

SALVAGE RESPONSE PLAN

FOR

***U.S. Coast Guard
Sector Western Alaska and U.S. Arctic
Captain of the Port Zone***

***Annex 10200 to the Western Alaska
Area Maritime Security Plan***

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REFERENCES

- (a) Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation (DOT), September 1999
- (b) Security and Accountability for Every Port Act of 2006 (SAFE Port Act), Public Law (Pub. L.) 109-347
- (c) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 CFR § 103.505
- (d) Western Alaska Area Maritime Security Plan (AMSP)
- (e) Arctic and Western Alaska Area Contingency Plan (ACP)
- (f) Western Alaska Marine Transportation System Recovery Plan (MTSRP)
- (g) Department of Homeland Security, National Response Framework, (4th Ed. 2019)
- (h) Strategy to Enhance International Supply Chain Security, Department of Homeland Security (DHS), July 2007
- (i) U.S. Coast Guard Incident Management Handbook (IMH), COMDTPUB P3120.17 (series)
- (j) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. § 5121 *et. seq.*, as amended
- (k) Navigation and Navigable Waters, Department of the Army, Corps of Engineers, Removal of Wrecks and Other Obstructions, 33 CFR Part 245
- (l) Salvage and Marine Firefighting; 33 CFR Part 155, Subpart I
- (m) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels and Other Obstructions, 33 CFR Part 64
- (n) Navigation and Navigable Waters, Jurisdiction, 33 CFR § 2.36
- (o) Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations dated 15 SEP 1980
- (p) Memorandum of Agreement (MOA) between the Department of the Army Corps of Engineers and U.S. Coast Guard, October 2012
- (q) Risk Management (RM), COMDTINST 3500.3 (series)
- (r) U.S. Coast Guard Environmental Response and Preparedness Manual COMDTINST M16000.14(series)

SECTION 1: INTRODUCTION

The Salvage Response Plan (SRP) provides an all-hazard, post-incident framework for salvage response activities to facilitate the recovery of the Marine Transportation System (MTS). In compliance with references (a), (b) and (c), this plan provides notional objectives, procedures, and localized resource information to support the clearing of the port navigation systems and enable the resumption of maritime commerce. These references and this plan do not create any new U.S. Coast Guard (USCG) Captain of the Port (COTP), Federal Maritime Security Coordinator (FMSC), or Federal On-Scene Coordinator (FOSC) authorities or funding sources. Salvage operation planning and mission execution must occur within the constraints of existing law and policy.

A. PURPOSE

Per references (d), (e), (f), (g), and (j), the SRP anticipates the establishment of an Incident Commander (IC)/Unified Command (UC) under the National Incident Management System (NIMS) protocols and the use of a common salvage response coordination framework for all forms of marine casualties resulting in the disruption of the MTS. This plan incorporates coordination activities in a pre-incident environment between the Area Maritime Security Committee (AMSC) and/or the Area Committee (AC) for response to discharges of oil or the release of hazardous substances into the marine environment. The SRP does not preclude the advice or support of other advisory bodies in pre-incident preparedness or post-incident prioritization advice in support of the IC/UC.

B. SCOPE

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

1. Responsible Party (RP)-Led Salvage Response Operations under the Oil Pollution Act of 1990 (OPA- 90)/Comprehensive Environmental Response Compensation and Liability Act (CERCLA);
2. USCG-Led Salvage Response Operations under OPA-90/CERCLA;
3. RP-led Salvage Response Operations with **no** OPA-90 applicability; and
4. No RP and **no** OPA-90/CERCLA applicability.

Scenario 1: RP-Led Salvage Response Operations under OPA-90/CERCLA *The Panamanian Flag T/V Cabo Ayu, a 748' Panamax (LR1) tank vessel (42,794 GRT) with approximately 450,000 Bbls of crude oil suffers an engine room/pump room fire while discharging crude oil at the Kenai Pipeline Co. dock (Marathon) in Nikiski, AK. Damage and firefighting efforts resulted in the vessel settling down by the stern and it is currently resting on the bottom. There is a report of a sheen around the vessel with an unknown amount of crude oil/fuel discharged into the navigable waters of Cook Inlet.*

Potential impacts from this grounding include:

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- *This refinery relies primarily on the maritime delivery of crude stocks. The refinery is the only major gasoline refinery in Alaska, supplying most of the gasoline in the state as well as jet fuel, diesel, propane, butane and asphalt.*
- *Concern for regional fuel manufacture and distribution will become a high priority with emphasis from the State Emergency Operations Center.*
- *The logistical supply chain for the Marathon refinery will be disrupted, impacting the production of essential fuels, including nearly half of the jet fuel used at Ted Stevens Anchorage International Airport – a significant refueling stop for international air cargo carriers in transit between Asia and North America.*

Basic response strategies include:

- *COTP will initiate the establishment of a UC with the Vessel Owner/Operator, State Department of Environmental Conservation (DEC), and the Owner-Operator's Salvage Response Provider at a location TBD.*
- *COTP will coordinate with the Owner and Salvage Response Provider on an initial risk assessment of the vessel and provide essential information to the USCG Salvage Engineering Response Team (SERT).*
- *Because of the anticipated oil spill response and potential long-term salvage operation, COTP, as FOSC, will access the Oil Spill Liability Trust Fund (OSLTF) to fund additional expert resources including the USCG National Strike Force (NSF), SERT, and USN Supervisor of Salvage (SUPSALV) to develop an initial Incident Action Plan (IAP) and to review the initial submission of a salvage plan. Additionally, the COTP will initiate a Marine Casualty Investigation and coordinate all investigative activities within the UC.*
- *Based on the potential for an extended disruption of the MTS, an MTS Recovery Unit (MTSRU) will be established within the Incident Management Team (IMT) to guide the development of port impact reports using the Common Assessment and Reporting Tool (CART), port and vessel priorities, and develop courses of action (COAs) to resume movement of commercial traffic.*

The initial salvage-specific objectives included:

- *Ensure the safety of the vessel crew, responders, and public.*
- *Determine the salvage response provider for the vessel. Ensure initial assessments of all vessel systems are conducted and identify how the provider will meet the timelines for personnel and equipment to the scene.*
- *Access the Oil Spill Liability Trust Fund to activate Deployable Special Forces to support response efforts including the NSF, PIAT, IMAT, SERT, NOAA Scientific Support Coordinator, etc.*
- *The FOSC, NSF, BOA Contractors, and Alaska DEC will identify the Environmentally Sensitive Areas and initiate protection IAW the protection strategies in the Arctic and Western Alaska Area Contingency Plan.*
- *Establish an Environmental Branch under the Operations Section to manage all oil spill response activities.*
- *Notify CG SERT to stand by for additional information and prepare to coordinate with vessel salvage representatives on vessel stability concerns and the*

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development of an incident specific salvage response plan.

- *Activate a Salvage Branch under the Operations Section to coordinate all salvage related actions including the initial structural and stability assessment and coordinate with CG SERT.*
- *Activate a MTSRU to identify impacts to the MTS.*

Scenario 2: USCG-Led Salvage Response Operations under OPA-90/CERCLA *The single hull T/B Lady Camai, 195 GT, 114', 8,500 Gallon capacity was operating as an unregulated, unreported fish tender and fueling barge in the Bristol Bay Fishery. The Bristol Bay watershed in southwestern Alaska supports the largest commercial sockeye salmon fishery in the world.*

During extreme weather the towing vessel lost propulsion and control of the barge. The barge grounded on the shore of the Nushagak River in the vicinity of Ekuk, AK. It suffered a rupture of the #1S tank resulting in the loss of approximately 2K Gallons of #2 diesel. The barge was not currently certified for transport of petroleum products, and the owner/operator of the towing vessel company was not appropriately certified for the operation and did not have the required oil spill response/salvage resources on contract as required by OPA-90.

COTP dispatched personnel from the Sector Prevention and Response Departments to conduct an initial structural assessment, pollution response investigation, and notified all appropriate stakeholders including the State Department of Environmental Conservation (DEC). The initial on-site vessel assessment measurements and observations were obtained by Marine Inspectors from the Sector Prevention Department and relayed to the USCG-SERT.

COTP accessed the OSLTF to fund the travel and support of expert salvage/oil spill response organizations including the NSF, SERT, SUPSALV, National Oceanic & Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC), in addition to funding State and local government agency support.

The FOSC issued an Administrative Order under OPA-90 to the Owner/Operators of the towing vessel and barge to take appropriate actions in accordance with OPA-90 to respond to the oil discharge and take all necessary steps to initiate salvage response operations. In the interim, the COTP/FOSC coordinated with the National Pollution Funds Center to activate a professional salvage company using the OSLTF to respond and conduct salvage operations under the direction of the USCG and conduct oil spill removal operations.

The initial direction to the salvage provider was to dispatch a Salvage Master to the scene within 12 hours and coordinate with SERT/NSF to develop an initial salvage and lightering plan for the FOSC approval. A UC was established at the Sector with the USCG and State DEC as the UC.

The initial salvage-specific objectives included:

- *Ensure the safety of the vessel crew, responders, and public.*
- *Secure the source of the discharge and take actions to prevent movement of the barge.*

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- *Conduct a complete structural assessment, conduct a complete inventory of all petroleum products onboard, and provide essential results to SERT. Coordinate with SERT on a complete structural analysis/stability calculation.*
- *Require the development of a phased incident specific salvage plan to include initial actions, submerged operations if required, development of a barge stabilization and lightering plan, temporary repairs essential to refloating the barge, and a barge transit plan.*
- *Develop a Lightering Plan in accordance with local requirements to remove all petroleum products from the damaged barge and lighter to an appropriately certified vessel.*
- *Identify all required equipment, including location and estimated time to arrive on scene for all equipment necessary to conduct lightering operations, submerged operations, and any heavy lift/towing equipment essential to execute the required missions.*

Scenario 3: *RP-led Salvage Response Operations with no OPA-90 applicability. The tug Glacial Wolf was towing the 800 TEU capacity barge Shishmaref Dealer (360', 5,520 GT) from Naknek and Dillingham enroute to Dutch Harbor, AK with a full load of containers loaded with frozen fish and refrigerated fish products when extreme weather parted the towing cable.*

The barge runs aground and becomes stranded about 20 miles WSW of Nelson Lagoon on the Alaska Peninsula. This area is on the northern side of the Alaskan Peninsula and is part of the North Creek National Wildlife Refuge. Water has entered the void spaces.

The cargo is not a regulated hazardous material and has no petroleum component. Compliance with the VRP Geographic Specific Annex for Salvage and Marine Firefighting is not required of the Owner/Operator due to the cargo type.

