



CONTINGENCY/EMERGENCY RESPONSE PLAN

US COAST GUARD AUXILIARY DISTRICT 5 - NORTHERN REGION

CONTINGENCY / EMERGENCY RESPONSE PLAN

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A. Purpose of the Plan

Contingency/Emergency Response capability for the Fifth District Northern Region U.S. Coast Guard Auxiliary is dependant on proper planning and allocation of resources. The goal is to make sure to use these Auxiliary resources effectively to solve and respond to the various contingencies involved in Coast Guard planning, and to be able to provide capable support in times of need.

Since the September 11, 2001 terrorist attacks upon the U.S., the nature of emergency response has significantly changed. Consideration must be made to emergencies including severe weather, natural disaster, oil spills and disasters involving mass casualties.

This Plan is intended for use by the United States Coast Guard Auxiliary units in District 5NR. It specifies the actions necessary for these units to prepare for, and respond to, natural and man-made disasters and emergencies. It is not intended to limit the roles the Auxiliary may be called upon to play, but to identify those for which the Auxiliary can and should be prepared.

B. Relationship to Other Plans

The Plan is intended to be consistent with the National Incident Management System (NIMS) and the National Response Framework (NRF). The Incident Command System (ICS) organization shall be employed by operational commanders in the event of significant emergencies. Accordingly, it is important that key Auxiliary participants in this plan are familiar with and properly trained in ICS organization, including as a minimum, completion of ICS 100 and 200 and NIMS 700 and 800 training (all available on-line).

The provisions of this Auxiliary Plan will be modified as necessary to accord with Sector's plans and intentions regarding use of the Auxiliary, both in general and to respond to specific disasters and emergencies.

C. Scope of the Plan

This Plan focuses on response, rather than prevention. The Auxiliary has several programs designed to help prevent human-initiated disasters and public emergencies. These programs include America's Waterway Watch, Maritime Domain Awareness, harbor patrols, facility inspections, and similar activities. This Plan, however, deals only with response, and preparedness to respond, to disaster and emergencies after they have occurred.

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D. Response Resources

The Auxiliary has a wide variety of resources that can be made available in the event of a disaster or public emergency. In D5-NR, these include approximately 200 approved vessel facilities, 14 aircraft, over 120 radio facilities (both fixed and mobile), and personnel resources consisting of approximately 2,600 members with multiple skills, capabilities and qualifications.

Personnel resources of three types have been identified. The first type includes members who are qualified to augment an active duty billet: communication watchstanders, boat crew, engineers, and others. The second type includes those who have formal Auxiliary qualifications: coxswains and boat crew, land-mobile and fixed land radio operators, pilots and air crew. The third type includes personnel who have skills or professional training that may be of assistance in an emergency: commercial pilots, merchant marine officers, doctors and nurses, architects and engineers, translators, divers, photographers, and personnel skilled at first aid and CPR, driving, computer operation, cooking and child care.

The OPR database shall be the primary point of capture of regional information pertinent to the identification of Auxiliary personnel and equipment resources, their readiness and availabilities to respond, and their intents and desires to develop additional skills and qualifications that will improve their abilities to assist operational commanders in the response to all emergencies.

The use of Auxiliary personnel and facilities to assist in the performance of certain Coast Guard missions is authorized by the Coast Guard Authorization Act of 1996. The decision to use D5-NR Auxiliary resources for emergency response rests with regional operational commanders (e.g., Sector Delaware Bay, Air Station Atlantic City and station OICs). D5-NR Auxiliary resources shall be reserved for primary support of the Coast Guard in emergencies and will not be committed to any other organization or agency without prior approval from the operational commander. County or State agencies must submit their requests for Auxiliary support through the appropriate operational commander. We must be cognizant of this procedure in all areas.

Auxiliarists who participate in regional emergency response efforts shall be expected to be properly trained and qualified in the program disciplines that they apply. All surface, air and radio facilities utilized in these shall be expected to be maintained in full and proper states of readiness to meet Coast Guard requirements and support its missions. Neither unqualified personnel nor facilities that do not have current offers-for-use shall be used in emergency response efforts.

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E. Response Assumptions

The Sector Plan assumes that “the National Response Plan (NRP) will be activated for natural disasters, technological emergencies, terrorist actions, pollution and/or hazardous materials response, and other incidents requiring Federal assistance under the Stafford Disaster Relief and Emergency Assistance Act. The National Incident Management System (NIMS) will be used to coordinate multi-agency response to a disaster, emergency, or incident”.

