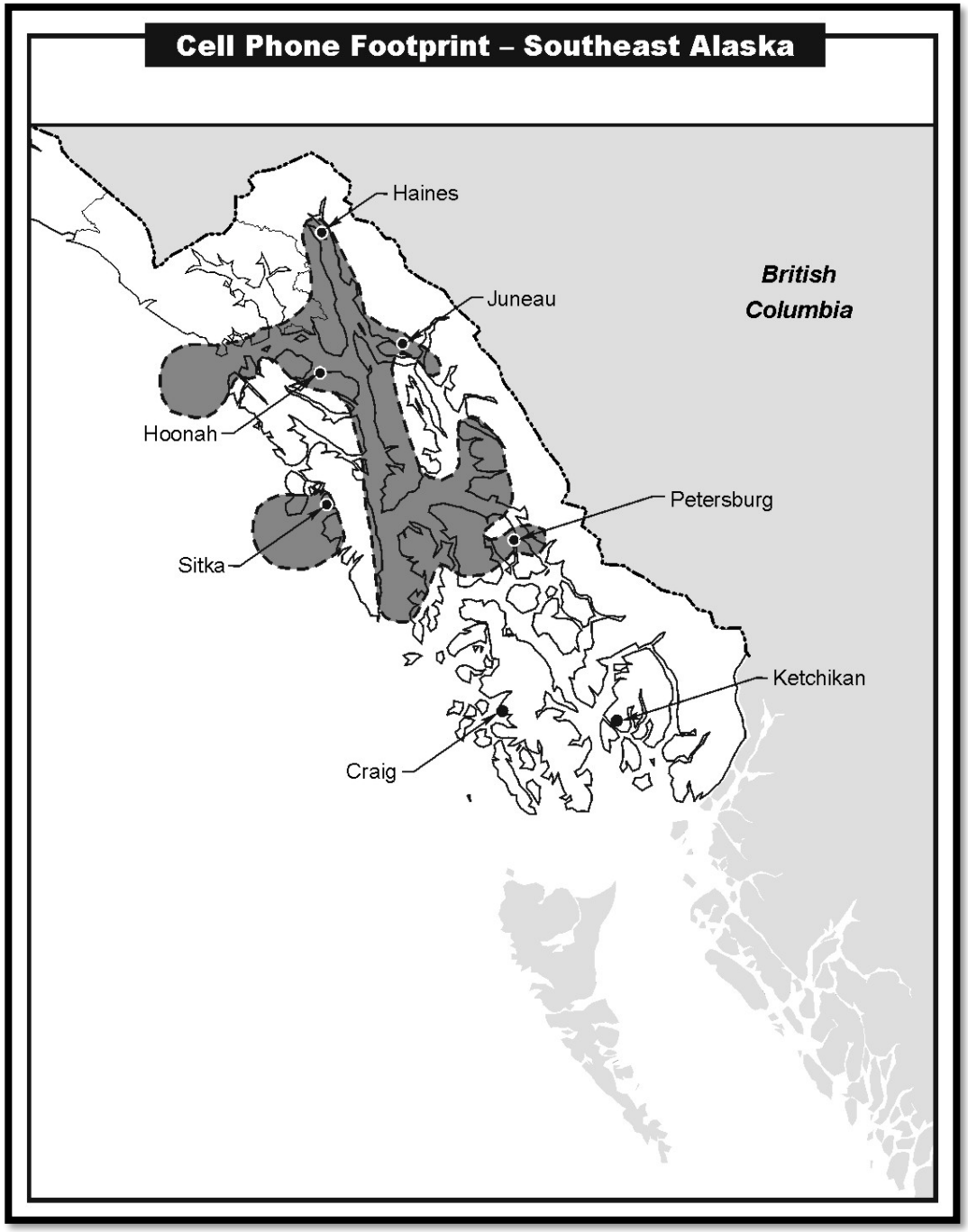


Figure 5-4: GCI Cellular Phone Coverage for Southeast Alaska

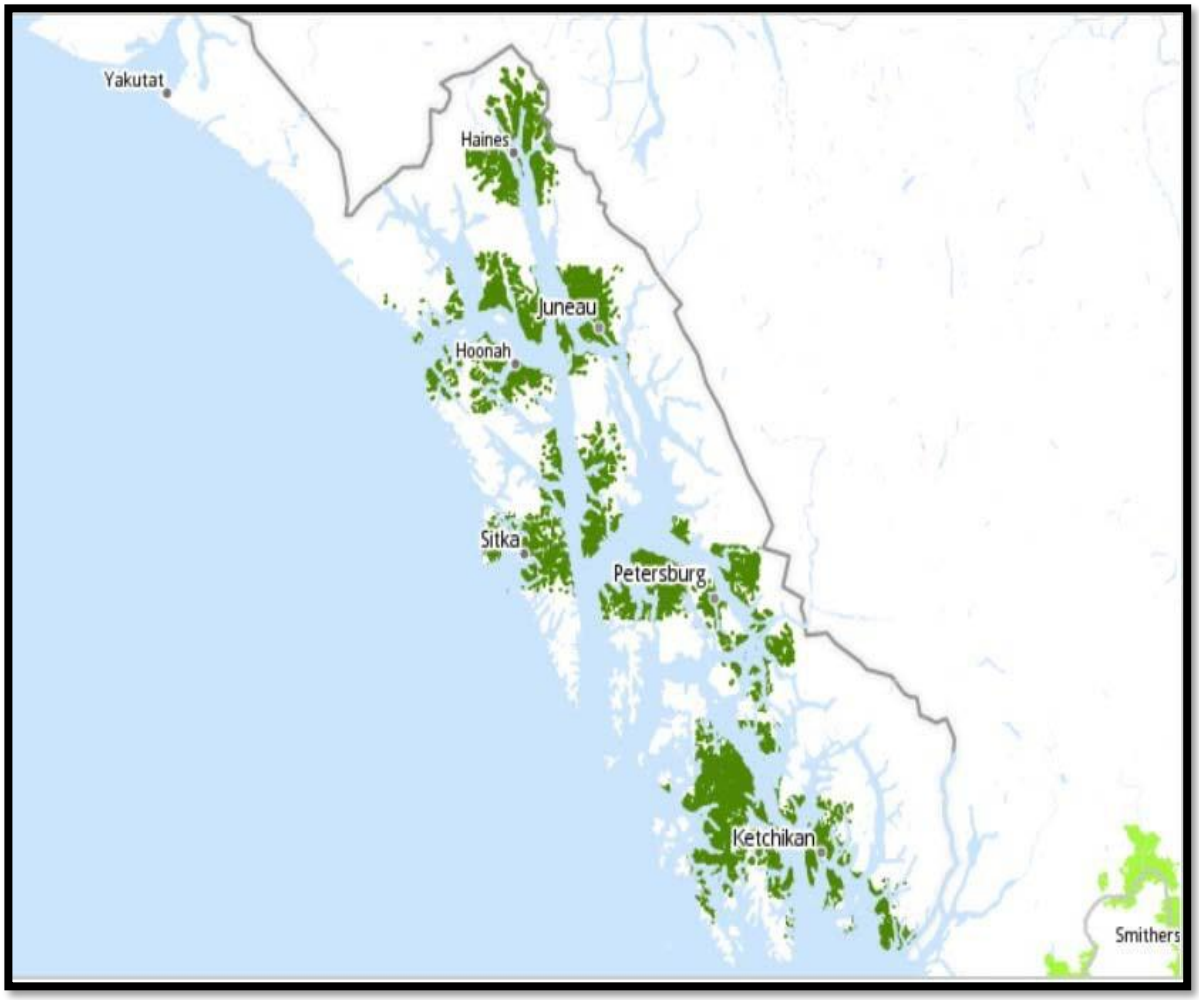
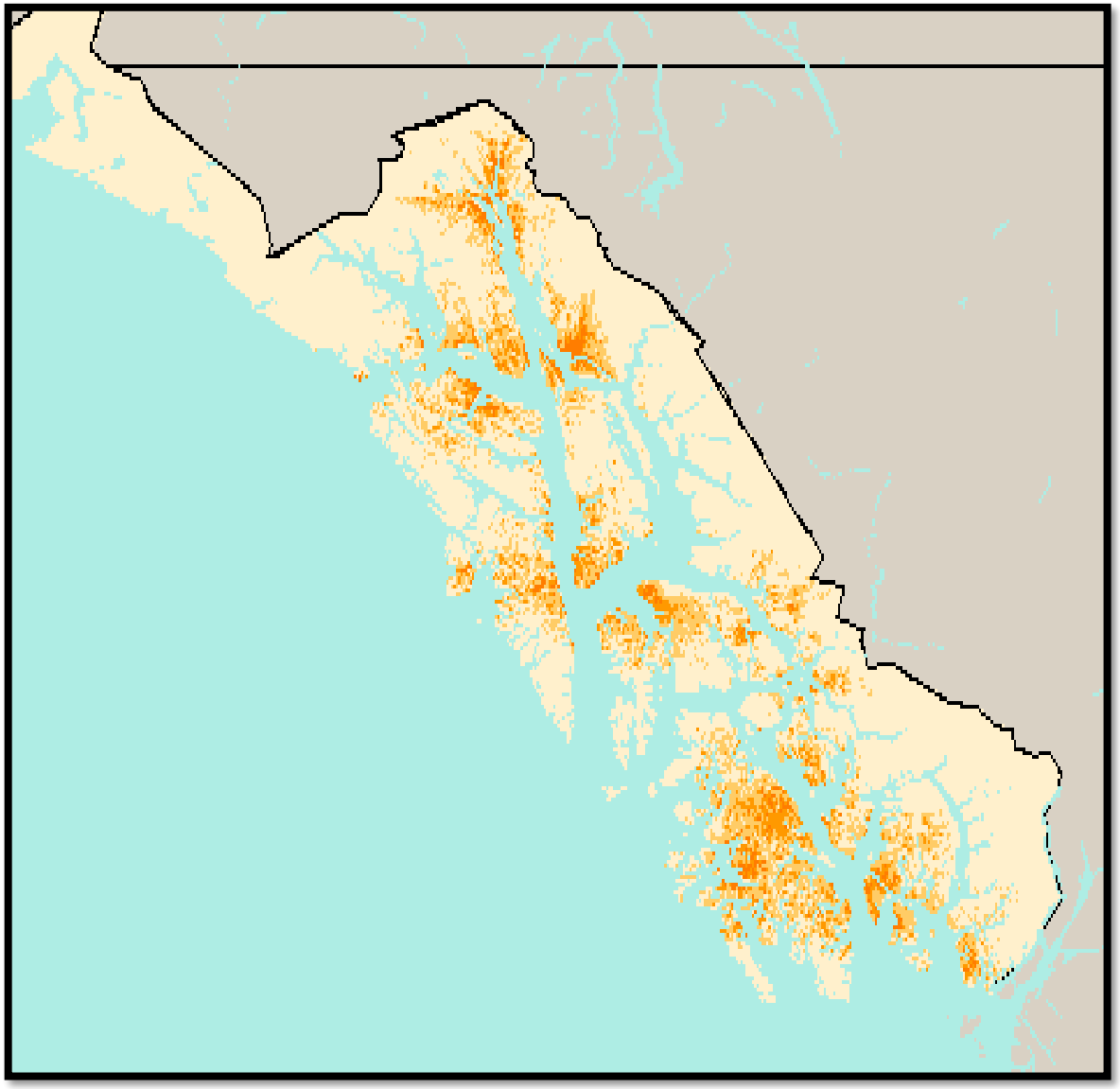


Figure 5-5: AT&T Cellular Phone Coverage for Southeast Alaska



5) Portable Radios

Small boat crews and beach teams will generally use portable VHF radios with 1 to 5 watts power. Most of these radios have 55 channels. Backup batteries, chargers, and extra radios will be needed for extended responses. The responsible party and response contractor will be responsible for ensuring portable radios are available in sufficient numbers.

6) Portable Communications Trailers

None currently available in Southeast Alaska.

7) Copiers

Dependable, high volume copiers will be required in the command center. The size of the response will dictate the number of copiers required. Having more than one copier is advisable in the event that one machine breaks down from overuse.

8) Interpreters

With the growing influx of other cultures into Alaska, plus the possibility of foreign-flag vessels, language barriers may arise. Response staff may need the skills of an interpreter. Local hospitals and the State Troopers are the two most likely sources for the names of available interpreters.

5500 – RESERVED

5600 – RESERVED

5700 – RESERVED

5800 – RESERVED

5900 – RESERVED FOR AREA/DISTRICT

6000 – FINANCE/ADMINISTRATION

6100 – FINANCE/ADMINISTRATIVE SECTION ORGANIZATION

The following are helpful resources for establishing a case specific finance/administrative section organization:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.

Note: None of these guides is specifically prescribed by this plan, and none is mandated for use by response plan holders or potential responsible parties. Federal and State On-Scene Coordinators will work with the response organization established by the responsible party in responding to and managing oil or hazardous substance releases as long as their organization is compatible with ICS principles

6200 – FUND ACCESS

6210 – Federal On-Scene Coordinator (FOSC) Funding

The Seventeenth USCG District approves FOSC requests to respond to actual or substantial threat of oil pollution incidents. Procedurally, FOSC staff contacts the NPFC to request a federal pollution number and initial project ceiling. The pollution number is referenced in all subsequent correspondence. Obligation of funds is tracked to ensure the ceiling is not exceeded. For details regarding documentation and cost recovery reference NPFC Instruction 16451.2.

6220 – State Funding

State governments may request up to $250,000.00 from the OSLTF via the appropriate FOSC. Procedures for state governments to access the OSLTF are outlined in NPFC Instruction 16451.1.

For details on the state Oil and Hazardous Substance Release Prevention and Response Fund (OHSRPRF), reference Section 6310.2.

6230 – Trustee Funding

The OSLTF is available to pay for response or removal actions carried out under FOSC direction. The NPFC designates the total amount of money available and assigns a Federal Pollution Number (FPN) for the FOSC. Federal agencies working for the FOSC may request funds from the FOSC to pay for their activities.

1. When an agency is notified of an incident, joint discussions between the FOSC and that agency's representative shall occur to determine if it is appropriate for the agency to participate and support the FOSC.

2. If participation in the response is appropriate, a request for funding shall be made to the FOSC. Initially, the request can be made orally but must be quickly followed by a written request.

3. The funding request shall include anticipated tasks, estimated costs, and the total amount of funding needed for the duration of the response.

4. Authorization comes from the FOSC in the form of a signed and dated Pollution Removal Funding Authorization (PRFA). The PRFA includes the activities to be funded, the amount of money available, and an FPN. The FPN must appear on all incident documentation. The signed PRFA is used as agency authorization to invoice the NPFC for reimbursement of response costs.

5. It is necessary to fully document all costs associated with authorized response expenditures. Records must include salaries and benefits, daily transportation costs, individual per diem, authorized overtime costs, material costs, equipment costs (owned or rented), and authorized contractor costs.

6. If at any time during the response, it appears that the agency will exceed the PRFA ceiling, there must be an IMMEDIATE written request to the FOSC to increase the ceiling. The request must include detailed activities and costs. If an increase is approved, the FOSC will issue an amendment to the PRFA.

The NPFC User Reference Guide (eURG).is available online at USCG, NPFC website.

6300 – COST

6310 – Cost Recovery

6310.1 – Federal - TBD

6310.2 – State

ADEC is responsible for cost recovery of Oil & Hazardous Substance Release Prevention and Response Funds (OHSRPRF). ADEC will participate with the Department of Law in cost recovery agreement negotiation. Each participating agency will receive written notification of its responsibility under the cost recovery process. AS 46.08.020 requires that:

a) Money recovered or otherwise received from parties responsible for the containment and cleanup of oil or a hazardous substance at a specific site, excluding funds for performance bonds and other forms of financial responsibility held in escrow pending satisfactory performance of privately-financed response action; and

b) Fines, penalties, or damages recovered for costs incurred by the state because of the release or threatened release of oil or a hazardous substance shall be deposited in the general fund and credited to the special account called the "oil and hazardous substance response fund."

As such all monies shall be collected and deposited by the Department of Law/ADEC.

Cost Recovery Direct from Responsible Party: In cases of cost recovery direct from the responsible party, each participating agency may be required to provide documentation to the liable party and to ADEC for cost recovery. Written notification of procedures shall be provided by ADEC to each participating agency. Each agency shall be required to maintain records related to the cost recovery process. Specific record keeping requirements shall be outlined in writing by ADEC to each participating agency but shall include at a minimum:

- Expenditures Incurred
- Expenditures Submitted for Cost Recovery

- Expenditures Recovered

Cost Recovery through Litigation: In cases of cost recovery through litigation, each participating agency may be required to provide documentation to the Department of Law and to ADEC for cost recovery. Written notification of procedures shall be provided by ADEC to each participating agency.

6320 – Cost Documentation, Procedures, Forms & Completion Report

6320.1 - Federal

All federal cost documentation, procedures and forms can be accessed at the NPFC website:
Regulation/Guidance - https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/URG/
Forms - https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Forms/

6320.2 – State

Fund Expenditures:

Activation of a multi-agency State response organization will occur when there is a major or extended incident. Many responses contain emergency elements which must be addressed immediately, and ongoing operations for which use of the Oil and Hazardous Substance Release Prevention and Response Fund (OHSRPRF) may be planned. Therefore, each participating agency should be aware of, and comply with, its policies and procedures for financial and accounting issues, and must be aware of emergency exceptions to its policies, procedures, and constraints for reimbursement from the OHSRPRF. Failure to comply with requirements for expenditures from the OHSRPRF shall preclude reimbursement of expenditures.

Expenditures made directly from or reimbursed from the OHSRPRF will have unique tracking requirements for both legislative reporting and cost recovery documentation. Due to the multi-agency involvement in ICS, it is important that all agencies understand the documentation and reporting requirements prior to obligating funds.

1) ADEC - ADEC shall expend and obligate money directly from the OHSRPRF. ADEC shall be responsible for a consolidated report on expenditures reimbursed from the OHSRPRF for initial response, cleanup, and recovery operations at the conclusion of the incident. The report shall address items required in agency reporting requirements, below.

   Under AS 46.08.045, the Commissioner can access the response fund for an oil or hazardous substance discharge when it is a declared disaster, or if there is no declared disaster, by providing proper notice to the governor and legislature.

2) Other Agencies - Other State agencies should only incur obligations and expenditures after receiving a request for involvement and work plan approved by the State On-Scene Coordinator (SOSC). Obligations and expenditures not requested by the SOSC will not be reimbursed from the OHSRPRF.

   Other agencies may seek reimbursement from the OHSRPRF by one of two methods: Inter-Departmental Accounting Journal Entries (AJE's) or Reimbursable Services Agreements (RSA's). In both cases, supporting documentation requirements may be in excess of standard State requirements. Thus, agencies should carefully review supporting documentation

requirements. Requests for reimbursement shall be reviewed against OHSRPRF requirements and shall not be approved unless the documentation requirements have been met.

This reimbursement process may be amended if a cost recovery agreement is negotiated with a responsible party that adds or changes reporting requirements. ADEC shall provide written notification to all participating State agencies in such a case.

3) University of Alaska - Documentation requirements and access to the OHSRPRF for the University of Alaska has the same standard documentation and reporting requirements as other agency involvement, but reimbursements shall be through a general warrant.

Fund Expenditure Methods

Inter-Departmental Accounting Journal Entries - The document shall include:

- Transaction Screen Printout
- Audit Trail Printout, Showing Expenditures
- Copies of Invoices, Procurement Documentation, Travel Documentation, Time Sheet, Warrant Register
- Narrative justification for the expenditure that addresses the specific reason for each expenditure as it relates to the approved work plan for that agency
- Other information to aid ADEC in the approval process
- Other information to aid ADEC in the cost recovery process
- Name and telephone of agency contact for additional information

All inter-agency accounting journal entries shall be approved by the SOSC or his/her designee prior to authorization and certification by ADEC.

Reimbursable Services Agreements (RSA's) - The execute document shall include:

- Transaction Screen Printouts
- Audit Trail Showing Expenditure
- Copies of Invoices, Procurement Documentation, Travel Documentation, Time Sheet, Warrant Register
- Narrative justification for the expenditure, addressing specific reasons for each expenditure as they relate to the agency's approved work plan
- Other information to aid ADEC in the approval process
- Other information to aid ADEC in the cost recovery process
- Name and telephone of agency contact for additional information

All RSA additions, executions, and amendments shall be approved by the SOSC or his/her designee prior to authorization and certification by ADEC.

Required Reports - All agencies shall be required to file reports on expenditures reimbursed from the OHSRPRF at the conclusion of their involvement in the response. The report shall address the following topics:

- Work Plan and Accomplishments
- Personal Services Expenditures by Name, PCN, Total Compensation and Services Performed
- One Time Purchases >$10,000
- Contractual Agreements >$20,000
- Equipment Purchases

Accounting

Accounting functions (AKSAS) will rarely be located onsite. All agencies must use a unique accounting structure (such as ledger code, program code) or other tool to identify all expenditures by specific ICS project.

ADEC must receive written notification from each participating agency of the accounting structure being used to capture its authorization, obligations and expenditures. AKSAS Transactions for Inter Departmental AJE's for reimbursement by ADEC should be sent to ADEC RD 18128. AKSAS transactions for Reimbursable Services Agreement (RSA) executions, additions, and amendments for reimbursement by ADEC should be sent to ADEC RD 18128.

The State of Alaska maintains reimbursable petty cash accounts for small purchases (usually less than $100.00). The balance of these accounts is normally under $100.00. Field Warrants are used in situations that require immediate payment. They are limited to a maximum of $1,000.00. Any amount over $1,000.00 should be paid with an AKSAS generated general warrant.

Personnel/Payroll - Responsible Agency: DOA

Personnel and payroll actions are governed by the various collective bargaining agreements, Personnel Rules, and the State Administrative Manual, as well as individual departmental policies and procedures. In an initial activation of a multi-agency ICS, the Department of Administration shall take the lead role in establishing a core group, which will consist of one or more representatives from each of the following agencies:

- Department of Administration
- Division of Personnel
- Division of Labor Relations
- Division of Finance
- Department of Environmental Conservation
- All other State agencies with employees assisting in the cleanup efforts

The core group will address the following issues and any other issues as they arise to ensure consistency between departments:

- Overtime eligibility for Fair Labor Standards Act (FLSA) exempt employees
- Modifications to collective bargaining agreements through Letters of Agreement
- Time reporting form modifications to address unique reporting requirements of the incident
- Establishment of record keeping policies and procedures for volunteer corps
- Assist in position classification and hiring for large numbers of emergency hires and non-permanent staff, agency guidance and assistance. This assistance will be available to all agencies, but agencies may choose to follow the existing procedures without this assistance.
- Assist the Finance/Administration Section Chief in the hire and training of personnel/ payroll staff to remain on site.

ADEC shall review each agency's equipment purchases and make a determination of equipment, which shall be required for the emergency response. The agency shall relinquish that equipment to ADEC for transportation to a local response conex. The balance of equipment shall remain in the sole possession of the purchasing agency. The agency shall not be required to reimburse the OHSRPRF for equipment, which ADEC does not require for emergency response.

Documentation - Responsible Agency: ALL/ADEC/LAW
Minimum Requirements - Each agency shall immediately implement document control and collection procedures. In all cases telephone logs, correspondence, reports, time records, and field notes shall be considered part of documentation. Numerical document control by all participating agencies and a mechanism for centralized document control and retention shall be instituted at the agency level. All staff shall be subject to a "Check in - Check Out" process through the Resource Unit of the Planning Section to ascertain that vital records are retained onsite.

Additional Requirements - Additional documentation and data management requirements shall vary by incident. ADEC, in conjunction with the Department of Law, shall establish the documentation and data management requirements for each incident. Attention shall be paid to cost recovery requirements. Each participating agency shall be provided written instructions by ADEC for documentation requirements in excess of minimums.

6320.3 – National Pollution Fund Center Technical Operating Procedures
Utilize the following link for access to the NPFC Technical Operating Procedures (TOPS):
https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Publications/tops/

6320.4 – Finance and Resource Management Field Guide - TBD

6330 – Reimbursable Expenses

6330.1 – Procedures for Reimbursement
For reimbursement under the Oil Spill Liability Trust Fund, reference the Compensation/Claims section of this document.

For local government reimbursement under the Comprehensive Environmental Response, Compensation and Liability Act, follow this link for information: https://www.epa.gov/emergency-response/local-governments-reimbursement-program

6340 – Liability Limits
Limits of Liability as defined by OPA 90 are outlined in 33 CFR 138, Subpart B.

6400 – TIME - TBD

6500 – COMPENSATION/CLAIMS

6510 –Claims against the OSLTF
Guidance for submitting a claim under the Oil Spill Liability Trust Fund can be found at the following link: https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/

6520 – Compensation for Injury Specialist (INJR) - TBD
6530 – Claims Specialist (CLMS) - TBD

6600 – PROCUREMENT
6610 – Contracting Officer Authority

6610.1 – Federal

Federal contract authority for spill response falls under the Federal On scene Coordinator duties. Further guidance on this topic is found at the following link: https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Response/

6610.2 – State

Responsible Agency: DOA

Agencies are cautioned that procurement actions are governed by AS 36.30, the State of Alaska Administrative Manual, 2 AAC 12, Departmental Delegated Purchasing Authority Memoranda, as well as individual departmental policy and procedures.

In an initial activation of the multi-agency ICS, the Department of Administration shall establish an on-scene Procurement Office, using the designated contract support team (DCST); reporting to the Finance/Administration Section Chief. The Logistics Section Chief will work with the Procurement Office to ensure accounting practices and procedures are followed for all transactions.

Primary activities shall be to:

- Establish written term contracts for services.
- Eliminate State liability from verbal contracts through public notices.
- Assess and establish leases for office and other space.
- Provide assistance, as needed, to all participating agencies in contracting, emergency procurement, and reporting.
- Establish systems to provide adequate internal controls and communication between the finance procurement unit and the logistics supply unit.
- Coordinate with ADMVA/DHSEM and DOT/PF and Logistics to ensure ground transportation requirements are met.
- Assist in hiring and training staff for procurement functions.

6700 – RESERVED

6800 – RESERVED

6900 – RESERVED FOR AREA/DISTRICT

7000 – HAZARDOUS/RADIOLOGICAL SUBSTANCES

7100 – INTRODUCTION

This chapter profiles the hazards associated with extremely hazardous substances (EHS) in Alaska. It identifies the substances, where they are found, how they are transported, the risks they pose to the public, and the current capability of industry and government to respond to large-scale accidents.

EHS, for the most part, are those substances that pose an acute inhalation threat to humans. The distribution of EHS in Alaska falls into relatively distinct and predictable patterns. Hydrogen sulfide gas occurs only in association with crude oil production. Chlorine is found primarily at the municipal water and wastewater treatment facilities and seafood processing facilities of coastal southcentral and southeastern Alaska, as well as larger municipal facilities on the highway system. Anhydrous ammonia is found typically in coastal communities with seafood processing facilities. Sulfuric acid occurs at major industrial facilities and at remote communications facilities (as a battery electrolyte), and sodium cyanide is typically located at mining operations and transport facilities. Many of the more exotic substances occur at a small number of industrial or trans-shipment facilities.

Major routes and modes of transportation of EHS into and around the state are relatively simple. Interstate transport of EHS consists nearly exclusively of transport of substances into the state from the southern contiguous states by water. With a scattered and largely rural population, the potential for an accidental EHS release with catastrophic consequences – for example, affecting over 1,000 persons – in Alaska is confined to a handful of population centers. On the other hand, release consequences could still be great in many Alaskan communities when evaluated in terms of the percentage of a community's population affected and the degree of impact.

Response to an EHS release can be either defensive or offensive in nature. Defensive response measures include detecting a release, notifying the public and appropriate agencies, predicting plume movement, and protecting the public through evacuation or shelter-in-place tactics. Key to effective defensive response is a local emergency plan to guide the effort. A degree of defensive response capability exists in Alaska communities as evidenced by the existence of local emergency response plans in most communities.

Offensive response includes monitoring chemical concentrations and entering hazard zones to accomplish rescue, control, decontamination or other objectives. Key to effective offensive response is a well-trained, equipped and practiced Hazmat team. Such teams, though, are expensive to equip and train, and maintaining a level of proficiency commensurate with the risk to responders is costly. The Hazmat response teams of the Municipality of Anchorage, the 103rd Civil Support Team WMD (Alaska National Guard), and the City of Kodiak provide a degree of offensive response capability for their respective locales.

Areas with substantial risk and no or limited offensive response capability include the Kenai Peninsula Borough Planning District, the Aleutians East and Aleutian and Pribilof Planning Districts, the Bristol Bay Planning District, and the Northwest Arctic Borough Planning District.

7110 – Overview of Chemical Hazards

This section discusses chemical hazards in general and those in Alaska particularly. It is intended to provide some background for readers that may not be familiar with the hazards posed by EHS.

1) **Release and Dispersion Mechanics:** EHS in Alaska include compressed and refrigerated gases, liquids and solids. The ways in which each is released and disperses in the environment differ.

Gases: Compressed and refrigerated gases can be released directly into the environment and spread under the influence of meteorological conditions. The rate at which a compressed gas is released depends on such factors as the amount of the substance in the container, the temperature of the substance, and the size of the hole through which the gas escapes. Once released, compressed gases spread in a downwind direction under the influence of meteorological conditions and gravity. The spread of compressed gases is particularly sensitive to wind speed. The slower the wind speed, the further high concentrations of gases will reach.

Liquids: Liquids are normally assumed to be dispersed into the atmosphere through evaporation. The evaporative rate is largely a function of chemical properties, the temperature of the liquid, and the surface area of the pool. The rate of release of liquids to the atmosphere through evaporation at normal temperatures is usually much slower than that for compressed gasses. As a result, even highly toxic liquids are far less likely to cause off-site impacts than the compressed gasses, provided the liquids are released and remain at ambient temperatures.

It is important to note that heating toxic liquids as a result of fire or other chemical reactions can dramatically increase release rates and downwind impact distances. Highly reactive liquids, such as strong acids, react with many substances while generating heat, which increases evaporative rates. Chemical reaction of liquids with substances in the environment upon release can also produce toxic gases as products of reaction. Under certain conditions, liquids can also be introduced into the environment as fine aerosols, which behave much like gases.

Solids: Finely divided solids can be released by explosion or other physical means and may disperse much like gases. Like liquids, solids can also react with other substances to release toxic gases.

2) **Causes of Releases:** Causes of chemical accidents in Alaska are expected to mirror causes reflected in nationwide records. In a general sense, causes of most chemical accidents fall into three primary (but not entirely distinct) categories: human error, fire, and natural disasters.

Human Error: The single greatest cause of chemical releases reflected in nationwide records is, directly or indirectly, human error. Inadequate training, lapses in judgment, and inadequate number of personnel appear repeatedly in the records as the cause of chemical accidents. The statistic suggests that the frequency of accidental releases is directly proportional to the level of human judgment and opportunity for mistakes. There is every reason to expect that the prevalence of human error as a cause of chemical accidents will apply in Alaska.

Fire: Fire is also a common, and in some ways a problematic, cause of releases. In closed systems, such as pressure vessels or refrigeration systems, increases in temperatures cause increases in

internal pressure. To reduce the risk of explosion, most closed systems are equipped with some form of pressure relief device that will vent all or some of the system contents in the event of over-pressurization. Extreme temperatures associated with fires can be expected to result in the release of gases via these pressure relief devices.

For liquids, heat produced by fires increases vapor pressures and the rate at which liquids are released into the air. Fires can also produce or accelerate chemical reactions whereby toxic substances are created and dispersed. It is important to note that most plume models do not simulate the effects of fire and other chemical reactions.

One characteristic of fire, on the other hand, tends to reduce the effects of fire-associated releases. Produced heat forms strong vertical air currents that disperse emissions vertically, as opposed to horizontally along the ground surface.

Natural Disaster: Other causes of accidental chemical releases include natural phenomena such as earthquakes, and floods. With its active seismic zones, earthquakes may be a more likely cause of chemical releases in Alaska. Natural disasters can result in situations that exceed those contemplated in normal emergency planning.

3) **Accident Frequencies:** The expected frequency of accidental chemical releases on a unit basis will be higher in Alaska than on a national basis. Factors that will tend to increase the likelihood of a release include extreme environmental conditions, improper training, and lack of regulatory oversight.

Fixed Facilities: The Handbook of Chemical Hazard Analysis Procedures (Federal Emergency Management Agency - FEMA et al, 1990) presents an approach for estimating the likelihood of releases from facilities. In formulating the approach, FEMA suggests that the frequency of significant accidents is largely a function of the number of containers, and whether the containers are in use or in storage: Primarily due to the potential for fire damage, FEMA concludes that the frequency of accidents is ten times greater for containers in warehouses and other storage facilities than for containers at medium size industrial facilities such as water treatment plants. FEMA also concludes that accident frequency varies directly with the number of containers – the more containers, the higher the likelihood of an accident.
The handbook suggests a failure rate for water treatment plants and other medium size industrial users of 1×10^{-4} failures per storage tank or pressure vessel per year. For warehouses and other storage facilities, the handbook suggests a failure rate of 1×10^{-3} failures per storage tank or pressure vessel per year. While valve and piping leaks are far more common than container failures, such operational leaks are often detected and are often of a magnitude that does not pose a threat beyond the facility and immediate working environment. As a result of the limited number of containers present at individual facilities in Alaska, the expected frequency of container failure at any single facility should never exceed 1×10^{-2} per year.

Bulk Marine Transport: The Handbook of Chemical Hazard Analysis Procedures (FEMA et al, 1990) states that marine transportation has the lowest accident rate per ton-mile and the lowest number of accidents of the various modes of transportation. The large energies involved when accidents do occur, however, can result in large cargo losses. The handbook estimates spill frequency for bulk marine transport based on the likelihood of vessel accidents per mile traveled or per port call. Suggested accident frequencies vary from 1×10^{-3} per mile for collisions and

groundings in harbors and bays to 5 x 10^{-6} per mile for groundings on lakes, rivers and intercoastal waterways. Of the accidents involving single-hulled vessels, 25 percent can be expected to result in releases, and of these, 30 percent can be expected to result in the loss of 100 percent of one tank or compartment. This suggests large-scale releases may occur at a frequency of 7.5 x 10^{-5} to 3.75 x 10^{-7} per mile traveled.

Bulk Rail Transport: The Handbook of Chemical Hazard Analysis Procedures (FEMA et al, 1990) estimates spill frequency for bulk rail transport based on the likelihood of accidents per rail car-mile. The handbook suggests a frequency for mainline accidents of 6 x 10^{-7} per car-mile and a frequency for yard accidents of 3 x 10^{-6} per car-mile. Of the accidents, the handbook suggests that 30 percent can be expected to result in complete loss of cargo. This yields a frequency for large-scale releases from mainline accidents of 1.8 x 10^{-7} per car-mile and 9 x 10^{-7} per car-mile for releases from accidents in rail yards.

Bulk Truck Transport: The Handbook of Chemical Hazard Analysis Procedures (FEMA et al, 1990) estimates spill frequency for bulk truck transport based on the likelihood of truck accidents per mile traveled, and the percentage of those accidents that result in a release of some or all of the contents. The handbook suggests use of an average accident rate of 2 x 10^{-6} accidents per mile for trucks carrying bulk quantities of hazardous materials. The method suggests that accidents result in spills 20 percent of the time, and of those, 20 percent will result in release of the entire cargo. Considering all factors, the handbook suggests that accidents will result in release of the entire contents at a rate of 8 x 10^{-8} per mile traveled per year.

4) **Release Consequences:** While releases of chemical substances can certainly affect the environment, release consequences are most often evaluated in terms of human injury and loss of life. If this standard is used, it is understood that the most severe consequences are associated with releases in highly populated areas. With a scattered and largely rural population, the potential for catastrophic consequences - for example, affecting over 1,000 persons - in Alaska is confined to a handful of population centers. On the other hand, release consequences evaluated in terms of the percentage of a community's population impacted and the degree of impact could still be great in many Alaskan communities.

5) **Risk:** Risk is normally considered a function of both the likelihood of a release, and the severity of the consequences. Risk is greatest where a release is most likely to occur and the consequences would be most severe - the least where releases are highly improbable, or even if one were to occur, impacts would be minor. In a general sense, chemical risk in Alaska is not nearly as high as many parts of the nation. Nevertheless, many Alaskan communities are faced with some degree of chemical risk.

7200 –OPERATIONS

7210 – Hazmat Response

All hazardous material (hazmat) releases in excess of the reportable quantity must be reported by the responsible party to the National Response Center (NRC). Any release, regardless of amount, is required to be reported to the Alaska Department of Environmental Conservation (ADEC). Upon notification of a release, the NRC shall promptly notify the appropriate Federal On-Scene Coordinator (FOSC). The FOSC shall contact the ADEC State On-Scene Coordinator (SOSC). If ADEC receives notification first, the SOSC shall notify the FOSC promptly. The FOSC and SOSC

will relay the notification to local communities, resource agencies, medical facilities, and others as necessary and begin coordination with a Local On-Scene Coordinator (LOSC), if available, if the incident poses an immediate threat to public health and safety.

The community's local on-scene coordinator (LOSC) is in command and control until he or she determines that there is no longer an imminent threat to public safety. The LOSC can at any time request higher authority to assume command and control of an incident. Local emergency plans should be consulted for any specific directions or guidelines. The local fire department and/or Local Emergency Planning Committee (LEPC) should have the most current records on local storage of hazmat in quantities large enough to meet federal reporting requirements.

Recognition

The recognition of chemical or physical hazards is essential to dealing with a release safely. Chemical and physical hazards may be confronted by emergency response personnel when responding to a hazardous material incident. Chemical hazards include biological, radioactive, toxic, flammable, and reactive hazards. Physical hazards include slips, trips and falls, compressed gases, materials handling, thermal, electrical and noise hazards, and confined spaces.

Once a hazardous material has been identified it is important to determine the hazards and properties. Thousands of substances exhibit one or more characteristics of flammability, radioactivity, corrosiveness, toxicity, or other properties which classify them as hazardous. For any particular hazardous category, the degree of hazard varies depending on the substance.

The degree of hazard is a relative measure of how hazardous a substance is. For example, the Immediately Dangerous to Life and Health (IDLH) concentration of butyl acetate in air is 10,000 parts per million (ppm); the IDLH for tetrachloroethane is 150ppm. Tetrachloroethane is therefore far more toxic (has a higher degree of hazard) when inhaled in low concentration than butyl acetate. Vapors from butyl acetate, however, have a higher degree of explosive hazard than tetrachloroethane vapors which are not explosive.

Once the substance(s) has been identified, the hazardous properties and degree of hazard can be determined using reference materials. Chemical properties and the health hazards associated with the various materials transported in the Southeast Alaska can be found in the USCG CHRIS Manual, the DOT Hazardous Materials Guide, and CAMEO (Computer-Aided Management of Emergency Operations) computer programs. Industry experts can be consulted as well. An excellent resource is the CHEMTREC 24-hour information number, 800-424-9300, supported by the Chemical Manufacturers Association. Additional references are provided below.

Although appropriate references give information about a substance's environmental behavior, additional field data will likely be required. Most frequently, air monitoring and sampling are needed to verify and identify the presence of hazardous materials, to calculate concentrations, and to confirm dispersion patterns.

The following are some useful references for hazmat and response organization information:

State Plans and Guidance

- Alaska Federal/State Preparedness Plan for Response to Oil & Hazardous Substance Discharges/Releases

- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response.
- Spill Tactics for Alaska Responders (STAR) Manual
- Coastal Sensitivity Atlas

National Plans and Guidance

- National Contingency Plan (NCP) (40 Code of Federal Regulations [CFR] part 300)
- Commandant Instruction #16465.30, Policy Guidance for Response to Hazardous Chemical Releases

Chemical and Hazard Material Guides and Manuals

- CHEMTREC, Chemical/Hazardous Substance information, 1 800-424-9300
- DOT Emergency Response Guidebook (current edition) www.phmsa.dot.gov/hazmat/library/erg
- International Maritime Dangerous Goods Codes
- National Fire Protection Guide On Hazardous Materials
- National Institute for Occupational Safety and Health (NIOSH)/Occupational Safety and Health Administration (OSHA)/USCG/United States Environmental Protection Agency (EPA), NIOSH Pocket Guide to Chemical Hazards www.cdc.gov/niosh/npg/
- Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities. https://www.osha.gov/Publications/complinks/OSHG-HazWaste/all-in-one.pdf
- Safety Data Sheets (SDS) www.hazard.com/msds/index.php
- Sax's Dangerous Properties of Industrial Materials
- USCG CHRIS Manual

Reports

- Alaska Statewide Oil and Hazardous Substance Inventory for Tier Two
- Statewide Hazardous Materials Commodity Flow Study, Nuka Research and Planning Group, 2010. The basic report is available at: http://dec.alaska.gov/spar/ppr/hazmat/study.html
- HartCrowser, Inc., 1999. 1998 Statewide Hazardous Material Inventory. Prepared for Alaska Department of Environmental Conservation, Division of Spill Prevention and Response.
- HartCrowser, Inc., 1999. Alaska Level A and B Hazardous Material Response Resources. Prepared for Alaska Department of Environmental Conservation, Division of Spill Prevention and Response.
- HartCrowser, 2000. Evaluation of Chemical Threats to the Alaska Public. Prepared for Alaska Department of Environmental Conservation, Division of Spill Prevention and Response.

Evaluation

To properly evaluate a hazmat release, the incident must be characterized. Incident characterization is the process of positively identifying the substance(s) involved and evaluating the actual or potential public health and environmental impacts. This is generally a two-phase process, comprising an initial characterization followed by a more comprehensive characterization.

1. Initial Characterization: The initial characterization is based on information that is readily available or can be obtained rapidly to determine what hazards exist and if immediate protective measures are necessary. During this initial phase, a number of key decisions must be made regarding:

- Imminent or potential threat to public health
- Imminent or potential threat to the environment
- Immediate need for protective actions to prevent or reduce the impact
- Protection of the health and safety of response personnel

If the incident is not immediately dangerous to human life or sensitive environments, more time is available to evaluate the hazards, design plans for cleanup, and establish safety requirements for response personnel. Information for characterizing the hazards can be obtained from on-scene intelligence (records, placards, eyewitnesses, etc.), direct reading of instruments, and sampling. Depending on the nature of the incident and the amount of time available, various combinations of these information-gathering methods may be used. The following outline describes one approach to collecting the data needed to evaluate a hazmat incident's impact.

- Attempt to gather as much information as possible, such as:
    - Nature and exact location of the incident
    - Date and time of occurrence
    - Hazardous substances involved and their physical/chemical properties
    - Present status of the incident
    - Potential pathways of dispersion
    - Habitation - population at risk
    - Environmentally sensitive areas - endangered species, delicate ecosystems
    - Economically sensitive areas - industrial, agricultural
    - Accessibility by air, roads, and waterways
    - Current weather and forecast (next 24 to 48 hours)
    - Aerial photographs/video when possible
    - A general layout and mapping of the site
    - Available communications
- Off-site reconnaissance (that can be conducted in Level D Personal Protective Equipment (PPE), per OSHA and EPA guidance) should be the primary inspection method for initial site characterization when the hazards are largely unknown or there is no urgent need to enter the site. Off-site reconnaissance consists of visual observations and monitoring for atmospheric hazards near the site. Collecting of off-site samples may help identify substance migration or indicate on-site conditions. Off-site reconnaissance would include:
    - Monitoring ambient air with direct-reading instruments for:
        - Organic and inorganic vapors, gases, and particulates
        - Oxygen deficiency
        - Specific materials, if known
        - Combustible gases and radiation
    - Identifying placards, labels, or markings on containers or vehicles
    - Noting the configuration of containers and trailers

    - Noting the types and numbers of containers, trailers, buildings, and impoundments
    - Identifying any leachate or runoff
    - Looking for biological indicators - dead vegetation, animals, insects or fish
    - Noting any unusual odors or conditions
    - Observing any vapors, clouds, or suspicious substances
    - Taking off-site samples of air, surface water, ground water (wells), drinking water, site runoff, and soil
    - Reviewing the Dangerous Cargo Manifest
    - Conducting interviews with workers, witnesses, observers, or inhabitants
- An on-site survey (conducted in a minimum of Level B PPE, per OSHA and EPA guidance until hazards can be determined) may be necessary if a more thorough evaluation of hazards is required. On-site surveys require personnel to enter the restricted or hot zone of the site. Prior to any personnel conducting an on-site survey, an entry plan addressing what will be initially accomplished and prescribing the procedures to protect the health and safety of response personnel will be developed. On-site inspection and information gathering would include:
    - Monitoring ambient air with direct-reading instruments for:
        - Organic and inorganic vapors, gases, and particulates
        - Oxygen deficiency
        - Specific materials, if known
        - Combustible gases and radiation
    - Observing containers, impoundments, or other storage systems and noting:
        - Numbers, types, and quantities of materials
        - Condition of storage systems (state of repair, deterioration, etc.)
        - Container configuration or shape of tank cars, trailers, etc.
        - Labels, marking, identification tags, or other indicators of material
        - Leaks or discharges from containers, tanks, ponds, vehicles, etc.
    - Noting physical condition of material:
        - Solids, liquids, gases
        - Color
        - Behavior (foaming, vaporizing, corroding, etc.)
    - Determining potential pathways of dispersion - air, surface water, ground water, land surface, biological routes
    - Taking on-site samples of storage containers, air, surface water, ground water (wells), drinking water, site runoff, and soil.

2. Comprehensive Characterization: Comprehensive characterization is the second phase, and may not be needed in all responses. It is a more methodical investigation to enhance, refine, and enlarge the information base developed during the initial characterization. This phase provides more complete information for characterizing the hazards associated with an incident. As a continuously operating program, the second phase also reflects any environmental changes resulting from response activities.

Information obtained off site and during the initial site, entries can be sufficient to thoroughly identify and assess the human and environmental effects of an incident. If not, an environmental surveillance program needs to be implemented. This program collects the same type of information gathered during the preliminary inspection, but more detailed and extensive. For

example, if the first phase involved the collection of one or two groundwater samples, the second phase would conduct a broad and intensive groundwater survey over a long period.

Results from preliminary inspections provide a screening mechanism for a more complete environmental surveillance program to determine the full extent of contamination. Since mitigation and remedial measures may cause changes in the original conditions, a continual surveillance program can be used to identify and track these fluctuations or ramifications.

Evacuation

Neither the USCG nor the EPA has the authority to order an evacuation of facilities or communities in the event of a hazmat release; this authority lies with local or state entities. However, evacuation should be strongly recommended to local civil authorities (police, fire departments, etc.) whenever a hazardous release poses a threat to surrounding personnel. In the event of such a release, the area should be isolated for at least 100 meters in all directions until the material is identified. Only trained and properly equipped personnel should be allowed access.

To guide evacuations, the DOT Emergency Response Guidebook includes "Table 1: Initial Isolation and Protective Action Distances." Evacuation should always begin with people in downwind and in low-lying areas. Continual reassessment is necessary to account for changes in weather and wind, rate of release, etc. CAMEO should be used to provide an air plume trajectory model for downwind toxic plume distances. Again, constant reassessment is required.

Issues concerning disaster assistance for people and organizations in evacuated areas should be referred to the Alaska Department of Military and Veterans Affairs (DMVA) Division of Homeland Security and Emergency Management.

Direction and Site/Entry Control

The purpose of site control is to minimize potential contamination of emergency response personnel, protect the public from any hazards, contain and reduce the extent of contamination to the environment, and prevent unlawful entry onto the site that may result in an additional release of material, destruction of evidence, or prolonging of the cleanup effort. The degree of site control necessary depends on site characteristics, site size, and the surrounding community.

Several site control procedures should be implemented to reduce potential exposure and ensure an effective, rapid cleanup, including:

- Secure site, and establish entry control points
- Compile a site map
- Prepare the site for subsequent activities
- Establish work zones
- Use the buddy system when entering
- Establish and strictly enforce decontamination procedures
- Establish site security measures
- Set up communications networks
- Enforce safe work practices

For complete guidance on Direction and Site Entry/Control, reference the NIOSH/OSHA/USCG/EPA Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities (Publication No. 85-115).

Command and Control

The LOSC can at any time request higher authority to assume command and control of an incident. All applicable local emergency plans should be consulted. After the LOSC, together with the FOSC and SOSC, has determined that public safety is not at risk, then the Unified Command response organization will assume command and control of the incident.