COTP issued a COTP Order to the Owner/Operator of the vessel to take specific actions regarding the status of the vessel and plans for the cargo. The COTP Order further required the submission of any vessel assessment information and development of a salvage plan to be submitted to the COTP for approval prior to initiating any operations.

The Owner/Operator contracted with a nationally recognized salvage and diving organization to lead the response. The COTP activated a UC with the Owner/Operator representative, Alaska Department of Environmental Conservation (DEC), Alaska Department of Natural Resources (DNR), the Alaska Department of Homeland Security & Emergency Management (DHS&EM), Aleutian Pribilof Islands Association (Alaskan Tribal Native representatives), and the USCG COTP.

A Salvage Branch under the Operations Section was activated as part of the IMT with task of coordinating with SERT on any Salvage Plan review and providing recommendations for action.

The USCG Sector dispatched marine inspectors to provide essential measurements and photographs to the USCG SERT for development of initial stability calculations. SERT has also coordinated with the Salvage Response organization for the transfer of vessel plans and coordination of stability calculations.

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The initial salvage-specific objectives included:

- Ensure the safety of the vessel crew, responders, and public.
- Secure the vessel to prevent potential for impacting the navigable waterway and sufficiently light the vessel for night/low visibility periods.
- Conduct a complete structural assessment and provide essential results to SERT to develop a stability analysis and salvage plan.
- Require the development of a phased incident specific salvage plan to include initial actions, submerged operations if required, development of a barge stabilization plan, temporary repairs essential to refloating, and a vessel transit plan.

Scenario 4: No RP and no OPA-90/CERCLA applicability. A derelict/abandoned barge located in the Steamboat Slough (just upriver from Bethel) was reported to have been pushed free from its landing during the spring ice thaw and the associated flooding on the Kuskokwim River. The barge was pushed into the main channel of the Kuskokwim River and sank.

The barge was one of many known by the COTP and the State Department of Natural Resources (DNR) to be an abandoned vessel, free of all petroleum products, and had no hazardous materials onboard.

Bethel is the intermodal supply hub for the consolidation and distribution of fuel, freight, and services to about 56 villages in the Yukon-Kuskokwim (Y-K) Region and the river is essential for transporting petroleum products, commercial salmon, supplies, and other cargo during the limited ice-free season (generally June through September).

COTP has notified the vessel operators in the region and issued an urgent marine broadcast to restrict all vessel movements within 1 mile of the sinking location. Having no nexus with OPA-90 or CERCLA and no owner/operator, the COTP is limited in the legal and financial authority to initiate a salvage response operation.

COTP initiated the development of a UC with the USCG, USACE, and the State Department of Natural Resources (DNR) as the lead agencies. Based on the location of the barge, any prolonged river closure will significantly impact shipment of essential fuels and cargoes to the Y-K region.

COTP has requested the USACE initiate an emergency salvage contract to conduct salvage operations on the barge as it resides in a navigable channel with no owner/operator and no capability to use OPA-90 or CERCLA funds.

The initial salvage-specific objectives included:

- Ensure the safety of the vessel crew, responders, and public.
- Establish an MTSRU to identify all impacts and develop recommendations to resume limited or restricted movements if possible.
- Coordinate with the ACOE on the issuance of an emergency salvage contract to remove the obstruction from the navigable waterway
- Continue coordination calls to provide full awareness of impacts to the Marine Transportation System.

C. SALVAGE RESPONSE PLAN GOALS AND OBJECTIVES

General: The procedures in this SRP cover salvage preparedness planning up to the point at which incident-specific salvage response planning and operations are initiated. The plan also provides information on salvage resources or concepts that could be employed or considered during responses managed by the IC/UC. The Commander's Intent for all salvage operations will include or consider all five (5) objectives below:

Objective 1. Support short-term MTS Recovery by implementing a flexible framework to plan for, arrange, and engage marine salvage response capabilities within existing authorities, policy, and funding to clear the port navigation system sufficiently for maritime commerce.

Objective 2. Initiate salvage response assessments, planning, and coordination with pertinent stakeholders and salvage response providers, as soon as practicable following an incident.

Objective 3. Determine appropriate pathways for authorities, funding, and resources to conduct salvage response to reopen channels and access routes within waterways and connecting channels that support maritime commerce.

Objective 4. Identify salvage needs of MTS infrastructure beyond the scope of this SRP and refer consideration for Federal Emergency Management Agency (FEMA) Mission Assignments (MAs) or long-term recovery support through Emergency Support Functions (ESFs) 1 (Transportation), 3 (Public Works and Engineering) and/or 10 (Oil and Hazardous Materials Response), as appropriate.

Objective 5. Support marine salvage operations through the IC/UC structure.

D. ORGANIZATION

1. **Area of Responsibility:**

[33 CFR §3.85-15(a)] The Commander, Sector Western Alaska and U.S. Arctic - Western Alaska Marine Inspection and Captain of the Port Zones start near the Canadian border on the EEZ at latitude 60°18'24" N, longitude 141°00'00" W, proceeding southwest to latitude 60°01'18" N, longitude 142°00'00" W; thence south to the outermost extent of the EEZ at latitude 56°14'50" N, longitude 142°00'00" W; thence southwest along the outermost extent of the EEZ to latitude 51°22'15" N, longitude 167°38'28" E; thence northeast along the outermost extent of the EEZ to latitude 65°30'00" N, longitude 168°58'37" W; thence north along the outermost extent of the EEZ to latitude 72°46'29" N, longitude 168°58'37" W; thence northeast along the outermost extent of the EEZ to latitude 74°42'35" N, longitude 156°28'30" W; thence southeast along the outermost extent of the EEZ to latitude 72°56'49" N, longitude 137°34'08" W; thence south along the outermost extent of the EEZ to the coast near the Canadian border at latitude 69°38'48.88" N, longitude 140°59'52.7" W; thence south along the United States-Canadian boundary to the point of origin.

2. **COTP Zone Overview:**

The overall Western Alaska and U.S. Arctic Marine Transportation System (MTS) can be characterized as a "Hub-and-Spoke" system with the vast majority of cargo

arriving via container and Roll On/Roll Off (RO/RO) vessels to the Don Young Port of Alaska (PoA) and being further distributed via barge, rail and air to major hubs and communities served. Marine transportation in Alaska is provided by tankers, freighters, barges, cruise ships, and ferries. There are approximately 476 ports and harbors across Alaska serving communities, fishing fleets, and other purposes. 58 are used for commercial purposes. The economies of most of the rural communities and villages rely almost exclusively on the MTS for delivery of nearly all commercial goods and essential commodities (food, fuel, clothing, building materials, automobiles, etc.). Port options are limited and, in some cases, rely on a single port to import and distribute the bulk of commercial cargo to individual villages. Land-based distribution of goods is limited to the Alaska road system. Only 18% of rural communities and villages are road accessible. For 82% of these communities marine & air transportation are the only lifelines. Maritime access to many of these rural communities is limited to the ice-free season – generally May to October.

3. **Uniqueness of the COTP Zone:**

The PoA serves as an indispensable gateway for the diversified commodities which are destined to markets throughout the state, and the military bases located therewithin. The PoA is strategic for the military, which uses all berths to transport equipment, troops, fuel and everyday items for the military bases such as food and clothing. As one of the 18 designated commercial strategic seaports, the PoA serves a vital role in supporting military power projection. The PoA serves as the central routing point for fuel supplies to Joint Base Elmendorf-Richardson (JBER). During winter months ice conditions in Cook Inlet and around the Port of Alaska may hamper salvage efforts. Tidal ranges and currents in Upper Cook Inlet and near the Port of Alaska may also hamper salvage efforts. The Port of Alaska has tidal fluctuations range from +34.6 feet at extreme high tide to -6.5 feet at extreme low tide. This 41.1-foot tidal range is the second highest in the world and currents range from 5 to 11 feet per second (fps).

E. FUNDING CONSIDERATIONS

1. **USACE**: Funding for operation and maintenance of "Federal" waterways is through the USACE's Operations and Maintenance General Appropriation each year. This includes the ability to issue emergency contracts to salvage companies to conduct salvage operations for vessels strictly within the limits of federal channels under the USACE's responsibility.
2. **FEMA**: FEMA will: (1) reimburse applicants to remove eligible debris, or (2) through a MA to another Federal agency (and upon request of the State) – provide direct Federal assistance or technical assistance when it has been demonstrated that the state and local government lack the capability to perform or contract for the requested work.

Assistance will be cost-shared (at no less than 75% Federal and 25% non-Federal). In extreme circumstances, FEMA will provide up to 100% funding for a limited period.

3. **USCG**: USCG managed funding streams are available for a limited range of scenarios. USCG units should ensure that the RP or vessel owner assumes

responsibility for salvage costs when appropriate. Large commercial vessels and barges typically have Protection and Indemnity (P & I) insurance to cover instances that result in salvage. This insurance provides coverage to vessel owners and charterers against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury, or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P&I insurance. However, there are times when the USCG must take responsibility to rectify a waterway. In such instances, possible funding sources include:

- a. OSLTF - Created by the Oil Pollution Act of 1990 for spills or threats of spills of oil or petroleum products;
- b. CERCLA – Funding for hazardous substance releases or threats of release;
- c. Stafford Act – Pursuant to a disaster declaration. These funded operations will normally include an MA issued by FEMA for a specific operation under the leadership and oversight of one of the ESFs activated for the disaster response;
- d. Agency Funding – Provided by the agency in accordance with existing legislation; and
- e. Other Instances - In some instances, the USCG may not act because of lack of authority or funding. In those cases, COTPs/FOSCs should make every effort to engage either the private entities or agencies that do have authority and capability to act.

F. LEGAL CONSIDERATIONS AND AUTHORITIES

1. This SRP does not modify existing laws, policies, regulations or agreements regarding salvage, wreck, and debris removal. Nothing in this SRP alters the rights of owners, operators, lessees, or RPs from recovering their property expeditiously in accordance with applicable law.
2. This SRP does not provide authority to contract for or conduct salvage operations, nor does it provide a coordination and procedural framework for access to salvage resources, consistent with existing authorities, policy, and funding.
3. This SRP identifies and relies on existing salvage authorities and funding mechanisms of Federal agencies and stakeholders with a salvage nexus for salvage response tactical planning and operations.
4. Section 1. E above describes funding considerations related to salvage response.
5. In addition to the USCG authorities for conducting salvage response operations under the authorities of OPA-90 and CERCLA, supporting Federal organizations operate under other authorities that may be applicable to the incident. Authorities shown are subject to change and interpretation and should not be considered a complete list.
 - a. **USACE**
 - Authorized by Section 202 of Water Resources Development Act (WRDA) of 1976 (Pub. L. 94-587) to develop projects for the collection and removal of drift and debris from publicly maintained commercial boat harbors and from

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land and water areas immediately adjacent thereto.

