POLLUTION INCIDENTS
(Oil/Hazmat)

	Date/Time
Short Title:	MISLE
Watchstander:	CIC

INITIAL INFORMATION COLLECTION – AWARENESS

**ASK REPORTING SOURCE IF NRC HAS BEEN NOTIFIED,
IF NOT HAVE REPORTING SOURCE CONTACT NRC.
IF UNABLE OR EMERGENCY, TAKE REPORT AND CONTACT NRC:
(1-800-424-8802)**

Incident type:	Location:

REPORTING SOURCE INFORMATION

Name:	Phone:	Vessel name:	Doc #:

R/S Address if calling from shore:

NRC #:	Material Spilled/Released:	CHRIS Code:

Location of Spill/Release (GPS and/or geographic):

Source of Spill:

Date/Time Spilled:

Body of water Affected:

Offshore ☐Yes / ☐No

Nature of Release: ☐Air Release ☐Water Release ☐Land Release

ESTIMATED Amount:	Description of material:

Color, smell, and any other identifying characteristics: ☐Rainbow, ☐Silver, ☐Thick Film/Clumps

Water Tributary of:	Water Supply Contaminated: ☐Yes / ☐No

Known Source / Secured?	**Is a cleanup in progress? □Yes / □No**
Rate of Release:	**Total Potential:**
Sheen Size (Width/Length)	**Is Person Reporting Responsible Party?**

ON-SCENE WEATHER

VISIBILITY	WIND	SEA CONDITION		TEMPERATURE	
	Direction/ Speed	Height	Direction	Air	Water

SUNRISE/ SUNSET	TIDAL CURRENT	NEXT TIDE		MISCELLANEOUS
	Direction/ Speed	High/ Low	Time/ height	

ADVISE REPORTING PARTY TO NOTIFY NRC: IF UNABLE; MAKE REPORT FOR THEM

Actions being taken by RP or 1st Responders to mitigate the spill or release:

MYSTERY DRUMS **Note: DO NOT TOUCH MYSTERY DRUMS!**

Is Drum Leaking? □Yes / □No

Identifying features/size/description/etc:

RESPONSIBLE PARTY INFORMATION

Vessel Type:

Vessel Name: **Doc/ IMO#:** **Flag:**

Length: **Hull Material:** **POB:**

Vessel Master Name/ Address/ Phone:

Vessel Aground: □Yes / □No	**Incident Cause:**

Fuel Onboard Type:	**Fuel Capacity:**	**QTY Fuel On Board:**
Cargo Type:	**Cargo Capacity:**	**QTY Cargo on Board:**

Vessel in Ballast: ☐Yes / ☐No	**Is vessel CG inspected?** ☐Yes / ☐No
Current Position:(If different from incident location)	**Course at time of incident:**
Have tanks been sounded? ☐Yes / ☐No **If NO, direct them to be sounded**	
LPOC:	**NPOC:**

FACILITY INFORMATION

Name:	**Address:**	**Contact Name:**	**Phone #:**

Description of Incident:

INITIAL ACTIONS

_____ Determine whether Sector Charleston **OR** MSU Savannah AOR

- MSU Savannah (Savannah River to Sector Jacksonville AOR boundary)
  - Notify MSU CDO @ **912-247-0073** ☐
  - Notification time: _____
- Sector Charleston :
  - NE of Georgetown (Route 17 Bridge crossing the Waccamaw River), notify **DDO** ☐
  - South of the Waccamaw River to the Savannah River:

    Notify the Pollution Responder duty phone @ **(843)296-5516** ☐

    If no answer, notify the Enforcement Duty Officer @ **(843)200-5832** ☐
- Notify Response Department Head ☐

_____ Open MISLE case (Create a MISLE notification from the NRC)

_____ Email MISLE NRC notification to IMD/PRs (including the MISLE Case number)

_____ Complete Initial SAR Check sheet/related QRC(s) (if applicable)

_____ Collect and distribute information from all LE databases (if applicable)

_____ Initiate CIC (if applicable)

_____ Contact National Response Center *(If responsible party unable)*

_____ Marine Incident has been determined to be:

☐**Major** ☐**Significant** ☐**Serious** ☐ **Marine Casualty/Accident**

_____ Determine Oil spill classification: **Inland:** ☐**Minor** ☐**Medium** ☐**Major**
Coastal: ☐**Minor** ☐**Medium** ☐**Major**

_____ Determine Incident Commander (see attached excerpt from MOU for additional guidance)

☐ Coast Guard – **Coastal**

☐ EPA/State – **Inland**

(Document in MISLE)