Government response organization in the State of Alaska is based on the Unified Command structure of the Incident Command System (ICS), which is outlined in Section 1400 of this document and the Alaska Regional Contingency Plan.

Communications

A communications plan for all sections of the ICS will be established by the Incident Commander.

At this time, a pre-established generic communications plan accounting for the various police, fire, federal, state, and local frequencies has not been established.

Warning Systems & Emergency Public Notification

Three separate systems for broadcast of emergency messages are available to the Alaska Regional Response Team, FOSC, and SOSC: the National Oceanic and Atmospheric Administration (NOAA) Weather Radio System, the State of Alaska Emergency Alert System, and the National Warning Systems. The LOSC or the local emergency services should activate any system available in their community (e.g., community alert system).

Health and Medical Services - For local hospital and clinic information, reference the Emergency Medical Services section or the Community Profiles.

7210.1 – Radiological Response

General: The potential for a significant nuclear-related accident in the State of Alaska is remote. There are no active nuclear reactors in the State of Alaska and the quantities of nuclear materials transported within the state are insignificant in comparison to nuclear waste/cargo shipments in the Lower 48 states. However, Alaska's proximity to nuclear facilities (e.g., power plants, waste storage sites, and processing plants) in eastern Russia and seasonal weather patterns that could bring fallout over the state warrant concern, as well as preparedness on the U.S. side. Most of the Russian facilities are substandard in construction and have had a history of reported and unreported releases.

Two basic situations may occur following a radiological accident. In the case of a major catastrophic event with serious impact to the State of Alaska, the Governor may declare a disaster emergency, the State Emergency Response Plan would be activated, and the Alaska Department of Military and Veterans Affairs would be the lead agency. For non-declared emergencies, the Alaska Department of Environmental Conservation (ADEC) more than likely would serve as the lead agency under their hazardous materials response charter.

The National Response Framework (NRF), Nuclear/Radiological Incident Annex details the responsibilities of coordinating Federal agencies for nuclear/radiological incidents. These coordinating agencies include:

- Department of Defense (DOD) or Department of Energy (DOE), as appropriate, for incidents involving nuclear/radiological materials or facilities owned or operated by DOD or DOE; or for incidents involving a nuclear weapon, special nuclear material, and/or classified components under DOD or DOE custody.
- DHS, generally through Customs and Border Protection (CBP), for incidents involving the inadvertent import of radioactive materials as well as any other incidents where radioactive material is detected at borders.
- EPA or DHS/USCG, as appropriate, for environmental response and cleanup for incidents not otherwise covered above.
- DHS for all deliberate attacks involving nuclear/radiological facilities or materials, including radiation dispersal devices and improvised nuclear devices.

Basic Responsibilities of State and Federal Agencies:

1. Federal agency tasking is contained in the National Response Framework.

2. The Alaska Department of Military and Veterans Affairs (through the Division of Homeland Security and Emergency Management) will:
   - Implement the State Emergency Response Plan, if applicable.
   - *Provide the designated State Coordinating Officer.
   - Receive communications from federal, state and local agencies.
   - *Provide updates to the Governor and federal, state and local agencies through Situation Reports (SitReps).
   - *Provide a State Area Commander and lead staff for the State Emergency Coordination Center.
   - Facilitate release of health advisory information and recommended population protection measures.
   - *Coordinate area evacuation if the situation warrants.

*Basic tasks under a declared disaster situation.

3. The Alaska Department of Environmental Conservation will:
   - Set up/participate in the Unified Command (non-disasters) and provide the State On-Scene Coordinator (SOSC).
   - Coordinate health advisories with the Alaska Department of Health and Social Services (ADHSS).
   - Coordinate and verify accuracy of actual and forecasted radiological contamination plume locations thru NOAA's National Weather Service satellite imagery and the University of Alaska's Geophysical Institute at Fairbanks.
   - Provide ADEC Air Quality staff and response team assistance, as requested by the State Coordinating Officer or the ADEC SOSC.
   - Alert the EPA Alaska Operations Office (if not previously alerted) and local communities that may be at risk. Coordinate response actions.
   - Determine areas within the State that are likely to receive airborne radiological contamination and establish a radiation-monitoring network. As a minimum:

- Coordinate with EPA and determine local sample screening and analysis capability to expedite turnaround of sampling results.
- Coordinate with the US Air Force, US Army, and US Navy for Department of Defense resources in Alaska and with the USCG and other federal agencies for their resources for establishing a monitoring network and data exchange.

4. The Alaska Department of Health and Social Services will:
   - Develop appropriate protective action guidelines for response to radiological releases. EPA-developed federal protective action guidelines may be used if deemed appropriate for the State of Alaska.
   - Coordinate health advisories with ADEC prior to release over statewide media networks.
   - Alert the US Food and Drug Administration and the US Nuclear Regulatory Commission of the potential for radiological contamination impacting the State of Alaska.
   - Advise the Unified Command on the potential health hazards resulting from the deposition of radiological contamination.
   - Maintain contact with rural health facilities and provide them with updated status reports.
   - Provide a representative to the Unified Command structure.

5. The Alaska Department of Labor and Workforce Development will:
   - Alert federal Occupational Safety and Health Administration (OSHA) officials.
   - Coordinate with ADHSS in determining OSHA standards for radiation exposure to emergency response personnel.

6. The Alaska Department of Fish and Game will:
   - In conjunction with the U.S. Department of Agriculture and other federal agencies, determine the impact of radiological hazards on fish and wildlife in the affected area.
   - Advise the general public on any restrictions to commercial, sport, or subsistence fishing and hunting as a result of potential health hazards (from consumption of contaminated fish and wildlife).

NOTIFICATION PROCEDURES: Immediate notification of a radiological incident is critical to develop and implement the proper response strategy to protect the general populace. While existing international protocols outline a formal notification system through the International Atomic Energy Agency (IAEA), direct communication with the affected country will provide immediate information on the release. The existing lines of communication are described below. Additionally, the figure below provides a schematic flow diagram for notification.

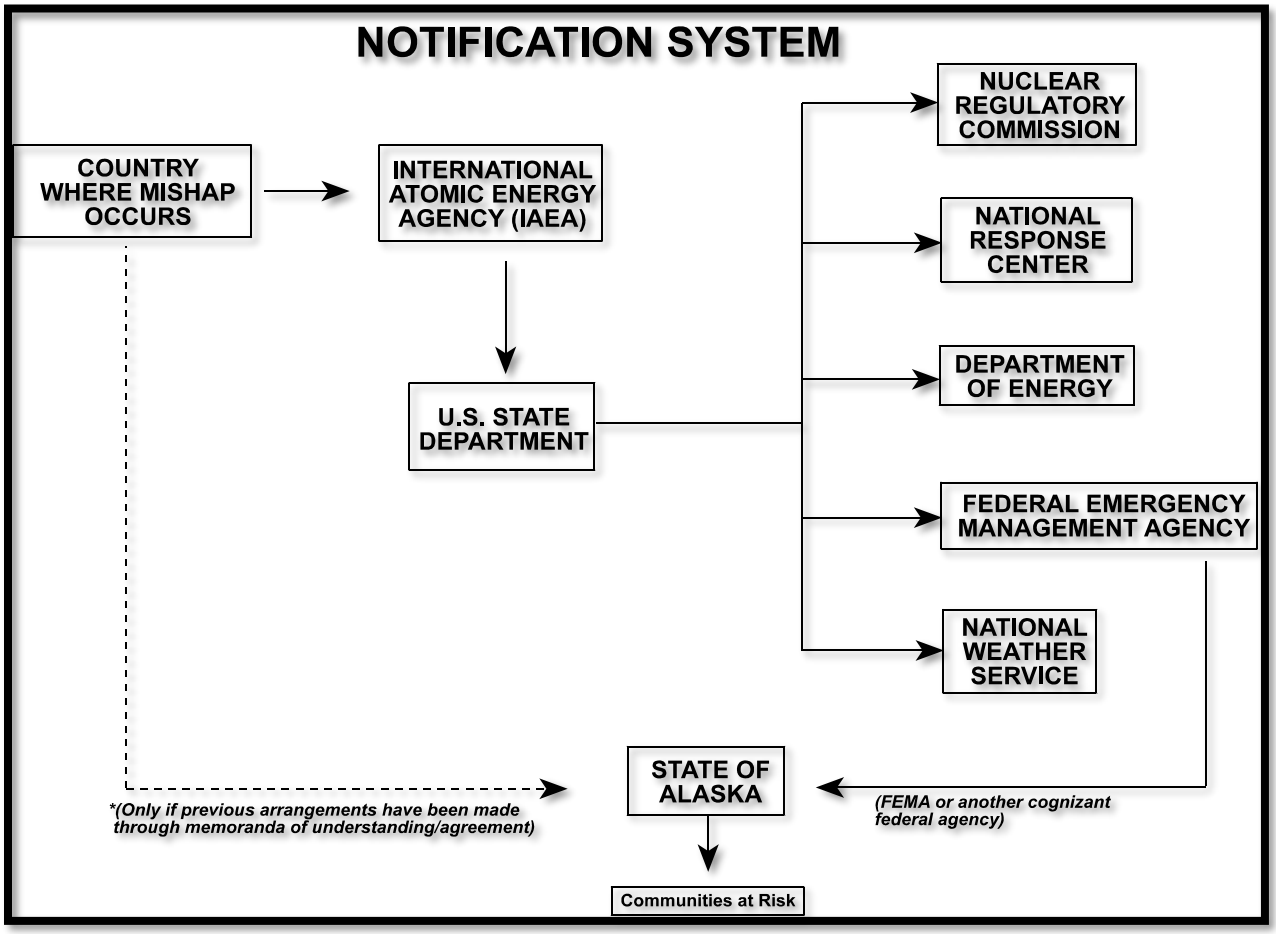
1. **International Notification:** Currently, in the event of nuclear releases, which may threaten the United States, the U.S. State Department could be notified by the International Atomic Energy Agency (IAEA) **and/or** the country where the release has occurred.

2. **Federal Notification:** The U.S. State Department notifies the Nuclear Regulatory Commission (NRC), which, in turn, notifies its regional offices, the National Response Center, the Department of Energy, Federal Emergency Management Agency, National Weather Service, and the State of Alaska.

3. **State Notification:** Within the State of Alaska, the Division of Homeland Security and Emergency Management (DHSEM) would receive the initial call from federal agencies. Upon receiving notification, DHSEM will notify the Governor and the Alaska Departments of Environmental Conservation and Health and Social Services. Additional notification responsibilities are also indicated under basic tasks for each State agency.

4. **Local Notification:** The State agency in charge of the radiological response will provide immediate notification to local elected officials for those communities, which may be at risk from the radiological hazard. In addition, reference additional notification responsibilities indicated under basic tasks for each State agency.

Figure 7-1: Radiological Release Notification



<u>7220 – Responsible Party Action</u>

Discovery and Notification: Any person in charge of a vessel or a facility shall report releases of hazmat in excess of the reportable quantity as defined in Table 1 of 49 CFR 172.101 to the NRC's 24-hour telephone number, 1-800-424-8802, in accordance with the NCP. Any release, regardless of the amount, is required to be reported to the State of Alaska. This notification can be accomplished by contacting the ADEC either through the Southeast Area Response Team at 465-5340 or through the 24-hour telephone number at 1-800-478-9300.

If direct reporting to the NRC is not immediately practicable, reports will be made to the Captain of the Port (COTP) Southeast Alaska at 24-hour telephone number 463-2980. All such reports shall be promptly relayed to the NRC.

In any event, **the person in charge of the vessel, vehicle, or facility involved in a hazardous material release shall notify the NRC and the State of Alaska as soon as possible.**

As much information as possible shall be reported, including, but not limited to, the following:

- Location of the release
- Type(s) of material(s) released, including any pertinent SDS data
- Estimated quantity of material released
- Possible source of the release
- Date and time of the release
- Population and/or environment at risk

Removal Action: The responsible party shall, to the fullest extent possible, perform promptly the necessary removal action to the satisfaction of the pre-designated FOSC, SOSC, and LOSC or local emergency services.

Regardless of whether or not a cleanup will be conducted, the responsible party shall cooperate fully with all federal, state, and local agencies to ensure that the incident is handled in a safe, proper manner.

7230 – State Action

Authority: The ADEC is mandated by statute to respond promptly to a discharge of oil or a hazardous substance (Alaska Statute [AS] 46.80.130). Additionally, the ADEC may contract with a professional emergency contractor or municipality to meet response requirements and/or establish and maintain a containment and cleanup capability (i.e., personnel, equipment, and supplies) (AS 46.09.040).

Response Policy: The ADEC is currently operating in accordance with an August 1992 policy decision that precludes ADEC personnel from responding to situations that require Level A/B protection. ADEC personnel are prohibited from responding with or using personal protective equipment beyond the Level C protection category (as defined in EPA standards).

State Response Capabilities: The ADEC has entered into community response agreements with the Municipality of Anchorage, Kenai Peninsula Borough, Matanuska-Susitna Borough, and the Cities of Homer, Kenai, and Seldovia.

The ADEC also coordinates with the Statewide Hazardous Materials Response Team, which consists of the local and regional Level A Entry capable hazmat response teams. These teams include the hazmat teams from the Municipality of Anchorage, Fairbanks North Star Borough, the City of Kodiak, the City and Borough of Juneau, and the City of Ketchikan, along with the Alaska National Guard 103rd Civil Support Team (CST) and the EPA response team (Superfund Technical Assessment and Response Team).

In the event of a hazmat release requiring immediate response, the ADEC's pre-designated SOSC may request support from any of the hazmat response teams. These teams maintain a Level A entry capability and can respond beyond their jurisdictional boundaries at the request of the SOSC. ADEC, in turn, will reimburse the community for expenses incurred by the team during the response. The teams are to be used strictly for emergency response operations. Once the immediate hazard is dealt with, the teams will be released to return to their home stations. Post-response recovery operations will be handled by the responsible party (if known) or through ADEC response team contractors or federal contractors.

The Level A response capability refers to the level of protection provided to emergency responders. Level A is the highest level of protection and provides skin and respiratory protection for Hazmat responders through the wearing of a vapor-tight protection garment and breathing apparatus. This level of protection is followed by Levels B, C, and D (with D providing the least amount of protection, usually requiring only specific work clothing and eye [splash] protection).

Another state asset is the 103rd CST, based at Joint Base Elmendorf Richardson, Alaska. The 103rd CST can be requested through the ADEC or DMVA's Division of Homeland Security and Emergency Management, State Emergency Operations Center (428-7100 or 1-888-462-7100). This team's primary focus is weapons of mass destruction, including chemical and biological warfare agents and toxic industrial chemicals. The 103rd CST maintains Level A entry capability and a wide variety of detection instruments and support equipment. The team can be used in an advisory role for hazard modeling or medical assessment and in a primary or an assist mode to perform entries alone or in conjunction with other first responders.

7240 – Federal Action

Authority: Section 311 of the Federal Water Pollution Control Act and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 are the principal authorities for federal response to discharges of oil and releases of hazardous substances. The procedures and standards for conducting responses are contained in the NCP (40 CFR 300). Under the NCP and the Regional Contingency Plan, each USCG COTP for coastal zones, or EPA representative for inland zones, coordinates federal activities on scene either as the pre-designated FOSC or as the first federal official in the absence of the pre-designated FOSC. The FOSC objective is to ensure rapid, efficient mitigation of actual or threatened pollution releases or discharges.

Jurisdiction: In accordance with the NCP, the USCG COTP for Southeast Alaska (Commanding Officer, Sector Juneau) is identified as the pre-designated FOSC for the coastal zone. The FOSC will respond to hazardous substance releases, or threats of release, occurring in the coastal or inland zones and not involving Department of Defense vessels or facilities, which originate from:

- Vessels and vehicles (as well as other modes of transportation, e.g., railroad).

- Facilities, other than hazardous waste management facilities, when the release requires immediate action to prevent risk of harm to human life, health, or the environment.
- Hazardous waste management facilities, or illegal disposal areas, when the FOSC determines emergency containment or other immediate removal actions are necessary prior to the arrival of the EPA FOSC.

For all shore side incidents in the coastal zone, once the immediate threat to human life, health, or the environment has been abated and the character of the response changes to a long-term cleanup or site remediation, the FOSC's responsibilities will be transferred from the USCG COTP to a designated EPA official.

Response Policy: The USCG will follow the policy guidance contained in COMDTINST M16465.30, "Policy Guidance for Response to Hazardous Chemical Releases," and the Marine Safety Manual, Volume VI, Chapter 7 when responding to a hazardous chemical release. The USCG Incident Management Handbook also provides guidelines for responding to a hazardous substance release.

The USCG and other federal agencies in Alaska will maintain a "conservative" Level D response capability level. "Conservative" response consists of recommending evacuation of the affected area and maintaining a safe perimeter while attempting to positively identify the pollutant and outlining a clear course of action. Federal personnel, with the exception of specialized teams (e.g., the National Strike Force, the Pacific Strike Team, and the EPA Environmental Response Team and Superfund Technical Assessment and Response Team), will not enter a hazardous environment. This response posture is appropriate due to insufficient numbers of trained or equipped personnel to allow a safe and proper entry into a hazardous environment and the low risk of a chemical release in the area.

Level D protection is primarily work uniform/coveralls, safety boots, safety goggles and a hard hat. This provides minimal protection. Level D must not be worn for "entry" into any hazmat situation. It does NOT provide protection from chemicals. Level D protection strictly applies to non-hazardous environments (e.g., Command Post, Cold Zone, etc.).

In situations requiring an entry into a hazardous environment, federal agencies will rely on the capabilities of the USCG Pacific Strike Team, EPA response teams, state and local hazmat response teams, if available, and industry or commercial resources.

In implementing this conservative response posture, the COTP for Southeast Alaska will carry out all the FOSC functions not requiring entry of unit personnel into a hazardous environment. These functions include:

- Conducting preliminary assessment of the incident.
- Carrying out COTP measures such as restricting access to affected areas, controlling marine traffic (safety zones), notifying affected agencies, coordinating with state and local agencies, and assisting as resources permit.
- Conducting local contingency planning.
- Identifying responsible parties and informing them of their liability for removal costs.
- Carrying out "first aid" mitigation if the situation warrants and capability exists.
- Monitoring cleanup activities.

The CAMEO software suite will be an important part of any chemical release incident. This set of software includes CAMEOfm, CAMEO Chemicals, Areal Locations of Hazardous Atmospheres (ALOHA), and Mapping Application for Response, Planning, and Local Operational Tactics (MARPLOT). Together, the CAMEOfm chemical database and CAMEO Chemicals chemical response information datasheets and reactivity prediction tool provide a rapid means of identifying chemicals and their associated hazards. ALOHA, air-modeling program, part of CAMEO, provides a rapid means of developing a downwind hazard evaluation. MARPLOT is an easy-to-use geographic information system (GIS) interface. The NOAA Scientific Support Coordinator will be the primary individual responsible for operating the CAMEO programs during a hazardous chemical release for the FOSC. Local fire departments and the EPA also maintain CAMEO to assist in their response efforts. Programs for the ALOHA model need to be frequently updated to account for changing wind and weather conditions, source strength, and other variable conditions. These software applications are available for free download at https://www.epa.gov/cameo.

7250 – Transportation

Reference the Statewide Hazmat Commodity Flow Study for information on transportation of extremely hazardous substances, hazardous substances and oil/petroleum products in Alaska, to include an explanation of the United Nations Hazardous Materials Classification system.

7300 – HAZARDOUS SUBSTANCES AND PRODUCTS IN ALASKA

This section profiles specific EHSs in Alaska - the substances and their characteristics, the facilities that use or store them, their transportation, the risks they pose, and the capability to respond to large-scale releases.

Alaska is fortunate in that a limited number of EHS are known to be present in the state, and of the limited number identified only a few are prevalent. The top five EHS substances (with the addition of hydrogen sulfide) are listed below, generally in order of the total amounts thought to be present in Alaska, from greatest to least:

- Hydrogen sulfide gas associated with crude oil
- Anhydrous ammonia as a compressed gas and as a refrigerated liquid
- Sulfuric acid as a liquid and in solution
- Formaldehyde, formaldehyde solution, and urea-formaldehyde solution
- Sodium cyanide as a solid and in solution
- Chlorine as a compressed gas

Chemical Properties: Under certain conditions, all of the EHS present in substantial quantities in Alaska pose an acute inhalable toxic threat. Properties of some of the more common chemicals are discussed in the following paragraphs.

- ***Hydrogen sulfide*** gas is a colorless gas with an odor of rotten eggs. It is heavier than air and highly flammable. It forms explosive mixtures with air and a number of other substances. The gas is a central nervous system depressant. Inhalation of high concentrations for short periods can cause death. Even exposure to small concentrations for short periods can result in permanent injury or death.

- ***Anhydrous ammonia*** is a colorless gas with a characteristic odor. The term "anhydrous" is used to distinguish the pure form of the compound from solutions of ammonia in water. Like chlorine, anhydrous ammonia is not explosive, but will support combustion. It readily dissolves in water to form an aqua ammonia solution. Anhydrous ammonia is considerably lighter than air and will rise in dry air. As a practical matter, however, anhydrous ammonia immediately reacts with any humidity in the air and will often behave as a heavier gas. The chemical reacts with and corrodes copper, zinc and many alloys.

  Anhydrous ammonia affects the body in much the same way as chlorine gas. Like chlorine, anhydrous ammonia gas is primarily a respiratory toxicant. In sufficient concentrations, the gas affects the mucous membranes, the respiratory system and the skin. In high concentrations, it can cause convulsive coughing, difficult and painful breathing, and death. Anhydrous ammonia will cause burns if it comes in contact with skin or eyes. Response to anhydrous ammonia releases may require Level A personal protective equipment.

  Significant amounts of anhydrous ammonia are used in Alaska as a refrigerant, most often associated with cold storage of seafood. Historically, the chemical has been present in very large quantities at a single urea production facility on the Kenai Peninsula. It is nearly always found in transport and in temporary storage as a liquefied compressed gas in 100-, 150- and 2,000-lb pressure vessels. All pressure vessels are equipped with fusible metal pressure relief devices to relieve pressure and prevent rupture in the case of fire or other exposure to high temperatures.

  While packaging for transport and temporary storage is nearly uniform, and similar to that for chlorine, anhydrous ammonia is often found in much larger volumes in the piping and receivers of refrigeration systems. There are numerous refrigeration systems in Alaska where the amount of anhydrous ammonia present exceeds ten thousand pounds.

- ***Sulfuric acid*** is a colorless, oily liquid. It is highly reactive and readily soluble in water with release of heat. Both the liquid and solutions will cause burns if allowed to come in contact with skin or eyes. Fumes are highly toxic, and heat as a result of fire or other chemical reaction can significantly increase emissions. Reaction of the acid with a variety of substances can also produce other toxic gases.

  While sulfuric acid is a versatile and common industrial chemical, in Alaska sulfuric acid solution is most often found in use as a battery electrolyte, as part of the water treatment process for industrial boilers, as part of the cleaning process for fish meal plants, and in ore milling processes. Sulfuric acid solution is found across the state, but nearly always in association with larger industrial facilities or at remote locations for power generation.

- ***Formaldehyde*** at normal temperatures is a gas, but in Alaska, it is found in bulk only as an industrial solution. Toxic formaldehyde gas readily vaporizes from solution. The gas is denser than air and will disperse as a heavy gas. Addition of heat will increase the rate at which formaldehyde gas is released from solution. While formaldehyde solution has a number of uses, it is used in bulk in Alaska primarily as a biocide, and occurs at fish

hatcheries. It is most frequently found as a 37 percent solution in water. The gas is highly toxic and can cause adverse health effects at small concentrations.

- ***Sodium Cyanide*** is principally used by the mining industry to extract gold from gold bearing ore using the carbon-in-leach and carbon-in-pulp processes. These processes enable commercial recovery of gold at very low concentrations. It is normally shipped and stored as a white solid, and is readily soluble in water and other solvents including alcohol. The chemical is not combustible but forms flammable gas on contact with water or damp air, and emits irritating or toxic fumes (or gases) in a fire. The chemical can cause eye irritation, and can be absorbed through the skin. It also presents an inhalation and ingestion hazard.

- ***Chlorine*** is a greenish-yellow gas with a characteristic odor. It is neither explosive nor flammable, but is a strong oxidizing agent and will support combustion. It is only slightly soluble in water. At about two and one-half times the density of air, it will spread as a dense gas, flowing downhill under the influence of gravity. The chemical has a strong affinity for many substances and usually will produce heat on reacting. While dry chlorine is non-corrosive at ordinary temperatures, it becomes extremely corrosive in the presence of moisture.

  Significant amounts of chlorine are used in Alaska for water and wastewater treatment. It is nearly always found in use, in transport and in storage as a liquefied compressed gas in 100-, 150- and 2,000-lb pressure vessels. All vessels are equipped with fusible metal pressure-relief devices to relieve pressure and prevent rupture in the case of fire or other exposure to high temperatures.

  Chlorine gas is primarily a respiratory toxicant. In sufficient concentrations, the gas affects mucous membranes, the respiratory system and the skin. In high concentrations, it can permanently damage the lungs and can cause death by suffocation. Liquid chlorine will cause burns if it comes in contact with skin or eyes. Response to chlorine releases may require Level A personal protective equipment. Chlorine can be disposed of by passing it through an alkali (caustic soda or soda ash) solution.

The State of Alaska Tier II Database can be accessed electronically at the following link: https://ready.alaska.gov/tierII/

This next section provides general information on the location of extremely hazardous substances and other hazardous substances within the Southeast Alaska Area. Please note that under the requirements of Title III of the Superfund Reauthorization Act (SARA), the local fire department, as well as any Local Emergency Planning Committee, maintains records of reportable quantities of hazardous chemicals stored in the community, including their material safety data sheets, along with any reports of chemical releases to the environment, as reportable under the Tier II requirements of the SARA.

7310 – Southeast Alaska

A. GENERAL

The Southeast Area includes the City and Borough of Juneau, Haines Borough, Ketchikan Gateway Borough, City and Borough of Sitka, City and Borough of Yakutat, the cities of Petersburg and Wrangell, and many other smaller towns and villages. This is a region characterized by isolated coastal communities. Road access is only to Canada and only through the towns of Haines, Skagway and Hyder.

Several facilities within the area store and use chemicals categorized as extremely hazardous substances. Large quantities of flammable petroleum products, such as propane and gasoline, also are stored at many facilities within the area. Some facilities store and utilize compressed gasses. This part provides general information on the location of extremely hazardous substances within the Southeast Area.

Reference the 2010 Hazmat Commodity Flow Study for more information.

1. Chemical Inventory

In the compilation of 2011 Tier Two submissions, 44 facilities reported the storage/use of Extremely Hazardous Substances (EHS) above the established reportable quantity. Sulfuric acid was reportedly used at 24 facilities and anhydrous ammonia at 17 facilities.

Based on tier two reports contained in the CAMEO database, the most prevalent extremely hazardous substances in the region are:

- ammonia and anhydrous ammonia
- sulfuric acid

Extremely hazardous substances are generally transported into the area from ports via water and delivered either direct to facilities or transported to facilities by truck over local road systems. Some substances may be shipped by air or come into the area aboard fishing-industry vessels.

2. Chemical Risks

This subsection identifies the hazards associated with the most common extremely hazardous substances present within the area in amounts greater than the federally-mandated threshold planning quantities. The properties of each substance and how they affect humans are discussed below. Of the extremely hazardous substances known to be present, ammonia poses the greatest threat.

Ammonia/Anhydrous ammonia is a colorless gas with a characteristic odor. The term "anhydrous" is used to distinguish the pure form of the compound from solutions of ammonia in water. Like chlorine, ammonia is neither explosive nor flammable, but will support combustion. Anhydrous ammonia readily dissolves in water to form an aqua ammonia solution. Anhydrous ammonia is considerably lighter than air and will rise in absolutely dry air. As a practical matter, however, anhydrous ammonia immediately reacts with any humidity in the air and will often behave as a heavier gas. The chemical reacts with and corrodes copper, zinc and many alloys.

Anhydrous ammonia affects the body in much the same way as chlorine gas. Like chlorine, anhydrous ammonia gas is primarily a respiratory toxicant. In sufficient concentrations, the gas affects the mucous membranes, the respiratory system and the skin. In high concentrations it can cause convulsive coughing, difficult and painful breathing, and death. Anhydrous ammonia will cause burns if it comes in contact with skin or eyes.

Sulfuric acid is a dense, colorless, oily liquid. It is highly reactive with a large number of other substances and is readily soluble in water with release of heat. Fumes are released from the liquid through evaporation, and heat as a result of fire or other chemical reaction can significantly increase emissions. Both the liquid and its solutions will cause burns if allowed to come in contact with skin or eyes. Fumes are highly toxic, and reaction of the acid with a variety of substances can produce other toxic gases.

3. Response Capability

There are two Level A Hazmat response teams (Juneau and Ketchikan) in the Southeast Area. In the event of a hazardous substance release, the ADEC should be contacted and they can take action to activate these teams which are part of the Statewide Hazmat Response Team. This formally agreed arrangement allows ADEC to request a Level A Hazmat team to respond to an event anywhere in the state, as long as the requested Hazmat Team can spare the services of the equipment and trained personnel.

In addition, several of the larger industrial facilities within the area are required to have Risk Management Plans (RMPs) for chemicals exceeding threshold quantities under 40 CFR Part 68 regulations. The RMPs contain emergency response plans for mitigating facility releases. Large bulk fuel production and storage facilities within the area also are required to maintain Facility Response Plans and specific levels of response equipment to mitigate oil releases in accordance 40 CFR Part 112.20 regulations.

Several communities in the Southeast Area have developed and maintain local emergency management plans, or all-hazard plans, to respond to a variety of emergencies including hazardous substance releases.

B. FACILITIES

Table C-1 identifies communities with industrial facilities that store and utilize extremely hazardous substances (EHS) in significant quantities. Emergency responders should refer to the CAMEO database program to determine specific chemical hazards at a particular facility, based on Tier Two reporting requirements.

Table C-1: Number of Facilities with Extremely Hazardous Substances (EHS)		
EHS	**Max Daily Amount (lbs)**	**No. of Facilities**
Sulfuric Acid	44,997	24
Ammonia, Anhydrous	147,579	17
Total	**192,576**	**41**

Notes:
1. The Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) categorizes certain dangerous chemicals as Extremely Hazardous Substances (EHS).
2. The above table summarizes the most common extremely hazardous substances (EHS) present above the associated threshold quantities (TQ) as reported by facilities in the Southeast Area on Tier Two forms. Facilities in other communities within the area may have these and other extremely hazardous substances at quantities below the EHS TQ.
3. Consult the CAMEO database for information on all chemicals reported by facilities within the Southeast Area.

United Nations Hazardous Materials Classification System: The United Nations classification code system used with the types of EHS and HS transported throughout the State is explained in the Statewide Hazmat Commodity Flow Study found at https://dec.alaska.gov/spar/PPR/hazmat/study.html.

7400 – RESOURCES

7410 – Manpower/Equipment

The 2010 Hazmat Commodity Flow Study noted serious deficiencies in the State's ability to respond to a hazardous materials incident. The limited offensive response capability is inadequate, and areas exist with significant risks and no response capability. Many of the Local Emergency Planning Committees are making progress towards defensive response capability by developing or maintaining viable local response plans.

Sources of Hazmat response personnel fell into relatively distinct categories depending on the type of organization. Municipal organizations draw their Hazmat personnel primarily from local fire departments. In most cases, Hazmat response is simply one function of the local fire department(s) -- along with firefighting, other forms of disaster management and emergency medical services. Fire department Hazmat personnel include both paid and volunteer members.

Federal organizations with Hazmat response capability draw members from defense installation fire departments. The military fire departments often include both military and civilian personnel.

Industry organizations with Hazmat response capability draw personnel from two areas: facility workers and industry fire departments. The single exception is Philip Environmental, which draws emergency response personnel from their pool of Hazmat site and tank workers.

7410.1 – Federal

Reference the Hazardous Materials Response Special Teams Capabilities and Contact Handbook publication for information on federal hazmat responders.

Additionally, the USCG may call upon the Department of Defense's Alaskan Command (as a member of the Alaska Regional Response Team) to provide Hazmat response resources (teams and equipment) from Elmendorf Air Force Base and Eielson Air Force Base.

7410.2 – State

The Alaska Department of Environmental Conservation (ADEC) is mandated by statute to respond promptly to a discharge of oil or a hazardous substance (AS 46.08.130). The ADEC may contract

with a person, business or municipality in order to meet response requirements, or may establish and maintain a containment and cleanup capability (i.e., personnel, equipment and supplies).

Presently, the ADEC has no Level A or B Hazmat response capability, although there is some possibility that ADEC response term contractors could be mobilized out of Anchorage in time to assist in certain Hazmat responses. The ADEC has some monitoring equipment in Anchorage and Fairbanks and there is some capacity for the agency to assist local or nearby response efforts by monitoring airborne contaminant levels.

As an alternative measure, the ADEC has negotiated response agreements with local communities to enhance oil and hazardous substance response capabilities using existing local resources. The ADEC will, in turn, reimburse the responding local community for expenses incurred during the response. Under the provisions of the local response agreement, the local community reserves the right to refuse an SOSC's request to respond based on local conditions and overall readiness capability.

The ADEC has formally entered into local response agreements with the Municipality of Anchorage (MOA) and the City of Kodiak whereby the local Hazmat team may elect to respond on the State's behalf to an incident when requested by the State On-Scene Coordinator. These agreements address Hazmat responses beyond the normal jurisdictional boundaries of the MOA and the City of Kodiak.

Information on the Statewide Hazardous Materials Response Team and current hazmat detection equipment and other assets can be found at this link: http://dec.alaska.gov/spar/ppr/hazmat.htm

Additionally, information on local/community fire departments can be found in the Community Profiles.

Collapsible Rigid-Frame Tent Systems (Main System and Deployable System): These collapsible, rigid frame tent systems are erected at the field decontamination (decon) site, supported with heater systems and soap and water. This three-tent system is the decon system for major population areas.
The main system is pre-positioned in communities with high population densities or risks, and where an operational Level A team exists to provide support with use of the system. The system would consist of the three-tent configuration with a trailer for storage and transport. The communities equipped with main decon systems include Anchorage (2), Kenai (1), and Mat-Su Valley (1). Anchorage maintains a second system in deployable configuration for responses elsewhere in the state.

The systems may be collocated with local hospitals to assist with contaminated individuals either self-transported or transported to the hospital via ambulances for decontamination (for both expedient as well as complete decontamination.) Further coordination is ongoing with local hospitals and State medical staff to further develop and enhance the overall mass decontamination capabilities in the state.

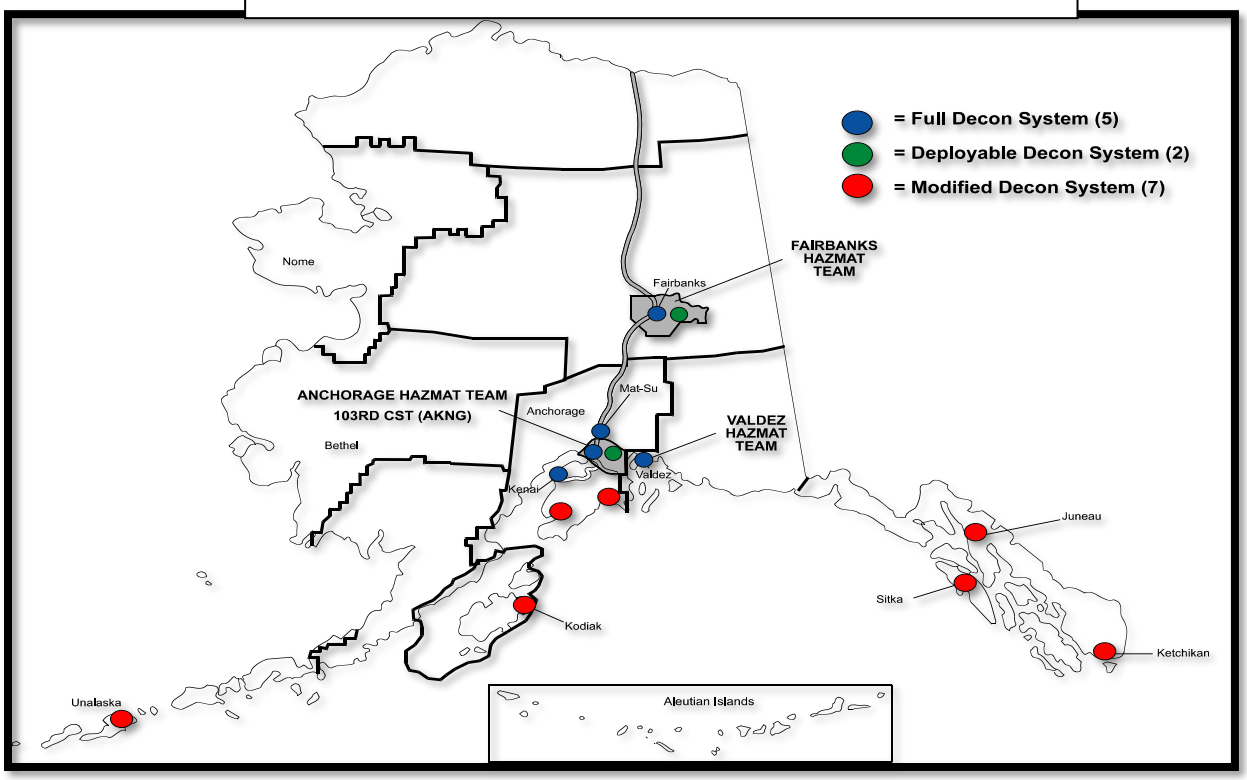
Modified Decontamination System: A modified tent system was also purchased for smaller at-risk communities with an expressed interest in maintaining a decon system. The modified system consists of a single tent system with support equipment and a trailer for storage and transport.

Communities equipped with the modified decon systems include Homer, Juneau, Ketchikan, Kodiak, Seward, Sitka, and Unalaska. Several other communities have requested decon systems as part of their federal Office of Domestic Preparedness grant request. The modified decon system specs and trailer specs were provided to these communities to maintain consistency throughout the state.

The Statewide Hazmat Response Workgroup continues to coordinate with the medical community on issues related to expedient field and hospital decontamination issues. The Hazmat Teams will generally perform expedient decontamination of persons at the scene of an incident. Once decontaminated in the field, individuals are then transported to the hospital or another location for further decontamination.
In the event of a major incident involving numerous casualties and contaminated personnel, there is a definite potential for ambulatory and otherwise self-transported patients to arrive at the hospital for decontamination and treatment.

The below figure provides a quick summary of the locations of main and modified decontamination assets in the state.

Figure 7-2: Statewide Decontamination Assets



7410.3 – Local Emergency Planning Committees

Information on the Local Emergency Planning committees can be found at this link:
https://www.ready.alaska.gov/SERC/LEPC_Home

7410.4 – Radiological Detection/Monitoring

Within the State of Alaska, basic radiation monitoring capabilities are described below. In the event of a radiological incident threatening the State of Alaska, other resources in the lower 48 could be deployed to enhance the area and point detection capabilities.

Statewide Hazmat Team Radiological Detection Assets: For a listing of detection equipment maintained by ADEC, EPA, USCG and the Statewide Hazmat Teams, reference below.

Department of Defense: The Department of Defense (DOD) also maintains a variety of radiation detection equipment at four primary locations in the state: Elmendorf AFB and Ft Richardson in Anchorage; Eielson AFB and Ft Wainwright in Fairbanks. These instruments are primarily handheld point detectors for high and low range radiation intensities. Personal dosimeters and film badges are also available in limited quantities. DOD does not maintain airborne monitoring capabilities in Alaska. For a listing of DOD radiological equipment assets located within Alaska, reference below.

United States USCG: Radiological equipment for USCG D17 units includes two different types of gear: the Personal Radiation Detector (PRD) or PM1703GN, and the Radioactive Isotope Identifier (RIID) or identiFINDER-U.

Other Federal Agency Assets (EPA, FEMA, DOE, NRC):

a. **Department of Energy** - The Department of Energy (DOE) maintains national and regional coordination offices as points of access to Federal radiological emergency assistance. The Regional Coordination Office for DOE Region 8 is the Richland Operations Office.

b. **Radiological Assistance Program, Region 8, Richland Operations Office, Richland, Washington -** The Region 8 Radiological Assistance Program (RAP) is responsible for providing assistance in monitoring and assessment activities associated with radiological incidents or emergencies and coordinating U.S. Department of Energy resources as needed in the States of Washington, Oregon and Alaska. The RAP team is made up of teams composed of qualified DOE, Richland Operations Office (RL), and RL contractor personnel who are experts in monitoring radioactive materials involved in the incident. The RAP Team Leader (an RL official or designee) is responsible and has the authority to activate the resources and support necessary when assistance is requested. The radiological assistance teams are deployed in support of the State authorities and/or lead federal agency and are not intended to direct actions at the scene or assume command and control, except when DOE is the lead federal agency.

   The RL can request the assistance of the other emergency response assets should the existing capabilities of the RAP team be inadequate to accomplish the task. Requests can be made through the Region 8 RAP or through DOE-Headquarters Emergency Operations Center through a 24-hour telephone number. Determination to activate or deploy the emergency response assets will be made by the National Nuclear Security Administration Office of Emergency Response, located in Washington, D.C.

   Specialized expertise and equipment capabilities are located throughout the DOE and DOE contractor system. The DOE radiological assistance teams are knowledgeable of the DOE resources and may request their use, including other federal assets listed below.

c. **Federal Radiological Monitoring and Assessment Center, DOE, Nevada Operations Office –** The Federal Radiological Monitoring and Assessment Center (FRMAC) is an operational center located at or near the scene of a radiological incident and provides a focal point to compile and coordinate all off-site federal radiological monitoring and assessment activities. The FRMAC is established when a major radiological emergency exists. A major radiological emergency is determined when a request for assistance requires capabilities exceeding those of the DOE regional RAP team. A request for additional assistance is recommended to the senior official or lead federal agency official.

   The FRMAC is self-supporting, including specialized resources in radiation protection, legal and medical support, communications, logistics, videos, and administration. A FRMAC could be deployed as a unit or separately, as conditions dictate. Specific capabilities could be requested, e.g., Aerial Measuring System and the National Atmospheric Release Advisory Capability.

d. **Aerial Measuring System, DOE, Nevada Operations Office –** The Nevada Operations Office contractor, Bechtel Nevada, can provide aerial measurements of ground surfaces through gamma spectroscopy. They also have a capability to make in-plume air concentration measurements in the event of a reactor accident release, large area continuous release, or contamination incident. Aerial photography can be performed simultaneously with isodose and isoconcentration curves. The aerial measurement survey is primarily used for making rapid radiological assessment of substantial land areas and the analysis and identification of the radioactive emissions from a source.

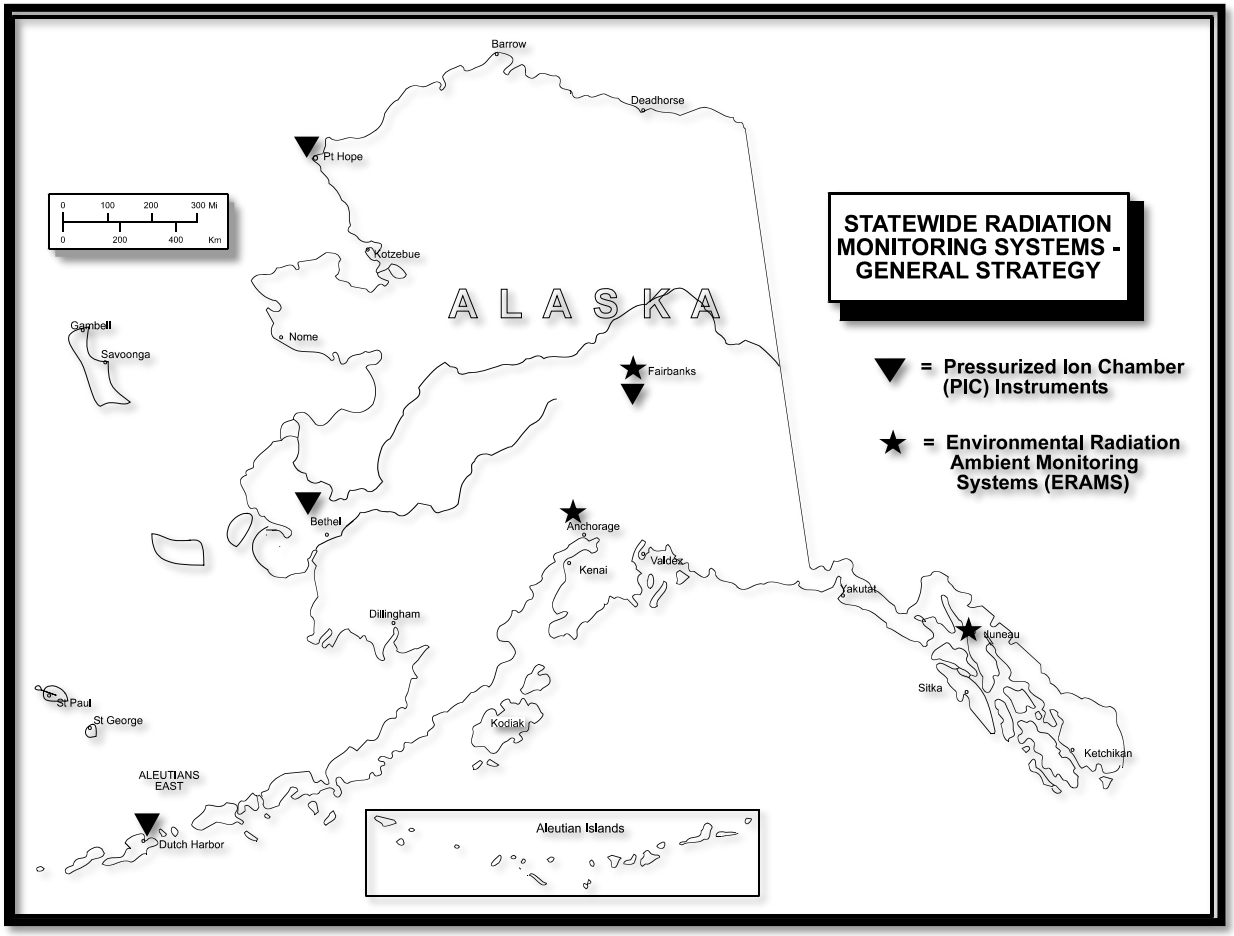
e. **National Atmospheric Release Advisory Capability, DOE, Oakland Operations Office –** Another major DOE resource maintained at Lawrence Livermore National Laboratory is the National Atmospheric Release Advisory Capability (NARAC). The NARAC is a centralized computer-base system that estimates the transport, diffusion, and deposition of radioactive materials released to the atmosphere and dose projections to people and the environment.

f. **Radiation Emergency Assistance Center/Training Site, DOE, Oakridge Operations Office –** Radiation Emergency Assistance Center/Training Site (REAC/TS), operated by the Medical Sciences Division of the Oak Ridge Institute for Science and Education for the U.S. Department of Energy, provides 24-hour assistance with medical and health physics problems associated with radiation accidents in local, national, and international arenas. REAC/TS is prepared to deploy to a radiological emergency with the FRMAC to provide:
   - Medical and radiological triage
   - Decontamination procedures and therapies for external contamination and internally deposited radionuclides, including chelating therapy
   - Diagnostic and prognostic assessments of radiation induced injuries, and
   - Radiation dose estimates by methods that include cytogenetic analysis, bioassay, and in-vivo counting.