- WRDA of 1976 provides general authority for development of drift and debris removal projects. The Department of the Army does not currently support authorization of or budgeting for such projects.
- Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.
- Flood Control and Coastal Emergencies (Pub. L. 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its Pub. L. 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.
- The USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 (Public Works and Engineering). Under this ESF, FEMA tasks the USACE to perform debris removal operations at the request of a State. This can include debris in the water outside the federally maintained channel if FEMA declares it to be eligible.

b. SUPSALV

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

c. FEMA

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

G. DEFINITIONS

Assessment of Structural Stability: Completion of a vessel’s stability and structural

integrity assessment using a salvage software program. The data used for the calculations would include information collected by the on-scene salvage professional. The assessment is intended to allow sound decisions to be made for the subsequent salvage efforts. In addition, the assessment must be consistent with the conditions set forth in 33 CFR §§ 155.240 and 155.245, as applicable.

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

Construction and Demolition Debris: The definition of construction and demolition debris may vary between jurisdictions and legal authorities. For the purposes of this plan, general definition of debris, as defined above, applies. However, when specifically classifying the type of debris, the applicable classification must be determined by the facts pertaining to each incident. When dealing with debris issues, the COTP and any other involved party must ensure they have the authority and funding to act in a specific instance.”

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

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

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

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

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

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

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

Obstruction: Anything that restricts, endangers, or interferes with navigation as described in Reference (1). Obstructions can be authorized man-made structures such as bridges, pier heads, offshore towers, or unexpected interferences, which must be assessed to determine their effect on navigation.

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

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

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

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

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

Specialized Salvage Operations: Operations associated with a salvage that include or require the use of heavy lift equipment, subsurface operations, or subsurface product

removal (lightering).

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

Transportation Disruption: Any significant delay, interruption, or stoppage in the flow of trade caused by natural disaster, heightened threat level, an act of terrorism, or any Transportation Security Incident (TSI) (SAFE Port Act of 2006, Pub. L. 109-347, Section 2).

Transportation Security Incident (TSI): A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area (33 CFR § 101.105).

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

SECTION 2: PREPAREDNESS

A. PURPOSE

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

B. AGENCY ROLES AND RESPONSIBILITIES

General: Roles and responsibilities for salvage response will depend upon the circumstances of the incident. Primary, Federal, state, local, and industry roles and responsibilities are described as follows:

1. Under normal operating conditions, primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation, including marking, is **the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; or the owner, operator or lessee of other obstructions in the waterway such as structures, train cars, and vehicles**. Where a discharge of oil, hazardous substance release or threat thereof is involved, primary responsibility belongs to the RP as defined by OPA-90.
2. The identified owner, operator, or lessee of a sunken or grounded vessel or wreck bears lead responsibility if the USACE and the USCG jointly determine that such vessel or wreck is a hazard to navigation and must be removed expeditiously.
3. The following summary identifies general institutional roles and responsibilities.

a. **Federal**

- **USCG.** Per reference (p), the USCG works closely with the USACE to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U. S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response.
 - The USCG, upon the request of FEMA, may provide management and contract administration for certain MAs under the authority and funding per reference (j). The COTP, as FMSC and FOSC is responsible for maintaining and implementing this SRP. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking, and notification as required by references (m), (n), (o) and (p).
- **USACE.** The USACE serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. When there is a non-pollution event in which a vessel or other obstruction is creating a hazard to navigation within a federally defined navigable channel, the USACE serves as the lead Federal agency for ensuring either removal of the obstruction from or immediately adjacent to the Federal channel by the owner, operator, or lessee, or by effecting removal using hired labor forces or a contractor. The USACE also arranges for and conducts hydrographic surveys, post-incident assessments of navigation conditions, and emergency and non-emergency dredging. The USACE is one of two primary agencies for ESF #3 (Public Works & Engineering), and may provide engineering management and contract administration, at the request of the FEMA, for salvage-related MAs under authority and funding of reference (j).
- **SUPSALV.** SUPSALV is the DoD's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (o). SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV can quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the USN's hydrographic survey assets/capabilities and can provide in- office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities.
- **NOAA.** NOAA provides aerial and hydrographic survey support and expertise. NOAA also administers the Abandoned Vessel Program. The main objective of this program is to investigate problems posed by abandoned

and derelict vessels in U. S. waters. The program maintains various information resources.

- **EPA.** The EPA serves as the coordinator and as one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response).
- **FEMA.** FEMA is the Federal lead for MAs under reference (j) authority and funding. FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering) and ESF #14 (Long-Term Community Recovery & Mitigation).
- **U. S. Department of Transportation (DOT).** DOT serves as coordinator and primary agency for ESF #1 (Transportation).
- **National Transportation Safety Board (NTSB).** The NTSB has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be because of an act of terrorism.
- **Federal Bureau of Investigation (FBI).** The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

b. State, Local, and Tribal Governments

State, local, and tribal governments have an important and concurrent role to play in helping to determine priorities and in developing a rational coordination of efforts/assets to accomplish rapid marine survey, salvage, wreck/debris removal in waters within, or adjacent to, their jurisdictions. State governments also have a role in the determination of local sponsors and cost share criteria for FEMA MAs for marine debris removal.

State, local, and tribal jurisdictions have certain responsibilities for removal of obstructions and debris that are outside of federally maintained channels and do not create hazards to navigation.

Alaska has established abandoned and derelict vessel programs for their waters to address removal of abandoned vessels that do not pose an environmental or navigation-safety risk that would cause Federal agencies to fund or initiate removal.

In the event of a vessel sinking that resulted in an oil spill, or if an oil spill from the sunken vessel were imminent, **DEC** would be part of the IC/UC managing the complete response, including salvage of the vessel.

- **Department of Natural Resources (DNR).** *As the state's land manager, DNR manages many lands affected by Abandoned and Derelict Vessels (ADVs). These include tidelands, submerged lands and shorelands.*
- **Alaska State Department of Homeland Security & Emergency Management (DHS&EM).** *May participate in the salvage operation planning phase, the assumption being that circumstances will vary for each project using the all-*

hazard concept (e.g., such as marine casualty, TSI, heavy weather, etc.) of incident emergency management. The State Emergency Plan, Mutual Aid Agreements, Governor's Executive Order or direction from FEMA and other Federal agencies may be made and placed in effect.

- ***Alaska Department of Transportation & Public Facilities (State DOT&PF).*** *Will participate in any salvage operation that includes elements of bridge/infrastructure damage under their direct jurisdiction or to facilitate any Maritime Transportation System (MTS) Recovery elements in accordance with reference (f).*
- ***Alaska Tribal Jurisdiction.*** *Within Alaska are a dynamic and diverse mix of Tribes, Tribal organizations and natural features. More than 180,000 Tribal members make up the 229 Federally Recognized Tribes. As sovereign nations, Alaska Tribes individually decide how far their jurisdiction reaches.*

c. **Industry**

- **National Salvage Roles / Capabilities**
 - American Salvage Association; refer to www.americansalvage.org.
 - Additional information for national-level salvage capability and equipment information is available through the NSF, NSF Coordination Center, and the USN SUPSALV.
- **Local and Regional Salvage Capabilities**
 - Refer to Appendix G for regional and local salvage, marine construction equipment, and capabilities that may be considered as alternative sources of equipment.
- **Vessel and Cargo Owners/Operators and Insurers**
 - For vessels and cargos, the owners/operators (and those that underwrite their property) retain the primary responsibility for obtaining salvage assistance when needed. Under references (m) and (n), the owners retain responsibility for marking and removing their vessel and or cargo even if it has no more value. COTPs must give the owners a reasonable opportunity to comply with appropriate legal requirements while protecting the value of their property. For vessels that are required to have VRPs, COTPs should ensure that owners adhere to their VRPs, especially with respect to preidentified and contracted salvors.
 - The above notwithstanding, the COTP must balance the ability of the RP to take appropriate action in a timely fashion. Delay in salvage or inappropriate initial action may worsen the situation, increasing impact on the MTS, the environment, and/or overall cost. COTP should not hesitate, if in doubt, to seek advice from the organizations listed in Section 2.B.
 - It is recommended the COTP immediately seek the guidance of the USCG Oceania District legal office if questions regarding legal authorities, responsibilities, etc. arise.
 - To assist in salvage planning efforts, 33 CFR part 155, subpart I, contains information about each required salvage service for Tank Vessels and Non-Tank Vessels. Vessel owners and operators are required to develop

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appropriate Geographic Specific Annexes for their areas of operation and update their existing VRP to reflect these new requirements. The process to gain access to the required salvage information is outlined in Section 3.G to this plan.

- Vessel owners/operators are responsible for determining the adequacy of the resource providers noted in the VRP. When the determination of adequacy was made, the owner/operators were responsible for ensuring that the provider met, to the maximum extent possible, these 15 factors:

- (1) *Resource Provider* is currently working in response service needed.
- (2) *Resource Provider* has documented history of participation in successful salvage and/or marine firefighting operations, including equipment deployment.
- (3) *Resource Provider* owns or has contracts for equipment needed to perform response services.
- (4) *Resource Provider* has personnel with documented training certification and degree experience (Naval Architecture, Fire Science, etc.).
- (5) *Resource Provider* has 24-hour availability of personnel and equipment, and a history of response times compatible with the time requirements in the regulation.
- (6) *Resource Provider* has on-going continuous training program.
- (7) *Resource Provider* has a successful record of participation in drills and exercise.
- (8) *Resource Provider* has salvage or marine firefighting plans used and approved during real incidents.
- (9) *Resource Provider* has membership in relevant national and/or international organizations.
- (10) *Resource Provider* has insurance that covers the salvage and/or marine firefighting services which they intend to provide.
- (11) *Resource Provider* has sufficient up-front capital to support an operation.
- (12) *Resource Provider* has equipment and experience to work in the specific regional geographic environment(s) that the vessel operates in (e.g., bottom type, water turbidity, water depth, sea state, and temperature extremes).
- (13) *Resource Provider* has the logistical and transportation support capability required to sustain operations for extended periods of time in arduous sea states and conditions.
- (14) *Resource Provider* has the capability to implement the necessary engineering, administrative, and personal protective equipment controls to safeguard the health and safety of their workers when providing salvage and marine firefighting services.
- (15) *Resource Provider* has familiarity with the salvage and marine firefighting protocol contained in the local ACP for each COTP area for which they are contracted.

