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GUIDANCE FOR INTERNATIONAL OFFERS OF ASSISTANCE IN RESPONSE TO A MARINE OIL POLLUTION INCIDENT

Report of the Correspondence Group on the Guidelines on international offers of assistance and the IMO Dispersant Guidelines

Submitted by France and the United States

SUMMARY

Executive summary:	This document summarizes the work of the correspondence group established by PPR 1 to finalize the *IMO Dispersant Guidelines* and the *Guidelines on international offers of assistance* for consideration by PPR 2
Strategic direction:	7.1
High-level action:	7.1.2
Planned output:	7.1.2.6 (IOA) and 7.1.2.11 (Dispersants)
Action to be taken:	Paragraph 12
Related documents:	OPRC-HNS/TG 12/3; OPRC-HNS/TG 12/3/4, OPRC-HNS/TG 12/INF.7, OPRC-HNS/TG 13/3/3; OPRC-HNS/TG 13/3/6, OPRC-HNS/TG 14/3/1, OPRC-HNS/TG 14/3/2; OPRC-HNS/TG 15/3, OPRC-HNS/TG 15/3/2, OPRC-HNS/TG 16/3; OPRC-HNS/TG 16/3/2; PPR 1/16 and MEPC 62/20/1

Introduction

1 The Sub-Committee on Pollution Prevention and Response (PPR), during its first session, established an intersessional correspondence group (CG) on the *IMO Dispersant Guidelines* and draft *Guidelines on international offers of assistance* (IOA) under the overall coordination of France, with the United States as alternate contact. As per document PPR 1/16, the Sub-Committee instructed the CG to:

.1 complete the draft part III of the *IMO Dispersant Guidelines* and develop a draft part IV of these Guidelines for consideration by PPR 2;

.2 finalize the draft *Guidelines on international offers of assistance*; and

.3 submit a written report to PPR 2.

2 The work of the CG partitioned its time between the two topics, with distinct review efforts of the dispersant and IOA documents. France coordinated reviews and inputs on the dispersant documents previously distributed as document OPRC-HNS/TG 16/3/2 and OPRC-HNS/TG 16/WP.1, annex 4, while the United States supported the review of the IOA document previously distributed as document OPRC-HNS/TG 16/3 and OPRC-HNS/TG 16/WP.1, annex 3. The process and progress of the CG efforts is reported below for the IOA Guidelines. For the progress report on *IMO Dispersant Guidelines*, reference is made to document PPR 2/13.

International offers of assistance

Background

3 The **Deepwater Horizon (DWH)** Mobile Offshore Drilling Unit (MODU) spill incident highlighted the importance of international stakeholder planning and coordination to ensure maximum resource availability and utilization during a catastrophic oil spill or hazardous substance event. Several nations stepped forward to assist the United States during the **DWH** incident. These offers included equipment, technical expertise and general assistance. The generosity of support from the international partners of the United States cannot be overstated; however, the event highlighted the need for guidelines for procedures for requesting and receiving emergency assistance in events of this scale including a common lexicon of equipment terminology and an international equipment inventory.

4 At its sixty-second session, the MEPC considered a proposal by the United States (MEPC 62/20/1) to develop internationally accepted Guidelines on international offers of assistance in response to a marine oil pollution incident and approved its inclusion as a new unplanned output in the 2012-2013 agenda for the OPRC-HNS Technical Group.

5 At its thirteenth session, the OPRC-HNS Technical Group considered document OPRC-HNS/TG 13/3/6, which elaborated on the original proposal and reported on progress since consideration at MEPC 62.

6 At its fourteenth to sixteenth sessions, the OPRC-HNS Technical Group considered document OPRC-HNS/TG 14/3/1 and provided recommendations on content and format of the document.

7 At the first session of Sub-Committee on Pollution Prevention and Response (PPR 1), the Sub-Committee established an intersessional CG on the *IMO Dispersant Guidelines* and draft *Guidelines on international offers of assistance*, under the overall coordination of France (PPR 1/12, paragraph 10.4) with direction, relative to IOA, to finalize the draft Guidelines.

Representatives and contributors to the CG relative to IOA

8 The following countries, intergovernmental organizations with observer status, and non-governmental organizations with consultative status participated in the development of the *Guidelines on international offers of assistance*: Brazil, Japan, Poland, Turkey, the United States, the European Commission (EC), the International Spill Control Organization (ISCO) and various other industry groups.

9 Outreach for input and opportunity for review of the *Guidelines on international offers of assistance* was extended to the following countries based upon interest expressed at OPRC-HNS/TG 16 or prior sessions, intergovernmental organizations with observer status, and non-governmental organizations with consultative status: Australia, Canada,

China, France, the Netherlands, the Republic of Korea, Spain, Sweden, the United Kingdom, the International Oil Pollution Compensation (IOPC) Funds, the International Petroleum Industry Environmental Conservation Association (IPIECA) and the International Tanker Owners Pollution Federation Limited (ITOPF), amongst others.

IOA document review

10 At OPRC-HNS/TG 16, the IOA guidance document was reviewed in a splinter session and input was provided by the splinter group throughout the document to improve consistency and clarity.

11 In the intersessional period, the CG reviewed the *Guidelines on international offers of assistance* including splinter session updates provided to OPRC-HNS TG/16. The CG was asked to provide comments on the structure, format, and content of the draft as well as guidance and direction on the next steps to further progress the guidelines. Two comment periods were held, with telephonic adjudication of comments submitted in the second review to develop the final draft. All proposals and comments were taken under consideration and applied as warranted to the guidelines. Feedback was provided to the CG when proposals were not accepted. The following is a summary of the key items/outcomes incorporated into the final draft of the guidelines:

.1 the organization of the document was re-structured to permit ease of use and a logical flow of information. Appendices were updated to a simple, easy to follow and usable format;

.2 a consensus was established on definitions to maintain consistency throughout the document and be universally applicable, particularly those describing oil spill response equipment. The equipment lexicon was greatly enhanced to include a robust listing of potential equipment requests or offers in the event of a Tier 3 oil spill response; and

.3 the CG arrived at a consensus as to the final contents of the *Guidelines on international offers of assistance*.

Action requested of the Sub-Committee

12 The Sub-Committee is invited to consider the comments and proposals provided in this document and take action as appropriate, in particular, to:

.1 review the final draft of the *Guidelines on international offers of assistance*, set out in the annex; and

.2 agree to the *Guidelines on international offers of assistance*, for submission to MEPC 68 for consideration, with a view to approval and subsequent publication.

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ANNEX

GUIDELINES ON INTERNATIONAL OFFERS OF ASSISTANCE

1 EXECUTIVE SUMMARY

1.1 This document provides *Guidelines on international offers of assistance* (IOA) designed for use by any country[1], particularly parties to the OPRC Convention (1990), as a tool to assist in managing requests for spill response resources and offers of assistance from other countries and organizations when confronted with large or complex oil spill incidents. Although developed by a technical group of the IMO, these guidelines could be used during large or complex oil spills within inland areas as well as marine or coastal environments. While these guidelines can play an important role in implementation of the OPRC 90 Convention, they are not prescriptive or legally binding, and are meant as a tool to assist as needed. These guidelines are designed to be a living document and will be updated as needed.

Focus

1.2 The focus of these guidelines includes:

.1 large or complex spills that exceed local or regional response capabilities (typically beyond a Tier 3 response); and

.2 developing countries as well as those with robust response systems and regimes who may need to manage and coordinate IOA, in particular parties to the OPRC 90 Convention.

Goals

1.3 These guidelines are designed to:

.1 provide a framework for the establishment of an incident-specific, comprehensive IOA system within the Requesting Country's response structure, which effectively coordinates and manages requests and/or offers of assistance, and which may supplement processes already covered by existing national, regional, bilateral, multilateral and other mutual aid agreements;

.2 acknowledge that funding resources from foreign governments and coordinating bodies may require the affected country to pay up front using its own internal funds. Reimbursement from the polluter may or may not be achievable depending on how the Polluter Pays Principle is enacted or enforced in the affected country. It is possible that the affected country may not recover all of their costs during an IOA process; therefore, it is recommended that thorough negotiations about costs and reimbursements occur early in the IOA requesting process; and

.3 address needs of developing nations as well as those with robust response systems and regimes when managing and coordinating IOA.

[1] In this document, the term "country" is synonymous with "nation" and "state."

Purpose

1.4 This document will:

.1 build on existing guidelines in various regions, as well as bilateral, multilateral and mutual aid agreements;

.2 address roles of **Requesting Country's** and **Assisting Country's** Foreign Ministries, State Departments, or similar agencies in supporting government and industry response personnel (i.e. operators) to obtain the appropriate tools and resources for operational needs through the establishment of a proposed two-level IOA system which manages all aspects of IOA during a particular incident;

.3 address relationship between **Responsible Party (RP)** (and/or the RP's representatives and response contractors) and government response personnel (including the Response Authority, Foreign Ministry, and other involved agencies) of the **Requesting Country** in the context of the proposed two-level system: who initiates, who funds, and who directs the solicitation, coordination, and management of response resources needed and accepted;

.4 outline steps to identify the role of **Requesting Country's** government in resolving customs and trade issues involved in appropriately expediting the receipt of response resources from other countries, including the Response Authority (typically a Coast Guard) and the Foreign Ministry (or other similar agency), as well as other national agencies involved with customs and immigration;

.5 address the concern over the **Assisting Country's** role and responsibility in overseeing/authorizing release of government-owned and private sector equipment and personnel;

.6 address considerations for the **Requesting Country** to fund or reimburse costs associated with the receipt of resources from an **Assisting Country** or **Assisting Organization**;

.7 address how best to evaluate offers provided from **Assisting Countries** or **Assisting Organizations** to assure they meet the operational needs of the response; and

.8 address several types of offer and request scenarios: Government to Government; Government to Regional Coordinating Bodies; Government to Private Sector; Private Sector to Government; and Private Sector to Private Sector.

1.5 These guidelines are not specifically designed for disaster relief efforts or situations that call for humanitarian aid. While these guidelines could be used during such situations, guidelines tailored specifically for providing assistance in such disaster or humanitarian aid situations are addressed more thoroughly by other organizations, such as the United Nations Environment Programme (UNEP) and Office for the Coordination of Humanitarian Affairs (OCHA).

1.6 These guidelines are developed for incidents that exceed a country's capacity for oil spill response and may be used as a non-binding supplement to existing bilateral and multilateral agreements for support.

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INTERNATIONAL OFFERS OF ASSISTANCE GUIDELINES

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1 BACKGROUND

1.1 Countries facing a major pollution emergency may require external resources to augment national response capacity for large or complex oil spill incidents. In such cases, the Requesting Country may wish to issue a request for international assistance. This can be done bilaterally, multilaterally, or possibly through a regional mechanism, where these exist. Correspondingly, major oil spills may trigger spontaneous offers of assistance from governments and international organizations, usually in the form of equipment, technical specialists, vessels and other resources. Regional and international organizations may also assist in facilitating and coordinating assistance in support of national level efforts.

1.2 These *Guidelines on international offers of assistance* (IOA) for use during large or complex oil spills are designed to cover this broad range of contingencies. These IOA guidelines include a series of key components that help establish a comprehensive system of mechanisms and procedures to manage such matters as: communication between governments and with regional and international bodies/organizations; overall coordination of offers and requests for assistance; evaluation of offers; and management of the receipt of offers, once accepted.

1.3 A number of organizations have available some previously developed guidelines for international offers of assistance: IMO under OPRC, the European Commission (EC) under their Emergency Response Coordination Centre (ERCC), UNEP/OCHA, the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), etc. Each of these organizations has procedures and processes that provide some helpful instruction during a complex response and, in some cases, include tools for managing IOA; however, these existing guidelines have a different focus and scope from the major oil spill events that are the subject of these IOA guidelines. For example, the UNEP/OCHA guidelines are primarily focused on managing offers of assistance for disaster relief and humanitarian aid, rather than addressing those unique aspects of managing offers of assistance during large oil spill responses. Additionally, ERCC facilitates communication and delivery of assistance to any disaster-stricken country worldwide, mainly from the Participating Countries'[2] government agencies and the European Maritime Safety Agency (EMSA). The ERCC does not receive offers directly from the private market, although these can be channeled indirectly through Participating Countries' authorities.

1.4 The **Deepwater Horizon (DWH)** well blowout in the Gulf of Mexico (April 2010) required an international response that far exceeded the response resources available within the United States (US). This complex response highlighted some significant gaps in managing offers of assistance from international partners within the US response regimes, as well as gaps in existing guidelines.

1.5 These gaps included:

.1 how best to request and search for the resources specifically needed, and who best to contact;

.2 how to evaluate and document the many generous, unsolicited offers and choose only those that meet operational needs; and

.3 how to manage the logistics once an offer is accepted (e.g. how to transfer the equipment, how to fund, how to manage the customs and coastal trading laws).

[2] EU 28 + Norway, Iceland and the former Yugoslav Republic of Macedonia.

Implementation of the OPRC 90 Convention

1.6 In July 1989, a conference of leading industrial nations called upon the IMO to develop further measures to prevent pollution from ships. This call was endorsed by the IMO Assembly in November of the same year and work began on a draft convention aimed at providing a global framework for international cooperation in combating major incidents or threats of marine pollution. The resulting OPRC Convention was adopted in November 1990, and entered into force in May 1995.

1.7 The OPRC 90 Convention was the first attempt to "internationalize" preparedness and response efforts for marine oil spills, and reflects the reality that not one single country can effectively manage a large or complex oil spill response on its own. Past efforts to organize international cooperation during spill responses had previously been limited to regional arrangements and bilateral or multilateral agreements (Holt, 1993). Such regional agreements cover assistance protocols among neighboring developing and developed countries that are aimed at collective planning and response, are primarily limited to the resources and capabilities of the signatories, and often rely only on the government-owned resources of the Member Nations.

1.8 The framework of the OPRC 90 Convention focuses on development of national systems of preparedness and response. It also outlines a platform for international cooperation and mutual assistance, but does not address compensation, which is covered by the CLC[3] and Funds Conventions as well as the Bunkers Convention.

1.9 As with any treaty, the responsibility for the convention's implementation and effectiveness lies with the signatory parties. In 1991, IMO's MEPC established the OPRC Working Group to oversee implementation of the OPRC 90 Convention (Edwards, 1995). One product this group developed is the *Guidelines for Facilitation of Response to an Oil Pollution Incident Pursuant to Article 7 and Annex of the International Convention on Oil Pollution and Preparedness, Response and Cooperation, 1990*, adopted on 27 November 1997. This was later superseded by resolution A.983 (24), *Guidelines for facilitation of response to a pollution incident*, which was adopted on 1 December 2005.

1.10 Resolution A.983 (24), *Guidelines for facilitation of response to a pollution incident*, outlines the roles and responsibilities of each Party to the Convention, including in particular:

.1 each Party to the OPRC-HNS Protocol shall take the necessary legal or administrative measures to facilitate the arrival and departure as well as utilization in its territory of ships and other vehicles transporting response equipment or personnel;

.2 the annex to the OPRC 90 Convention and the annex to the OPRC-HNS Protocol make provisions for the reimbursement of costs of assistance; and

.3 recognition of the critical importance of developing administrative procedures to facilitate rapid provision of assistance and deployment of response equipment and personnel.

[3] International Convention on Civil Liability for Oil Pollution Damage 1992 Protocol.

Guidelines overview

1.11 These guidelines are written primarily to fit within a country's governmental system and response regime rather than being targeted toward the private sector, such as existing spill response organizations or cooperatives and manufacturers of response equipment. It would be beneficial, however, for the private sector to be familiar with these guidelines when offering to assist a country in need during a large, complex response that exceeds its capabilities. Also, because these guidelines were developed under the IMO's OPRC-HNS TG and with the OPRC 90 Convention as a basis for their formation, it is assumed that the primary users of these guidelines are Member Parties under the OPRC.

1.12 The IOA guidelines aim to provide guidance for countries and organizations in either one of two conditions:

.1 countries suffering a large or complex oil spill that seek assistance from other countries or organizations in framing requests and evaluating and responding to offers; and

.2 countries that may wish to offer assistance to other countries facing such a spill.

1.13 The IOA guidelines address different categories with regard to the communication and management of offers of assistance, including recommendations for the development of a comprehensive IOA management system which would include:

.1 the establishment of coordination mechanisms within the levels of the Requesting Country's agencies, on regional/local levels and national (headquarters) levels;

.2 communications between response agencies and foreign ministries;

.3 offer evaluation procedures;

.4 offer receipt and processing procedures; and

.5 transaction details for an accepted offer, such as terms and conditions of its use, compensation, transportation specifics, insurance requirements, port of entry and customs issues, etc.

2 DISCUSSION OF ISSUES INVOLVED WITH INTERNATIONAL OFFERS OF ASSISTANCE

2.1 International offers of assistance may generally be grouped into five categories or mechanisms:

.1 Government to Government;

.2 Government to Regional Coordinating Body;

.3 Government to Private Sector;

.4 Private Sector to Private Sector; and

.5 Private Sector to Government.

2.2 It is recommended that any offer or acceptance of assistance address the appropriate implementation process for each of the above categories and identify a centralized response point of contact to coordinate deployment logistics of the accepted resources into the affected area. It is recommended that issues such as customs clearances, legal impediments to the use of foreign-owned equipment, and funding and reimbursement considerations also are addressed. Further analysis of these and other issues, combined with a comprehensive review of the issues experienced during the DWH response, resulted in the identification of the following key issues as priority considerations in the development of the IOA guidelines:

.1 lessons learned from the DWH incident indicate the need for the international community to establish "a mutually decided, robust system of processes for requesting, receiving, managing, and acceptance of IOA from multiple sources" (national governments, regional coordination centers, the private sector, etc.);

.2 these guidelines aim to address the challenges of ensuring "situational awareness" of the incident by all parties engaged in an IOA system (i.e. requesting and Assisting Parties), while effectively supporting the response resource needs of the affected/Requesting Country;

.3 these guidelines aim to identify common terminology that assists the Requesting Country in identifying resources needed, and the status and disposition of available resources (i.e. "the common lexicon for significant equipment and personnel types");

.4 these guidelines aim to address issues related to "customs and trade, transport logistics, categories for offers of equipment and personnel, health and safety of personnel, and mobilization and demobilization";

.5 these guidelines acknowledge the "internal laws and regulations" of those engaged in an IOA system (i.e. requesting and Assisting Parties); however, the guidelines will not endeavor to present comprehensive procedures for each engaged party; and

.6 these guidelines aim to identify some key issues regarding "compensation and terms and conditions" of the use of accepted equipment.