The Coast Guard Auxiliary will participate in any response in accordance with these assumptions, and at the explicit request and direction of the Coast Guard. Members will not participate otherwise except as private citizens.

F. Response Scenarios

Auxiliary members may be requested by the Coast Guard to respond to a variety of scenarios, as indicated in the table below and described in the specific Annexes shown.

| Auxiliary Action | Annex A | Annex B | Annex C | Annex D |
|--------------------------|--------------------------------|---------------------------------|---------------------------------|-----------------|
| | Hurricane/Tropical Storm/Flood | Sudden Catastrophic Destruction | Oil or Hazardous Material Spill | Bridge Collapse |
| Wellness Check | X | X | | |
| Situation Assessment | X | X | X | X |
| Emergency Communications | X | X | | |
| Personnel Transport | X | X | X | X |
| Search and Rescue | X | X | | X |
| Safety Zone Enforcement | X | X | X | X |
| ICP Assistance | X | X | X | X |
| ATON Verification | X | X | X | |
| Interpreter | X | X | X | X |

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As the situation dictates, Sector Delaware Bay may solicit the use of available Coast Guard and Coast Guard Auxiliary assets to augment Sector operations. This operational augmentation may include communications support and transportation on land and on water.

The following scenarios for possible Auxiliary participation in the response to a disaster or emergency are itemized below: victim recovery (i.e., rescue of persons in the water), safety zone enforcement, personnel transport, emergency communications, situation assessment, “backfill”, and secondary personnel support.

1. Victim Recovery In a number of scenarios, such as the collapse of a major bridge, an airplane crash, or a terrorist attack, there may be multiple casualties and people in the water. The Sector Command Center may divert any CG Auxiliary vessels or aircraft to the incident. Other Auxiliary vessels and crew may also be called out to assist in victim recovery. Vessels involved will report to the On-Scene Commander, who will direct and coordinate the response activities.

2. Safety Zone Enforcement In several scenarios of the Sector Plan, establishment and enforcement of a safety zone is called for. In such a case, Auxiliary facilities may be asked to help enforce the safety zone in a manner similar to their role during large-scale events such as Boat Races, Fireworks, Regattas, etc.

3. Personnel Transport In the event of a natural disaster or a public emergency, a means of transporting Coast Guard personnel to their duties may be required. In such a case, Auxiliary vessels and aircraft may be asked to supplement active-duty resources. In some scenarios, Auxiliary vessels and aircraft may be requested to transport media personnel.

4. Emergency Communications Some events, such as a major hurricane or an act of sabotage, could disable one or more components of the communication network normally used by the Coast Guard. Almost any disaster scenario is also likely to overload normal telephone communications. If there is a serious loss of communication capability, Auxiliary radio facilities will provide a backup capability. As demonstrated in the past, Auxiliary mobile radio facilities can also be dispatched promptly to a damaged high site to relay messages. Auxiliary repeaters, strategically located at several spots around the District, may also be utilized, since they provide emergency communications capability with a higher power output and wider coverage than handheld units.

5. Situation Assessment During a major incident Auxiliary land-mobile units, which are geographically dispersed throughout the District, may be asked to assess the situation in nearby areas and report observations through designated channels. Depending on the nature of the incident and available communication facilities, other Auxiliarists may also be asked to make and report assessments.

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6. Backfill In some emergencies, “backfill: or “augmentation” of active duty personnel may be needed. Sector’s AUXULOs will be asked to query Sector departments and stations to identify specific needs that might be met by Auxiliarists. The Auxiliary will then identify specific members who can fill these needs. If not already qualified for the positions specified, members will receive appropriate training and complete qualification under established procedures. Once qualified, these personnel will be listed on department or station recall lists. Operational activities at CG Stations can be backfilled utilizing the respective Division Surge Plan.

7. Secondary Personnel Support In addition to personnel formally qualified to augment active duty personnel, other personnel with special skills or professional training may be needed, depending on the nature of the emergency. Auxiliarists who have volunteered to serve as needed include commercial pilots, merchant marine officers, doctors and nurses, architects and engineers, translators, divers, and photographers. Others are qualified to administer first aid and CPR. Still others have volunteered to help with computer operations, cooking and child care. Inventories of these resources are maintained by individual flotillas, and can be called on as needed through the procedures outlined in Sections G.4 and G.5. Auxiliarists without special training may also be used in supporting roles. In this case, members may be mobilized through a general callout, utilizing the Everbridge Notification System or calling trees, etc.

