

**WESTERN ALASKA  
SUBAREA CONTINGENCY PLAN**

**SCENARIOS  
SECTION**

PART ONE Worst Case Discharge .....F-1

PART TWO Maximum Most Probable Discharge.....F-6

PART THREE Average Most Probable Discharge.....F-11

PART FOUR Hazardous Materials Release .....F-13

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## **SCENARIOS: PART ONE - WORST CASE DISCHARGE**

**Situation.** The M/V AGU is transiting through Etolin Strait between the mainland and Nunivak Island when the vessel suffers a boiler explosion. The subsequent fire burns for three days and eventually breaks the vessel in half, and she sinks. The crew abandoned ship and was rescued by boats from nearby Mekoryuk and Toksook Bay.

**Location:** Bering Sea N60-15' / W165-45'

**Spill Information:** As the ship is burning, fuel tanks are compromised. There is a steady release of bunker (5,000 gals/day) for the first three days followed by a sudden release of the remaining fuel as the vessel sinks. The vessel was carrying a total of 120,000 gallons bunker fuel and 30,000 gallons diesel fuel. The spilled oil is moving towards the eastern shoreline of Nunivak Island.

**Cargo Salvage:** The ship is a total loss and lightering cannot be accomplished due to the fire and general instability of the ship.

**Sensitive Areas at Risk:** According to the ADF&G Alaska Habitat Management Guide for the Western and Interior Regions (1986), the following species are known to exist in the immediate area:

- Beluga whales (feeding area, normally from April through November)
- Blue King Crab (general distribution)
- Juvenile Blue King Crab (known concentration areas are generally in the waters off the southeast to the northwest coastline of Nunivak Island)
- Numerous anadromous streams along the southern and southeastern coastline
- Waterfowl (General distribution area and Fall concentration area for primarily ducks and geese)
- Pacific Herring (the entire offshore area of Nunivak Island is a known summer concentration area; eastern and portions of the southern coastline are known spawning concentration areas)

**Date:** Late July

**Weather:** Overcast, Temp: 48F, Wind: SE 20 Knots, Visibility: 9 miles.

**Notifications.** The Vessel Captain issues an SOS immediately after the explosion on the vessel. Coast Guard Air Station Kodiak and MSO Anchorage receive the distress call. MSO Anchorage notifies ADEC and other federal agencies. Once notified, ADEC begins to notify other state agencies (ADNR, ADF&G, DES).

The vessel owner contacts the Coast Guard and ADEC and requests any and all assistance with the cleanup effort. MSO Anchorage personnel advise the ship owner's representative of the legal responsibilities for spill response. The Unified Command agrees to activate Coast Guard BOA contracts with CISPRI and Chadux, and also activate the Pacific Strike Team and request their assistance with the response.

**Initial Response Actions.** All initial command functions and communications will originate from the MSO Anchorage command center. A Unified Command is formed, consisting of the FOOSC, SOSOC and RPOSC (ship owner's representative via teleconference).

MSO Anchorage requests immediate transportation via USCG C-130 or commercial charter aircraft to set up a forward command post at the scene. The exact location will be determined once Federal/State spill response staff arrive on-scene.

Within ADEC, response personnel communicate with natural resource trustee agency leadership to identify response priorities for booming and containment.

ADEC mobilizes their primary spill responder in Bethel, and he is immediately dispatched to the scene to provide on-scene information on the spill.

**Command Center Establishment.** The command center will be activated in Anchorage, with plans to move the command center to a community in Western Alaska if the situation warrants. The local DEC office in Bethel is considered as the initial site for the forward command post, while reviewing available resources and the feasibility of establishing a command post in Mekoryuk or Toksook Bay. The use of a Coast Guard cutter as a forward operating command post is also discussed.

Initial response personnel, consisting of MSO Anchorage and DEC personnel, agree that it is a priority to establish a communications link between the forward command post and the command center as early as possible. This is initially accomplished by using cellular phones and telephones in the local area.