3 RECOMMENDED CONSIDERATIONS FOR PARTIES INVOLVED IN IOA

3.1 In the course of responding to a large or complex oil spill incident that warrants the initiation of a comprehensive IOA system, there are a minimum set of considerations and recommendations that each of the parties involved in offering and requesting assistance should be aware of and implement as appropriate. Such considerations include the following[4]:

Requesting Party

3.2 The requesting Party should consider:

.1 making its request in a clear and precise manner (quantity, type, etc.) by indicating for which purposes equipment, products, and response personnel will be used;

[4] Adapted from REMPEC's "Checklist of principal institutional provisions aimed at facilitating mutual assistance in case of a major marine pollution accident which should be included in National Contingency Plans".

.2 appointing an authority to receive the equipment, products, and/or personnel, and ensuring control of operations from the moment equipment, products and personnel arrive in the country and while these are conveyed to and from the scene of operations;

.3 making arrangements for the rapid entry of equipment, products, and personnel prior to their arrival and ensuring that customs formalities are facilitated to the maximum extent. It is recommended that equipment be admitted on a temporary basis and that products be admitted free of excise and duties;

.4 supplying all that is needed for the correct operation and maintenance of equipment, and providing accommodation and food for response teams;

.5 ensuring that ships are granted all necessary authorizations and aircraft cleared to fly in the national air space, should ships and aircraft be provided. It is recommended that a flight plan or a flight notification be filed and accepted as an authorization for aircraft to take off and land ashore or at sea outside regular customs airfields;

.6 returning all unused products and ensuring that equipment is returned or compensated for as agreed in advance, once response operations are complete; and

.7 sending to the appropriate authorities or representatives of the Assisting Party a report on the effectiveness of equipment, products and personnel provided.

Assisting Party

3.3 The Assisting Party should consider providing:

.1 a detailed statement and complete list of all equipment, products and personnel that can provide within those listed by the requesting Party, as well as instructions for use of equipment and products;

.2 information on equipment that is in good working order and suitable for the requirements of the requesting Party;

.3 information on only those products approved for use in its own jurisdiction; and

.4 information on only competent specialized personnel who are, if possible, equipped with their own kits required to carry out their actions. It is recommended that non-specialized personnel not be sent out, except perhaps in cases of particularly massive oil pollution.

Financial considerations

3.4 In the absence of bilateral or multilateral agreements, it is recommended that the financial conditions for the operation be agreed upon between the Assisting and the Requesting Parties before the transfer of equipment or resources commences.

Equipment considerations

3.5 It is recommended that general arrangements and compensation for sending, receiving and returning of equipment requested or offered be identified and agreed upon quickly once the IOA process has started.

3.6 Following the detailed evaluation of the situation, it is recommended that the requesting Party specify, as precisely as possible, the type and quantity of equipment and products needed, using the terminology in the common lexicon (appendix 5).

3.7 It is recommended that the Assisting Party attach in its reply a detailed list of the equipment system or product available, including necessary shipping details to include dimensions, the type of fuel, and envisaged transport modalities. It is recommended that the list also indicate the equipment needed for handling such material in the port or airport of entry, the number of people required for offloading operations, and the necessary means of transportation of response material to the site of the incident.

3.8 In order to put such equipment in use as soon as possible, it is recommended that the requesting Party take the necessary measures for:

.1 immediate customs clearance of all arriving material and, if needed, authorize their use (e.g. authorization to navigate); and

.2 immediate clearing of immigration formalities for personnel needed for operating the equipment.

3.9 It is recommended that the requesting Party make arrangements with the provider to return the equipment as soon as the operations are terminated, or under some other pre-defined condition if requested to do so by the supplier.

Regulatory constraints

3.10 Assisting parties should remain cognizant of the regulated levels of equipment that is required to be maintained at specific locations within their own country, state, province, or territory, in accordance with that jurisdiction's response planning standards. Assisting parties should be certain that the mobilization of offered equipment to a location outside the jurisdiction does not preclude them from maintaining the levels of response resources required to meet their own regulatory compliance standards.

Training/certification

3.11 It is recommended that the Assisting Party determine minimum standards of training required to operate equipment sent to the requesting Party.

Safety

3.12 It is recommended that the Assisting Party determine minimum standards of safety required to operate equipment sent to the requesting Party.

Maintenance

3.13 It is recommended that the Assisting Party determine minimum standards of maintenance required to operate equipment sent to the requesting Party.

Security

3.14 It is recommended that the Assisting Party determine minimum standards of security required to operate equipment sent to the requesting Party.

4 IOA COORDINATION SYSTEM

4.1 These IOA guidelines are targeted towards large spill incidents that reach a level of complexity that exceeds the response capabilities of existing regional, bilateral and multilateral agreements, whereby the affected country makes a determination to activate the IOA process and create an IOA system. At this point, it is anticipated that the affected country would then utilize these IOA guidelines and will likely employ one or more of the five basic mechanisms for assistance shown in table 1.

Table 1 – Five basic mechanisms for requests and offers

Mechanism type	Scope of mechanism
Government to Government	Includes all interactions and transactions related to IOA between the government agencies of the affected country and any other foreign government. In some cases, requests made by the Requesting Country to an Assisting Country may result in the Assisting Country recommending contact with the private sector (such as oil spill contractors, equipment vendors and manufacturers, as well as any oil company/facility which might have equipment to offer) within their country.
Government to Regional coordinating body	Includes all IOA interactions and transactions between the government agencies of the affected country and a regional coordinating body, such as ERCC, or REMPEC. These regional coordinating bodies help locate the requested equipment and resources from member governments and facilitate communication between the Requesting Country and those member governments which may be able to provide assets or indicate their availability on the private market. These regional coordinating bodies may also facilitate, finance and expedite transportation of equipment and expert teams, in some cases. These regional coordinating bodies do not, however, interact directly with the private sector (spill contractors, equipment manufacturers or other private companies with response equipment) within their member countries.
Government to Private sector	Includes all interactions and transactions related to IOA between the government agencies of the affected country and the private sector such as spill contractors, equipment vendors and manufactures, as well as any oil company/facility that might have equipment to offer.

Mechanism type	Scope of mechanism
Private sector to Private sector	Includes all interactions that the RP (or their spill contractors) has directly with the private sector such as spill contractors, and equipment manufacturers and vendors. While the transactions and negotiations that take place via this mechanism may be conducted primarily by the RP (or one of their spill contractors), once the IOA process has been triggered, the affected country's government should track these transactions to maintain overall situational awareness of the specific types and amounts of resources that will be entering their borders and the specifics of the transactions.
Private Sector to Government	Includes all interactions that the RP (or their spill contractors) has directly with foreign government agencies or regional coordinating bodies. There may be cases where an Assisting Country or regional coordinating body might be willing or able to negotiate directly with the RP or their spill contractor to mobilize a specific piece of equipment or response resource. As with the other mechanisms, once the IOA process has been triggered, the affected country's government should track these transactions to maintain overall situational awareness of the specific types and amounts of resources that will be entering their borders and the specifics of the transactions.

IOA Management Team

4.2 Once an incident-specific IOA system is implemented, it is recommended that a two-level **IOA Management Team** be stood up to manage the requests, the offers, the status of each and the detailed negotiations required to deploy the necessary equipment and resources from the offering country to the affected country, to the area of the spill. The two levels of the IOA Management Team would be comprised of:

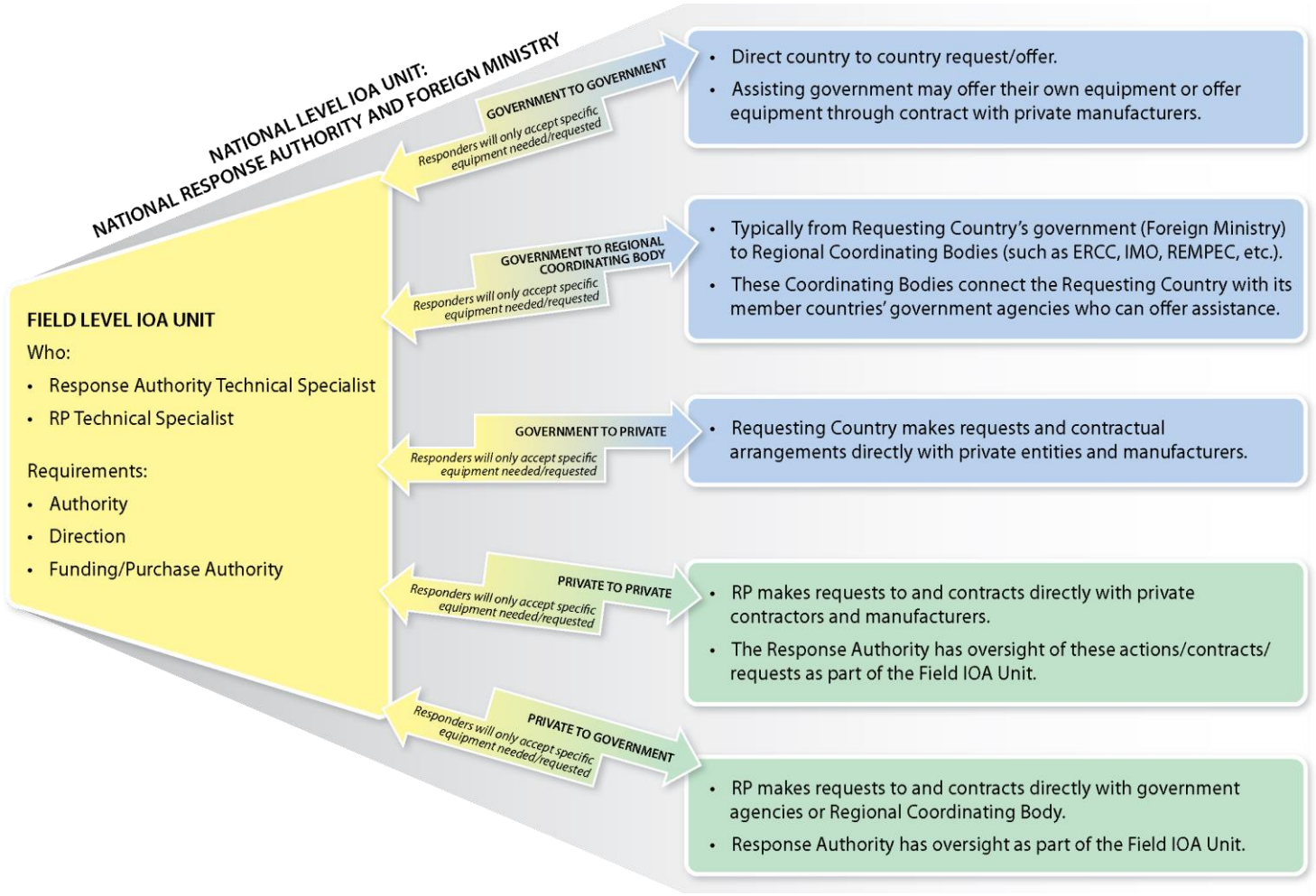
.1 **National, Headquarters or Department Level**: This **"National-level IOA Unit"** would likely be comprised of headquarters or department level representation from the Response Authority and the Foreign Ministry, and possibly other department level agencies as appropriate within the affected country. This unit will be referred to as the "National IOA Unit" from here forward; and

.2 **Field Command Center Level:** It is recommended that the **"Field-level IOA Unit"** be housed at the Field Command Center, and include representatives of the Response Authority (ideally staff with technical expertise and oil spill experience) and representatives of the RP who have technical expertise (this could include representatives from the company or from one of their spill response contractors). This unit will be referred to as the "Field IOA Unit" from here forward.

4.3 The two levels of the IOA Management Team are to stay in close communication and coordination with each other, such as through daily conference calls.

4.4 For those countries using the Incident Command System (ICS) to manage their response, it is recommended that the Field IOA Unit be located in the Planning Section in the Command and General Staff of the incident command structure. If the incident command structure includes a Unified Area Command (UAC) level of organization, it is recommended that the Critical Resources Unit at the UAC serve the functions of the Field IOA Unit at the Command Center level.

Figure 1 – IOA: Five Mechanisms for Assistance



Requests from the affected (or requesting) country

4.5 It is recommended that the requests for equipment, response resources, and technical specialists be generated by the Requesting Country at the Field Command Center level, from within the **"Field IOA Unit"**.

4.6 The technical specialists in this Field IOA Unit work closely with the response manager and those running the response operations in the field to help identify resource constraints and limited supplies for specifically needed equipment and other response resources, for the duration of the response. It is recommended that these teams establish a once daily communication to determine any changing needs and to provide updates on the arrival status of offers accepted.

4.7 It is recommended that the technical specialists in this unit then write up the request forms (appendixes 1 and 6) for the specific items needed, using the common terminology developed within the IOA lexicon (appendix 5).

4.8 It is recommended that the Field IOA Unit technical specialists then communicate these resource and equipment needs to the National IOA Unit, through the Requested Resource Form (appendix 6), and through the daily conference calls.

4.9 Each specific request should be handled by the most appropriate mechanisms for assistance (table 1), some driven by the National IOA Unit, and some driven by the Field IOA Unit.

4.10 During the proposed daily calls between the National and Field IOA Units, the members coordinate:

.1 which mechanism (from table 1) will be used to obtain each needed piece of equipment or resource; and

.2 which IOA unit (National level or Field level) will manage each part of the process to move the equipment to the field site.

4.11 For example: if the technical specialists working in the Field IOA Unit are able to negotiate directly with an equipment manufacturer in a foreign country and obtain the exact piece of equipment required, the Field IOA Unit may manage the majority of this transaction, and keep the National IOA Unit aware of the status and of any need for higher level assistance with customs or immigration, etc.

4.12 The technical specialists at the Field IOA Unit recommend which pieces of equipment they would like the National IOA Unit to solicit through diplomatic channels from other countries and from regional coordinating bodies, and the Field IOA Unit also researches possible sources of their specifically needed pieces of equipment and resources. They may know the best sources for their needed equipment, and they may reach out directly to these sources to negotiate obtaining their needed resource.

4.13 The two-level IOA Management Team also determines at which level each of the offers and requests will be logged, tracked for status, as well as the need for and status of any follow-up correspondence.

4.14 In most cases, it will be most appropriate for the National IOA Unit to manage communications with other foreign national governments, as well as regional coordinating bodies. Once initial correspondence has occurred, and the offer and/or request has been

accepted, technical specialists from the Assisting Party or regional coordinating body may then work directly with technical specialists in the Field IOA Unit to finalize details about deployment specifics.

4.15 In such cases, however, the Field IOA Unit still should keep the National IOA Unit apprised of all interactions and developments with regard to their interactions with the Assisting Party or regional coordinating body, typically through the daily conference calls.

4.16 In order to make commitments with foreign sources for equipment, response resources and technical specialists, the National and/or Field IOA Unit should consider requesting designation of spending authorization and funds to draw upon, at either the National or the Field Level. In a number of cases, there are greater efficiencies for spending authority and funds to be designated at the Field IOA Unit. Additionally, funding authorities and sources are important to clarify during the IOA process, as an unauthorized commitment of any kind to a foreign source without spending authority ultimately could impede needed resources to assist in the spill response. For these reasons, the National and Field IOA Units should clarify and understand their fiscal roles based on applicable regulations before beginning the IOA process.

Offers from Assisting Parties

4.17 As offers come in from Assisting Parties, it is recommended that they be logged and their status tracked as they are processed and evaluated, and later accepted or declined.

4.18 It is recommended that the National IOA Unit be sufficiently staffed to handle this set of processing procedures.

4.19 Offers may come in, unsolicited, from other countries, regional coordinating bodies and other organizations to provide equipment, resources and technical personnel.

4.20 It is recommended that the unsolicited offers be forwarded to the National IOA Unit, even if they are received directly into the Field Command Center.

4.21 It is recommended that the National IOA Unit log each of these offers and track the status of the replies, including the times they were sent and their contents.

4.22 It is recommended that the National IOA Unit also create a list of offered equipment and resources and share this regularly with the Field IOA Unit, as a need may arise later in the response for some of the equipment and resources offered.

4.23 Some offers may need to be rejected if the equipment or resources offered are clearly not needed or appropriate and are not anticipated to be needed later in the response.

4.24 It is expected that the National IOA Unit, with direct involvement from the affected country's Foreign Ministry as appropriate, would draft and deliver such correspondence in the appropriately diplomatic manner.

Key terms and conditions of IOA transactions

4.25 Before an offer or request for a specific response resource can be completely accepted, and its mobilization to the affected area started, it is recommended to establish clear and official communication and documentation (i.e. appendix 1 through 4 forms) between the key members of the Assisting Party, regional coordinating body, or other entity,

and the affected country's involved government agencies as to what the specific terms and conditions of the transaction will be. These include:

.1 clear agreement and understanding of compensation expectations: whether the piece of equipment (or resource) will need to be paid for, or rented, or returned "in kind"; and

.2 clear agreement among all parties of liability concerns, requirements for insurance, and conditions for the equipment's return (if applicable), etc.