_____ **Notify D7 SCC for incidents involving:**

·Potential discharge of 1,000 gallons or greater

·Actual discharge of 500 gallons or greater

·Release posing threat to human health

·Significant threat to the environment

·Significant impact to commerce/high media

_____ **If Actual or Potential Medium or Major Spill:**

·Initiate 1-800-DAD-SAFE (if necessary) ☐

·Draft SITREP-POL (if necessary) ☐

·Notify LANTAREA (757) 398-6700 (if necessary)☐

_____ **DOI & DOC should be notified when the following conditions are met:**

·Discharge of oil greater than 1,000 gal or release of HAZMAT greater than RQ

·If the discharge/release impacts or threatens to impact DOI or DOC lands or resources

·If the discharge/release impacts or threatens to impact sensitive resources (species habitats, nesting sites, historical sites, marine mammals, etc)

_____ Issue SMIB (if applicable)

_____ Determine tidal cycle for next 24 hours: _____

_____ Contact Responsible Party

_____ Ensure CG/OGA/State/Local visual verification (Eyes on-scene)

_____ Contact applicable port partners and industry stakeholders

_____ Make initial notifications IAW the briefing matrix

_____ Notify PAO (as necessary)

_____ Command E-mail once Response briefed (CAPT, Deputy, RESP, PREV, IMD, MSSR)

**Note: Case conclusion decisions shall be made at the Response Department Head level. If additional technical input is needed, request the appropriate person be notified via the SCC.

PLANNING

_____ Determine risk to responders based on chemical or oil released or spilled

_____ Establish safety/security zone as appropriate

_____ Determine initial booming/containment strategies

_____ Receive or develop tactical plan

_____ Conduct ORM

PEACE MODEL – IDENTIFY HAZARDS

☐ Planning	☐ Event Complexity	☐ Asset Selection	☐ Communications	☐ Environment

STAAR MODEL – IDENTIFY OPTIONS

☐ Spread out	☐ Transfer	☐ Avoid	☐ Accept	☐ Reduce

_____ Make notifications IAW briefing matrix

OPERATIONAL EXECUTION

_____ Dispatch appropriate unit

_____ GAR score from responding unit(s). _____ ☐ Green(0-23) ☐ Amber(24-44) ☐ Red(45-60)

Concerns: _____

Assets GAR Scores:	Supervision:	Planning:	Crew Selection	Total GAR Score: _____ ☐Green (0-23) ☐Amber (24-44) ☐Red (45-60)
	Crew Fitness:	Environment	Complexity:	

_____ Make notifications IAW briefing matrix

_____ Monitor case

CONCLUSION

_____ Make notifications IAW briefing matrix

_____ Submit MISLE Case for review

POLICY/PROGRAM INFORMATION

Additional Contacts:

EPA: 1-800-241-1754
DOI: Joyce Stanley (404) 331-4524 or (404) 852-5414
SC DHEC: 1-888-481-0125
SC DNR: 1-800-922-5431
US Fish & Wildlife: 1-843-727-4707
USCG Gulf Strike Team: 1-251-441-6601
Charleston County COBRA: 1-843-202-1700
NOAA SSC: 1-(305)530-7931 or 1-206-526-4911
SC Port Authority: 1-843-577-8135
CHEMTREK: 1-800-424-9300

References:

a. Coast Guard Marine Safety Manual, COMDTINST 16000.14 (series)
b. National Response Framework
c. 40 CFR part 300

Definitions:

Oil Spill Classifications (gallons):

Minor Inland	< 1000	**Medium Inland**	1000 – 10,000	**Major Inland**	> 10,000
Minor Coastal	< 10,000	**Medium Coastal**	10,000 – 100,000	**Major Coastal**	> 100,000

HAZMAT Releases Classifications:

Minor Release: A release of a quantity of hazardous substance(s) that pose a minimal threat to public health or welfare of the United States or the environment.

Medium Release: A release not meeting the criteria for classification as a minor or major release.

Major Release: A release of any quantity of hazardous substance(s), pollutant(s), or contaminant(s) that pose a substantial threat to public health or welfare of the United States or the environment or results in significant public concern.

Background:

The Coast Guard has Federal On-Scene Coordinator (FOSC) responsibility when responding to hazardous material releases or threat of releases occurring within the coastal zone (except Department of Defense vessels/facilities and hazardous waste management facilities). If the release or threat of release is an immediate threat to human life, health, or the environment, the Coast Guard FOSC shall assume FOSC responsibility whether the release occurred in the inland or coastal zone. Government agencies at several levels may have jurisdiction over different aspects of a pollution response.

To ensure effective coordination, lead agencies have been designated within the National Response System to coordinate or direct pollution response efforts. Within the National Response System, the Coast Guard has been designated as the lead agency for oil and hazardous substance pollution incidents occurring within the coastal zone of the U.S. The EPA has been designed as the lead agency for oil and hazardous substance pollution incident occurring within the inland zone of the U.S.