7420 – Policy, Guidance, and Studies

For the most recent summary of EHS releases by Calendar Year, visit the ADEC website at: http://dec.alaska.gov/spar/ppr/hazmat.htm

Figure 7-3: Statewide Radiation Monitoring Systems - General Deployment Strategy



STATEWIDE HAZMAT RESPONSE TEAM RADIOLOGICAL DETECTION ASSETS

Manufacturer/ Model No.	Detection Capabilities	Quantity	Location	Owning Agency
Eberline E-120		2	Anchorage, Kenai	ADEC
Victoreen 190		14	Anchorage, Fairbanks, Juneau, Kenai, Ketchikan	ADEC
Victoreen CDV 700-6A		1	Anchorage	ADEC
Bicron Surveyor 50		2	Anchorage	ADEC
Ludlum 2241-2,Dual Survey Meter	Depends on probe	1	Anchorage	EPA
Ludlum 44-9 (Pancake probe)	Alpha, Beta, Gamma	1	Anchorage	EPA
Ludlum 3 Survey Meter	Alpha, Beta, Gamma	1	Anchorage	EPA
Ludlum 192 Survey Meter	Low level gamma	1	Anchorage	EPA
Ludlum 44-2, Scintillator Probe	Gamma	1	Anchorage	EPA
Ludlum 43-90, Alpha Scintillator Probe	Alpha	1	Anchorage	EPA
Eberline Monitor 4, Radiation Alert Monitor	Alpha, Beta, Gamma	1	Anchorage	EPA
Canberra Mini-Radiac, Personal RadMon Device	Gamma	1	Anchorage	EPA
Ranger	Radiation Detector	1	Anchorage	Anchorage FD
Ludlum Model 9	Beta, Gamma	2	Anchorage	Anchorage FD
Ludlum 2241 / Pancake	Alpha, Beta, Gamma	2	Anchorage	Anchorage FD
MiniRadiacs	Alpha, Beta, Gamma	28	Anchorage	Anchorage FD
Ludlum 2241-3,Dual Survey Meter	Alpha, Beta, Gamma	1	Fairbanks	Fairbanks Hazmat
GammaRAE II	Gamma	5	Fairbanks	Fairbanks Hazmat
Bicron Surveyor 2000 radiation monitor w/ probe	Alpha, Beta, Gamma	1	Fairbanks	Fairbanks Hazmat
ADM-300		1	Anchorage	103CST (AKNG)
AN-VDR 2		2	Anchorage	103CST (AKNG)
PDR-77		2	Anchorage	103CST (AKNG)
Staplex Air Sampler		5	Anchorage	103CST (AKNG)

Manufacturer/ Model No.	Detection Capabilities	Quantity	Location	Owning Agency
Thermoelectron FH-40		2	Anchorage	103CST (AKNG)
UDR-13		22	Anchorage	103CST (AKNG)
GSM-110 Rad-Detector		2	Valdez	Valdez Hazmat
Inovision Rad-Detector		1	Valdez	Valdez Hazmat
Radiation Pager		3	Valdez	Valdez Hazmat
Pen Dosimeter		10	Valdez	Valdez Hazmat
Canberra Radiagem 4000		1	Juneau	Juneau Hazmat
Alpha, Beta, Gamma Probe (SABG-15)		1	Juneau	Juneau Hazmat
Gamma Probe (SG-2R)		1	Juneau	Juneau Hazmat
Dosicard Stand-Alone		1	Juneau	Juneau Hazmat
Personal Radiation Detectors (PRD)		19	Anchorage	USCG
Identifinder-U		1	Anchorage	USCG
RADPACK		1	Anchorage	USCG
Personal Radiation Detectors (PRD)		4	Cordova	USCG
Identifinder-U		1	Cordova	USCG
Personal Radiation Detectors (PRD)		8	Homer	USCG
Identifinder-U		1	Homer	USCG
Personal Radiation Detectors (PRD)		34	Juneau	USCG
Identifinder-U		1	Juneau	USCG
RADPACK		1	Juneau	USCG
Personal Radiation Detectors (PRD)		10	Ketchikan	USCG
Identifinder-U		1	Ketchikan	USCG
Personal Radiation Detectors (PRD)		4	Kodiak	USCG
Identifinder-U		1	Kodiak	USCG
Personal Radiation Detectors (PRD)		4	Petersburg	USCG
Identifinder-U		1	Petersburg	USCG
Personal Radiation Detectors (PRD)		4	Seward	USCG

Manufacturer/ Model No.	Detection Capabilities	Quantity	Location	Owning Agency
Identifinder-U		1	Seward	USCG
Personal Radiation Detectors (PRD)		4	Sitka	USCG
Identifinder-U		1	Sitka	USCG

USARAK ALCOM RADIOLOGICAL ASSETS

USARAK (US Army)	M17 (MASK)	M24/25 (MASK)	M291 (PERS DECON KIT)	M13 (DECON EQUIP)	M8A1 (CHEMDET)	M256 (CHEMDET)	IM 93 (DOSIMETER)	IM 174 (RADIACMETER)	VDR 2 (RADIACMETER)	PDR 75 (RADIACMETER)	PDR 27 (RADIACMETER)
FRA (Ft Richardson)											
501st IN BN	660	0	810	64	23	69	77	12	27	6	1
21st SIG CO	202	NA	205	90	18	20	20		17	1	
23rd ENG CO	145	NA	200	NA	4	6	NA		4	4	
20th PAD	5	NA	0	NA	0	0	NA	4	NA	NA	
98th MAINT		239	NA	0	0	4	26	14		0	1
FWA (Ft Wainwright)											
HHC 1st BDE	396	NA	206	105	25	35	46		18	5	
1-17 IN BN	613	10	569	95	25	57	85		25	5	
4-9 IN BN	641	9	525	82	25	56	84		25	5	
4-11 FA BN	506	NA	504	126	17	65	23		5	5	
706 SPT BN	760	0	651	242	21	87	85		39	8	
A TP/4-9CAV	117	NA	220	21	14	25	33		17	1	
567 ENG CO	171	NA	375	12	5	12	20		5	1	
6 MI CO	163	NA	224	86	12	31	39	9	0	3	
47 ENG CO	142	NA	0	5	4	26	8		4	1	
BAND	42	NA	44	2	2	4	4		1	1	

USAFAK ALCOM RADIOLOGICAL ASSETS

USAFAK (US Air Force)	PDR 27T (RADIAC METER)	PDR 27G (RADIAC METER)	PDR 27A (RADIAC METER)	PDR 43E (RADIAC METER)	PDR 43D (RADIAC METER)	PDR 56F (RADIACMETER)	ADM 300	IM 93 (DOSIMETER)	IM 143 (DOSIMETER)	TLV	CDV 750 (DOSIMETER CHARGER)
EAFB (Elmendorf AFB)											
3 CES/CEXD	6		1	11	1	6	3	12	83		5
3 AMS/SGPB	3	1				1	4			15	
EIL (Eielson AFB)											
343 CEX/SPTG	6			8		1		20			3
HOSPITAL	1			3		1	2				

8000 – SALVAGE & MARINE FIRE FIGHTING

This section is an On Scene Coordinator's (OSC) guide to marine firefighting, salvage, and lightering operations. This document is designed to work in concert with the Incident Command System Operational Period Planning Cycle and should be used as a reference before or *during* an incident in order to assist with initial actions when preparing an Incident Action Plan for marine firefighting, salvage and/or lightering operations. This document is *not* intended to be an all-inclusive technical guide to vessel marine firefighting, salvage or lightering. For technical guidance, OSCs should reference resources covered below.

8100 – MARINE FIRE FIGHTING

Normally fighting a shipboard fire is the responsibility of the ship's crew and owner. Tank vessels and non-tank vessels greater than 400 GT operating in U.S. navigable waters are required to have vessel response plans that detail marine firefighting and salvage operations. Local government resources may be used to fight the fire. State or federal government resources are not normally used to fight shipboard fires unless there is a threat to human life or safety or the fire threat creates a release of oil or hazardous substance. Funds available through the Oil Pollution Act may be used to fight a shipboard fire to alleviate the threat of pollution.

Navy SUPSALV has a contract with Ardent Global Marine Services to obtain firefighting expertise. The contact number is 202-781-3889 (24 hour).

Reference the following link for Sector Juneau's Marine Fire Fighting Plan:
http://dec.alaska.gov/spar/PPR/plans/scp_se/SE%20Marine%20Firefighting%20Plan%202013.pdf

8110 – Policy and Responsibility

8110.1 - Federal Policy and Responsibility

The USCG exercises primary federal responsibility for the safety and security of the ports and waterways of the United States. The role of the USCG Captain of the Port (COTP) in a marine fire event is to ensure firefighting efforts are carried out in a manner that does not threaten the safety of life, the environment, or property.

The USCG will render assistance as available, commensurate with each unit's level of training and the adequacy of equipment. The Commandant of the USCG intends to maintain this traditional "assistance as available" posture without conveying the impression that the USCG is prepared to relieve local fire departments or vessel owners of their responsibilities. Paramount in preparing for vessel or waterfront fires is the need to integrate USCG planning and training efforts with those of other responsible agencies, particularly vessel operators or owners, local fire departments and port authorities.

Request for Federal Resources: All requests for federal resources or equipment should be made to the USCG COTP Southeast Alaska through the Unified Command. Significant non-USCG federal resources include U.S. Navy fire tugs, US Navy Supervisor of Salvage (SupSalv), and Military Sealift Command firefighting experts.

Captain of the Port (COTP) Responsibility: The USCG COTP exercises primary federal responsibility for the safety and security of the port. This responsibility is discharged by enforcing dangerous cargo regulations, marine terminal safety regulations, port security, and pollution prevention regulations. In emergencies, the COTP may control the movement of ships and boats, establish safety zones, and provide on scene personnel for situation assessment. Responsibilities of the COTP in a major fire aboard a vessel or waterfront facility may include:

- ❑ Conduct notifications.
- ❑ Assume IC for burning vessel underway or at anchor when:
    - The responsible party does not take appropriate action,
    - The fire department with jurisdiction is unable to respond, and/or
    - No fire department has jurisdiction
- ❑ Participate in the Unified Command.
- ❑ Assume operational control of all USCG resources on-scene.
- ❑ Coordinate information flow or processing of technical data from the vessel for the benefit of the local responders.
- ❑ Establish safety or security zones, as necessary.
- ❑ Provide information on involved waterfront facilities.
- ❑ Provide information on the location of hazardous materials on the vessel, or at the facility, if available.
- ❑ Provide technical data on ship's construction, stability, and marine firefighting techniques.
- ❑ Respond to oil or hazardous materials discharges.
- ❑ Obtain tugs to assist in relocating moored or anchored vessels.
- ❑ Alert owners/operators of terminal or vessel at risk.
- ❑ Notify and consult with appropriate natural resource trustees when the incident results in a pollution threat or may otherwise affect resources under the trustee management authority.

8110.2 - State Policy and Responsibility

8110.2.1 - Division of Homeland Security and Emergency Management (DHS&EM)

The Alaska Department of Military and Veterans Affairs, Division of Homeland Security and Emergency Management (DHS&EM) operates the State Emergency Coordination Center (SECC) and helps coordinate and provide logistic support for the response of state agencies to emergencies and disasters. In addition, DHS&EM, through the SECC, will coordinate with federal government agencies to request assets that are not available from local and State resources, such as the Disaster Mortuary Operational Response Team (DMORT), the Disaster Medical Assistance Team (DMAT), and DOD MEDEVAC resources.

With regard to potential situations associated with marine fires, four general criteria will dictate a response by the State. These are listed below in priority order from a response standpoint:

- Search and rescue, evacuation
- Local Emergency Declaration
- Investigation or response to possible criminal activity
- Firefighting operations
- Oil or hazardous substance release

8110.2.2 - Department of Public Safety

In situations where there may be concurrent emergency issues [e.g., a cruise ship requiring firefighting assistance, search and rescue (SAR) support, and spill response coordination],

lifesaving efforts will take precedence over all other emergency operations. In this situation, the Department of Public Safety through the Alaska State Troopers Office for SAR operations will serve as the SOSC.

Request for State Resources: State resources can be requested from the Alaska Department of Public Safety through the Alaska State Trooper's 24-hour dispatcher at 907-486-4121 or 800-478-9300 or 911.

The Alaska State Troopers will be involved when there is the possibility that the cause of the casualty was due to criminal activity. They will assist the FBI. They may also provide persons for the USCG Away Team.

8110.2.3 - Alaska Department of Environmental Conservation

The Alaska Department of Environmental Conservation (ADEC) is the lead State agency with jurisdiction for responding to releases of hazardous material and oil spills. During a ship fire, the State On-Scene Coordinator (SOSC) will direct and coordinate the State's response to an actual or potential spill. The USCG will coordinate with ADEC whenever a vessel is in distress and a threat of oil or hazardous materials release exists. ADEC SOSCs can be notified through the Alaska Department of Public Safety through the Alaska State Trooper's 24-hour dispatcher at 800-478-9300.

ADEC has a local response agreement with the City and Borough of Kodiak for oil and hazardous material response.

ADEC Responsibilities:

- Participate in the Unified Command.
- Provide portable communications equipment to response personnel, as needed.
- Assume operational control of all State resources on-scene.
- Respond to oil or hazardous materials discharges. Mitigation, removal and cleanup efforts may be delayed until the firefighting operations are terminated.

8110.3 - Local Response Agency Policy and Responsibility

8110.3.1 - Land-based fire departments

Land-based fire departments are responsible for fire protection within their jurisdictions. Local fire departments will respond to shipboard fires within the limits of their capabilities. If the crew cannot control the fire, the local fire chief or designee should take tactical control of the firefighting operations. The master should assist the fire chief in the performance of firefighting operations. However, it should not be assumed that local fire departments are capable of providing on-board suppression and internal entry even if they assume tactical control.

Typical responsibilities of the municipal fire departments may include:

- Participate in the Unified Command.
- Establish and staff a Command Post.
- Provide water, air supply and foam for on board firefighting
- Determine the need for, and request mutual aid.
- Make all requests for USCG/Federal personnel, equipment, and waterside security through the COTP.

- Establish liaison with police department and emergency medical services for landside traffic and crowd control, scene security, treatment and transport of the injured, and evacuation.

8110.3.2 - Mutual Aid Agreements

All Fire Departments, including the USCG Integrated Support Command, have signed mutual aid agreements with the other area fire departments. Assistance for firefighting or emergency aid are made and rendered between the fire chiefs or their designees.

8110.4 - Responsible Party

8110.4.1 - Vessel

The vessel master is responsible for planning and directing firefighting efforts aboard the vessel as well as for the safety of the vessel and crew. The presence of local firefighters and/or the USCG does not relieve the master of command of or transfer the master's responsibility for overall safety on the vessel. However, the master should not normally countermand any orders given by the local incident commander in the performance of firefighting activities on board the vessel, unless the action taken on clearly endangers the safety of the vessel or crew. Actions by the USCG or other response agencies do not relieve the vessel owner, operator, or master of liability. The master should work closely with the incident commander on scene to coordinate firefighting efforts. This will include providing information regarding actions taken by the crew, the vessel's layout, firefighting capabilities, and the location and types of cargo aboard.

If the crew cannot control the fire, the local fire chief or designee should take tactical control of the firefighting operations. The master should assist the fire chief in the performance of firefighting operations. However, it should not be assumed that local fire departments are capable of providing on board suppression and internal entry even if they assume tactical control. The vessel master should immediately bring to the attention of the fire chief and the Unified Command any action taken or planned that threatens the safety of the vessel, crew or nearby people or property.

8110.4.2 - Owners/Operators of Waterfront Facilities

Most waterfront facilities have limited firefighting resources and rely on local fire departments for fire protection. Therefore, in the event of a marine fire, facility operators are responsible for ensuring the safety of facility personnel, as well as for providing the incident commander with information regarding the facility's layout and the location of dangerous materials. In the event of a fire onboard a vessel moored to the facility, the facility operator shall assist the vessel's master, the incident commander, and the COTP to the maximum extent possible.

Fire-wires or towing-off wires are mooring wires hung over the off-berth side of the ship at both the bow and stern. They enable tugs to pull the ship free from the pier without the assistance of the crew in case of serious fire or explosion.

8110.4.3 - Fires on unmanned/moored vessels -owner/operator/crew is not available.

In this case, the facility owner and the local fire chief should work together in mitigation efforts. The local fire chief or designee should take tactical control of the firefighting operations. However, it should not be assumed that local fire departments are capable of providing on board suppression and internal entry even if they assume tactical control.

8120 – Planning

8120.1 – Firefighting Areas

NOTE: Prior to taking action for any of the scenarios below, responders should consult the Potential Places of Refuge Section in this plan.

Potential Harbors of Refuge: A ship on fire may present immediate risks to adjacent life or property, and the environment. More than likely, there will be substantial logistical firefighting problems. The Unified Command will review the facts of each event and determine if a ship should be moved, and if so, where the ship would best be situated, either to fight the fire or to minimize associated impacts. Ships may be moved to or from piers, to anchor or, possibly in extreme cases, to grounding or sinking sites. In moving a stricken vessel, primary consideration shall always be given to the actions necessary to save lives.

Areas of particular sensitivity to oil spills from damaged vessels are discussed and identified in the Sensitive Areas Section of plan. These areas should be avoided, if the situation allows Unified Command to choose among several potential places of refuge.

Within each harbor of refuge, there are potential firefighting piers, anchorages and grounding sites.
The Unified Command must consider a number of factors before directing or towing a ship to a specific location. Some of the considerations are listed below.

1. **Potential Firefighting Piers:** Although piers are not the only sites that can, or should be considered for locating a burning ship, they may offer the greatest potential to maximize the use of shore-based firefighting resources. The following factors should be considered when selecting a pier:
   - The severity of the fire
   - The proximity of the pier to populated areas
   - Environmentally sensitive areas
   - Availability of the pier for an extended period
   - Availability of water and electricity
   - Construction of the pier
   - Prevailing winds
   - Availability of firefighting staging areas
   - Presence of hazardous materials at the pier and on the vessel
   - Availability of special equipment.

The selection of a pier or facility does not mean that the USCG or any other agency will unilaterally direct a burning vessel to that facility. At a minimum, a decision of this nature must be discussed with representatives of:

- The vessel
- The facility
- The appropriate port authority
- The appropriate fire department
- The USCG
- The Southwest Alaska Pilots Association (SWAPA)

- Appropriate natural resource trustees (if the incident poses a threat to resources under their respective management authority)
- Other agencies, depending on the particular situation.

2. **Potential Firefighting Anchorages:** If a fire is deemed to pose a significant threat to a facility, pier, or port, or the smoke poses a threat to nearby communities, a decision may be made to move the vessel to a temporary anchorage.

For planning purposes, the following criteria must be considered when selecting potential firefighting anchorages:

- Shelter from wind
- Type of bottom
- Depth of water at mean low tide
- Adequate swing room for the largest vessels
- Facilities for passengers and crew
- Proximity to staging areas
- Whether the site can be boomed off to limit environmental impact in the event of a spill.

The Unified Command will have to consider seasonal sensitivities per site prior to making their decision.

3. **Potential Grounding Sites:** Under certain circumstances, it may become necessary to ground a vessel. Grounding should only be considered if it is determined the vessel might sink or in other ways become derelict.

In choosing grounding sites, several factors must be considered:

- Bottom material: soft enough that the ship's hull will not rupture.
- Water depth: shallow enough that the vessel will not sink below the main deck, yet deep enough that fireboats, salvage barges and tugs can approach; consider depth of water at mean low tide.
- Weather: areas not known to have strong winds or currents that could hamper firefighting or salvage efforts.

Thus, in choosing firefighting grounding sites the following criteria must be considered for planning purposes when selecting these potential locations:

- Shelter from wind
- Type of bottom
- Depth of water
- Proximity to staging areas
- Whether the site can be boomed off to limit environmental impact in the event of a spill.

The Unified Command will have to consider seasonal sensitivities per site prior to making their decision.

4. **Offshore Locations for Intentionally Sinking Vessels:** When a vessel and cargo are deemed a total constructive loss and intentional sinking of the vessel is being considered, the COTP will consult with the potentially-affected natural resource trustees, the Environmental Protection

Agency, and other appropriate stakeholders (e.g., Tribal and State government and U.S. Army Corps of Engineers representatives) and will obtain any necessary permits. This consultation could be accomplished through an incident-specific activation of the Alaska Regional Response Team.

8120.2 – Control over Waterfront Areas

The COTP may find it helpful to control or restrict traffic in an affected area to provide safety for the waterfront facilities or vessels. The COTP has sole authority to establish a safety zone. Implementation and enforcement of the safety zone is a joint effort of Sector Juneau and any USCG cutter involved in the enforcement of the zone.

1. Control of Vessel Movement: reference 33 CFR 6.04-8 for guidance on the USCG Captain of the Port (COTP) authority over vessel movement.

2. Safety Zones: reference 33 CFR 165 for guidance on the COTP authority to establish safety zones.

8130 – Operational Response Actions

8130.1 – Command and Control

A major waterfront or shipboard fire will involve response teams from Federal, State, and Local agencies. The nature and location of the fire will be the deciding element in determining which agency assumes overall command or lead agency[1] in a unified command. Overall command or lead agency must be determined early in the incident to ensure the effective use of personnel and equipment.

Overall Command and Control: Initially, response organizations, including the crew of the vessel on fire, will act independently, reacting to events as they occur. For serious casualties, responders must soon combine or coordinate their actions. The goal is to quickly establish a Unified Command with the COTP, local fire department incident commander, vessel owner/operator, affected facility operator and the State On-Scene Coordinator. The USCG COTP will ensure that an adequate response is undertaken.

Unified Command: In instances when several jurisdictions are involved or several agencies have a significant management interest or responsibility, a Unified Command (UC) with a lead agency designation may be more appropriate for an incident than a single command response organization. Generally, a unified command structure is called for when:

- The incident occurs within one jurisdiction but involves several agencies due to the nature of the incident or the resources needed to respond.
- The incident is multi-jurisdictional in nature because it affects or has the potential to affect several jurisdictions.

The USCG COTP will ensure the Unified Command functions efficiently. When response agencies and the responsible party are unable to agree and implement response actions, the COTP will direct the response.

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[1] Usually, the organization that has committed the most resources will assume the role of lead agency.

The USCG COTP will consult with appropriate natural resource trustees when the incident is a pollution threat or may otherwise affect resources under their respective management authority. The USCG COTP will also consult with other stakeholders (e.g., Tribal representatives) as appropriate.

8130.2 – Communication

An effective, well-coordinated communications plan must cover the areas of designated frequency, usage, responder compatibilities, outside communications support and logistics. When dealing with multiple agencies at a marine incident, such factors must be addressed.

Response Communications: It is vital that all responders be able to communicate directly. A shipboard fire incident or emergency creates several unusual communications problems. Because most commercial vessels are constructed of steel, fire service radios are unlikely to work well within a vessel. In Alaska, commercial vessels, the USCG, and municipal fire departments use very high frequency (VHF) radio systems. Thus, primary communications frequencies will be VHF. Incident command will establish tactical channels or frequencies based on the capabilities of all the involved parties. Most foreign ships will also have limited VHF radio frequencies. As such, a common channel should be used during the initial hours of the response. (Preferred VHF frequencies for use during the initial stages of a response appear below.)

Connecting interagency radio frequencies may require an exchange of radio equipment. If the on-scene fire department does not have VHF radio capability, handheld VHF radios shall be provided to the fire department. Additional handheld VHF radios may be obtained from the USCG, the vessel, the facility, the vessel agent, the harbormaster, or a commercial contractor. The initial communications frequencies will quickly become saturated and thus the Incident Command should move towards establishing a comprehensive communications plan and designating additional working (tactical) frequencies.

A considerable communications capability is also available through various State agencies. The ADNR Division of Forestry and The ADMVA Division of Homeland Security and Emergency Management are both equipped with impressive communications assets. The ADEC also maintains an extensive arsenal of communications equipment.

Primary USCG Emergency Radio Frequencies:

- Marine Band Channel 81A operates at 157.075 MHz and is the primary Marine Safety operating frequency. Channel 81A is also the national marine pollution response coordination channel. 81A is the primary means of radio communication between marine safety field teams and contractor teams during emergency responses. Channel 81A is the preferred channel to establish initial radio communications between vessel crew, shore responders and USCG personnel.
- Marine Band Channel 83A operates at 157.175 MHz and is the USCG Auxiliary primary operating channel. The COTP may preempt the use of this channel in emergencies. 83A is used as an overflow channel for 81A during emergency case prosecution.
- Marine Band Channel 22A operates at 157.100 MHz and is the primary USCG-public liaison channel. Urgent marine broadcasts are announced on 16 and are broadcast on 22A. During emergency responses, 22A may be used by USCG to inform mariners of hazardous conditions or restrictions on the use of waterways.

- Marine Band Channel 16 operates at 156.800 MHz and is the international hailing and distress frequency. In an emergency, channel 16 may be used by to alert mariners of urgent COTP information broadcast on 22A. FCC regulations prohibit the use of Channel 16 by land-mobile stations and non-SAR land-fixed stations.

Fire Mutual Aid Radio System: The FCC has designated three frequencies, 154.126, 154.260, and 154.290 MHz, as the Fire Mutual Aid Radio System (FMARS) to provide for common communications between firefighting units from different agencies operating at a common incident. These frequencies should be utilized when establishing a long-term communications plan for an incident response.

Landline and Cellular Communications: Cellular communications may be a means of communication between USCG and fire department personnel on scene.

SSB/Satellite: Single Sideband radios and the global satellite network are available for short and long-range communications.

Circuit Discipline: The following guidelines must be adhered to during a major crisis to keep communications problems to a minimum:

- Do not deviate from assigned working frequencies unless it is for the purpose of re-establishing communications.
- Limit radio traffic to essential communications only.
- Limit length of transmissions in keeping the frequency clear for emergency traffic only. Information containing lengthy operational details should be passed by alternate means whenever possible.

Communications Security: Secure communications systems available to Sector Anchorage and other USCG units include Secure Telephone Equipment (STE), and data encrypted security (DES) VHF-FM radios. Use of these systems to communicate information will be at the discretion of the COTP.

Lessons Learned: Effective communications are always difficult to achieve during multi-agency response efforts. As such, communications procedures should be rehearsed during all marine firefighting drills. Lessons learned from exercises and actual events must be incorporated into this plan.

8130.3 – Exercises and Training

Exercises: Joint exercises and training, which include local fire departments, vessels, facilities, and government agencies, will enhance working relationships and contribute to a more effective response, as well as demonstrate the capabilities of the various organizations involved. These exercises also point out possible conflicts or weaknesses in the plan.

Periodic exercises with selected fire departments, port facilities and government agencies will be conducted. Each fire department or response organization should coordinate with port facilities and marine users in their respective jurisdictions to establish a training and exercise schedule. The workgroup that developed this plan understood that the USCG COTP should take the lead in promoting and organizing area-wide exercises. The USCG should fix the time and frequency of large multi-agency exercises in order to allow fire departments time to designate exercise funds

in their annual budgets. Exercise planners should consider conducting at least a portion of the exercise on a weekend to allow volunteer firefighters the opportunity to participate.

All interested parties and stakeholders should be encouraged to participate or observe the exercises.

The USCG should limit the number of exercises (security, pollution, and firefighting) but make them comprehensive. For example, area maritime security exercises should incorporate marine firefighting scenarios. The USCG and ADEC should grant appropriate oil spill PREP credit when marine fire response exercises promote and practice inter-agency response tactics, strategies, communications, and organization.

Training: Training is the cornerstone of effective response. Local fire departments, port facilities, and government agencies will establish their own training programs and should incorporate into their training programs the contents of this plan, the resources available, and the firefighting systems installed on the various vessels, and basic vessel construction. Training programs may be divided into the (1) awareness level, (2) operations level, and (3) technician level. The training guidelines in the National Fire Protection Association (NFPA) #1405 should be consulted in developing training programs.

The training outlined in the International Fire Service Training Association, Marine Firefighting for Land-Based Firefighters, (Chapter 11 and Appendix I) provides one appropriate model-training plan.

8140 - Checklists

8140.1 – Initial Response: Incident Commander Checklist

INITIAL RESPONSE: Incident Commander Checklist

Size-up and Incident Information

Time of Incident: _____ Location: _____
Vessel name: _____ Registry: _____
Contact: _____ Rank: _____

Vessel type:
☐ Passenger ship ☐ Ferry ☐ Fishing Vessel ☐ Military ☐ Recreational
☐ Processor (ammonia tanks?) ☐ Y ☐ N ☐ Container ☐ Tug
☐ Tanker (cargo): _____ ☐ Barge (cargo): _____ ☐ other: _____

Number of crew and passengers _____ Are they all accounted for? ☐ Y ☐ N

Are there any injuries? ☐ Y ☐ N
If injured, how many and to what extent? _____

Vessel is: ☐ Anchored ☐ Moored ☐ Underway Maneuverability impaired? ☐ Y ☐ N
Stability Compromised? ☐ Y ☐ N

Fuel onboard: _____
(Type and amount, tank capacities and locations.)

HAZMAT onboard: _____
(Type, amount, and locations.)

Incident Type

☐ Fire (location): _____ ☐ Explosion (location): _____
☐ Collision ☐ Grounding ☐ Spill / Hazmat ☐ Other: _____

Weather conditions: Temp: _____ Winds: _____ Wave height: _____Tides: _____

What is currently being done by the ship's crew to mitigate the incident? What is their plan?

_____

_____

What immediate assistance does the vessel need?
☐ Firefighting resources: ☐ Water ☐ Foam ☐ SCBA Air ☐ Firefighters
☐ Tug assist. ☐ Search and rescue vessels. ☐ Other: _____
☐ Nothing

Fire Plans? ☐ Y ☐ N Cargo Manifest? ☐ Y ☐ N Dangerous Cargo/Goods Manifest? ☐ Y ☐ N

Incident Command *Incident Commander:* _____

☐ Establish unified command and command post Time: _____

☐ Establish communications with vessel's Master or designee Time: _____

☐ Ensure personnel accountability

Incident Commander's Checklist, cont.

Initial Notifications

☐ USCG: 487-5555 or Channel 16 VHF Time: _____

☐ Local Public Safety Dispatch: 486-8000 or 911 Time: _____

Risk Assessment

Consider the following:

- Location of fire / fire behavior
- Condition of the vessel, vessel trim and stability
- Are mooring lines exposed to fire?
- Dangerous cargo / HAZMAT nearby?
- Available resources

Firefighting Tactical Priorities PROVIDE FOR LIFE & SAFETY FIRST!

☐ **R**escue – Rescue victims in immediate danger.
☐ Primary search.
☐ Secondary search.
☐ Number and location of victims:
☐ Establish secondary means of egress.

☐ **E**xposures – Protect other vessel areas, other vessels, and any other structures.
☐ Pollution prevention / control.
☐ On vessel
☐ Other Vessels
☐ On dock

☐ **C**onfinement – Contain the fire and prevent it from spreading.
☐ Secure power
☐ Secure fuel
☐ Secure ventilation unless personnel are trapped in the space
☐ Consider fixed suppression systems
☐ Primary boundary Location:
☐ Secondary boundary Location:
☐ Monitor all four sides of compartment, above and below

☐ **E**xtinguishment – Control and extinguish the fire.
☐ Establish water supply
☐ Primary attack team
☐ Secondary attack team
☐ Ventilation

☐ **O**verhaul/Salvage/Loss Control – Prevent re-ignition and minimize damage.
☐ Dewatering
☐ Check for Fire Extension
☐ Ventilation/De-smoking
☐ Maintain fire watch

Incident Commander's Checklist, cont.

Incident Sketch, Map or Chart
Attach PDF \chart \map\sketch for location of incident if necessary. Incident description: Latitude/Longitude: Nearest port or city: Distance/direction from port:
Current Response Organization
<u>Unified Command</u> Incident Commanders: FOSC Rep: SOSC Rep: IMT IC: Operations: Planning: Logistics: Admin/Finance:

Incident Commander's Checklist, cont.

Resources Summary					
Resource Needed	*Time* Ordered	Resource Identifier	ETA	*On Scene* X	*Location / Assignment / Status*

Current Objectives

Time:	Current Actions
	Notifications: ☐ USCG: 487-5555 or Channel 16 VHF Time: ☐ USCG Rescue Coordination Center ☐ USCG Marine Safety Detachment Kodiak ☐ USCG Integrated Support Command (Fire Department) ☐ Local Public Safety Dispatch: 486-8000 or 911 Time: ☐ Alaska State Troopers ☐ Local Fire Department ☐ Harbormaster ☐ Borough or City Manager ☐ Alaska Department of Environmental Conservation 800-478-9300 Equipment personnel mobilized: ☐ ☐ ☐ ☐

Time:	Current Actions

Figure 8-1: Ferry or Cruise Ship Emergency Response Flowchart

Vessel suffers disabling casualty: fire, grounding, security threat, etc.

IMMEDIATE

USCG RCC

- Complete MRO Checklist. Use VSL SAR Sheet to assist & avoid excess radio comms.
- Issue Urgent Marine Info Broadcast (UMIB).
- Launch/divert appropriate assets.
- Designate OSC and broadcast.
- Request M rep for augmented watch.
- Contact industry EOC and maintain open line as required. Recognize EOC abilities to assist.
- As needed, establish satellite comms w/ vsl.
- Coordinate w/ owner & agents for commercial response resources.
- Notify 911.
- Notify COTP and request safety, security zone
- Contact FAA for temporary airspace restriction
- Coordinate with UC for staging and landing area designations.
- Brief per RCC Briefing Matrix
- Consider implementation of RIC
- Reduce communications to ship to extent possible.
- Locate interpreters as needed for improved communications with ship foreign crew

SHIP

- Contact USCG and company EOC at earliest time.
- Assess damage to vessel/stability.
- Extinguish/contain fire.
- Initiate damage control.
- Treat injured personnel.
- Request MEDVACs as required.
- Determine need for evacuation.
- Evaluate cause of casualty for security threat.
- Mitigate possible release of fuel.
- Keep passengers informed of situation.
- Provide dedicated communicator to report to EOC and USCG.
- Provide regular updates of status.
- To extent possible, ensure pax and crew have identification prior to evacuation.

WITHIN ONE TO TWO HOURS

VESSEL OWNER

- Activate Crisis Action Team.
- Establish comms with ship and RCC Juneau. Maintain open line as needed.
- Share status information regularly.
- Assist Master with stability analysis and supplement decision support system.
- Commence logistics for possible passenger evacuation.
- Coordinate actions / information with Unified Command.
- Contact Flag State, Class, underwriters.
- Initiate spill and security plans.
- Ensure required state and local notification made.
- Activate JIC process w/ USCG – release initial media statement.
- Establish 800 number for next of kin call in.

AGENTS

- Establish comms with EOC (owner) and RCC Juneau.
- Arrange for any immediate requests from vessel's Master.
- Send liaison to RCC Juneau and UC.
- Identify and contact all other available commercial assets in region for potential use. Pass info to RCC & UC.
- Souls on Board List to EOC and RCC and reception center.
- Arrange logistics for pax evacuation
- Locate reception center.
- Initiate process to activate reception center.
- Alert Red Cross / Salvation Army
- Locate interpreters.

USCG CAPTAIN OF THE PORT

- Form & Dispatch Away Team as needed.
- Stand-up Unified Command (USCG, SOSC, Local Gov't, RP). Distribute contact info
- Execute applicable provisions of Area Maritime Security Plan.
- Establish and direct enforcement of safety and/or security zones.
- Direct shore and waterside MHLS patrols.
- Initiate marine casualty investigation/coordinate terrorism investigation with FBI (if appropriate).
- Evaluate terrorism threat/direct increase in MARSEC level (if appropriate).
- Coordinate NOAA Scientific Support (weather, spill trajectory)
- Inform Local IC if Away Team dispatched

STATE

- DMVA activate State Emer. Coord. Ctr for coord. of resource requests
- ADEC provides SOSC to initiate State response to pollution.

LOCAL IC

- Activate Shore-side Emergency Plans.
- Hospital(s) recall available personnel.
- Harbormaster prepares City-owned port facilities. Assist with landing site ops.
- Secure sites
- Assist w/ establishment of reception center(s)
- Provide triage, medical treatment, patient transport for injured persons landed ashore.
- Provide reps for UC.
- Ramp up Reception Centers

UNIFIED COMMAND

- Set organization and objectives. Distribute.
- Manage On-scene info flow. Ensure effective information sharing.
- Stand up JIC w/industry. Issue joint release at earliest time.
- Maintain comms link to industry EOC for current info and plans.
- Assign tasks and responsibilities.
- Establish comms to all regions of response. Complete comms plan and distribute.
- Alert Customs Border Protection Service.
- Establish and maintain effective liaison with key stakeholders.
- Initiate passenger accountability process.
- Establish secure landing sites: decon, triage, medical transport, pax. transport, crowd control.
- Monitor/assist evacuee transport.
- Set Security for reception center.
- Coordinate/supervise special teams support (EOD, Strike Team, CSST, NOAA, FEMA, etc.)
- Coordinate marine firefighting support.
- Supervise spill response (source control, containment, recovery, protection of sensitive areas, disposal and decontamination).
- Evaluate damage survey/ approve salvage plan/supervise salvage operation.
- Implement law enforcement requirements for pax. control.
- Coordinate requirements for damaged ship transit, port entry.

8140.3 – Tank Barge Fires

Tactical Guidelines: Extinguishing Class B (Flammable/Combustible Liquids) Fires on Deck[2]

Size-up

- ☐ Determine fuel type (e.g., gasoline, JP-4, JP-5, diesel)
- ☐ Determine source or seat of fire

❑ Internal tank	❑ Overfill
❑ Ullage/vent fire	❑ Drip pans
❑ Transfer pipe system (if product being pumped or gravity fed?)	

- ☐ Evaluate condition of the vessel, vessel trim and stability.
- ☐ Are mooring lines exposed to fire?
- ☐ Dangerous cargo / HAZMAT nearby?
- ☐ What exposures are at risk?
- ☐ Is there a compelling reason to attack the fire?
- ☐ Rescue/persons on board

Safety Considerations

- ☐ Establish communication with the tanker man, tug operator or other person familiar with the barge
- ☐ Evaluate risk of boarding, including risk of falling over board
- ☐ Are there adequate water supply lines?
- ☐ Is there an adequate number of firefighters, both for attack AND rescue?

Control

- ☐ Reduce or control fuel source using vessel crew if available
  - ❖ Stop cargo pump
  - ❖ Secure valves
- ☐ Protect integrity of tanks and cargo pipe system
- ☐ Control spilled fuel on product on deck at scuppers.
- ☐ Set and cool boundaries until sufficient foam is on site for an uninterrupted attack.

Attack

- ☐ If liquids are burning on deck, deploy foam in sufficient quantities to maintain an unbroken blanket over the entire liquid surface. (Example: 0.1 gpm/ft^2 of AFFF for ignited hydrocarbon fires). For a typical fuel barge offloading at Kodiak, this will require a minimum 300-gpm application rate[3]. Use at least two monitors if possible.
- ☐ Use a foam and dry chemical combination attack for fires burning from spraying liquid AND spills.
- ☐ Apply foam on run-off collection points.
- ☐ Cool and maintain a foam blanket over spill to prevent re-ignition. Do not dilute with water.

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[2] One reference used in developing these guidelines was *Marine Fire Fighting for Land-Based Firefighters*, International Fire Service Training Association (2001) Published by Oklahoma State University

[3] Assume a surface area of 3000 ft^2 within the confines of the scuppers (100 ft. X 30 ft.).

- Consider deploying boom, if safe, to prevent spread of pollutants.

8150 – Response Resources

A major marine fire, particularly a vessel fire, may require resources beyond those locally available and that effective response will require coordination of resource deployment from a number of organizations.

The following categories of response resources were likely to be limited during a major marine fire:

- Portable fire monitors,
- Vessels with fire monitors,
- Tugs,
- Onboard fire suppression teams,
- Firefighting foam,
- De-watering pumping equipment,
- Landing craft and
- Marine firefighting consultants/advisors.

Refer to Sector Juneau Marine Fire Fighting plan at https://dec.alaska.gov/spar/PPR/plans/scp_se/SE%20Marine%20Firefighting%20Plan%202013.pdf.

8200 – EMERGENCY TOWING

Alaska's local communities, pristine environment, and socio-economic status could suffer significant negative effects if marine spills are not prevented or responded to and contained immediately.

Within the last decade, several distressed or stricken vessel incidents occurred in Alaska, a few resulting in spills that negatively affected coastline communities with severe environmental and economic consequences. Examples include the groundings of the Motor Vessel (M/V) KUROSHIMA in 1997 and the M/V SELENDANG AYU in 2004. Other near-miss incidents have occurred in which a large vessel lost propulsion or steerage capacity and went adrift for some time before regaining control. Many foreign vessels transiting US waters do not carry appropriate or reliable towing systems.

To assist disabled or otherwise stricken vessels, emergency towing systems have been designed to provide the capability for an emergency rescue. By pre-positioning these specially designed Emergency Towing System (ETS) packages in areas of high vessel traffic or risk, potential oil spills can be averted. By reducing the risk of spills, coastal areas can be protected, avoiding potential damage to fish, wildlife and other natural resources.

The ETS may be airlifted to the distressed ship via helicopter or deployed to a disabled ship by tugboat or a vessel-of-opportunity. The system consists of a high strength floating towline (currently considered as best available technology) capable of towing a large vessel, a messenger line to assist in deploying the towline, a line-launcher, a towing shackle, a strobe light buoy, and chafing gear.

The ETS might also be used in the event of vessel grounding. Upon USCG approval, the ETS could be passed to a grounded vessel in support of salvage and towing operations.

There are two sizes for ETS available within Alaska. The larger size is capable of towing vessels greater than 50,000 DWT while the smaller system is designed vessels less than 50,000 DWT. As of 2017, there are seven large and three medium size ETS strategically distributed across the state.

Please review ADEC's website http://dec.alaska.gov/spar/ppr/prevention-preparedness/ets/ for updated locations and additional information.

8300 – MARINE SALVAGE AND LIGHTERING

8310 – Notification of Marine Casualties

Marine Casualty notification regulations are found in 46 Part 4, 33 Part 160.215, and 33 Part 155.4010 of the Code of Federal Regulations.

8320 – Responsibilities of the Responsible Party and FOSC

In the case of an incident, the Responsible Party (RP) must take adequate measures to mitigate and/or remove damage, or risk of damage, caused by the vessel or the release of any materials from the vessel. The RP will pay for all legitimate response measures, up to their limit of liability. If an RP cannot be identified, or the acting RP fails to adequately respond, it is the responsibility of the Captain of the Port or FOSC to take over control of a particular aspect of, or the entire response. In this case, funding will be provided by the federal government until an RP is identified and charged for the response.

8330 – Initial Response and Casualty Assessment

Common to all casualties is a need for the quick and substantial allotment of response resources. The Unified Command will set the objectives of a vessel casualty response. Early dissemination of an accurate assessment of the vessel's condition and deployment of appropriate response resources is essential.

8330.1 – Initial Actions to Be Taken By the Crew

A prudent vessel captain will take certain actions to mitigate the threat to the crew and vessel. Upon receiving notification of a marine casualty, the Incident Commander should verify that the vessel master, if possible and appropriate, has taken the following actions:

- ❑ Have ship's personnel report to emergency stations
- ❑ Secure watertight fittings
- ❑ Take appropriate firefighting actions
- ❑ Notify the ship's operations controller
- ❑ Obtain an accurate cargo storage plan
- ❑ Request shore personnel request salvage assistance
- ❑ Display day shapes & sound appropriate signals

8330.2 – Critical Information

There is certain information that is critical to planning a successful salvage operation. This information, essential to the response planning process, should be gathered from the vessel master or on-scene response personnel, as appropriate to the situation. The information gathered should be used to determine the "window of opportunity" - i.e., when the most factors align for a successful operation.

Following the report of an incident, certain initial information must be gained to mount a successful response and salvage operation. This list is not all-inclusive, but may be used to ensure certain critical information is gathered from on-scene personnel as well as from response resources. Many of the ship design particulars may be retrieved from the vessel's Shipboard Oil Pollution Emergency Plan (SOPEP) and Vessel Response Plan (VRP).

Incident		Critical Information
All Incidents		
	Safety status of crew	
	Proximity to navigation hazard	
	On-scene weather conditions	
	Forecasted weather conditions	
	Contracted resources	
	Potential damage / breaches in hull	
	Potential for spill or plume	
	Status of ground tackle	
	Communications nature and schedule	
	Quantity/nature of cargo/fuel/ballast	
	Status of propulsion & steering	
Grounding		
	Pre-casualty drafts	
	Post-casualty drafts	
	Tide height at grounding	
	Location/depth of soundings	
	Time/Height of next high tide	
	Liquid level of all tankage	
	Availability of salvage resources	
	Bottom type	
Fire		
	Status of shipboard fire pumps	
	Status of fixed firefighting systems	
	Risk of further damage to vessel	
	Status of emergency electrical systems	
	Availability of firefighting resources	
Collision/Allision/Flooding		
	Relative stability of each vessel	
	Status of ships dewatering systems	
	DOT, ACOE, State notified (allisions)	

8330.3 – Identify Response and Salvage Assets

The RP should immediately contract and set into motion adequate response and salvage resources. Historically, there has been reluctance on behalf of the vessel's representatives to engage a professional salvor. A decision to attempt operations without a professional salvor should be examined critically by the FOSC. To assist the RP in contracting a professional salvor, the FOSC may share information of proven response and salvage resources as listed below. In addition to ensuring that the RP has contracted adequate response resources, the FOSC should identify and deploy appropriate USCG resources to respond to the incident. These response teams should include unit Pollution Investigators, Casualty Investigators, and Vessel Inspectors. Furthermore, the SERT team at the Marine Safety Center should be engaged and, potentially, the Navy SUPSALV. Contact numbers for these assets may be found in Section 8370 below.

Areas should keep a current listing and contact information for professional salvor resources located within their zone. This list may be referred to or provided to an RP when ensuring a time allocation of tug and salvage assistance. These are all commercial resources that require funding. When populating this list with salvors, consider company's 24-hour capabilities, employee training, response history, and ability to create an acceptable salvage plan.

If zone involves international border, consider including international assets in this list.

Resource	24-hour phone number	Internet address
Towing / Salvage		
Oil Spill Response		
HazMat Response		
Fire Response		

8330.4 – Stranded Vessel Quick Response Card (QRC)

Establishing a quick and effective towing arrangement on a stranded vessel or one that has simply lost its ability to maneuver may mean the difference between a simple maneuvering evolution and disaster. The following QRC is provided to ensure that RP is taking appropriate and adequate actions to mitigate risk to the vessel and further impact of the casualty.

Vessels Adrift – Risk identification

Vessel position	°Latitude, °Longitude	
Current vessel set and drift	degrees True	knots
Predicted set and drift due to weather/tide/current*	degrees True	knots
Nearest shoal, hazard, or shipping lane	identification	
Distance to nearest shoal, hazard or shipping lane	nautical mile (nm)	
Time to reach nearest shoal, hazard or shipping lane (*nm/knots of drift)* / Estimated time	** hours	hh:mm

*Vessels adrift may slow their set and drift with the use of a drogue or by lowering their ground tackle, even if it does not reach the sea floor. Slowing set and drift increases critical available response time.

Towing Vessels – Time to rig tow

Time to recall vessel crew / Estimated time	hours	hh:mm
Time to get towing vessel underway enroute to stranded vessel position / Estimated time	hours	hh:mm
Distance from towing vessel to stranded vessel	nm	
Cruising speed of towing vessel	knots	
Time till towing vessel on scene (*nm/knots)* / Estimated time	hours	hh:mm
Time to rig tow / Estimated time	hours	hh:mm
Time to re-setup for tow if first attempt fails	hours	
Total time to take control of vessel *(hours till on scene + hours to rig tow)*/ Estimated time	** *hours*	hh:mm

** Time to take control of vessel must not exceed the time to reach the nearest shoal or hazard.

Towing assets should be called upon in the following priority while ensuring adequate response time: (1) Commercial towing vessels (2) USCG assets (3) DOD assets (4) U.S. vessels in the vicinity (5) Foreign vessels in the vicinity

8340 – Setting the First Operational Objectives

Once enough information has been gathered to proceed with a decisive action plan, the USCG Operational Commander, IC or UC will set forth the operational period objectives. These objectives may include but are not limited to:

1. Evacuate crew
2. Control vessel movement
3. Get response personnel and equipment on-scene
4. Extinguish shipboard fire
5. Stop/slow flooding
6. Stop/slow vessel movement toward potential hazards
7. Contain pollution
8. Identify suitable port of refuge
9. Create a salvage plan
10. Mitigate potential impacts of the casualty on other vessel traffic and port activities
11. Evaluate risk to public- i.e., hazardous material release, air quality, etc.
12. Prepare and approve press release
13. Establish a safety zone
14. Contact all appropriate Federal, State and local agencies, as well as foreign governments
15. Evaluate/mitigate the environmental impacts of incident
16. Identify an appropriate lightering vessel

8350 – Oil/Hazardous Material Release Mitigation and Lightering

Oil spills or hazardous material releases are of the greatest potential during groundings and almost a certainty during a major collision or other event when there is a breach in the hull. There are several ways to establish if there is an oil spill or hazardous material release. The primary method may be observation of a sheen emanating from the damaged vessel. However, this method may be of limited usefulness at night and is not indicative of damages inboard of the hull structure. Bunker and cargo tanks should be immediately sounded and monitored closely for changes that would indicate a breach. Given the high correlation between major marine casualties and pollution incidents, it is prudent to provide, at a minimum, a containment boom to surround the vessel(s).