4.26 The type of mechanism for the offer will likely determine whether the Field IOA Unit or the National IOA Unit will lead the negotiations. For example, a Government-to-Government mechanism would be led by the National IOA Unit and the Private-to-Private mechanism would be led by the Field IOA Unit. It is recommended that these types of negotiations and discussions for most IOA transactions take place at the National IOA Unit level.

4.27 As stated earlier, there may be cases where the technical specialists in the Field IOA Unit are working directly with a vendor and all of the negotiations can be conducted at this level. In such a case, it is recommended that the Field IOA Unit still coordinate with and keep informed the National IOA Unit.

5 COMMUNICATIONS BETWEEN REQUESTING AND ASSISTING PARTIES DURING IOA

5.1 In order to ensure that the correct equipment and assistance are requested as part of the IOA system, it is recommended that the response authority define and document their specific needs as the basis for requesting international assistance. Countries soliciting specific response resources from foreign governments or international organizations are encouraged to provide detailed information in each request for assistance with respect to both equipment and personnel. Providing such detailed information promotes the generation of responsive offers of assistance that most closely match current and projected operational needs. These requirements are best communicated to the international community in a uniform manner. It is recommended that requesting Countries update such detailed solicitations as operational needs change during the course of the response.

5.2 As soon as practical after response operations have commenced and the IOA system has been initiated, it is recommended that the Foreign Ministry within the affected country provide guidance to their embassies and missions in foreign countries on:

.1 how best to communicate information regarding assistance that the affected country requires based on current or projected operational needs; and

.2 how to facilitate responses to offers of assistance from foreign governments or international organizations that may be submitted to embassies or missions.

5.3 It is recommended that a standard format for a Notification and Request for Assistance Report (appendix 1) be used by the Requesting Country to provide a standardized means of informing other countries and organizations of the specifics of the incident and the operational needs as part of specific resource requests.

Countries soliciting specific response resources (see appendix 1 form)

5.4 With respect to countries soliciting specific response resources, requests may include:

.1 information on the preliminary responses to offers of assistance, including, if appropriate, descriptions of how the offer of assistance will be further evaluated within the framework of the government's emergency response system and related laws and regulations, and any applicable interagency evaluation process;

.2 instructions for providing detailed information about each offer of assistance from a foreign government or international organization; and

.3 instructions for how to forward and transmit any offers to the Requesting Country's nearest embassy or mission. It is recommended that the Requesting Country also provide instructions to its embassies and missions worldwide on how to deliver these offers to appropriate personnel within the lead response agency or other elements of the Foreign Ministry (i.e. email, facsimile and telephone contact information of specific points of contact that will require the information).

5.5 It is recommended that, at a minimum, the Notification and Request for Assistance Form (appendix 1) include:

.1 incident name, serial/reference number and location;

.2 date and time of transmittal;

.3 authorized requesting representative name, position and contact information;

.4 point of contact for equipment source, including name and contact information;

.5 incident specifics, including type (pollutant), estimated volume, location of release, source control information and potentially complicating factors such as fire;

.6 using the terminology in the common lexicon (appendix 5) to populate a detailed Requested Resource Form (appendix 6), the exact number, type, and specification of the equipment requested including technical parameters of the requested assistance (e.g. voltage, frequency (pumping), capacity, couplings, plugging) with as much specification as possible;

.7 other specific requirements (e.g. labeling, packing, expiration dates, language of manuals);

.8 date of equipment need, location where the equipment is needed, and for how long it will be needed (or indicate a request for donation);

.9 indication as to whether the Requesting Country will be responsible for all the in-kind assistance/goods from all customs duties, taxes, tariffs, fees and from all export and import restrictions;

.10 resource delivery points, including type (land, air, maritime), name of point and location/address of point;

.11 whether in-country warehousing will be provided by the Requesting Country;

.12 whether distribution of resources will be provided by the Requesting Country;

.13 consignee name and contact details; and

.14 authorized official's name, title, organization, signature and date signed.

Offers of equipment from foreign countries or international organizations that can be deployed or utilized in response operations (see appendix 2 forms)

5.6 With respect to offers of equipment from foreign countries or international organizations that can be deployed or utilized in response operations, it is recommended that offers to the affected country include the following:

.1 using the terminology in the Common Lexicon (appendix 5) to populate a detailed Offered Resource Form (appendix 6), the exact type and specification of the equipment offered including, to the fullest extent possible, detailed photographs of the equipment, identification of the manufacturer(s), model numbers, specification documents and, if practical, any information regarding the prior operational use of the offered equipment in related oil or hazardous material discharge/release events;

.2 the current condition of the equipment and the possibility of degradation of the equipment during operational use;

.3 the total number or amount of each specific type or category of equipment offered;

.4 weight, dimensions and other physical characteristics of equipment offered;

.5 when and for how long the equipment would be available (or indicate donation);

.6 whether the equipment is being offered on a reimbursable basis or without charge, and summary of the terms and conditions of the offer if the equipment is being offered on a for-fee basis;

.7 means of transport required;

.8 where the equipment is currently located;

.9 the location of the international airport or seaport from which the equipment will be transported;

.10 whether the offering government or organization will transport the equipment, and the terms and conditions under which transportation is offered including any export or customs restrictions that may apply under the offering government's national laws;

.11 resource delivery points, including type (land, air, maritime), name of point, and location/address of point;

.12 any special logistical problems that may be encountered in transporting or deploying the equipment;

.13 any specific conditions regarding use of the equipment by the offering government or party;

.14 estimates of the time required to make the equipment available for transfer;

.15 contact information for authorized points-of-contact who are knowledgeable about relevant technical details of the offered equipment and would be available to discuss additional technical or operational details with technical specialists;

.16 authorized official's name, title, organization, signature, and date signed; and

.17 time of requesting Party's signature in hours.

Offers of technical, advisory or expert assistance from foreign countries or international organizations

5.7 With respect to offers of technical, advisory or expert assistance from a foreign government or international organization, such detailed information to be provided to the Requesting Country may, without limitation, include the following:

.1 the credentials and/or a brief description of the experience of each individual who would provide assistance;

.2 an assessment of the capability of each individual engaged in response operations to speak and read in the official language of the country, and the availability of effective translation services if a language barrier is expected;

.3 each individual's availability in terms of (1) how quickly the individual can be deployed to response operations, (2) for how long the individual can be deployed and (3) any requirement for the individual to depart the operational theater over the anticipated deployment period;

.4 any costs the receiving government would be expected to defray (e.g. airfare, lodging, per diem);

.5 whether the offering government or organization would facilitate direct communications between the individuals offering to provide assistance and technical specialists of the Requesting Country to further evaluate the offer;

.6 any special requirements of the offering government or organization regarding the status of the individual during any deployment period (e.g. requirement that the individual have the status of embassy technical staff); and

.7 establishment of a means to ensure the personal safety and security of individual responders while assisting in the affected country, as well as ensuring their indemnity against any existing responder liability laws within that country.

Receipt Communication Form (see appendix 3)

5.8 When an affected country has received an assistance offer, whether solicited or unsolicited, it is recommended that the affected country respond with a receipt of the offer, including:

.1 name(s) of person(s) who have received the offer;

.2 date and time at which the offer was received; and

.3 proposed date of acceptance/decline decision notification to the offering party.

Acceptance/Decline Communication Form (see appendix 4)

5.9 When an affected country has made a decision with respect to accepting or declining an offer, it is recommended that the affected country respond to the offering party with an Acceptance/Decline Communication Form that may include:

.1 the name/descriptor of each offer and the decision made regarding the offer (accepted, declined, or on hold);

.2 for each offer accepted, include the date the resource is needed, name and location of delivery points and transportation mechanism for the resource;

.3 for each offer declined, include the rational for declining the offer; and

.4 authorized official's name, title, organization, signature, date signed and time signed.

6 RECOMMENDATIONS FOR OFFER PROCESSING AND EVALUATION PROCEDURES

6.1 This section outlines some key proposed procedures for the establishment of mechanisms for review and consideration of and response to offers of assistance on the most expedited basis possible, consistent with operational requirements.

Good Practices

.1 Ensure operational elements of response organizations (i.e. the Response Authority such as Coast Guard) are heavily involved throughout the evaluation of offers to confirm that offers of assistance meet current or projected operational needs, and are empowered to accept or decline such offers, based on current or projected needs.

.2 Ensure adequate and comprehensive documentation of offers of assistance from foreign governments and international organizations, including: the responses to such offers; the financial arrangements agreed to such as the costs associated with the deployment of any equipment and/or personnel for the purpose of cost recovery; and evidence collection or other post-event actions for which such information may be needed.

.3 Facilitate and ensure any necessary legal reviews of offers of assistance from appropriate Requesting Country authorities.

Processing and management of an offer

6.2 The following are some recommended steps to adequately process an offer of assistance, upon receipt. These steps are neither prescriptive nor exhaustive. Each response situation is unique, and it is recommended that those involved remain flexible to adapt these to their unique circumstances as appropriate.

Document receipt of the offer

6.3 Once the Requesting Country has distributed a Notification and Request for Assistance Report Form (appendix 1), and offers of assistance start to arrive (preferably using the sample Offer Communication (appendix 2)), it is recommended that the two-level IOA Management Team document receipt of the offer, ensuring that the following information is captured at a minimum:

.1 date and time of receipt of offer;

.2 method by which offer was transmitted;

.3 who submitted the offer (country, agency, organization, company, etc.); and

.4 specific details of what was offered (as much as provided).

6.4 It is recommended that an internal spreadsheet, database, offer log, or some other electronic means to track offers that have been received by the Requesting Country (such as appendix 7) be established. It is recommended that one agency (typically the Response Authority) be responsible for maintaining the information throughout the response.

Responses to offering parties

6.5 As described below, it is recommended that a timeline be established for all steps involved with managing international offers. One of the first steps would be an initial communication to the Assisting Party that their offer has been received and is under review. It is recommended that this initial receipt communication also provide a time estimate of when an acceptance/decline communication will be sent. An example of a Receipt Communication Form can be found in appendix 3.

Determine timelines and Evaluation Team composition

6.6 It is recommended that a determination be made within the two-level IOA Management Team of the frequency with which offers will be reviewed and evaluated, as well as the composition of the Evaluation Team. During prolonged and complex responses, it is possible for IOA to be provided over weeks of time. In such cases, it is recommended that those charged with receipt, evaluation, and acceptance/decline of those offers establish a frequency of evaluation as well as a timeline for providing a response to the Assisting Party. For example, the Evaluation Team could include representatives from the Response Authority (including technical specialists as well as decision makers) and the Foreign Ministry, and they may meet daily at a set time in person or via teleconference to evaluate and provide an acceptance recommendation on offers received.

Technical input

6.7 It is critical to the success of using IOA that Evaluation Teams include a technical specialist(s) who is closely involved in the response and is intimately aware of specific and evolving response needs in detail, such as the type and kind of skimmer, boom, or other equipment. One of the primary objectives of a successful IOA system is to ensure that the offers aid and support the response, using only the necessary tools, and not bog down the response with unnecessary, unwanted or outdated equipment.

Acceptance decision

6.8 Once the Evaluation Team has made a determination whether to accept or decline the offer, it is recommended that this decision be documented appropriately. An example of an Acceptance/Decline Communication Form can be found in appendix 4. It is recommended that a range of specific information be included in the acceptance decision documentation, including rationale and/or criteria for accepting or declining an offer. For example:

OFFER STATUS: ACCEPTED / DECLINED / ON HOLD
RATIONALE: OFFER WAS FOR AN EQUIPMENT TYPE NOT NEEDED FOR THE OPERATIONS OF THIS RESPONSE.

GOOD PRACTICES

.1 Critical to the successful management of an IOA system is to ensure that all parties involved have realistic expectations about how offers will be solicited, managed, processed, and responded to, as well as reasonable timeline estimates for each of these key steps.

.2 Also critical to a successful IOA system is consistent and thorough documentation of each step in the management and processing of offers, from "cradle to grave."

Recommended offer evaluation procedures

6.9 During a large or complex spill response, it is critical to the successful management of an IOA system to determine the evaluation procedures for each incident and the composition of an Evaluation Team, and then sharing those procedures with all involved parties, along with reasonable timeline estimates.

Establish an evaluation system

6.10 Recommended steps in the establishment of an evaluation system include:

.1 determine composition of Evaluation Team, which would include (1) the Response Authority, including technical specialists working in the operational aspects of the response and (2) representatives from the Foreign Ministry. Also, it is recommended that the final decision authority for which agency/representative has the final say in acceptance or decline of an offer be clearly established at the onset of this process. It is recommended that technical specialist(s) involved in offer evaluation be members or representatives from the Response Authority and closely involved in the response operations and its needs; and

2. determine evaluation process timeline, including frequency of when Evaluation Team will review an offer and make an acceptance/decline decision.

Evaluation process

6.11 Recommended steps in the offer evaluation process include:

.1 review the Offer Communication Form from the Assisting Party;

.2 determine whether there is enough detail presented about the assets offered to make an immediate acceptance/decline decision. If not, request additional information. If so, compare offered assets with specific response needs (it is recommended that this step include participation from technical specialists involved in the response operations);

.3 make a determination if the offered resource can fill a response operations need, factoring in estimated transit time from Assisting Party to operating theatre; and

.4 document the evaluation and offer acceptance decision. An example of an Acceptance/Decline Communication Form can be found in appendix 4.

7 CUSTOMS, LEGAL AND FINANCIAL ISSUES

Customs

7.1 Once a Requesting Country has identified the need for assistance from other countries, it is recommended that the Requesting Country determine how best it can facilitate the entry of the equipment, property or personnel from an Assisting Party into its own territory (if it is a national government entity or regional coordinating body). To that end, it is recommended that the Requesting Country facilitate the arrival of accepted resources, including expeditious processing or complete waiver of customs and visa requirements.

7.2 It is recommended that the Requesting Country also provide regular information and updates to arriving experts or response teams with regard to entry points, customs, and visa requirements, and other arrival arrangements.

7.3 Many countries have laws in place for customs duty and/or restriction exemptions with regard to certain types of resources imported and exported for uses for a response. It is recommended that requesting Countries evaluate the applicability of such laws, if they exist within their country, to assistance for pollution response, which may not fall under other responses such as disaster.

7.4 If such laws exist within the Requesting Country and can be applied to IOA for pollution response, the Requesting Country determines how these exemptions will be implemented for response equipment, property, and personnel arriving from the Assisting Parties. Likewise, it is recommended that the international responders from the Assisting Party prepare and have ready detailed manifests of their equipment or property to facilitate expeditious customs processing.

Immigration issues

7.5 Immigration laws regarding employment of foreign nationals may require that consent be obtained for them to work within a country. For purposes of immigration, customs and excise laws, it is recommended, subject to security considerations, that affected countries consider legislating special emergency procedures, or allowing temporary easements, that could be invoked by government authorities in the event of a spill in which a foreign response organization's services are needed. It is recommended that the national Response Authority managing the spill response coordinate closely with the appropriate national agencies or departments within the affected country to determine if any easements or provisions can be made to facilitate foreign nationals working on the spill response if appropriate. Ideally, this coordination would occur in a planning context, in advance of an oil spill.

Points of entry

7.6 It is recommended that all participating countries and organizations consider establishing pre-identified points of entry for incoming resources when implementing an IOA system as part of their response to a large or complex oil spill. Entry points can be any type of border crossing (e.g. roads, rivers, ports, railroads, airports). It is recommended that the Requesting Country make all necessary arrangements to receive and expedite entry of the incoming resources at the points of entry, as appropriate.

Insurance

7.7 It is recommended that the Requesting Country coordinate with the Assisting Party to determine which party will assume the responsibility for equipment damage and loss, as well as third-party claims. A RP may obtain documented liability coverage and insurance. If suitable insurance cannot be obtained that defines the costs to either party, it is recommended that another means of guarantee be requested. A secure means of insuring the replacement of damaged or lost equipment is to request that a bond be placed with a financial institution in the value of the equipment and include it in the cost for the loaned equipment.

7.8 In order to streamline and expedite this process of cooperation and to avoid any potential for later misunderstanding, it is recommended that the Requesting Country and Assisting Party agree on the principles for compensating the potential damage suffered by third parties as early as possible, ideally already during the process of requesting, offering, and accepting the international assistance. It is recommended that both the Requesting Country and Assisting Party declare their willingness or non-willingness to cover damage suffered by third parties.

Legal framework

7.9 One of the greatest potential legal hurdles for acceptance and utilization of international assistance involves the potential liability and financial risks that could attach to a responder involved in response activities in a foreign country or foreign waters. Awareness of the applicable laws and responsibilities by the Assisting Party is key in avoiding any possible liability issues (e.g. fines for causing secondary pollution and property damage, dispute regarding the success and termination of a cleanup operation, waste disposal regulations, etc.).

7.10 It is incumbent upon the Requesting Country to ensure that they have solid and systematic solutions ready to identify relevant legal issues that may constitute obstacles to the overall objective of facilitating the provision of international assistance and, if appropriate, modify their legislation.

7.11 It is recommended that requesting Countries consider granting legal exemptions, in particular:

.1 responder immunity (partial or complete);

.2 product immunity protecting the supplier/manufacturer (partial or complete);

.3 exempting the requested/accepted equipment from all custom duties, taxes, tariffs, or any governmental fees, and exempting them from all export transit and import restrictions;

.4 simplifying and minimizing documentation requirements for export, transit and import;

.5 permitting the re-exportation of goods and equipment used, in the event that the Requesting Country is requested or required by the Assisting Party to return the items;

.6 waiving or reducing inspection requirements (where this is difficult, consider using pre-clearance processes where possible to clear equipment more rapidly); and

.7 arranging for inspection and release outside of business hours and/or at a place outside the customs office to avoid unnecessary delay.

7.12 When necessary and possible, subject to security considerations, it is recommended that the Requesting Country exempt the Assisting Country and possibly private sector assisting personnel from visa regulations and immigration inspection. Where visa regulations and immigration inspection cannot be waived, it is recommended that the Requesting Country expedite the necessary formalities at the appropriate point of entry.