**ICS Mobilization.** The Incident Management Team (IMT) begins to form as additional personnel respond to the initial command center. Agency involvement is still limited primarily to ADEC and the USCG. State and Federal resource agencies begin to work on identifying sensitive areas in the immediate area.

The Coast Guard Air Station in Kodiak dispatches a C-130 to Anchorage to transport USCG and ADEC personnel to the scene. Several staff members remain in Anchorage to continue manning the initial command center.

The FOOSC begins mobilizing members of the Pacific Strike Team from California with spill response equipment. The strike team responds with approximately 6 people, and they will arrive on-scene with most of the necessary equipment and resources to conduct all vessel response operations. The strike team will arrive in their own C-130 aircraft.

**Staging Areas.** The local airport at Mekoryuk is designated as the forward staging area for response equipment, while the airport at Bethel will serve as the regional staging area. An equipment check-in point is established at both staging areas to track equipment and staffed with USCG and ADEC personnel. The FOSC and SOSC coordinate with local community leaders in Western Alaska (primarily coastal communities) and inform the individuals of on-going containment and cleanup actions.

**Equipment Mobilization and Deployment.** The FOSC recognizes that the RP may have limited resources to respond to the spill and initiates actions to augment the RP's response. The SOSC also initiates actions to augment the response. The State has pre-deployed spill response assets located in conex containers at Bethel, Mountain Village, and Aniak. The State also provides the RP with a list of trained responders that may be hired to assist with the shoreline cleanup effort.

**On-Scene Response.** During the initial hours following the spill, the ADEC Bethel responder is the sole SOSC representative on-scene. No other state or federal agencies have arrived on scene yet. The Coast Guard has dispatched an air rescue helicopter and diverted a 378 cutter to the accident scene.

USCG personnel request that the NOAA Scientific Support Coordinator develop a spill trajectory. Although the amount of spilled oil is still uncertain and weather conditions are dynamic, a reasonable trajectory is completed

Local emergency response personnel provide assistance with setting up the forward command post in Bethel and provide logistical support, office space, communications equipment, and other locally available resources.

A public information center is also established in Bethel to address public concerns. The Coast Guard and State also activate Public Affairs staff who begin to work on public outreach and coordinate media coverage. During the first few days of the response, several different public information outlets may be established. However, as the ICS forms, a joint information center with federal, state and local public affairs representatives will be formed. As early as possible, the Public Information Officer(s) will work with communications and computer experts to establish an internet site to keep the public up-to-date on response activities, spill trajectory, and other situation specifics. A Unified Command web site (similar to that established during the M/V KUROSHIMA spill) is established to keep the general public and home offices informed of the situation.

ADEC personnel formulate the initial Sitrep, which is the situation report sent by ADEC to the other state resource agencies, federal agencies, and Juneau ADEC office, summarizing state actions so far. The ADEC public information office in Juneau uses the Sitrep to develop an initial press release. The Coast Guard also generates a POLREP, which is also a situation report, for essentially the same purposes as ADEC's Sitrep.

Early in the response, the Unified Command discusses the need to hire a historic properties specialist to advise them of any important historical sites in the general vicinity of the spill

that should be considered for protection, if possible. The Unified Command also approves contacting wildlife response organizations and other specialists in the event wildlife are impacted by the spill.

The initial ADEC team brings a “crash kit” of office and planning supplies, laptop computers, and other office equipment into Bethel. They also bring their own PPE, mustang suits, etc. The limited support equipment is used to set up a forward command post, and oil spill response equipment is stored at the regional staging area overnight. Equipment transport is prioritized according to the needs on-scene, with operational equipment such as boom, anchors and PPE prioritized over other support equipment. Coast Guard and private aircraft, helicopters, and privately contracted vessels are also used to transport equipment to the scene.

As the response proceeds, additional personnel begin to arrive on-scene and the ICS continues to expand. An initial incident action plan has been developed by the Unified Command.

The Kodiak USCG air station continues to provide the primary logistics support for transporting and staging equipment.

Crews have begun to stage boom and other equipment at certain key shoreline locations to further prevent oiling of the shoreline. Oil-impacted shorelines will also be assessed by SCAT Teams prior to dispatching shoreline cleanup crews.