One of the most effective ways to mitigate or prevent an oil spill or hazardous material release is to remove all remaining cargo and unnecessary bunker fuel from the vessel. This is particularly useful when the risk of a hull breach is increasing due to changing environmental or physical conditions on the vessel. Vessels may be lightered to another vessel, or lightered to mobile facilities ashore. Choosing which is most appropriate will depend on the location of the vessel and availability of each. Whichever is chosen, it is important to ensure the receiving vessel or facility is qualified to handle the lightered material and that any cargo/residue in hoses and holding tanks are compatible with lightered material. Furthermore, the effects on the stability of the vessel should be taken into account when lightering a vessel. While lightering may present benefits when attempting to re-float a vessel, it may also present additional structural stresses upon the vessel. It is important to work with naval architects as well as the person in charge of loading/offloading the vessel, who is frequently the Chief Officer or First Mate of the vessel.

8360 – Vessel/Cargo Salvage Plan Review

A plan is essential to any successful salvage operation. Depending on the urgency and complexity of the operation, the quality of the plan may vary from a bound document approved by engineers to a sketch on a cocktail napkin. All involved parties must ensure that the plan provided is appropriate given the constraints of the operation. Given optimal conditions as well as time and resources available, a complete salvage plan will include the elements listed below. When evaluating a salvage plan, it is essential to rely upon the resources available to an IC or UC for these particular incidents. The two major public resources are the USCG's SERT and the Navy's SUPSALV. Information on these resources and their contact information are provided in Section 8370.

Elements of a Salvage Plan

All Incidents	
	Pre-incident drafts fore and aft
	Cargo listing / volume
	Fuel volume
	Status of vessel propulsion and steering systems
	Post casualty drafts
	Contingency planning identifying possible failure points
	Lightering considerations
	Clear understanding or contractual agreement of responsibility for control of vessel
	Strength of hull girder, damaged areas, attachment points, and rigging
	Booming considerations
	Means for controlling interference between pollution response and salvage efforts
	Potential pollution risks and precautions to avoid or minimize impact
	Communications plan
	Anticipated start time and predicted tides, currents, weather
Grounding	
	Post casualty drafts/locations/soundings
	Bottom type
	Estimated ground reaction
	Force-to-free
	Towing assets available/utilized and horse power of each
	Predicted stability when re-floated
	A summary of the engineering rationale for retraction & refloating techniques
	Tow/rigging plan including attachment points
Lightering	
	Volume of cargo/fuel to be lightered
	Type of cargo to be lightered
	Identification of compatible receiving facilities
	Special procedures to handle hazardous cargo/materials
Flooding	
	Identification and listing of all dewatering systems to be employed
	Order of dewatering to ensure satisfactory stability of vessel
Transit Plan	

	Identification of transit route and final destination
	Means for controlling the vessel as it is freed
	Route identified, with special attention to increased draft and beaching areas
	Vessel escorts, if any, to be employed and horse power of each
	Any preparation of vessel necessary to gain permission for entry into destination

8370 – Resources

8370.1 – General

In addition to mobilizing unit investigators, inspectors, and responders, the first calls of a response should include contact with these resources. The missions of these resources are explicitly to assist Incident Commanders and on-scene response personnel in addressing matters of vessel salvage. In the table provided below, a number one indicates the best-suited resource, while a two indicates a capable, though secondary resource. It is important to note that employing either a commercial salvor or Navy SUPSALV will require a funding source.

	Commercial Salvor	SERT Team*	Strike Team*	Navy SUPSALV
Vessel Assessment	1	2		2
Pollution Assessment	2		1	
Salvor Equipment	1		2	1
Salvage Plan Assessment		1		2

* USCG teams will provide services to a USCG unit at no cost.

Commercial Salvage & Diving

Company	Location	Contact Number	BOA?	Capabilities
Alaska Commercial Divers	Ketchikan	247-0771	Yes	Diving & Salvage
Diversified Diving Service	Ketchikan	247-3483	No	Diving & Salvage
Boat R B	Petersburg	772-4571	No	Salvage w/landing craft
Channel Dive Center	Juneau		No	Diving & Salvage
Commercial Diving Service (CDS)	Juneau	586-4136	No	Diving & Salvage
Cook Alfred Const. Co.	Juneau	789-3871	No	Diving & Salvage
The Scuba Tank	Juneau	789-5115	No	Diving & Salvage

8370.1.1 - Marine Safety Center Salvage Emergency Response Team

Contact numbers: (202) 327-3985 (24 hours) or via the USCG Command Center at (800) 323-7233 (24 hours).

The Marine Safety Center Salvage Emergency Response Team (SERT) is on call to provide immediate salvage engineering support to the USCG Captains of the Port (COTP) and Federal On-Scene Coordinators (FOSC) in response to a variety of vessel casualties. Specifically, SERT can assist the COTP and FOSC manage and minimize the risk to people, the environment, and property when responding to vessels that have experienced a casualty. SERT provides this assistance by performing numerous technical evaluations including: assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, prediction of oil/hazardous substance outflow, and expertise on passenger vessel construction, fire protection, and safety.

SERT has mobile computing capability for on-scene deployment. The MSC maintains a database containing over 5,000 hull files that can be used to generate computer models of vessels used in salvage engineering. External relationships with organizations like the Navy Supervisor of Salvage (SUPSALV), USCG Intel Coordination Center, and the Office of Naval Intelligence (ONI), as well as all major class societies, enable the salvage team to quickly locate and transfer information about a damaged vessel that would otherwise be difficult to access.

When requesting SERT assistance, the Rapid Salvage Survey Form, which contains the minimum essential casualty details, should be used.

8370.1.2 - USCG Strike Teams

National Strike Force Coordination Center: (252)-267-3458 (24 Hours)

The National Strike Force (NSF) was established in 1973 as a direct result of the Federal Water Pollution Control Act of 1972. The NSF's mission is to provide highly trained, experienced personnel and specialized equipment to USCG and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility covers all USCG Districts and Federal Response Regions.

The strike teams provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and operational effectiveness monitoring, and high capacity lightering and offshore skimming capabilities

8370.1.3 - NAVSEA Supervisor of Salvage and Diving

(202) 781-3889 (24 HOURS) - The Office of the Director of Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV), is a component of the Naval Sea Systems Command (NAVSEA). SUPSALV is located at the Washington Navy Yard in Washington, DC. SUPSALV is responsible for all aspects of ocean engineering, including salvage, in-water ship repair, contracting, towing, diving safety, and equipment maintenance and procurement.

The Salvage Operations Division maintains standing worldwide commercial contracts for salvage, emergency towing, deep ocean search and recovery operations, and oil pollution abatement. Additionally, they own, maintain and operate the worldwide Emergency Ship Salvage Material (ESSM) system, which incorporates the world's largest standby inventory of salvage and pollution abatement equipment. They also own, maintain, and operate a large number of deep ocean search and recovery systems, with depth capabilities up to 20,000 feet. They also routinely provide salvage technical assistance to fleet salvors, as well as to other federal agencies.

Within the National Oil and Hazardous Substance Pollution Contingency Plan, SUPSALV has been assigned as one of seven "Special Teams" available to the Federal On-Scene Coordinator (FOSC). Thus, they provide assistance (personnel and/or equipment) for commercial oil or hazardous substance spills, or potential spills (i.e., salvage operations), as requested by any FOSC. Assistance ranges from salvage technical or operational assistance to mobilization of SUPSALV and other Navy resources to support a partial or full federal response to a marine casualty. Be aware, however, these services are provided on a reimbursable basis only – they are not free.

8370.1.4 - American Salvage Association

(703) 373-2267 - Leading U.S. salvors have formed the American Salvage Association (ASA). Created in response to the need for providing an identity and assisting in the professionalizing of the U.S. marine salvage and firefighting response, the intention of the ASA is to professionalize and improve marine casualty response in U.S. coastal and inland waters. The American Salvage Association meets with various federal and state agencies to exchange views on the improvement of salvage and firefighting response in the U.S.

9000 – APPENDICES

9100 – EMERGENCY NOTIFICATION

9110 – Initial Awareness, Assessment & Notification Sequence

In the case of a *reportable* oil or hazardous substance spill (as defined in State and federal regulations), the Responsible Party (RP) or initial responder to the spill incident will immediately notify the following agencies. Once these initial notifications have been made, the Federal On-Scene Coordinator (FOSC), State On-Scene Coordinator (SOSC) and Local On-Scene Coordinator (LOSC) respectively, will be responsible for the notification of appropriate federal, state, and local agencies and organizations according to the contact lists contained on the following pages.

It is the responsibility of both the LOSC and SOSC to initiate contact with the appropriate local government agencies and organizations once initial emergency notifications have been made. Local plans may designate who will serve as the LOSC, who has responsibility for making any necessary contacts, and who should be contacted. Each distinct town, village, or community within larger jurisdictions, such as boroughs, may have their own emergency response plan, and all applicable local plans should be consulted during an emergency.

9110.1 – Initial Assessment/Action Check-off List

Reference Section 3370 for Initial Actions for an Oil Spill response.

National Response Center

Report Spills to the NRC at:

1-800-424-8802

or Via the NRC Online Reporting Tool at
http://www.nrc.uscg.mil/nrchp.html

The National Response Center is the SOLE national point of contact for reporting Oil, Chemical, Radiological, Biological, and Etiological discharges into the environment anywhere in the United States and its territories.

IT'S THE LAW!

AS 46.03.755 and 18 AAC 75.300

REPORT OIL AND HAZARDOUS SUBSTANCE SPILLS

During Normal Business Hours

call the nearest response team office:

Central Alaska: Anchorage	**(907) 269-3063** Fax: (907) 269-7648
Northern Alaska: Fairbanks	**(907) 451-2121** Fax: (907) 451-2362
Southeast Alaska: Juneau	**(907) 465-5340** Fax: (907) 465-2237

Outside Normal Business Hours

Toll Free	**1-800-478-9300**
International	**1-907-428-7200**

Alaska Department of Environmental Conservation
Division of Spill Prevention and Response
www.dec.alaska.gov/spar/spillreport.htm

Hazardous Substance

Any hazardous substance spill, other than oil, must be reported immediately.

Oil – Petroleum Products

To Water

- Any amount spilled to water must be reported immediately.

To Land

- Spills in ***excess of 55 gallons*** must be reported immediately.
- Spills in ***excess of 10 gallons, but 55 gallons or less***, must be reported within 48 hours after the person has knowledge of the spill.
- Spills of ***1 to 10 gallons*** must be recorded in a spill reporting log submitted to ADEC each month.

To Impermeable Secondary Containment Areas

- Any spills in ***excess of 55 gallons*** must be reported within 48 hours.

Additional Requirements for Regulated Underground Storage Tank Facilities

Regulated Underground Storage Tank (UST) facilities are defined at 18 AAC 78.005 and do not include heating oil tanks.

If your release detection system indicates a possible discharge, or if you notice unusual operating conditions that might indicate a release, you must notify the ADEC UST Program within 7 days.

UST Program: (907) 269-3055 or 269-7679

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9200 – PERSONNEL AND SERVICES DIRECTORY

9210 – Federal Resources/Agencies

It is the responsibility of the FOSC to initiate contact, as appropriate, with the following agencies, organizations, and entities once emergency notifications have been made. This is not an exhaustive list of federal contacts, and the FOSC may notify additional parties. Phone numbers are not listed in order of importance, and contacts will be made at the discretion of the FOSC. Initial notifications will be made by telephone, with concurrent transmission of any available documents (e.g., POLREPs or other information) by fax or e-mail whenever possible.

Agency	Phone	Alt. Phone	Fax
National Response Center	800-424-8802	202-267-2675	202-267-2165 202-372-8411
National Pollution Funds Center	703-872-6000		703-872-6900
USCG District 17 Command Center	463-2000		463-2023
USCG – Sector Juneau	463-2980		
USCG District 17 Public Affairs	463-2065		463-2072
USCG Pacific Strike Team	415-883-3311	415-559-9908	415-883-7814
National Strike Force	252-331-6000		252-331-6012
Environmental Protection Agency – Anchorage	271-5083		271-3424
Seattle (24 hr.)	206-553-1263		
U.S. Department of the Interior	786-3483	242-6893	786-3848
National Oceanic & Atmospheric Admin. SSC	428-4143		271-3139
U.S. Forest Service	586-7876	586-8806	586-7892
U.S. Army Corps of Engineers (Security Office)	753-2515	753-2612	753-2513
U.S. Navy SUPSALV	384-2968	384-7613	384-2969
Federal Aviation Administration (Ops Center)	271-5936 425-227-1999	425-227-2000	425-227-1006
National Marine Fisheries	586-7630 586-7235	957-8147 1-877-925-7773 (hotline)	271-3030
National Weather Service	800-424-8802	202-267-2675	202-267-2165 202-372-8411

Threatened and Endangered Species Consultation Contacts

Agency	Phone (business hour)	Emergency (24-hr) Contact	Fax
Department of Interior/FWS	786-3483	242-6893	786-3848
Department of Commerce/NOAA/NMFS	586-7630 586-7235	957-8147 1-877-925-7773 (hotline)	586-7012 271-3030

NATIONAL WEATHER SERVICE – OFFICE TELEPHONE NUMBER

Marine weather forecasts and warnings, when issued, can be obtained by telephone as follows:

24 Hours Daily (Recorded Telephone Marine Forecasts)

Location	Phone Number	Hours
Juneau	790-6800	

9210.1 – Trustees for Natural Resources

A copy of the natural resource trustee emergency contacts is maintained on the Alaska Regional Response Team website, under "Members and Contacts" at http://www.alaskarrt.org.

9210.2 – USCG

Over 1200 personnel are permanently assigned to 42 USCG units throughout Alaska. These personnel operate resources and perform many duties related to maritime safety and security as well as internal administration. As outlined in COMDTINST 16165.41, the resources of districts are available to the FOSC during a pollution response as the District Response Group (DRG).

Airports Accessible by C-130: There are approximately 100 or more airports in the State of Alaska that are accessible by USCG and other military C-130 aircraft. Since airport information is updated on a frequent basis, rather than list the airports and specific information on each airport, the following website is provided for specific information regarding airports that may be used to support an oil or hazardous substance spill response. http://www.dot.state.ak.us/stwdav/AirportList.shtml#central

Agency	Phone	Alt. Phone	Fax
National Response Center	800-424-8802	202-267-2675	202-267-2165 202-372-8411
National Pollution Funds Center	703-872-6000		703-872-6900
USCG District 17 Command Center	463-2000		463-2023
USCG – Sector Anchorage	463-2980		
USCG District 17 Public Affairs	463-2065		463-2072
USCG Pacific Strike Team	415-883-3311	415-559-9908	415-883-7814
National Strike Force	252-331-6000		252-331-6012

9210.2.1 – USCG National Strike Force (NSF)

The National Strike Force (NSF) was created in 1973 as a USCG "Special Team" under the National Oil and Hazardous Substances Pollution Control Plan (National Contingency Plan). The NSF was designed to support the USCG, Environmental Protection Agency (EPA), and Department of Defense (DoD) pre-designated Federal On-Scene Coordinators (FOSCs) in their preparedness and response duties including responding to potential and actual oil and hazardous material spills and weapons of mass destruction incidents as directed by the National Contingency Plan (NCP). The NSF is composed of four units: the National Strike Force Coordination Center (Elizabeth City, NC), the Atlantic Strike Team (Fort Dix, NJ), the Gulf Strike Team (Mobile, AL), and the Pacific Strike Team (Novato, CA). The USCG National Strike Force Coordination Center (NSFCC) coordinates the three USCG Strike Teams and the Public Information Assist Team (PIAT). The NSFCC also carries out several national preparedness missions directly supporting FOSCs. Each FOSC has a specific Strike Team designated for initial contact and may contact that team directly for any assistance. A FOSC may directly request PIAT assistance by contacting the NSFCC or any Strike Team.

CONTACT NUMBERS

National Strike Force	(252) 331-6000
Coordination Center 1461 North Road St.	(252) 331-6012 FAX (252) 267-3458 CDO

Elizabeth City, NC 27909	
Atlantic Strike Team 5614 Doughboy Loop Fort Dix, NJ 08640-0068	(609) 724-0008 (609) 724-0232 FAX (609) 556-9376 OOD
Gulf Strike Team 8501 Tanner Williams Rd. Mobile, AL 36608-9690	(251) 441-6601 (251) 441-6610 FAX (251) 447-5545 OOD
Pacific Strike Team Hanger 2, Hamilton Field Novato, CA 94949-5082	(415) 883-3311 (415) 883-7814 FAX (415) 559-9405 OOD

To request National Strike Force assistance, contact your servicing Strike Team at the number listed above; or the NSFCC at 252-331-6000 (after hours through the CDO at 252-267-3458); or the National Response Center at 800-424-8802.

National Strike Force website: https://www.dco.uscg.mil/Our-Organization/National-Strike-Force/

NATIONAL STRIKE FORCE CAPABILITIES:

- Respond with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous material;
- Provide spill management expertise;
- Provide guidance for preplanning and response to weapons of mass destruction incidents;
- Assist with response planning and consultation;
- Conduct operational training in oil and chemical spill response techniques and equipment usage;
- Participate with the response, coordination, control and evaluation of National Preparedness for Response Exercise Program (PREP) training and exercises;
- Technical assistance, equipment and personnel to augment the FOSC staff during incident response;
- Identify, locate, and assist in the transportation of specialized equipment needed for any type of response;
- Provide support from the Public Information Assist Team (PIAT) to FOSCs during incident responses or exercise training;
- Assist in coordinating the use of private and public resources in support of the FOSC during a response to or a threat of a worst-case incident;
- Review Area Contingency Plans (ACP), including evaluation of equipment readiness and coordination among responsible public agencies and private organizations;
- Assist in location of spill response resources for both response and planning, using the DOG NSFCC's national and international computerized inventory of spill response resources in the Response Resource Inventory (RRI) data base which includes the OSRO/PAV programs;
- Inspection of district pre-positioned pollution response equipment.

REQUESTING STRIKE TEAM ASSISTANCE: Requesting assistance from any one Strike Team, an FOSC immediately gains access to the entire NSF personnel roster and equipment inventory.

FOSCs are encouraged to contact the NSF when:

- Control of the discharge requires the special knowledge or special equipment of the NSF;
- Response will require in excess of two days to complete removal operations and augmentation by NSF personnel will release local forces to return to normal operations;
- Responsible Party (RP) has not or will not assume control immediately of the incident and the FOSC needs an immediate response to protect the environment and or the public;
- In the judgment of the FOSC, NSF capabilities are necessary;
- Technical assistance, equipment and other resources to augment the FOSC staff during incident response or exercise training;
- Deployment of the district prepositioned pollution equipment (VOSS) or USCG SORS equipped vessel response is needed.

STRIKE TEAM DEPLOYMENT**:** Upon receiving a request, personnel and equipment will be deployed to the scene in the most expeditious manner possible. Each team maintains a state of readiness, which enables them to rapidly mobilize personnel and response equipment. Strike Team response equipment is palletized, loaded, and ready for immediate deployment by truck or aircraft.

Each Strike Team is capable of dispatching responders by the fastest means possible adhering to the NSF's minimum response time criteria as the circumstances of the incident dictate:

- Mobilizing four members within 2 hours of notification
- Mobilizing eight members within 6 hours of notification
- Mobilizing heavy equipment loads within 6 hours of notification
- Additional Strike Team personnel and equipment can be mobilized within 24 hours of notification

STRIKE TEAM FUNDING: For responses, Strike Team personnel require travel orders or travel accounting information prior to deployment. Funding typically comes from the pollution response fund (Federal Pollution Number, CERCLA Pollution Number, and Disaster Pollution Number). If no pollution response fund has been accessed, the requesting unit must provide funding.

Requests for training and exercise support that are associated with PREP are generally funded through the Deployable Operations Group (exercises included in the MTEP process); however, under some circumstances, the requesting unit may be required to provide funding.

Non-PREP training and exercise support requests originating from a Federal agency, including the USCG, shall be funded by the requesting agency or unit. Under most circumstances, State, County, and Municipal level-agencies will not be expected to provide funding.

TRANSPORTATION: Mobilization of Strike Team equipment may involve over-the-road transport: all three Strike Teams have tractor-trailer rigs that give them rapid deployment capabilities.

Aviation support is often needed during an emergency response to rapidly transport Strike Team equipment and/or personnel to the incident. When a Strike Team is requested by a FOSC/Sector Commander for assistance, the need/requirements for aviation support should be discussed.

Requests for aviation support are the responsibility of the FOSC/Sector Commander. If aviation support is needed for an emergency response, the Sector should request the appropriate aviation support to Area through the District. The Strike Team can engage directly with the applicable Sector/Air Station to coordinate the aviation support requirements while the request is being processed through the District and Area.

NOTE: Since response support is time critical, early notification of Strike Team assistance (or potential assistance) will allow the teams to begin logistics planning even before a formal request is made.

LOGISTIC CONSIDERATIONS: Strike Teams make every effort to be logistically independent; however, assistance may be required from the FOSC in arranging the following support:

- Heavy lifting equipment, such as cranes and forklifts capable of handling a 16,000 lb. containment barrier box;
- Fork extensions for forklift;
- Small boats, vessels of opportunity;
- Tractor-Trailer rigs;
- Electrical power, land lines for telephones and computers,
- Local logistics @staging areas, docks, boat ramps, weather conditions, etc.
- Potable water supply and fuel supply for command posts.

Specific logistic needs will be clarified during the initial request for assistance; these needs vary, dependent upon the incident and location. Strike Teams attempt to minimize the effort by the FOSC's staff required to arrange support. However, the local knowledge of the FOSC's staff may be relied upon by the Strike Teams to make reasonable decisions regarding logistics.

9210.2.2 – USCG District Response Assist Team (DRAT)

The USCG District Response Group (DRG) is a framework within each USCG District to organize district resources and assets to support USCG FOSCs during a response to a pollution incident. DRGs assist the FOSC by providing technical assistance, personnel, and equipment, including the USCG's pre-positioned equipment. Each DRG consists of all USCG personnel and equipment within the district, including the District Response Advisory Team (DRAT), which is available to provide support to the FOSC in the event a spill exceeds local response capabilities. The DRAT has personnel specifically trained in pollution fund management, equipment, and environmental assessment.

9210.2.3 – Public Information Assist Team (PIAT)

The Public Information Assist Team (PIAT) is an element of the National Strike Force, co-located with the National Strike Force Coordination Center and is available to Federal On-Scene Coordinators. Four highly trained crisis communications professionals staff the team. The PIAT's primary function is to provide the gamut of emergency public information services during oil spills and hazardous material releases – the team also provides these services for natural disasters, domestic terrorism events and weapons of mass destruction events. Team members routinely act as the Public Information Officer for USCG and Environmental Protection Agency officials responsible for mitigating oil and hazardous material incidents.

Team personnel also teach risk communication and media relations techniques, as well as ICS-based Joint Information Center organization and Public Information Officer operations to

response community personnel from the USCG, other federal agencies, state and local agencies and industry. Additionally, the PIAT assists in the scenario development of USCG pollution response exercises and participates as evaluators or controllers during federal- and industry-led exercises.

To request the Public Information Assist Team, contact the NSFCC at 252-331-6000, or after hours through the CDO at 252-267-3458, or the NRC at 800-424-8802.

PIAT website: http://www.uscg.mil/hq/nsfweb/piat/piatindex.html

PIAT DEPLOYMENT: Upon receiving a request, PIAT's goal is to deploy two (2) personnel and one (1) response kit within six hours of notification, and an additional two (2) personnel within 24 hours, if necessary. All NSF members, including PIAT, deploy for a maximum of 21 days at a time.

PIAT FUNDING: For responses, PIAT requires travel orders or travel accounting information prior to deployment. Funding typically comes from the pollution response fund. If no pollution response fund has been accessed, funding will come from the requesting unit.

Requests for training and exercise support that are associated with PREP are generally funded through the Deployable Operations Group; however, under some circumstances, the requesting unit may be required to provide funding.

Non-PREP training and exercise support requests originating from a Federal agency, including the USCG, shall be funded by the requesting agency or unit. Under most circumstances, State, County, and Municipal level-agencies will not be expected to provide funding.

9210.2.4 – USCG Reserve - TBD
9210.2.5 – USCG Auxiliary - TBD

9210.3 – Environmental Protection Agency (EPA)

Agency	Phone	Alt. Phone	Fax
Environmental Protection Agency – Anchorage	271-5083		271-3424
Seattle (24 hr.)	206-553-1263		

9210.3.1 – Environmental Response Team (ERT)

The EPA's Environmental Response Team (ERT) has expertise in treatment, biology, chemistry, hydrology, geology, and engineering. The ERT can provide the FOSC access to special equipment to deal with chemical releases. The ERT can also provide the FOSC with advice concerning the following:

- hazard evaluation,
- multimedia sampling and analysis,
- risk assessment,
- on site safety,
- cleanup techniques,

- water supply decontamination and protection,
- use of dispersants,
- environmental assessment,
- degree of cleanup required, and
- Disposal of contaminated materials.

The ERT offers various training courses to prepare response personnel. The EPA ERT teams are located in Edison, NJ; Cincinnati, OH; and Las Vegas, NV.

9210.3.2 – Radiological Emergency Response Team (RERT)

The Radiological Emergency Response Team (RERT) coordinates or assists federal, State, tribal, and local response efforts before, during, and following a radiological incident. There are RERT personnel at the two EPA National Radiation Laboratories in Montgomery, Alabama and Las Vegas, Nevada, as well as at the EPA's regional offices and national headquarters. RERT can provide the support in the following areas:

- technical advice and assistance to prevent or minimize threats to public health and the environment; advice on protective measures to ensure public health and safety;
- assessments of any release for dose and impact to public health and the environment;
- monitoring, sampling, laboratory analyses and data assessments to assess and characterize environmental impact (Staff from EPA's National Air and Radiation Environmental Laboratory and its Radiation and Indoor Environments National Laboratory provide monitoring and assessment services both at the labs and at the response site, if needed.); and
- Technical advice and assistance for containment, cleanup, restoration, and recovery following a radiological incident.

9210.3.3 – National Decontamination Team (NDT)

The National Decontamination Team (NDT), located in Cincinnati, Ohio, provides expertise and support to On-Scene Coordinators regarding the decontamination of buildings or other structures in the event of an incident involving releases of radiological, biological, or chemical contaminants.

9210.4 – National Oceanic and Atmospheric Administration (NOAA)

Agency	Phone	Alt. Phone	Fax
National Oceanic & Atmospheric Admin. SSC	428-4143		271-3139

9210.4.1 – Scientific Support Coordinator (SSC)

NOAA Scientific Support Coordinators (SSC) are the principal advisors to the USCG FOSC for scientific issues, communication with the scientific community, and coordination of requests for assistance from State and federal agencies regarding scientific studies. The SSC strives for a consensus on scientific issues affecting the response, but ensures that differing opinions are communicated to the FOSC. At the request of the FOSC, the SSC leads the scientific team during a response and is responsible for providing scientific support for operational decisions and for coordinating on-scene scientific activity. The SSC leads the synthesis and integration of environmental information required for spill response decisions in support of the FOSC, while coordinating with State representatives, appropriate trustees and other knowledgeable local representatives. The SSC is supported by a scientific support team that includes expertise in

environmental chemistry, oil slick tracking, pollutant transport modeling, and natural resources at risk, environmental tradeoffs of countermeasures and cleanup, and information management. At the request of the FOSC, the NOAA SSC may facilitate the FOSC's work with the lead administrative trustee for natural resources to ensure coordination between damage assessment data collection efforts and data collected in support of response operations.

9210.4.2 – Discharge & Release Trajectory Modeling - TBD
9210.4.3 – Oceanic & Atmospheric Modeling - TBD

9210.5 – U.S. Navy Supervisor of Diving and Salvage (SUPSALV)

Agency	Phone	Alt. Phone	Fax
U.S. Navy SUPSALV	384-2968	384-7613	384-2969

The US Navy is the federal agency most knowledgeable and experienced in ship salvage, shipboard damage control, and diving. The US Navy has an extensive array of specialized equipment and personnel available for use in these areas as well as in specialized oil containment, collection, and removal equipment.

The Supervisor of Salvage (SUPSALV) can provide salvage expertise and maintains a warehouse on each US coast stockpiled with salvage and response gear. A request for US Navy assistance is made through the FOSC or the RRT.

9210.6 – Agency for Toxic Substance and Diseases (ATSDR)

The Agency for Toxic Substance and Disease Registry (ATSDR):

- maintains appropriate disease/exposure registries;
- provides medical care and testing of individuals during public health emergencies;
- develops, maintains, and informs the public concerning the effects of toxic substances;
- maintains a list of restricted or closed areas due to contamination;
- conducts research examining the relationship between exposure and illness; and
- Conducts health assessments at contaminated sites.

Additionally, the ATSDR assists the EPA in identifying most hazardous substances at CERCLA sites, develops guidelines for toxicological profiles of hazardous substances, and develops educational materials related to the health effects of toxic substances. ATSDR resources are an important tool for the FOSC to use in assessing the possible effects of an environmental emergency on the public's health.

The Agency's 24-hour telephone number is **(404) 639-0615.**

9210.7 – Civil Support Teams - TBD
9210.8 – Bureau of Ocean Energy Management and Regulation Enforcement - TBD

<u>9220 – State Resources/Agencies</u>

It is the responsibility of the SOSC to initiate contact, as appropriate, with the following agencies and organizations once emergency notifications have been made. This is not an exhaustive list of State contacts, and the SOSC may notify additional parties. Phone numbers are not listed in order of importance and contacts will be made at the discretion of the SOSC. Initial notifications will be

made by telephone, with concurrent transmission of any available documents (e.g., a sitrep or other information) by fax or e-mail whenever possible.

Agencies	Phone	Alt. Phone	Fax
ALASKA STATE AGENCIES			
Department of Environmental Conservation, Juneau	465-5390		269-7654
After Hour Spill Number	1-800-478-9300		
Department of Fish and Game	465-4105 465-6384		465-2066
Department of Military & Veteran Affairs	428-7000	907-428-7100	428-7009
Division of Emergency Services (24 hr.)	1-800-478-2337		
Department of Labor, Occupational Safety & Health	1-800-770-4940	269-4940 269-4955	269-4950
Department of Law	269-5100	269-5274	276-3697
Department of Natural Resources	269-8548	269-8503	269-8913
Division of Oil and Gas	269-8800	269-8815	269-8938
Division of Mining Land and Water, Southcentral Region	269-8548	269-8503	269-8913
State Historic Preservation Officer, Office of History and Archaeology	269-8548	269-8723 269-8728	269-8901
Department of Public Safety – Dispatch	428-7200		428-7204
Department of Transportation & Public Facilities	269-0770		248-1573
Department of Health and Social Services	903-3721		269-0036
University of Alaska – Department of Homeland Security and Emergency Management	474-7461		

9220.1 – Government Official Liaisons - TBD

9220.2 – Alaska Department of Natural Resources

9220.2.1 – State Historic Preservation Office (SHPO)

Guidelines about how to ensure that preparedness and emergency response activities take historic properties protection into account is provided in the *Alaska Implementation Guidelines for Federal On- Scene Coordinators for the Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan*. This document is found in the Regional Contingency Plan.

Consistent with the guidelines, questions about historic properties preparedness and response activities should be directed to:

Alaska Department of Natural Resources, Office of History and Archaeology (SHPO)	
Special Projects Archaeologist	269-8723
State Archaeologist	269-8728
Mainline/Desk	269-8721
U.S. Department of the Interior	

U.S. Fish and Wildlife Service 786-3483

9220.3 – Trustees for Natural Resources

Reference previous section on Natural Resource Trustees.

9220.4 – State Emergency Response Committees (SERC)

Emergency Management Assistance and Other Assistance		
Location/Borough	Point of Contact	Phone Number
Anchorage	Office of Emergency Mgt	343-1401/1400
Bethel	Bethel Fire Department	543-3121
Bristol Bay Borough	Borough Fire Department	246-4224
Cordova	Fire Department	424-6117
Dillingham	Fire Department	842-2288
Fairbanks North Star Borough	Office of Emergency Mgt	459-1481
Fort Yukon	Police Department	662-2311
Haines	Police Department	766-2121
Juneau	Emerg Mgt Coordinator	586-0221
Kenai Peninsula Borough	Office of Emergency Mgt	262-4910
Ketchikan Gateway Borough	Planning Department	228-6618
City of Kodiak	Fire Department	486-8040
Kotzebue	Fire Department	442-3351
Mat-Su Borough	Dept of Emergency Services	861-8000
Nome	Office of Public Safety	443-7824
North Slope Borough	NSB Search and Rescue	852-0284
Northwest Arctic Borough	Public Services Director	442-2500
Petersburg	Fire Department	772-3355
Sand Point	Director of Public Safety	383-3700
Sitka	Fire Department	747-3233
Unalaska	Dept of Public Safety	581-1233
Valdez	Police Department	835-4560
Whittier	Police Department	472-2340
Wrangell	Police Department	874-3304

For a complete listing of Local Emergency Planning Committee (LEPC) chairpersons, reference the State of Alaska, Dept of Military and Veterans Affairs Internet home page at: http://ready.alaska.gov/SERC/documents/Nov%202017%20LEPC%20Contact%20List_public.pdf

9220.5 – Alaska State Troopers

Follow this link for the Trooper Post Contact Information: https://dps.alaska.gov/ast/contacts

9220.6 – Alaska Statewide HAZMAT Teams

Follow this link for contact information of the Statewide Hazmat Workgroup Members: http://dec.alaska.gov/spar/ppr/hazmat.htm

9220.7 – Civil Support Team - TBD

9230 – Tribal Resources/Agencies

9230.1 – Federally-recognized Tribes

The Federal On-Scene Coordinator or their representative notifies the tribe following an oil spill or hazardous substance release that has the potential to affect tribal interests. Visit the following websites for contact information for Alaska-based federally recognized tribes.

The Bureau of Indian Affairs Tribal Leaders Directory:
https://www.bia.gov/sites/bia.gov/libraries/maps/tld_map.html

Indian Entities Recognized and Eligible to Receive Services from the United States Bureau of Indian Affairs, a Notice by the Indian Affairs Bureau on 01/30/2018:
https://www.federalregister.gov/documents/2018/01/30/2018-01907/indian-entities-recognized-and-eligible-to-receive-services-from-the-united-states-bureau-of-indian

9230.2 – Native Corporations

National Congress of American Indians – Alaska Native Corporations: http://www.ncai.org/tribal-directory/alaska-native-corporations

For a list of Alaska Native communities and Corporation names within a specific Corporation visit the following link: http://dnr.alaska.gov/mlw/trails/17b/corpindex.cfm

9240 – Local Resources/Agencies

9240.1 – Trustees for Natural Resources

Reference the Community Profiles.

9240.2 – Local Emergency Planning Committees (LEPC)

The following website provides a list of Local Emergency Planning Committee Points of Contact:
https://ready.alaska.gov/SERC/documents/Nov%202017%20LEPC%20Contact%20List_public2.pdf

9240.3 – Local Environmental Agencies

The following website provides a listing of environmental interest groups in the State of Alaska:
http://www.alaska.net/~jrc/alaska.html

9240.4 – Law Enforcement Agencies

Reference the Community Profiles.

9240.5 – Port Authority/Harbormaster

A complete listing of ports and harbors is available on the Alaska Association of Harbormasters and Port Administrators website at http://www.alaskaharbors.org

9240.6 – Fire Departments

Reference the Community Profiles.

9240.7 – Hazardous Substances Response Teams – TBD

9240.8 – Explosive Ordinance Detachments (EOD) - TBD

9240.9 – Site Safety Personnel/Health Departments

Reference the Community Profiles.

9250 – Private Resources

9250.1 – Clean-up Companies

9250.1.1 – Basic Ordering Agreement (BOA)

USCG Basic Ordering Agreement (BOA) Contractors: The USCG has authority to access civilian equipment, personnel and services under a Basic Ordering Agreement. The most current civilian contractors list can be found on the USCG Portal, here.

CONTRACTING OFFICERS for USCG 17TH DISTRICT

Primary Contact	(510) 437-3009
Alternate Contact	(510) 437-3235
Chief of Contracting	(757) 628-4114
D17 DRAT/MEP:	463-2247
Sector ANCHORAGE PO:	957-0159/957-1688

EPA BOA Contractors: Contact the EPA FOSC for a list of BOA contractors.

State Term Contractors: ADEC maintains Term Contracts with several companies and consulting firms for providing needed expertise and assistance during responses to oils spills and hazardous substance releases. These contracts can be activated by the issuance of a Notice to Proceed by the ADEC Contract Manager or the SOSC. Contact the SOSC listing of the companies holding a Term Contract with the State of Alaska

9250.1.2 – Non-BOA

Primary Response Actions Contractors and Oil Spill Response Organizations: Primary Response Action Contractors (RACs) and Oil Spill Response Organizations (OSROs) may play an important role in a spill response. Primary RACs and OSROs are organizations that may enter a contractual agreement with an RP (vessel or facility owner/operator), assisting the RP in spill cleanup operations. RACs/OSROs can provide equipment, trained personnel and additional resources. The Operations/Technical Manuals maintained by the RACs/OSROs may be referenced in vessel or facility contingency plans and serve as supplementary reference documents during a response. OSROs generally have access to large inventories of spill equipment and personnel resources. Complete equipment inventories are listed in the respective Operations/Technical Manuals of the RACs and OSROs.

Under State of Alaska statute, a nontank vessel is a self-propelled watercraft of more than 400 gross registered tons. Examples include: commercial fishing vessels, commercial fish processing vessels, passenger vessels and cargo vessels, but does not include a tank vessel, oil barge or public vessel. Owners of regulated nontank vessels are required to submit to ADEC an oil discharge prevention and contingency plan covering all applicable nontank vessels. A nontank vessel Primary Response Action Contractors (PRAC) is an organization registered with the State of Alaska that is obligated under a contractual relationship with a contingency plan holder to provide personnel and/or equipment to contain, control, or clean up oil spills for the plan holder. A PRAC may be under contract to multiple plan holders.

A nontank vessel cleanup contractor means an oil spill primary response action contractor who is, or intends to be, obligated under contract or membership agreement to provide resources or equipment to contain, control, and perform cleanup of an oil discharge under an approved nontank vessel plan. A nontank vessel incident management team means an oil spill primary response action contractor who is, or intends to be, obligated under contract to provide incident management services under an approved nontank vessel plan. A response planning facilitator is an oil spill PRAC who provides services to the holder of an approved nontank vessel plan and act as an intermediary between the plan holder and one or more nontank vessel cleanup contractors and one or more nontank vessel incident management teams in order to facilitate the submission of a nontank vessel streamlined plan.

9250.2 – Media

Reference Section 2330 of this document and the Community Profiles.

9250.3 – Fire Fighting/Salvage Companies/Divers

Reference Section 8370 for Salvage and Diving Companies.

9250.4 – Fishing Cooperatives and Fleets

The following list of fishing fleets/organizations was extracted from the National Fisherman's Directory of Fishermen's Organizations and Pacific States Marine Fisheries Commission websites:

http://www.nationalfisherman.com/magazine-top/fisherman-s-organizations
http://www.psmfc.org/habitat/alaska.htm

ORGANIZATION	ADDRESS	PHONE	FAX/EMAIL
Alaska Commercial Fishermen's Memorial in Juneau	P.O. Box 20092 Juneau, AK 99802	463-5566	whyrock@gci.net
Alaska Fisheries Development Foundation	431 W. 7th Avenue, Suite 106 Anchorage, AK 99501	276-7315	276-7311 jbrowning@afdf.org
Alaska Independent Fishermen's Marketing Association	P.O. Box 60131 Seattle, WA 98160	(206) 542-3930	Aifma1@seanet.com
Alaska Independent Tendermens Association	P.O. Box 431 Petersburg, AK 99833	518-1724	admin@alaskatenders.org
Alaska Charter Association	P.O. Box 478, Homer, Alaska 99603		info@alaskacharter.org
Alaska Draggers Association	P.O. Box 991 Kodiak AK 99615	486-3910	486-6292
Alaska Groundfish Data Bank	P.O. Box 2298, Kodiak 99615	486-3033	386-3461

Alaska Longline Fishermens Association	P.O. Box 1229 Sitka, AK 99835	747-3400	747-3462 alfa.staff@gmail.com
Alaska Marine Conservation Council	P.O. Box 101145 Anchorage, AK 99510-1145	277-5357	277-5975 halibut@akmarine.org
Alaska Marine Safety Education Association	2924 Halibut Point Road Sitka, AK 99835	747-3287	747-3259 admin@amsea.org
Alaska Marketing Association	4917 Leary Avenue N.W. Seattle, WA 98107	(206) 784-8948	(206) 784-9813
Alaska Shellfish Growers Association	P.O. Box 1758 Homer, AK 99603		info@alaskashellfish.org
Alaska Sport Fishing Association	6622 Lakeway Dr. Anchorage, AK 99502	440-6093 250-5232	info@alaskasfa.org
Alaska Trollers Association	130 Seward St., Suite 205 Juneau, AK 99801	586-9400	586-4473 ata@gci.net
Alaska Whitefish Trawler Association	P.O. Box 991 Kodiak, AK 99615	486-3910	486-6292 alaska@ptialaska.net
Aleutian Pribilof Island Community Development Association	509 West 3rd Ave, Suite 101 Anchorage, AK 99501	929-5273 1-800-927-4232	929-5275
American Fisheries Society, Alaska Chapter	P.O. Box 672302 Chugiak, AK 99567		Audra.brase@alaska.gov
At-sea Processors Association	P.O. Box 32817 Juneau, AK 99803	523-0970	523-0798 smadsen@atsea.org
Bering Sea Fishermen's Association	110 W. 15th Avenue Anchorage, AK 99501	279-6519 (888) 927-2732	258-6688 karen.gillis@bsfaak.org
Bristol Bay Driftnetters Association	2408 Nob Hill North Seattle, WA 98109	(206) 285-1111	(206) 284-1110 danfbarr@msn.com
Bristol Bay Regional Seafood Development Association	1120 Huffman Rd, Box 208, Anchorage AK 99515	770-6339	
Central Bering Sea Fisherman's Association	PO Box 288 Saint Paul, AK 99660	546-2597	546-2450
Coastal Villages	711 H Street, Suite 200	(907) 278-5151	

	Anchorage, Alaska 99501.		
Concerned Area M Fishermen	35717 Walkabout Road Homer, AK 99603	235-2631	browburk@horizonsatellite.comt
Cook Inlet Aquaculture Association	40610 K-Beach Road Kenai, AK 99611	283-5761	283-9433 info@ciaanet.org
Cook Inlet Seiners Association, Inc.	P.O. Box 130, Homer, AK 99603	[not available]	
Cordova District Fishermen United	P.O. Box 939 Cordova, AK 99574	424-3447	424-3430 cdfu@ak.net
Deep Sea Fishermen's Union of the Pacific	5215 Ballard Ave N.W. Suite 1 Seattle, WA 98107	(206) 783-2922	(206) 783-5811 dsfu@dsfu.org
Fishing Vessel Owner's Association	4005 20th Avenue W. Seattle, WA 98199	(206) 284-4720	(206) 283-3341
Freezer-Longline Coalition	2303 W. Commodore Way 202 Seattle, WA 98199	(206) 284-2522	(206) 284-2902 flc1@freezerlongine.biz
Groundfish Forum	4241 21st Ave. W., Ste 302 Seattle, WA 98199	(206) 213-5270	(206) 213-5272 loriswanson@seanet.com
Halibut Association of North America	P.O. Box 872 Deming, WA 98244	(360) 592-3116	
Homer Charter Association	P.O. Box 148 Homer, AK 99603	235-7877	
Kenai Peninsula Fishermen's Association	43961 K-Beach Rd, Ste F Soldotna, AK 99669	262-2492	262-2989 kpfa@alaska.net
Kenai River Sportfishing Association	224 Kenai Ave #102, Soldotna, AK 99669	262-8588	262-8582 kelly@krsa.com
Kodiak Fishermen's Wives & Associates	P.O. Box 467 Kodiak, AK 99615	486-8085	486-8090 avonkodiak@gci.net
Kodiak Fishermen's Wives Association	Kodiak	486-5238	
Kodiak Regional Aquaculture Association	104 Center Ave. Suite 205 Kodiak, AK 99615	486-6555	486-4105
Kodiak Seafood Processors Association	P.O. Box 1244, Kodiak 99615	486-6385	486-6592
Kodiak Seiner's Association	P.O. Box 2254, Kodiak 99615	486-4686	486-7655

Kodiak Seine Boat Owners Association	P.O. Box 1035 Kodiak, AK 99615	486-3453	486-8362
Kodiak Vessel Owners Association	336 Center St., Kodiak 99615	486-3781	486-2470
Kuskokwim Fishermans Cooperative	P.O. Box 245 Bethel, AK 99559	(907) 543-2410	
Kvichak Setnetters Association	P.O. Box 92105 Anchorage, AK 99509	277-0187	naknek@gci.net
Maritime Event Center	2211 Alaskan Way, Pier 66 Seattle, WA 98121	(206) 441-6666	(206) 441-6665 info@bellharbor.com
Northern Southeast Regional Aquaculture Association	1308 Sawmill Creek Road Sitka, AK 99835	747-6850	747-1470 Ilona_mayo@nsraa.org
North Pacific Fisheries Association	P.O. Box 796 Homer, AK 99603	235-6359	npfahomer@gmail.com
North Pacific Fishing Vessel Owners' Association	1900 W. Emerson Suite 101 Seattle, WA 98119	(206) 285-3383	(206) 286-9332 info@npfvoa.org
North Pacific Gillnet Alliance	2408 Nob Hill North Seattle, WA 98109	(206) 285-1111	(206) 284-1110
Northern District Setnetters Association	P.O. Box 1480 Anchorage, AK 99510	276-8222	srba@alaska.net
Northwest Fisheries Association	2208 N.W. Market St Suite 318 Seattle, WA 98107	(206) 789-6197	(206) 789-8147 info@northwestfisheries.org
Northwest Indian Fisheries Commission	6730 Martin Way E. Olympia, WA 98516	(360) 438-1180	(360) 753-8659 contact@nwifc.org
Northwest Setnetters	620 Hemlock Dr., Kodiak 99615	486-6834	486-8803
Pacific Coast Federation of Fishermen's Associations	P.O. Box 29370 San Francisco, CA 94129	(415) 561-5080	(415) 561-5464 zgrader@ifrfish.org
Pacific Seafood Processors Association	1900 W. Emerson Place, Suite 205 Seattle, WA 98119	(206) 281-1667	(206) 283-2387 info@pspafish.net
Pacific Whiting Conservation Cooperative	4039 21st Ave W, Ste 400 Seattle, WA 98199	(206) 285-5139	
Petersburg Vessel Owners Association	P.O. Box 232 Petersburg, AK 99833	772-9323	772-9323 pvoa@gci.net

Prince William Sound Aquaculture Corp	P.O. Box 1110 Cordova, AK 99574	424-7511	424-7514 pwsac@ak.net
Purse Seiner Vessel Owners Association	1900 W. Nickerson Suite 320 Seattle, WA 98119	(888) 284-7733	(206) 283-7795 info@psvoa.com
Seafood Producers Cooperative	2875 Roeder Ave, Ste 2 Bellingham, WA 98225	(360) 733-0120	(360) 733-0513 spc@spcsales.com
Southeast Alaska Fishermen's Alliance	9369 North Douglas Hwy Juneau, AK 99801	586-6652	523-1168 seafa@gci.net
Southeast Alaska Seiners Association	P.O. Box 23081 Juneau, AK 99802	463-5030	463-5083
Southern Southeast Regional Aquaculture Association	14 Borch Street Ketchikan, AK 99901	225-9605	225-1348 admin@ssraa.org
South End Setnetters	Kodiak	486-8229	
United Catcher Boats	4005 20th Avenue W. Suite 116 Seattle, WA 98199	(206) 282-2599	(206) 282-2414 bpaine@ucba.org
United Cook Inlet Drift Association	43961 K-Beach Rd Suite 116 Soldotna, AK 99669	260-9436	260-9438 info@ucida.org
United Fishermen of Alaska	211 4th Street, Suite 110 Juneau, AK 99801	586-2820	463-2545 ufa@ufa-fish.org
United Fishermen's Marketing Association	P.O. Box 1035 Kodiak, AK 99615	486-3453	486-8362
United Seiner's Association	P.O. Box 2254, Kodiak 99615	486-4686	486-7655
United Southeast Alaska Gillnetters	P.O. Box 20538 Juneau, AK 99802	586-6550	usag@alaska.gov
Valdez Fisheries Development Association	P.O. Box 125 Valdez, AK 99686	835-4874	835-4831
Western Fishboat Owners Association	P.O. Box 992723 Redding, CA 96099	(530) 229-1097	(530) 229-0973 wfoa@charter.net
Women's Fisheries Network	Kodiak/Seattle	486-3638	
Women's Maritime Association	1916 Pike Place, #12, PMB 743 Seattle, WA 98101	(206) 441-5678	info@womensmaritimeassoc.com
Yukon River Drainage Fisheries Association	725 Christensen Drive Suite 3-B	272-3141	272-3142 info@yukonsalmon.org

	Anchorage, AK 99501		

9250.5 – Wildlife Rescue Organizations

Questions regarding oiled or potentially oiled wildlife preparedness and response activities should be directed to:

Contact	Phone
U.S. Department of the Interior- Office of Environmental Policy and Compliance	271-5011
U.S. Department of Commerce- National Marine Fisheries Service	271-5006
Alaska Department of Fish and Game Habitat Division	465-4105

9250.6 – Volunteer Organizations

Volunteer Organizations Normal Process: The Alaska State Troopers will initiate a request for Civil Air Patrol assistance through the Rescue Coordination Center (RCC). The RCC will activate the Civil Air Patrol in the appropriate region, assign a mission number, and provide approval authority for the mission.		
Agency	Point of Contact	Telephone Number
American Red Cross		
Anchorage – Disaster Services, State Coordinating Chapter		277-1538 (WK) 552-1110 (After Hours)
Bird Treatment & Learning Center	Guy Runco	562-4852 562-1852
Civil Air Patrol		
**Rescue Coordination Center*	National Guard Armory Camp Denali	428-7230
Anchorage	Birchwood Composite Squadron	688-4995
Anchorage	Polaris Composite Squadron	272-7227
Fairbanks		474-0378
Homer		235-8062
Juneau		789-0245
Kenai		283-7801
Seward		224-3000
USCG Auxiliary	17th District (USCG)	463-2000
Juneau Raptor Center		586-8393

9250.7 – Maritime Associations/Organizations/Cooperatives

There are three marine pilot associations in Alaska. The State of Alaska Board of Marine Pilots website has additional information at https://www.commerce.alaska.gov/web/cbpl/ProfessionalLicensing/BoardofMarinePilots.aspx

Marine Pilot Associations

Name	Contact Information	Phone	Email/Website
Alaska Marine Pilots, LLC	3705 Arctic Blvd., #107 Anchorage, Alaska 99503	581-1240	amp@ampilots.com
Southwest Alaska Pilots Association	P.O. Box 977 Homer, AK 99603-0977	235-8783	swpilots@ak.net http://www.swpilots.com
Southeast Alaska Pilots' Association	1621 Tongass Avenue, Suite 300 Ketchikan, AK 99901-6074	225-9696	pilots@seapa.com www.seapa.com

9250.8 – Academic Institutions - TBD

9250.9 – Laboratories

Disclaimer: In providing this list does not guarantee the accuracy or validity of the data generated by these laboratories. A laboratory that is ***certified*** or ***approved*** has established that they have the ability to implement a quality control program in accordance with the appropriate federal or State regulations or statutes. This list is updated every Tuesday by the ADEC Contaminated Sites Lab Approval Officer (907 465-5390). For the most up-to-date listing, visit the following website: **http://dec.alaska.gov/spar/csp/LabApproval/ListOfAprovedLabs.htm**

When choosing a lab from the list, request the lab supply a copy of their current ADEC approval letter. These letters detail the methods *and matrices* for which the lab has approval. "Approved methods" does not imply approval for both water and soil samples. Labs must renew their approval and pass performance evaluation samples annually. Failure to do so results in the revocation of a lab's approval.