Compensation, cost recovery, and reimbursement considerations

7.13 The Polluter Pays Principle is broadly applied by national authorities across a range of environmental law throughout the world, in essence to help deter pollution. "Polluter pays" generally requires that the party responsible for producing pollution be responsible to pay for the damage done to the natural environment. In certain countries or regions this concept in environmental law may result in multiple "layers" or parties considered responsible for the pollution and thereby required to pay for removal and waste management efforts. For certain spill scenarios in certain regions of the world, such as the sinking of an oil tanker, it is

possible that the producer of the fuel oil and/or the seller of the fuel and charterer of the ship may be required to bear costs such as waste disposal, even if the oil spilled at sea was transported by a third-party carrier. For example, after the 1999 sinking of the tanker vessel **Erika** off the Atlantic coast of France, the European Commission found that "In accordance with the "polluter pays" principle, the cost of disposing of waste must be borne by: – the holder who has waste handled by a waste collector or by an undertaking ... and/or – the previous holders or the producer of the product from which the waste came" (European Commission, 2012).

7.14 When a country is responding to a large or complex oil spill that requires them to implement an IOA system as a part of their response, the national level Response Authority should determine to what degree the RP will fund upfront the resources utilized as part of an IOA system, as well as any associated and negotiated maintenance, rental, compensation or replacement costs, and transportation costs. If the country bears any of the upfront costs associated with obtaining, transporting, deploying, and returning resources obtained through an IOA process, the Response Authority should determine which expenses and to what extent they can fund IOA resources and associated costs "out of pocket", as well as by which mechanisms the Response Authority's costs will be recovered. In situations where the Response Authority or some other agency of the affected country is funding some degree of IOA resources and costs, there should be a determination of how these costs may be recovered. In some cases the affected country might be able to receive funding directly from the RP. In other cases, the affected country may look into seeking cost recovery from oil spill funds or other compensation vehicles available to them. To this end, it is recommended that the Response Authority remain cognizant of which compensation conventions they are a party to, and which, if any, response funds are available to them as part of their response regime, either upfront or as compensation or reimbursement for costs incurred. Oil spill compensation conventions may be specific to the source or cause of the incident. For tanker spills, the International Convention on Civil Liability for Oil Pollution Damage 1969 (CLC Convention), and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (IOPC Fund) are two such conventions.

7.15 Under these international compensation conventions, compensation for actions taken during spills from vessels with oil as cargo may be available for reasonable response measures. As a consequence, it is recommended that careful consideration be given to the mobilization of resources to ensure they are reasonable if compensation is to be sought subsequently through one of these conventions. The IOPC Fund claims manual has further information on admissibility of claims and claims criteria (http://www.iopcfund.org/publications.htm).

7.16 In addition to international conventions on liability and compensation, a country's domestic laws may be applicable.

7.17 If an affected country is unable to provide "out of pocket" funds for IOA resources or other costs, it is recommended that the national Response Authority and other applicable agencies work with the RP to determine the RP's ability to cover IOA costs. The affected country may have other avenues available to them; it is recommended that the affected country investigate whether such options are available to them prior to an oil spill situation.

7.18 Careful documentation of operational activities and their associated costs during a spill response can assist in resolving disputes over cost recovery and in the preparation of claims for compensation. In the event of loss or damage to the equipment, insurance claims will need to be substantiated by supporting documentation.

7.19 It is important to ensure careful documentation of operational activities and to designate and train personnel to carry out the task of keeping a log of spill-related actions and their associated costs.

7.20 It is recommended that daily records be maintained, documenting at a minimum:

.1 *Equipment:* date mobilized, duration of use, location, initial condition, and condition during and at the end of its use, operators on duty, consumables used and disputes over replacement cost; and

.2 *Personnel:* date mobilized, number of workers on site, hours worked, compensation and attendance.

8 FACILITATION OF SITUATIONAL AWARENESS AND COMMON OPERATING PICTURE

8.1 During a large or complex spill response operation, particularly one in which the affected country is instituting a comprehensive IOA system, the need for a common operating picture and accurate situational awareness for all participating parties is critical. It is recommended that the local level response managers ensure that the national level agencies and authorities are fully aware of the rapidly unfolding situation, in particular the evolving needs for limited or critical response resources.

8.2 It is recommended that countries consider, if practical, the establishment of Internet-based information portals to facilitate the following:

.1 provide information to foreign governments, international organizations, regional coordinating bodies, or others regarding current or projected operational needs that may be met through IOA;

.2 provide information regarding the level of detail required for IOA (equipment and personnel) to ensure the most meaningful and efficient review and evaluation;

.3 provide portals for the submission of IOA that simplify the collection of information and streamline communications regarding the receipt and status of offers;

.4 provide information for the media and general public about the full scope of the response effort and to publicly acknowledge, as appropriate, all who are contributing toward the response; and

.5 provide points-of-contact for foreign government or international organizations to contact for additional information.

9 ADVANCED PLANNING FOR IOA

9.1 In order to adequately prepare for and maintain a structure capable of managing an IOA system during large or complex spill responses, it is recommended that each participating country establish and maintain a range of preparatory items, including:

.1 update National Contingency Plans to reflect how each country would implement IOA guidelines within their regime; and

.2 incorporate IOA guidelines into national training, exercises and drills, as appropriate.

9.2 Within each country's National Contingency Plan, it is recommended that special institutional arrangements be adopted and administrative and financial arrangements be established, such as:

.1 financial modalities applicable to mutual assistance; and

.2 roles and obligations of the party requesting assistance concerning:

.1 the receipt of equipment; and

.2 arrangements, in particular concerning customs and immigration, for facilitating the movement of personnel, vessels, aircraft and equipment.

9.3 For international cooperation to work effectively and rapidly in case of emergency, it is recommended that each national Response Authority anticipating the use of the IOA guidelines update annually the information provided in their National Contingency Plan and any other relevant information including:

.1 the national organization and the competent national authorities in charge of combating marine pollution;

.2 specific national regulations aimed at preventing accidents likely to cause marine pollution;

.3 national regulations regarding the use of products and combating techniques;

.4 bilateral or multilateral agreements on marine pollution signed with other parties;

.5 research programs, experiments and major exercises on the various aspects of marine pollution response; and

.6 purchase of major items of equipment.

9.4 Sending, receiving and returning of equipment requested or offered creates a number of logistical, administrative and legal problems which should be resolved quickly, since a delay in the above chain of actions may considerably reduce the efficiency of the assistance. It is recommended that general arrangements in this regard be adopted prior to any accident and could be usefully included in the National Contingency Plan. Thus only the details of application would remain to be settled at the time of action.

10 RESPONSE EQUIPMENT STOCKPILES AND SOURCE CONSIDERATIONS

10.1 When sourcing equipment for large and complex Tier 3 type responses, once internal and regional sources have been exhausted or are expected to be exhausted, consideration should be given to the current range of dedicated oil spill response equipment sources, including a number of significant equipment stockpiles located around the world. Most of these significant equipment stockpiles typically have a manager well-versed in their equipment inventories. Though a dedicated equipment stockpile may initially appear to

present a myriad of equipment choices, equipment managers should be readily able to match equipment they manage to the specific type of spill response equipment requested. Equipment managers also likely understand regulatory requirements governing the extent to which their inventory can be drawn down and still meet contractual and regulatory obligations. Moreover, equipment managers can ascertain costs, conditions, and logistics of supplying equipment to a requestor, indicating that existing oil spill response stockpiles are, in most cases, the best source to obtain needed critical spill resources when the use of the IOA process is necessary.

10.2 In addition to large stockpiles of dedicated spill response resources, other equipment sources include equipment manufacturers, government agencies or facilities, and private parties (including oil company facilities and stockpiles). Though these entities may have the needed resources, they may not operate in an emergency response timeframe. When implementing the IOA guidelines, expectations may need to be appropriately adjusted that such sources may not be able to provide response assets immediately. There may be additional time required for these entities to determine exact quantities and types of equipment that could be released in order to remain compliant with contractual or regulatory obligations. Also, these entities may not have established mechanisms for issues such as compensation, transportation and other necessary aspects of transferring needed equipment to the affected country.

Equipment needs are unique and specialized

10.3 Spill response equipment is, for the most part, very specialized. During a large or complex oil spill when a country needs to utilize the IOA process to obtain critical, limited response resources, the needs will be highly specific and likely limited to a small range of equipment types in most cases. For this reason, not all equipment offered will be useful, so not all items of equipment offered should be accepted. Acceptance of unsuitable equipment typically results in overwhelming the logistics supply chain as well as staff and responders working on equipment acquisition. During a Tier 3 response, time to obtain these critical resources is heavily taxed. It is important to strike the right balance by prioritizing efficient procurement of highly beneficial equipment over less critical items that may require more complex supply-chain arrangements in order to achieve the most beneficial outcome overall.

Choosing the best source for equipment

10.4 Multiple international offers from foreign countries and entities, while generous and in cases very helpful, each should be evaluated for efficiency and amount of effort needed to accept and deploy the assets offered.

10.5 As an example, if 80,000 feet of oil spill boom is needed for the response, the costs, logistics and timing issues can vary greatly according to the range of sources offering that equipment. In one case, this boom could be purchased from one international manufacturer and loaded onto a cargo plane for immediate delivery. In another case, this boom could be acquired from 16 separate international sources offering 5,000 feet of boom each, to achieve the necessary 80,000 feet. Those personnel tasked with acquiring this set of necessary equipment are faced with a challenge. The simplest and most expeditious choice would appear to be ordering a single consignment from the manufacturer; however, there may be other considerations or factors that influence the final decision. The IOA technical personnel should have the discretion to accept offers or decline offers as appropriate.

10.6 Regardless of the source selected, an important component of the overall IOA guidelines is the recommendation that an appropriate and timely acknowledgement to those international entities offering assistance be completed in a manner that is consistent with maintaining good will.

Technical assistance versus humanitarian aid

10.7 The term "international offers of assistance" is often used in reference to humanitarian aid during large natural disasters such as food, water and shelter. Typically, this type of relief is provided without charge because it is essential to the survival of populations hit by a disaster. Such relief is usually mobilized quickly and accepted readily by the impacted region. Despite logistics and supply chain challenges, prompt delivery of this type of aid is the overarching goal.

10.8 IOA with respect to oil spill responses will, in most cases, be a different matter. Whereas offers of foreign humanitarian assistance are rarely declined, offers of oil spill response equipment in the wake of a large or complex oil spill may be infrequently accepted. In the case of an oil spill response that overwhelms the local, regional and national assets, personnel charged with acquiring critical and scarce resources are often working on a much finer set of needs and requests, i.e. matching select spill response equipment to the specific situation.

10.9 Moreover, spill response equipment is typically offered with compensation requirements, resulting in complexities with payments and contracts, and potential hurdles with customs, immigration, and foreign trade and taxation law, in addition to potential costs incurred from depreciation of used equipment.

11 COMMON LEXICON FOR SIGNIFICANT EQUIPMENT AND PERSONNEL TYPES

11.1 The common lexicon for use as part of an IOA system is designed to provide an established set of equipment terminology to help users identify, with commonly used terms, those significant equipment categories typically expected to be offered or requested from international sources during larger Tier 3 responses, e.g. spraying aircraft and dedicated skimming vessels (see appendix 5: Common lexicon for significant equipment and personnel types).

11.2 The use of an agreed upon set of terms, or lexicon, when involved in an IOA process, underscores the importance of having a standardized, simple and repeatable language and process tool. The common lexicon is not intended as an attempt at developing a global equipment list, nor to drive the data fields that might be required to be used in some sort of global equipment list, should one be developed. Rather, the focus of the Lexicon is on finding a basic, common set of terms to use when negotiating IOA—terms that make sense and can be used by non-technical persons, such as Foreign Ministry representatives, who may be participants in the overall IOA process. In other words, the lexicon is designed to afford those not conversant with oil spill response equipment an uncomplicated vocabulary to help them act as intermediaries between those offering equipment and those in need of specific equipment.

11.3 The terms in the common lexicon have been defined in appendix 12: Equipment lexicon glossary. This glossary is intended to provide commonly accepted definitions of the equipment and personnel listed in appendix 5, but is not intended to serve as a substitute for the expertise of technical specialists on either side of the request and offer process.

11.4 The IOA common lexicon is presented in a matrix format (appendix 5) to facilitate and enhance its use. An example of how to use the Lexicon is incorporated into the Sample Requested/Offered Resource Form (appendix 6). For an incoming offer of equipment from a foreign country or organization, items in columns A through G might be used by a Foreign Ministry representative to categorize the specific offer, which would then be passed on to the responders for an offer evaluation; for an outgoing request for equipment, items in columns A

through D might be used by the responders to pass to the Foreign Ministry representatives who might then use that information on a request form to other foreign countries or organizations.

11.5 The lexicon in spreadsheet format ideally serves to reduce confusion and the number of times clarification would be required to determine specific types of equipment being offered or requested. The level of detail, i.e. number of columns included in the lexicon spreadsheet, was intentionally limited to reduce misunderstanding, given that non-technical persons will in almost all cases be involved in an IOA process. However, the limited level of detail in the lexicon is not intended to be restrictive. For example, if loose sorbent is requested, the requesting Party may also wish to request a shoreline broadcaster even though this equipment is not explicitly listed in the lexicon.

11.6 In lieu of a "Function-based Broad Categories" category that would overarch Equipment Types, a "Response Options" category was included in the Lexicon that indicates response options such as mechanical recovery, dispersant recovery, and in situ burn recovery. A non-technical person using this Lexicon as part of the IOA may use these categories to help identify the equipment needed to support a specific response function being used during the response.

11.7 The IOA guidelines include the range of offer sources and requests, such as "Private to Private" offers or requests; "Government to Government" offers or requests; "Private to Government" offers or requests, etc. Within each "offer/request" pathway, there is assumed involvement of non-technical representatives from Foreign Ministry or other government authorities. For that reason, the Lexicon is designed to be usable by experienced technical and non-experienced, non-technical individuals alike, and to establish a common set of terms to be used, thereby facilitating communication throughout the process.

12 HIGH-CAPACITY SPILL RESPONSE EQUIPMENT CATEGORIES

12.1 The world's supply of oil spill response equipment is finite. High-capacity response equipment such as oceangoing skimming vessels, long-range aerial dispersant aircraft, fire resistant boom, etc. is limited. In the case of a Tier 3 response that exhausts local and regional equipment, typically the high-capacity equipment types and competent personnel to operate them will be sought in order to supplement in-place expended resources and exhausted workforce in the affected area. The ability to move equipment and personnel rapidly into the spill area exemplifies an aggressive response posture. Understanding the process required to move this equipment/personnel long distances would then establish and define the logistics pipeline to allow movement of additional lower-efficiency (yet still critical) equipment needs as the spill unfolds.

12.2 The list of Equipment Categories (Types) for large or complex spills requiring a Tier 3 response chosen to develop common lexicon (see full lexicon in appendix 5) is:

.1 aircraft;

.2 boom;

.3 communication equipment;

.4 dispersants;

.5 in situ burn;

.6 oily water separators;

.7 pumps;

.8 remote sensing/surveillance/tracking/detection;

.9 shoreline cleaners;

.10 sorbent types;

.11 specialist vehicles;

.12 subsea equipment;

.13 temporary storage;

.14 vessels (non-skimming);

.15 vessels (skimming); and

.16 personnel.

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APPENDIX 1

SAMPLE NOTIFICATION AND REQUEST FOR ASSISTANCE REPORT

URGENT

ASSISTANCE REQUEST REPORT

SERIAL/REFERENCE NUMBER .....
INCIDENT NAME .....
LOCATION .....
DATE/TIME ..... / ..... (UTC) .....
NUMBER OF PAGES (INCLUDING COVER PAGE) .....

FROM (AUTHORIZED REQUESTING REPRESENTATIVE)	TO (POINT OF CONTACT/EQUIPMENT SOURCE)
..... (name & position)	..... (name & position)
..... (telephone number)	..... (telephone number)
..... (fax number)	..... (fax number)
..... (email)	..... (email)

INCIDENT SPECIFICS

INCIDENT SPECIFICS	INFORMATION TO DATE	CONFIRMED?
TYPE OF INCIDENT (OIL, HNS, ETC.):		
ESTIMATED VOLUME SPILLED/SPILLING:		
TYPE OF PRODUCT(S):		
LOCATION OF RELEASE (LAT & LONG):		
IS SOURCE CONTROLLED?		
COMPLICATING FACTORS (FIRE, ETC.)		
OTHER:		

ASSISTANCE NEEDED

Attach spreadsheet (such as appendix 6) and use the Common Lexicon (appendix 5) to provide as much detail as possible for each resource line item.

The requesting organization will be responsible for all the in-kind assistance/goods from all customs duties, taxes, tariffs, fees, and from all export and import restrictions:	YES / NO

RESOURCE DELIVERY POINTS		
TYPE (land transport, air transport, maritime transport)	NAME OF POINT	LOCATION OF POINT (address or coordinates)

LOGISTICS	
In-country warehousing provided by the requestor?	YES / NO
Distribution provided by the requestor?	YES / NO

CONSIGNEE CONTACT DETAILS	
Name:	
Position:	
Address:	
Telephone:	
Fax:	
Email:	

....

Authorized Official's Signature Date

.....

Authorized Official's Name

.....

Title

.....

Organization

APPENDIX 2

SAMPLE OFFER COMMUNICATION
(FROM ASSISTING PARTY TO REQUESTING COUNTRY)

ASSISTANCE OFFER REPORT

SERIAL/REFERENCE NUMBER .....
INCIDENT NAME .....
LOCATION .....
DATE/TIME ..... / ..... (UTC)
NUMBER OF PAGES (INCLUDING COVER PAGE) .....