G. Response Procedures

1. Initial Response Regardless of Scenario

The policy of the Coast Guard is that “personal safety, including that of family members, is of highest priority in a disaster situation. The safety of unit members and their families is critical to the ability of the unit to provide an emergency response within the community.” This policy applies to Auxiliarists as well as to active duty personnel and reservists. Accordingly, all Auxiliarists will first insure their own safety, and that of their families, before engaging in any of the response procedures outlined below.

The Automated Information Management System, currently known as Everbridge Notification System (telephone and email), will be used to contact Auxiliary members about an emergency, as well as to receive feedback regarding their safety, status and ability to respond if called upon by the Coast Guard.

In the event of a major hurricane, all members should familiarize themselves with safety measures to take before a hurricane occurs, and the steps to take when it occurs.

Hurricane Emergencies On June 1 each year, the Fifth District sets a Hurricane Alert posture as part of its recognition of and preparation for the summer hurricane season. The alert expires on November 30.

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Hurricane Status and Conditions

- a. Hurricane Watch Hurricane conditions may prevail in 24-36 hours.
- b. Hurricane Warning Winds of 74 miles per hour (64 knots) or higher are expected in a specified coastal area within 24 hours.
- c. Hurricane Advisory Advisories are issued by the National Hurricane Center. They are numbered consecutively, issued every six hours at 0000, 0600, 1200, and 1800.
- d. Hurricane Bulletin Bulletins are public releases from the Weather Service Hurricane Warning Office issued between advisories, when necessary.
- e. Hurricane Conditions
 - (1) Condition 5 Hurricane Alert set from June 1 to November 30
 - (2) Condition 4 Hurricane conditions expected within 72 hours
 - (3) Condition 3 Hurricane conditions expected within 48 hours
 - (4) Condition 2 Hurricane conditions expected within 24 hours
 - (5) Condition 1 Hurricane conditions expected within 12 hours
 - (6) Post Condition Hurricane has passed and is no longer considered a threat

Hurricane Categories

| Category | Damage | Barometric Pressure (inches HG) | Winds (kts) | Storm Surge (feet) |
|----------|--------------|---------------------------------|-------------|--------------------|
| 1 | Minimal | >28.94 | 65-82 | 4-5 |
| 2 | Moderate | 28.50-28.93 | 83-95 | 6-8 |
| 3 | Extensive | 27.91-28.49 | 96-113 | 9-12 |
| 4 | Extreme | 27.17-27.90 | 114-135 | 13-18 |
| 5 | Catastrophic | <27.17 | >135 | >18 |

2. Communication Media

In a disaster or public emergency, telephone and radio frequencies may be quickly overwhelmed, and will be needed by first responders. For this reason, it is important that Auxiliarists NOT call the Coast Guard or Auxiliary leaders offering their services or seeking information. After any personal or family needs have been taken care of, Auxiliarists should stand by, listen to available news media, and wait to be contacted. In addition, Auxiliary coxswains, land-mobile units, and other members who may be needed in a response capacity will listen only on a designated VHF channel for possible callout information and further instructions. This channel is “the designated frequency for ground communication between the Coast Guard Incident Command and USCG units on scene”. Auxiliarists should NOT transmit on this frequency unless specifically addressed or requested to do so.

The Everbridge Notification System is an important and opportune method of quickly contacting Auxiliary members in emergency and disaster situations to provide information and to respond to Coast Guard needs. With Everbridge, one member can communicate critical information to an entire Division or the District. Everbridge cycles through mobile phones, landlines and email. This emergency notification system contacts individuals based on their preferences and stops sending messages after a recipient confirms receipt (or the system is told to stop). The system is rapid enough to complete a cycle to the entire District within a minute. The system keeps a record of all contact attempts and their results. When called upon to provide 100%

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accountability, the District can quickly prepare a report, using Everbridge response data, allowing Division and Flotilla leaders to concentrate their efforts on communicating with the non-responsive members.