C. STAKEHOLDER COORDINATION

Advanced planning and preparedness require the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagement with stakeholder groups is vital to advance preparation and effective incident response and recovery. The following standing committees support incident response contingency plan development and validation of initial response objectives and strategies.

- AMSC
- AC

During response operations, select members of these standing committees activate as members of the MTSRU to support incident response operations, provide essential support or recommendations to the FOSC, and identify threats to the MTS. COTP notifies the members of the team activation via the Alert Warning System (AWS) and facilitates each teleconference/meeting following protocols outlined in the MTSRP. Refer to Section H, Notification Procedures.

D. INCIDENT COMMAND SYSTEM CONSIDERATION AND STAFFING

The staffing for a salvage response shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts (SMEs). The staffing, organization, and location of a salvage group within the Incident Command System (ICS) organization will be dependent upon the type of incident and the direction of the COTP or FOSC as required. If established, a Salvage Group may consist of representatives from:

- USCG Marine Transportation System Recovery Unit (MTSRU) Leader (MTSL) trained personnel;
- USCG members with vessel inspection (Hull) (SMEs);
- USCG members with vessel inspection (Machinery) (SMEs);
- USCG members with vessel inspection (Tank Vessel) (SMEs);
- USCG members with Federal On Scene Coordinator Representative (FOSCR);
- USCG member with waterways management (SMEs);
- USCG member with Port State Control (SMEs); and,
- RP Salvage Service Provider (Salvage Master or their designated representative).

The success of the salvage group depends on having an adequate number of qualified members. Each incident type or location may require members with different skill sets. Nonetheless, a baseline of qualified members shall be established to employ salvage objectives that will enhance capability.

E. PORT AND WATERWAY PRIORITIES

Priority ports and waterways, priority cargoes for MTSR consideration, and essential regional port-dependent trade connections are described and explicated in Chapter 1 of the Area Maritime Security Plan. (AMSP).

F. SALVAGE OPERATION TYPING

Salvage operations vary in size, complexity, and agency response depending on certain operational factors. However, the primary factors for typing salvage operations are the

Owner/Operator of the vessel(s) and cargo types. OPA-90 contains specific guidance for salvage planning and service provider contract requirements for vessels depending on size and cargo. Without a responsive Owner/Operator, the complexity and level of management for federal agencies increases. The following are basic descriptions of the most likely salvage operation types, consistent with the scenarios in Section 1. B:

1. **Type I Owner/Operator (RP-Managed)**: The Owner/Operator meets all requirements of 33 CFR § 155.4010 for vessels that carry Group I-IV Oils and 33 CFR § 155.5010 for Non-Tank Vessels. The requirements set forth in the above regulations provide a framework and planning factors for contracted salvage services, timelines for arrival of specific personnel, services, and equipment to support a RP-led salvage operation. Applicability to the VRP and the Salvage and Marine Firefighting requirements/regulations also provide the COTP, Officer in Charge of Marine Inspections (OCMI), and FOSCs with a myriad of tools to engage the RP or Owner/Operator to compel compliance and to engage additional subject matter expertise to monitor and coordinate salvage operations.
2. **Type II USCG Management**: The vessel meets the applicability of OPA-90 VRP requirements but is unwilling / unable/ or is not in compliance with the requirements to meet specific milestones such as having a designated salvage provider, emergency towing, etc. Based on the type of vessel and risk presented to public health, safety, the MTS, and the environment the FOSC will likely be required to access the appropriate federal fund and lead all aspects of the salvage operation. This type of salvage management will likely require activation of the appropriate NSF Team with potential for additional support from SERT, SUPSALV, and potential funding of local or regional agencies for supporting services.
3. **Type III USACE Management**: The vessel does not meet the applicability of OPA-90 and is in a condition/location that is obstructing a federal channel with the potential of presenting a significant disruption of the MTS. The USACE has the federal responsibility to maintain the federal channels in a safe, navigable status. Without the legal authority to contract support or services for salvage, the FOSC will rely on the statutory authority of the USACE to issue an emergency contract to a reputable salvage organization. As the lead agency, the USACE can direct all aspects of the salvage operation in coordination with the FOSC and will be a component of the UC. In this type of event, the USACE may rely on the USCG to provide additional support such as safety monitoring of the operation, waterway management and coordination to support salvage operations, coordination of outside agency support, and using the COTP authority to compel certain actions of the RP if known.
4. **Type IV FEMA Management**: In the event of a natural disaster or other type of incident resulting in the declaration of a disaster under the Stafford Act (i.e., earthquake, hurricane, tsunami, etc.), the USCG may be the lead agency or part of the UC in either a large-scale salvage, wreck, or debris removal operation. The coordination of this type of operation is similar in many respects to a Type II Salvage operation, however, there are additional coordination actions that must be considered. These actions and/or decisions may include:

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- Identification of owner/operators of vessels for cost recovery;
- Health and/or environmental threat;
- Location of the vessels, or debris;
- Final disposition of the vessels or debris; and
- Possible investigation elements may be required as part of the incident response.

The FOSC will likely require the activation of the NSF, USCG Reserve support, and possibly additional agency support from subject matter experts such as SUPSALV, SERT, and more.

5. **Type V Restricted Salvage Operations:** Salvage operations that may be required or conducted that have no nexus with the salvage requirements under OPA-90, do not restrict navigable waterways, do not present a threat to public, health, safety, or the environment, and may not have a RP. Operations of this type may include barges transporting non-petroleum or hazardous materials such as bulk aggregate materials or may be empty. The location may not present any threat to safe navigation including outside normal shipping lanes or grounded on a shoreline. With no regulatory component or legal authority to compel compliance or actions, the FOSC authorities are extremely limited including the inability to access various funds to initiate salvage operations, compel compliance in many cases, and may result in relying on either the Trustee for the impact area or state/local government authorities. These types of salvage operations require extensive research and coordination and may also result in the need for the USCG to carefully consider an enhanced public affairs/public messaging objective to ensure the USCG limitations are widely known, and all efforts legally taken by the USCG are highlighted.

G. INCIDENT MANAGEMENT TEAM (IMT) LOCATIONS

The initial IMT location will be the unit training room located on Joint Base Elmendorf-Richardson, which has been prepared with telephonic and hard-wired USCG computer network connections to support initial response operations. Subsequent operations will generally be relocated to such location as determined and established by the UC.

H. NOTIFICATION PROCEDURES

AWS is the primary method to notify port stakeholders who are an essential part of the coordination of salvage operations or elements. Sector Western Alaska and U.S. Arctic Command Center maintains the current contact lists and documented procedures for conducting notification.

SECTION 3: SALVAGE RESPONSE MANAGEMENT

A. FRAMEWORK

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

B. PLANNING ASSUMPTIONS

1. **Reconstitution.**
 - a. Functional capabilities and resources sufficient to support salvage response will be sufficiently restored before salvage response operations commence.
2. **Salvage during Environmental Response.**
 - a. Salvage, when necessary for response to incidents involving discharges of oil or hazardous substance release, or threat thereof, will be initiated during the response phase as outlined in the ACP to prevent or mitigate damage to environment.
3. **Initiation of Salvage Response.**
 - a. Deployment of salvage response resources to assist in reopening waterways to commerce will occur after emergency lifesaving and other first responder operations have been completed, to include stabilization of safety or security situations.
 - b. Vessel Owners/Operators will initiate remote assessment and consultation with a Qualified Individual (QI) within the time frames noted in 33 CFR part 155.4040, and in accordance with the approved VRP. Follow on structural assessment and other actions toward development of a comprehensive incident-specific Salvage Plan will be coordinated with the established UC.
 - c. *The COTP Western Alaska AOR does not have any pre-designated areas for vessel lightering. Any emergency planning for lightering must be evaluated and approved on a case-by-case basis by the IC/UC. If emergency lightering is determined to be an essential element of a salvage plan, the procedures in Section 6300 of the ACP will be followed for lightering of a vessel.*

C. LOCAL ASSUMPTIONS

1. *There are limited salvage resources in the Western Alaska COTP Zone. Any salvage equipment not currently located in the Western Alaska AOR may take several days or weeks to arrive. Due to the following local assumptions, applicable plan holders should ensure compliance with 33 CFR Subpart I-Salvage and Marine Firefighting-§155. Other vessel owners should maintain an awareness of the logistical difficulties related to the remoteness of the area.*
2. *Debris management will present challenges. The lack of landfill sites for a catastrophic event will delay maritime debris removal as will the lack of dump trucks*

available to haul the material. Non-recoverable debris may be loaded onto barges, but the disposition of said debris along with the additional costs will be challenging.

3. DEC, DHS&EM and DNR may participate in salvage planning operations as it relates to concurrent environmental response operations; coordination of investigation; or resource damage assessments because of any incident.
4. If a decision is made to move a vessel to a designated anchorage, the following factors must be considered prior to determining the proper location:
 - a. Whether the anchorage is easily accessible from shore;
 - b. Whether there is a discharge of oil or hazardous substance, and can it be easily contained and recovered;
 - c. Whether the anchorage is close to an environmentally sensitive area;
 - d. Weather conditions/direction having the potential to blow ashore airborne debris;
 - e. If there is a catastrophic failure, whether it affects anything else or causes a problem to vessel traffic;
 - f. Weather and tide conditions;
 - g. Potential interruption of commerce;
 - h. Effect on transportation hubs; and
 - i. Adherence to any existing port-restrictions for anchorage, such as depth and length of vessel or any additional restrictions as may exist.

D. OPERATIONAL STAGES

STAGE 1 – RISK ASSESSMENT PROCESS

General: An assessment of the incident and basic information is essential for establishing a fact-based approach to initial response decisions. Risk assessment for a potential salvage operation, wreck removal, or obstruction removal requires an assessment of the authorities and funding applicable to the incident, the inherent risk of the operation (not to be confused with an incident-specific salvage plan), and a menu of risk factors to consider during the initial response phase and a project management phase guided by a comprehensive incident-specific salvage plan. Use of the SERT Rapid Salvage Survey in Appendix C will assist with the assessment. Reference (q) provides additional guidance in conducting risk assessments.

Initial assessments of potential salvage operations require careful consideration on the deployment of personnel to coordinate/conduct the assessment. Initial assessments can be conducted in several ways including:

- Topside Deck Surveys;
- Waterside Surveys;
- Aerial Surveys;
- Hydrographic Surveys (submerged and commercial diving); and
- Interior Surveys (machinery and systems).