FROM (ASSISTING PARTY)	TO (REQUESTING PARTY)
..... (name & position)	..... (name & position)
..... (assisting nation/organization)	..... (telephone number)
..... (telephone number)	..... (fax number)
..... (fax number)	..... (email)
..... (email)	

GENERAL DESCRIPTION OF ASSISTANCE OFFERED*

TYPE (equipment, personnel, technology, chemical agent)	NUMBER OR AMOUNT	CURRENT LOCATION OF RESOURCE	MEANS OF TRANSPORT (land, air, maritime)

Attach spreadsheet (such as appendix 6) and use the Common Lexicon (appendix 5) to provide as much detail as possible for each resource line item.

RESOURCE DELIVERY POINTS

TYPE (land transport, air transport, maritime transport)	NAME OF POINT	LOCATION OF POINT (address or coordinates)

* This would include a listing of all system components needed to operate the primary item listed.

LOGISTICAL INFORMATION	
In-country warehousing required?	YES / NO
Does equipment require trained personnel to accompany/operate? If "yes," make appropriate immigration arrangements.	YES / NO
Does release of equipment from current location create compliance problem with minimum standards of equipment for response?	YES / NO
How should equipment be transported? Will Assisting Nation provide transport?	
Any specific power supply, pumps, or other technical needs to operate this equipment/asset?	
Who will provide distribution of resource if needed?	
Other considerations?	

FINANCIAL INFORMATION	
The Assisting Party offers its assistance free of charge:	YES / NO
If "NO" state in detail the cost to be reimbursed:	Approximate total cost of this deployment for which reimbursement will be requested:_____ (US $/EURO/Other) Total costs from Home Base to Staging Area: _____ (US $/EURO/Other)

....

Authorized Official's Signature Date

.....

Authorized Official's Name

.....

Title

.....

Organization

.....

Time of Requesting Entity's Signature in Hours

APPENDIX 3

SAMPLE RECEIPT COMMUNICATION
(FROM REQUESTING COUNTRY TO ASSISTING PARTY)

INCIDENT NAME & LOCATION	**DATE**	**TIME (WITH TIME ZONE)**
OFFER RECEIVED BY	**DATE**	**TIME (WITH TIME ZONE)**
PROPOSED DATE OF ACCEPTANCE COMMUNICATION		
OTHER:		

APPENDIX 4

**SAMPLE ACCEPTANCE/DECLINE COMMUNICATION
(FROM REQUESTING COUNTRY TO ASSISTING PARTY)**

ACCEPTANCE/DECLINE OF OFFER REPORT

SERIAL/REFERENCE NUMBER .....
OFFER NAME/DESCRIPTOR .....
INCIDENT NAME .....
LOCATION .....
DATE/TIME ..... / ..... (UTC)
NUMBER OF PAGES (INCLUDING COVER PAGE) .....

OFFER DECISION

OFFERING PARTY (Government/Organization)	**OFFER**	**OFFER STATUS**
		ACCEPTED/DECLINED/ON HOLD
		ACCEPTED/DECLINED/ON HOLD

ACCEPTED OFFERS

OFFER	DATE REQUIRED	LOCATION	TRANSPORTATION SPECIFICS

DECLINED OFFERS

OFFER	RATIONALE

ADDITIONAL INFORMATION:

Authorized Official's Signature	Time of Signature (Hours)
Authorized Official's Name	Date of Signature
Title	
Organization	

APPENDIX 5

COMMON LEXICON FOR SIGNIFICANT EQUIPMENT AND PERSONNEL TYPES

A EQUIPMENT TYPE	B TASK OPTIONS	C EQUIPMENT SUB TYPE OPTIONS	Response Options*			D CAPABILITY OPTIONS
			#1	#2	#3	
Aircraft	***(Choose One)***	***(Choose One)***				***(Choose One)***
	▪ Cargo transport ▪ Observation platform ▪ Personnel transport ▪ Specialized equipment for detection and remote sensing ▪ Spray platform	Blimp	X	X	X	▪ Jet ▪ Multi engine ▪ Single engine ▪ Other
		Drone	X	X	X	
		Fixed wing	X	X	X	
		Helicopter	X	X	X	
		Other				
Boom	***(Choose One)***	***(Choose One)***				***Boom Height (Choose One)***
	▪ Ocean ▪ Offshore/near-shore/inland ▪ Rivers and canals	Curtain boom	X			▪ >41 inches (in.) (>104 centimeters (cm.)) ▪ >18 to 41 in. (>46 to 104 cm.) ▪ 6 to 18 inches (15 to 46 cm.)
		External tension boom	X			
		Fence boom	X			
		Fire-resistant boom			X	
		Ice	X		X	
		Inflatable	X			
		Tidal seal boom	X			
		Other				
Communication Equipment	***This section left blank***	***(Choose One)***				***(Provide Quantity)***
		Aviation low frequency (LF) radio	X	X	X	
		Communications suite/system/custom package/kit	X	X	X	
		Handheld mobile satellite service	X	X	X	
		High bandwidth Ku-band satellite	X	X	X	
		High frequency (HF) radio (includes aviation bands)	X	X	X	
		International Maritime Satellite (INMARSAT)	X	X	X	
		Line-of-sight microwave transmission	X	X	X	
		Marine very high frequency (VHF) radio	X	X	X	
		Phone	X	X	X	
		Portable radio repeater	X	X	X	
		Ultra high frequency (UHF) radio	X	X	X	
		Very high frequency (VHF) radio	X	X	X	
		Other				

* Response Options ***#1 Mechanical Recovery***; ***#2 Dispersants***; and ***#3 In Situ Burns*** apply to Column C: Equipment Sub Type Options.

A EQUIPMENT TYPE	B TASK OPTIONS	C EQUIPMENT SUB TYPE OPTIONS	Response Options*			D CAPABILITY OPTIONS
			#1	#2	#3	
Dispersants	***This section left blank***	***(Choose One)***				***This section left blank***
		Ground support transfer system		X		
		Personnel ground support team		X		
		Product		X		
		Special Monitoring of Applied Response Technologies (SMART) package		X		
		Spray equipment aircraft		X		
		Spray equipment shoreline		X		
		Spray equipment vessel		X		
		Other				
In Situ Burn	***This section left blank***	***(Choose One)***				***(Provide Quantity)***
		Ad-hoc igniter			X	
		Fire-resistant boom			X	
		Handheld igniter			X	
		Heli-torch			X	
		Ignition promoter			X	
		Plastic sphere dispenser			X	
		Other				
Oily Water Separators	***(Provide Specifications)***	***(Choose One)***				***(Provide Flow Capacity)***
	Length/width/height/dry weight	Filter	X			barrels (bbl)/hour or cubic meters (m^3)/hour
		Gravity coalescing separator	X			
		Gravity parallel plate separator	X			
		Simple gravity separator	X			
		Stove pipe separator	X			
		Other				
Pumps	***(Choose One)***	***(Choose One)***				***(Provide Volume)***
	▪ Air ▪ Diesel ▪ Electric ▪ Gasoline/petrol ▪ Hydraulic ▪ Other	Bladeless	X			gallons per minute (gpm) or cubic meters (m^3)/minute
		Centrifugal	X			
		Diaphragm	X			
		Gear/lobe	X			
		Peristaltic or hose	X			
		Piston	X			
		Progressive cavity/Archimedean screw	X			
		Sliding shoe	X			

* Response Options ***#1 Mechanical Recovery***; ***#2 Dispersants***; and ***#3 In Situ Burns*** apply to Column C: Equipment Sub Type Options.

A EQUIPMENT TYPE	B TASK OPTIONS	C EQUIPMENT SUB TYPE OPTIONS	Response Options*			D CAPABILITY OPTIONS
			#1	#2	#3	
		Vane	X			
		Other				
Remote Sensing/ Surveillance/Tracking/Detection	***This section left blank***	***(Choose One)***				***This section left blank***
		Airborne Automatic Identification System (AIS)	X	X	X	
		Airborne laser fluorosensor	X	X	X	
		Autonomous underwater vehicle (AUV)	X	X	X	
		Electro optical/infrared (EO/IR) camera system	X	X	X	
		EO/IR video	X	X	X	
		Fixed and floating oil spill detection buoy	X	X	X	
		Fixed oil detection sensor	X	X	X	
		Global positioning system (GPS) tracking device	X	X	X	
		High-resolution digital photography camera	X	X	X	
		Line scanner: infrared/ultraviolet (IR/UV)	X	X	X	
		Microwave radiometer	X	X	X	
		Multi-spectral camera	X	X	X	
		Oil spill detection by satellite remote sensing	X	X	X	
		Satellite imagery	X	X	X	
		Side-looking airborne radar (SLAR)	X	X	X	
		Specialized software	X	X	X	
		Synthetic Aperture Radar (SAR)	X	X	X	
		Thermal imaging (infrared (IR)) camera	X	X	X	
		Video system for visual documentation	X	X	X	
		Other				
Shoreline Cleaners	***(Provide Specifications)***	***(Choose One)***				***On-Board Storage (Provide Capacity)***
	Length/Width/Height/Dry weight	Manual cleaners	X			barrels (bbl) or cubic meters (m^3)
		Mechanical cleaners	X			
		Mechanical/hydraulic	X			
		Paddle belt	X			
		Screening belt	X			
		Sorbent	X			
		Vacuum washer	X			
		Washing	X			

* Response Options ***#1 Mechanical Recovery***; ***#2 Dispersants***; and ***#3 In Situ Burns*** apply to Column C: Equipment Sub Type Options.

A EQUIPMENT TYPE	B TASK OPTIONS	C EQUIPMENT SUB TYPE OPTIONS	Response Options*			D CAPABILITY OPTIONS
			#1	#2	#3	
		Other				
Skimmers (portable)						
See equipment sub-type options under ***Vessels (skimming)***						
Sorbent Types	***(Recommended Use)***	***(Choose One)***				***Sorption Capacity (Provide Capacity)***
	▪ L = For spills on land ▪ W = For spills on water ▪ L-W = For spills on land or water ▪ I = For industrial use	Type I (roll, sheet, pad, blanket, web)	X			grams (g.) of oil per g. of sorbent
		Type II (loose)	X			
		Type III (enclosed)	X			
		Type IIIa (pillows and socks)	X			
		Type IIIb (sorbent booms)	X			
		Type IIIc (sorbent sweeps)	X			
		Type IV (agglomeration unit (ribbons, strips, pom-poms and open netting))	X			
Specialist Vehicles	***This section left blank***	***(Choose One)***				***(Provide Quantity)***
		All-terrain vehicle (ATV)	X	X	X	
		Bombardier snowcat	X		X	
		Hovercraft	X	X	X	
		Remotely operated underwater vehicle (ROV)	X	X	X	
		Snowmobile	X		X	
		Vacuum truck (vac truck)	X			
		Other				
Subsea Equipment	***This section left blank***	***(Choose One)***				***(Provide Working Pressure if Applicable)***
		2D sonar "Blue View"	X	X	X	
		3D sonar "Blue View"	X	X	X	
		Autonomous underwater vehicle (AUV) (untethered/unmanned)	X	X		
		Capping stack (toolbox)	X	X		
		Debris clearing equipment	X			
		Deepwater well capping up to 3000m				10,000 pounds per square inch (psi)
		Deepwater well capping up to 3000m				15,000 psi
		High pressure/high volume (HP/HV) accumulator	X			
		Manned submarines	X	X		
		Remotely operated underwater vehicle (ROV)	X	X		
		Subsea dispersant hardware toolbox		X		
		Other				

* Response Options ***#1 Mechanical Recovery***; ***#2 Dispersants***; and ***#3 In Situ Burns*** apply to Column C: Equipment Sub Type Options.

A EQUIPMENT TYPE	B TASK OPTIONS	C EQUIPMENT SUB TYPE OPTIONS	Response Options*			D CAPABILITY OPTIONS
			#1	#2	#3	
Temporary Storage	***(Choose One)***	***(Choose One)***				***(Provide Volume)***
	▪ Shore based ▪ Near-shore (i.e. shallow water) ▪ Open ocean	Barges (heated/not heated)	X			barrels (bbl) or cubic meters (m^3)
		Fixed facility tank (heated/not heated)	X			
		Portable tanks	X			
		Stationary tanks (heated/not heated)	X			
		Tank ship	X			
		Tank truck (heated/not heated)	X			
		Towable tanks (e.g. bladders, dracones)	X			
		Other				
Vessels (non-skimming)	***(Provide Specifications)***	***(Choose One)***				***Brake Horsepower (bhp) (Choose One)***
	Gross tons/length/width	Crane barge	X			▪ Up to 50 bhp ▪ Between 51 & 100 bhp ▪ Between 101 & 500 bhp ▪ Between 501 & 1000 bhp ▪ Between 1001 & 5000 bhp ▪ Between 5,001 & 12,000 bhp ▪ Between 12,001 & 20,000 bhp ▪ Over 20,000 bhp
		Deck barge	X			
		Hotel barge	X	X	X	
		Jon boat	X	X	X	
		Landing craft	X			
		Offshore supply vessel (rig tender/anchor handling)	X	X	X	
		Trawler	X		X	
		Tug boat	X	X	X	
		Utility work boat	X	X	X	
		Utility work platform	X	X	X	
		Other				
Vessels (skimming)	***(Choose One)***	***(Choose One)***				***(Provide Volume)***
	▪ Self-contained (dedicated) oil recovery vessel (SORV) ▪ Standalone Vessel of Opportunity Skimming System (VOSS) ▪ Near-shore	Advancing weir skimmer	X			barrels (bbl)/hour or cubic meters (m^3)/hour
		Boom skimmer	X			
		Brush skimmer	X			
		Disc skimmer	X			
		Drum skimmer	X			
		Fixed or flexible skimming arms	X			
		Fixed submersion plane skimmer	X			
		Induced flow (water jet) weir skimmer	X			
		Paddle belt skimmer	X			
		Rope mop skimmer	X			
		Sorbent belt skimmer	X			

* Response Options ***#1 Mechanical Recovery***; ***#2 Dispersants***; and ***#3 In Situ Burns*** apply to Column C: Equipment Sub Type Options.

A EQUIPMENT TYPE	B TASK OPTIONS	C EQUIPMENT SUB TYPE OPTIONS	Response Options*			D CAPABILITY OPTIONS
			#1	#2	#3	
		Submersion moving plane skimmer	X			
		Suction skimmer	X			
		Weir skimmer	X			
		Other				
Personnel	***(Choose One)***	***(Choose One)***				***(Choose One)***
	▪ Private ▪ Government ▪ Non-profit ▪ Non-governmental organization (NGO) ▪ Other	Aerial Observer	X	X	X	▪ Individual ▪ Team ▪ Other
		Aircraft Pilot	X	X	X	
		Assistant Salvage Officer/Engineer	X			
		Communications Specialist	X	X	X	
		Dispersant Ground Support Team		X		
		Diving Supervisor	X			
		Health and Safety Executive (HSE) Qualified Diver	X			
		HSE Safety Officer	X	X	X	
		Incident Management Team (IMT)	X	X	X	
		Labourer	X	X	X	
		Marine Pilot	X	X	X	
		Naval Architect/Engineer	X			
		Office Administration	X	X	X	
		On-Scene Coordinator (OSC)	X	X	X	
		Operator/Technician	X	X	X	
		Rigger, Fitter, Equipment Operator	X	X	X	
		Salvage Foreman	X			
		Salvage Master	X			
		Salvage Officer/Engineer	X			
		Shoreline Clean-up and Assessment Technique (SCAT) team member	X	X	X	
		Specialist Advisor: Firefighter, Chemical Advisor, Pollution Control Advisor	X	X	X	
		Supervisor	X	X	X	
		Other				

* Response Options ***#1 Mechanical Recovery***; ***#2 Dispersants***; and ***#3 In Situ Burns*** apply to Column C: Equipment Sub Type Options.