The Coast Guard also supplies the pre-designated federal On Scene Coordinator (OSC) for oil or hazardous substance pollution incidents occurring within the coastal zone. The EPA also supplies the pre-designated federal On Scene Coordinator (OSC) for oil or hazardous substance pollution incidents occurring within the Inland zone.

The FOSC is the lead federal official for pollution response. The FOSC's responsibilities include coordinating all containment, removal, and disposal efforts and resources during a pollution incident including federal, state, local, and responsible party efforts.

Federalizing a Pollution case: Issues include:

- **a.** An oil spill or hazardous material spill will be Federalized when the responsible party is unknown or is not taking adequate clean-up actions.
- **b.** A case may also be Federalized when CG monitoring costs exceed $500.
- **c.** When a case is Federalized the COTP will take over direction of the clean-up and the responsible party will be billed for all costs, including CG resources.
- **d.** Documentation of costs and resource use is very important.

Marine casualty or accident: Applies to events caused by or involving a vessel and includes, but is not limited to, the following:

1. Any fall overboard, injury, or loss of life of any person.
2. Any occurrence involving a vessel that results in:
    - **a.** Grounding;
    - **b.** Stranding;
    - **c.** Foundering;
    - **d.** Flooding;
    - **e.** Collision;
    - **f.** Allision;
    - **g.** Explosion;
    - **h.** Fire;
    - **i.** Reduction or loss of a vessel's electrical power, propulsion, or steering capabilities;
    - **j.** Failures or occurrences, regardless of cause, which impair any aspect of a vessel's operation, components, or cargo;
    - **k.** Any other circumstance that might affect or impair a vessel's seaworthiness, efficiency, or fitness for service or route; or
    - **l.** Any incident involving significant harm to the environment.
3. Any occurrence of injury or loss of life to any person while diving from a vessel and using underwater breathing apparatus.

Serious marine incident: Any marine casualty or accident as defined in 46 CFR 4.03-1 which is required by 46 CFR 4.05-1 to be reported to the Coast Guard and which results in any of the following:

1. One or more deaths;
2. An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
3. Damage to property, as defined in 46 CFR 4.05-1(a)(7) of this part, in excess of $100,000;

4. Actual or constructive total loss of any vessel subject to inspection under 46 U.S.C. 3301; or
5. Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 U.S.C. 3301, of 100 gross tons or more.
6. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty.
7. A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty.

Major marine casualty: A casualty involving a vessel, other than a public vessel, that results in:

1. The loss of six or more lives:
2. The loss of a mechanically propelled vessel of 100 or more gross tons;
3. Property damage initially estimated at $500,000 or more; or
4. Serious threat, as determined by the Commandant and concurred in by the NTSB Chairman, to life, property, or the environment by hazardous materials.

Significant marine casualty: A casualty that is not a Major Marine Casualty but causes serious safety or environmental concerns, improves important safety issues, or causes substantial media interest. Significant marine casualties involve the following:

1. Multiple deaths or a single death caused by unusual circumstances.
2. Hazard to life, property, or marine environment (e.g. sinking of a chlorine barge).
3. Loss of any inspected vessel.

Sector Charleston

The overall Sector Charleston area of responsibility includes the Charleston marine inspection zone and COTP zone and the Savannah marine inspection sub-zone and Savannah COTP sub-zone, as written in 33 Code of Federal Regulations. The Sector Charleston COTP office is located in Charleston, South Carolina. The Savannah COTP office is located in Savannah, Georgia.

U.S. Coast Guard Captain of the Port (COTP) Charleston, South Carolina will be the pre-designated OSC in the following areas within EPA Region 4. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

From the intersection of the North Carolina-South Carolina state border at the sea; then inland (west) along the North Carolina and South Carolina state border to US 17; then south along US 17 (never on US 17 Alt or US 17 Bus) to I-95 near I-95 mile marker 33; then south along I-95 to the eastern bank of the Savannah River; then east along the northeast bank of the Savannah River to the eastern tip of Oyster Bed Island.

Also included will be the Intracoastal Waterway, Winyah Bay to US 17, Charleston Harbor to connecting tributaries, Ashley River to SC 7 Memorial Bridge, Wando River to SC 41, and Cooper River to US 17 Alternate/SC 52 (near Moncks Corner, SC).

Marine Safety Unit Savannah

U.S. Coast Guard Captain of the Port (COTP) Savannah, Georgia will be the pre-designated OSC in the following sub-zone of Sector Charleston's Area of Responsibility (AOR) and within EPA Region 4. When a roadway is used to delineate a boundary, that boundary shall be to, but shall not include, the roadway.

From the eastern tip of Oyster Bed Island west along the left descending bank of the Savannah River to I-95; then south along I-95 to the intersection of COTP Savannah-COTP Jacksonville at latitude 30 degrees 50 minutes North; then directly east to the sea.

Also included will be the Savannah River to I-95.