[NOTE: Each type of survey noted above presents an operational risk to first responders, so it is imperative that an operational risk assessment is conducted to develop mitigating procedures to address the risk factors and reduce them where applicable. Under NO circumstances is it appropriate to risk the health, safety, and well-being of first responders during any phase of a salvage operation.]

The initial assessment will include two levels of review:

1. **Vessel Information and Regulatory Applicability:** This information is essential to determine the regulatory requirement for any RP or owner/operator to comply with the provisions of OPA-90 and the Salvage and Marine Firefighting regulations. This analysis will provide essential information to the USCG regarding the authorities available to compel compliance, authority restrictions, and/or need to engage outside agencies for greater support. The information should also be provided to the established Salvage Group to assist in determining if there are pre-determined resource providers for salvage. The information includes:

- Vessel Name / Official Number
- Latitude / Longitude / Location / Flag State
- Agent
- Salvage Master and / or Salvage Service Provider (if known)

2. **Inherent / Operational Risk:** Specific risk information would be provided to the COTP/FOSC offering a concept of the risk presented by the salvage incident. There are eight initial basic risk factors to consider:

- Vessel Location – Offshore, In Port, Adjacent to Navigable Channels, Beach, Dockside, etc.
- Vessel Type – High-Capacity Passenger Vessel (HCPV), Tank Vessel, Chemical Tank Vessel, Container, Ro-Ro, Barge (Fuel), CFV, Recreational, etc.
- Weather – Beaufort or other similar weather scale
- Vessel Condition – Taking on Water, Fire, Hull Damage, Sinking, Submerged, Grounded, etc.
- Submerged Operations – Required <100', Required > 100', Not Required.
- Lightering Operations – Types of Cargoes inform the risk of lightering, including liquid cargoes, containers, bulk, break bulk, or Ro-Ro cargoes.
- Equipment Requirements – Additional Vessels, Barges, Helo, Heavy Lift Equipment, Lightering Equipment.
- Crew Emergency Medical Safety – The availability of emergency services based on location and proximity to services.

These risk factors can be locally reviewed to determine the potential risk associated with the initial response and may help inform the COTP/FOSC when a determination is needed for requiring specific details or attributes in an incident-specific salvage plan, if required.

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

STAGE 2 - DETERMINATION OF RESPONSIBLE PARTY

Primary responsibility for salvage response belongs to the RP, and their insurance underwriters, if any. Determine whether there is an RP or not, and whether the RP has accepted responsibility, and can perform the necessary salvage response within an acceptable period as determined by applicable rules and regulations. If so, then determine oversight responsibility within the IC/UC established in response to the incident, and coordinate oversight and support as may be appropriate and consistent with applicable jurisdiction and authority. If the RP is not capable of or willing to perform salvage as required, or there is no RP, then proceed to Stage 3.

STAGE 3 – EVALUATION OF FUNDING SOURCES AND SERVICE PROVIDERS

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

The COTP/FOSC will make the appropriate determination and follow the procedures outlined in the USCG National Pollution Funds Center User Reference Guide (URG) that includes procedures for fund access, cost documentation, claim procedures, cost recovery, and more.

STAGE 4 – EVALUATION OF INCIDENT-SPECIFIC SALVAGE PLAN PROPOSALS

Refer to Appendix H for general guidance and consideration for IMT (Salvage Group) personnel in conducting a review of salvage plans submitted by a RP.

STAGE 5 – SALVAGE RESPONSE OPERATIONS

- *Incident Organization: **Figures 3.1 and 3.2** provide notional NIMS ICS Organization (Operations Section specific).*
- *Incident Objectives: Refer to Section 1.C Salvage Response Plan Goals and Objectives.*
- *Evaluation of Operations: Refer to Appendix B – Salvage Operations Assessment Checklist. Consistent evaluation of decisions and planned actions are necessary to ensure that accurate, timely, and actionable information is available to adjust strategies, enhance safety where necessary, and identify the need for additional equipment or procedures.*

E. NOTIONAL IC/UC ORGANIZATION FOR SALVAGE

The response and organization structure to an incident including marine casualties resulting in a salvage response operation may vary widely depending on the scope of the event. A salvage operation can bring together a variety of entities depending on variables including the types of vessels, operating environment, and cargoes.

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In all cases, the RP must be part of the organization in various lead and supporting positions. As noted in Reference (i), experience and judgement are required to develop the best organizational construct to address the complexities of the incident. The notional ICS Organization (*Figures 3.1 and 3.2*) are general examples only.

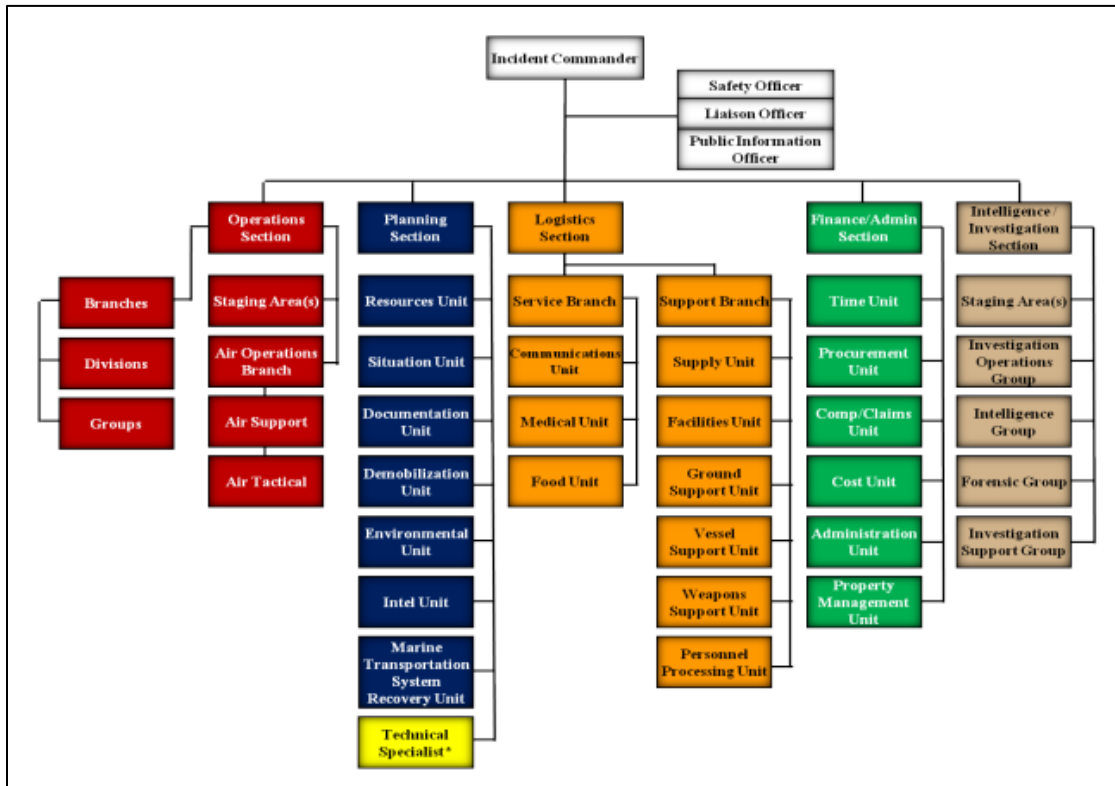


Figure 3.1 – Template ICS Organization

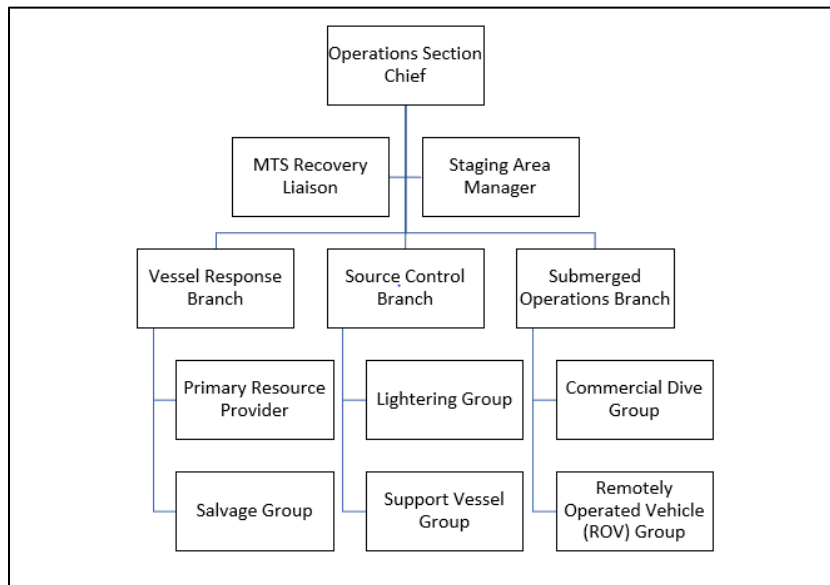


Figure 3.2 – Notional Operations Section Organization

F. BASIC SALVAGE STRATEGIES

1. During the initial response phase, the identification of strategies needed to set the stage for salvage response in support of MTS recovery should be developed. **Figure 3.3** is an example of possible initial incident objectives. Development of salvage and MTS recovery specific tasks should be addressed as part of the IAP planning process in accordance with reference (i).

SAR Objectives	Response Objectives	Assessment Objectives	Reporting Objectives	Initial Strategies
Crew Evacuation and Safety	Control of Vessel	Structural Assessment <i>See Appendix C</i>	Vessel Info to MSC SERT	Contain / Control Flooding
Ensure Safety of First Responders	Fire / Flooding Control	Vessel Stability	Notify all Appropriate Fed, State, and Local agencies	Address Sustained Firefighting & Dewatering
	Establish required zone as per 33 CFR part 165 and CGTTP 3-71-1	Cargo Safety <i>See Appendix C</i>	Notify Flag State / Class Society	Stabilize Vessel
		Pollution Assessment <i>See Arctic and Western Alaska ACP</i>	Notify Possible Salvage Special Forces (NSF, SUPSALV)	- Salvage Contractor Identified - Requirement for Salvage Plan and any operational maritime safety requirements - Issue appropriate MSIBs
		ID Potential MTS Recovery Impacts		Initiate Pollution Response IAW ACP
		ID Potential Resource Needs (Towing, Equipment, Lightering Barges, FF Equip)		IC/UC Consider possible supporting forces (USNSUPSALV / NSF / USACE)

Figure 3.3 - List of Notional Strategies and Objectives

- a. Initial response activities will be in accordance with Sector Western Alaska and U.S. Arctic's Quick Reference Checklists and Coast Guard policies. This plan does not establish separate guidance for first responders, boat forces, or safety

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procedures. All resources used during initial response and assessment will be identified on the ICS-201 Incident Briefing and establish the baseline for the Logistics Section (if established) for resource management and support.