**Communications.** Telephone communications from Bethel to Anchorage, and ship to shore communications from the on-scene Coast Guard Cutter remain the primary means of field communications. It will take a few days for a communications system to support the on-scene response to evolve. VHF radios, supported by portable repeater systems are explored as an optional field communications capability.

**Sensitive Areas Identification and Protection.** Based on the initial spill trajectory developed by NOAA, the spill impacts the eastern shore of Nunivak Island, and is proceeding towards Cape Corwin and Cape Mendenhall on the southeastern edge of the island. During the first 72 hours, shoreline protection strategies are focused on protective booming of sensitive areas (as identified by sensitive areas maps and Natural Resource Agency Trustees.) The Marine Wildlife Rescue Team is activated to provide hazing and wildlife recovery as appropriate.

As soon as it is apparent that oil is in the water, The Natural Resource Trustee Agencies consult with local community contacts regarding sensitive area protection priorities.

Following the spill, USFWS requests assistance in surveying the area to determine if any wildlife have been oiled.

In recommending sensitive areas for protection, the local government and resource agencies use the prioritization scheme in the Sensitive Areas section of the Western Alaska SCP, balancing natural resource population information with human use and subsistence considerations. Local

residents and the local government provide input on human use, recreation, and subsistence areas.

The resource trustees and local representatives determine that the most effective use of boom would be to deploy exclusionary and deflective boom at all of the anadromous streams downstream from the spill site. In addition to providing salmon habitat, these streams are identified as sensitive areas due to their recreational and subsistence use.

**Wildlife Protection and Response.** ADEC and the FOSC have both notified the appropriate Natural Resource Trustee Agencies. USFWS, ADNR, NMFS and ADFG wildlife experts arrive at the command center with other ADEC personnel.

Local residents arriving on-scene (via private vessels) anxious to assist with wildlife protection and rescue, are directed through the planning section (volunteer coordinator) to the contracted wildlife response groups. Volunteers are dissuaded from interfering with ongoing wildlife response operations.

Wildlife responders arrive on-scene with hazing kits and other support equipment. The logistics section works with wildlife responders to identify potential locations for wildlife collection, cleaning and rehab stations and the Unified Command begins to direct the development of a disposal plan for any dead wildlife.

Sensitive areas are identified and prioritized for protection. Wildlife responders consider the viability of hazing threatened wildlife populations. This decision is made on a site-by-site basis, contingent upon a variety of considerations and supported by the necessary permits. The major priorities for wildlife responders continue to be capturing and treating injured wildlife and collecting carcasses before they can be consumed by other animals.

**Clean up and Recovery.** As people arrive on scene and boom deployment is accomplished, the focus of the response will begin to switch from protection to oil removal and recovery. After the initial influx of boom and other initial response equipment, storage equipment is transported to the scene. Temporary storage bladders are transported to the scene, and a barge with a storage capacity of over 100,000 gallons, is contracted by the RP and dispatched to the scene. Recovery concerns will include protecting resources and further cleanup of impacted shoreline. Disposal will also become an issue. Oily wastes and debris are transported to the staging area for subsequent disposition.

**Personnel Considerations.** Initially, lodging and food will be obtained in Bethel.

## **SCENARIOS: PART TWO - MAXIMUM MOST PROBABLE DISCHARGE**

**Situation:** The T/B Heat4U, a 175 foot fuel barge, is on its way up the Kuskokwim River after loading at Bethel to deliver the first load after spring break up. Heavy spring run-off combined with a strong current pushes the barge onto a rocky shoreline.

**Location:** just east of Kwethluk, N60-50' / W161-30'

**Spill Information:** At least two tanks have been punctured and is leaking #2 diesel, home heating oil. The barge is carrying a total of 250,000 gallons evenly distributed among eight single skinned tanks. The tow vessel is standing by up river from the spill. Released fuel spreads rapidly due to river state and is already soiling the shoreline on both sides of the river. Kwethluk was to be the first stop on the northely route.