9250.10 – Emergency Medical Services

All medical resource information can be found in Section 3350 of this document, or in the Community Profiles.

9260 – Stakeholders - TBD

9300 – DRAFT INCIDENT ACTION PLAN (IAP) - TBD

9400 – AREA PLANNING DOCUMENTATION

9410 – Discharge and Release History

For discharge and release historic information, check the ADEC Prevention, Preparedness and Response Database: http://dec.alaska.gov/Applications/SPAR/PublicMVC/PERP/SpillSearch

9420 – Risk Assessment/Planning Assumptions

9420.1 - Fate of Spilled Oil

Natural processes that may act to reduce the severity of an oil spill or accelerate the decomposition of spilled oil are always at work in the aquatic environment. These natural processes include weathering, evaporation, oxidation, biodegradation, and emulsification.

- Weathering is a combination of chemical and physical processes that change the physical properties and composition of spilled oil. These processes include evaporation, oxidation, biodegradation, emulsification, dispersion, dissolution, and sedimentation. Below are definitions of these processes and how they relate to oil spills.

- Evaporation occurs when substances are converted from liquid state to vapor. During an oil spill, lighter components can evaporate into the atmosphere, leaving behind heavier components. Evaporation rates depend on the composition of the oil and environmental factors like wind, waves, temperature, currents, etc. For example, lighter refined products, such as gasoline, tend to evaporate very quickly because they have a higher proportion of lighter compounds. Heavier oils, like bunker oil, contain relatively few light compounds and leave viscous residues, composed of heavier compounds.

- Oxidation is a chemical reaction between two substances, which results in loss of electrons from one of the substances. This chemical reaction can take place between spilled oil and oxygen in the air or water. This reaction can produce water-soluble compounds that can dissolve or form persistent compounds call tars. Oxidation of oil is a very slow process but can be enhanced by sunlight.

- Biodegradation occurs when microorganisms, such as bacteria, fungi, and yeast, break down a substance by feeding on it. Seawater contains a range of microorganisms that either can partially or completely degrade oil. Nutrient levels, water temperature and oxygen availability can all affect biodegradation, which tends to be quicker in warmer environments.

- Emulsification is a process where small droplets of one liquid become suspended in another liquid. During a spill, emulsification takes place when strong currents or waves suspend water droplets in oil. Water-in-oil emulsions are frequently called "mousse" and are more persistent than the original oil.

- Dispersion is the break up and diffusion of substances from their original source. In an oil spill, turbulent seas can break oil into various sized droplets and mix them into the water column. Smaller droplets can stay suspended while larger droplets tend to resurface, creating a secondary slick. The amount of oil dispersed depends on the oil's chemical and physical properties and the sea state. For example, lower viscosity oils such as diesel, have higher dispersion rates in rough seas. Chemical dispersants may be used to enhance dispersion.

- Dissolution is the process of dissolving one substance in another. Many oils contain light aromatic hydrocarbons, like benzene and toluene, which are water-soluble. During a spill, these compounds readily dissolve in water or evaporation into air, which is faster than

dissolution.

- Sedimentation is a process where spilled oil chemically binds with, or adheres to, particulates in the water column, creating a density greater than the original oil. If the density of oil/particulate compounds becomes greater than water, particles will settle out of the water column. Sedimentation is much more common in shallow, nearshore areas because of the greater amount of suspended particulates.

The various types of petroleum products respond quite differently when released into the environment. Spills of refined product that enter the water generally will disperse and experience significant evaporation and spreading, making recovery difficult. Crude oil and Intermediate Fuel Oils (bunker fuel) will be affected by the same natural degradation factors but to a much lesser degree; these oil spills are "persistent" in nature and will require aggressive actions and innovative techniques to successfully mitigate harm.

Risk Assessment Documents:

- Southeast Alaska Risk Assessment, https://dec.alaska.gov/spar/PPR/plans/scp_se/SE%20F-Scenarios%20(Apr2013).pdf
- The National Oceanic and Atmospheric Administration (NOAA), Assessment of Marine Oil Spill Risk and Environmental Vulnerability for the State of Alaska: https://alaskafisheries.noaa.gov/habitat/oil-spill-risk
- State 2010 Hazmat Commodity Flow Study: https://dec.alaska.gov/spar/PPR/hazmat/study.html

9430 – Planning Scenarios

	Scenario Documents
Southeast	https://dec.alaska.gov/spar/PPR/plans/scp_se/SE%20F-Scenarios%20(Apr2013).pdf

9500 – LIST OF AGREEMENTS

Reference the Regional Contingency Plan – Applicable Memorandum of Understanding/Agreements (MOU/MOA). The MOUs/MOAs are also on the ADEC website.

9600 – CONVERSIONS - TBD

9700 – RESPONSE REFERENCES

9710 – Relevant Statute/Regulations/Authorities List

9710.1 – Federal Authorities

OPA 90, section 4202 amended Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA; 33 U.S.C. 1321 (j)) to address National Planning and Response System development. As part of this system, Area Committees are to be established for each area

designated by the President. These Area Committees are to be comprised of personnel from federal, state, and local agencies. Each Area Committee, under the direction of the Federal On-Scene Coordinator (FOSC) and State On-Scene Coordinator (SOSC) for the area, is responsible for developing an ACP, which when implemented in conjunction with the NCP, shall be adequate to remove a worst case discharge and mitigate or prevent a substantial threat of such discharge from a vessel, offshore facility, or onshore facility operating in or near the geographical area. Each Area Committee is also responsible for working with state and local officials to preplan for joint response efforts, including designing appropriate procedures for mechanical recovery, chemical dispersal, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife. The Area Committee is also required to work with State and local officials to expedite decisions for the use of dispersants and other mitigating substances and devices.

The functions of designating areas, appointing Area Committee members, determining the information to be included in ACPs, and reviewing and approving ACPs have been delegated by Executive Order 12777 of 22 October 1991 to the Commandant of the USCG (through the Secretary of Transportation) for the coastal zone and to the Administrator of the Environmental Protection Agency for the inland zone. The term "coastal zone" is defined in the current NCP (40 CFR 300.5) to mean all United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, the waters of the Exclusive Economic Zone (EEZ), and the land substrata, ground waters, and ambient air proximal to those waters. The term "inland zone" is defined in the current NCP to mean the environment inland of the Coastal Zone. These terms delineate an area of responsibility for response action. Precise boundaries are determined by existing federal and State agency memoranda of understanding/agreements (MOU/MOA).

In Volume 57, Federal Register Notice 15001 published on April 24, 1992, the EPA and USCG jointly announced the Designation of Areas and Area Committees under OPA for inland and coastal zones. Due to the split of jurisdiction and responsibilities between EPA and the USCG and the inherent differences in organizational structure of the two agencies, each agency took separate but compatible approaches in establishing initial designations. Nationwide, the EPA designated the existing 13 "RRT areas" as the initial areas for which ACPs must be prepared in the Inland Zone, while the USCG designated the coastal portions of the existing Captain of the Port (COTP) zones as the initial areas for which ACPs must be prepared in the Coastal Zone. In Alaska, this has the effect of initially establishing one statewide inland area by EPA and three coastal areas, corresponding to the boundaries of the three USCG COTP zones. Both EPA and USCG have authority to further subdivide initial Areas, both coastal and inland, into smaller, more localized areas for which ACPs can be developed.

Also, per the National Contingency Plan, the Department of Defense (DOD) and the Department of Energy (DOE) shall provide their own FOSCs, who will be responsible for taking all response actions to releases of hazardous substances, pollutants, or contaminants when the release is on, or the sole source of the release is from, any facility or vessel (including bareboat-chartered and operated vessels) under their jurisdiction, custody or control.

9710.2 – State Authorities

The State Oil and Hazardous Substance Discharge Prevention and Contingency Plan (State Master Plan) was prepared by the Alaska Department of Environmental Conservation (ADEC) as required

by AS 46.04.200. The State Emergency Response Commission (SERC) reviews the plan as required by AS 26.23.077.

Under AS 46.03.020(10) (A), the ADEC is empowered to adopt regulations providing for the control, prevention, and abatement of all forms of pollution.

In 1980 legislation was enacted which defined the State's policies regarding oil spills. The purpose of this law is to provide for the safety and protection of human health and welfare of Alaskans from damage resulting from oil spills and to provide the ability to clean up a spill and restore damaged areas.

The Findings and Intent section of Chapter 116 SLA 1980 ("An Act relating to the prevention and control of oil pollution; and providing for an effective date") clearly sets forth state policy:

- It is a matter of the highest urgency and priority to protect Alaska's coastal and inside water, estuaries, wetlands, beaches and land from the damage which may be occasioned by the discharge of oil;
- The storage, transfer, transportation and offshore exploration for and production of oil within the jurisdiction of the State are hazardous undertakings; oil discharges may cause both short-term and long-term damage to the environment and the beauty of the state, to owners and users of affected property, to public and private recreation, to residents of the state and other interests deriving livelihood from fishing, hunting, tourism and related activities;
- Assuring sufficient capability, among industrial and commercial interests, and the State and federal governments, to contain and clean up discharges of oil is of vital public interest; weather conditions, logistic constraints and the relative paucity of labor and equipment resources in the state increase the difficulty of oil discharge containment and cleanup in Alaska, making imperative an active State role;

  It is the policy of the State that, to the maximum extent practicable, prompt and adequate containment and cleanup of oil discharges is the responsibility of the discharger; it is therefore of the utmost importance to assure that those engaged in oil storage, transfer, transportation, exploration and production operations have sufficient resources and capabilities to respond to oil discharges, and to provide for compensation of third persons injured by those discharges; and
- The State should continue its cooperative relationships with appropriate federal agencies, protecting its legitimate interests while working to remove any duplicative or potentially conflicting regulatory activities.

In 1989, legislation was enacted by the Alaska Legislature to further strengthen the State's capability to deal with oil spills:

Findings and purpose:

- The Legislature finds that the March 24, 1989 oil spill disaster in Prince William Sound demonstrates a need for the State to have an independent spill containment and cleanup capability in the event of future discharges of oil or a hazardous substance.

- The purpose of this Act is to assure people of the state that their health, safety and well-being will be protected from adverse consequences of oil and hazardous substance releases that present grave and substantial threats to the State's economy and environment.

In 1990, the law was revised again. In order to meet the goal of protecting Alaska's people and environment, AS 46.04.200 set forth required Plan elements:

- To take into consideration the elements of an oil discharge contingency plan approved or submitted for approval under AS 46.04.030;
- To include an incident command system that clarifies and specifies responsibilities for State, federal, and municipal agencies, facility operators, and private parties whose property may be affected by a catastrophic oil and/or hazardous substance discharge;
- To identify actions necessary to reduce the likelihood of catastrophic oil discharges and significant discharges of hazardous substances.

Alaska Statutes, Sections 46.04.200-210 specify state requirements for Oil and Hazardous Substance Discharge and Prevention Contingency Plans. This RCP, along with the ACPs, were written with the goal that they would meet both federal and State planning requirements in Alaska.

9720 – Relevant Instructions/Guidelines/Standard Procedures and Practices List

The following are helpful resources for any response or exercise spanning numerous incident types and situations:

- The USCG Incident Management Handbook
- The Alaska Incident Management System (AIMS) Guide for Oil and Hazardous Substance Response
- The Alaska Department of Environmental Conservation, Spill Tactics for Alaska Responders (STAR) Manual

Note: None of these guides is specifically prescribed by this plan, and none is mandated for use by response plan holders or potential responsible parties. Federal and State On-Scene Coordinators will work with the response organization established by the responsible party in responding to and managing oil or hazardous substance releases as long as their organization is compatible with ICS principles

9730 – Geographic Zone Contingency Plan - TBD

9740 – Geographic Response Strategies

The Geographic Response Strategies provide unified (public, responders, and agencies) priorities and response tactics for the protection of selected sensitive areas for assisting first responders to an oil spill. The GRS list the sensitive resources of an area and the response strategies, equipment, personnel and logistical information necessary to protect the identified sensitive areas. Because the Alaska Department of Environmental Conservation, the Environmental Protection Agency, and the USCG already have approved the GRS, they can serve as pre-approved strategies for the Unified Command during the emergency phase of an oil spill response.

Implementation of these Geographic Response Strategies is the third phase of an oil spill response. The first and primary phase of the response is to contain and remove the oil at the

scene of the spill or while it is still on the open water, thereby reducing or eliminating impact on shorelines or sensitive habitats. If some of the spilled oil escapes this tactic, the second phase, which is no less important, is to intercept, contain and remove the oil in the nearshore area. The intent of phase two is the same as phase one: remove the spilled oil before it affects sensitive environments. If phases one and two are not fully successful, phase three is to protect sensitive areas in the path of the oil. Phase three efforts endeavor to protect the selected sensitive areas from the impacts of a spill or to minimize that impact to the maximum extent practical.

The sites selected for development of Geographic Response Strategies are not meant to be exclusive; other sensitive sites may require protection during any given oil spill. The fact that a GRS may not have been developed for a certain sensitive site does not mean that site should not be protected if it is threatened by an oil spill. Sensitive areas include not only locations of environmental concern, but those of cultural or human use value, as well.

These GRS are intended to be flexible to allow spill responders to modify them, as necessary, to fit the prevailing conditions at the time of a spill. Seasonal constraints, such as ice or weather, may preclude implementation of some of the strategies. It is not intended that all the sites be automatically protected at the beginning of a spill, only those that are in the projected path of the spill. The strategies developed for the selected sites were completed with a focus on minimizing environmental damage, utilizing as small a footprint as needed to support the response operations, and selecting sites for equipment deployment that will not cause more damage than the spilled oil.

To test these GRS, each site may be visited and equipment deployed according to the strategy, to ensure that the specified tactics are effective in protecting the resources at risk at the site. Revisions will be made to the GRS that appear in this document, if changes are indicated by site visits, drills, or actual use during spill responses. In the future, strategies may be developed for additional sensitive areas.

HOW TO USE THESE GRS: This document is intended for use by response professionals already familiar with spill response techniques.

The GRS contain basic protection and recovery strategies with directions for implementation in the field. Each description contains the strategy objective, deployment depictions, resource sets required to implement the strategy, and deployment considerations and limitations. These general strategies may be adapted to produce a protection scheme for any site in the Southeast Alaska Area. The strategies are taken from the State of Alaska's oil spill response tactics guide, Spill Tactics for Alaska Responders (STAR Manual). Responders should use reference the ADEC's STAR Manual for more detailed information about the GRS tactics.

Each Geographic Zone listed below contains a link to the website that contains the site-specific response strategies available to download. An index map on of each sub-section on the webpage shows the location of the selected GRS sites. Each GRS consists of two parts: 1) a graphic showing a map, deployment diagram, picture and implementation notes; and 2) a matrix giving the location description, response strategy, response resources, staging area, site access, natural resources being protected and any special considerations.

WHO TO CONTACT FOR INPUT: Comments and recommendations on these GRS are welcomed. Please send your comments to either of the following agencies:

Alaska Department of Environmental Conservation
Prevention and Emergency Response Program
555 Cordova Street
Anchorage, AK 99501

United States USCG
Captain of the Port, Southeast Alaska
Sector Juneau
PO Box 25517
Juneau, AK 99802

HOW THE GRS WERE DEVELOPED: These GRS were developed through a cooperative, workgroup process involving federal, state, and local spill response experts working with representatives from the oil production and transportation industry, citizens' groups, and natural resource agencies, as well as multiple local stakeholders. Workgroup participants identified all sensitive areas with potential to be classified as "Areas of Major Concern." These potential sites were evaluated by the additional criteria of 1) the risk of being impacted from a water-borne spill; and 2) the feasibility of successfully protecting the site with existing technology. Using this process, the workgroup selected a preliminary list of sites that was released for public input. Feedback on the site selection was solicited from local inhabitants (if applicable), tribal representatives, user groups, environmental organizations, and the public. Based on the feedback received, the workgroup made the final site selections for each zone. Additional sites may be selected in the future.

SITE SPECIFIC GEOGRAPHIC RESPONSE STRATEGIES: Geographic response strategies specific to the Southeast Area are located on the ADEC website: http://dec.alaska.gov/spar/ppr/response-resources/grs

	LINK TO GRS INFORMATION
Southeast Alaska	https://dec.alaska.gov/spar/PPR/grs/se/home.htm

9750 – Potential Places of Refuge

Leaking or disabled vessels may require a sheltered location with adequate water depth to lighter or repair the vessel. Leaking vessels need to be repaired to limit the amount of spilled product. If leaking vessels are not repaired, a spilled product, such as oil, can negatively affect downstream environmental resources and shoreline. Vessels need to be anchored or moored in protected waters to safely make repairs and stop the loss of oil or other hazardous products.

Each vessel incident presents unique circumstances that the UC must address. The goal is to safely repair or salvage a damaged vessel while avoiding or minimizing impacts to local resources. Prior to bringing a vessel into an anchoring or mooring location, the UC will need to consider:

- Status of the vessel
- Public safety
- Environmental resources at risk
- Strategies to protect sensitive areas
- Prevailing winds
- Navigational approach to the mooring site
- Anchoring ground
- Vessel traffic
- Available dock and support facilities
- Available skilled and spill response labor

The USCG Captain of the Port (COTP) – Southeast Alaska has jurisdiction over approving temporary mooring or anchoring locations for leaking or damaged vessels within this area. The COTP will consult with natural resource trustees and other appropriate stakeholders (e.g., tribal, State, and local government representatives) when deciding where and when to move a stricken vessel.

The most current version of the Guidelines for Places of Refuge Decision-Making is available on the ADEC website at: http://dec.alaska.gov/spar/ppr/response-resources/ppor

For information on the PPOR work groups and status of PPOR development in the state, visit the following website: http://dec.alaska.gov/spar/ppr/response-resources/ppor

	LINK TO POTENTIAL PLACES OF REFUGE INFORMATION
Southeast Alaska	https://dec.alaska.gov/spar/PPR/plans/scp_se/SE%20H-PPOR%20(Apr2013).pdf

9760 – Environmental, Fish and Wildlife Protection Plans

Reference the Wildlife Protection Guidelines for Alaska, compiled by the Alaska Regional Response Team, Wildlife Protection Committee at the following link:
http://dec.alaska.gov/spar/PPR/plans/uc/Annex%20G%20(Oct%202012).pdf

9760.1 – Sensitive Areas

	LINK TO SENSITIVE AREA INFORMATION
Southeast Alaska	https://dec.alaska.gov/spar/PPR/plans/scp_se/SE%20D-SensitiveAreas%20(Apr2013).pdf

9770 – Community Profiles

The following information was extracted from the Alaska Department of Commerce, Community and Economic Development Community Database Online, various public websites associated with each of the community, and community questionnaire feedbacks received. It is provided as a quick reference to some types of available services. For complete and current information on specific communities within the geographic zone, visit the Alaska Department of Commerce, Community and Economic Development, Community Database at https://www.commerce.alaska.gov/dcra/DCRAExternal/community/

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9770.1 – Southeast Community Profiles

9770.1.1 – Angoon Community Profile

Angoon

Population: 466 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: Sealaska Corporation

Location & Climate:
This Tlingit community is the only permanent settlement on Admiralty Island, located on the southwest coast at Kootznahoo Inlet. Angoon , 55 miles southwest of Juneau and 41 miles northeast of Sitka, lies at approximately 57.50333° North Latitude and -134.58389° West Longitude. (Sec. 25, T050S, R067E, Copper River Meridian.) Angoon is located in the Juneau Recording District. Angoon's maritime climate is characterized by cool summers and mild winters: summer temperatures range from 45 to 61 degrees Fahrenheit, winter temperatures 25 to 39. Extremes in temperature have been recorded from -6 to 77. Angoon receives much less precipitation than is typical of Southeast Alaska, averaging 43 inches annually, including 63 inches of snowfall. Strong north winds during winter months cause rough seas, which may prevent aircraft landings.

EMERGENCY SERVICES			
Police: City Public Safety Dept	788-3631	**Fire:**	City Fire Hall**:** 788-3411 Office: 209-9140 or 788-3653
VPSO: **Village Police Officer:**	788-3631/209-9139 209-9139	**EMS:**	788-3411
Alaska State Troopers:		**Hospital**: Jessie Jim Health Center	788-4600; 788-3633

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Angoon	**Phone:** 788-3653; 209-9140	**Fax:** 788-3821	**Website:**
Address: P.O. Box 189, Angoon, AK 99820	**Primary Contact:**	**City Clerk:**	**Other:** mayor820@eagle.ptialaska.net
Name: Chatham Schools	**Phone:** 788-3302	**Fax:** 788-3252,	**Website:**
Address: P.O. Box 109, Angoon, AK 99820	**Primary Contact:**	**City Clerk**	**Other:** whopkins@do.chathamsd.org
Village Corporation: Kootznoowoo, Incorporated	**Phone:** 790-2992	**Fax:** 790-2995	**Website:**
Address: 8585 Old Dairy Road	**Email:**		

#201, Juneau, AK 99801			
Village Council: Angoon Community Association	**Phone:** 788-3411	**Fax:** 788-3412	**Website:**
Address: P.O. Box 188, Angoon, AK 99820,	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		Scheduled and charter flights available.
WATER:	Accessible by boat?	Facilities include a deep draft dock, a small boat harbor with 45 berths, and a State ferry terminal.
Local Transportation and Services		
Local Transportation:	Angoon is accessible only by float plane or boat.	
Local Roads and Trails:		
Vehicle Rental:		
Airline Services:	Alaska Sea Plane Service; Alaska Coastal; Wings of Alaska; Ward Air.	

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Kootznahoo Inlet Lodge			788-3501 or 788-3615
Whalers Cove Sportfishing Lodge			788-3344
Favorite Bay Inn			788-3125/3123
Thayer Lake Lodge			
Sophie's Place B&B			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		

Supplies & Other Services		
	Name	**Phone**
General Store		
Hardware Store		
Bank or ATM		
[Other]		

Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Angoon Oil & Gas			4 tanks/ 80,000 gals
Tlingit Haida Regional Electric Assoc.			3 tanks/ 62,468 gals
City Water			1 tank/ 3,000 gals

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	
Telephone (Cellular)	
Internet Service Provider	ACS Internet
Electricity Provider	Inside Passage Electric Cooperative
Local Power Plant	
School Power Plant	
Primary Water Supply System:	The Tillinghast Lake reservoir
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
City Youth Center			
ANB Hall			
Angoon Community Building			
Public Safety Building (capacity 35)	788-3123		
Angoon School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Ferry Terminal Parking Lot	788-3653	Capacity 10 trailers	
Harbor Parking Lot	788-3653	Capacity 5 trailers	

Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	**Quantity**
Boom, sorbent pads, etc.		
Backhoe		3
Bulldozer		
Dump truck or similar		3
Front-end loaders		3
Skiff, 35 ft w/outboard		1
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:

Commercial fishing is a major source of income; in 2010, 18residents held commercial fishing permits, primarily hand-trolling for king and coho salmon. A shellfish farm was recently funded by state and federal grants. The Chatham School District is the primary employer. Logging on Prince of Wales Island provides occasional jobs. Subsistence remains an important part of the lifestyle; the most important resources are deer, salmon, bear, halibut, shellfish, geese, seaweed and berries. The 2006-2010 American Community Survey estimated 178 residents as employed, with the public sector employing 22% of all workers. The local unemployment rate was 18%1, and the percentage of workers not in labor force was 43%.

Culture & Demographics:

Admiralty Island has long been the home of the Kootznoowoo Tlingit tribe. Kootznoowoo means "fortress of bears." From the 1700s to the mid-1800s, fur trading was the major money-making activity in the area. In 1878, the Northwest Trading Company established a trading post and whaling station on nearby Killisnoo Island and villagers were employed to hunt whales. Whaling, a BIA school and a Russian Orthodox Church attracted many Tlingits to Killisnoo. In 1882, a whaling vessel's harpoon charge accidentally misfired and exploded, killing a Native crewmember - a Tlingit shaman, or medicine man. Villagers demanded payment of 200 blankets to the man's family, as was customary. The Northwest Trading Co. felt threatened and sought assistance from the U.S. Navy at Sitka. The village and a summer camp were subsequently shelled and destroyed by the Navy Cutter *U.S.S. Corwin*. Native accounts of the attack claim six children died by smoke inhalation. In 1973, Angoon won a $90,000 out-of-court settlement from the federal government for the 1882 bombardment. Whaling did not last long, and the company switched to herring processing. During this time, many Tlingits moved to Killisnoo for employment at the plant, but in 1928 Killisnoo was destroyed by fire, and many Tlingits returned to Angoon. The Angoon post office was established in 1928, a city formed in 1963. Many summer homes have developed on Killisnoo Island. A federally-recognized tribe is located in the

community -- the Angoon Community Association. Angoon is a Tlingit village with a commercial fishing and subsistence lifestyle.

9770.1.2 – Coffman Cove Community Profile

Coffman Cove

Population: 170 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:

Coffman Cove is on the northeast coast of Prince of Wales Island in Southeast Alaska. It lies 73 miles northeast of Ketchikan and 42 miles southeast of Wrangell, at approximately 56.01389° North Latitude and -132.82778° West Longitude. (Sec. 28, T068S, R082E, Copper River Meridian.) Coffman Cove is located in the Ketchikan Recording District. The area is dominated by a cool maritime climate: summer temperatures range from 46 to 70; winter temperatures range from 32 to 42.

EMERGENCY SERVICES			
Police: None	None	**Fire:** City Volunteer Fire/EMS	329-2295
VPSO:	None	**EMS:** Coffman Cove Fire/EMS Prince of Wales Island Area EMS	329-2209/2213/2302 826-2367/3330
Alaska State Troopers:	755-2955	**Hospital**:	
Harbormaster:	329-2233		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Coffman Cove	**Phone:** 329-2233	**Fax:** 329-2069	**Website:** http://www.ccalaska.com/
Address: P.O. Box 18047, Coffman Cove, AK 99918	**Primary Contact:**	**City Clerk:**	**Other:** clerk@ccalaska.com

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		The nearest landing strip is in Klawock. A State-owned seaplane base is available, and Taquan and Ketchikan Air

		provide daily scheduled air service from Ketchikan.
WATER:	Accessible by boat?	Yes.

Local Transportation and Services	
Local Transportation:	The Inter-Island Ferry landing at Hollis provides access to the Prince of Wales Island road system.
Local Roads and Trails:	
Vehicle Rental:	
Airline Services:	Taquan and Ketchikan Air Service.

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Coffman Cove Wilderness Lodge			329-2249
Coffman Cove Bunkhouse			329-2219
King Fisher Cabins			329-2235
Ocean View RV Park			329-2015
Anderson Ville			329-2267
Misty Sea Charters & Lodging			329-2069
Coffman Cove Adventures			329-2043
Bearbuck B&B			520-6119
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Washeteria			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**

[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Louisiana Pacific/Ketchikan Pulp Co.			7 tanks/ 45,842 gals
Power Utility			6,300 gals
Gas Plus			2 tanks/ 7,800 gals

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	
Telephone (Cellular)	
Internet Service Provider	Cove Connect
Electricity Provider	Alaska Power Company
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Coffman Cove Community Building			
Howard Valentine School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Boat Launch Parking Area	city office 329-2233	1 Acre	
Log Dump	329-2233	2 Acres	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe		4	
Bulldozer		1	
Dump truck or similar		4	
Skiff w/outboard		1	
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			

What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:
Historically, logging support services provided the majority of employment. Coffman Cove was one of the major log transfer sites on Prince of Wales Island. Because of the decline in the timber industry, this is no longer the case. Although there are still a few logging support services in the area, most of the employment is now tourism-based. A large number of the people in the community operate bed and breakfasts or rent cabins to people who want to hunt or fish. There are a number of charter and commercial fishermen operating out of the cove, as well. Oyster farming also occurs in Coffman Cove. In 2010, four residents held commercial fishing permits. Recreation includes hunting bear and deer, fishing, hiking, and boating.

Culture & Demographics:
The site was named in 1886 by Lt. Comdr. A.S. Snow, USN, for Lt. Dewitt Coffman, a member of his party. Coffman Cove was first settled as a logging camp in the 1950s. Land was made available for private ownership through selection under the Alaska Statehood Act. Coffman Cove's pioneer lifestyle and clean, safe environment were featured on ABC's "20/20" program in 1984, prompting a deluge of mail from persons around the country wanting to relocate. The city government was incorporated in 1989. The city serves as a supply and service base for the Island. The majority of houses are mobile homes. There is a general store, gift shop and a gas station. Six percent of the population is Alaska Native or part Native.

9770.1.3 – Craig Community Profile

Craig

Population: 1,240 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: Sealaska Corporation

Location & Climate:
Craig is located on a small island off the west coast of Prince of Wales Island but connected by a short causeway. It is 31 road miles west of Hollis and 56 air miles northwest of Ketchikan, 750 air miles north of Seattle, and 220 miles south of Juneau, at approximately 55.47639° North Latitude and -133.14833° West Longitude. (Sec. 06, T074S, R081E, Copper River Meridian.) Craig is located in the Ketchikan Recording District. Prince of Wales Island is dominated by a cool, moist, maritime climate. Summer temperatures range from 49 to 63° F; winter temperatures range from 32 to 42° F. Average annual precipitation is 120 inches, including 40 inches of snow. Gale winds are common in the fall and winter months.

EMERGENCY SERVICES			
Police: City Police Dept.	826-3330	**Fire:** City Volunteer Fire Dept.	Dispatch: 911 Office:

VPSO:	None	**EMS:** Craig EMS Prince of Wales Island Area EMS	826-2367/826-3330 826-2367/3330
Alaska State Troopers:	755-2291	**Hospital**: Seaview Medical Center	826-3257

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: Prince of Wales Chamber of Commerce/Craig	**Phone:** 826-2353	**Fax:** 826-2926	**Website:**
Address: P.O. Box 497, Craig, AK 99921	**Primary Contact:**	**City Clerk:**	**Other:** powcvc@eagle.ptialaska.net
Name: City of Craig	**Phone:** 826-3275	**Fax:** 826-3278	**Website:**
Address: P.O. Box 725, Craig, AK 99921	**Primary Contact:**	**City Clerk**	**Other:** tbriggs@aptalaska.net
Name: Craig City Schools	**Phone:** 826-3274	**Fax:** 826-3322	**Website:** http://www.ccsd.k12.ak.us/
Address: P.O. Box 800, Craig, AK 99921	**Primary Contact:**	**City Clerk**	**Other:** jholst@ccsd.k12.ak.us
Name: Harbormaster	**Phone:** 826-3404 or 401-1621	**Fax:**	**Website:**
Address:	**Primary Contact:**	**City Clerk**	**Other:**
Village Corporation: Shaan-Seet, Incorporated	**Phone:** 826-3251	**Fax:** 826-3980	**Website:**
Address: P.O. Box 690, Craig, AK 99921	**Email:**		**Other:** ssinc.@ptialaska.net
Village Council: Craig Community Association	**Phone:** 826-3996	**Fax:** 826-3997	**Website:**
Address: P.O. Box 828, Craig, AK 99921	**Email:**		

TRANSPORTATION

ROAD:	Accessible by road?	No road access to Island. A paved road exists between Hollis, Thorne Bay, Craig, Klawock, and north to the airport.
AIR:		Scheduled air transportation to Ketchikan is available from the nearby Klawock airport
WATER:	Accessible by boat?	The Inter-Island Ferry serves Hollis 30 miles away and enables transportation of passengers, cargo and vehicles to the island.

Local Transportation and Services	
Local Transportation:	Taxis: Chief Wiah Cab; Craig/Klawock Taxi; Irish Cab.
Local Roads and Trails:	
Vehicle Rental:	Wilderness Car Rental 755-2691 (www.wildernesscarrental.com); TLC 826-2966 (www.alaskarentals-tlc.com); Shaub-Ellison Tire & Fuel 826-3450
Airline Services:	Ketchikan Air Service; Taquan Air; Pro-Mech Air; Duke's Charter; Island Air Express

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Fish Fur & Feathers			826-2309
Full Limits - El Capitan Lodge			850-0036
Birds Eye View B&B			826-5987
Beachcomber B&B			826-2268
Ocean Hooked Inn			826-2271
Oceanview B&B			826-2543
Shelter Cover Lodge	http://www.ktn.net/shelter/		826-2939
Haida Way Lodge			826-3268
Ruth Ann's Hotel			826-3378/3292
Inn of the Little Blue Heron B&B			826-3606
Sunnahae Lodge			826-4000
Windy Way Lodge			826-3082
Out Back RV Park			
Big Salt Lake RV Park			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		

	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Washeteria			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Petro Marine Services			12 tanks/ 320,010 gals
Ward Cove Packing			2 tanks/ 5,100 gals
Alaska Power & Telephone			10,698 gals
City			968 gals
AT&T Alascom			2,000 gals
THRHA Senior Apartment			1,100 gals

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	Alaska Telephone Company/AP&T
Telephone (Cellular)	AT&T Alascom; Alaska Telephone
Internet Service Provider	Alaska Power & Telephone Company
Electricity Provider	Alaska Power & Telephone Co
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Craig City Hall			
Craig Alternative & Correspondence School			
Craig Elementary School			

Craig Middle & High School			
PACE			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
False Island Boat Harbor	401-1621		
Waste Water Treatment Plant	826-3275		
Public Works Yard	826-3275		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.	Harbormaster, 826-3404	Containment boom – 1300ft, 8-12 Anchors, some sorbent pads.	
Backhoe		2	
Bulldozer		1	
Dump truck or similar		2	
Skiff w/ outboard		1	
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

The economy in Craig is based on the fishing industry, logging support and sawmill operations. A fish buying station and a cold storage plant are located in Craig. In 2010, 151 residents held commercial fishing permits. Craig has grown as a service and transportation center for the Prince of Wales Island communities. Shan-Seet Village Corporation timber operations, the Viking Lumber Co. sawmill, fishing, fish processing, government and commercial services provide most employment. Deer, salmon, halibut, shrimp and crab are harvested for recreational or subsistence purposes.

Culture & Demographics:

The Tlingit and Haida peoples have historically utilized the area around Craig for its rich resources. With the help of local Haidas, a fish saltery was built on nearby Fish Egg Island in 1907. Between 1908 and 1911, the Lyndenburger Packing Company and cold storage plant was built at the present site of Craig. In 1912, a post office, school, sawmill, and salmon cannery were constructed. A city government was formed in 1922. Excellent pink salmon runs contributed to development and growth through the late 1930s – some families from the Dust Bowl relocated to Craig during this time. The cannery and sawmill peaked during World War I. During the 1950s, the fishing

industry collapsed due to depleted salmon runs. In 1972, a large sawmill was built six miles from Craig near Klawock, which provided year-round jobs and helped to stabilize the economy. Craig is still predominantly a fishing community. A federally-recognized tribe is located in the community, the Craig Community Association, with 20% of the population Alaska Native or part Native.

9770.1.4 – Gustavus Community Profile
Gustavus

Population: 460 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:
Gustavus lies on the north shore of Icy Passage at the mouth of the Salmon River, 48 air miles northwest of Juneau, at the edge of the St. Elias Mountains and at the entrance to Glacier Bay National Park and Preserve at approximately 58.41333° North Latitude and -135.73694° West Longitude. (Sec. 12, T040S, R058E, Copper River Meridian.) Glacier Bay Park is 3.3 million acres, and offers 16 tidewater glaciers. Gustavus is located in the Juneau Recording District. The area's maritime climate is characterized by cool summers and mild winters: summer temperatures range from 52 to 63° F; winter temperatures from 26 to 39° F.

EMERGENCY SERVICES			
Police: None	None	**Fire:** Glacier Bay National Park VFD	697-2230 697-2709
VPSO: None	None	**EMS:** Gustavus Emergency Response	697-2222/697-2290
Alaska State Troopers:	465-4000	**Hospital**: Gustavus Community Clinic	697-3008

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: Gustavus Community Assoc	**Phone:** 697-2451	**Fax:** 697-2451	**Website:** http://www.gca.gustavus.ak.us/
Address: P.O. Box 62, Gustavus, AK 99826	**Primary Contact:**	**City Clerk:**	**Other:** president@gca.gustavus.ak.us
Name: Gustavus Visitors Association,	**Phone:** 697-2285	**Fax:**	**Website:**

Address: P.O. Box 167, Gustavus, AK 99827	**Primary Contact:**	**City Clerk**	**Other:**
Name: Gustavus Electric Company	**Phone:** 697-2299	**Fax:** 697-2355	**Website:**
Address: P.O. Box 102, Gustavus, AK 99826	**Primary Contact:**	**City Clerk**	**Other:**

TRANSPORTATION		
ROAD:	Accessible by road?	No road access.
AIR:		Scheduled and charter flights available. Air traffic is relatively high during peak summer months
WATER:	Accessible by boat?	AMHS Ferry. Regulations limit the number of boats entering Glacier Bay, to protect the humpback habitat. Permits are required for boaters between June 1 and August 31, and may be obtained from the National Park Service (697-2268). Tours are available from Bartlett Cove, Gustavus and Juneau.

Local Transportation and Services	
Local Transportation:	Taxis: TLC Taxi Service (697-2239)
Local Roads and Trails:	There is a 10-mile local road connecting Bartlett Cove with the airport.
Vehicle Rental:	BW Auto Rental (697-2245)
Airline Services:	Alaska Airlines (summers only); Air Excursions; Wings of Alaska

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Glacier Bay Lodge		
Glacier Bay Country Inn		
Gustavus Inn		697-2254
Aimee's Guesthouse		
Annie Mae Lodge		697-2346

Beyond Good River			
Fairweather Lodge			
Faraway Nearby Studio Cottage			
Noah's Ark			
Salmon River Cabins			
Spruce Tip Lodge			
The Growley Bear Inn			
Whalesong Lodge			697-2288
Glacier Bay B & B			
Good River B & B			
A Puffin's B & B Lodge			
Tri B & B			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
Gustavus Dray Gas Station			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Glacier Bay Nat'l Park			5 tanks/ 7,600 gals
Whalesong Lodge			1,000 gals
Dick Levitt	697-2481		4 tanks/ 128,630 gals
Gustavus Electric Dray			111,678 gals
Gustavus Dray Gas Station			7,520 gals
Gustavus Dray/Airport			9,432 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	ACS of the Northland		
Telephone (Cellular)	AT&T Alascom		
Internet Service Provider	SEAKnet		

Electricity Provider	Gustavus Electric Company
Local Power Plant	
School Power Plant	
Primary Water Supply System:	Individuals; US Park Service
Primary Sewage System:	Individuals; US Park Service

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Gustavus Comm. Assoc			
Public Lib. & School Library			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Public Use Dock	907 697-2632		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
ADEC response equipment conex	located at the Bartlett Cove tank farm, may be available through Glacier Bay National Park by contacting the Chief Ranger at 697-2621, x621		
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

Gustavus has a seasonal economy, with Glacier Bay National Park attracting a large number of tourists and recreation enthusiasts during the summer months. Gustavus has three kayaking companies and a nine-hole golf course. There are several sport fishing guides, and some commercial fishing occurs. Over 50% of the working people are employed by the Park Service. The

lodge, airport, school, and small businesses also offer employment. Permanent residents number approximately 460, but the number doubles in the summer. Approximately 60,000 tourists visit or transit this small community annually. Gardening is a prevalent activity during the summer.

Culture & Demographics:

When Capt. George Vancouver sailed through Icy Strait in 1794, Glacier Bay was completely covered by the Grand Pacific Glacier. Over the next century, the glacier retreated some 40 miles, and a spruce-hemlock forest began to develop. By 1916, it had retreated 65 miles from the position observed by Vancouver in 1794. Originally known as Strawberry Point due to the abundant wild strawberries, Gustavus, located on a flat area formed by the outwash from the glacier, an area that is still growing, began as an agricultural homestead in 1914. President Calvin Coolidge established Glacier Bay National Monument (including Gustavus) in 1925. After many appeals the homesteaders were able to keep their land and the Gustavus area was excluded from the monument, which became a National Park in 1980 with the passage of the Alaska National Interest Lands Conservation Act. The City of Gustavus was incorporated on April 1, 2004. Gustavus is primarily a "lifestyle" settlement community with a number of seasonal-use homes for Juneau residents; many residents came to Gustavus for the lifestyle, the nearness to natural resources, the beauty of the area, and the availability of subsistence activities. Just over 8% of the population is Alaska Native or part Native. Glacier Bay National Park is a major recreation and tourist attraction in Southeast Alaska.

9770.1.5 – Haines Community Profile

Haines

Population: 1,806 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Haines Borough
Regional Native Corporation: Sealaska Corporation

Location & Climate:

Haines is located on the western shore of Lynn Canal, between the Chilkoot and Chilkat Rivers, 80 air miles northwest of Juneau, just south of the Canadian border at British Columbia, and 570 air miles southeast of Anchorage, 600 from Fairbanks. By road, it is 775 miles from Anchorage NS lies at approximately 59.23583° North Latitude and -135.445° West Longitude. (Sec. 34, T030S, R059E, Copper River Meridian.) Haines has a maritime climate characterized by cool summers and mild winters: summer temperatures range from 46 to 66° F; winters range from 10 to 36. Temperature extremes have been recorded from -16 to 90° F. Total precipitation averages 52 inches a year, with 133 inches of snowfall.

EMERGENCY SERVICES			
Police: City Police Dept	766-2121	**Fire:** City Volunteer Fire Dept	766-2115
VPSO:	None	**EMS:** Haines Volunteer Fire Dept/EMS Borough/Klehini Valley Fire Hall	766-2115/766-2121

Alaska State Troopers: State Troopers Post	766-2552	**Hospital**: Haines Medical Clinic	766-2521 or 766-6300
Harbormaster:	766-2448 or 314-0173		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: Haines Chamber of Commerce	**Phone:** 766-2202	**Fax:** 766-2271	**Website:** http://haineschamber.org/
Address: P.O. Box 1449, Haines, AK 99827	**Primary Contact:**	**City Clerk:**	**Other:** chamber@haineschamber.org
Name: City of Haines	**Phone:** 766-2231	**Fax:** 766-3179	**Website:**
Address: P.O. Box 1049, Haines, AK 99827	**Primary Contact:**	**City Clerk**	**Other:** svjohnston@wytbear.com
Name: Haines Visitors Bureau	**Phone:** 766-2234	**Fax:** 766-3155	**Website:** http://www.haines.ak.us/
Address: P.O. Box 530, Haines, AK 99827	**Primary Contact:**	**City Clerk**	**Other:** hcvb@haines.ak.us
Name: Chilkat Valley News	**Phone:** 766-2688	**Fax:** 766-2689	**Website:** http://www.chilkatvalleynews.com/
Address: P.O. Box 630, Haines, AK 99827	**Primary Contact:**	**City Clerk**	**Other:** cvn@chilkatvalleynews.com
Name: KHNS Radio	**Phone:** 766-2020	**Fax:** 766-2022	**Website:**
Address: P.O. Box 1109, Haines, AK 99827	**Primary Contact:**	**City Clerk**	**Other:**
Village Council: Chilkoot Indian	**Phone:** 766-2323	**Fax:** 766-2365	**Website:**

Association of Haines			
Address: P.O. Box 490, Haines, AK 99827-0490	**Email:**		**Email:** DaveBerry@wytbear.com

TRANSPORTATION		
ROAD:	Accessible by road?	Yes.
AIR:		Scheduled and charter flights available. Haines has a State-owned 4,600' paved runway, with daily scheduled flights to Juneau by small aircraft. There is also a State-owned seaplane base.
WATER:	Accessible by boat?	Yes. Haines is a major trans-shipment point because of its ice-free, deepwater port and dock. Northern stop for the Alaska Marine Highway (ferry) System.

Local Transportation and Services	
Local Transportation:	Taxis: Haines Taxi
Local Roads and Trails:	Year-round road access to Canada and Interior Alaska on the Haines and Alaska Highways.
Vehicle Rental:	New Other Guys Car Rentals, at local hotels
Airline Services:	Wings of Alaska; Air Excursions.