- b. Initial reports from first responders and/or vessel crew should contain sufficient information to help determine the scope of the incident and develop initial COAs to reduce any associated risk. Of primary importance are the life, safety and health of any crewmembers, first-responders, and the public.
 - c. Refer to Appendix C for initial reporting information for vessels.
 - d. Initial assessments conducted in accordance with Appendix C may elicit areas for additional focus or investigation. These assessments may originate from the vessel crew/master; first responders; pollution assessment teams; and other waterway users (pilots/tug operators). Information obtained during the initial incident assessment and briefing should be used to develop the ICS-201 and set the initial incident objectives for the incident response phase.
 - e. The Operations Section within the IC/UC if initiated, will ensure initial assessment reports are obtained and distributed to the appropriate stakeholders. Salvage reports and initial assessment information will be transmitted via e-mail/fax to the SERT. The initial report/assessment transmitted to the SERT will include the initial response structure and point of contact for salvage response elements.
 - f. The IC/UC, if initiated, will coordinate investigation activities with the appropriate Federal and state agencies to determine any responsible parties for vessels, wrecks, or obstructions that represent a significant threat to the public health, safety, welfare, and the navigable waterways of the United States.
2. Determine needs, arrange for, and coordinate provision of salvage response using this plan, the MTSRP, or applicable salvage information in the ACP, as appropriate.
- a. Assess the scope of the salvage response needed, including aerial surveys to assist in identifying salvage issues and hydrographic survey of critical waterways/channels. Appendix B provides guidance to assess salvage response needs.
 - b. Use the SRP as a coordination and procedural medium to support identification and application of existing salvage authorities and funding mechanisms when salvage response becomes necessary to facilitate resumption of trade and to assist in restoring functional performance of the MTS. Appendix B provides general SRP considerations. Appendix J provides SRP-related acronyms.
 - c. Use the ACP to guide salvage operations conducted as elements of oil and hazardous substance environmental response activities.
 - d. Identify owners, operators, lessees, and RPs to determine intentions for developing and executing a removal/salvage plan and for assembling the required assets.
 - e. Assess and recommend priorities for salvage response needed to reopen the port

to commerce.

- f. Coordinate with the Infrastructure Liaison Officer (ILO) at the Joint Field Office (JFO), if established, for recovery support; including identification of recovery issues for which FEMA MAs under Stafford Act disaster declarations may be appropriate.
- g. Coordinate with the USACE for removal of hazards to navigation by the party with primary responsibility or by the USACE if ownership cannot be determined or removal by the party with primary responsibility cannot be accomplished in a timely manner.
- h. Coordinate with ESFs through the JFO (when established) as necessary and appropriate to arrange for salvage response services.
- i. Identify and coordinate the marking of obstructions and hazards to navigation by the owner, or if they fail to act, the USCG and the USACE.
- j. Coordinate the establishment of a salvage response team with SMEs to conduct site-specific assessments of obstructions to navigation and salvage needs and to develop and implement salvage plans to resolve the obstruction(s) to navigation.
- k. Identify hazards to navigation that require removal. Coordinate with the USACE for removal of hazards to navigation by the identified owner or by the USACE if ownership cannot be determined or removal by owner cannot be done in a timely manner.
- l. Identify available public and commercial salvage assets when the owner or RP cannot be identified or cannot respond in a timely manner.
- m. Monitor impact of recommendations on MTS Recovery.
- n. Document salvage response activities and operations.

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

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

1. **VRP:** The COTP can access essential VRP information from VRP Express at <https://vrp.uscg.mil/homeport-vrp/vrp-express/> to validate vessel plan status, view VRP data, and access vessel plans
2. **Salvage Services and Response Times for Tank Vessels and Non-Tank Vessels**
Figure 3.4 provides the planning factors for services and equipment for vessels when required for salvage operations. The timelines noted below are Planning Factors, not Performance Factors. Strict adherence to the timelines, although desired, may not be achievable due to specific circumstances and are not enforceable.

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Service		Location of Incident Response Activity Timeframe	
(1) Salvage		CONUS Nearshore: Nearshore area; inland waters; Great Lakes; and OCONUS: >12 Miles from COTP City (Hours)	CONUS Offshore: Offshore area; and OCONUS: < or = 50 miles from COTP City (Hours)
	<i>Assessment & Survey:</i>		
	1. Remote assessment and consultation	1	2
	2. Begin assessment of structural stability	3	3
	3. On-site salvage assessment	6	12
	4. Assessment of structural ability	12	18
	5. Hull and bottom survey	12	18
	<i>Stabilization:</i>		
	6. Emergency towing	12	18
	7. Salvage Plan	16	22
	8. External emergency transfer operations	18	24
	9. Emergency lightering	18	24
	10. Other refloating methods	18	24
	11. Making temporary repairs	18	24
	12. Diving services support	18	24
	<i>Specialized Salvage Operations:</i>		
	12. Special salvage operations	18	24
	14. Subsurface product removal	72	84
	15. Heavy lift ¹	<i>Estimated</i>	<i>Estimated</i>
(2) Marine Firefighting		CONUS Nearshore: Nearshore area; inland waters; Great Lakes; and OCONUS: >12 Miles from COTP City (Hours)	CONUS Offshore: Offshore area; and OCONUS: < or = 50 miles from COTP City (Hours)
	<i>Assessment & Planning:</i>		
	16. Remote assessment and consultation	1	1
	17. On site fire assessment	2	12
	<i>Fire Suppression:</i>		
	18. External firefighting teams	4	12
	19. External vessel firefighting systems	4	18
¹ Heavy lift services are not required to have definite hours for a response time. The plan holder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services.			

Figure 3.4 - Salvage and Marine Fire Fighting Response Requirements

H. SUPPORT FORCES ACTIVATION

Appendix G – Tab A, and Appendix D include information for formal request for

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supporting forces including but not limited to:

- *NSF (Atlantic/Gulf/Pacific Strike Teams)*
- *USCG SERT*
- *USCG Incident Management Assist Team (CG-IMAT)*
- *USCG Arctic District Response Advisory Team (DRAT)*
- *NOAA Scientific Support Coordinator*
- *USN SUPSALV*
- *State Agencies*
- *Local Companies*

I. MTS RECOVERY CONSIDERATIONS

For salvage response operations, the activation of a MTSRU will be essential to the development of incident-specific salvage plans. The MTS Recovery Plan for The COTP Western Alaska AOR – Section 3 – outlines the process and procedures for the Incident Commander / Unified Command to ensure the MTS Recovery Objectives are met, providing effective management of MTS Recovery operations in an all-hazard framework. It also defines and describes short-term recovery priorities and the transition to long-term recovery.

SECTION 4 - APPENDICES

APPENDIX A. PUBLIC AFFAIRS CONSIDERATIONS

General: The need to create, distribute, and continually update the status of the MTS and the underway recovery operations is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for cargo types, so it is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.

1. **Joint Information Centers (JICs)**: JICs will be activated during most incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG Incident Management Handbook, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-5; Management of Domestic Incidents, National Incident Management System (3rd ed. 2017).
2. **Use of Social Media**: In an incident response, the Public Information Officer (PIO) develops and disseminates public information regarding the status of the MTS following standard press release practices and using social media. provide timely information about response efforts. Collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding MTS status and recovery efforts is appropriately reviewed and approved by the PIO, in accordance with the media strategy before posting. All posts must be made using authorized social media accounts or the designated social media accounts for the response. The following authorized and pre-established social media accounts will be used:
 - a. *@USCGArctic is the official U.S. Coast Guard Arctic District handle for Facebook, Instagram and X, and will be used as the primary social media source for incident messaging and information dissemination. Access to this account will be limited to the Coast Guard PIO and Public Affairs Specialists.*
3. **Public Affairs Support**:
 - a. Local support is available 24/7 and requested via Coast Guard Arctic District PADET Anchorage.
 - b. USCG Arctic District: USCG District will determine the appropriate personnel and location for support during Type 2 and Type 1 incidents.
 - c. USCG Public Information Assist Team (PIAT): The PIAT is an NSF team providing trained personnel and equipment for incident response.

APPENDIX B. SALVAGE OPERATION ASSESSMENT CHECKLIST

Additional risk assessment guidance is in Reference (q).

Salvage Stage	Item	X
Salvage Stage I Initial Risk Assessment		
<i>Vessel Condition</i>	Confirmation of Vessel Status (Grounded / Fire / Flooding / Hull Damage) Status	
	Determine Crew Status (Master-1 st Mate-Chief Eng Availability)	
	Assess On Scene Weather	
	Complete Operational Risk Assessment for Responders	
	Obtain Pre-incident fore/aft draft readings	
	Conduct Vessel Systems Evaluation	
	Evaluation of Cargo Status (stability, safety concerns)	
Salvage Stage II Determination of Responsible Party and Authorities		
<i>Responsible Party</i>	Evaluate Vessel Type and Cargo (Salvage Reg Applicability)	
	Access VRP to Identify Salvage Service Provider	
	Issue COTP Order/Admin Order w/Salvage Response and Salvage Plan Requirements	
	SERT Notification and Activation	
	Evaluation of Funding Source (OSLTF, CERCLA)	
	NSF Activation / SUPSALV Support Request	
<i>No Responsible Party</i>	Evaluation of Funding Source (OSLTF, CERCLA, USACE)	
	SERT Notification and Activation	
	NSF Activation / SUPSALV Support Request	
Salvage Stage III Determination of Strategies and Equipment		
<i>Responsible Party</i>	Coordination with Salvage Service Provider Representatives	
	Discuss Timeline for Required Stability Calculations	
	Coordination of Info Sharing with SERT	
	Develop COTP Requirements for Incident Specific Salvage Plan	
	Coordinate Incident Specific Salvage Plan Review with SERT	
	Review and Approve/Amend Recommended Strategies	
	Review and Assess Recommended Equipment (pump rates, vessel characteristics and certifications, transit, and arrival times)	
Salvage Stage IV Salvage Response Coordination and Execution		
	Coordinate Development of IAP with Approved Incident Specific Salvage Plan	
	Coordinate Safety and Operational Monitoring of Salvage Operations	
	Adjust Strategies as Required	