**Cargo Salvage:** Barge and remaining cargo are considered salvageable if done in a timely manner to prevent additional damage to the barge.

**Sensitive areas at risk:** According to the ADF&G Alaska Habitat Management Guide for the Western and Interior Regions (1986), the following species are known to exist in the immediate area:

- Anadromous river/stream (Kuskokwim River and tributaries)
- Whitefish and sheefish
- Waterfowl (general distribution area for primarily ducks and geese)
- Moose (rutting and winter concentration area)

**Date:** May

**On-Scene Weather:** Temp: 39F, Wind: S 7 knots, overcast with intermitten rain & snow showers, scattered ice floes likely.

**Notifications.** MSO Anchorage receives the initial notification and an initial command center is activated in Anchorage. Plans to move the command center to Bethel are discussed. MSO Anchorage notifies ADEC and federal stakeholders. Once notified, ADEC begins to notify other state agencies (ADNR, ADF&G, DES).

### **Initial Response Actions.**

The RP is a member of a spill coop and the coop is also activated and mobilizes equipment and personnel to the scene.

MSO Anchorage requests immediate transportation via USCG C-130 or commercial charter aircraft to set up a forward command post at the scene. The exact location will be determined once the MSO party arrives on-scene.

Within ADEC, response personnel communicate with natural resource trustee agency leadership to identify response priorities for booming and containment.

Once on scene, MSO Anchorage response personnel advise the vessel owner of the legal responsibilities for spill response, and instruct the vessel master to continually sound his tanks to check whether any oil has begun to leak.

ADEC has a primary spill responder in Bethel, and he is immediately dispatched to the scene.

**Command Center Establishment.** The Incident Command will start to form in Anchorage, with plans to move the command center to Bethel if the situation warrants. The local DEC office in Bethel is considered as the initial site for the forward command post, while reviewing available resources and the feasibility of establishing a command post in Kwethluk.

Initial response personnel, consisting of MSO Anchorage and DEC personnel, agree that it is a priority to establish a communications link between the forward command post and the command center as early as possible. This is initially accomplished by using cellular phones and telephones in the local area.

**ICS Mobilization.** The Incident Management Team (IMT) begins to form as additional personnel respond to the initial command center. Agency involvement is still limited primarily to ADEC and the USCG. State and Federal resource agencies begin to work on identifying sensitive areas in the immediate area.

The Coast Guard Air Station in Kodiak dispatches a C-130 to Anchorage to transport USCG and ADEC personnel to the scene. Several staff members remain in Anchorage to continue manning the initial command center.

The FOSC begins mobilizing members of the Pacific Strike Team from CA with spill response equipment. The strike team responds with approximately 6 people, and they will arrive on-scene with most of the necessary equipment and resources to conduct all vessel lightering operations. The strike team will arrive in their own C-130 aircraft.

**Staging Areas.** The local airport at Kwethluk is designated as the staging area for response equipment. An equipment check-in point is established at the staging area to track equipment and staffed with USCG and ADEC personnel. The FOSC and SOSC coordinate with the local community leader at Kwethluk and inform the individual of on-going containment and cleanup actions.

**Equipment Mobilization and Deployment.** The FOSC recognizes that the RP may have limited resources to respond to the spill and initiates actions to augment the RP's response. The SOSC also initiates actions to augment the response. The State has pre-deployed spill response assets located in conex containers at Bethel, Mountain Village, and Aniak. The State also provides the RP with a list of trained responders that may be hired to assist with the cleanup effort.

**On-Scene Response.** During the initial hours following the spill, the ADEC Bethel responder is the sole SOSOC representative on-scene in Bethel. No other state or federal agencies have arrived on scene yet.

USCG personnel request that the NOAA Scientific Support Coordinator develop a spill trajectory. Although the amount of spilled oil is still uncertain and weather conditions are dynamic, a reasonable trajectory is completed

Local emergency response personnel provide assistance with setting up the command center in Bethel by providing logistical support, office space, communications equipment, and other locally available resources.