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Captain's Choice Motel		766-3111
Eagles Nest Motel		
Fort Seward Lodge		
Hotel Halsingland		
Mountain View Motel		
Thunderbird Motel		766-2131
Riverhouse B & B		
Summer Inn B & B		
Officers Inn B & B		
Fort Seward B & B		
Chilkat Eagle B & B		
Cathedral Peaks B & B		
Little Red House		
Chilkat Valley Inn B & B		

Bear Creek Camp & International Hostel			
Haines Hitch-Up RV Park			
Eagle Camper Park			
Portage Cove State Recreation Sites			
Mosquito Lake State Recreation Sites			
Chilkoot Lake State Recreation Sites			
Chilkat State Park			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
White Pass Alaska			1,072,900 gals
Delta Western			3,240,000 gals
Ward Cove Packing			18,000 gals
Tlingit Haida Reg. Electric			23,000 gals
Klukwan Forest Products			60,000 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	Alaska Telephone Company/AP&T		
Telephone (Cellular)	AT&T Alascom; GCI		

Internet Service Provider	GCI (www.gci.net); ICE Communications (www.wytbear.com); SEAKnet
Electricity Provider	Alaska Power Company, 766-6500 / 800-982-0136
Local Power Plant	
School Power Plant	
Primary Water Supply System:	City Crystal Cathedrals Water
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Borough/Chilkat Center for the Arts			
Bingo-ANB-ANS Hall			
Museum-Borough/Sheldon Museum & Cultural Center			
Library-Borough Public Library & School Libraries			
Haines Elementary School			
Haines High School			
Haines Junior High School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Boat Harbor	Harbormaster, 766-2448	two acres capacity	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
SEAPRO	225-7002		
Skiff w/outboard	766-2448 or 314-0173		
ADEC response equipment conex	Available through the City & Borough of Haines; contact the harbormaster at 766-2448, cell: 723-4730.		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			

What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:
Commercial fishing, timber, government, tourism, and transportation are the primary employers. Many jobs are seasonal. Tourism as well as the traffic Haines draws as a result of its road connection to the State Ferry are important factors in the economy. In 2001, Royal Caribbean Cruise Lines ceased serving Haines as a port of call; the town now averages around 45,000 cruise ship passenger visit yearly. In 2010, 107 residents held commercial fishing permits. The Chilkat Bald Eagle Preserve draws visitors from around the world.

Culture & Demographics:
The Haines area was called "Dei Shu" by the Tlingit, meaning "end of the trail." The Chilkat Tlingit tightly controlled the trading routes between the coast and the Interior. In 1881, a Presbyterian minister received permission from the Chilkat to build a mission and school, which was named Haines in 1884. During the Klondike gold rush in the late 1890s, Haines grew as a mining supply center since the Dalton Trail from Chilkat Inlet to Whitehorse offered an easier route to the Yukon for prospectors. Gold was also discovered 36 miles from Haines in 1899. Four canneries had been constructed in the area by the turn of the century and the city incorporated in 1910. The first permanent U.S. military installation was constructed south of Haines in 1904, and until World War II it was the only U.S. Army post in Alaska; it was deactivated in 1946 and sold as surplus property to a group of veterans who established it as Port Chilkoot, which became a city in 1956, but merged with Haines into one municipality in 1970. The post was designated a national historic site n 1972, and the original name, Fort William Seward, restored. The last of the canneries closed in 1972 due to declining fish stocks. Expansion of the timber industry in the early 1970s fueled growth, but the sawmills closed in 1976. In 2002, the city was consolidated with the Haines Borough. Haines is home to the world's largest congregation of bald eagles, who feed from the hot spring-fed rivers; the Chilkat Bald Eagle Preserve, 18 miles north of Haines, is a major attraction. A federally-recognized tribe is located in the community, the Chilkoot Indian Assoc. of Haines., with 19% of the population Alaska Native or part Native. Historically Chilkat Indian territory, Haines is now predominantly a non-Native community. There are two Chilkat Indian Villages in the area: the Chilkoot in Haines and the Chilkat in Klukwan.

9770.1.6 – Hoonah Community Profile
Hoonah

Population: 753 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: Sealaska Corporation

Location & Climate:
Hoonah is a Tlingit community located on the northeast shore of Chichagof Island, 40 air miles west of Juneau, at approximately 58.11° North Latitude and -135.44361° West Longitude. (Sec. 28, T043S, R061E, Copper River Meridian.) Hoonah is located in the Sitka Recording District.

Hoonah's maritime climate is characterized by cool summers and mild winters: summer temperatures average 52 to 63° F; winter temperatures average 26 to 39° F. Temperature extremes have been recorded from -25 to 87. Precipitation averages 100 inches annually, with 71 inches of snowfall. The airport is closed 20 to 30 days a year due to poor weather; usually foggy periods in the spring and fall.

EMERGENCY SERVICES			
Police: City Police Dept	945-3655	**Fire:** City Volunteer Fire Dept./EMS	945-3655
VPSO:	None	**EMS:** Hoonah Volunteer EMS	945-3631/945-3655
Alaska State Troopers:	945-3620	**Hospital**: Hoonah Medical Clinic	945-3235
Harbormaster:	945-3670		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Hoonah	**Phone:** 945-3663	**Fax:** 945-3445	**Website:**
Address: P.O. Box 360, Hoonah, AK 99829	**Primary Contact:**	**City Clerk:**	**Other:**
Name: Hoonah City Schools	**Phone:** 945-3611	**Fax:** 945-3492	**Website:** http://www.hoonahschools.org/
Address: P.O. Box 157, Hoonah, AK 99829-0157	**Primary Contact:**	**City Clerk**	**Other:** howarddiamond@yahoo.com
Village Corporation: Huna Totem Corporation	**Phone:** 789-1773	**Fax:** 789-1896	**Website:**
Address: 9301 Glacier Hwy. #A-103, Juneau, AK 99801	**Email:**		
Village Council: Hoonah Indian Association	**Phone:** 945-3545	**Fax:** 945-3703	**Website:**

Address: P.O. Box 602, Hoonah, AK 99829	**Email:** JDybd1111@aol.com		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access.
AIR:		Scheduled and charter flights available. The State owns and operates an airport with a 3,000' paved runway and a seaplane base, both served by scheduled small aircraft from Juneau.
WATER:	Accessible by boat?	Yes. AMHS Ferry

Local Transportation and Services	
Local Transportation:	Taxis: Papa's Cab
Local Roads and Trails:	Extensive logging road system on northwest Chichagof Island.
Vehicle Rental:	
Airline Services:	Wings of Alaska; Glacier Bay Airways; Air Excursions.

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Hoonah Lodge			945-3663
Mary's Inn			945-3228
Snug Harbor Lodge			
Tina's Room Rentals & Apts			945-3442/9442
Whale Watch Lodge B&B			945-3327
Dancing Bears B&B			
Three Wolves Den			945-3762
Icy Straight Lodge			945-3636 / 209-4806
High Hopes			945-3777
Wind N Sea			945-3438
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		

	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Hoonah Oil Co./L Kane Store			5 @ 101,360 gals.
THREA			5 @ 34,484
Hoonah Trading			6 @ 212,105
School District			3,000
Ward Cove Packing			2 @ 6,100
Tlingit-Haida Reg. Housing			1,100
Hoonah Cold Storage			1,971
Hoonah Public Works			2,000

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	ACS of the Northland
Telephone (Cellular)	AT&T Alascom
Internet Service Provider	Hoonah.Net
Electricity Provider	Tlingit-Haida Regional Electrical Authority and Inside Passage Electric Cooperative (IPEC) 945-3611
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
ANB/ANS Hall			
Hoonah City Hall			
City Youth Center			
Senior Center			
Bingo Hall			
Museum-Hoonah Indian Assoc			
Public Library & School Library			
Hoonah Elementary School			
Hoonah Jr./Sr. High School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
HMIC		Boat Haul, Front St. Capacity 3 acres	
Hoonah Ferry Terminal		Front St., 1.5 acres, (State AMHS Ferry DOT/PF)	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe		1	
Bulldozer		1	
Dump truck or similar	Public Works: 957-2386	2	
Skiff w/ outboard	Harbormaster, 945-3670 / 321-5476	1	
ADEC response equipment conex	Harbormaster, 945-3670 / 321-5476		
USCG response equipment conex			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:
Fishing and local government are mainstays of the economy; in 2010, 82 residents held commercial fishing permits. Some employment occurs at the Hoonah Cold Storage plant. Whitestone Logging Inc. and Southeast Stevedoring (a sort-yard and timber transfer facility) are major private employers. The city and the school district are the main public sector employers. In 2004, Hoonah began hosting cruise ship visitors from the Celebrity Summit twice each week at Icy Strait Point. Subsistence activities are an important component of the lifestyle; salmon, halibut, shellfish, deer, waterfowl and berries are harvested.

Culture & Demographics:
Hoonah means "village by the cliff" and is the principal village for the Huna, a Tlingit tribe that has occupied the Glacier Bay/Icy Strait area since prehistory. Local legend tells of an original ancestral home in Glacier Bay that was destroyed by a glacial advance. The Northwest Trading Co. built the first store in Hoonah in 1880, and the next year the Presbyterian Home Mission and school were built. By 1887, 450 to 500 people were wintering in the village, and a post office was established in 1901. In 1912, the Hoonah Packing Co. built a large cannery one mile north of town. The Thompson Fish Company still operates today as Hoonah Cold Storage. In 1944, a fire destroyed much of the city and many priceless Tlingit cultural objects; the federal government assisted in rebuilding the community. The City of Hoonah was incorporated in 1946. Commercial fishing and logging remain major industries, and most residents maintain a subsistence lifestyle. A federally-recognized tribe is located in the community, the Hoonah Indian Association, with 70% of the population Alaska Native or part Native. Hoonah is the largest Tlingit village in Alaska.

9770.1.7 – Hydaburg Community Profile
Hydaburg

Population: 406 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: Sealaska Corporation

Location & Climate:
Hydaburg is located on the southwest coast of Prince of Wales Island, 45 air miles northwest of Ketchikan, 36 road miles west of Hollis, site of the State Ferry landing. Hydaburg is located in the Ketchikan Recording District and lies at approximately 55.20806° North Latitude and 132.82667° West Longitude. (Sec. 12, T077S, R083E, Copper River Meridian.) Prince of Wales Island is dominated by a cool, moist, maritime climate: summer temperatures range from 49 to 63° F; winter temperatures range from 32 to 42° F. Average annual precipitation is 120 inches, including 40 inches of snow.

EMERGENCY SERVICES			
Police:	None	**Fire:** City Volunteer Fire Dept.; City Fire Hall	285-3321

VPSO: State VPSO	953-3322/285-3321	**EMS:** Hydaburg EMS Prince of Wales Island Area EMS	285-3375 826-2367/3330
Alaska State Troopers: Troopers in Klawock	755-2955	**Hospital**: Hydaburg Health Clinic	285-3462

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Hydaburg	**Phone:** 285-3761	**Fax:** 285-3760	**Website:**
Address: P.O. Box 49, Hydaburg, AK 99922	**Primary Contact:**	**City Clerk:**	**Other:** hydaburgcity@hotmail.com
Name: Hydaburg City Schools	**Phone:** 285-3491	**Fax:** 285-3391	**Website:**
Address: P.O. Box 109, Hydaburg, AK 99922-0109	**Primary Contact:**	**City Clerk**	**Other:** hydaburgschools@hotmail.com
Village Corporation: Haida Corporation	**Phone:** 285-3721	**Fax:** 285-3944	**Website:**
Address: P.O. Box 89, Hydaburg, AK 99922	**Email:** ceo-haida@excite.com		
Village Council: Hydaburg Cooperative Association	**Phone:** 285-3666	**Fax:** 285-3667	**Website:**
Address: P.O. Box 349, Hydaburg, AK 99922	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		Scheduled flights from Hydaburg connect to Ketchikan. The State owns and operates a seaplane base

		in Hydaburg, with an FAA-designated approach
WATER:	Accessible by boat?	Inter-Island Ferry docks

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	A road leads to Craig, Klawock and Hollis, where the Inter-Island Ferry docks.
Vehicle Rental:	
Airline Services:	Taquan Air Service; Ketchikan Air Service

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Marlene Edenshaw's Boarding House			285-3254
Fran Sanderson's B&B			285-3139
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
Hyda Market	[Restaurant/Cafeteria / Grocery Store]		285-3311
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Haida Oil Products			6 tanks/ 100,000 gals

Haida Apartment Bldg.			1,100
Alaska Power & Telephone			2 @ 21,000

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	Alaska Telephone Company/AP&T
Telephone (Cellular)	AT&T Alascom; Alaska Telephone
Internet Service Provider	Alaska Power & Telephone Company
Electricity Provider	Alaska Power Company
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
ANB Hall			
Hydaburg Municipal Building			
Hydaburg Elementary School			
Hydaburg Jr./Sr. High School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Ball Park	Call the City Office, 285-3761		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe	285-3666	1	
Bulldozer			
Dump truck or similar			
[other]			
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:
Hydaburg has a fishing and timber-based economy, with 22 residents holding commercial fishing permits in 2011. The Haida Corporation owns a substantial timber holding, although it suspended logging in 1985 due to a decline in the timber market. The Corporation's log storage facility and sort yard are leased to Sealaska Corp., where residents are employed with Southeast Stevedoring part-time in shipping and loading timber. The city, school, Haida Corp. and SEARHC are other leading employers. The community is interested in developing a fish processing facility, a U.S. Forest Service Visitor Center, specialty woodworking, and a mini-mall/retail center. Subsistence food sources include deer, salmon, halibut, shrimp and crab.

Culture & Demographics:
During the mid to late 1700s, the Haida Indians migrated to Prince of Wales, a predominantly Tlingit area, from Graham Island in the Queen Charlotte Islands, Canada. In 1911, three Haida villages (Sukkwan, Howkan and Klinkwan) combined at the present site for their children to attend school; it was designated as the Hydaburg Indian Reservation in 1912. The new village established a trading company, store and sawmill. However, the villagers were never comfortable with the arrangement, and at their request in 1926, the land was restored to its former status as part of the Tongass National Forest, with 189 acres of land reserved for the school and townsite disposals. Hydaburg was incorporated as a city in 1927, three years after its people had become citizens of the United States. The first fish processing plant opened in 1927, and three other canneries operated through the 1930s. When the Indian Reorganization Act (IRA) was amended in 1936 to include Alaska Natives, Hydaburg became the first village in Alaska to form an IRA Council. Hydaburg remains the largest Haida village in Alaska. Residents maintain a subsistence and commercial fishing lifestyle. A totem park, developed in the 1930s, is located in the village. A federally-recognized tribe is located in the community, the Hydaburg Cooperative Association, with 90% of the population Alaska Native or part Native.

9770.1.8 – Hyder Community Profile
Hyder

Population: 94 (2011 Alaska Department of Labor Estimate)
Incorporation Type: Unincorporated
Borough Located In: Unorganized
Regional Native Corporation: N/A

Location & Climate:
Hyder is nestled at the head of Portland Canal, a 70 mile-long fjord, which forms a portion of the U.S./Canadian border. Hyder is just two miles from Stewart, British Columbia, 75 air miles from Ketchikan, and lies at approximately 55.916940° North Latitude and -130.02472° West Longitude. (Sec. 01, T069S, R100E, Copper River Meridian.) Hyder is located in the Ketchikan Recording District. It is the only community below Haines and Skagway in southeastern Alaska accessible by road. Hyder is in the maritime climate zone with warm winters, cool summers and heavy precipitation: summer temperatures range from 41 to 57° F; winters range from 25 to 43° F. Temperature extremes have been measured from -18 to 89° F. Rainfall averages 78 inches annually, with an annual mean snowfall of 162 inches.
(Note: Hyder is the only town in Alaska that does not use the 907 area code.)

EMERGENCY SERVICES			
Police:	None	**Fire:** Hyder VFD	250-636-9148
VPSO:	None	**EMS:** Hyder Emergency Services	250-636-6804/2722
Alaska State Troopers: State Troopers in Ketchikan	225-5118	**Hospital**: Hyder Health Clinic Stewart General Hospital in B.C., Canada flight to Ketchikan or Juneau	

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: Hyder Community Association, Inc	**Phone:** 250-636-9148	**Fax:** 250-636-2518	**Website:**
Address: P.O. Box 149 Hyder, AK 99923-0149	**Primary Contact:**	**City Clerk:**	**Other:**
Name: Tongass Power & Light Company	**Phone:** 250-638-8101	**Fax:** 250-638-5695	**Website:**
Address: 5220 Keith Avenue Terrace, BC V8G 4R5	**Primary Contact:**	**City Clerk**	**Other:**

TRANSPORTATION		
ROAD:	Accessible by road?	Yes.
AIR:		Hyder usually is accessed by the twice-weekly mail plane or chartered float plane out of Ketchikan. A gravel airstrip is located in Stewart B.C.
WATER:	Accessible by boat?	

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	A spur road off the Cassiar Hwy through Canada provides road access north to the Alaska Hwy. or south to the Yellowhead Hwy.
Vehicle Rental:	
Airline Services:	Taquan Air Service

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Kathy's Korner B&B			250-636-2393
Sealaska Inn			604-636-9001
Grand View Inn			604-636-9174
King Edward Hotel in Stewart, BC			604-636-2244
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
	[Restaurant/Cafeteria / Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	Alaska Telephone Company/AP&T
Telephone (Cellular)	Telus (Canadian Company)
Internet Service Provider	Telus
Electricity Provider	Tongass Power & Light Company and BC Hydro
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT

The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Hyder Public Safety/Community Hall			
Hyder School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
[other]			
[other]			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

Hyder's economy is based primarily on tourism today; visitors cross the border from Canada. Four of the five largest employers are tourist-related, and visitor services are shared with Stewart, B.C. A bottled water business employs local residents. Four residents hold commercial fishing permits. Recreational fishing and hunting provide food for some families. Deer, salmon, shrimp and crab are the favorite resources.

Culture & Demographics:

The Nisga'a tribe, who live throughout western British Columbia, called the head of Portland Canal "Skam-A-Kounst," meaning "safe place," probably referring to the site as a retreat from the harassment of the coastal Haidas. The Nisga'a used this area as a seasonal berry-picking and bird-hunting site. In 1896, the U.S. Army Corps of Engineers explored Portland Canal. Gold and silver lodes were discovered in this area in late 1898, mainly on the Canadian side in the upper Salmon

River basin. Townships sprung up concurrently on the Alaskan and Canadian sides of the border: on the Alaskan side, the township of Portland City was founded. In 1914, local prospectors applied for a postal permit for the settlement, but were denied on the basis that too many United States communities shared the name "Portland." So the community chose Hyder, after Frederick Hyder, a respected Canadian mining engineer who predicted a bright future for the area. Hyder was the only practical point of access to the silver mining properties in Canada, and the community became the ocean port, supply point, and post office for miners by 1917. The Riverside Mine on U.S. territory extracted gold, silver, copper, lead, zinc, and tungsten, operating from 1924 until 1950 and providing Hyder's boom years, primarily between 1920 and 1930. In 1948, the townsite, built on pilings, was destroyed by fire. By 1956, all major mining in the region had closed except for the Granduc Copper Mine in Canada, which operated until 1984. Several mining startups near Stewart have come and gone in the past three decades, but no mining activity has occurred on the Alaskan side of the border since the Riverside Mine closed. The population of the community consists of 4.1% Alaska Native or part Native. Hyder is dependent on tourism from ferry and highway visitors and is known as the "Friendliest Ghost Town in Alaska." Due to its isolation from other Alaskan communities and its close proximity to Stewart, British Columbia (population 500), Hyder has many cultural ties with Canada and also receives electric and telephone service from Canadian companies, thus it uses the 250 area code (Hyder is the only community in Alaska not using the 907 area code.) Because of its proximity to the border and the lack of banks in Hyder or Stewart, Hyder businesses operate on either U.S. or Canadian currency.

9770.1.9 – Juneau Community Profile

Juneau

Population: 32,290 (2011 DCCED certified estimate)
Incorporation Type: Unified Home Rule Municipality
Borough Located In: Juneau
Regional Native Corporation: None

Location & Climate:

Located on the mainland of Southeast Alaska, opposite Douglas Island, Juneau was built at the heart of the Inside Passage along the Gastineau Channel. The city lies 900 air miles northwest of Seattle and 577 air miles southeast of Anchorage, at approximately 58.30194° North Latitude and -134.41972° West Longitude. (Sec. 23, T041S, R067E, Copper River Meridian.) Juneau, located in the mildest climate zone in Alaska, has a mild, maritime climate: average summer temperatures range from 44 to 65° F; winter temperatures range from 25 to 35° F. Annual precipitation is 92 inches in downtown Juneau and 54 inches at the airport ten miles north. Snowfall averages 101 inches.

EMERGENCY SERVICES			
Police: Borough Police Dept	586-0600	**Fire:** Capital City Fire/Rescue	Dispatch: 911 Office: 586-5322
VPSO:	None	**EMS:** Capital City Fire/Rescue/EMS Dept	

Alaska State Troopers:	465-4000	**Hospital**: Bartlett Regional Hospital	586-2611 / 463-4919 / 465-3353

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City & Borough of Juneau	**Phone:** 586-5240	**Fax:** 586-5385	**Website:** http://www.juneau.org/
Address: 155 South Seward Street, Juneau, AK 99801,	**Primary Contact:**	**City Clerk:**	**Other:**
Name: Juneau Chamber of Commerce	**Phone:** 463-3488	**Fax:** 463-3489	**Website:**
Address: 3100 Channel Drive, Suite 300, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:**
Name: Juneau Convention & Visitors Bureau	**Phone:** 586-1737	**Fax:** 463-4961	**Website:** http://www.juneau.com/
Address: 369 S. Franklin Street, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** jcvb@ptialaska.net
Name: Juneau Economic Dev. Council	**Phone:** 463-3662	**Fax:** 463-3929	**Website:** http://www.jedc.org/
Address: 612 W. Willoughby Avenue, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** admin@jedc.org
Name: Alaska Electric Light & Power Co.	**Phone:** 463-3304	**Fax:** 463-3304	**Website:** http://www.aelp.com/

Address: 5601 Tonsgard Court, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** webmaster@aelp.com
Name: Tlingit-Haida Regional Electrical Authority	**Phone:** 789-3196	**Fax:** 798-0585	**Website:**
Address: P.O. Box 210149, Auke Bay, AK 99821	**Primary Contact:**	**City Clerk**	**Other:**
Name: Tlingit-Haida Reg Housing Authority	**Phone:** 780-6868	**Fax:** 780-6895	**Website:**
Address: P.O. Box 32237, Juneau, AK 99803	**Primary Contact:**	**City Clerk**	**Other:** thrha@ptialaska.net
Name: Capitol Information Group	**Phone:** 586-3118	**Fax:** 586-1987	**Website:**
Address: 319 Seward St. #6, Juneau, AK 99501	**Primary Contact:**	**City Clerk**	**Other:**
Name: KTOO Radio & TV	**Phone:** 586-1670	**Fax:** 586-2561	**Website:**
Address: 360 Egan Drive, Juneau, AK 99801-1748	**Primary Contact:**	**City Clerk**	**Other:**
Name: KJUD TV	**Phone:** 586-1670	**Fax:** 586-2561	**Website:**
Address: 175 S. Franklin, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:**
Name: KATH TV	**Phone:** 586-8384	**Fax:** 586-8394	**Website:**
Address: 1107 W 8th,	**Primary Contact:**	**City Clerk**	**Other:** kathtv@ptialaska.net

#1, Juneau, AK 99801			
Name: KINY/KSUP Radio	**Phone:** 586-1800	**Fax:** 586-3266	**Website:**
Address: 1107 W. 8th Ave., Suite 2, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:**
Name: Alaska Fishermen's Journal	**Phone:** 463-5455	**Fax:** 463-5415	**Website:**
Address: 2 Marine Way, Suite 208, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** junobob@alaska.net
Name: Juneau Empire	**Phone:** 586-3740	**Fax:** 586-3028	**Website:** http://www.juneauempire.com/
Address: 3100 Channel Drive, Juneau, AK 99801-7814	**Primary Contact:**	**City Clerk**	**Other:**
Name: Alaska Municipal League	**Phone:** 586-1325	**Fax:** 463-5480	**Website:**
Address: 217 Second Street #200, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** juliek@pobox.alaska.net
Name: Southeast Alaska Conservation Council	**Phone:** 586-6942	**Fax:** 463-3312	**Website:** http://www.seacc.org/
Address: 419 Sixth St., #328, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** info@seacc.org
Name: Southeast Conference	**Phone:** 463-3445	**Fax:** 463-4425	**Website:** http://www.seconference.org/
Address: P.O. Box 21989,	**Primary Contact:**	**City Clerk**	**Other:** Loren_Gerhard@seconference.org

Juneau, AK 99802			
Name: Southeast Alaska Regional Health Consortium	**Phone:** 463-4000	**Fax:** 463-4075	**Website:** http://www.searhc.org/
Address: 3245 Hospital Dr., Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other**: webmaster@searhc.org
Name: Alyeska Central School	**Phone:** 465-2835	**Fax:** 465-2935	**Website:**
Address: 3141 Channel Dr., #100, Juneau, AK 99801-7897	**Primary Contact:**	**City Clerk**	**Other:** michael_opp@eed.state.ak.us
Name: Juneau Borough Schools	**Phone:** 463-1700	**Fax:** 463-1768	**Website:** http://www.juneauschools.org/
Address: 10014 Crazy Horse Dr., Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** baderg@jsd.k12.ak.us
Name: Sealaska Corporation	**Phone:** 586-1512	**Fax:** 586-1826	**Website:** http://www.sealaska.com/
Address: One Sealaska Plaza #400, Juneau, AK 99801	**Primary Contact:**	**City Clerk**	**Other:** ross.soboleff@sealaska.com
Village Corporation: Goldbelt	**Phone:** 790-4990	**Fax:** 790-4999	**Website:** http://www.goldbelt.com/
Address: 9097 Glacier Hwy. #200, Juneau, AK 99801	**Email:** goldbelt@goldbelt.com		

Village Council: Aukquan Traditional Council	**Phone:** 465-4120	**Fax:** 790-2550	**Website:**
Address: 9296 Stephen Richards Memorial Dr., Juneau, AK 99801	**Email:**		
Village Council: Central Council Tlingit & Haida Indian Tribes of Alaska	**Phone:** 586-1432	**Fax:** 586-8970	**Website:** http://www.ccthita.org/
Address: 320 W. Willoughby Ave, #300, Juneau, AK 99801	**Email:** econdev@ccthita.org		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:	Juneau International Airport	Scheduled and charter flights available.
WATER:	Accessible by boat?	Yes (Alaska Marine Highway (ferry) System)

Local Transportation and Services	
Local Transportation:	Municipal Bus System; Taxis: Capital Cab; Taku Glacier Cab; Alaska Cab;
Local Roads and Trails:	
Vehicle Rental:	Avis; Hertz; All Star; Payless; Rent-a-Wreck
Airline Services:	Alaska Airlines; Alaska Coastal; Era Helicopters; Temsco Helicopters; Ward Air; Wings of Alaska

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Alaskan Hotel		
The Driftwood Lodge		
Breakwater Inn		

Prospector Hotel			
Cashen Quarters B&B			
Goldbelt Hotel			
Westmark Baranof			
Best Western			
Grandma's Featherbed TraveLodge			
Frontier Suites			
Blueberry Lodge B&B			
Inn at the Waterfront			
Silverbow Inn			
Super 8 Motel			
Best Western Country Lane Inn			
Pearson's Pond Luxury Inn and Garden Spa			
Juneau International Youth Hostel			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Washeteria			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Delta Western			

Petro Marine			
Crowly			
AEL&P/Auke Bay Power Plant			125,000 gals
AEL&P Lemon Creek Power Plant			200,000 gals
Klukwan Forest Products			11 tanks/ 126,500 gals
Echo Bay Alaska Inc./Kensington Mine			3 tanks/ 60,000 gals
Greens Creek Mine/Admiralty Island			6 tanks/ 366,000 gals
Landfill			12,500 gals

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	
Telephone (Cellular)	GCI
Internet Service Provider	GCI
Electricity Provider	Alaska Electric Light & Power Company
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Private/Zach Gordon Youth Center Community Hall			
Centennial Hall			
Borough Assembly Chambers			
Moose Lodge			
Elks Lodge			
Bingo Hall			
Movie Theater			
Alaska State Museum			
Library			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact**	**Quantity**	

	(organization & phone)	
Boom, sorbent pads, etc.		
Backhoe		
Bulldozer		
Dump truck or similar		
[other]		
[other]		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:

As the State capital, State and federal employment provide the bulk of jobs, with tourism providing a major seasonal boost. State government, the City & Borough of Juneau, and federal agencies provide nearly 45% of the employment in the community. Juneau is home to State legislators and their staff during the legislative session between January and May. Tourism, based primarily on ships cruising the Inside Passage, is a significant contributor to the private sector economy during the summer months, providing a $130 million income and nearly 2,000 jobs. Over 690,000 visitors arrive by cruise ship, and another 100,000 independent travelers visit Juneau each year. Support services for logging and fish processing contribute to the Juneau economy, and 357 residents hold commercial fishing permits. DIPAC, a private non-profit organization, operates a fish hatchery that increases the local salmon population. The Kennecott Green's Creek Mine produces gold, silver, lead and zinc, and is the largest silver mine in North America.

Culture & Demographics:

The area was a fish camp for the indigenous Tlingit Indians. In 1880, nearly 20 years before the gold rushes to the Klondike and Nome, Chief Kowee of the Auk Tribe lead Joe Juneau and Richard Harris to Gold Creek, where they found mother lode deposits upstream, staked mining claims, and developed a 160-acre-incorporated city, which brought many prospectors to the area. The City of Juneau was formed in 1900 and the State capital transferred from Sitka to Juneau in 1906. The Treadwell and Ready Bullion mines across the channel on Douglas Island became world-scale mines, operating from 1882 until 1917, when a cave-in and flood closed the Treadwell mine. In 1916, the Alaska-Juneau gold mine was built on the mainland, becoming the largest operation of its kind in the world, before closing in 1944. A sawmill, the fishing industry, canneries, and transportation and trading services contributed to Juneau's growth through the early 1900s. In 1970, the City of Juneau and City of Douglas were unified into the City & Borough of Juneau. Juneau, the third largest community in Alaska, has a Native Tlingit history along with a strong historical influence from the early prospectors and boom town that grew around mining operations. About one-third of residents live downtown or on Douglas Island; the remaining two-thirds live elsewhere along the road system, mostly in the Mendenhall Valley. Federally-recognized tribes located in the community include the Central Council Tlingit & Haida Indian

Tribes of Alaska; the Douglas Indian Association; and the Aukquan Traditional Council (not recognized), and 17% of the population is Alaska Native or part Native.

9770.1.10 – Kake Community Profile
Kake

Population: 579 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: Sealaska Corporation

Location & Climate:
Kake is located on the northwest coast of Kupreanof Island along Keku Strait, 38 air miles northwest of Petersburg, and 95 air miles southwest of Juneau, at approximately 56.975830° North Latitude and -133.94722° West Longitude. (Sec. 34, T056S, R072E, Copper River Meridian.) Kake is located in the Petersburg Recording District. Kake has a maritime climate characterized by cool summers and mild winters: average summer temperatures range from 44 to 62° F; winter temperatures average 26 to 43° F. Temperature extremes have been recorded from -14 to 88. Kake receives less precipitation than is typical of Southeast Alaska, averaging 54 inches a year, with 44 inches of snow.

EMERGENCY SERVICES			
Police: City Police Dept	785-3393	**Fire:**	None
VPSO:	None	**EMS:** Kake EMS Clinic	785-3333/785-3393
Alaska State Troopers:	None	**Hospital**: Kake Health Center	785-3333 flight to Sitka or Juneau

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Kake	**Phone:** 785-3804	**Fax:** 785-4815	**Website:**
Address: P.O. Box 500, Kake, AK 99830	**Primary Contact:**	**City Clerk:** kakecityclerk@starband.net	**Other:**
Name: Kake City School District	**Phone:** 785-3741	**Fax:** 785-6439	**Website:**

Address: P.O. Box 450, Kake, AK 99830	**Primary Contact:**	**City Clerk**	**Other:** %20egebhart@hotmail.com
Village Council: Kake Tribal Corporation	**Phone:** 785-3221	**Fax:** 785-6407	**Website:**
Address: P.O. Box 263, Kake, AK 99830	**Primary Contact:**	**City Clerk**	**Other:**
Village Council: Organized Village of Kake (IRA)	**Phone:** 785-6471	**Fax:** 785-4902	**Website:**
Address: P.O. Box 316, Kake, AK 99830-0316	**Email:** keexkwaan@starband.net		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		There are scheduled float plane and air taxi flights from Petersburg, Juneau, Sitka and Wrangell. Kake has a State-owned 4,000' long by 100' wide lighted paved runway west of town, and a seaplane base at the City dock.
WATER:	Accessible by boat?	Yes. State ferry terminal.

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	There are about 120 miles of logging roads in the Kake area, but no connections to other communities on Kupreanof Island.
Vehicle Rental:	
Airline Services:	Alaska Seaplane Service, Air Excursions

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Rocky Pass Resort		

Keex' Kwaan Lodge			785-3434
Waterfront Lodge			785-3472
Nugget Inn			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Kake Tribal Corp			177,974 gals
THREA			67,296 gals
SOS Value Mart			5,000 gals
Tlingit Haida Senior Center			1,000 gals
City/Community Bldg			3,563 gals
Kake Hatchery			2,200 gals
Temsco Helicopters			1,000 gals

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	ACS of the Northland
Telephone (Cellular)	AT&T Alascom
Internet Service Provider	SEAKnet, GCI – School only
Electricity Provider	Inside Passage Electric Cooperative
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT
The following facilities may be available to support a spill response. Contact local communities for additional information.
Potential Command Posts, Operations Centers or Meeting Facilities

Facility Name or Location	Contact (organization & phone)	Capacity/ Size	Internet Yes/No
Community Bldg.			
Kake City Hall	Contact William Lee, 785-3804		
Tribal Council	Contact Larain Jackson, 785-3221		
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
ADEC response equipment conex	contact the city, 785-3804.		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

The city, school district, and Kake Tribal Corp. are the largest employers. Fishing, seafood processing, and logging contribute considerably to the economy. In 2011, 31 residents held commercial fishing permits, down from the 67 in 1999. The non-profit Gunnuk Creek Hatchery has assisted in sustaining the salmon fishery. Kake Foods produces smoked and dried salmon and halibut. Turn Mountain Timber, a joint venture between Whitestone Logging and Kake Tribal Corp., employs residents in logging tribal corporation lands. Southeast Stevedoring, a Sealaska contractor, also provides employment at the log sort yard and transfer facility at Point McCarny. Salmon, halibut, shellfish, deer, bear, waterfowl and berries are important food sources.

Culture & Demographics:

Historically, the Kake tribe of the Tlingits controlled the trade routes around Kuiu and Kupreanof islands, defending their territory against other tribal groups in the region. Ventures into the region by early European explorers and traders resulted in occasional skirmishes between Native Tlingits and the foreigners. Tensions between locals and outsiders had been escalating when, in 1869, a non-Native sentry at the settlement in Sitka shot and killed a Kake Native. In accordance with their

traditional custom, the Kakes then killed two prospectors in retribution. In reprisal, the U.S. Navy sent the *USS Saginaw* to punish the Kakes by shelling their villages and destroying their homes, boats and stored foods. The Kake people survived this onslaught, but were forced to disperse and live with other tribes to survive. Over the following 20 years, the Kakes regrouped at the current village site. In 1891, a government school and store were built and a Society of Friends mission established. In the early part of this century, Kake became the first Alaska Native village to organize under federal law, resulting in U.S. citizenship for community residents. A post office was established in 1904, and the first cannery was built near Kake in 1912. After the Second World War, timber harvesting and processing became a major local industry. The city incorporated in 1952. A federally-recognized tribe is located in the community -- the Organized Village of Kake; Central Council Tlingit & Haida Indian Tribes of Alaska. The population of the community consists of 75% Alaska Native or part Native. It is a Tlingit village with a fishing, logging and subsistence lifestyle; traditional customs are important to the Kakes. The world's largest totem pole was commissioned by Kake and carved by Chilkats in 1967 for Alaska's centennial celebration; the 132-foot totem pole now stands on a bluff overlooking town. Sale of alcohol is restricted to the city-owned package store.

9770.1.11 – Ketchikan Community Profile
Ketchikan

Population: 8,142 (2011 DCCED certified estimate)
Incorporation Type: Home Rule City
Borough Located In: Ketchikan Gateway Borough
Regional Native Corporation: None

Location & Climate:
Ketchikan, located on the southwestern coast of Revillagigedo Island, opposite Gravina Island, near the southern boundary of Alaska is 679 miles north of Seattle and 235 miles south of Juneau, at approximately 55.34222° North Latitude and -131.64611° West Longitude (Sec. 30, T075S, R091E, Copper River Meridian. The area lies in the maritime climate zone noted for its warm winters, cool summers, and heavy precipitation: summer temperatures range from 51 to 65° F, winter temperatures from 29 to 39° F. Ketchikan averages 162 inches (13.5 feet) of precipitation annually, including 32 inches of snowfall.

EMERGENCY SERVICES			
Police: City Police Dept.	225-6631	**Fire:** City Volunteer Fire/EMS	225-9616 or 225-6631, 24hr.
VPSO:	None	**EMS:** South Tongass Fire/EMS Division Pond Reef Vol. Fire/EMS Temsco Helicopters/Pond Reef Medi-Flite	225-13226 247-2698 225-5141

Alaska State Troopers:	225-5118	**Hospital**: Ketchikan General Hospital Ketchikan Tribal Health Clinic Gateway Center for Human Services U.S. Coast Guard Ketchikan Dispensary	225-5171 225-4135 228-0320
Harbormaster:	228-5632		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: Greater Ketchikan Chamber of Commerce	**Phone:** 225-3184	**Fax:** 225-3187	**Website:** http://www.ketchikanchamber.com/
Address: P.O. Box 5957, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk:**	**Other:** kchamber@ktn.net
Name: City of Ketchikan	**Phone:** 228-5603	**Fax:** 225-5075	**Website:** http://www.city.ketchikan.ak.us/
Address: 334 Front Street, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** mayor@city.ketchikan.ak.us
Name: Ketchikan Visitors Bureau	**Phone:** 225-6166	**Fax:** 225-4250	**Website:** http://www.visit-ketchikan.com/
Address: 131 Front Street, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** kvb@ktn.net
Name: Ketchikan Cable News	**Phone:** 225-3157	**Fax:** 225-1096	**Website:**
Address: P.O. Box 7900, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** mailbag@ktn.net

Name: KTKN-AM/KGTW-FM	**Phone:** 225-3699	**Fax:** 225-0444	**Website:**
Address: 526 Stedman St., Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** ktknkgtw@ktn.net
Name: KFMJ Radio	**Phone:** 247-3699	**Fax:** 247-5365	**Website:** http://www.thelocalpaper.com/
Address: 516 Stedman, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** kfmj@ktn.net
Name: KRBD Radio	**Phone:** 225-9655	**Fax:** 247-0808	**Website:**
Address: 123 Stedman Street, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** bdnews@ptialaska.net
Name: Ketchikan Daily News	**Phone:** 225-3157	**Fax:** 225-1096	**Website:** http://www.ketchikandailynews.com/
Address: P.O. Box 7900, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:** kdn@ktn.net
Village Council: Ketchikan Indian Corporation	**Phone:** 228-4941	**Fax:** 247-5158	**Website:** http://www.kictribe.org/
Address: 2960 Tongass Avenue, Ketchikan, AK 99901	**Email:** kictribe@ktn.org		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		State-owned Ketchikan International Airport, located on nearby Gravina Island, a 10-minute ferry ride to the waterfront, offers a paved, lighted 7,500' runway. There are four floatplane landing

		facilities: Tongass Narrows, Peninsula Point, Ketchikan Harbor, and Murphy's.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System provides passenger and vehicle transport to ports north and south

Local Transportation and Services	
Local Transportation:	Taxis: Sourdough; Alaska Cab; Yellow Taxi; Borough Transit System
Local Roads and Trails:	
Vehicle Rental:	Avis; Payless; Alaska Car Rental
Airline Services:	Alaska Airlines; Ketchikan Air Service; Taquan Air; Pro-Mech Air; Seaside Air; Misty Fjords Air & Outfitting; Temsco

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Westmark Cape Fox Lodge		225-8001
Best Western Landing		225-5166
Ingersoll Hotel		
Gilmore Hotel		225-9423
Best Western Landing		
Super 8 Motel		225-9088
Ketchikan Youth Hostel	(summer only)	
Alaska's Rain Forest Inn		
Clover Pass RV		
Internet Reservatio	http://www.ktn.net/krs/index.html	

ns for 20 B&Bs			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Petro Marine			
Island Fuels Inc./Petro Alaska			3 tanks/60,000 gals
Boyer Alaska Barge Lines			5 tanks/ 150,000 gal
Ketchikan Utilities			230,000 gal
E.C. Phillips & Son			9,100 gal

Andrews Oil			920,500 gal
White Pass Alaska			6,902,100 gal
Ward Cove Packing			7,000 gal
Salmon Falls Marine			

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	Ketchikan Public Utilities
Telephone (Cellular)	GCI; ACS Long Distance
Internet Service Provider	ACS Internet (www.acsalaska.net); AT&T WorldNet (www.worldnet.att.net); GCI (www.gci.net); Ketchikan Public Utilities (www.kpunet.net); SkyTalkwest Telecom
Electricity Provider	Ketchikan Public Utilities (225-5505) purchases power from the state-owned Swan Lake Hydro Facility and owns three hydroelectric plants -- Ketchikan, Beaver Falls, and Silvis -- and two diesel-fueled plants.
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Ted Ferry Civic Center	228-5655		
American Legion Hall			
Coliseum Twin Theatre			
Public city and school library.			
Houghtaling Elementary School			
Ketchikan Charter School			
Ketchikan Correspondence			
Ketchikan High School			
Point Higgins School			
Revilla Jr./Sr. High School			

Schoenbar Middle School			
Southeast Island Correspondence			
Valley Park Elementary School			
White Cliff Elementary School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Fire Station #2	Contact Chief, 225-9616		
AMHS Parking Lot (Ferry)	Contact AMHS		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
SEAPRO	Dave Owings, 225-7002		
ADEC response equipment conex	contact the Director of Ports & Harbors, 228-5632		
USCG response equipment conex			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

Ketchikan is an industrial center with a diverse economy and a major port of entry in Southeast Alaska. Ketchikan is supported by a large fishing fleet, fish processing, tourism and timber industries. In 2011, 335 area residents held commercial fishing permits. Several processing and cold storage facilities support the fishing industry. The state operates the Deer Mountain Hatchery, which produces over 450,000 King salmon, Coho salmon, Steelhead and Rainbow trout annually. Cruise ships bring over 650,000 visitors, and another 50,000 independent travelers visit Ketchikan each year.

Culture & Demographics:

Tongass and Cape Fox Tlingits traditionally used Ketchikan Creek as a fish camp, which they called "kitschk-hin," meaning creek of the "thundering wings of an eagle." The abundant fish and timber resources attracted non-Natives to Ketchikan. In 1885, Chief Kyan sold 160 acres, which later became the township. The first cannery opened in 1886 near the mouth of Ketchikan Creek, and four more were built by 1912. The Ketchikan Post Office was established in 1892, and the city incorporated in 1900, by which time nearby gold and copper discoveries briefly brought bustling activity to Ketchikan as a mining supply center. During 1936, seven canneries were in operation, producing 1.5 million cases of salmon. The need for lumber for new construction and packing boxes spawned the Ketchikan Spruce Mills in 1903, which operated for over 70 years. Spruce was in high demand during World War II, and Ketchikan became a supply center for area logging. A $55 million pulp mill was constructed at Ward Cove near Ketchikan in 1954, and its operation fueled growth in the community. After 43 years, the mill's 50-year contract with the U.S. Forest Service for timber was canceled, and the pulp mill closed in March 1997. The largest collection of totem poles in the world is found at theTotem Bight State Historical Park and the Totem Heritage Center Museum in Saxman Native Village. Federally-recognized tribes located in the community include the Ketchikan Indian Corporation and the Central Council of Tlingit & Haida Indian Tribes of Alaska. Over 22% of the population is Alaska Native or part Native, and most Native residents are Tlingit.

9770.1.12 – Klawock Community Profile
Klawock

Population: 813 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:
Klawock is located on the west coast of Prince of Wales Island, on Klawock Inlet, across from Klawock Island. It is 7 road-miles north of Craig, 24 road-miles from Hollis, and 56 air-miles west of Ketchikan, at approximately 55.55222° North Latitude and -133.09583° West Longitude. (Sec. 09, T073S, R081E, Copper River Meridian.) Klawock is located in the Ketchikan Recording District. Prince of Wales Island is dominated by a cool, moist, maritime climate: summer temperatures range from 49 to 63° F; winter temperatures range 32 to 42° F. Average annual precipitation is 120 inches, including 40 inches of snow.

EMERGENCY SERVICES			
Police:.	755-2777	**Fire:** City Volunteer Fire/EMS/Ambulance	775-2222
VPSO:	None	**EMS:** Klawock Volunteer Fire/EMS Prince of Wales Island Area EMS	755-2261 826-2367/3330

Alaska State Troopers:	755-2918	**Hospital**: Alicia Roberts Medical Center	775-4800
Harbormaster:	775-2260		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Klawock	**Phone:** 755-2261	**Fax:** 755-2403	**Website:** http://www.cityofklawock.com/
Address: P.O. Box 469, Klawock, AK 99925	**Primary Contact:**	**City Clerk:**	**Other:** sybilg@cityofklawock.com
Name: Big Salt Community Association	**Phone:** 755-2184	**Fax:** 755-2174	**Website:**
Address: P.O. Box 57, Klawock, AK 99925	**Primary Contact:**	**City Clerk**	**Other:**
Name: Klawock City Schools District	**Phone:** 755-2220	**Fax:** 755-2320	**Website:** http://www.klawockschool.com/
Address: P.O. Box 9, Klawock, AK 99925-0009	**Primary Contact:**	**City Clerk**	**Other:** v_steward@hotmail.com
Village Corporation: Klawock Heenya Corporation	**Phone:** 755-2270	**Fax:** 755-2966	**Website:** http://www.klawockheenya.com/
Address: P.O. Box 129, Klawock, AK 99925	**Primary Contact:**	**City Clerk**	**Other:** marge@klawockheenya.com
Village Council: Klawock Cooperative Association	**Phone:** 755-2265	**Fax:** 755-8800	**Website:**
Address: P.O. Box 430, Klawock, AK 99925	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		The only airstrip on Prince of Wales Island is located here, a 5,000' paved runway. A

		seaplane base is operated by the State on the Klawock River.
WATER:	Accessible by boat?	connected by the Island road system to other communities, including Hollis where the Inter-Island Ferry offers passenger and vehicle service.

Local Transportation and Services	
Local Transportation:	Taxis: Chief Wiah Cab; Irish Setter Cab; Prince of Wales Transporter
Local Roads and Trails:	connected by the Island road system to other communities, including Hollis where the Inter-Island Ferry offers passenger and vehicle service.
Vehicle Rental:	Log Cabin Sports Rentals
Airline Services:	Ketchikan Air Service; Taquan Air; Island Air Express

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Fireweed Lodge/Restaurant		755-2930
Columbine Inn		
Log Cabin Resort/RV Park		755-2205
Bay Inn		
Prince of Wales Lodge		755-2227
P&P RV Park School		

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/		

	Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Klawock Island Fuels			4 tanks/ 120,000 gals
THREA			1,000 gal
Viking Lumber Co.			19,984 gal
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	ACS of the Northland		
Telephone (Cellular)	AT&T Alascom		
Internet Service Provider	Alaska Power & Telephone Company (www.aptalaska.net)		
Electricity Provider	Alaska Power Company: the Tlingit-Haida Regional Electric Authority (THREA) purchases electricity from Alaska Power & Telephone over the Craig/Klawock intertie. THREA also owns four standby diesel generators in Klawock..		
Local Power Plant			
School Power Plant			

Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
City Youth Center			
AND/ANS Hall			
Klawock City School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
USCG response equipment conex			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

The economy has been dependent on fishing and cannery operations in the past, but the timber industry has risen in prominence; Sealaska's logging operations through a contract with Shaan-

Seet, Inc. provide employment in logging and ship-loading in the Klawock and Craig area. The state operates a fish hatchery on Klawock Lake that contributes to the local salmon population, but cannery operations were closed in the late 1980s. In 2011, 31 residents held commercial fishing permits. City and school district employment also provide local employment. Subsistence foods include deer, salmon, halibut, shrimp and crab.

