San Francisco Bay Potential Places of Refuge (PPOR) for Vessels in Distress

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Effects of Oil on Wildlife Conference
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Background

- Multiple vessels have sustained catastrophic structural failure at sea
- M/T PRESTIGE - Tank ship off coast of Spain in 2002

Policy

- G-MOR Memo, February 2005
- COMDTINST 16451.9, U.S. Coast Guard Places of Refuge Policy, July 2007
- Provide stakeholders a framework for planning, preparedness, and response with respect to potentially polluting ships in need of assistance.
- Area Contingency Plan (ACP)

PPORs

- POTENTIAL Places of Refuge (PPORs)
  - Vessel in distress notifies Captain of the Port (COTP) of need for place of refuge
  - Sites pre-identified that might serve as temporary refuge
  - Information will guide USCG to location decision during actual incident
  - Incident specific for particular vessel with fewest impacts to human safety and environment

Participation – PPOR Subcommittee

FEDERAL
- USCG
- National Oceanic and Atmospheric Administration (NOAA)
  - National Marine Sanctuaries
  - National Marine Fisheries Service
- Department of the Interior
  - National Park Service
  - U.S. Fish & Wildlife Service

STATE
- California Department of Fish & Game - Office of Spill Prevention and Response
- California Coastal Commission
- Bay Conservation and Development Commission
- California State Parks

LOCAL
- San Francisco Bar Pilots Association
- Port of San Francisco
- Port of Oakland
- Port of Richmond
- East Bay Regional Park District

PPOR Subcommittee Process

- Creation of PPOR Database (USCG/OSPR)
- Identification of 96 candidate PPOR sites for deep, medium and shallow draft vessels
- Focused on 22 deep draft sites (25-60 ft draft)
  - 11 Anchorages and 11 Dockages
- Navigational and geographical data was obtained from San Francisco Bar Pilots and NOAA
- USCG provided economic and demographic information
- CDFG-OSPR coordinated sensitive resource information
Resources Workgroup Process

- Workgroup tasked with providing detailed natural/historic/cultural/aquaculture resource information for 22 deep draft PPOR sites
- Sources for sensitive resource data included:
  - Environmental Sensitivity Index (ESI) Maps
  - ACP sensitive site information
  - Resource Trustee input

Natural Resources

- Threatened and Endangered Species (TAES)
- Keystone Non-protected (Non-TAES) Species

Other Resources

- Historical/Cultural (not identified by type or location)
- Economic Impact on Commercial Fishing and Aquaculture

Resources Workgroup Process

- NOAA Trajectory Analysis Planner (TAP) Model simulations
- Geographic Information System (GIS) maps generated for PPOR site clusters and ACP sensitive sites
- Site data entered into PPOR Database
- PPOR Database output to Resource Trustees for review and comment
PPOR Lessons Learned

PPOR UNIT FORMATION:

- Timing
- Composition
  - USCG Officer
  - Environmental Unit Specialist (Planning)
  - Salvage Unit Specialist (Operations)
  - Local Government Specialist (Liaison)
  - Resource Trustees
### PPOR Lessons Learned

#### USEFULNESS OF PPOR TOOLS:
- Alaska PPOR Model (+)
- USCG PPOR Job Aid (Tucci Tool) (Δ)
- PPOR Database
  - Navigational and Site Information (+)
  - Natural Resource Information (+/Δ)

#### PPOR OUTREACH EFFORTS:
- Federal (RRT)
- State (SIOSC)
- Local Government (Ports, Cities)
- Spill Management Teams
- Petroleum Industry
- Oil Spill Response Organizations (OSROs)
- Resource Trustees/Managers
- Other Stakeholders

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### Summary

- Process for COTP to use in the event of PPOR incident
- Important for maritime industry to understand immediate notification to COTP necessary for vessels in distress
- Decision made in consultation with relevant stakeholders through PPOR Unit
- Implementation Guidance based on “Lessons Learned”