A public information center is also established in town to address public concerns. The Coast Guard and State also activate Public Affairs staff who begin to work on public outreach and coordinate media coverage. During the first few days of the response, several different public information outlets may be established. However, as the ICS forms, a joint information center with federal, state and local public affairs representatives will be formed. As early as possible, the Public Information Officer(s) will work with communications and computer experts to establish an internet site to keep the public up-to-date on response activities, spill trajectory, and other situation specifics. The Unified Command web site established during the M/V KUROSHIMA spill was considered to be a public relations success and would be used as a model for future medium to large sized spills in the Kodiak Subarea.

ADEC personnel begin to formulate a Sitrep, which is the situation report sent by ADEC to the other state resource agencies, federal agencies, and Juneau ADEC office, summarizing state actions so far. The ADEC public information office in Juneau uses the Sitrep to develop an initial press release. The Coast Guard will generate a POLREP, which is also a situation report, for essentially the same purposes as ADEC's Sitrep.

Early in the response, the Responsible Party contracts with an archaeologist, because of the potential of important historical sites in the general vicinity of the spill. The Responsible Party also contacts wildlife response organizations and other specialists in the event wildlife are impacted by the spill.

The initial ADEC team brings a "crash kit" of office and planning supplies, laptop computers, and other office equipment, and they also bring their own PPE, mustang suits, etc. The limited support equipment is used to set up a forward command post, and oil spill response equipment is stored at the staging area overnight. Equipment transport is prioritized according to the needs on-scene, with operational equipment such as boom, anchors and PPE prioritized over other support equipment. Coast Guard and privately contracted vessels are also used to transport equipment to the scene.

As the response proceeds, additional personnel begin to arrive on-scene and the ICS continues to expand. An initial incident action plan has been developed by the RP.

The Kodiak USCG air station continues to provide the primary logistics support for transporting and staging equipment.

## **Equipment Mobilization and Deployment.**

Crews have begun to stage boom and other equipment at certain key shoreline locations to further prevent oiling of the shoreline.

**Communications.** Telephone communications from Kwethluk and Bethel to Anchorage remain the primary means of field communications. It will take a few days for a communications system to support the on-scene response to evolve. VHF radios, supported by portable repeater systems are explored as an optional field communications capability.

**Wildlife Protection and Response.** ADEC and the FOSC have both notified the appropriate Natural Resource Trustee Agencies. USFWS, ADNR, NMFS and ADFG wildlife experts arrive at the command center with other ADEC personnel.

If local residents arrive on-scene (via private vessels) anxious to assist with wildlife protection and rescue, they are directed through the planning section (volunteer coordinator) to the contracted wildlife response groups. Volunteers are dissuaded from interfering with ongoing wildlife response operations.

Wildlife responders arrive on-scene with hazing kits and other support equipment. The logistics section works with wildlife responders to identify potential locations for wildlife collection, cleaning and rehab stations and the Incident Commander begins to direct the development of a disposal plan for any dead wildlife.

Salmon streams are identified and prioritized for protection . While the mouths of the streams may not be protected with this strategy, it will allow for the greatest number of streams to be protected with a limited amount of boom .

Wildlife responders consider the viability of hazing threatened wildlife populations. This decision is made on a site-by-site basis, contingent upon a variety of considerations and supported by the necessary permits. The major priorities for wildlife responders continue to be capturing and treating injured wildlife and collecting carcasses before they can be consumed by other animals.

**Sensitive Areas Identification and Protection.** As soon as it is apparent that oil is in the water, the Natural Resource Trustee Agencies consult with local community contacts regarding sensitive area protection priorities.

In recommending sensitive areas for protection, the local government and resource agencies use the prioritization scheme in the Sensitive Areas section of the Western Alaska SCP, balancing natural resource population information with human use and subsistence considerations. Local residents and the local government provide input on human use, recreation, and subsistence areas.

The resource trustees and local representatives determine that the most effective use of boom would be to deploy exclusionary and deflective boom at all the major salmon streams

downstream from the spill site. In addition to providing salmon habitat, these streams are identified as sensitive areas due to their recreational and subsistence use.