Culture & Demographics:

Early inhabitants from Tuxekan, a Tlingit winter village to the north, used Klawock as a summer fishing camp, which has also been known as Klawerak, Tlevak, Clevak and Klawak. The history of Klawock is closely tied to the fishing industry: atrading post and salmon saltery were established in 1868, and the first cannery in Alaska built here by a San Francisco firm in 1878. The subsequent canneries that sprouted in the area contracted Chinese laborers. A hatchery for red salmon operated at Klawock Lake between 1897 and 1917. In 1929, Klawock incorporated as a city, and a school was constructed. In 1934, Klawock received federal funds under the Wheeler Howard Act to develop a local cannery on the condition that residents voted to be liquor-free. In 1971 the Alaska Timber Corp. built a sawmill; soon after, the Klawock-Heenya Village Corp., the Shaan Seet Corp. of Craig, and Sealaska Timber Corp. expanded area facilities with a log sort yard outside of Klawock and a deep-water dock on Klawock Island. The State constructed a new salmon hatchery on Klawock Lake in 1978, very near the former hatchery site. Most residents pursue a subsistence lifestyle to provide food sources. The community takes great pride in its Totem Park, which displays 21 restored totem poles and replicas from the old village; the Totem Park includes a Heritage Center and Long House. Klawock is a mixed Tlingit and non-Native city; a federally-recognized tribe is located in the community, the Klawock Cooperative Association, and 58% of the population is Alaska Native or part Native. Sale of alcohol is restricted to the city-owned package store.

9770.1.13 – Metlakatla Community Profile

Klawock

Population: 813 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:

Klawock is located on the west coast of Prince of Wales Island, on Klawock Inlet, across from Klawock Island. It is 7 road-miles north of Craig, 24 road-miles from Hollis, and 56 air-miles west of Ketchikan, at approximately 55.55222° North Latitude and -133.09583° West Longitude. (Sec. 09, T073S, R081E, Copper River Meridian.) Klawock is located in the Ketchikan Recording District. Prince of Wales Island is dominated by a cool, moist, maritime climate: summer temperatures range from 49 to 63° F; winter temperatures range 32 to 42° F. Average annual precipitation is 120 inches, including 40 inches of snow.

EMERGENCY SERVICES			
Police:.	755-2777	**Fire:** City Volunteer Fire/EMS/Ambulance	775-2222

VPSO:	None	**EMS:** Klawock Volunteer Fire/EMS Prince of Wales Island Area EMS	755-2261 826-2367/3330
Alaska State Troopers:	755-2918	**Hospital**: Alicia Roberts Medical Center	775-4800
Harbormaster:	775-2260		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Klawock	**Phone:** 755-2261	**Fax:** 755-2403	**Website:** http://www.cityofklawock.com/
Address: P.O. Box 469, Klawock, AK 99925	**Primary Contact:**	**City Clerk:**	**Other:** sybilg@cityofklawock.com
Name: Big Salt Community Association	**Phone:** 755-2184	**Fax:** 755-2174	**Website:**
Address: P.O. Box 57, Klawock, AK 99925	**Primary Contact:**	**City Clerk**	**Other:**
Name: Klawock City Schools District	**Phone:** 755-2220	**Fax:** 755-2320	**Website:** http://www.klawockschool.com/
Address: P.O. Box 9, Klawock, AK 99925-0009	**Primary Contact:**	**City Clerk**	**Other:** v_steward@hotmail.com
Village Corporation: Klawock Heenya Corporation	**Phone:** 755-2270	**Fax:** 755-2966	**Website:** http://www.klawockheenya.com/
Address: P.O. Box 129, Klawock, AK 99925	**Primary Contact:**	**City Clerk**	**Other:** marge@klawockheenya.com
Village Council: Klawock Cooperative Association	**Phone:** 755-2265	**Fax:** 755-8800	**Website:**
Address: P.O. Box 430, Klawock, AK 99925	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		The only airstrip on Prince of Wales Island is located here, a 5,000' paved runway. A seaplane base is operated by the State on the Klawock River.
WATER:	Accessible by boat?	connected by the Island road system to other communities, including Hollis where the Inter-Island Ferry offers passenger and vehicle service.

Local Transportation and Services	
Local Transportation:	Taxis: Chief Wiah Cab; Irish Setter Cab; Prince of Wales Transporter
Local Roads and Trails:	connected by the Island road system to other communities, including Hollis where the Inter-Island Ferry offers passenger and vehicle service.
Vehicle Rental:	Log Cabin Sports Rentals
Airline Services:	Ketchikan Air Service; Taquan Air; Island Air Express

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Fireweed Lodge/Restaurant		755-2930
Columbine Inn		
Log Cabin Resort/RV Park		755-2205
Bay Inn		
Prince of Wales Lodge		755-2227
P&P RV Park School		

Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**

	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Klawock Island Fuels			4 tanks/ 120,000 gals
THREA			1,000 gal
Viking Lumber Co.			19,984 gal
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	ACS of the Northland		
Telephone (Cellular)	AT&T Alascom		
Internet Service Provider	Alaska Power & Telephone Company (www.aptalaska.net)		
Electricity Provider	Alaska Power Company: the Tlingit-Haida Regional Electric Authority (THREA) purchases electricity from Alaska Power & Telephone over the Craig/Klawock intertie. THREA also owns four standby diesel generators in Klawock..		

Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
City Youth Center			
AND/ANS Hall			
Klawock City School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
USCG response equipment conex			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:
The economy has been dependent on fishing and cannery operations in the past, but the timber industry has risen in prominence; Sealaska's logging operations through a contract with Shaan-Seet, Inc. provide employment in logging and ship-loading in the Klawock and Craig area. The state operates a fish hatchery on Klawock Lake that contributes to the local salmon population, but cannery operations were closed in the late 1980s. In 2011, 31 residents held commercial fishing permits. City and school district employment also provide local employment. Subsistence foods include deer, salmon, halibut, shrimp and crab.

Culture & Demographics:
Early inhabitants from Tuxekan, a Tlingit winter village to the north, used Klawock as a summer fishing camp, which has also been known as Klawerak, Tlevak, Clevak and Klawak. The history of Klawock is closely tied to the fishing industry: atrading post and salmon saltery were established in 1868, and the first cannery in Alaska built here by a San Francisco firm in 1878. The subsequent canneries that sprouted in the area contracted Chinese laborers. A hatchery for red salmon operated at Klawock Lake between 1897 and 1917. In 1929, Klawock incorporated as a city, and a school was constructed. In 1934, Klawock received federal funds under the Wheeler Howard Act to develop a local cannery on the condition that residents voted to be liquor-free. In 1971 the Alaska Timber Corp. built a sawmill; soon after, the Klawock-Heenya Village Corp., the Shaan Seet Corp. of Craig, and Sealaska Timber Corp. expanded area facilities with a log sort yard outside of Klawock and a deep-water dock on Klawock Island. The State constructed a new salmon hatchery on Klawock Lake in 1978, very near the former hatchery site. Most residents pursue a subsistence lifestyle to provide food sources. The community takes great pride in its Totem Park, which displays 21 restored totem poles and replicas from the old village; the Totem Park includes a Heritage Center and Long House. Klawock is a mixed Tlingit and non-Native city; a federally-recognized tribe is located in the community, the Klawock Cooperative Association, and 58% of the population is Alaska Native or part Native. Sale of alcohol is restricted to the city-owned package store.

9770.1.14 – Pelican Community Profile
Pelican

Population: 83 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:
Pelican is located on the northwest coast of Chichagof Island on Lisianski Inlet, 80 miles north of Sitka and 70 miles west of Juneau., at approximately 57.96083° North Latitude and -136.2275° West Longitude. (Sec. 19, T045S, R057E, Copper River Meridian) in the Sitka Recording District. Pelican has a maritime climate characterized by cool summers and mild winters: summer temperatures range from 51 to 62, winter temperatures 21 to 39. Temperature extremes have been recorded from -3 to 84. Annual precipitation is 127 inches, including 120 inches of snow. During winter months, fog, winds and high seas can limit access. Most of the community is built on pilings over the tidelands.

EMERGENCY SERVICES			
Police:.	None	**Fire:** City Volunteer Fire Dept/EMS	735-2261
VPSO:	735-2201	**EMS:** Pelican Volunteer Fire & EMS,	735-2245
Alaska State Troopers:	None	**Hospital**: Pelican Health Clinic	735-2250
Harbormaster:	735-2212		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Pelican	**Phone:** 735-2202	**Fax:** 735-2258	**Website:** http://www.pelican.net/
Address: P.O. Box 737, Pelican, AK 99832	**Primary Contact:**	**City Clerk:**	**Other:** cityhall@pelikancity.org
Name: Pelican Visitors Association	**Phone:** 735-2259	**Fax:** 735-2259	**Website:**
Address: P.O. Box 737, Pelican, AK 99832	**Primary Contact:**	**City Clerk**	**Other:** AKCharters@worldnet.att.net
Name: Pelican Utility Company	**Phone:** 735-2204	**Fax:** 735-2281	**Website:**
Address: P.O. Box 110, Pelican, AK 99832	**Primary Contact:**	**City Clerk**	**Other:**
Name: Pelican City Schools	**Phone:** 735-2236	**Fax:** 735-2263	**Website:**
Address: P.O. Box 90, Pelican, AK 99832-0090	**Primary Contact:**	**City Clerk**	**Other:** pelsd1@ptialaska.net
Village Council:	**Phone:** 735-2201	**Fax:**	**Website:**

Pelican Traditional Council			
Address: P.O. Box 27, Pelican, AK 99832	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		Daily scheduled air taxis are available from Juneau and Sitka.
WATER:	Accessible by boat?	Alaska State Marine Highway (ferry) system. Ferry provides two monthly departures during the summer and one monthly departure during winter

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	
Vehicle Rental:	
Airline Services:	Wings of Alaska; Alaska Sea Planes

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Rose's Plaza			
Harbor B&B			735-2310
Lisianski Lodge			735-2521 or 800-962-8441
Reddings B&B			
Off the Beaten Path B&B			
Otter Cove B&B			
PB&G B&B			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			

	Name		Phone
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	ACS of the Northland		
Telephone (Cellular)	AT&T Alascom		
Internet Service Provider	ACS Internet (www.acsalaska.net)		
Electricity Provider	Pelican Utility Company (735-2515)		
Local Power Plant			
School Power Plant			
Primary Water Supply System:			
Primary Sewage System:			

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Youth Center: City/Community Hall	735-2202		
Pelican City Hall			
Pelican School			
Fire Hall	735-2261		
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Pelican Breakwater	735-2241		
Local Spill Response Equipment			

Facility Name or Location	Contact (organization & phone)	Quantity
Boom, sorbent pads, etc.		
Backhoe	contact Allen Stewart, 735-2241	1
Bulldozer	contact Allen Stewart, 735-2241	1
Dump truck or similar	contact Allen Stewart, 735-2241	1
Skiff with outboard motor	VPSO (735-2201)	
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:
Commercial fishing and seafood processing are the mainstays of Pelican's economy; in 2011, 29 residents held commercial fishing permits. Several businesses in Pelican cater to the visitor industry. The Pelican Utility District, which owns the electric utility and fuel company, employs some residents. The city and school provide year-round employment for several residents.
Culture & Demographics:
A cold storage plant was the first development at this site in 1938 when Kalle (Charley) Raataikainen chose this protected inlet as an ideal cold storage site and named the place after his fish-packing vessel "The Pelican." He proceeded to buy fish in this area and transport it to Sitka; two of his fish-buying scows were used as a cookhouse, mess hall, bunkhouse and warehouse; the community of Pelican grew around this operation. A store, office, sawmill, post office and sauna came in 1939. A school and cannery were constructed in the 1940s, and the city formed in 1943. Because of the lack of flat land, much of the community is built on pilings over tidelands and a boardwalk serves as the town's main thoroughfare. The economy is highly dependent on commercial salmon fishing and longline halibut and sablefish. Most people in Pelican rely on subsistence resources as an important part of their lifestyle. The community has increased activity in the visitor industry and from recreational boaters, and there is a seasonal population influx of commercial fishermen and part-time residents. Approximately 25% of the population is Alaska Native or part Native.

9770.1.15 – Petersburg Community Profile
Petersburg

Population: 3,030 (2011 DCCED certified estimate)
Incorporation Type: Home Rule City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:

Petersburg is located on the northwest end of Mitkof Island, where the Wrangell Narrows meet Frederick Sound. It lies midway between Juneau and Ketchikan, about 120 miles from either community, at approximately 56.8125° North Latitude and -132.95556° West Longitude. (Sec. 27, T058S, R079E, Copper River Meridian.) Petersburg's climate is characterized by mild winters, cool summers, and year-round rainfall. Average summer temperatures range from 40 to 56° F, winters from 27 to 43° F. Annual precipitation averages 106.3 inches, including 97 inches of snow.

EMERGENCY SERVICES			
Police:.	772-3838	**Fire:** City Volunteer Fire Dept./EMS	772-3355
VPSO:	772-3838	**EMS:** Petersburg Volunteer Fire Dept./EMS	772-3355/772-3830
Alaska State Troopers:	772-3100	**Hospital**: Petersburg Medical Center	772-4291
Harbormaster:	772-4688		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Petersburg	**Phone:** 772-4519 or 772-4425	**Fax:** 772-3759	**Website:** http://www.ci.petersburg.ak.us/
Address: P.O. Box 329, Petersburg, AK 99833	**Primary Contact:**	**City Clerk:** clerk@ci.petersburg.ak.us	**Other:**
Name: KFSK Coast Alaska Radio	**Phone:** 772-3808	**Fax:** 772-9296	**Website:**
Address: P.O. Box 149, Petersburg, AK 99833	**Primary Contact:**	**City Clerk**	**Other:** kfsknews@pobox.alaska.net
Name: KRSA Radio	**Phone:** 772-3891	**Fax:** 772-4538	**Website:**
Address: P.O. Box 650,	**Primary Contact:**	**City Clerk**	**Other:** krsa@alaska.net

Petersburg, AK 99833			
Name: Petersburg Pilot	**Phone:** 772-9393	**Fax:** 772-4871	**Website:** http://www.petersburgpilot.com/
Address: P.O. Box 930, Petersburg, AK 99833	**Primary Contact:**	**City Clerk**	**Other:** pgspub@mitkof.net
Name: Petersburg City Schools	**Phone:** 772-4271	**Fax:** 772-4719	**Website:**
Address: P.O. Box 289, Petersburg, AK 99833-0289	**Primary Contact:**	**City Clerk**	**Other:** super@psgsd.k12.ak.us
Village Council: Petersburg Indian Association	**Phone:** 772-3636 or 772-4425	**Fax:** 772-3637	**Website:**
Address: P.O. Box 1418, Petersburg, AK 99833	**Email:** piatrd@gci.net		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access. Petersburg is accessed by air and water.
AIR:		The State-owned James A. Johnson Airport and Lloyd R. Roundtree Seaplane Base (on the Wrangell Narrows) allow for scheduled jet and float plane services. The 6,000' runway is paved.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System

Local Transportation and Services	
Local Transportation:	*Taxis*: City Cab; Chris Cab
Local Roads and Trails:	
Vehicle Rental:	Avis

Airline Services:	Alaska Airlines; Ketchikan Air Service; Wings of Alaska; Temsco

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Tides Inn			772-4288
Scandia House			772-4281
Narrows Inn			
Beachcomber Inn			772-3888
Jewels by the Sea			772-4820
Green Rocks Lodge			
Rocky Point Resort			
Lodge Across the Bay			
Nordic House			
Broom Hus			
Water's Edge			
Mountain Point			
Harbor Day			
LeConte RV Park			
Twin Creek RV Park			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**

General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
White Pass Alaska	772-4251		299,000 gals
Unocal 76			396,000 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	Alaska Telephone Company/AP&T		
Telephone (Cellular)	AT&T Alascom; GCI		
Internet Service Provider	GCI (www.gci.net); Mitkof.net (www.mitkof.net); SEAKnet (www.seaknet.alaska.edu)		
Electricity Provider	Petersburg Municipal Power & Light (772-4203) purchases electricity from the Tyee Lake Hydro Facility and also owns the Crystal Lake Hydro Facility and three diesel-fueled generators.		
Local Power Plant			
School Power Plant			
Primary Water Supply System:			
Primary Sewage System:			

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**

Mountain View Manor	772-3445		
Police/Fire Training Room	772-3838		
Youth Center			
Community Hall			
Mitkof Middle School			
Petersburg High School			
Rae C. Stedman Elementary School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Harbor Parking Area	772-4688		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe	Public Works, 772-4430		
Bulldozer	Public Works, 772-4430		
Dump truck or similar	Public Works, 772-4430		
Emergency Response Spill Materials	Petro Marine, 772-4251		
Skiff with outboard motor	Contact the harbormaster, 772-4688		
ADEC response equipment conex	Contact the harbormaster, 772-4688		
USCG response equipment conex			
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

Since its beginning, Petersburg's economy has been based on commercial fishing and timber harvests and is the supply and service center for many area logging camps. Petersburg currently is one of the top-ranking ports in the U.S. for the quality and value of fish landed. Several processors operate cold storage, canneries and custom packing services. The State runs the Crystal Lake Hatchery, which contributes to the local salmon resource, and 469 residents hold commercial fishing permits. Residents include salmon, halibut, shrimp and crab in their diet. Independent sportsmen and tourists use local charter boats and lodges, but there is no deep water dock suitable for cruise ships.

Culture & Demographics:

Tlingit Indians from Kake used the north end of Mitkof Island as a summer fish camp; some reportedly began living year-round at the site. Petersburg is named after a Norwegian immigrant and pioneer in the cannery business who arrived in the late 1890s and built the Icy Strait Packing Company cannery, a sawmill, and a dock by 1900; the initial family homesteads grew into this community, populated largely by people of Scandinavian origin. A city formed in 1910, and within 10 years 600 people lived there year-round. During this time, fresh salmon and halibut were packed in glacier ice for shipment. Across the narrows, the town of Kupreanof was once busy with fur farms, a boat repair yard, and a sawmill. In 1916 came Alaska's first shrimp processor, followed by a cold storage plant in 1926. The cannery, now known as Petersburg Fisheries, a subsidiary of Icicle Seafoods, Inc., has operated continuously since then, and Petersburg has developed into one of Alaska's major fishing communities. A federally-recognized tribe is located in the community, the Petersburg Indian Association, and 12% of the population is Alaska Native or part Native. The community maintains a mixture of Tlingit and Scandinavian cultures and history.

9770.1.16 – Port Alexander Community Profile
Port Alexander

Population: 62 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:
Port Alexander is located on the south end of Baranof Island, 65 miles south of Sitka, at approximately 56.24972° North Latitude and -134.64444° West Longitude (Sec. 07, T065S, R070E, Copper River Meridian) in the Petersburg Recording District. Port Alexander is in the maritime climate zone, marked by cool summers and mild winters: summer temperatures range from 41 to 55° F, winter temperatures from 32 to 45° F. Record temperatures range from 4 to 80° F. The average total precipitation is 172 inches per year, including 85 inches of snow. The town's location provides a safe harbor during the gales and storms that frequent Chatham Strait.

EMERGENCY SERVICES			
Police:.	None	**Fire:** City Volunteer Fire/EMS	
VPSO:	None	**EMS:** Port Alexander EMS	568-2210 or flight to Sitka
Alaska State Troopers:	Troopers in Sitka, 747-3254	**Hospital**:	
Harbormaster:			

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Port Alexander	**Phone:** 568-2211	**Fax:** 568-2207	**Website:**
Address: P.O. Box 8068, Port Alexander, AK 99836	**Primary Contact:**	**City Clerk:**	**Other:** cityofportalexander@yahoo.com cityofportalexander@gmail.com

TRANSPORTATION		
ROAD:	Accessible by road?	No road access. Transportation is by floatplane and boat.
AIR:		A State-owned seaplane base is available. Passengers can fly on the mail floatplane from Sitka or can charter flights from Sitka, Petersburg, Wrangell and Juneau.
WATER:	Accessible by boat?	Skiffs are often used for local transportation.

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	There are few roads.
Vehicle Rental:	
Airline Services:	

LOCAL SERVICES AND FACILITIES			
Lodging			
Housing Facility	**Website**		**Phone**
Laughing Raven Lodge (seasonally)			568-2266
Cape Omaney Lodge			
Rainforest Retreat			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		

Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
School			12,212 gals.
Store			2,000 gals
Pelican Cold Storage			25,000 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	ACS of the Northland		
Telephone (Cellular)	AT&T		
Internet Service Provider			
Electricity Provider	Provided by individual generators; there is no central electrical generation		
Local Power Plant			
School Power Plant			
Primary Water Supply System:	Water is supplied through the Dirty Dick Dam, treated, stored in a tank, and piped to households. One home uses a rain catchment system.		
Primary Sewage System:	Individual septic tanks, honeybuckets, or outhouses are used for sewage disposal. Only 11 of 36 occupied homes have complete plumbing		

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
City/Bear Hall Community Center			
Port Alexander School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	

ADEC response equipment conex	contact city, 568-2211	
Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	**Quantity**
Boom, sorbent pads, etc.		
Backhoe		
Bulldozer		
Dump truck or similar		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:

Commercial fishing and subsistence uses of marine and forest resources constitute the economic base. In 2011, 18 residents held commercial fishing permits. The city, school, and post office provide the only year-round employment. Deer, salmon, halibut, shrimp and crab are favorite food sources.

Culture & Demographics:

In 1795, the British explorer Capt. George Vancouver recorded his entry into this sheltered while looking for Natives to trade with, but found only a deserted village. The site was named Port Alexander in 1849 by the Governor of the Russian American colonies. In 1913, salmon trollers discovered the rich fishing grounds of the South Chatham Strait area, and fishermen began using the area as their seasonal base; two floating processors arrived soon after. By 1916, there was a fishing supply store, a shore station owned by Northland Trading and Packing Company, and a bakery. Families of fishermen began coming to the community during the summers, and many of the first arrivals lived in tents. A Norwegian immigrant, Karl Hansen, established a fish-buying station, the Pacific Mild Cure Company, sold supplies and fuel, and installed a wireless station. During the 1920s and 1930s, a year-round community evolved around the prosperous fishing fleet and constructed houses, stores, restaurants, a post office, and a school. A soda fountain, butcher shop, dairy, dance hall and hotel came along as well. During the summer, over 1,000 fishing boats would anchor in the protected harbor. Beginning in 1938, fish stocks declined dramatically and processing became uneconomical. The outbreak of World War II essentially collapsed the town's economy; Karl Hansen left Port Alexander in the late 1940s, after 20 prosperous years and 10 years of struggle, bankrupted. By 1950, only 22 residents lived in the town year-round. In the 1970s, State land disposal sales and upswings in salmon stocks enabled new families to build and settle in the community. A city incorporated in 1974 and seceded from the City and Borough of

Sitka during that year. Port Alexander today is a fishing community with a quiet, family-oriented lifestyle. Approximately 13% of the population is Alaska Native or part Native. The sale of alcohol is prohibited, although importation and possession are allowed.

9770.1.17 – Saxman Community Profile
Saxman

Population: 439 (2011 DCCED certified estimate)
Incorporation Type: Home Rule City
Borough Located In: Ketchikan Gateway Borough
Regional Native Corporation: None

Location & Climate:
Saxman is located on the west side of Revillagigedo Island, two miles south of Ketchikan on the South Tongass Highway, at approximately 55.31833° North Latitude and -131.59583° West Longitude. (Sec. 33, T075S, R091E, Copper River Meridian) Saxman is located in the Ketchikan Recording District. Saxman lies in the maritime climate zone noted for its warm winters, cool summers, and heavy precipitation. Average summer temperatures range from 46 to 59, average winter temperatures from 29 to 48° F. The record high temperature is 97° F; the record low is -4° F. Precipitation averages 163 inches per year, including 69 inches of snow.

EMERGENCY SERVICES			
Police:.	225-4166	**Fire:** South Tongass Fire Dept	225-6673
VPSO:	None	**EMS:** Saxman EMS	225-9616
Alaska State Troopers:	225-5118	**Hospital**: Ketchikan General Hospital	225-5171 (3 miles away)
Harbormaster: Saxman Seaport	225-9040		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Saxman	**Phone:** 225-4166	**Fax:** Fax 225-6450	**Website:**
Address: Route 2, Box 1 - Saxman,	**Primary Contact:**	**City Clerk:**	**Other:** saxcity@ptialaska.net,%20saxman_city_clerk@yahoo.com

Ketchikan, AK 99901			
Village Corporation: Cape Fox Corporation	**Phone:** 225-5163	**Fax:** 225-3137	**Website:**
Address: P.O. Box 8558, Ketchikan, AK 99901	**Primary Contact:**	**City Clerk**	**Other:**
Village Council: Organized Village of Saxman	**Phone:** 247-2502	**Fax:** 247-2504	**Website:**
Address: Route 2, Box 2, Saxman, AK 99901	**Email:** igapihp@ptialaska.net		

TRANSPORTATION		
ROAD:	Accessible by road?	Saxman and Ketchikan are connected by the South Tongass Highway
AIR:		The community relies on Ketchikan for its boat moorage, State ferry services, and airport.
WATER:	Accessible by boat?	The community relies on Ketchikan for its boat moorage, State ferry services, and airport.

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	
Vehicle Rental:	
Airline Services:	Scheduled jet and air taxi services are available in Ketchikan

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Community Hall (open all year, no beds)		247-4178
Food Service & Groceries		

Name/Facility	Type	Season	Phone
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)			
Telephone (Cellular)			
Internet Service Provider			
Electricity Provider			
Local Power Plant			
School Power Plant			
Primary Water Supply System:			
Primary Sewage System:			

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Community Hall	247-4178		
Cape Fox Heritage Building			
Beaver Tribal House			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	

Saxman Seaport	225-9040	
Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	**Quantity**
Boom, sorbent pads, etc.		
Backhoe	225-4166	
Bulldozer		
Dump truck or similar	225-4166	
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:

Most residents are employed in Ketchikan. The city and Saxman Seaport provide some employment, and the Cape Fox Corporation offers tourist- and timber-related employment. A rail-barge terminal at the Saxman Seaport was completed in 1967; it serves as the Ketchikan's major cargo container terminal. The Saxman Totem Park has become a major attraction for Ketchikan-area visitors; the park includes a tribal house, a carving center, and a cultural hall for traditional Tlingit dance exhibitions. One resident holds a commercial fishing permit. Deer, salmon, and halibut significantly contribute to residents' diets.

Culture & Demographics:

In 1886, Tlingits from the old villages of Tongass and Cape Fox wanted a new site to construct a central BIA school and Presbyterian Church. The village subsequently was named for Samuel Saxman, a Presbyterian teacher who was lost at sea with a Cape Fox elder while searching for the new site. By 1894, the new village site was chosen, ideally located on a protected harbor off the Tongass Narrows. A small sawmill was built and construction of the school and houses began immediately. Fishing and lumber cutting for the growing towns of Saxman and Ketchikan were the economic mainstays of the new village. By 1900, 142 people were living in Saxman. In 1929, the community incorporated as a city. During the 1930s, many totem poles and ceremonial artifacts, such as carvings and masks, were retrieved by the Civilian Conservation Corps from the abandoned villages at Cape Fox, Tongass, Cat Island, and Pennock Island. Totem poles were restored and relocated to Saxman as part of a U.S. Forest Service program. A recently-developed totem pole carving center is fostering traditional skills and providing tourism opportunities. A federally-recognized tribe is located in the community, the Organized Village of Saxman, and 70% of the population is Alaska Native or part Native. Most residents are Tlingit and lead a subsistence lifestyle.

9770.1.18 – Sitka Community Profile

Sitka

Population: 8,985 (2011 DCCED certified estimate)
Incorporation Type: Unified Home Rule Municipality
Borough Located In: Sitka
Regional Native Corporation: None

Location & Climate:
Sitka sits on the west coast of Baranof Island on Sitka Sound, fronting the Pacific Ocean, 95 air miles southwest of Juneau, 185 miles northwest of Ketchikan, and 862 air miles north of Seattle. Located at approximately 57.05306° North Latitude and -135.33° West Longitude (Sec. 36, T055S, R063E, Copper River Meridian) An extinct volcano, nearby Mount Edgecumbe rises 3,200 feet above the community. January temperatures range from 23 to 35° F; summers vary from 48 to 61° F. Average annual precipitation is 96 inches, including 39 inches of snowfall.

EMERGENCY SERVICES			
Police:.	747-3245	**Fire:**	747-5890
VPSO:	747-6977	**EMS:** Sitka Fire Dept./Ambulance/Rescue	747-3233/747-3245
Alaska State Troopers:	747-6611	**Hospital**: SEARHC Mt. Edgecumbe Hospital Sitka Community Hospital U.S. Coast Guard Air Station & Medevac SEARHC Air Medical	966-2411 747-3241 966-5430 966-2411
Harbormaster:	623-0940		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City & Borough of Sitka	**Phone:** 747-1808 or 747-3294	**Fax:** 747-7403	**Website:** http://www.cityofsitka.com/
Address: 100 Lincoln Street, Sitka, AK 99835	**Primary Contact:**	**City Clerk:**	**Other:** colleen@cityofsitka.com
Name: Greater Sitka Chamber of Commerce	**Phone:** 747-8604	**Fax:** 747-7413	**Website:**

Address: P.O. Box 638, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:** sitkacoc@ptialaska.net
Name: Sitka Convention & Visitors Bureau	**Phone:** 747-5940	**Fax:** 747-3739	**Website:** http://www.sitka.org/
Address: P.O. Box 1226, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:** scvb@ptialaska.net
Name: Sitka Electric Department	**Phone:** 747-6633	**Fax:** 747-3208	**Website:**
Address: 1306 Halibut Point Road, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:**
Name: Baranof Island Housing Auth.	**Phone:** 747-5088	**Fax:** 747-5701	**Website:**
Address: P.O. Box 517, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:** board@ptialaska.net
Name: Sitka Sentinel	**Phone:** 747-3219	**Fax:** 747-8898	**Website:** http://www.sitkasentinel.com/
Address: 112 Barrack St., Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:** sitkanews@ptialaska.net
Name: KIFW-AM Radio	**Phone:** 747-5439	**Fax:** 747-8455	**Website:**
Address: 611 Lake Street, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:** kifw@ptialaska.net
Name: KCAW Radio	**Phone:** 747-5877	**Fax:** 747-5977	**Website:**
Address: 2 Lincoln Street, Suite B, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:** ravennews@worldnet.att.net
Name: Mt. Edgecumbe High School	**Phone:** 966-2201	**Fax:** 966-2442	**Website:** http://www.mehs.us/
Address: 1330 Seward Ave.,	**Primary Contact:**	**City Clerk**	**Other:** hal_spackman@mte.educ.state.ak.us

Sitka, AK 99835-9348			
Name: Sitka Borough Schools	**Phone:** 747-8622	**Fax:** 966-1260	**Website:** http://www.sitkaschools.org/
Address: P.O. Box 179, Sitka, AK 99835-0179	**Primary Contact:**	**City Clerk**	**Other:** bradshaws@mail.ssd.k12.ak.us
Village Corporation: Shee Atika, Incorporated	**Phone:** 747-3534	**Fax:** 747-5727	**Website:**
Address: 201 Katlian St. #200, Sitka, AK 99835	**Primary Contact:**	**City Clerk**	**Other:**
Village Council: Sitka Tribe of Alaska	**Phone:** 747-3207	**Fax:** 747-4915	**Website:**
Address: 456 Katlian Street, Sitka, AK 99835-7505	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		Daily jet service is provided, and several scheduled air taxis, air charters and helicopter services are available. The State-owned Rocky Gutierrez Airport on Japonski Island has a 6,500' paved and lighted runway, an instrument landing system, and a 24-hour FAA Flight Service Station.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System

Local Transportation and Services	
Local Transportation:	Taxis: Arrowhead; Sitka Cabs
Local Roads and Trails:	
Vehicle Rental:	Baranof Motors; Avis; Allstar; Advantage
Airline Services:	Alaska Airlines

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Sitka Hotel		747-3288
Cascade Inn		
Super 8 Motel		747-6604
Westmark Hotel		747-6241
Potlatch House		
AAA B & B		
Abner's B & B		
Alaska Ocean View B & B		
Annahootz B & B		
Archangel B & B		
Biorka B & B		
By the Sea B & B		
Creeks Edge Guest House		
Eagle's Landing B & B		
Gavan Hill B & B		
Hannah's B & B		
Karras B & B		
Pacific Sunset B & B		
Seaview B & B		

Vonnie's on Shelikof			
youth hostel			
campgrounds			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
City & Borough Incinerator			25,000 gals
Petro Marine Services	747-3414		865,500 gal
Alaska Pulp Corp			1,572,800 gal
Hidden Falls Hatchery			22,000 gal
Sitka Fuel			155,000 gal

Communications and Utilities	
	Name/Service Provider
Telephone (Landline)	ACS of the Northland
Telephone (Cellular)	AT&T Alascom; GCI; ACS Long Distance
Internet Service Provider	ACS Internet (www.acsalaska.net); AT&T WorldNet (www.worldnet.att.net); Chugach.Net (www.chugach.net); GCI (www.gci.net); Sinbad Network Communications (www.sinbad.net)
Electricity Provider	Sitka Electric Department; the borough owns hydroelectric facilities at Blue Lake and Green Lake and a diesel-fueled generator at Indian River.
Local Power Plant	
School Power Plant	
Primary Water Supply System:	Water is drawn from a reservoir on Blue Lake and Indian River, treated, stored, and piped to nearly all homes in Sitka. The maximum capacity is 8.6-million gallons per day, with 197-million gallons of storage capacity.
Primary Sewage System:	Approximately 95% of homes are connected to the piped sewage system, which receives primary treatment.

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Municipal/Sitka Teen Resource Center	747-3225		
Municipal/Harrigan Centennial Hall,			
Tribal/Sheetka Kwaan Naa Kahidi Community House			
ANB Hall			
American Legion Post #13			
Coliseum Theatre			
college library			
Westmark Hotel	747-6241		
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Crescent, Eliason, or Sealing Harbor parking lots	747-3439		

Local Spill Response Equipment		
Facility Name or Location	**Contact (organization & phone)**	**Quantity**
Boom, sorbent pads, etc.		
Backhoe	contact 747-1806	
Bulldozer	contact 747-1806	
Dump truck or similar	contact 747-1806	
Sitka Harbor	contact the harbormaster, 747-3439	
Petro Marine & Halibut Pt Marine Spill Kits	747-3414/4999	
ADEC response equipment conex	contact the harbormaster, 747-3439	
USCG response equipment conex		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.		
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:

Fishing, fish processing, tourism, government, transportation, retail, and health care services provide a diversified economy for Sitka. Cruise ships bring over 200,000 visitors annually. Fish processing provides seasonal employment; Sitka Sound Seafood and the Seafood Producers Co-op are major employers. In 2011, 776 residents held commercial fishing permits. The U.S. Forest Service and the U.S. Coast Guard also employ a significant number of residents; in 2011, 191 Coast Guard personnel were stationed in Sitka.

Culture & Demographics:

Sitka was originally inhabited by a major tribe of Tlingits, who called the village "Shee Atika." The village was discovered by the Russian Vitus Bering expedition in 1741, and the site became "New Archangel" in 1799. St. Michael's Redoubt trading post and fort were built here by Alexander Baranof, manager of the Russian-American company. Tlingits burned down the fort and looted the warehouse in 1802. Two years later the Russians retaliated by destroying the Tlingit fort in the Battle of Sitka. This was the last major stand by the Tlingits against the Russians, and the Indians evacuated the area until about 1822. By 1808, Sitka was the capital of Russian Alaska. During the mid-1800s, Sitka was the major port on the north Pacific coast, with ships calling from many nations. Furs destined for European and Asian markets were the main export, but salmon, lumber and ice were also exported to Hawaii, Mexico and California. After the purchase of Alaska by the U.S. in 1867, Sitka remained the capital of the Territory until 1906, when the seat of government moved to Juneau. Founded in 1878, a school for natives nearly closed four years later until Presbyterian missionary Sheldon Jackson came to its rescue, and the college, which later was named for him, went on to become the oldest institution of higher learning in Alaska until it closed

in 2007. Also in 1878, one of the first canneries in Alaska was built in Sitka. During the early 1900s, gold mines contributed to its growth, and the city incorporated in 1913. During World War II, the town was fortified and the U.S. Navy built an air base across the harbor on Japonski Island, which served 30,000 military personnel and over 7,000 civilians. After the war, the BIA converted some of the buildings for use as a boarding school for Alaska Natives, Mt. Edgecumbe High School. The U.S. Coast Guard now maintains the air station and other facilities on the island. A large pulp mill began operations at Silver Bay in 1960, but closed amid controversy in 1999. In 1971, the city and borough governments were unified. Ownership of the Sheldon Jackson college campus was transferred in 2011 to the non-profit organization behind the Sitka Fine Arts Camp. Tlingit culture, Russian influences, arts and artifacts remain a part of the local color. Sitka has year-round access to outdoor recreation in the Gulf of Alaska and Tongass National Forest. A federally-recognized tribe is located in the community, the Sitka Tribe of Alaska, plus the Central Council Tlingit & Haida Indian Tribes of Alaska, and 25% of the population is Alaska Native or part Native.

9770.1.19 – Skagway Community Profile

Skagway

Population: 965 (2011 DCCED certified estimate)
Incorporation Type: 1st Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:

Skagway, located 90 miles northeast of Juneau at the northernmost end of Lynn Canal at the head of Taiya Inlet, lies 108 road miles south of Whitehorse, just west of the Canadian border, at approximately 59.45833° North Latitude and -135.31389° West Longitude. (Sec. 11, T028S, R059E, Copper River Meridian.) The town experiences a maritime climate with cool summers and mild winters: average summer temperatures range from 45 to 67° F; winter temperatures 18 to 37° F. Within the shadow of the mountains, Skagway receives less rain than is typical of Southeast Alaska, averaging 26 inches of precipitation per year, with 39 inches of snow.

EMERGENCY SERVICES			
Police:.	983-2232	**Fire:**	983-2450
VPSO:	None	**EMS:** Skagway Volunteer Fire Dept./EMS	983-2450/983-2300
Alaska State Troopers:	None	**Hospital**: Dahl Memorial Medical Clinic	983-2255
Harbormaster:	983-2628		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: Municipality of Skagway	**Phone:** 983-2297	**Fax:** 983-2151	**Website:** http://www.skagway.org/
Address: P.O. Box 415, Skagway, AK 99840	**Primary Contact:**	**City Clerk:**	**Other:** bwardmgr@aptalaska.net
Name: Skagway Convention & Visitors Bureau	**Phone:** 983-2854	**Fax:** 983-3854	**Website:**
Address: P.O. Box 1025, Skagway, AK 99840	**Primary Contact:**	**City Clerk**	**Other:** infoskag@aptalaska.net
Name: Alaska Power & Telephone (Southeast)	**Phone:** 360-385-1733	**Fax:** 360-385-1733	**Website:**
Address: P.O. Box 222, Port Townsend, WA 98368	**Primary Contact:**	**City Clerk**	**Other:** dianeturtle@olympus.net
Name: Skagway News	**Phone:** 983-2354	**Fax:** 983-2356	**Website:** http://www.skagwaynews.com/
Address: P.O. Box 498, Skagway, AK 99840-0498	**Primary Contact:**	**City Clerk**	**Other:** skagwaynews@ptialaska.net
Name: Skagway City Schools	**Phone:** 983-2960	**Fax:** 983-2964	**Website:** http://www.skagwayschool.org/
Address: P.O. Box 497, Skagway, AK 99840-0497	**Primary Contact:**	**City Clerk**	**Other:** rplee@hotmail.com

Village Council: Skaqua Traditional Council	**Phone:** 983-4068	**Fax:** 983-3068	**Website:**
Address: P.O. Box 1157, Skagway, AK 99840	**Email:** skaqua@pobox.aptalaska.net		

TRANSPORTATION		
ROAD:	Accessible by road?	Yes.
AIR:		The State owns the 3,750' paved runway, and a seaplane base at the boat harbor offers scheduled air taxis.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System provides passenger and vehicle service

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	The Klondike Highway and Alaska Highway provide a connection through British Columbia and the Yukon Territory, Canada, to the lower 48 states or north to Interior Alaska.
Vehicle Rental:	Avis; Sourdough Shuttle; ABC Car Rental
Airline Services:	Air Excursions; Wings of Alaska; Temsco Helicopters.

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Gold Rush Lodge		
Golden North Hotel		
Westmark Hotel		
Skagway Inn B & B		
Sgt. Preston's Lodge		
Wind Valley Lodge		
Gramma's B & B		
Mile Zero B & B		
Portland House		
Cindy's Place		
Skagway Home Hostel		
Pullen RV Park		
Handusek RV Park		

Garden City RV Park			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
White Pass Alaska			2,860,000 gals
White Pass Upper Plant			6,993,800 gals
Alaska Power & Telephone			15,000 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	Alaska Telephone Co./AP&T		
Telephone (Cellular)	AT&T Alascom; Alaska Telephone		
Internet Service Provider	Alaska Power & Tel. Co. (www.aptalaska.net); ICE Comms (www.wytbear.com)		
Electricity Provider	Alaska Power Company, 983-2016		
Local Power Plant			
School Power Plant			
Primary Water Supply System:	Water comes from three wells near 15th & Alaska Sts, stored in a tank, and piped throughout Skagway.		
Primary Sewage System:	Piped sewage receives primary treatment with an ocean outfall		

SPILL RESPONSE SUPPORT
The following facilities may be available to support a spill response. Contact local communities for additional information.
Potential Command Posts, Operations Centers or Meeting Facilities

Facility Name or Location	Contact (organization & phone)	Capacity/ Size	Internet Yes/No
City Civic Center			
City Hall	983-2297		
Skagway City School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Petro Marine Services Loading Dock & AMHS Dock	612-0049		
Small Boat Harbor Staging Area	983-2628		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.	Petro Marine, 612-0049	1500' containment boom, 500' sorbent boom, 5 anchors for securing boom, 100 bales sorbent pads (100 pads per bale).	
Backhoe	City Shop, 983-2449; H&H, 983-2588; State Shop, 983-2323		
Bulldozer	State Shop, 983-2323; H&H, 983-2588		
Dump truck or similar	City Shop, 983-2449; H&H, 983-2588; State Shop, 983-2323; Hamilton Con. 983-2702		
Loader	City Shop 983-2449; H&H 983-2588; State Shop 983-2323; Hamilton Con. 983-2702; Harbor 983-2628; WP&YR 983-2214		
ADEC response equipment conex	contact the harbormaster, 983-2628		
SEAPRO Container	225-7002		
Skiff w/ outboard motor	M. O'Boyle 983-2628; J. Simmons 983-2450; Cruiseline Agencies 983-2815; T. Cochran 612-0049		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:
Skagway, with its historical Tlingit influences and colorfully restored downtown reflecting the history of the gold rush era, boasts a large tourist industry supported by the highway and the connection to the Inside Passage, which brings cruise ships and the State ferry: over 600,000 cruise ship passengers, multiple interior bus tours, and numerous State ferry travelers visit Skagway each year. The Klondike Gold Rush Historical Park and White Pass and Yukon Railroad are major attractions. An Economic Impact Study in 1999 found that 51% of the owners of visitor-related businesses are not year-round residents. Trans-shipment of lead/zinc ore, fuel and freight occurs via the Port and the Klondike Hwy to and from Canada. Four residents hold commercial fishing permits.

Culture & Demographics:
In June 1887, Capt. W. Moore and Skookum Jim, a Tlingit from the Yukon Territory, discovered the White Pass route from the coastal area of “Skagua,” a Tlingit name meaning "the place where the north wind blows," into Interior Canada. In July 1897, gold was discovered in the Klondike, and by October Skagway had grown from a concourse of tents to a fair-sized town with well-laid-out streets and numerous frame buildings, stores, saloons, gambling houses, dance houses and a population of about 20,000. Over 5,000 thousand stampeders landed in February 1898. Skagway became the first incorporated city in Alaska in 1900 with a population of 3,117, the second-largest settlement in Alaska. Tales of fortune seekers, lawlessness and Soapy Smith are legendary. Once the gold rush ended in 1900, Skagway might have become a ghost town if not for the White Pass and Yukon Railroad construction in 1898. The railroad, the first in Alaska, provided freight, fuel and transportation to Whitehorse and served the Anvil Gold Mines in the Yukon. The mine closed in 1982 but the Klondike Hwy, constructed in 1979, gave Skagway a link to the Alaska Highway. A federally-recognized tribe is located in the community, the Skaqua Traditional Council and 5% of the population is Alaska Native or part Native.

9770.1.20 – Tenakee Springs Community Profile
Tenakee Springs

Population: 145 (2011 DCCED certified estimate)
Incorporation Type: 2nd Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:
Tenakee Springs is located on the east side of Chichagof Island, on the north shore of Tenakee Inlet, 45 miles southwest of Juneau and 50 miles northeast of Sitka, at approximately 57.78083° North Latitude and -135.21889° West Longitude. (Sec. 21, T047S, R063E, Copper River Meridian.) Tenakee Springs is located in the Sitka Recording District. Tenakee Springs has a maritime climate with cool summers and mild winters. Summer temperatures range from 45 to 65° F; winters 24 to 39° F. The highest recorded temperature is 84° F, the lowest 3° F. Total precipitation averages 69 inches a year, with 62 inches of snow.

EMERGENCY SERVICES

Police:.		**Fire:**	
VPSO:	736-2211	**EMS:** Tenakee Springs Volunteer Fire/EMS	736-2211
Alaska State Troopers:		**Hospital**:	
Harbormaster:	736-2342	**Director of Public Safety**	736-2350

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Tenakee Springs	**Phone:** 736-2207	**Fax:** 736-2207	**Website:**
Address: P.O. Box 52, Tenakee Springs, AK 99841	**Primary Contact:**	**City Clerk:**	**Other:**

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		The city owns a seaplane base and heliport. Scheduled or chartered floatplanes are available from Juneau.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	There is a 3-mile-long main street. Local transportation is primarily by bicycle or ATV.
Vehicle Rental:	
Airline Services:	Wings of Alaska; Alaska sea Planes

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**

Snyder Mercantile Co. cabins			736-2205
Tenakee Hot Springs Lodge			736-2400
Tenakee Inn & Tavern			736-2241
Community Center			736-2207
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Snyder Mercantile			4 tanks/ 71,869 gals
Electric Utility			700 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)			
Telephone (Cellular)			
Internet Service Provider			

Electricity Provider	Tenakee Springs Electric Utility: the city owns and operates diesel generators, and the city owns the electrical and fuel distribution systems.
Local Power Plant	
School Power Plant	
Primary Water Supply System:	
Primary Sewage System:	

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
City/Tenakee Fire Hall	736-2211		
Public Library			
Tenakee Springs School			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Tenakee Harbor			
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.	736-2207		
Backhoe	769-2207		
Bulldozer			
Dump truck or similar			
Skiff w/ outboard motor	736-2211		
ADEC response equipment conex	contact the harbormaster at 736-2222, or tank farm manager at 736-2226.		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:
Tenakee Springs has long been considered a retirement community, though commercial fishing is an important source of income, and 18 residents hold commercial fishing permits. Tourism is becoming increasingly important. City government and the store are the only local employers.

Culture & Demographics:
The word Tenakee is from the Tlingit word "tinaghu," meaning "Coppery Shield Bay." This refers to three copper shields, highly prized by the Tlingits, that were lost in a storm. Early prospectors and fishermen came to the site to wait out the winters and enjoy the natural hot springs in Tenakee. Around 1895, a large tub and building were constructed to provide a warm bathing place for the increasing number of visitors. In 1899, Ed Snyder established Snyder's Mercantile, which still operates today. A post office opened in 1903; originally called Tenakee, the name was altered to Tenakee Springs in 1928. Improvements to the hot springs facilities were made in 1915 and 1929; the existing bathhouse was constructed in 1940. Three canneries operated in the area between 1916 and 1974. A logging camp operated for a time at Corner Bay. The city, incorporated in 1971, is predominantly a retirement community and summer retreat for Juneau and Sitka residents. Many residents practice a subsistence lifestyle and actively exchange resources with their neighbors. The 108-degree sulfur hot springs is the social focus of the community; bathing times are posted for men and women. Approximately 5% of the population is Alaska Native or part Native.