3. Direct Callout

In some cases, Auxiliarists may be required to respond immediately and before a formal request is made through channels for assistance. Examples are qualified communication watchstanders and boat crew who are under orders and under way at the time the emergency occurs and may also be required or expected to respond immediately.

4. Emergency Response Requests from Sector or Operational Commander

In most emergency scenarios, notifications and requests for response will begin from the Sector or Operational Commander. It should be expected that the Operational Commander will be the source of initial notifications and response coordination in the event of an emergency. An emergency request for assistance by the Coast Guard may be communicated to the Director of Auxiliary (DIRAUX), to the District Commodore (DCO), to the Auxiliary Sector Coordinator (ASC), or to a Division or Flotilla Commander (when the request is made by a local Coast Guard station). On receipt of an emergency request for assistance from the Coast Guard, the person receiving the request will notify the next most senior member in the Chain of Leadership and Management (if any).

5. Categorical Resource Requests

Requests for specific categories of Auxiliary resources will be directed by the Coast Guard units or departments involved to the Auxiliary Liaison Officer (AUXLO). This officer will relay the request to the Auxiliary Sector Coordinator (ASC). This link between the Coast Guard and the Auxiliary is the primary channel for requests for assistance from the Auxiliary, and the Auxiliary's response.

If the ASC is temporarily unavailable and the need is immediate, the AUXLO will contact the Auxiliary District Chief of Staff (DCOS), who will act in the ASC's stead until the ASC is available.

If Auxiliary facilities (vessels, radios, or aircraft) are requested, the ASC will contact the appropriate District Staff Officer (or Officers) and relay the request. The DSO (or DSOs) will then activate those resources, and report back to the ASC when they are under way. The ASC will report the actions taken to the AUXLO, and keep the AUXLO informed of changes in the Auxiliary's response. The ASC will also send an email to members of the District Executive Committee (EXCOM) and the Information Officer (the District Staff Officer for Public Affairs) notifying them of the situation and the actions taken.

The Information Officer (DSO-PA) will draft situation reports for the membership, and (once approved by the ASC and Commodore) will distribute such reports to the membership. The DSO-PA (and ADSOs, as required) will document as much of the Auxiliary response as possible in writing and through photography.

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Depending on the urgency of the request, the availability of specific communication media, and the nature of the resources desired, requests for Auxiliary assistance will normally be transmitted via telephone or email and/or the Everbridge Notification System.

6. Requests for Specialized Personnel

If the request is for translators, the ASC or his delegate will use the established database of translators and their capabilities to contact them and secure their services. The ASC will report back to the AUXLO and EXCOM.

If the request is for personnel with other specialized abilities, the ASC will forward the request to the Division Commanders. Division Commanders will in turn contact their Flotilla Commanders, who will contact any members who have the requested capabilities.

7. Consideration and Need for Special Purpose Facilities

In many inland areas, there is no active duty Coast Guard presence. Similarly, in congested metropolitan areas that have been subjected to severe flooding, typical Coast Guard response capability is not well suited for the circumstances. It then falls on the Auxiliary to supply support for waterborne emergency response in the form of small, special purpose facilities that are best suited to respond and assist in emergent situations.

Subject to DIRAUX approval, utility surface craft smaller than 16 feet in length (e.g., prams, dinghies, inflatables, PWCs skiffs, bass boats, and canoes) may be accepted for use with particular consideration for emergency response. The appropriate method to make such an offer for use is via submission of the D5-NR Special Purpose Facility Offer for Use (OPS-5).

Special purpose facilities shall be tracked and annotated separately in the OPR database.

H. General Organization, Responsibility and Guidance

1. **DCO** The DCO shall be responsible for overall supervision of regional emergency response organization, planning and the support of Auxiliary units. Additionally, the DCO shall appoint AUXULOs.

2. **DIRAUX** DIRAUX shall be responsible for oversight of the regional Contingency/Emergency Response Plan (ERP) and shall further provide equipment support to regional emergency response efforts as budgetary resources allow. Additionally, DIRAUX shall ensure active duty units' awareness of AUXULO appointments and periodic OPR updates.