APPENDIX 6

SAMPLE REQUESTED/OFFERED RESOURCE FORM

A Equipment Type	B Task Options	C Equipment Sub Type Options	D Capability Options	E Product Name/ Manufacturer	F Owner Name/ Contact Info	G Other Specifications	H Date Needed/ Available	I Location Needed	J Estimated duration of use or donation
Example: Requesting Party									
Aircraft	Spray Platform	Fixed Wing	Multi engine	(to be populated by Offering Party)	(to be populated by Offering Party)	No larger than (dimensions)	Needed: 1 OCT 2014	Spilltown National Airport	Two weeks from date of arrival
Example: Offering Party									
Pump	Hydraulic	Archimedean screw	440 gpm	DESMI DOP 250 Dual	John Doe, Spill Solutions Inc., (Email, Telephone)	Condition: New Quantity: 2 Weight:___ Dimensions:__	Available: 1 OCT 2014	Port of Spilltown	Donation

APPENDIX 7

SAMPLE OFFER RECEIPT DOCUMENTATION FORM

OFFER OF ASSISTANCE RECEIPT RECORD		
INCIDENT INFORMATION		
INCIDENT NAME & LOCATION		**DATE OF INCIDENT**
OFFER INFORMATION		
DATE OFFER WAS RECEIVED	**TIME OFFER WAS RECEIVED**	**METHOD OF TRANSIMISSION**
OFFER SUBMITTED BY:		
Offering country or organization:		
Point of contact name and position:		
Telephone number:		
Fax number:		
Email address:		
DETAILS OF OFFER (as much as provided):		

APPENDIX 8

REGIONAL COORDINATION CENTERS

NAME	LOCATION	COUNTRIES SERVED
Emergency Response Coordination Centre (ERCC)/European Maritime Safety Agency (EMSA)	Brussels, Belgium/ Lisbon, Portugal	European Union Norway Iceland Former Yugoslav Republic of Macedonia
The Marine Environmental Emergency Preparedness and Response Regional Activity Centre of the Northwest Pacific Action Plan (NOWPAP MERRAC)	South Korea	People's Republic of China Japan Republic of Korea Far Eastern Russia
NOWPAP: - The Special Monitoring and Coastal Environment Assessment RAC (CEARAC)		
NOWPAP: - The Data and Information Network RAC (DINRAC)		
NOWPAP: - The Pollution Monitoring RAC (POMRAC)		
The Regional Marine Pollution Emergency Information and Training Centre for the Wider Caribbean (REMPEITC-Caribe)		Antigua and Barbuda, Bahamas, Barbados, Belize, Colombia, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, France, Grenada, Guatemala, Guyana, Haiti, Honduras, Jamaica, Mexico, Kingdom of the Netherlands, Nicaragua, Panama, St. Kitts and Nevis, Saint Lucia, St. Vincent and the Grenadines, Suriname, Trinidad and Tobago, United Kingdom, United Countries of America and Venezuela
Marine Emergency Mutual Aid Centre of the Regional Organization for the Protection of the Marine Environment (ROPME MEMAC)	Bahrain	K. Bahrain I.R. Iran Kuwait S. Oman Qatar K. Saudi Arabia United Arab Emirates

NAME	LOCATION	COUNTRIES SERVED	
The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)	Malta	Albania Lebanon Algeria Libya Bosnia and Herzegovina Malta Croatia Monaco Cyprus Montenegro Egypt	Morocco European Union Slovenia France Spain Greece Syria Israel Tunisia Italy Turkey
Partnerships in Environmental Management for the Seas of East Asia (PEMSEA)	Philippines	Cambodia China Indonesia Japan Laos North Korea	Philippines South Korea Singapore Thailand Timor-Leste Vietnam
The Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden Marine Emergency Mutual Aid Centre (PERSGA / MEMAC) – Red Sea and Gulf of Aden	Saudi Arabia	Djibouti Egypt Jordan Saudi Arabia Somalia Sudan Yemen	
Indian Ocean Commission	Seychelles	Union of the Comoros Madagascar Mauritius Seychelles	France/Reunion Island

APPENDIX 9

EXCERPTS FROM IMO's ANNEX TO RESOLUTION A.983(24), GUIDELINES FOR FACILITATION OF RESPONSE TO A POLLUTION INCIDENT[5]

1 If a country needs assistance, it may ask for assistance from other countries, indicating the scope and type of assistance needed. A country asked to provide assistance should:

.1 promptly decide and inform the Requesting Country whether it is in a position to offer requested assistance; and

.2 indicate the scope and terms of assistance to be rendered.

2 The Countries concerned should cooperate to facilitate prompt assistance. Countries should follow the provisions of any existing bilateral or multilateral agreements, but if these agreements do not exist, assistance should follow the remaining provisions in these guidelines.

3 The Requesting Country is responsible for overall supervision, control and coordination of the response to the incident and of any assistance supplied. Personnel sent by the Assisting Party are in charge of the immediate operational supervision of its personnel and equipment.

.1 Personnel sent by the Assisting Party should follow relevant laws of the Requesting Country. The Requesting Country should ensure that Assisting Party personnel are made aware of these laws; and

.2 Appropriate authorities of the Requesting Country and Assisting Party should cooperate closely on all relevant issues.

4 The Requesting Country should provide adequate local facilities and services for adequate administration and management of the Assisting Party's assets, including decontamination, and ensure the security and protection of its personnel and equipment as well as their safe return.

5 The Requesting Country should endeavor to afford the Assisting Party and its representatives the privileges, immunities or facilities necessary to expedite their ability to perform their assistance. The Requesting Country should not be required to apply this provision to its own nationals or permanent residents or to afford them the privileges and immunities referred to above.

6 A third-party country should, at the request of the requesting or Assisting Party, facilitate the transit through its territory of duly notified personnel and equipment and property involved in the assistance, to and from the Requesting Country.

7 The Requesting Country should facilitate the entry into, stay in and departure from its national territory of duly notified personnel and/or equipment.

[5] IMO Annex *Guidelines for Facilitation of Response to a Pollution Incident* may be found at: http://www.imo.org/blast/blastDataHelper.asp?data_id=27250&filename=A983(24).pdf

8 The Requesting Country should reimburse the Assisting Party for any loss or damage to equipment or other property belonging to the Assisting Party. The Requesting Country should reimburse the Assisting Party for expense involved in the assistance, and for loss of life or property incurred during the assistance.

9 The Countries should cooperate closely to facilitate the settlement of legal proceedings and claims which could result from any assistance activities.

10 The Requesting Country may at any time request the termination of assistance received. Once a termination request is made, the countries concerned should consult each other to make arrangements for proper termination of assistance.

11 To avoid delays in implementing assistance from other countries from existing laws, as part of preparedness for responses, countries should adopt necessary legislation to facilitate an incident which will require assistance from other countries.

12 Countries that will receive personnel and equipment provided on behalf of a shipowner, cargo owner or other relevant entities should also utilize similar facilitation.

13 In some cases, a shipowner, cargo owner or other relevant entity may be best placed to call upon dedicated equipment and personnel to assist a pollution response.

.1 Requesting Countries should facilitate the entry, clearance and return of personnel and equipment provided; and

.2 Public authorities of the Requesting Country should, if possible, temporarily waive customs and excise duties and other taxes on any equipment and materials provided to assist in the pollution response.

APPENDIX 10

GLOSSARY

Affected Country	A country that faces a large or complex oil spill that may exceed the response capabilities of existing national, regional, bilateral, multilateral, and other mutual aid agreements.
Assisting Country	A country that accepts a request for international assistance from a requesting State that faces a major pollution emergency by providing external resources to augment the Requesting Country's national capacity for large scale oil spill incidents.
Assisting Party	A party that accepts a request for international assistance from a Requesting Country that faces a major pollution emergency by providing external resources to augment the Requesting Country's national capacity for large scale oil spill incidents.
Barrel (bbl)	A unit of volume defined in this document as 42 US gallons.
Common Operating Picture	A single identical display of relevant (operational) information (e.g. location of oil spill and trajectory of contamination, position and status of nearby bodies of water such as creeks, rivers, etc.) shared by more than one command.
Deepwater Horizon	An ultra-deepwater semi-submersible offshore oil drilling rig owned by Transocean and leased to British Petroleum. While drilling on 20 April 2010, an explosion on the rig killed 11 crewmen and the resulting fire could not be extinguished. On 22 April 2010, **Deepwater Horizon** sank and the associated well leak resulted in the largest offshore oil spill in US history.
Field Command Center	The physical location of the tactical-level, on-scene command and management organization, which is located at or in the immediate vicinity of the incident site and is the focus for the conduct of direct, on-scene control of tactical operations.
Field-level IOA Unit	The field level component of the two-level IOA Management Team, likely comprised of representatives of the Response Authority (ideally staff with technical expertise and oil spill experience) and representatives of the RP who have technical expertise (this could include representatives from the company or from one of their spill response contractors). Also referred to as "Field IOA Unit."

Foreign Ministry	In countries other than the United States, a cabinet of government officials who conduct and supervise foreign and diplomatic relations with other countries. The United States counterpart to the Foreign Ministry is the US Department of State.
International Compensation Conventions	An international rule that indicates compensation for actions taken during spills from vessels with oil as cargo is available for reasonable response measures.
IOA Management Team	A team that is stood up once an incident-specific IOA system is implemented to manage the requests, the offers, and the status of each as well as the detailed negotiations required to deploy the needed equipment and resources from the offering country to the area of the spill in the affected country.
IOA System	A system managing all aspects of IOA during a particular incident that effectively coordinates and manages requests and/or offers of assistance beyond processes already covered by existing national, regional, bilateral, multilateral and other mutual aid agreements.
National Contingency Plan	A country's national blueprint for responding to oil spills and hazardous substance releases. It documents national response capability and is intended to promote overall coordination among the hierarchy of responders and contingency plans.
National-level IOA Unit	The national level component of the two-level IOA Management Team, likely comprised of headquarters or department level representation from the Response Authority and the Foreign Ministry, and possibly other department level agencies as appropriate within the affected country. Also referred to as "National IOA Unit."
Offering Party	A party that offers international assistance to an affected or Requesting Country that faces a major pollution emergency.
OPRC Convention (1990)	The International Convention on Oil Pollution Preparedness, Response and Cooperation, adopted in 1990 and entered into force in 1995, whose purpose is to provide a global framework for international cooperation in combating major incidents or threats of marine pollution with the recognition that not one single country can effectively manage a large or complex oil spill response on its own.
Party	A country, nation, state or private entity.

Point of Entry	Entry points such as any type of border crossing (i.e. roads, rivers, ports, railroads, airports) through which incoming resources are admitted into the Requesting Country in response to a large or complex oil spill.
Polluter Pays Principle	National authorities should endeavor to promote the internalization of environmental costs and the use of economic instruments, taking into account the approach that the polluter should, in principle, bear the cost of pollution, with due regard to the public interest and without distorting international trade and investment.
Requesting Country	A country that issues a request for international assistance when facing a major pollution emergency that requires external resources to augment national capacity for large scale oil spill incidents.
Requesting Party	A party that issues a request for international assistance when facing a major pollution emergency that requires external resources to augment their capacity for large scale oil spill incidents.
Response Authority	The agency that is responsible for managing the oil spill response operation.
Responsible Party	An individual or group of people that is legally responsible or liable for the removal costs and damages that result from a discharge or a substantial threat of a discharge of oil from a vessel or facility into navigable waters or adjoining shorelines.
Technical Specialist	An individual who works closely with the response manager and those running the response operations in the field to help identify resource constraints and limited supplies for specifically needed equipment and other response resources for the duration of the response.

APPENDIX 11

ACRONYMS

AIS	Automatic Identification System
ATV	all-terrain vehicle
AUV	autonomous underwater vehicle
bbl	barrel
bhp	brake horsepower
CEARAC	The Special Monitoring and Coastal Environment Assessment RAC
CLC	International Convention on Civil Liability for Oil Pollution Damage
cm.	centimeters
DINRAC	The Data and Information Network RAC
DWH	Deepwater Horizon
EC	European Commission
EMSA	European Maritime Safety Agency
EO/IR	electro optical/infrared
ERCC	Emergency Response Coordination Centre
g.	grams
gpm	gallons per minute
GPS	global positioning system
HNS	Hazardous and Noxious Substances
HF	high frequency
HP/HV	high pressure/high volume
HQ	Headquarters
HSE	Health and Safety Executive
ID	identification
IMO	International Maritime Organization
IMT	Incident Management Team
in.	inches
INMARSAT	International Maritime Satellite
IOA	International Offers of Assistance
IOPC Fund	International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage
IR	infrared
IR/UV	infrared/ultraviolet
LF	low frequency

m^3	cubic meter
MEPC	Marine Environment Protection Committee
MERRAC	Marine Environmental Emergency Preparedness and Response RAC
NGO	non-governmental organization
NOWPAP	Northwest Pacific Action Plan
OCHA	Office for the Coordination of Humanitarian Affairs
OPRC	Oil Pollution Preparedness, Response and Cooperation
OSC	On-Scene Coordinator
PEMSEA	Partnerships in Environmental Management for the Seas of East Asia
PERSGA	Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden
PERSGA/MEMAC	PERSGA Marine Emergency Mutual Aid Centre
POMRAC	Pollution Monitoring RAC
psi	pounds per square inch
RAC	Regional Activity Centre
REMPEC	Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea
REMPEITC-Caribe	Regional Marine Pollution Emergency Information and Training Centre for the Wider Caribbean
ROPME	Regional Organization for the Protection of the Marine Environment
ROPME MEMAC	Marine Emergency Mutual Aid Centre of ROPME
ROV	remotely operated underwater vehicle
RP	Responsible Party
SAR	Synthetic Aperture Radar
SCAT	Shoreline Clean-up and Assessment Technique
SLAR	side-looking airborne radar
SMART	Special Monitoring of Applied Response Technologies
TG	Technical Group
UAC	Unified Area Command
UHF	ultra high frequency
UNEP	United Nations Environment Programme
vac	vacuum
VHF	very high frequency
VOSS	Vessel of Opportunity Skimming System
w/o	without

APPENDIX 12

EQUIPMENT LEXICON GLOSSARY

Aircraft (A)	A machine that counters the force of gravity by using either static lift or the dynamic lift of an airfoil or, in a few cases, the downward thrust from jet engines. Aircraft (A) or Helicopter (H).
Cargo Transport (ACT)	A cargo aircraft (also known as freight aircraft, freighter, airlifter, or cargo jet) is a fixed-wing aircraft that is designed or converted for the carriage of goods, rather than passengers. ▪ Capability 1: ACT1 (>264,600 lb. or 120 tonne max. payload) ▪ Capability 2: ACT2 (>55,135 lb. or 25 tonne <264,600 lb. or 120 tonne max. payload) ▪ Capability 3: ACT3 (> 22,050 lb. or 10 tonne <55,135 lb. or 25 tonne max. payload) ▪ Capability 4: ACT4 (< 22,050 lb. or 10 tonne max. payload)
Observation Platform (AOP)	A surveillance aircraft is an aircraft used for collecting information over time. A surveillance aircraft does not necessarily require high-performance capability. ▪ Capability 1: AOP1 (a platform fully equipped with aerial sensor technology) ▪ Capability 2: AOP2 (a platform that allows for human observation without enhanced technology)
Personnel Transport (APT)	An aircraft used to transport passengers. ▪ Capability 1: APT1 (>300 passengers) ▪ Capability 2: APT2 (>200 passengers) ▪ Capability 3: APT3(>100 passengers) ▪ Capability 4: APT4 (<50 passengers)
Spray Platform (ADD)	An aircraft used to apply dispersants while airborne. ▪ Capability 1: ADD1 (>1,000 U.S. gallons or > 200 cubic meters(M3) air delivery) ▪ Capability 2: ADD2 (<1,000 U.S. gallons or < 200 cubic meters(M3) air delivery)
Blimp (AB)	A blimp, or non-rigid airship, is an airship without an internal structural framework or a keel. ▪ Capability 1: AB (Not Tethered) ▪ Capability 2: AB (Aerostat Tethered)
Drone (AD)	An unmanned aerial vehicle (UAV), commonly known as a drone and referred to as a Remotely Piloted Aircraft (RPA) by the International Civil Aviation Organization (ICAO), is an aircraft without a human pilot aboard. ▪ Capability 1: AD1 (Military) ▪ Capability 2: AD2 (Police) ▪ Capability 3: AD3 (Civilian) ▪ Capability 4: AD4 (Hobby)
Fixed Wing (AFW)	A fixed-wing aircraft is an aircraft capable of flight using wings that generate lift caused by the vehicle's forward airspeed and the shape of the wings. ▪ Capability 1: AFW1 (Jet) ▪ Capability 2: AFW 2 (Multiple Engine) ▪ Capability 3: AFW 3 (Single Engine)
Helicopter (H)	A helicopter is a type of rotorcraft in which lift and thrust are supplied by rotors. ▪ Capability 1: H1 (16 passengers/5,000 lb. or 2.3 tonne cargo cap.) ▪ Capability 2: H2 (8 passengers/1,500 lb. or 0.7 tonne cargo cap.) ▪ Capability 3: H3 (5 passengers/750 lb. or 0.3 tonne cargo cap.) ▪ Capability 4: H4 (2 passengers/750 lb. or 0.3 tonne cargo cap.)
Boom (B)	A temporary floating barrier used to contain, divert or deflect free floating oil on the water. ▪ Capability 1: B1 (>41 inches (in.) (>104 cm.)) ▪ Capability 2: B2 (>18 to 41 in. (>46 to 104 cm.)) ▪ Capability 3: B3 (6 to 18 in. (15 to 46 cm.))
Ocean (B)	A boom that is greater than 41 inches (in.) (>104 centimeters (cm.)) and capable of operating in large waves, foam crests and some spray.
Offshore/near-shore/inland (B)	A boom that is >18 to 41 in. (>46 to 104 cm.) and capable of operating in moderate waves and frequent whitecaps.
River and Canals (B)	A boom that is 6 to 18 inches (15 to 46 cm.) and capable of operating in small non-breaking waves.

Curtain Boom (BC)	Boom that has a centerline floatation that may be internal foam, external foam, self-inflated or pressure-inflated. They have flexible skirts that are free to move independently of the floats.
External tension boom (BE)	Boom that generally uses flexible, light PVC or polyurethane-coated fabric to cover flexible floatation. The radio-frequency or hot-air "welded" fabric encloses the flotation and often the ballast chain and top cable.
Fence Boom (BF)	Boom that is rigid or nearly rigid in the vertical plane, a condition that is achieved either by using vertical stiffeners in flexible boom material or by using heavy fabric that is stiff vertically but free to bend in the horizontal plane to conform to water movement.
Fire-resistant boom (B-Fire)	Boom that includes both fence and curtain type designed to withstand the heat and stress of in situ burning.
Ice (B-Ice)	Specialized spill containment barriers that are generally designed for specific customer use.
Inflatable (BI)	Boom whose buoyancy depends on air chambers which are either self-inflated or pressure-inflated.
Tidal Seal (BTS)	Booms that use air or foam for buoyancy and water for ballast. They are free-floating at high tide and seal to the mud or sand at low tide.
Communication Equipment (COM)	The hardware used for the purposes of telecommunications.
Aviation low frequency (LF) **radio**	Part of the natural spectrum of electromagnetic radiation lying between the frequency limits of 200 kHz to 415 kHz with some internal gaps assigned to other services.
Communications suite/system/ custom package (COM)	A collection of telecommunications equipment that allows for communication on multiple platforms, not limited to satellite, radios, phones, computers and is contained in a single deployable package. ▪ Capacity 1 COM1 (satellite capability to support secure communications that bridge the gap between federal agencies, emergency first responders, state, and local response personnel for at least 100 personnel) ▪ Capacity 2 COM2 (satellite capability to support voice, data, and videoconferencing for at least 100 personnel) ▪ Capacity 3 COM3 (portable internet, phones, radios to support voice and data for up to 30 personnel)
Handheld mobile satellite service (MS)	A satellite telephone, satellite phone, or satphone is a type of mobile phone that connects to orbiting satellites instead of terrestrial cell sites.
High bandwidth Ku-band satellite (KuS)	The Ku-band is the 12–18 GHz portion of the electromagnetic spectrum in the microwave range of frequencies. Primarily used for satellite communications.
High frequency (HF) **radio**	Part of the natural spectrum of electromagnetic radiation lying between the frequency limits of 3,000 kHz to 30,000 kHz.
International Maritime Satellite (INMARSAT)	A British satellite telecommunications company, offering global mobile services. It provides telephone and data services to users worldwide.
Line-of-sight microwave transmission (LOS)	Refers to the technology of transmitting information or energy by the use of electromagnetic waves whose wavelengths are conveniently measured in small numbers of centimeters; these are called *microwaves*. This part of the radio spectrum ranges across frequencies of roughly 1.0 gigahertz (GHz) to 30 GHz.
Marine very high frequency (VHFM) **radio**	Part of the natural spectrum of electromagnetic radiation lying between the frequency limits of 156 and 162.025 MHz.
Phone (PH)	A device that can make and receive telephone calls over a radio link or fixed hard wire line.

