



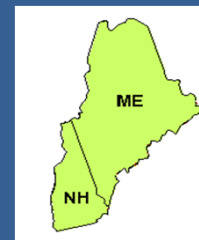
# PENOBSCOT BAY 2020 Table Top Exercise After Action Highlights



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# Penobscot Bay Table Top Ex

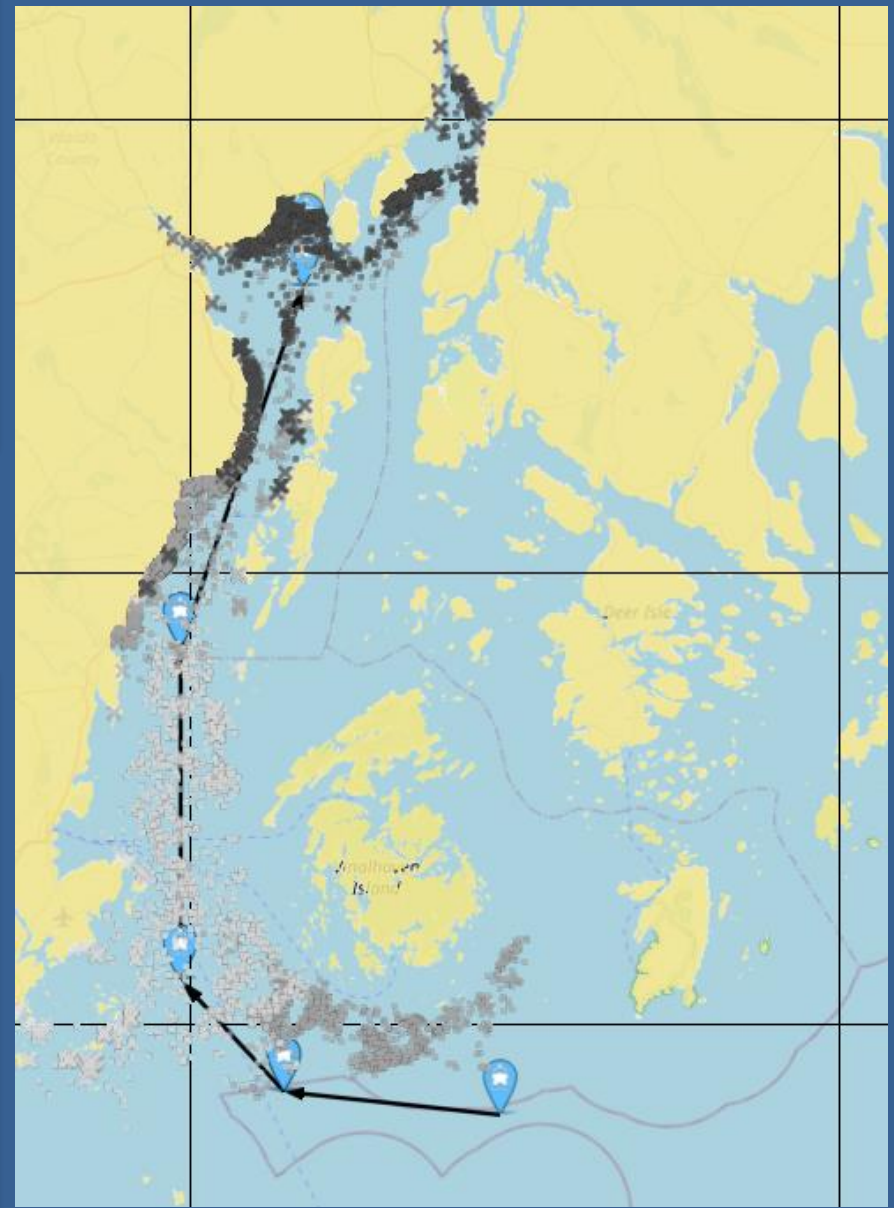


- October 8, 2020
- Facilitated Discussion via Zoom
- Worst case oil spill scenario
- 15 agencies
- Irving and Kirby