**Clean up and Recovery.** As people arrive on scene and boom deployment is accomplished, the focus of the response will begin to switch from protection to oil removal and recovery. After the initial influx of containment boom and other initial response equipment, storage equipment is transported to the scene. Temporary storage bladders are transported into the scene, and a barge with a storage capacity of over 100,000 gallons, is contracted by the RP and dispatched to the scene. Recovery concerns will include protecting resources, and addressing issues such as lightering and salvage. The Pacific Strike Team will be able to provide some lightering expertise. Navy SUPSALV should be consulted for salvage issues, or the RP may choose to contract with a private salvage company to remove the barge.

Disposal will also become an issue. Oily wastes, debris and recovered fuel are transported to the staging area for subsequent disposition.

Shoreline Cleanup and Assessment Teams are organized and deployed to assess shoreline impacts and make recommendations regarding additional cleanup.

**Personnel Considerations.** Initially, lodging and food are provided by the communities of Bethel and Kwethluk.

## **SCENARIOS: PART THREE – AVERAGE MOST PROBABLE DISCHARGE**

**Situation:** A storage tank in a remote village has a leak in their piping system. Subsequently, through the winter, they have lost 4,000 gallons of heating oil.

**Location:** Carter, 59-17' N/ 161-56' W.

**Spill information:** The oil entered the soil and has migrated into a nearby cove. There is a visible sheen on the water which remains constant. Oil is coating rocks at low tide and has also stained the sandy beach.

**Cargo Salvage:** The storage tanks still have 3,000 gallons of product in them. There is no isolation valves between the tanks and the leaking pipeline.

**Sensitive areas at risk:** According to the ADF&G Alaska Habitat Management Guide for the Western and Interior Regions (1986), the following species are known to exist in the immediate area:

- Anadromous river/stream (Kuskokwim River and tributaries)
- Whitefish and sheefish
- Waterfowl (general distribution area for primarily ducks and geese)
- Moose (rutting and winter concentration area)

**Date:** April

**On Scene weather:** Temp: mid 30's, overcast with snow showers, winds: SE at 50 knots.

**Notifications.** MSO Anchorage is notified of the situation and notifies ADEC and the Federal agencies. ADEC notifies other state agencies. Because it is a relatively small spill of non-persistent oil, it is determined that the initial response team will be limited to the ADEC primary spill responder in Bethel with staff augmentation from the Anchorage ADEC office.

**Initial Response Actions.** The ADEC spill responder in Bethel gathers basic equipment and departs for the scene.

The SOSOC notifies the Responsible Party of their responsibilities to contain and remove the spill, and informs them that, unless they launch an aggressive response, the State may initiate cleanup actions and then bill them for the clean up.

**Equipment Mobilization and Deployment.** In considering the size and type of spill and the resources at risk, the FOSC representative (in consultation with ADEC and local community) determines that the primary objective of the response is to stop the release of oil and prevent any further releases from reaching the water body.

Because the spill is moderate in size and the Responsible Parties' resources are finite, response equipment is limited to that which is located in Carter or at a nearby community where an ADEC response conex is located.

First, boom (and sorbents) are deployed to contain and absorb spilled product. Only hazwoper-trained individuals may deploy boom, and individuals must have a minimal level of hazardous materials training. The Unified Command will ensure that only properly trained individuals engage in boom deployment. ADEC maintains a list of trained and qualified individuals in the local and regional area.

**Wildlife and Sensitive Areas Protection.** Local protection priorities in Carter include . The cove has been identified by the local community as a protection priority, and this area is also considered to be important wildlife habitat by USFWS.

The FOSC representative requests that an archaeologist be contacted to consult on protecting nearby cultural and historical sites.

In the days following the spill, USFWS will contact the Coast Guard to determine whether any wildlife has been oiled.

**Clean Up and Recovery.** Collected oil is left in the booms until it evaporates or dissipates. Any oiled sorbent materials are collected by the USCG MSD and properly disposed of.