Portable radio repeater (PR)	A combination of a radio receiver and a radio transmitter that receives a weak or low-level signal and retransmits it at a higher level or higher power, so that the signal can cover longer distances without degradation.
Ultra high frequency (UHF) **radio**	Part of the natural spectrum of electromagnetic radiation lying between the frequency limits of 300,000 kHz to 3,000,000 kHz.
Very high frequency (VHF) **radio**	Part of the natural spectrum of electromagnetic radiation lying between the frequency limits of 30,000 kHz to 300,000 kHz
Dispersants (D)	Chemical agent designed to enable the formation of tiny neutrally buoyant droplets of oil in the water column, facilitating natural processes of dilution and biodegradation.
Ground support transfer system (DG)	The hose, prime mover, pumps and fittings used to pump dispersant product into a tank(s) on a dispersant platform.
Personnel ground support team (DGS)	The trained personnel that operate the ground support transfer system.
Product (D)	The chemical dispersant used to facilitate dispersal of oil into the water column.
Special Monitoring of Applied Response Technologies (DM) **package**	A monitoring system for rapid collection of real-time scientifically based information to assist with the decision-making process during dispersant and in-situ burning operations. ▪ Capability 1**:** DM1 provides information about where the dispersed oil goes and what happens to it. Two instruments are used on the same vessel to monitor at two water depths. ▪ Monitoring is conducted in the center of the treated slick at several water depths, from 1 to 10 meters. A portable water laboratory provides data on water temperature, pH, conductivity, dissolved oxygen and turbidity. ▪ Capability 2: DM2 provides real-time data from the treated slick. A sampling team on a boat uses a monitoring instrument to continuously monitor for dispersed oil 1 meter under the dispersant-treated slick. The team records and conveys the data to the Scientific Support Team, which forwards it, with recommendations, to the Unified Command. Water samples are also taken for later analysis at a laboratory. ▪ Capability 3: DM3 a trained observer, flying over the oil slick and using photographic job aids or advanced remote sensing instruments, assesses dispersant efficacy and reports back to the Unified Command.
Spray equipment (DD) **aircraft**	Application equipment composed of tank(s), pumps and spray arms designed to be permanently or temporarily installed into an airframe to apply dispersant by air delivery. ▪ Capability 1: DD1 (>1,000 U.S. gallons or > 200 cubic meters(M3) air delivery) ▪ Capability 2: DD2 (<1,000 U.S. gallons or < 200 cubic meters(M3) air delivery)
Spray equipment shoreline (DDS)	Application equipment composed of tank(s), pumps and spray mechanisms designed to apply treating agents from ground level on beach areas. ▪ Capability 1: DDS1 (>1,000 U.S. gallons or > 200 cubic meters(M3) shoreline delivery) ▪ Capability 2: DDS2 (<1,000 U.S. gallons or < 200 cubic meters(M3) shoreline delivery)
Spray equipment vessel (DDV)	Application equipment composed of tank(s), pumps and spray arm designed to apply dispersants from vessels onto open water. ▪ Capability 1: DDV1 (>1,000 U.S. gallons or > 200 cubic meters(M3) vessel delivery) ▪ Capability 2: DDV2 (<1,000 U.S. gallons or < 200 cubic meters(M3) vessel delivery)
In Situ Burn (Fire)	A technique that involves the controlled burning of oil that has spilled from a vessel or a facility, at the location of the spill. Rapid removal of oil from the water surface; requirement for less equipment and labor than many other techniques; significant reduction in the amount of material requiring disposal; significant removal of volatile oil components; and may be the only solution possible, such as in oil-in-ice situations and in wetlands. There are burning by-products that should be taken into account such as dense smoke in the burn vicinity.
Ad-hoc igniter (FireAI)	Home-made improvised ignition devices such as a marine safety flare, a plastic jar of diesel fuel wrapped with duct tape and floats.
Handheld igniter (FireHI)	Equipment consisting of propane tank, hoses, burner head fitted with a burning nozzle.

Heli-torch (FireHT)	A lightweight unit designed to be operated with any helicopter equipped with a cargo hook. The unit consists of a lightweight aluminum frame, a high strength steel bail, a single point suspension system, fuel barrels, and a pump and motor with an ignition tip assembly.
Ignition promoter (FireIP)	Burning agent that can be used to enhance oil spill cleanup, removal, treatment, or mitigation.
Plastic Sphere Dispenser (PSD)	Machine, commonly called the 'Ping-Pong Ball System.' The PSD, generally mounted in a helicopter, feeds Ping Pong-like balls through a chute leading out of the helicopter. The balls, which contain a chemical oxidizing agent, are injected with a water-glycol solution as they are shot out of the PSD. The chemicals react thermally and ignite in 25-30 seconds out of the chute as they fall to the ground.
Oily Water Separators (OWS)	This is equipment used to separate oil and water mixtures into their separate components. ▪ Capability 1: OWS1 (>1,429 bbl/hr or 225 m3/h) ▪ Capability 2: OWS2 (>1,070 bbl/hr or 170 m3/h <1429 bbl/hr or 225 m3/h) ▪ Capability 3: OWS3 (>714 bbl/hr or 114 m3/h <1,070 bbl/hr or 170 m3/h) ▪ Capability 4: OWS4 (>357 bbl/hr or 57 m3/h <714 bbl/hr or 114 m3/h) ▪ Capability 5: OWS5 (<357 bbl/hr or < 57m3/h)
Filter separator (SF)	Uses replaceable absorbents and gravity for easy separation. They are passive, physical separation systems designed for removal of oils, fuels and hydraulic fluids products from water.
Gravity coalescing separator (SGC)	The water/oil mixture enters the separator and is spread out horizontally, distributed through an energy and turbulence diffusing device. The mixture enters the media where laminar and sinusoidal flow is established and the oils impinge on the media surface. As oils accumulate they coalesce into larger droplets, rising upward through the pack corrugations until they reach the top of the pack, where they detach and rise to the water's surface. At the same time solids encounter the media and slide down the corrugations, falling into a hopper.
Gravity parallel plate separator (SPP)	Tilted plate packs are used in separators to improve the size and economy of the separator system. As corrugated plate packs are predominantly used, the tilted plate pack type separators are widely known as Corrugated plate interceptor or simply as CPI separators.
Simple gravity separator (SGS)	Water that has been contaminated with light fluids is kept in the separator for a certain period. Due to the lower specific weight, oil droplets rise to the surface. Treated water drains from the oil separator through a run-off. When a limited amount of light fluids is accumulated in the trap, the fluids are pumped through the entry shaft.
Stove pipe separator (SPS)	Features a pipe segment of standard pipe code dimension that acts as a long, slender separator. The pipe separator is especially suited for efficient oil-water separation in subsea applications. This innovative technology does much the same job as a conventional separator vessel for separating oil and water, but since the smaller pipe size withstands the external water pressure far better than a large vessel, it can also be used in very deep waters.
Pumps (P)	A device that moves fluids by mechanical action. Pumps can be classified into three major groups according to the method they use to move the fluid: direct lift, displacement and gravity pumps. Capability (gallons per minute (gpm) or cubic meters (m3)/minute) ▪ Capability 1: P1 (>10,000 gpm or > 38 cubic meters per minute) ▪ Capability 2: P2 (>5,000 gpm/19 cubic meters per minute or < 10,000 gpm/38 cubic meters per minute) ▪ Capability 3: P3 (>2,000 gpm/7.5 cubic meters per minute or < 5,000 gpm/19 cubic meters per minute) ▪ Capability 4: P4 (>400 gpm/1.5 cubic meters per minute or < 2,000 gpm/7.5 cubic meters per minute) ▪ Capability 5: P5 (<400 gpm or < 1.5 cubic meters per minute)

Bladeless (PB)	A pump that is bladeless and uses a substantially cylindrical outer cylinder to rotate inside a ridged inner chamber creating a boundary layer effect to move fluid.
Centrifugal (PC)	Fluid enters the pump impeller along or near the rotating axis and is accelerated by the impeller, flowing radially outward into a diffuser or volute chamber (casing), from where it exits.
Diaphragm (PD)	(Also known as a Membrane pump, Air Operated Double Diaphragm Pump or Pneumatic Diaphragm Pump) is a positive displacement pump that uses a combination of the reciprocating action of a rubber, thermoplastic or Teflon diaphragm and suitable valves either side of the diaphragm (check valve, butterfly valves, flap valves, or any other form of shut-off valves) to pump a fluid.
Gear/lobe (PG)	Uses the meshing of gears or lobes to pump fluid by displacement.
Peristaltic or hose (PPH)	A type of positive displacement pump used for pumping a variety of fluids. The fluid is contained within a flexible tube fitted inside a circular pump casing. A rotor with a number of "rollers," "shoes," "wipers," or "lobes" attached to the external circumference of the rotor compresses the flexible tube. As the rotor turns, the part of the tube under compression is pinched closed thus forcing the fluid to be pumped to move through the tube.
Piston (PP)	Positive displacement pump that consists of a cylinder in which a piston moves back and forth.
Progressive cavity/Archimedean screw (PS)	Positive displacement Archimedes design, hydraulically driven. They feature a rotating sealing plate wheel with replaceable sleeves.
Sliding shoe (PSS)	Self-priming positive displacement sliding-shoe pump provides exceptional suction performance, versatility, and constant capacity at varying heads, the ability to cope with rough conditions and to handle a great variety of liquids, viscous or free flowing, clean or dirty. It can run without harm during dry suction, is self-compensating for wear, and has a simple design with few working parts.
Vane (PV)	Used for liquid transfer applications from chemicals to liquefied gases. Vanes extend from slots in the rotor, sweeping liquid through a cam-shaped cavity. The vanes provide very low slip and high volumetric efficiency.
Remote Sensing (RS)	This generally refers to the use of aerial sensor technologies to detect and classify objects on Earth by means of propagated signals.
Airborne Automatic Identification System	An automatic tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations and satellites.
Airborne laser fluorosensor (ALF)	Relies on the tendency of oil to fluoresce under ultraviolet light. The system, carried on an aircraft, fires a laser that illuminates the sea surface with UV. Fluorescence is detected by a telescope and high efficiency sensors said to be about 1,000 times more sensitive than the human eye. The returning light is separated into a spectrum, converted into electrical signals, and fed into a data logging computer system along with position information. By analyzing the spectra, one can distinguish between light and heavy oils.
Autonomous underwater vehicle (AUV)	A robot that travels underwater without requiring input from an operator. AUVs constitute part of a larger group of undersea systems known as unmanned underwater vehicles, a classification that includes non-autonomous remotely operated underwater vehicles (ROVs) –controlled and powered from the surface by an operator/pilot via an umbilical or using remote control.
Electro optical/infrared camera (EOC)	This system generates information on phenomena that emit, absorb, or reflect electromagnetic energy in the infrared, visible light, or the ultraviolet spectra.

EO/IR video (EOV)	Provides the ability to transmit real-time, live data and meta-data (geo-referenced and time-stamped information) via satellite to anywhere on Earth and to record this data for later retrieval for analysis and evidentiary.
Fixed and floating oil spill detection buoys (OSB)	Provide real time initial oil spill detection so that resources can be immediately directed to sensitive areas for cleanup and containment operations.
Fixed oil detection sensor (FDS)	A device that detects the presence of oil within an area, often as part of an alert system.
Global positioning system (GPS)	This tracking device uses a space-based satellite navigation system that provides location and time information in all weather conditions, anywhere on or near the Earth where there is an unobstructed line of sight to four or more GPS satellites.
High-resolution digital photography camera (HRC)	Provides the capability of the sensor to observe or measure the smallest object clearly with distinct boundaries. Resolution depends upon the size of the pixel. With a given lens setting, the smaller the size of the pixel, the higher the resolution will be and the clearer the object in the image will be.
Line scanner: infrared/ultraviolet (LSI)	Operates in the 8.5-12.5µm region (IR) and in the 0.32-0.38 µm region (UV), provides high resolution imagery of oil spills and other features on the surface. IR data can be obtained both day and night providing information on the spreading of oil and also indicating the relative oil thickness within the oil slick.
Microwave radiometer (MWR)	A radiometer that measures energy emitted at sub-millimeter to-centimeter wavelengths (at frequencies of 1-1000 GHz) known as microwaves. Their primary application has been onboard spacecraft measuring atmospheric and terrestrial radiation, and they are mostly used for meteorological or oceanographic remote-sensing.
Multi-spectral camera (MSC)	Involves capturing images of a scene or object over multiple discrete wavelength bands and extracting spectral content from that data.
Oil spill detection by satellite (OSS)	Uses sensors mounted on a satellite to identify an oil spill under varying conditions.
Satellite imagery (SI)	Has many applications including oil spills. Images can be in visible colors and in other spectra. There are elevation maps, usually made by radar images.
Side-looking airborne radar (SLAR)	An aircraft- or satellite-mounted imaging radar pointing perpendicular to the direction of flight.
Specialized software (SS)	This software uses raw sensor information to create reports necessary to document any spill, response and cleanup efforts.
Synthetic Aperture Radar (SAR)	A form of radar which is used to create images of an object, such as a landscape. SAR is typically mounted on a moving platform such as an aircraft or spacecraft.
Thermal imaging (IR)	Also called an infrared camera, a device that forms an image using infrared radiation, similar to a common camera that forms an image using visible light.
Video systems (VS)	For visual documentation known as visual presenters, digital overheads, or docucams, are real-time image capture devices for displaying an object to a large. Like an opaque projector, a document camera is able to magnify and project the images of actual, three-dimensional objects, as well as transparencies. They are, in essence, high resolution web cams, mounted on arms so as to facilitate their placement over a page.
Shoreline Cleaners (SC)	The equipment used to remove oil from contaminated shorelines.
Manual cleaners (MAC)	The use of shovels, rakes, sorbents and hand pickup to clean areas of a beach and are used in areas where mechanical cleaning is impractical or would damage the environment.

Mechanical cleaners (MEC)	Include construction equipment such as graders and front end loaders. Also includes specialized equipment that is self-propelled or attached to tractors. ▪ Capability 1: MEC1 (graders/front end loaders) ▪ Capability 2: MEC2 (upper beach layer processor) ▪ Capability 3: MEC3 (beach rakes) ▪ Capability 4: MEC4 (oleophilic devices)
Oleophilic	Describes the affinity of a substance for oil.
Paddle belt conveyor (SCPC)	This design is capable of running at high angles greatly decreasing the conveyor system footprint.
Screening belt (SCS)	Used on dry sand and soft surfaces. The sand and waste are collected onto a vibrating screening belt, which leaves the sand behind. The size of the materials removed is governed by the size of the holes in the installed screen.
Sorbents rollers (SCR)	Hand-operated oleophilic mechanical cleaners developed for beach cleaning. A rolling drum collects oil from the beach.
Vacuum washers (SCV)	Systems that use vacuum and pressure washers for beach cleaning operations.
Washing (SCW)	A low-pressure high-volume water flushing technique that is used to remobilize and lift oil off a beach and back into containment boom at the water's edge. The oil is recovered inside the boom with a skimmer.
Sorbent Types (AB)	The materials that soak up liquids. Sorbent materials may be organic, inorganic, synthetic or a blend. They are oil attractive and water repellent. ▪ Capability 1: AB1 (roll, sheet, pad, blanket, web) ▪ Capability 2: AB2 (loose) ▪ Capability 3: AB3 (enclosed) ▪ Capability 3a: AB3a (pillows and socks) ▪ Capability 3b: AB3b (sorbent booms) ▪ Capability 3c: AB3c (sorbent sweeps) ▪ Capability 4: AB4 (ribbons, strips, pom-poms and open netting)
Specialist Vehicles (SV)	A diverse range of vehicles designed to operate in unique environments such as off-road, arctic ice, swamps, subsea or provide a unique capability such as a mobile command post.
All-terrain vehicle (ATV)	Also known as a quad, quad bike, three-wheeler, or four-wheeler, is defined by the American National Standards Institute (ANSI) as a vehicle that travels on low pressure tires, with a seat that is straddled by the operator.
Hovercraft, an air-cushion vehicle (ACV)	A craft capable of travelling over land, water, mud or ice and other surfaces. Hovercrafts are hybrid vessels operated by a pilot as an aircraft rather than a captain as with a marine vessel.
Remotely operated underwater vehicle (ROV)	Vehicles that are controlled by an operator who is not in the vehicle. These can be operated by radio signals, or through a cable or line connecting the vehicle to the operator's location.
Bombardier snowcat (BS)	An enclosed-cab, truck-sized, fully tracked vehicle designed to move on snow.
Snowmobile (SNO)	Also known as a sled or a snow machine, a snowmobile is a land vehicle designed for winter travel on snow. It is designed to be operated on snow and ice.
Vacuum truck (VT)	A tank truck with a heavy duty vacuum designed to pneumatically load solids, liquids, sludge or slurry through suction lines typically 2-4" in diameter with 3" being the norm. The typical pump used in the industry is the rotary vane vacuum pump. ▪ Capability 1: VT1 (>120 bbl or > 14 m3) ▪ Capability 2: VT2 (> 70bbl or 8m3 < 120 bbl or 14 m3) ▪ Capability 3: VT3 (<70 bbl or 8 m3)
Subsea equipment (SE)	The focus is on subsea capping stacks that are part of the oil and gas industry's emergency preparedness toolbox in the event of a subsea spill at a wellhead.