3. **D-PL** The District Planner shall be appointed by the DCO and will serve as the Emergency Response Coordinator (ERC) for Fifth Northern. The ERC shall be responsible for development and maintenance of the regional Contingency/Emergency Response Plan and OPR database. Additionally, the ERC shall liaison with the ASC to coordinate the efforts of D5-NR's AUXULOs as necessary. The ERC shall also ensure that the District Board is notified of the annual setting of the Fifth District's Hurricane Alert posture and its corresponding closure at the end of the hurricane season. Further, as the ERC becomes aware of regional hurricane changes, they shall ensure all appropriate Auxiliary units and program managers are aware of such changes. If the ERC ever anticipates being out of the region or temporarily unable to fulfill their ERP obligations, they shall arrange a temporary replacement with concurrence of the DCO and

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advise EXCOM, District Directorate Chiefs, and appropriate operational commanders of such temporary relief.

4. The Area Sector Coordinator (ASC) shall be responsible for oversight of AUXULOs within the region and shall liaison with the ERC as necessary and provide reports on AUXULO activities to the D5-NR EXCOM and at District Board meetings.

5. AUXULO AUXULOs shall maintain close liaison with their respective active duty units so as to ensure active duty units' awareness of regional Auxiliary capabilities, program needs and availabilities to support Coast Guard missions. They shall closely monitor and stay abreast of updates to the OPR database that are pertinent to Auxiliary units within their respective areas. AUXULOs shall advise their ASC of their liaison activity, concern and needs. As desired by their active duty unit, the AUXULO shall work with the AUXLO (if assigned) and other key members of the unit to develop, and manage Auxiliary augmentation at Coast Guard units.

NOTE:

The Auxiliary Liaison (AUXLO) is an active duty member assigned by the CG unit Commander who coordinates with the applicable Auxiliary elected leaders, staff officers, and members.

The Auxiliary Unit Liaison (AUXULO) is an experienced Auxiliarist assigned by the District Commodore in consultation with the Director of Auxiliary and the CG unit Commander. The AUXULO works with the CG command to provide immediate input and response to requirements for Auxiliary support and to facilitate Auxiliary service to the unit.

I. Preparedness

As with all branches of the Coast Guard, the Auxiliary has a responsibility to ensure that its members are prepared to respond in an emergency, to the fullest extent and as promptly as possible. The elements of preparedness are discussed below.

1. Planning

Preparedness starts with planning. This plan, and the companion plans of the divisions and flotillas, must be updated as the needs of the Coast Guard change, or are further defined and specified. This plan will also be coordinated with planning by Sector Delaware Bay and modified as those planning activities dictate.

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2. Training

To respond effectively and be of maximum assistance to the Coast Guard in the event of an emergency, Auxiliarists must be properly trained in the roles called for in this Plan. Several types of training have been identified as critical to effective response in public emergencies.

a. Incident Command System

As noted in Section E, in the event of a local disaster or public emergency, the Coast Guard will follow the National Incident Management System, which is based on the Incident Command System. It is therefore critical that those Auxiliarists who may be called on to assist are familiar with, and trained in, the structure and use of NIMS and ICS. This is particularly true of those Auxiliarists in leadership positions.

All Auxiliarists who provide operational support to the Coast Guard and all unit leaders and staff officers in operations, communications, aviation and marine safety, are required to have completed IS-100 (Introduction to the Incident Command System) and IS-700 [Introduction to the National Incident Management System (NIMS)]. In addition, elected officers at the division level and higher, and division staff officers in Operations, Communications, Aviation and Marine Safety, are required to have completed IS-200 (Introduction for Single Resources) and IS-800.A (Introduction to the National Response Plan). Other Auxiliarists will be encouraged to complete these four online courses as well, and officers and others who may be in a leadership role during an incident response will be encouraged to complete ICS-210 (Intermediate Incident Command System) or ICS-300.

b. Augmented and Backfilled Positions

In all disaster scenarios, Auxiliarists may be called upon to “backfill” or “augment” active duty positions.

The Operations Training Officer and the Auxiliary Sector Coordinator(s) will work with the Sector Auxiliary Liaison Officer to identify specific needs that might be met by Auxiliarists. The Auxiliary will then identify specific members who can fill these projected needs. If not already qualified for the positions specified, members will receive appropriate training and complete qualification under established procedures. Once qualified, these personnel will be listed on department or station recall lists.

Flotilla commanders will work with members to identify commercial and professional skills that may be volunteered for use in the event of an emergency. Lists of these members and their skills will be maintained at the flotilla level, and shared with the Director of Auxiliary’s office, local stations and Sector departments, and divisional officers.