## **SCENARIOS: PART FOUR – HAZARDOUS MATERIALS RELEASE**

**Situation:** A seafood processing vessel in Bethel sustains an ammonia release due to a valve failure. Approximately 1,500 pounds of anhydrous ammonia is released from the vessel and threatens the local community. The crew has evacuated the vessel due to the strong ammonia vapors.

**Location:** Bethel, 60°46.79'N 161°50.28'W

**Release Information:** The ammonia cloud exits from the vessel hold and proceeds to move downwind towards the populated area of Bethel.

**Sensitive areas at risk:** General population at Bethel.

**Date/Time:** May - 8:30 am.

**On Scene weather:** Temp: mid 30's, overcast with light rain, winds: westerly at 15 knots.

**Notifications.** The ADEC is notified of the situation by the DEC Bethel Field office and by Bethel emergency services personnel. The ADEC notifies the Coast Guard (MSO Anchorage) FOSC of the situation. They proceed with notifying other Federal agencies. ADEC notifies other state agencies. Because the release poses a life-threatening situation, the ADEC activates the Statewide Hazmat Response Team in both Fairbanks and Anchorage, and also places an ADEC term contractor on alert. The Coast Guard (MSO Anchorage) places the Pacific Strike Team on alert (due to their familiarity with responding to vessel incidents). USCG may contact EPA for support to activate their contractor as well to provide technical support to the team. The Ammonia Group is placed on alert and requested to provide any additional technical assistance. The initial response team will be composed of an ADEC representative, the Coast Guard FOSC from MSO Anchorage, a member from EPA, a contractor representative, a member of the Statewide Hazmat Response Team, and possibly a member of the Ammonia Group. The follow-on team will consist of members of the Statewide Hazmat Response Team and other support personnel.

**Initial Response Actions.** The initial response team in Anchorage gathers basic equipment and departs for the scene via commercial or charter air, whichever is most expedient.

The FOSC and SOSC notify the vessel owner of their responsibilities to contain and control the release. The Responsible Party indicates that their response capability is extremely limited and they will not be able to re-enter the vessel to control the source. The State and Federal OSCs reach an agreement with the Responsible Party and local emergency response officials to take whatever measures necessary to respond to the release.

**Equipment Mobilization and Deployment.** The follow-on Statewide Hazmat Response Team has marshaled their team and equipment in Anchorage and is ready to deploy via charter aircraft to Bethel. Estimated time of arrival of the team is anticipated to be sometime in the early afternoon. The Coast Guard's Pacific Strike Team will also deploy several technical specialists to assist with the response.

**Public Protection.** Local protection priorities in Bethel include: Ensure protection of the general public through sheltering in-place or evacuation to a safe location

**Response Actions.** Local emergency response officials immediately notify the local populace to shelter in-place if possible. Detailed shelter in-place instructions are provided over the radio and public address system. If evacuation becomes necessary, local officials have determined an appropriate process for evacuating the general public via a safe route to a pre-determined area.

Upon arrival of the initial response team, emergency response personnel in proper PPE and equipped with ammonia detectors are tasked to deploy and monitor readings downwind from the release.

The Ammonia Group technical advisor reviews the vessel refrigeration schematics with the ship's captain, and attempts to determine the approximate location of the release source. An entry plan is developed prior to the arrival of the Statewide Hazmat Response Team.

Upon arrival of the team, a three-stage entry process is determined to be the best approach. The first entry will be to ventilate the vessel using existing ventilation systems and portable, positive pressure ventilation fans. The second entry team will determine the location of the release source, and the third team will secure the source by closing off upstream valves.

Personnel who may have been exposed to the ammonia vapors will be treated locally or airlifted to the nearest major hospital, depending on the nature of their injuries.

**Clean Up and Recovery.** Upon securing the source, the Statewide Hazmat Response Team will be released back to their normal work location (Anchorage or Fairbanks). The EPA contractor and the ADEC contractor will continue with periodic air monitoring until the vessel owner is able to effect permanent repairs to the vessel's ammonia refrigeration system.