2D sonar "Blue View" (2D)	Delivers crisp, real-time high-resolution sonar imagery for underwater navigation, monitoring, target tracking, and more.
3D sonar "Blue View" (3D)	Mechanical scanning sonar that creates high resolution imagery of underwater areas, structures and objects. The compact, lightweight units are easily deployed on a tripod or an ROV.
Capping stack (toolbox) (CST)	These are the "tools" associated with readying and deploying the capping stack that include running tools, subsea dispersant hardware, subsea hydraulic power units and the capping stack.
Debris clearing equipment packages (DCE)	Include subsea shears that provide the cutting capability of tubular and structural members. The shears can be used for activities like cutting bent or broken riser, shearing pipe or clearing an area to prepare for capping stack activities. In addition to the shears, ROV utility cutting tools are used for light debris removal and site preparation for the capping stack installation.
Deep-water well capping stacks (CS)	Designed to handle deep, higher-pressure wells and would be used in the event a blowout preventer is ineffective. ▪ Capability 1: CS1 (working pressure 15,000 psi) ▪ Capability 2: CS1 (working pressure 10,000 psi
High pressure/high volume (HPA) **accumulator**	Provide localized hydraulic power to function the equipment that may be employed during the response operations. Multiple options for subsea hydraulic power may be provided. This tooling may also be used to conduct secondary operation of the primary BOP. ▪ Capability 1: HPA1 (working pressure 15,000 psi) ▪ Capability 2: HPA2 (working pressure 10,000 psi)
Manned submarine (MS)	A small vehicle designed to operate underwater. The term submersible is often used to differentiate from other underwater vehicles known as submarines in that a submarine is a fully autonomous craft, capable of renewing its own power and breathing air, whereas a submersible is usually supported by a surface vessel, platform, shore team or sometimes a larger submarine.
Remotely operated underwater vehicle (ROV)	A tethered underwater vehicle. They are common in deep water industries such as with offshore hydrocarbon extraction. ROVs are unoccupied, highly maneuverable, and operated by a crew aboard a vessel.
Subsea dispersant hardware toolboxes (SDT)	Include all required hardware to facilitate the application of dispersants subsea. Key components include the coiled tubing routing manifold, subsea distribution manifold and subsea hose deployment reel with application and routing hose.
Autonomous underwater vehicle (AUV)	Also known as unmanned underwater vehicles, AUVs can be used to perform underwater survey missions such as detecting and mapping submerged wrecks, rocks and obstructions that pose a hazard to navigation for commercial and recreational vessels.
Temporary Storage (TSC)	This is additional oil storage that is in reserve in the event that the skimming vessel's onboard storage tank has reached capacity.
Barges (TB) (heated/not heated)	Used for the carriage of recovered oil from a spill. Oil spill recovery barges are constructed of steel or aluminum with multiple tanks. ▪ Capability 1: TB1 (>50,000 bbl or 5,780 m3) ▪ Capability 2: TB2 (>10,000 bbl or 1,156 m3 <50,000 bbl or 5,780 m3) ▪ Capability 3: TB3 (>1,000 bbl or 116 m3 <10,000 bbl or 1,156 m3) ▪ Capability 4: TB4 (<1,000 bbl or 116 m3)
Fixed facility tank (FT) (heated/not heated)	Containers that hold liquids, compressed gases or mediums used for short- or long-term storage. ▪ Capability 1: FT1 (>24,000 bbl or 2,775 m3) ▪ Capability 2: FT2 (>12,000 bbl or 1,388 <24,000 bbl or 2,775 m3) ▪ Capability 3: FT3 (>6,000 bbl or 694 m3 <12,000 bbl or 1,388 m3) ▪ Capability 4: FT4 (>3,000 bbl or 347 m3 <6,000 bbl or 694 m3) ▪ Capability 5: FT5 (<3000 bbl or 347 m3)

Stationary tanks (ST) (heated/not heated)	Can be used onshore or on the decks of response vessels. They include open pools, open, inflatable pools and pillow tanks. They are lightweight and compact. ▪ Capability 1: PS1 (>2,000 bbl or 231m3) ▪ Capability 2: PS2 (>500 bbl or 58 m3 <2,000 bbl or 231 m3) ▪ Capability 3: PS3 (>200 bbl or 23 m3 <500 bbl or 58m3) ▪ Capability 4: PS4 (<200 bbl or 23 m3)
Tank ship (TS)	A merchant vessel designed to transport liquids or gases in bulk. Major types of tank ship include the oil tanker, the chemical tanker and gas carrier. ▪ Capability 1: TS1 (>24,000 bbl or 2,775 m3) ▪ Capability 2: TS2 (>12,000 bbl or 1,388 <24,000 bbl or 2,775 m3) ▪ Capability 3: TS3 (>6,000 bbl or 694 m3 <12,000 bbl or 1,388 m3) ▪ Capability 4: TS4 (>3,000 bbl or 347 m3 <6,000 bbl or 694 m3) ▪ Capability 5: TS5 (<3000 bbl or 347 m3)
Tank truck (TT) (heated/not heated)	Tanker truck or petrol tanker is a motor vehicle designed to carry liquefied loads, dry bulk cargo or gases on roads. The largest such vehicles are similar to railroad tank cars that are also designed to carry liquefied loads. ▪ Capability 1: TT1 (>120 bbl or 14 m3) ▪ Capability 2: TT2 (>70 bbl or 8 m3 <120 bbl or 14 m3) ▪ Capability 3: TT3 (<70 bbl or 8 m3)
Towable tanks (TOW) (e.g. bladders, dracones)	Normally used for oil spill recovery and temporary storage of oil on water. ▪ Capability 1: TOW1 (>2,000 bbl or 231m3) ▪ Capability 2: TOW2 (>500 bbl or 58 m3 <2,000 bbl or 231 m3) ▪ Capability 3: TOW3 (>200 bbl or 23 m3 <500 bbl or 58m3) ▪ Capability 4: TOW4 (<200 bbl or 23 m3)
Portable tanks (PS)	Containers that can hold liquids. Designed primarily to be loaded onto, or on, or temporarily attached to a transport vehicle or ship and equipped with skids, mountings, or accessories to facilitate handling of the tank by mechanical means. ▪ Capability 1: PS1 (>2,000 bbl or 231m3) ▪ Capability 2: PS2 (>500 bbl or 58 m3 <2,000 bbl or 231 m3) ▪ Capability 3: PS3 (>200 bbl or 23 m3 <500 bbl or 58m3) ▪ Capability 4: PS4 (<200 bbl or 23 m3)
Vessels (non-skimming) (VSL)	The category represents the entire range of vessels that may be engaged in supporting spill activities but these vessels are not equipped with oil removal capability. ▪ Capability 1: VSL1 (>12,001 brake horsepower (bhp)) ▪ Capability 2: VSL2 (>1,001 bhp, <12,000 bhp) ▪ Capability 3: VSL3 (>101 bhp, <1,000 bhp) ▪ Capability 4: VSL4 (<100 bhp)
Crane barge (CB)	A crane vessel, crane ship or floating crane is a ship with a crane specialized in lifting heavy loads. The largest crane vessels are used for offshore construction.
Deck barge (DB)	Used to transport heavy or oversize cargoes mounted to its top deck instead of inside a hold. Machinery, appliances, project cargoes and even recreational vehicles move on deck barges.
Hotel barge (HB)	A floating vessel equipped with accommodations.
Jon boat (SKF)	A flat-bottomed boat constructed of aluminum, fiberglass, or wood with one, two, or three bench seats.
Landing craft (LC)	A boat with a flat bottom that opens at one end and is used to transport personnel and/or equipment onto/off beaches.
Offshore supply vessel (OSV) (rig tender/anchor handling)	A ship specially designed to supply offshore oil platforms. These ships range from 20 to 100 meters in length and accomplish a variety of tasks. The primary function for most of these vessels is transportation of goods and personnel to and from offshore oil platforms and anchors handling.
Trawler (TR)	Any of various types of vessels used in fishing with a trawl net.

Tugboat (TUG)	A boat that maneuvers vessels by pushing or towing them. Tugs move vessels that either should not move themselves, such as ships in a crowded harbor or a narrow canal, or those that cannot move by themselves, such as barges, disabled ships, log rafts, or oil platforms.
Utility workboat (WB)	A boat used for work purposes (as commercial fishing and ferrying supplies) rather than for sport or for passenger or naval service.
Utility work platform (WP)	A boat with a flat deck used work purposes.
Vessels (OSRV/VOSS) (skimming)	This category represents the entire cross section of vessels that are equipped with tools to collect, recover and store oil onboard, including purpose-built vessels with skimming equipment that is permanently installed into the hull. These are called Oil Spill Response Vessels (OSRVs). Additionally, complete skimming systems called Vessel of Opportunity Skimming Systems (VOSS) are included in this category. The VOSS can turn a wide range of vessels, such as fishing boats and offshore supply vessels, to name two, into oil recovery platforms. There is a broad range of skimming technology that can be used to recover oil. See those listed below. Portable skimming systems (SK) are predominately used when working onshore or near-shore environments where a vessel is not required. Vessel capabilities ▪ Capability 1: OSRV/VOSS1 (Vessel>100 feet or 30 meters) ▪ Capability 2: OSRV2/VOSS2 (Vessel >50 feet or 15 meters <100 feet or 30 meters) ▪ Capability 3: OSRV3/VOSS3 (Vessel >30 feet or 9 meters <50 feet or 15 meters) ▪ Capability 4: OSRV4/VOSS4 (Vessel <30 feet or 9 meters) Portable skimming system capabilities ▪ Capability 1: SK1 (>417 bbl/hr or 66 cubic meters (m3)/hr pump capacity) ▪ Capability 2: SK2 (>120 bbl/hr or 19 m3/hr, <417 bbl/hr or 66 m3/hr pump capacity) ▪ Capability 3: SK3 (>20 bbl/hr or 3 m3/hr, <120 bbl/hr or 19 m3/hr pump capacity) ▪ Capability 4: SK4 (<20 bbl/hr or 3 m3/hr pump capacity)
Advancing weir skimmer (AWS)	A variation of the weir skimmer in that forward motion provides flow into the skimmer.
Boom skimmer (BOS)	Includes any device that has the skimmer incorporated in the face of the containment boom, regardless of the skimmer type.
Brush skimmers (BRS)	Oleophilic skimmers that pick up oil on the bristles of a brush.
Disc skimmers (DIS)	Rely on adhesion of oil to the surface of discs rotated through oil/water interface. The oil adheres to the surface and is removed by scrapers mounted on both sides of each disc.
Drum skimmer (DRS)	Uses adhesion of oil to the surface of a cylindrical drum for recovery. As the skimmer drum is rotated through the slick, oil adheres to the surface of the drum and is scraped off.
Fixed or flexible skimming arms (FIS)	Make up a skimming system consisting of rigid framed arms deployed on each side of a vessel that consists of pontoon to provide buoyancy, a smooth face, and a hydraulically adjustable mounted weir skimmer. The movement of the vessel forward draws the arm against the hull to create a collection point for free oil directed to the weir by the arm face.
Fixed submersion plane skimmer (FPS)	Presents a fixed angled plane to the oil/water interface as the skimmer is advancing through the slick. The angled plane causes the oil/water mixture to be submerged and the buoyant oil floats up into a collection well.
Induced flow (water jet) weir skimmer (IWS)	Uses a series of water jets positioned just below the water surface to create a current that induces the flow oil to the weir.
Paddle belt skimmer (PBS)	Uses a series of paddles, attached to a belt, to lift oil out of the water. The basic concept includes a series of paddles that draw a wedge of oil and water up a ramp. The paddles move the fluid over the top of the incline and into a sump where it is pumped off.

Rope mop skimmer (RMS)	Employs long, continuous loops of oleophilic material that float on water. A roller/wringer mechanism wrings the oil into a sump.
Sorbent belt skimmer (SBS)	Uses an oleophilic belt to recover oil. The belt is positioned at an angle to the water, and passes through a set of rollers where the oil is removed by scraping and/or squeezing.
Submersion moving plane skimmer (MPS)	A moving plane, typically a conveyor-belt like material. The angle plane causes the oil/water mixture to be submerged and the buoyant oil floats up into a collection well.
Suction skimmer (SUS)	Includes any simple suction head used on a vacuum truck hose or portable pump.
Weir skimmer (WS)	Includes any weir device that uses gravity to drain oil off the surface of the water.
Personnel (O)	The body of persons employed by or active in an organization, business, or service as it relates to an oil spill.
Aerial Observer (AO)	Should be trained in the protocols of oil spill reporting and assessment, including estimation of slick size, thickness, and quantity. Observation personnel should be trained in the use of assessment techniques in ASTM F1779-08, and familiar with the use of pertinent guides.
Aircraft Pilot (APL)	A licensed aviator who actively and directly operates the directional flight controls of an aircraft while in flight.
Assistant Salvage Officer/Engineer (ASOE)	Supervises coordinates activities of workers engaged in marine salvage in carrying out the salvage plan.
Communications Specialist (COS)	Is responsible for assessing overall needs and developing the Communications Plan, obtaining frequencies, installation, operation, and maintenance of the communications system during incident operations.
Dispersant Ground Support Team (DGS)	The trained personnel who operate the ground support transfer system.
Diving Supervisor (DIS)	The professional diving team member who is directly responsible for the diving operation's safety and the management of any incidents or accidents that may occur during the operation; the supervisor is required to be available at the control point of the diving operation for the diving operation's duration.
Diver (DI)	A professional diver requires specific training that satisfies any regulatory agencies which have local authority, such as US Occupational Safety and Health Administration, United Kingdom Health and Safety Executive or South African Department of Labor. Due to the dangerous nature of some professional diving operations, specialized equipment such as an on-site hyperbaric chamber and diver-to-surface communication system is often required by law.
Safety Officer (SO)	Participates in the design, implementation and maintenance of health, safety and environmental programs and associated quality assurance policies and regulations.
Incident Management Team (IMT)	A term used in the United States of America to refer to a group that responds to an emergency. Although the primary purpose of an Incident Management Team is for wildfire response, an IMT can respond to a wide range of emergencies, including fires, floods, earthquakes, hurricanes, tornadoes, tsunami, riots, spilling of hazardous materials, and other natural or human-caused incidents. ▪ Capability 1: IMT1 (Highly Complex National or Int'l Interest) ▪ Capability 2: IMT2 (Very Complex Regional to National Interest) ▪ Capability 3: IMT3 (Non-Routine Local Interest)

Laborer (LAR)	Responsible for the majority of the physical labor performed on the job. ▪ Capability 1: HC1 (>40 hour HAZWOPER Cert.) ▪ Capability 2: HC2 (40 hour HAZWOPER Cert.) ▪ Capability 3: HC3 (24 hour HAZWOPER Cert.) ▪ Capability 4: HC4 (8 hour HAZWOPER Cert.) ▪ Capability 5: HC5 (no safety training)
Marine Pilot (MAP)	A mariner who maneuvers ships through dangerous or congested waters, such as harbors or river mouths, and completes the berthing/unberthing operation of the ships by controlling the ship's maneuverability directly and the tug's and shore linesmen through a radio.
Naval Architect/ Engineer (NAE)	An engineer discipline dealing with the design, construction, maintenance and operation of marine vessels and structures.
Office Administration (OAD)	Deals with activities related to financial planning, billing and recordkeeping, personnel, and physical distribution and logistics within an organization.
On-Scene Coordinator/ Commander (OSC)	Responsible for providing access to federal resources and technical assistance. Coordinates all federal containment, removal, and disposal efforts and resources during an oil or HAZMAT incident
Operators/ Technicians (OPR)	Install, set up and operate equipment. They are responsible for the safekeeping of the equipment and maintenance of equipment so that it is always in good working condition.
Rigger, Fitter, Equipment Operators (RIG)	Represent specialized labor that operate, repair and place equipment in order to conduct service jobs following accepted procedures according to company safety standards.
Salvage Foreman (SF)	Reports to the Salvage Master. Responsible to ensure that Salvage Operations are executed according to established plans, by providing feedback in the planning processes, by ensuring that Operators are trained and understand operational requirements, and by ensuring that safety rules and engineered plans are followed in Operations.
Salvage Master (SAM)	Positions require experience in naval architecture and project management, as well as extensive experience at sea due to the complex nature of the work. Becoming a Master Mariner is attained by a combination of sea-time and study, progressing through the officer ranks. Experience in handling dangerous goods is also required.
Salvage Officer/Engineer (SOE)	Provide the technical leadership in Diving and Salvage and are responsible for all aspects of ocean engineering, including salvage, underwater ship repair, towing, and diving/salvage equipment development and procurement.
Shoreline Cleanup and Assessment Technique (SCAT) **Team**	Trained in techniques, procedures, and terminology of shoreline assessment. Team members have a thorough understanding of the response goals and objectives and will consider safety concerns in cleanup recommendations.
Specialist Advisor: Firefighter, Chemical Advisor, Pollution Control Advisor (THSP) or (SME)	Technical specialists in dealing with their subject matter. They provide advice based on their education and experience backgrounds.
Supervisor (SUP)	A person who directs a person or an activity.