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c. Communication Watchstanders

A particular need is for station communication watchstanders who can replace active duty personnel in an emergency. Auxiliarists serving in this capacity will first complete the Auxiliary Telecommunications Operator qualification, and then complete the training given to all station watchstanders.

Divisions and flotillas will be asked to encourage their members to consider qualifying as communication watchstanders and/or SARDET watchstanders and, as necessary, may recruit new members to fill this need.

d. AOR Familiarization

To be effective, Auxiliary responders must be familiar with the local areas affected by the incident. To this end, the divisions and flotillas will strive to increase AOR (Area of Responsibility) familiarization training. This training may include classroom and/or individual instruction, and will be a part, if practicable, of all surface and shore side patrols.

e. Boat Crew Training

Each Auxiliary vessel facility requires a predetermined minimum number of crew members in order to get under way. To increase the number of qualified crew available for incident response, divisions and flotillas will be asked to increase boat crew training activities, and to encourage inter-flotilla and inter-divisional cooperation to make more training opportunities available.

3. Drills and Exercises

Another key element of preparedness is a program of response exercises and drills. This program will be designed to demonstrate the degree to which the coordination, response and training measures incorporated in the plan are effective. "Table-top" drills and exercises will be followed by full field drills and simulations. The program will point up any gaps in planning and training, and include further exercises or drills to determine whether corrective measures have been effective.

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APPENDIX

Common Incident Command System Responsibilities

The following checklist applies to all members responding to an incident, regardless of the level of organization.

Receive assignment (this includes the request for AUX assistance) including:

- Job assignment (e.g., Strike Team designation, position, etc.).
- Reporting location.
- Reporting time.
- Travel instructions.
- Any special communication instructions (e.g., travel, radio frequency).

On arrival at the incident, check-in at the designated check-in location. Check-in may be found at any of the following locations:

- Incident Command Post (ICP)
- Base
- Staging Areas

Receive briefing from immediate supervisor. Supervisors shall maintain accountability for their assigned personnel with regard to exact location(s) and personal safety and welfare at all times, especially when working in or around incident operations.

Know your assigned radio frequency(s)/phone numbers and communication schedule for your area of responsibility (AOR) and ensure that communication equipment is operating properly. Use clear text and ICS terminology (no codes) in all radio communications. All radio communications to the Incident Communications Center will be addressed: "(Incident Name) Communications" (e.g., "TWA 800 Communications").

Complete forms and reports required of the assigned position and send through the supervisor to the Documentation Unit.

(U.S. COAST GUARD COMDTPUB P3120.17, Incident Management Handbook Section 2) (www.uscg.mil/hq/nswfweb/docs/FinalIMH18AUG2006.pdf)

Note: All ICS forms may be found on the Coast Guard Homeport site (<http://homeport.uscg.mil>) under Library-Incident Command System/ICS-Forms

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ANNEX A

Hurricane/Tropical Storm/Flood

Standard Severe Weather Practices and Hurricane Conditions have been developed to mandate action, provide guidance, and make public notification of Coast Guard intentions and requirements. Standard Severe Weather Practices and Hurricane Conditions have been designed to minimize damage from heavy weather while taking into consideration the commercial needs of the maritime community. The Coast Guard works closely with and communicates frequently with port users during severe weather.

Standard Conditions as set by the Captain of the Port are as follows:

CONDITION V: This is a seasonal readiness condition automatically set by Coast Guard units from June 1 through November 30.

During this condition, Auxiliary units will hold planning meetings with Coast Guard order issuing authorities (stations). Planning will include confirmation of contact information, radio frequencies, location of shelters and storage areas, and a program of heavy weather exercises and drills. Units will also verify their telephone trees or other notification procedures.

CONDITION IV: This condition is set when tropical storm force winds (35-63 knots) are predicted to make landfall in the general area within the next 72 hours.

If Condition IV is posted, all vessel facilities volunteered for post-storm operation will top off fuel, secure property and facilities, and report status to a designated officer.

CONDITION III: This condition is set when tropical storm force winds are predicted in a specified area within the next 48 hours.

Within the specified area, members will prepare for evacuation and secure their facilities, homes and personal property. Flotilla property will be secured by designated officers. The Flotilla Commander, Vice Flotilla Commander, FSO-OP or other designated officer of each flotilla in the specified area will inform the Division Commander that the flotilla has completed Condition III requirements.

