

NOAA Shipboard Oil Pollution Emergency Plan for small scale hazmat and oil pollution incidents SOPEP!



Objectives

- To provide a Ship Oil Pollution Emergency Plan (SOPEP) for vessels 40' and over and under 300 GT
- To ensure the functional worth of the plan across all line offices
- Provide the backbone of a dynamic plan that can be relevant to every large vessel in the NOAA small boat fleet where there previously was nothing.



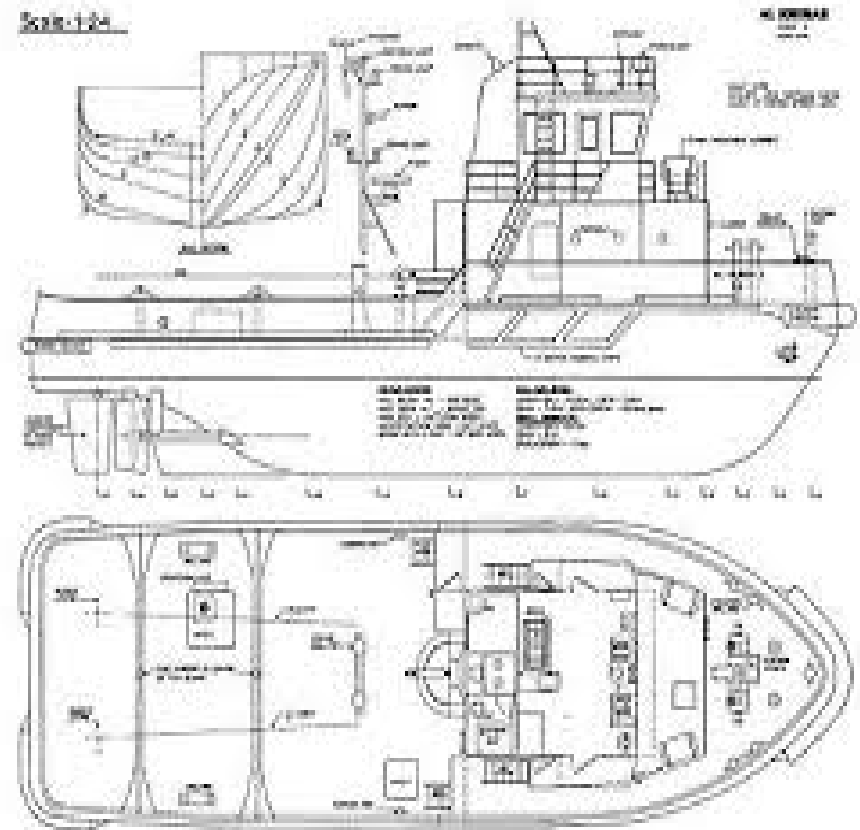
What Prompted the need for a SOPEP?

- “Class III Vessel had major mishap leaving the vessel full of oily waste and fuel
- Nothing was in place fleet-wide within the NOAA small boat community for a Marine Pollution Incident
- Financial crisis developed dealing with the hazardous waste left behind



What's in a "SOPEP"?

- Vessel specs for all types of oils, water, and sewage on-board
- Emergency contacts and notification agencies
- Initial Report forms for state and national agencies.
- Sensitive areas (Sanctuaries, breeding grounds, etc.)
- Most importantly, contacts for funds



Notification Tier

1st Tier

- National Response Center (NRC)
- Coast Guard RCC (Rescue Coordination Center)
- NOAA Vessel Operations Coordinator (VOC)

2nd Tier

- State Organizations/Sanctuaries
- NOAA Affiliated Response (OR&R, etc.)

3rd Tier

- Harbormasters/ Env. Managers of the Port
- Local Concerned Parties

- Each Vessel has specific notification trees based on location, state authorities, and federal law***



Response Tier

1st Tier

- Contractor (OSROs (Oil Spill Response Organization))

2nd Tier

- Finance and Acquisitions

3rd Tier

- NOAA Emergency Response (PR & Management)
- Miscellaneous specific to the vessel

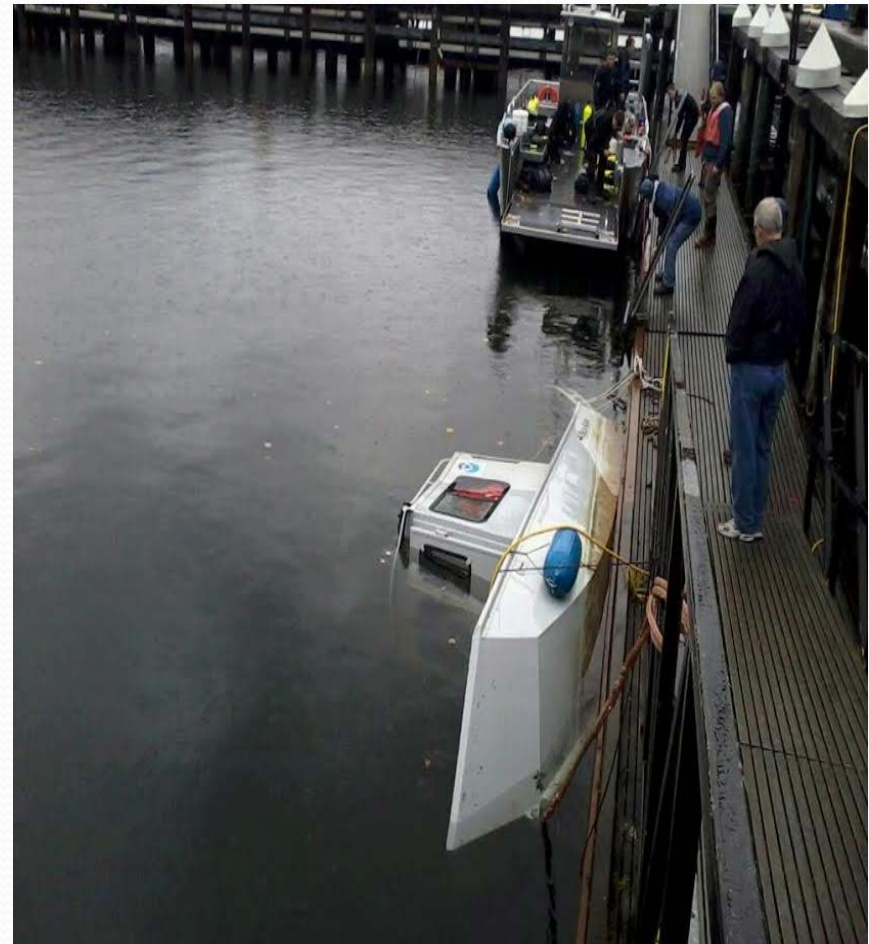
How do you build a “SOPEP”?