9770.1.21 – Thorne Bay Community Profile

Thorne Bay

Population: 496 (2011 DCCED certified estimate)
Incorporation Type: 2ND Class City
Borough Located In: Unorganized
Regional Native Corporation: None

Location & Climate:
Thorne Bay is 47 air miles northwest of Ketchikan on the east coast of Prince of Wales Island. On the island's road system, it lies 60 miles from Hollis and 36 miles east of the Klawock Junction, at approximately 55.68778° North Latitude and -132.52222° West Longitude. (Sec. 12, T071S, R084E, Copper River Meridian.) Thorne Bay is located in the Ketchikan Recording District. Prince of Wales Island is dominated by a cool, moist, maritime climate: summer temperatures range from 49 to 63; winter temperatures from 32 to 42. Average annual precipitation is 120 inches, including 40 inches of snow.

EMERGENCY SERVICES			
Police:.	None	**Fire:** State VPSO & City Volunteer Fire Dept./EMS/Ambulance	
VPSO:	254-8499	**EMS:** City EMS Firehall Thorne Bay Volunteer Rescue Squad/EMS	907 828-3380 828-3313 826-2367/3330

		Prince of Wales Island Area EMS	
Alaska State Troopers:	None	**Hospital**: Thorne Bay Health Clinic	828-8848
Harbormaster:	965-4138	**Village/Tribal Council:** 828-3380	

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Thorne Bay	**Phone:** 828-3380	**Fax:** 828-3374	**Website:** http://www.thornebay-ak.gov/
Address: P.O. Box 19110, Thorne Bay, AK 99919,	**Primary Contact:**	**City Clerk:**	**Other:** reception@thornebay-ak.go
Name: Thorne Bay Business Association	**Phone:**	**Fax:**	**Website:** http://www.thornebayalaska.net/
Address: P.O. Box 19492, Thorne Bay, AK 99919	**Primary Contact:**	**City Clerk**	**Other:** tbba@thornebayalaska.net
Name: Southeast Island Schools	**Phone:** 828-8254	**Fax:** 828-8257	**Website:** http://www.sisd.k12.ak.us/
Address: P.O. Box 19569, Thorne Bay, AK 99919-8340	**Primary Contact:**	**City Clerk**	**Other:** darensman@sisd.k12.ak.us

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		State-owned seaplane base
WATER:	Accessible by boat?	Inter-Island Ferry at Hollis

Local Transportation and Services	
Local Transportation:	
Local Roads and Trails:	The roads provides access to other Prince of Wales Island communities
Vehicle Rental:	McFarlands Silverthorn
Airline Services:	Ketchikan Air Service; Taquan Air; Pro-Mech

LOCAL SERVICES AND FACILITIES

Lodging			
Housing Facility	**Website**		**Phone**
Brenda's Beehive B&B			828-3945
MacFarland's Floatel			828-3335
Deer Creek Cottages			828-3393
Thorne Bay Inn & Cabins			828-3400
The Welcome Inn B&B			828-3950
Boardwalk Wilderness Lodge			828-3918
Tackle Shackle			828-8212
Adventure Alaska			828-3977
River Bitch Inn			828-3322
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Petro Alaska			12 tank/ 276,000 gals
City			2 tank/ 6,000 gal
US Forest Service			2 tanl/ 20,455 gal
Taquan Air			2 tank/ 6,000 gal
The Tackle Shop			3,000 gal
Bayview Fuel & Tire			2,000 gal
Communications and Utilities			

	Name/Service Provider
Telephone (Landline)	ACS of the Northland
Telephone (Cellular)	AT&T Alascom
Internet Service Provider	Alaska Power & Telephone Company (www.aptalaska.net)
Electricity Provider	Thorne Bay Public Utility
Local Power Plant	
School Power Plant	
Primary Water Supply System:	Water Lake, north of Thorne Bay, supplies water that is treated and stored in a tank before piped distribution.
Primary Sewage System:	The gravity sewage system includes secondary treatment before discharge into the bay

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
City/Bay Chalet	828-3380		
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Sort Yard	828-3380		
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe	828-3380		
Bulldozer			
Dump truck or similar	828-3380		
Skiff with Outboard Motor	harbormaster, 965-4138		
ADEC response equipment conex	harbormaster, 965-4138		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:
Employment is primarily in small sawmills, U.S. Forest Service management of the Tongass National Forest, the Southeast Island School District, commercial fishing, tourism and lodging, and both local and state government employment. Additional economic activities include automobile and heavy equipment maintenance and repair, vehicle and boat fuel sales, transportation, and limited retail; in 2011, 17 residents held commercial fishing permits. To supplement incomes, residents fish and trap. Deer, salmon, halibut, shrimp and crab are popular food sources. Many locals travel to Craig and Ketchikan to purchase preferred goods.
Culture & Demographics:
The bay was named after Frank Manley Thorn, superintendent of the U.S. Coast & Geodetic Survey from 1885 through 1889; the name was misspelled when published. Thorne Bay developed as a result of a long-term timber sales contract between the U.S. Forest Service and the Ketchikan Pulp Company: in 1960 a floating logging camp was built and two years later Ketchikan Pulp moved its main logging camp from Hollis to Thorne Bay, and a shop, barge terminal, log sort yard, and camp were built to replace facilities at Hollis. Roads were then constructed to connect Thorne Bay with Hollis, Craig, and Klawock. During this time, Thorne Bay was considered the largest logging camp in North America. Thorne Bay evolved from a company-owned logging camp to an incorporated city in 1982, partly due to the land selection program provided for in the Alaska Statehood Act. Approximately 5% of the population is Alaska Native or part Native.

9770.1.22 – Wrangell Community Profile
Wrangell

Population: 2,411 (2011 DCCED certified estimate)
Incorporation Type: Unified Home Rule Borough
Borough Located In: City and Borough of Wrangell
Regional Native Corporation: None

Location & Climate:
The City of Wrangell is located on the northwest tip of Wrangell Island, 155 miles south of Juneau and 89 miles northwest of Ketchikan. It is near the mouth of the Stikine River, an historic trade route to the Canadian Interior, at approximately 56.47083° North Latitude and -132.37667° West Longitude. (Sec. 25, T062S, R083E, Copper River Meridian.) Wrangell is in the maritime climatic zone and experiences cool summers, mild winters, and year-round rainfall: summer temperatures typically range from 42 to 64° F; winters from 21 to 44° F. Average annual precipitation is 82 inches, including 64 inches of snowfall. Fog is common from September through December.

EMERGENCY SERVICES			
Police:.	874-3304	**Fire:** City Volunteer Fire Dept./Rescue	
VPSO:	None	**EMS:**	

Alaska State Troopers:	874-3215	**Hospital**: Wrangell Medical Center Wrangell Health Center Wrangell Volunteer Fire Dept./Rescue	874-7000 874-3223
Harbormaster:			

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City of Wrangell	**Phone:** 874-2381	**Fax:** 874-3952	**Website:** http://www.wrangell.com/
Address: P.O. Box 531, Wrangell, AK 99929	**Primary Contact:**	**City Clerk:**	**Other:** clerk@wrangell.com
Name: Wrangell Chamber of Commerce	**Phone:** 874-3901	**Fax:** 874-3905	**Website:** http://www.wrangellchamber.org/
Address: P.O. Box 49, Wrangell, AK 99929	**Primary Contact:**	**City Clerk**	**Other:** chamber@seapac.net
Name: KSTK Radio	**Phone:** 874-2345	**Fax:** 874-3293	**Website:**
Address: P.O. Box 1141, Wrangell, AK 99929	**Primary Contact:**	**City Clerk**	**Other:** kstknews@aptalaska.net
Name: The Wrangell Sentinel	**Phone:** 874-2301	**Fax:** 874-2303	**Website:**
Address: P.O. Box 798, Wrangell, AK 99929	**Primary Contact:**	**City Clerk**	**Other:** wrgsent@aptalaska.net
Name: Wrangell City Schools	**Phone:** 874-2347	**Fax:** 874-3137	**Website:** http://www.wrangellschools.org/
Address: P.O. Box 2319, Wrangell, AK 99929-2319	**Primary Contact:**	**City Clerk**	**Other:** rrhodes@wrangellschools.org

Village Council: Wrangell Cooperative Association	**Phone:** 874-3481	**Fax:** 874-2982	**Website:**
Address: P.O. Box 868, Wrangell, AK 99929	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		The State-owned 6,000' paved lighted runway enables jet service. A seaplane base lies adjacent to the runway.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System
Local Transportation and Services		
Local Transportation:	Taxis: Porky's Cab, Star Cab	
Local Roads and Trails:		
Vehicle Rental:	Practical Rent-A-Car	
Airline Services:	Alaska Airlines; Sunrise Aviation; Ketchikan Air Service	

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Stikine Inn		874-3388
Harding's Sourdough Lodge		
Roadhouse Lodge		
Thunderbird Hotel		
Hungry Beaver Hotel		
Rooney's Roost B&B		
The Anchor B&B		
Harbor House		
Triple B		
Presbyterian Church Hostel		

Snoddy's B&B			
Fennimore's B&B			
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Unocal 76			7 tanks/ 239,000 gals
Delta Western			370,000 gal
Power Utility			10,000 gal
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	Alaska Telephone Co/AP&T		
Telephone (Cellular)	AT&T Alascom; GCI		
Internet Service Provider	Alaska Power & Telephone Company (www.aptalaska.net); GCI (www.gci.net); SEAKnet (www.seaknet.alaska.edu)		
Electricity Provider	Wrangell Municipal Light & Power purchases electricity from the state-owned Tyee Lake Hydro		
Local Power Plant			
School Power Plant			
Primary Water Supply System:	Two surface reservoirs south of town supply 64 million gallons of water, which is filtered, treated, and piped to households.		
Primary Sewage System:	Sewage receives secondary treatment at the Shoemaker Bay plant. About 20% of residences have individual septic tanks or marine outfalls		

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Salvation Army Community Center			
City Hall/Civic Center			
American Legion Hall			
Wrangell Recreation Facilities			
Wrangell Museum			
City/Our Collections Museum			
City Public Library			
Evergreen Elementary School			
Stikine Middle School			
Wrangell High School			
School Libraries			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe			
Bulldozer			
Dump truck or similar			
ADEC response equipment conex	contact the harbormaster, 874-3736		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			
What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?			
Location	Latitude & Longitute	Reason for protection	

Economy:

Wrangell's economy is based on commercial fishing, tourism, and timber from the Tongass National Forest. Fishing and fish processing are an important segment of the economy. The Alaska Pulp Corp. sawmill, Wrangell's largest employer, closed in late 1994, but its primary assets were

sold to Silver Bay Logging and the sawmill reopened in April 1998 with 33 employees. In 2011, 253 residents held commercial fishing permits. Dive fisheries are also taking place; targeted species include sea urchins, sea cucumbers, and geoducks. Wrangell offers a 150-ton marine travel lift and adjacent boat yard, which have increased marine-related support industries. There is a deep-water port, which is able to cater to large cruise ships. Stikine River and the surrounding area attract independent travelers for fishing, glacier viewing, and kayaking adventure tours. Anan Wildlife Observatory is famous for black and brown bear viewing

Culture & Demographics:

Wrangell is one of the oldest non-Native settlements in Alaska. In 1811, the Russians began fur trading with area Tlingits and built a stockade named Redoubt Saint Dionysius in 1834. The British of Hudson's Bay Co. leased the fort in 1840. A large Stikine Indian village known as Kotzlitzna was located 13 miles south of the fort. The Tlingits claimed their own ancient trade rights to the Stikine River and protested when the Hudson Bay Co. began to use their trade routes. But two epidemics of smallpox, in 1836 and 1840, reduced the Tlingit population by half. The fort was abandoned in 1849 when furs were depleted, but remained under the British flag until Alaska's purchase by the U.S. In 1868, the U.S. military established Fort Wrangell, named for the island. The community continued to grow as an outfitter for gold prospectors in 1861, 1874-77, and in 1897. Riotous activity filled gambling halls, dance halls, and the streets. Thousands of miners traveled up the Stikine River to the Cassiar District of Canada during 1874, and again to the Klondike in 1897. A packing firm began operating in Wrangell in 1889, and a local sawmill provided packing boxes for canneries and lumber for construction. The city incorporated in 1903. By 1916, fishing and forest products had become the primary industries; four canneries and a cold storage plant were constructed in the late 1920s. Cold packing of crab and shrimp came in the 1930s. Abundant spruce and hemlock resources helped to expand the lumber and wood products industry. A federally-recognized tribe is located in the community, the Wrangell Cooperative Assoc., and 24% of the population is Alaska Native or part Native. Wrangell is primarily a non-Native community with a mixture of Tlingit, Russian, British, and American historical influences.

9770.1.23 – Yakutat Community Profile

Yakutat

Population: 656 (2011 DCCED certified estimate)
Incorporation Type: Non-Unified Home Rule Borough
Borough Located In: City and Borough of Yakutat
Regional Native Corporation: None

Location & Climate:

Yakutat sits isolated in the lowlands along the Gulf of Alaska, 225 miles northwest of Juneau and 220 miles southeast of Cordova, at the mouth of Yakutat Bay, one of the few refuges for vessels along this stretch of coast. The Hubbard and Malaspina Glaciers are nearby. It lies at approximately 59.54694° North Latitude and -139.72722° West Longitude (Sec. 30, T027S, R034E, Copper River Meridian). Yakutat has a maritime climate characterized by relatively mild, often rainy weather. Summer temperatures range from 42 to 60° F; winter temperatures, 17 to 39° F. Yakutat receives some of the heaviest precipitation in the state, averaging 132 inches, including 219 inches of snowfall

EMERGENCY SERVICES

Police:.	784-3206	**Fire:** Borough Volunteer Fire Dept./EMS/Ambulance	784-3206
VPSO:	None	**EMS:** Yakutat Volunteer EMS/Rescue	784-3206
Alaska State Troopers:	784-3220	**Hospital**: Yakutat Community Health Center	784-3275
Harbormaster:	784-3491		

LOCAL ORGANIZATIONS AND STAKEHOLDERS			
Name: City & Borough of Yakutat	**Phone:** 784-3323	**Fax:** 784-3281	**Website:** http://www.yakutatak.us/
Address: P.O. Box 160, Yakutat, AK 99689	**Primary Contact:**	**City Clerk:**	**Other:** yakclerk@yakutatak.us
Name: Yakutat Native Association	**Phone:** 784-3932	**Fax:** 784-3238	**Website:**
Address: P.O. Box 418, Yakutat, AK 99689	**Primary Contact:**	**City Clerk**	**Other:** yttgm@hotmail.com
Name: Yakutat School District	**Phone:** 784-3317	**Fax:** 784-3446	**Website:** http://www.yakutatschools.org/
Address: P.O. Box 429, Yakutat, AK 99689-0429	**Primary Contact:**	**City Clerk**	**Other:** rschug@yakutatschools.org
Village Corporation: Yak-Tat Kwaan, Incorporated	**Phone:** 784-3335	**Fax:** 784-3622	**Website:** http://www.yak-tatkwaan.com/
Address: P.O. Box 416, Yakutat, AK 99689	**Primary Contact:**	**City Clerk**	**Other:** rochellelekanof@yak-tatkwaan.com

Village Council: Yakutat Tlingit Tribe	**Phone:** 784-3238, ext 223	**Fax:** 784-3595	**Website:**
Address: P.O. Box 418, Yakutat, AK 99689	**Email:**		

TRANSPORTATION		
ROAD:	Accessible by road?	No road access
AIR:		Scheduled jet flights, air taxis and floatplanes serve Yakutat. The State owns two jet-certified runways; one is 6,663' of concrete, the other is 7,750' of asphalt. The airport is located 3 miles southeast of town; a seaplane base is available one mile northwest. The U.S. Forest Service owns five airstrips in the vicinity, and the National Park Service operates one at East Alsek River.
WATER:	Accessible by boat?	Alaska Marine Highway (ferry) System

Local Transportation and Services	
Local Transportation:	Taxis: Rose's Taxi
Local Roads and Trails:	
Vehicle Rental:	Situk Leasing
Airline Services:	Alaska Airlines; Yakutat Coastal Airlines

LOCAL SERVICES AND FACILITIES		
Lodging		
Housing Facility	**Website**	**Phone**
Mooring Lodge		784-3300
Glacier Bear Lodge		784-3202
Leonard's Landing Lodge & Cabins		784-3245
Silver Tip Guest House		784-3533
Yakutat Lodge		784-3232

Hanson's B&B			
Harlequin Lodge			784-3341
Blue Heron Inn B&B			784-3287
Food Service & Groceries			
Name/Facility	**Type**	**Season**	**Phone**
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
	[Restaurant/Cafeteria/ Grocery Store]		
Supplies & Other Services			
	Name		**Phone**
General Store			
Hardware Store			
Bank or ATM			
[Other]			
Fuel			
Fuel Stations	**Phone**	**Fuel Available**	**Season**
[Name/Operator]			
Tank Farm	**Phone**	**Fuel Available**	**Capacity**
Delta Western	784-3311		6,468,000 gals
Alaska DOT			14,800 gals
Sitka Sound Seafoods			12,200 gals
Communications and Utilities			
	Name/Service Provider		
Telephone (Landline)	ACS of the Northland		
Telephone (Cellular)	AT&T Alascom		
Internet Service Provider	ACS Internet (www.acsalaska.net)		
Electricity Provider	City & Borough of Yakutat		

Local Power Plant	
School Power Plant	
Primary Water Supply System:	Water is derived from four wells, treated, and piped to all homes and schools in the community. Several wooden storage tanks provide pressure to the water system.
Primary Sewage System:	Piped sewage receives primary treatment; a secondary treatment facility is nearing completion

SPILL RESPONSE SUPPORT			
The following facilities may be available to support a spill response. Contact local communities for additional information.			
Potential Command Posts, Operations Centers or Meeting Facilities			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	**Internet Yes/No**
Police Dept	784-3206		
Youth Center: Greg's Place/YNA Bldg			
Community Hall/ANB Hall			
Yakutat City Hall			
School Gym			
Icy Bay School			
Yakutat School			
School Libraries			
Potential Staging Areas			
Facility Name or Location	**Contact (organization & phone)**	**Capacity/ Size**	
Multi Purpose Dock	Harbormaster, 784-3323	40’ van	
Small Boat Harbor	Harbormaster, 784-3323	40’ van	
Local Spill Response Equipment			
Facility Name or Location	**Contact (organization & phone)**	**Quantity**	
Boom, sorbent pads, etc.			
Backhoe	784-3323		
Bulldozer	784-3323		
Dump truck or similar			
Skiff w/ Outboard Motor	Harbormaster, 784-3323		
ADEC response equipment conex	Harbormaster, 784-3323		
Are there any limiting factors in the community for supporting a large spill response effort? Examples are restricted food supply, seasonal water rationing, lack of lodging, waste-water restrictions, etc.			

What are the top two sensitive areas (*environmental or cultural*) to be protected in case of an oil spill?		
Location	Latitude & Longitute	Reason for protection

Economy:

Yakutat's economy is dependent on fishing, fish processing and government. North Pacific Processors is the major private employer, and in 2011, 182 residents held commercial fishing permits. Recreational fishing opportunities, both saltwater and freshwater fishing in the Situk River, are world-class. Most residents depend on subsistence hunting and fishing, harvesting salmon, trout, shellfish, deer, moose, bear and goats.

Culture & Demographics:

Yakutat has a diverse cultural history. The original settlers are believed to have been Eyak-speaking people from the Copper River area who were conquered by the Tlingits. Yakutat means "the place where the canoes rest." In the 18th and 19th centuries, English, French, Spanish and Russian explorers came to the region. Fur traders were attracted to the region's sea otters; the Russian-American Co. built a fort in Yakutat in 1805 to harvest sea otter pelts. Because the Russians would not allow local Tlingits access to their traditional fisheries, a Tlingit war party attacked and destroyed the post. In 1884, the Alaska Commercial Co. opened a store in Yakutat. By 1886, the black sand beaches in the area were being mined for gold. In 1889 the Swedish Free Mission Church opened a school and sawmill in the area. Beginning in 1903 the Stimson Lumber Co. constructed a cannery, sawmill, store, and railroad. Most residents moved to the current site of Yakutat to be closer to this cannery, which operated through 1970. During World War II, a large aviation garrison and paved runway were constructed; troops were withdrawn after the war, but the runway is still in use. The City of Yakutat was formed in 1948, but in 1992 a borough that incorporated the city into its government was organized. The area maintains a traditional Tlingit culture with influences from the original Eyak Athabascans, as well as Russian, English and American traders and miners. Fishing and subsistence activities are prevalent. A federally-recognized tribe is located in the community, the Yakutat Tlingit Tribe of the Central Council Tlingit & Haida Indian Tribes of Alaska, and 47% of the population is Alaska Native or part Native.

9780 – Technical References List

9780.1 – NCP Product Schedule

NCP Product Schedule can be found at the following link:
https://www.epa.gov/emergency-response/alphabetical-list-ncp-product-schedule-products-available-use-during-oil-spill

9780.2 – Catalog of Crude Oil and Oil Product Properties

Follow link for the "List of Petroleum and Non-petroleum Oils":
https://homeport.uscg.mil/Lists/Content/Attachments/360/List%20of%20Petroleum%20and%20Non%20Petroleum%20Oils.pdf

9780.3 – Chemical Hazards Response Information System (CHRIS) Manual

CHRIS Manual is found at the following link: https://www.hsdl.org/?abstract&did=24079

9800 – RESERVED

9900 – RESERVED FOR AREA/DISTRICT

GLOSSARY

ABBREVIATIONS AND ACRONYMS

AAC	Alaska Administrative Code
ACA	Area Command Authority
ACGIH	American Conference of Governmental Industrial Hygienists
ACMP	Alaska Coastal Management Program
ACP	Area Contingency Plan
ACS	Alaska Clean Seas
ADAPTS	Air Deliverable Anti-Pollution Transfer System
ADCCED	Alaska Dept of Commerce, Community and Economic Development
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADHSS	Alaska Department of Health and Social Services
ADLaw	Alaska Department of Law
ADMVA	Alaska Department of Military and Veterans Affairs
ADNR	Alaska Department of Natural Resources
ADOA	Alaska Department of Administration
ADOL	Alaska Department of Labor
ADOT/PF	Alaska Department of Transportation and Public Facilities
ADPS	Alaska Department of Public Safety
AIMS	Alaska Incident Management System Guide
AITC	Alaska Inter-Tribal Council
AJE	Inter-Departmental Accounting Journal Entry
AKNG	Alaska National Guard (part of the ADMVA)
AKSAS	Alaska State Accounting System
ALCOM	Alaska Command (U.S. Department of Defense)
ALMR	Alaska Land Mobile Radio
AMHS	Alaska Marine Highway System (part of ADOTPF)
AMS	Aerial Measuring System
AMSC	American Mobile Satellite Corporation
AO	Authorized Officer
AOO	Alaska Operations Office (EPA)
AOSPP	Alaska Oil Spill Permits Project
AP	Associated Press
APO	Alaska Pipeline Office
APRN	Alaska Public Radio Network
APSC	Alyeska Pipeline Service Company
ARAC	Atmospheric Release Advisory Capability
ARRT	Alaska Regional Response Team
AS	Alaska Statute
ASA	American Salvage Association
ASDF	Alaska State Defense Force
AST	Alaska State Troopers
ASTM	American Society for Testing and Materials
ATON	Aids to Navigation
ATSDR	Agency for Toxic Substance and Disease Registry (U.S. DHHS)

ATV	All-Terrain Vehicle
AVSUPFAC Cordova	Aviation Support Facility Cordova (USCG)
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BOA	Basic Order Agreement
BOD	Biological Oxygen Demand
BOM	Bureau of Mines
BTEX	Benzene Toluene Ethylbenzene Xylene
CAC	Crisis Action Center
CAP	Civil Air Patrol
CART	Central Alaska Response Team (ADEC)
CCGD17	Commander, USCG District Seventeen
CDC	Centers for Disease Control
CEC	Community Emergency Coordinator
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CFM	Cubic Feet per Minute
CFR	Code of Federal Regulations
CGC	USCG Cutter
CGSB	Canadian General Standards Board
CHEMTREC	Chemical Transportation Emergency Center
CHLOREP	Mutual Aid group of shippers and carriers of Chlorine
CHRIS	Chemical Hazard Response Information System
CISPRI	Cook Inlet Spill Prevention and Response Inc.
CMT	Crisis Management Team
COC	Command Operations Center (Fort Richardson)
COMDTINST	Commandant Instruction (USCG)
COMMSta	Communications Station (USCG)
COMPACAREA	Commander, USCG Pacific Area
COTP	Captain of the Port USCG
CPCS	Common Program Control Station
CRC	Coastal Resource Coordinator
CST	Civil Support Team (AKNG)
CWA	Clean Water Act
DAF	Dissolved Air Flotation
DASMASS	Deputy Assistant Secretary for Military Application & Stockpile Support
DAU	Damage Assessment Unit
DCST	Designated Contract Support Team
DFO	Disaster Field Office
DHHS	U.S. Department of Health and Human Services
DHS	U.S. Department of Homeland Security
DHSEM	Division of Homeland Security and Emergency Management (ADMVA)
DOC	U.S. Department of Commerce
DOD	U.S. Department of Defense
DOE	U.S. Department of Energy

DOG	Deployable Operations Group (USCG)
DOI	U.S. Department of the Interior
DOJ	U.S. Department of Justice
DOL	U.S. Department of Labor
DOL	Directorate of Logistics (DOD ALCOM)
DOS	U.S. Department of State
DOT	U.S. Department of Transportation
DPA	District Public Affairs
DRAT	District Response Advisory Team
DRG	District Response Group
DRO	Diesel Range Organics
DSF	[insert]
DSPAR	Division of Spill Prevention and Response (ADEC)
DWT	Dead weight tonnage
EAS	State Emergency Alert System
EENET	Emergency Education Network (FEMA)
EERU	Environmental Emergency Response Unit
EEZ	Exclusive Economic Zone
EHS	Extremely Hazardous Substance
EMS	Emergency Medical Services
EMT	Emergency Medical Team
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ERAMS	Environmental Radiation Ambient Monitoring System
ERCS	Emergency Response Cleanup Services Contracts
ERRS	Emergency and Rapid Response Services (EPA)
ERT	Emergency Response Team
ESA	Environmentally Sensitive Area
ESD	Environmental Services Division (EPA)
ESF	Emergency Support Functions
ESSM	Emergency Ship Salvage Material
ETS	Emergency Towing System
ETS	Enterprise Technology Services (State of Alaska)
FAA	Federal Aviation Administration
FCO	Federal Coordinating Officer
FDA	U.S. Food and Drug Administration
FEMA	Federal Emergency Management Agency
FLSA	Fair Labor Standards Act
FNSB	Fairbanks North Star Borough
FOG	Field Operations Guide
FOSC	Federal On-Scene Coordinator
FPN	Federal Pollution Number
FRERP	Federal Radiological Emergency Response Plan
FRMAC	Federal Radiological Monitoring and Assessment Center
FRP	Federal Response Plan (for catastrophic events)
FRP	Facility Response Plan
FRT	Field Response Team

FTS	Federal Telecommunications Service
FWPCA	Federal Water Pollution Control Act (Clean Water Act of 1977)
FWS	U.S. Fish and Wildlife Service
GPH	Gallons per hour
GRO	Gasoline Range Organics
GRS	Geographic Response Strategy
GSA	U.S. General Services Administration
HACS	Hazardous Assessment Computer System
HAZMAT	Hazardous Material
HAZWOPER	Hazardous Waste Operations and Emergency Response
HB	House Bill (State of Alaska)
HHS	Department of Health and Human Service
HIPPA	Health Insurance Portability and Accountability Act of 1996
HS	Hazardous Substance
HP	Horsepower
HPS	Historic Properties Specialist
HSSTRC	Hazardous Substance Spill Technology Review Council
IAEA	International Atomic Energy Agency
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Command System
ID	Identification
IMH	Incident Management Handbook (USCG and EPA)
IMT	Incident Management Team
INMARSAT	International Maritime Satellite Organization
ISA	Interagency Support Agreement
ISB	*In Situ* Burning
JIC	Joint Information Center
JRT	Joint Response Team
LCP	Local Contingency Plan
LEPC	Local Emergency Planning Committee
LEPD	Local Emergency Planning District
LERP	Local Emergency Response Plan
LOSC	Local On-Scene Coordinator
MAC	Multiagency Coordination Committee
MEOC	Mobile Emergency Operations Center (DMVA/DHSEM)
MEP	Marine Environmental Protection Branch, CCGD17
MLC PAC	Maintenance and Logistical Command, Pacific U.S.C.G.
MMS	Minerals Management Service (Reorganized into BSEE)
MOA	Memorandum of Agreement
MOA	Municipality of Anchorage
MOU	Memorandum of Understanding
MSD	Marine Safety Detachment
MSD	Marine Sanitation Device
MSDS	Material Safety Data Sheet
MSU	Marine Safety Unit
M/V	Motor Vessel

NAAQS	National Ambient Air Quality Standard
NART	Northern Alaska Response Team (ADEC)
NAVSEA	Navy Sea Systems Command
NAVSUPSALV	U.S. Navy Supervisor of Salvage
NAWAS	National Warning System
NCP	National Oil and Hazardous Substance Contingency Plan
NDS	National Distress System
NDT	National Decontamination Team
NESDIS	National Environmental Satellite, Data, and Information Service
NETAC	National Environmental Technology Applications Corporation
NFPA	National Fire Protection Association
NFS	National Forest Service
NIC	National Incident Commander
NIIMS	National Interagency Incident Management System
NIMS	National Incident Management System
NIOSH	National Institute for Occupational Safety and Health
NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPFC	National Pollution Fund Center
NPS	National Park Service
NRC	National Response Center
NRC	Nuclear Regulatory Commission
NRDA	Natural Resource Damage Assessment
NRF	National Response Framework
NRS	National Response System
NRT	National Response Team
NSF	National Strike Force
NSFCC	National Strike Force Coordination Center
NWS	National Weather Service
OCMI	Officer in Charge Marine Inspections
OCS	Outer Continental Shelf
OEPC	Office of Environmental Policy and Compliance (DOI)
OHMTADS	Oil and Hazardous Materials Technical Assistance Data System
OHSRPRF	Oil & Hazardous Substance Release Prevention & Response Fund
ONI	Office of Naval Intelligence
OPA	Oil Pollution Act of 1990
OPCEN	USCG District Operations Center
OSC	On-Scene Coordinator
OSHA	Occupational Safety and Health Administration
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Response Organization
OWOCRS	Open Water Oil Containment and Recovery System
PAAT	Public Affairs Assist Team
PAG	Protective Action Guidelines
PAH	Polynuclear Aromatic Hydrocarbons
PAO	Public Affairs Officer

PCN	Position Control Number
PEL	Permissible Exposure Limit
PPR	Prevention Preparedness and Response (DEC-SPAR)
PFO	Principal Federal Official
PIAT	Public Information Assist Team
PIC	Pressurized Ion Chamber
PIERS	Public Information Emergency Response System
PIO	Public Information Officer
$PM_{2.5}$	Particulate Matter 2.5 microns in size
PM_{10}	Particulate Matter 10 microns in size
POLREP	Pollution Report (in message format)
POTW	Publicly Owned Treatment Works
PPE	Personal Protective Equipment
PPM	Parts per million
PPOR	Potential Places of Refuge
PRD	Personal Radiation Detector
PREP	National Preparedness for Exercise Program
PRFA	Pollution Removal Funding Authorization
PSI	Pollution Standard Index (also, pounds per square inch)
PST	Pacific Strike Team
PST	Personal Satellite Terminals
PWS	Prince William Sound
QRC	Quick Response Card
RAC	Response Action Contractor
RAP	Radiological Assistance Program (also Response Action Plan)
RAP	Response Action Plan (ADEC)
RATNET	Rural Alaska Television Network
RCAC	Regional Citizens' Advisory Council
RCC	Rescue Coordination Center
RCP	Regional Contingency Plan
RCRA	Resources Conservation and Recovery Act
REAA	Regional Educational Attendance Area
REAC/TS	Radiation Emergency Assistance Center/Training Site
REO	Regional Environmental Officer (DOI)
RERT	Radiological Emergency Response Team (EPA)
RI/FS	Remedial Investigation/Feasibility Study
RIID	Radioactive Isotope Identifier
RP	Responsible Party
RPM	Remedial Project Manager
RPOSC	Responsible Party On-Scene Coordinator
RRC	Regional Response Center
RRO	Residual Range Organics
RRT	Federal Regional Response Team
RSA	Reimbursable Service Agreement
RSC	Regional Stakeholder Committee
RSPA	Research and Special Programs Administration (Office of Pipeline Safety)
R/V	Research Vessel

RV	Recreational vehicle
SAR	Search and Rescue
SARA	Superfund Amendments and Reauthorization Act
SART	Southeast Alaska Response Team (ADEC)
SCIP	Statewide Communications Interoperability Plan
SCO	State Coordinating Officer
SCOC	State Citizen's Oversight Council on Oil and other Hazardous Substances
SEAPRO	Southeast Alaska Petroleum Resource Organization Inc.
SECC	State Emergency Coordination Center
SERC	State Emergency Response Commission
SERT	Salvage Emergency Response Team
SERVS	Ship Escort Response Vessel System (Alyeska Pipeline Service Co.)
SHPO	State Historical Preservation Officer
SITREP	Situation Report (State)
SKIM	Spill Cleanup Equipment Inventory System
SLA	State legislative act
SMART	Special Monitoring of Applied Response Technologies
SONS	Spill of National Significance
SOPEP	Shipboard Oil Pollution Emergency Response Plan
SORS	Spilled Oil Recovery System
SOSC	State On-Scene Coordinator
SPAR	Spill Prevention and Response Division (ADEC)
SPCC	Spill Prevention Control and Countermeasures Plan
SPCO	State Pipeline Coordinator's Office
SSC	Scientific Support Coordinator
SSHO	Site Safety and Health Officer
SSHP	Site Safety and Health Supervisor
STAR	Spill Tactics for Alaska Responders (Manual)
START	Superfund Technical Assistance and Removal Team (EPA)
STORMS	Standard Oil Spill Response Management System (California)
SUSV	Small Unit Support Vehicle
TAD	Temporary Active Duty
TAPS	Trans Alaska Pipeline System
TAT	Technical Assistance Team (EPA)
TOPs	Technical Operating Procedures
T/V	Tank Vessel
UAF	University of Alaska Fairbanks
UCS	Unified Command System
UPI	United Press International
USACE	U.S. Army Corps of Engineers
USAFAK	US Air Force Alaska
USARAK	US Army Alaska
USCG	USCG
USDA	U.S. Department of Agriculture
USFS	U.S. Forest Service
USGS	U.S. Geological Survey
USN	U.S. Navy

VOIP	Voice Over Internet Protocol
VOSS	Vessel of Opportunity Skimming System
VRP	Vessel Response Plan
WHEC	USCG High Endurance Cutter
WLI	USCG Inland Buoy Tender
WLB	USCG Seagoing Buoy Tender
WMEC	USCG Medium Endurance Cutter
WPB	USCG Patrol Boat

DEFINITIONS

- **Activation**: notification by telephone or other expeditious manner or, when required, the assembly of appropriate members of the RRT.

- **Barrel**: a measure of space occupied by 42 U.S. gallons at 60 degrees Fahrenheit.

- **Clean Water Act**: the Federal Water Pollution Control Act of 1972 (P.L. 92-500), as amended by the Clean Water Act of 1977 (P.L. 95-217), as amended (33 U.S.C. 1251 - 1376).

- **Coastal Waters**: For classifying the size of discharge, means the waters of the coastal zone and specified ports and harbors on inland rivers.

- **Command post**: a site located at a safe distance from the spill site where response decisions are made, equipment and manpower deployed, and communications handled. State incident command personnel are located at the command post.

- **Community Right-To-Know**: Federal legislation requiring disclosure of hazardous chemical information to local fire departments, the Local Emergency Planning Commission and the State Emergency Response Commission, and to local citizens upon request (Superfund Amendments and Reauthorization Act of 1986, SARA Title III).

- **Containment and cleanup**: includes all direct and indirect efforts associated with the abatement, restriction of movement or removal of an oil or hazardous substance spill, and the restoration of the environment to its former state, including all incidental administrative costs.

- **Cultural resources:** historic, prehistoric and archaeological resources, which include deposits, structures, ruins, sites, buildings, graves, artifacts, fossils, or other objects of antiquity, that provide information pertaining to the historical or prehistorical culture of people in the State, as well as to the natural history of the State.

- **Damage assessment:** the process of determining and measuring damages and injury to the human environment and natural resources, including cultural resources. Damages include differences between the conditions and use of natural resources and the human environment that would have occurred without the incident, and the conditions and use that ensued following the incident. Damage assessment includes planning for restoration and determining the costs of restoration.

- **Disaster emergency**: the condition declared by proclamation of the Governor or declared by the principal executive officer of a local government unit to designate the imminence or occurrence of a disaster in the state for aiding the affected individuals and local government.

- **Discharge**: spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

- **Catastrophic discharge**: an oil discharge in excess of 100,000 barrels, or any other discharge of oil or hazardous substances, which the Governor determines, represents a grave and substantial threat to the economy or environment of the State.
- **Major discharge**: a major oil discharge is a spill of over 10,000 gallons on inland waters and over 100,000 gallons on coastal waters or any other discharge of oil or a hazardous substance that results in a release that may require evacuation or sheltering of nearby residents or businesses or which causes a serious environmental threat.

- **Medium discharge**: a medium oil discharge is a spill between 100 and 10,000 gallons on inland waters and 1000 to 100,000 gallons on coastal waters or any other discharge of oil or a hazardous substance which results in a localized release that may threaten the health and safety of people and emergency workers in the immediate area of the spill and/or present an environmental threat.

- **Minor discharge**: a minor oil discharge is a spill of less than 100 gallons on inland waters and less than 1000 gallons on coastal waters or any other discharge of oil or a hazardous substance that does not threaten public health, safety or the environment.

- **Dispersant**: a chemical agent used to enhance the breakup of concentrations of spilled oil into droplets, thereby promoting the mixing of oil into the water column with the intent to accelerate dilution and degradation rates.

- **Emergency Operations Center (EOC):** the pre-designated site from where State and local governments direct and manage off-scene logistics support to on-scene emergency operations.

- **First Federal Official**: the first federal representative of a participating agency of the National Response Team (NRT) to arrive at the scene of a discharge or release. This official coordinates activities under this Plan and may initiate, in consultation with the FOSC, any necessary actions until the arrival of the predesignated FOSC. A state with primary jurisdiction over a site covered by a cooperative agreement will act in the stead of the First Federal Official for any incident at the site.

- **Geographic Response Strategy:** Geographic response strategies (GRS) are site-specific spill response methods used to protect sensitive coastal environments from the deleterious effects of petroleum product spills or other hazardous substance spills. GRS provide first responders with specific guidance for rapid deployment of pre-identified actions to protect priority sensitive sites.

- **Hazardous substance**: an element or compound which, when it enters into the atmosphere or in or upon the water or surface land of the state, presents an imminent and substantial danger to the public health or welfare, including but not limited to fish, animals, vegetation, or any part of the natural habitat in which they are found. *(Under State of Alaska law, oil is considered a hazardous substance.)*.

- **HAZWOPER Training**: training required by 29 CFR 1910.120 for personnel involved in post emergency response operations at which personnel may be exposed to hazardous substances.

- **Human environment**: the social and economic systems, public health, and physical infrastructure of the state. Population, employment, income, subsistence use, government services, government revenues, and their cultural contexts are elements of social and economic systems. Public facilities, utilities, roads, airports, ports, buildings, and communication systems are elements of physical infrastructure. Private facilities are included when the facility services a public purpose.

- **Incident Action Plan:** the strategic goals, tactical objectives, and support requirements for responding to an incident. All incidents require an action plan.

- **Incident Command System (ICS):** the management tool to coordinate the efficient use of facilities, equipment, personnel, procedures, and communications. An incident command system is designed to begin developing from the time an incident occurs until the requirement for management and operations no longer exists.

- **Inland waters**: For classifying the size of discharges, means those waters of the United States in the inland zone and specified ports and harbors on inland rivers.

- **Local Emergency Planning Committee (LEPC)**: a group of local representatives appointed by the State Emergency Response Commission to prepare local oil and hazardous materials spill response plans as per the mandates of the federal Emergency Planning and Community Right-to-Know Act and in coordination with local jurisdictional boundaries.

- **Local Emergency Planning District (LEPD)**: geographical planning districts established by the State Emergency Response Commission under the federal Emergency Planning and Community Right-to-Know Act.

- **Local Emergency Response Plan (LERP):** a plan developed for an LEPD by a Local Emergency Planning Committee under the federal Emergency Planning and Community Right-to-Know Act. LERP's must be reviewed by the State Emergency Response Commission.

- **Local government**: a borough or city incorporated under Alaska law.

- **Multiagency Coordination Committee (MAC)**: an ICS term that refers to the functions and activities of representatives of involved agencies and/or jurisdictions who come together to make decisions regarding the prioritizing of incidents and the sharing and use of critical resources during an emergency response. The MAC organization oversees the incident commander, but is not a part of the on-scene response nor is it involved in developing operational tactics. However, the incident command system used in Alaska for responses to oil and hazardous substance discharges does not employ MAC organization, but instead uses a Regional Stakeholder Committee (RSC) that works with the Unified Command.

- **Municipality**: a borough or city incorporated under Alaska law.

- **Natural resources**: land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to or otherwise controlled by the State, federal government, private parties or a municipality.

- **Oil**: liquid hydrocarbon of any kind and in any form, whether crude, refined, or a petroleum by-product, including but not limited to petroleum, fuel oil, gasoline, lubricating oils, oily sludge, oil refuse, oil mixed with other wastes, crude oils, liquefied natural gas, propane, butane, or other liquid hydrocarbons regardless of specific gravity.

- **On-Scene Coordinator (OSC):** the official at the event responsible for coordinating response activities.

- **Federal On-Scene Coordinator (FOSC):** the federal official predesignated by the USCG or USEPA to coordinate and direct federal responses under Subpart D of the NCP, or the official designated by the lead agency to coordinate and direct removal actions under Subpart E of the NCP. Generally, the EPA will provide the FOSC for discharges or releases into or threatening the inland zone and the USCG shall provide the FOSC for discharges or releases into or threatening the coastal zone. However, if the release is from a facility or vessel under the jurisdiction, custody or control of DOD or DOE, then DOD or DOE will be the lead agency and designate the FOSC. For releases of hazardous substances, pollutants, or contaminants from a vessel or facility under the jurisdiction, custody or control of a federal agency other than the USCG, EPA, DOD or DOE, then that federal agency will provide the FOSC for all removal actions that are not emergencies.

- **Local On-Scene Coordinator (LOSC):** the designated Community Emergency Coordinator under the Local Emergency Response Plan. Where no LERP exists, the police or fire chief or other emergency services official will serve as the LOSC.

- **Responsible Party's On-Scene-Coordinator (RPOSC):** the person designated as incident commander or chief command staff in the facility or vessel contingency plan.

- **State On-Scene Coordinator (SOSC):** the OSC designee of the Alaska Department of Environmental Conservation. Three SOSCs have been predesignated by the ADEC Commissioner.

- **Place of Refuge:** A "place of refuge" is defined as a location where a vessel needing assistance can be temporarily moved to and where actions can then be taken to stabilize the vessel, protect human life, reduce a hazard to navigation, and/or protect sensitive natural resources and/or other uses of the area (e.g., subsistence collection of mussels, commercial fishing, recreational boating). A place of refuge may include constructed harbors, ports, natural embayments, temporary grounding sites, or offshore waters. A vessel moved to a temporary grounding site must be removed after emergency actions are completed. There are no pre-approved places of refuge identified in Alaska.

- **Pollutant or Contaminant**: defined by Section 104 (a)(2) of CERCLA, shall include, but not be limited to, any elements, substances, compound, or mixture, including disease-causing agents, which, after release into the environment and upon exposure, ingestion, inhalation, or assimilation into any organism, either directly from the environment or indirectly by ingesting through the food chain, will or may reasonably be anticipated to cause death, disease, behavioral abnormalities, cancer, genetic mutation, physiological malfunctions (including malfunctions in reproduction), or physical deformation in such organisms or their offspring. The term does not include petroleum, including crude oil and any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under Section 101(14)(A)-(F) of CERCLA, nor does it include natural gas, liquefied natural gas and synthetic gas of pipeline quality (or mixture of natural gas and synthetic gas). For purposes of the NCP, the term pollutant or contaminant means any pollutant or contaminant, which may present an imminent and substantial danger to public health or welfare.

- **Prevention and Preparedness:** actions taken by agencies to reduce oil and hazardous substance discharges through policies, programs and authorities.

- **Regional Stakeholder Committee (RSC):** a committee composed of individuals and representatives of entities that may be affected by an emergency incident. The RSC <u>may</u> include local government representatives, community emergency coordinators, Regional Citizens Advisory Council representatives, landowners, leaseholders, and special interest groups. The RSC membership may vary from incident-to-incident and from phase-to-phase. Agencies/organizations that are functioning as part of the overall ICS response structure would not normally be included in the RSC. The RSC does not play a direct role in setting incident priorities or allocating resources, but can advise the Unified Command and provide recommendations or comments on incident priorities and objectives.

- **Remedial investigation**: process undertaken by the lead agency (or responsible party if the responsible party will be developing a cleanup proposal) that emphasizes data collection and site characterization. A remedial investigation is undertaken to determine the nature and extent of the problem presented by the release. This includes sampling and monitoring, as necessary, and includes the gathering of sufficient information to determine the necessity for a proposed extent of remedial action. Part of the remedial investigation involves assessing the source of the contamination at or near the area where

the hazardous substances, pollutants, or contaminants were originally located (source control remedial actions) or whether additional actions will be necessary because the hazardous substances, pollutants, or contaminates have migrated from the area of their original location (management of migration). The remedial investigation is generally performed concurrently and in an interdependent fashion with the feasibility study. However, in certain situations, the lead agency may require potential responsible parties to conclude initial phases of the remedial investigation prior to initiation of the feasibility study.

- **Remedial Project Manager (RPM)**: the official designated by the lead agency to coordinate, monitor, or direct remedial or other response actions under the NCP.

- **Responsible party:** any person, operator, or facility that has control over an oil or hazardous substance immediately before entry of the oil or hazardous substance into the atmosphere or in or upon the water, surface, or subsurface land of the State.

- **Restoration:** after injury, the process of returning an ecosystem to its former condition; includes both replacement and acquisition of equivalent resources and services. Although the responsible party is responsible for paying damages for injured resources, federal and State trustee agencies (and not the OSCs) are responsible for evaluating the need for and implementing any necessary restoration programs.

- **State Emergency Response Commission (SERC)**: a group of officials appointed by the Governor to implement the provisions of Title III of the Federal Superfund Amendments and Reauthorization Act of 1986 (SARA). The SERC also reviews the State Oil and Hazardous Substance Discharge Prevention and Contingency Plan and Local Emergency Response Plans.

- **Subsistence economy**: an economy in which the customary and traditional uses of fish, wildlife, and plant resources contribute substantially to the social, cultural, and economic welfare of families in the form of food, clothing, transportation, and handicrafts. Sharing of resources, kinship-based production, small-scale technology, and the dissemination of information about subsistence across generational lines are additional characteristics.

- **Volunteer:** means any individual accepted to perform services by the lead agency that has authority to accept volunteer services (examples: reference 16 U.S.C. 742f(c)). A volunteer is subject to the provisions of the authorizing statute and the NCP.

- **Waters of the State:** includes lakes, bays, sounds, ponds, impoundment reservoirs, springs, wells, rivers, streams, creeks, estuaries, marshes, inlets, passages, canals, the Pacific Ocean, Gulf of Alaska, Bering Sea and Arctic Ocean, within the territorial limits of the State and all other bodies of surface or underground water, natural or artificial, public or private, inland or coastal, fresh or salt, which are wholly or partially in or bordering the State or under jurisdiction of the State.

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