Outside the specified area, a designated division officer will contact the flotillas in that division, put them on alert status, and make a list of Auxiliary resources available to respond if needed. Facilities in areas of the district adjacent to the specified area will be fueled and provisioned with food and water. Towing vessels will also be fueled. VHF and HF radio facilities will insure the readiness of emergency battery power, and report their readiness to a designated officer.

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CONDITION II: This condition is set when tropical storm force winds are predicted to make landfall in a specified area within the next 24 hours.

Within the specified area, all members will have secured their property and evacuated.

Outside the specified area, VHF and HF radio nets will be activated.

CONDITION I: This condition is set when advisories indicate that a hurricane WILL make landfall within a specified area in 12 hours.

Within the specified area, all members will have secured their property and evacuated.

Outside the specified area, all VHF and HF nets will be operational and integrated. They will report hourly, or as needed, to handle emergency traffic. All Auxiliarists who have volunteered for response duties will be fully prepared and available to be deployed within three hours.

AFTER A HURRICANE, TROPICAL STORM, OR MAJOR FLOODING, the Coast Guard may request any or all of the following actions by the Auxiliary:

Wellness Check. After storm landfall, the Coast Guard may request that the Auxiliary account for all its members' safety and well-being. In this case, the notification procedures described in Section G1 will be initiated, and each member accounted for.

Situation Assessment. During and following a major storm or flood, the Coast Guard must maintain situational awareness so that resources can be effectively deployed. Auxiliary surface, air and land-mobile facilities may be asked to assist with visual verification of grounded, distressed or adrift vessels, storm damage to bridges and maritime facilities, and impacted navigation channels.

Emergency Communications. If there is a serious loss of communication capability, Sector Delaware Bay will use VHF or satellite communications as the primary means of communication. Auxiliary radio facilities will provide a backup capability. Auxiliary mobile radio facilities may be dispatched to a damaged antenna site to relay messages. Auxiliary repeaters, strategically located at several spots around the district, may also be utilized, since they provide emergency communication capability with a higher power output and wider coverage than handheld units.

Personnel Transport. If bridges or normal transportation corridors are out of service, a means of transporting Coast Guard personnel to their duty stations may be needed. In such a case, Auxiliary vessels and crew may be asked to supplement active duty resources. Auxiliary vessels may also be asked to transport public affairs and media personnel.

Search and Rescue. If there are multiple casualties and/or people in the water, the Sector Command Center[s] will divert any Coast Guard Auxiliary vessels or aircraft to the incident site. Other Auxiliary vessels and crew may also be called out to assist in victim recovery. Vessels involved will report to the On-Scene Coordinator, who will direct and coordinate the response activities, and distribute personal protective equipment (if required), triage tags, and victim tracking forms.

Safety Zone Enforcement. If safety zones are established, Auxiliary facilities may be asked to help enforce them, in a manner similar to their role in large-scale non-emergency events.

CONTINGENCY / EMERGENCY RESPONSE PLAN

Incident Command Post Assistance. Auxiliarists without specialized training may be used to assist in staffing the Joint Information Center, or for other duties at the Incident Command Post.

ATON Verification. If it is likely that aids to navigation have been displaced, trained ATON verifiers may be asked to verify their position and functioning.

Interpreter Assistance. If the spill is from a commercial vessel whose crew speaks little or no English, the Auxiliary may be called on to provide interpreter assistance. The Auxiliary Sector Coordinator and/or the Director of Auxiliary's office will maintain current contact information.

CONTINGENCY / EMERGENCY RESPONSE PLAN

ANNEX B

Sudden Catastrophic Destruction (Catastrophic Event/Explosion/Terrorist Attack)

Wellness Check. If the affected area is extensive, the Coast Guard may request that the Auxiliary account for all its members' safety and well-being. In this case, the notification procedures described in Section G1 should be initiated, and each member accounted for.

Situation Assessment. Following a major sudden catastrophic event affecting the marine environment, the Coast Guard must maintain situational awareness so that resources can be effectively deployed. Auxiliary surface, air and land-mobile facilities may be asked to assist with visual assessment of damaged marine facilities and report observations through designated channels.