Figure B.1 Salvage Operation Checklist

APPENDIX C. SALVAGE ENGINEERING RESPONSE TEAM (SERT) and RAPID SALVAGE SURVEY

1. **Mission:** SERT provides immediate 24/7 naval architecture and salvage engineering support to USCG units in response to vessel casualties, including grounding, sinking, capsizing, allision/collision, and structural damage.
2. **SERT Composition:** SERT members are uniformed, post-graduate trained naval architects and marine engineers, whose primary focus is conducting structural and stability plan review for certificated commercial vessels. SERT receives extensive training and qualifications in salvage techniques and engineering.
3. **SERT Resources**
 - a. ***Salvage software:*** SERT members are experts in the use of state-of-the-art naval architecture and salvage engineering software packages, including General Hydrostatics and HECSALV.
 - b. ***Vessel computer model databases:*** SERT has immediate access to thousands of vessel computer models, which can be used to conduct rapid detailed analyses. Members also have access to thousands of additional vessel models through external relationships with classification societies and commercial naval architecture, ocean engineering, salvage, and emergency response firms.
 - c. ***External relationships:*** SERT has extensive history and experience in vessel casualty response and salvage. The team maintains professional relationships with the American Salvage Association and its members, numerous classification societies, commercial naval architecture, and engineering firms, and the SUPSALV. These partnerships enable SERT to quickly access pertinent technical information and rapidly integrate into a casualty response.
4. **SERT Services Provided**
 - a. Immediate 24/7 support for USCG field units in response to vessel casualties;
 - b. Expertise in commercial vessel design, construction, structures, and stability;
 - c. Independent analysis and technical review of submitted salvage plans, lightering plans, and other documents;
 - d. Interface with salvage companies, engineering firms, classification societies, and SUPSALV;
 - e. On-scene technical support, including salvage oversight and engineering analysis;
 - f. Assistance with PREP exercises, including scenario development and SERT “player” participation; and
 - g. Assistance with casualty investigations, including technical review and independent analysis of intact stability, damaged stability, and structural integrity.
5. **SERT Contact Information (24/7)** SERT should be contacted by USCG units as soon as practical following a vessel casualty, so that pertinent technical information can be gathered and SERT can be integrated into the early phases of the response.

SERT Duty Officer Phone: (202) 327-3985; Email: SERT.Duty@uscg.mil

6. **[SERT Activation Guide Rapid Salvage Survey Form.pdf](#)**

APPENDIX D. SUPPORTING FORCES ACTIVATION

1. **National Strike Force**

To request NSF Assistance - Contact the Pacific Strike Team (PST) directly and ask for the Command Duty Officer or Operations Officer. Refer to Appendix G, Tab A for NSF contact information.

2. **USCG SERT**

To request SERT, contact the SERT Duty Officer directly. Refer to Appendix C and the MTSRP for additional information.

3. **USN SUPSALV**

To request USN SUPSALV, SUPSALV is an agency of the USN and maintains an extensive inventory of specialized equipment and personnel available to the RFOSC to support salvage operations in relation to the prevention of the discharge of oil or hazardous materials. Activation of the SUPSALV for response operations will follow the procedures noted in the Memorandum of Agreement between the USCG and USN, to reference (r).

APPENDIX E. SUBMERGED SALVAGE OPERATIONS

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

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

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

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

APPENDIX F: EMERGENCY LIGHTERING / DECLARATION OF INSPECTION (DOI) CHECKLIST

EMERGENCY LIGHTERING PLAN CHECKLIST		
Lightering operations will only be allowed during emergency situations. All lightering operations require a Lightering Plan containing at a minimum, the items on the below checklist. COTP will review and approve this plan prior to operations beginning		
Discharging Vessel: _____ Operator: _____		
The Lightering Plan should address at a minimum the following:	Check if addressed	Remarks
1. General description of the operation		
2. Involved parties [include Name, Address, Telephone Number, and Point of Contact of the vessel to be lightered and the receiving vessel (s)]		
3. Vessels involved (including discharging vessels, receiving vessel (s) & tugs)		
4. Location, latitude, longitude, mile marker, nearest town, buoy, etc.		
5. Mooring arrangement – Method of approach, mooring and unmooring procedures		
6. Persons in charge of discharging vessel and receiving vessel		
7. Operational time (include estimated start time and estimated completion time) Daylight startup only.		
8. Tank capacities and product (include the number of tanks, amount and product in each of the tanks of the discharging vessel, and the specific tanks to be emptied)		
9. Include MSDS for each product to be transferred.		
10. Vessel stability (Pre, During and Post Transfer)		
11. Tank off -loading sequence		
12. Transfer rate		
13. Static electricity (Bonding/Grounding)		
14. Vapor control		
15. Lighting		
16. Sounding and void check schedule		
17. Communications (At a minimum two radio channels aboard all involved vessels should be monitored)		
18. Emergency Communications		
Spill Contingency Plan. Oil Spill Removal Organization (OSRO) on standby. Vessel to be lightered is surrounded by pollution boom.		
20. Weather, Including tides and current		
21. Site Control		
22. Air Monitoring		
23. Personnel Protection		
24. Decontamination of Personnel and Equipment		
25. Arrangement for transportation of USCG personnel		
26. Getting Underway		

Figure F.1 - Lightering Plan Checklist

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EMERGENCY LIGHTERING DOI CHECKLIST			
An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving person in charge (PIC). PIC indicates by initialing the appropriate spaces, that the specific requirement has been met.			
Discharging Vessel's Name: _____		Person in charge _____	
Receiving Vessel's Name: _____		Person in charge _____	
Date _____		Time _____ Location _____	
LIST OF ITEMS	Discharging Vessel	Receiving Vessel	Remarks
GENERAL			
1. COTP Honolulu and appropriate authorities notified.			
2. Lightering plan approved by the USCG.			
3. Pollution Control & Fire-fighting Equipment checked and ready for use.			
4. OSRO placed on stand-by.			
5. Engines, steering gear, controls, and nav. equipment tested and in good working order.			
6. Anchors made ready for dropping.			
7. Protrusions on outboard or side of berthing retracted.			
8. Sufficient time remaining for daylight start-up.			
9. Portable transceiver sets tested and are intrinsically safe.			
10. Vessel to be lightered is surround by pollution boom.			
11. Voids checked on schedule. Soundings taken at regular intervals.			
MOORING			
12. Mooring System (including lines, bits, winches, heaving lines, handling and fendering gear) in good working order. Communications established regarding arrangement. Fire axes in position fore and aft.			
13. Power on winches and windlass.			
14. Mooring gangs in position.			
HOSES/MANIFOLD			
15. Hose lifting equipment checked and found ready for use.			
16. Hoses checked and found to be in good order.			
17. Manifold connections ready and marked.			
BRIDGE/DECK OPERATIONS			
18. Radio station closed down and aerials grounded.			
19. Qualified 24 hr. wheelhouse watch, and qualified anchor watch set.			
20. Deck watch established with particular attention to mooring, fendering, hoses and manifold observation?			
21. Mooring crews instructed how to cast off in the event of an emergency breakaway.			
22. Accommodation doors and ports closed.			
23. Area vessel traffic checked.			
24. Radio watch established to make passing arrangements with vessel traffic. Monitoring channel 16 and additional working channel.			
25. Navigational signals displayed.			
26. Gangway in position and secured.			

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27. Chief engineer briefed on engine requirements.			
28. Efficient and qualified engine room watch established, and main engines on standby.			
29. Initial, maximum, and topping off rates agreed with other vessel.			
30. Grounding procedures properly established.			
31. Hoses are properly connected and inspected for leaks as pressure is slowly brought up.			
32. Firefighting and pollution response equipment checked and ready for use.			
33. Sea and overboard discharge valves of cargo system tightly closed and sealed.			
34. Tools located at manifold ready for rapid disconnecting.			
35. Agreed tank venting system being used.			
36. Inert gas system operating.			
BEFORE UNMOORING			
37. Method of disengagement and of letting go moorings agreed with other ship.			
38. Mooring crews instructed to cast off only in the manner and when requested by the maneuvering ship.			
THE ABOVE LIST OF ITEMS HAS BEEN ADDRESSED:			
Discharging Vessel PIC _____ Position: _____ Signature _____	Receiving Vessel PIC _____ Position: _____ Signature _____		

Figure F.2 Lightering Addendum

[NOTE: Before lightering operations commence, a Lightering Plan must be submitted and approved by USCG Sector Western Alaska and U.S. Arctic COTP. In addition, a USCG Sector Western Alaska and U.S. Arctic representative must be on-scene to review operations and completion of both the DOI for the transfer and this Lightering DOI Addendum.]

APPENDIX G. LOCAL MARINE SALVAGE RESOURCES

(Lists Sorted Alphabetically)

Tab A – Federal Salvage Resource Contact List

Agency	Website	24 Hour Contact Number
SUPSALV	https://www.navsea.navy.mil/Home/SUPSALV	202-781-1731
USACE	www.poa.usace.army.mil	907-753-2513
NOAA Office of Coast Survey – Navigation Response Team (NRT)	https://www.nauticalcharts.noaa.gov/customer-service/navigation-response.html	Office: 907-271-3327 Mobile: 907-231-7112
GSA Emergency Management – Alaska	https://www.gsa.gov/governmentwide-initiatives/emergency-response	253-249-6275

Tab B – Regional / National Salvage Contractor Resource List

Company	Website	24 Hour Contact Number
Global Diving & Salvage	https://www.gdiving.com/location/alaska	907-563-9060
Hanson Maritime Co.	https://www.hansonmaritime.com/	907-747-1055
American Marine International (PENCO)	www.amarinecorp.com	907- 562-5420
Resolve Marine	www.resolvemarine.com	Office: 907.243.0069 Mobile: 907.359.6854
Titan Salvage (Crowley)	www.titansalvage.com	954-545-4143 907-777-5440
Southeast Alaska Lighterage (Juneau)	seal@alaska.net	907-789-4210
Alaska Commercial Divers (Ketchikan)	https://alaskacommercialdivers.com	907-247-0771
Sea Tow South Central Alaska (Homer)	https://www.seatow.com/marine/services/salvage	907-677-2628

Tab C – Marine Construction Companies

Company	Website	24 Hour Contact Number
Storm Chasers Marine Services, Inc	https://www.stormchasersmarine.com	907-224-3536
The experience and equipment needed to salvage anything including propellers, airplanes, pleasure boats, and any vessel up to 400 tons.		
Alaska Marine Construction	https://amarinecorp.com/alaska-marine-construction/	907-562-5420

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Tugs and barges and includes anchor systems, hydraulic packs, generators, and more. Subsea outfalls and pipelines, pile driving, marina construction, dredging operations, salvage work, breakwater construction, construction of wharfs, docks, or the repair of waterfront facilities.		
Western Marine Construction Inc	https://www.westernmarineconstruction.com/about-us/	206-622-9161
Specialized marine capabilities include remote logistics, pile driving, underwater blasting and excavation, rock breakwaters, underwater drilling, socketing, pile anchor systems, in-water pipelines, fuel systems, fire systems, outfalls, diving, salvage, and surveying.		
Hanson Maritime Co. Marine Construction	https://www.hansonmaritime.com/marine-construction	907-752-0600
Tug and work boats are fully equipped with all necessary salvage gear including lift bags, surface supplied dive gear, patching, de-watering, welding, rigging, ground tackle, communications, pollution response and work boats. Resources include boat builders, stability experts, welders, divers, shipwrights, equipment operators, captains, deckhands and surveyors.		