# Exercise Scenario

1. T/V K WERDNA with capacity of 262,469 barrels of Diesel transiting into Sprague Terminal in Searsport, Maine during storm conditions.
2. At 0325 approaching tugs noticed a strong odor and heavy slick and sheen emanating from the T/V .
3. Sounding tanks – vessel missing 6,500 bbls. Appears to have touched bottom near Snippershan Ledge in transit
4. USCG SNNE and ME DEP notified at 0340. Reports coming in from Rockport, Belfast and Isleboro
5. Weather: Overcast, high 58, 2 knots wind, High T: 0439



# Exercise Modules

Module I: Initial Mobilization (Hours 0 – 2)

Module II: First Day (Hours 2 – 24)

Module III: Public/External Affairs

Module IV: Additional Challenges

- Severe Winter Weather
- COVID-19 Safety Risks/Restrictions

# Module I: Initial Mobilization (hours 0-2)

## Pluses

1. Agencies/PROPAC/Pilots/Industry have comprehensive initial response plans (QRC/VRP/FRP) for responding to a major spill. These include notifications, assessment, requests for additional resources.
2. Detailed Geographic Response Strategies available for all priority environmental resources in area with clear directions for deployment
3. Significant response equipment is readily available in the Pen Bay region from ME DEP, PROPAC and contractors.
4. Strong working relationships exist between SNNE, ME DEP, Pilots, other agencies, PROPAC and industry that enhances unity of effort.

## Areas For Improvement

1. Training for Rapid Assessment Teams in use of Survey 123
2. There are a limited number of tugs in the Belfast area. Priority may need to be given to deploying a tug to the ME DEP recovery barge.

# Module II: First Day (hours 2-24)

## Pluses

1. Agency and industry participants were well versed in the Incident Command System Operational Planning process that would be used to establish incident objectives, tasks, Incident Management Team and the Incident Action Plan.
2. U Maine Hutchinson center would likely offer a suitable ICP location.
3. OSROs and contractors have a vast amount of workboats and boom that could be cascaded into the area in 3-12 hours.
4. Irving/Kirby would promptly mobilize national and international IMT members and bring their insurance reps who would provide expertise and sufficient funding to quickly approve purchase orders.
5. Waldo County has an agreement with the Hutchinson Center, can hold 24 people in county EOC, has lists of candidate ICPs/mobile ICP.
6. The NG Armory in Belfast would provide ideal rehab facility – armory in Brewer also alternative. Game Wardens can provide overflight. Tri-State Bird Rescue contracts would be employed.

# Module II: First Day (hours 2-24)

## Areas For Improvement

1. Impacts to the varied Penobscot Bay waterways users would be significant from this type of a worst-case scenario. Need to identify appropriate representatives from fishing industry to liaison with impacted stakeholders.
2. Need to clarify process for notifying aquaculture operators.
3. Offshore boom is in limited supply (NRC has 6,000') as is floating storage capacity.
4. Fisherman in Belfast area are just bringing in their gear in early Oct – so the spill will interfere with their activities.
5. Quicker access to Canadian Aircraft may be helpful for large area surveillance with specialize imaging equipment.
6. U Maine ICP untested and lack specific plans for ICP standup.



# Module III: Public/External Affairs

## Pluses

1. County EMA engaged and recognize need to keep coastal property owners informed since they would have high level of concern.
2. Liaison Officer had developed a good informal plan for reaching out and keeping stakeholders informed of incident status.
3. Do have a media Public Information Plan and press release templates that were successfully exercised.
4. Kirby and Irving would both have public affairs teams who could help staff the JIC. Public affairs support also available from D1/PIAT.

## Areas For Improvement

1. Don't have a formal Stakeholders Engagement Plan/VIP plan template.
2. Maine's Public Affairs reps have limited experience supporting spill response operations.

# Module IV: Winter Weather and COVID-19 Challenges

## Pluses

1. ME/NH AC has discussed additional safety measures that would need to be taken to ensure worker safety during COVID-19 response including social distancing, minimizing ICP staffing, providing reach back to socially distanced support staff, enhanced comms.
2. Irving, Kirby and contractors also have pandemic plans/PPE that follow CDC and other guidelines.
3. Hutchinson Center provides space for socially distanced ICP.

## Areas For Improvement

1. PROPAC and local Irving terminal has limited ability/gear to respond during winter weather.

# Questions/Comments?