Emergency Communications. If there is a serious loss of communication capability, Sector Delaware Bay will use VHF or satellite communications as the primary means of communication. Auxiliary radio facilities will provide a backup capability. Auxiliary mobile radio facilities may be dispatched to a damaged antenna site to relay messages. Auxiliary repeaters, strategically located at several spots around the district, may also be utilized, since they provide emergency communication capability with a higher power output and wider coverage than handheld units.

Personnel Transport. If bridges or normal transportation corridors are damaged or out of service, a means of transporting Coast Guard personnel to their duty stations may be needed. In such a case, Auxiliary vessels and crew may be asked to supplement active duty resources. Auxiliary vessels may also be asked to transport media personnel.

Search and Rescue. If there are multiple marine casualties and/or people in the water, the Sector Command Center[s] will divert any Coast Guard Auxiliary vessels or aircraft to the incident site. Other Auxiliary vessels and crew may also be called out to assist in victim recovery. Vessels involved will report to the On-Scene Coordinator, who will direct and coordinate the response activities, and distribute personal protective equipment (if required), triage tags, and victim tracking forms.

Safety Zone Enforcement. If safety zones are established, Auxiliary facilities may be asked to help enforce the zone, in a manner similar to their role in large-scale non-emergency events.

Incident Command Post Assistance. Auxiliarists without specialized training may be used to assist in staffing the Joint Information Center, or for other duties at the Incident Command Post.

ATON Verification. If it is likely that aids to navigation have been displaced, trained ATON verifiers may be asked to verify their position and functioning.

Interpreter Assistance. If the spill is from a commercial vessel whose crew speaks little or no English, the Auxiliary may be called on to provide interpreter assistance. The Auxiliary Sector Coordinator and/or the Director of Auxiliary's office will maintain current contact information for local interpreters.

CONTINGENCY / EMERGENCY RESPONSE PLAN

ANNEX C

Oil or Hazardous Material Spill

Situation Assessment. Following a major oil or hazardous material spill affecting the marine environment, the Coast Guard must maintain situational awareness so that resources can be effectively deployed. Auxiliary land-mobile units, which are geographically dispersed throughout the district, may be asked to assess the situation in nearby areas and report observations through designated channels. Depending on the nature of the incident and available communication facilities, other Auxiliarists may be asked to make and report an assessment.

Safety Zone Enforcement. If a safety zone is established, Auxiliary facilities may be asked to help enforce the zone, in a manner similar to their role in large-scale non-emergency events.

Incident Command Post Assistance. Auxiliarists without specialized training may be used to assist in staffing the Joint Information Center, or for other duties at the Incident Command Post.

Interpreter Assistance. If the spill is from a commercial vessel whose crew speaks little or no English, the Auxiliary may be called on to provide interpreter assistance. The Auxiliary Sector Coordinator and/or the Director of Auxiliary's office will maintain current contact information for local interpreters.

CONTINGENCY / EMERGENCY RESPONSE PLAN

ANNEX D

Bridge Collapse

Situation Assessment. Following the collapse of a major bridge, the Coast Guard must maintain situational awareness so that resources can be effectively deployed. Auxiliary surface, air and land-mobile facilities may be asked to assist with visual assessment of the damage and its effects, and report observations through designated channels.

Personnel Transport. If normal transportation corridors are disabled or out of service, a means of transporting Coast Guard personnel to their duty stations may be needed. In such a case, Auxiliary vessels and crew may be asked to supplement active duty resources. Auxiliary vessels may also be asked to transport media personnel.

Search and Rescue. If there are multiple casualties and/or people in the water, the Sector Command Center[s] will divert any Coast Guard Auxiliary vessels or aircraft to the incident site. Other Auxiliary vessels and crew may also be called out to assist in victim recovery. Vessels involved will report to the On-Scene Coordinator, who will direct and coordinate the response activities, and distribute personal protective equipment (if required), triage tags, and victim tracking forms.

Safety Zone Enforcement. If a safety zone is established, Auxiliary facilities may be asked to help enforce the zone, in a manner similar to their role in large-scale non-emergency events.

Incident Command Post Assistance. Auxiliarists without specialized training may be used to assist in staffing the Joint Information Center, or for other duties at the Incident Command Post.

Interpreter Assistance. If the spill is from a commercial vessel whose crew speaks little or no English, the Auxiliary may be called on to provide interpreter assistance. The Auxiliary Sector Coordinator and/or the Director of Auxiliary's office will maintain current contact information for local interpreters.