Tab D – Local Heavy Equipment / Salvage Related Services

Company	Website	24 Hour Contact Number
Totem Equipment & Supply, Inc	https://toteminc.com	907-274-7368
Skid Steers and Excavators; we have the equipment rental for any size job.		
Yukon Equipment	https://www.yukoneq.com/	907-277-1541
Backhoes, excavators, skid steers, wheel loaders, bulldozers, or tractors.		
Construction Machinery Industrial, LLC	https://cmiak.com/	907-563-3822
Excavation equipment, skid steers, wheel loaders, bulldozers, tractors or haul trucks.		

Tab E – Compressed Gas Companies

Company	Website	24 Hour Contact Number
Airgas	https://locations.airgas.com/ak/anchorage/airgas-store-w279.html	907-562-2080
Argon, oxygen, acetylene, nitrogen, carbon dioxide plus specialty and medical gases.		
Dive Alaska	https://divealaska.net/gas-fills/	907-770-1778
High pressure air, 32% nitrox, and all the GUE standard mixes, including trimix and deco gases.		

APPENDIX H. INCIDENT SPECIFIC SALVAGE PLAN REVIEW

This Appendix provides general guidance and consideration for IMT (Salvage Group) personnel in conducting a review of Salvage Plans submitted by a RP. The intent is to clarify the role of the USCG when reviewing submitted plans for safety, technical, tactical, and multi-agency coordination actions. In all circumstances, the assistance of the SERT is strongly encouraged for all submitted salvage plans.

1. **Salvage Plan Requirement:** The COTP will normally require the submission of a Salvage Plan for approval from any RP prior to initiation of vessel stabilizing or salvage/wreck/obstruction removal operations. Generally, the requirement to submit a salvage plan will come in the form of a COTP Order or Administrative Order, if applicable, and establish specific requirements for plan content. While each scenario presents unique challenges and risk factors, the COTP Orders or Administrative Orders may include the requirement to provide the following basic elements in an initial Salvage Plan:

- Basic incident information including date and location-specific information;
- Vessel Particulars including cargo/fuel onboard;
- Survey of the structural integrity and seaworthiness of the vessel;
- Stability review approved by a Naval Architect and SERT; and
- List of proposed initial actions.

To provide the above information, the deployment of salvage response personnel and USCG personnel may be required. In all cases the **safety of all response personnel must be an overarching requirement** for all phases of a salvage response with safety procedures and protocols clearly articulated.

The USCG SERT has developed Brief Sheets for Coastal/Offshore Salvage Plans and Inland/Harbor Salvage Plans. These Brief Sheets are available through the District DRAT member or the SERT Desk

2. **Salvage Plan Review:** When necessary, USCG Sector Western Alaska and U.S. Arctic will establish a Salvage Plan Review Team consisting of marine inspectors from the Prevention Department, Incident Management Division personnel from the Response Department, representatives from Emergency Management and Force Readiness, and the Unit Safety Coordinator. This team will be activated and normally become part of the Salvage Group assigned to the IC organization. A lead Salvage Plan Review Team representative will be selected for each salvage operation and be responsible for establishing the objectives and timeline for the review of a submitted Salvage Plan. The review of the submitted Salvage Plan will focus on the following basic elements:
 - a. **Safety:** Identify the operations anticipated in the Salvage Plan and consider all safety aspects associated with the task including onboard responder safety protocols, communications, emergency services support and reaction times, types of vessels involved, and weather/sea conditions.
 - b. **Data Integrity:** Review all dates, essential numbers or figures, draft readings, and any other similar factor for accuracy. Many Salvage Plans are copies of previous

versions and may contain incorrect information inadvertently copied or not updated to reflect the current vessel/conditions.

- c. **Assist Vessels:** Many salvage operations require the hiring/contracting of support vessels to provide essential services such as equipment transport, heavy lift, lightering support, and more. ***In all cases, a review of the vessel's certification (if required), licensing requirements, authorized operating area/routes, and any outstanding USCG OCMI requirements must be reviewed.***
- d. **Towing:** A review of any proposed tow plan requires a review to ensure appropriately powered and configured tow vessels are in use, types of tow wire and bridles, communication procedures, and coordination of any vessel movement with local stakeholders (i.e., Pilots/Docking Pilots).
- e. **Lightering:** Cargo lightering including liquid cargo containerized, bulk, or break-bulk, presents a significant operational risk and must be carefully considered. Appendix F includes an example of a Lightering Plan review Checklist and Declaration of Inspection for Lightering.
- f. **Dive/Submerged Operations:** Any documented request or intent to conduct submerged operations increases the operational risk and requires experience-based review of the stated operations. Specifically, diving operations require experience in the type of diving operations used in salvage operations. If applicable, support by the NSF or other USCG Units with diving operations should be considered to assist in diving operation oversight. See Appendix E for dive operation safety information.

There will be technical and engineering calculations likely associated with a Salvage Plan submission. **Unless members of the Salvage Plan Review Team have specific training and experience/qualifications, any calculations associated with hull integrity, stability, and other similar engineering data, if required by the COTP, must be reviewed by the SERT.** The partnership between the COTP/IMT personnel and SERT will ensure that the salvage service provider has confidence in the feedback and requirements of the USCG.

3. **Supporting Information:** The type of casualty or incident resulting in a salvage operation/obstruction removal/wreck removal will dictate the complexity of the Salvage Plan. Additionally, the characteristics of the incident will also add additional levels of complexity in the plan and include:
 - Flooding;
 - Fire;
 - Additional Vessels Involved; and
 - Vessel Type(s) and Location.

The COTP may find it more productive to view the submitted plan in terms of phases of the salvage operation. It will be difficult to determine what will occur in the long-term for salvage, however, the initial stages of a salvage operation will require a greater level of detail than anticipated later-stage operations.

Example: A vessel fire resulting in the requirement to submit a Salvage Plan may result in the COTP requiring a phased approach to the planning:

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- **Phase I** – Post Fire / Initial Assessment (structural/stability/systems);
- **Phase II** – Overhaul of Remaining Spots, Cargo assessment, and Cargo Removal Plan;
- **Phase III** – Cargo Removal (solid and liquid cargoes including lightering plans);
- **Phase IV** – Final Disposition of Vessel.

Phase I would have a greater level of detail on the initial submission than Phase IV will have. This will assist the IC/UC in its planning effort as the response transitions from one phase to the next phase.

4. **Salvage Plan Updates:** Salvage operations are dynamic in nature and require consistent review of the current assumptions and calculations. Conditions including on-scene weather, supporting vessel or equipment casualties, or other influences require the IC/UC to constantly review the characteristics of the plan and, where deviations are necessary, ensure these are appropriately documented.

In addition to dynamic changes, the salvage operations will also be influenced during the transition between the salvage phases noted above. It is essential for the IC/UC to ensure that a documented update to the Salvage Plan is complete before transitioning to the next operational phase. This update will include new information for the new Salvage Response Phase as well as additional information available for the follow-on phases if available.

APPENDIX I: INCIDENT ACTION PLAN OBJECTIVES

The sample objectives provided below can be used to supplement creation of the IAP. Notional IMT organization can be found in Section 3.E.

1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: _____ Time: _____	INCIDENT BRIEFING ICS 201-CG
5. Initial Response Objectives		
	A. Provide for the safety and security of responders as well as maximize the protection of public health and welfare.	
	B. Implement measures to isolate, contain, and stabilize the incident including the establishment and adjustment of security perimeters.	
	C. Implement a coordinated response with the vessel master, fire, law enforcement, and the commercial salvage and marine firefighting resource providers.	
	D. Initiate actions to stop or control the source of discharge and minimize the total volume released.	
	E. Identify impacts on the MTS and port operations as a result of the incident.	
	F. Establish an appropriate incident management organization that can effectively meet the initial and long-term challenges required to mitigate the incident	
	G. Identify and establish incident support facilities to support incident response efforts.	
	H. Keep stakeholders, public, and the media informed of response activities	
	I. Identify safe refuge / berth for impacted vessel and develop / implement transit plan to include destination or berth for the vessel or vessels.	

Figure I.1 – Example ICS-201 Objectives

APPENDIX J. GLOSSARY OF ACRONYMS

ACP	Area Contingency Plan
AMSC	Area Maritime Security Committee
AMSP	Area Maritime Security Plan
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
COA	Course of Action
COTP	Captain of the Port
EEZ	Exclusive Economic Zone
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator Representative
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Commander System
ILO	Infrastructure Liaison Officer
IMT	Incident Management Team
JBPHH	Joint Base Pearl Harbor Hawai‘i
JFO	Joint Field Office
JIC	Joint Information Center
MA	Mission Assignment
MOA	Memorandum of Agreement
MTS	Marine Transportation System
MTSL	Marine Transportation System Leader
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration
NSF	National Strike Force
NTSB	National Transportation Safety Board

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OCMI	Officer in Charge of Marine Inspections
OPA-90	Oil Pollution Act of 1990
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
P & I	Protection and Indemnity
PIAT	Public Information Assist Team
PIO	Public Information Officer
QI	Qualified Individual
ROV	Remotely Operated Vehicle
RP	Responsible Party
SERT	Salvage Engineering Response Team
SME	Subject Matter Expert
SRP	Salvage Response Plan
SSC	Scientific Support Coordinator
SUPSALV	Supervisor of Salvage (United States Navy)
TSI	Transportation Security Incident
USACE	United States Army Corps of Engineers
UC	Unified Command
USC	United States Code
USCG	United States Coast Guard
VRP	Vessel Response Plan
WRDA	Water Resources Development Act