- The project was started with a large commercial ship SOPEP and made more appropriate for small vessels
- A SOPEP contains a robust list of people and organizations
- The structural foundation is the same and the contacts are customized for each vessel
- Identify aid contacts versus notification in an emergency



People/Organizations Involved

- United States Coast Guard (USCG)
 - NRC and RCC
- Relevant State Authorities
- National Marine Sanctuaries
- Financial Acquisitions Office
- Response Contractors (OSROs)
- Homeport or docking port resources
 - Harbormasters
 - Environmental Managers
- Vessel Operations Coordinators (VOCs)
- NOAA Affiliated Response
 - Emergency Response (OR & R)
 - Marine Debris, etc.
- Others that are vessel specific



Major Obstacles

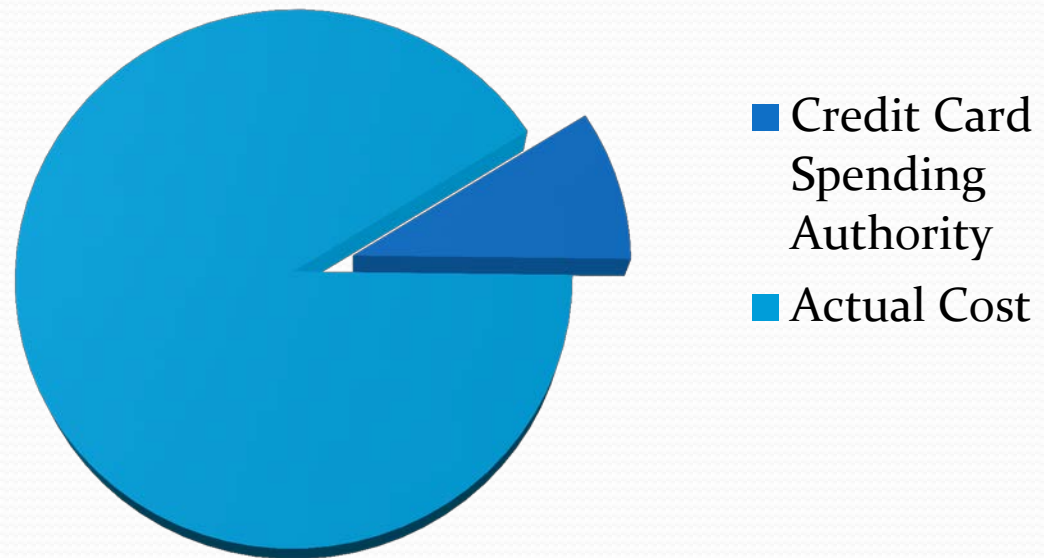
- Obligating funds is the hardest problem to overcome
- Identifying an emergency financial response
 - The structure is in place, but not necessarily at the rate an environmental emergency requires
- Rotating personnel or vacancies within the NOAA response structure can cause confusion or delays.



Emergency Finances

- Each vessel is given \$3500.00 credit card spending authority
- This usually covers the contractor arriving and nothing else
- The average small boat spill cost 35K (not considering after hours considerations in cost!)
- Credit card authorization process

Immediate Spending Percentage



See the problem? At best 10%

In the field vs. In the office

- Non-standard terminology between line offices and field personnel
- A SOPEP provides a common language to limit confusion in reporting a spill, who to contact, and what responsibility each position holds



What the plan does to improve the process

- Streamlines the financials
- Develops contracts and memos to verify funds immediately (no matter the hour and circumvent the traditional structure for the initial response)
- Existing financial avenues may be too slow for a spill to be effective in the clean-up process



Chronicle / Paul Chinn

Coast Guard replaces its commander in spill disaster

SAN FRANCISCO BAY OIL SPILL

Kevin Fagan, Demian Bulwa and Zachary Coile,
Chronicle Staff Writers

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How can I get started?

- A template of the plan with instructions is available on the SBP Website
- The specifics of each plan will be filled out by Vessel Operations Coordinators (VOC) and associated personnel.
- Each blank SOPEP comes with instructions on how to build a customized response plan, maintain the plan, and account for exceptional individual circumstances.

How was this created?

- Spent hours and travel talking to individuals in NOAA about their perspectives and needs
- Worked with field personnel through senior leadership
- Solicited opinions, effectively used given suggestions, and mirrored successful SOPEPs for the larger vessels.



Full credit due:

- This project was developed by Hollings Scholar Alfre Wimberley, with the assistance of the Fleet and the SBP.

