

NOAA Marine Debris Program Emergency Response Mission

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April 2019





NOAA Marine Debris Program

Established in **2006** by Congress as the federal lead for marine debris

Vision: the global ocean and its coasts free from the impacts of marine debris

Mission: to investigate and prevent the adverse impacts of marine debris



Photo: NOAA





Photo: NOAA



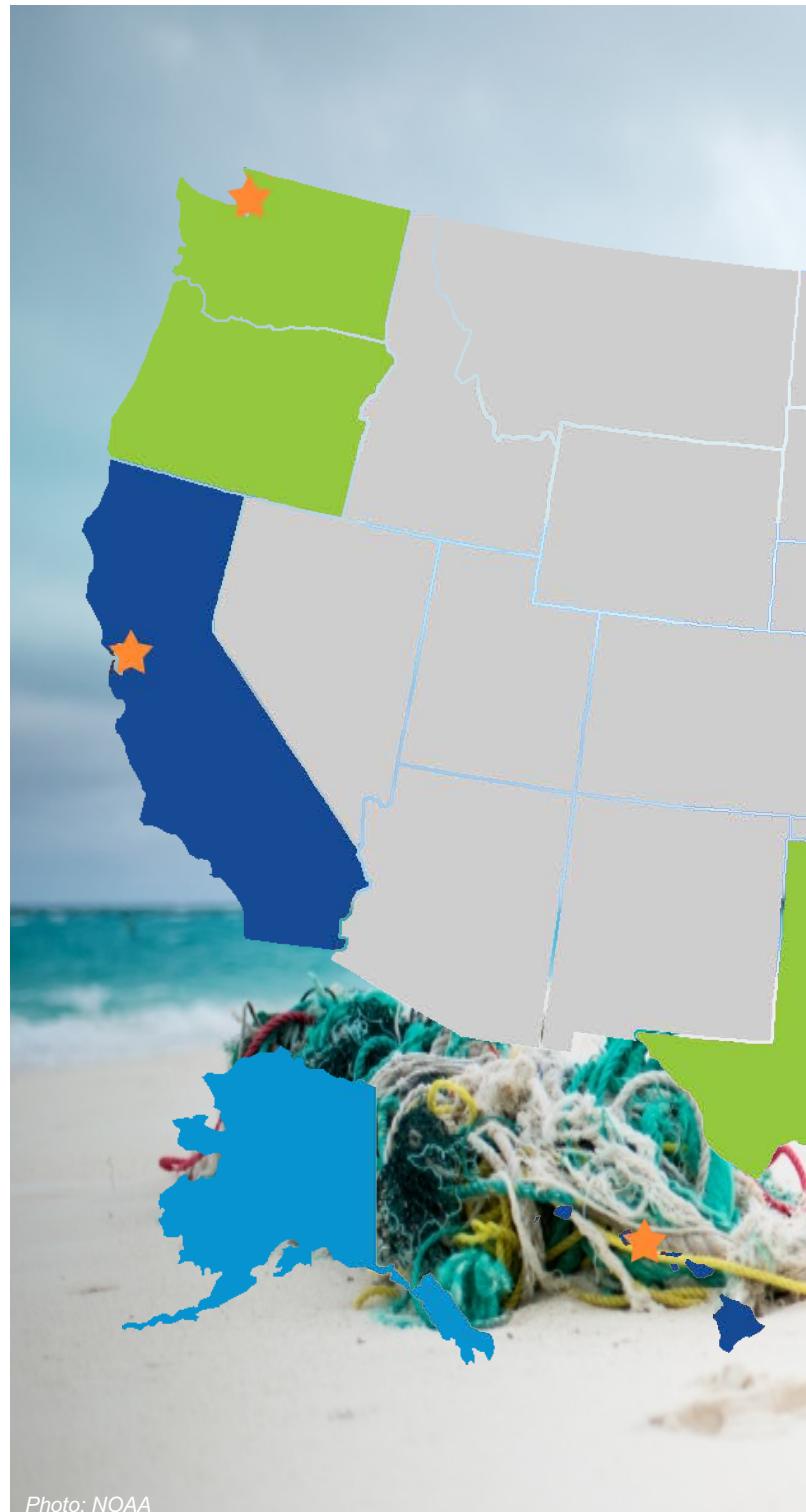


Photo: NOAA





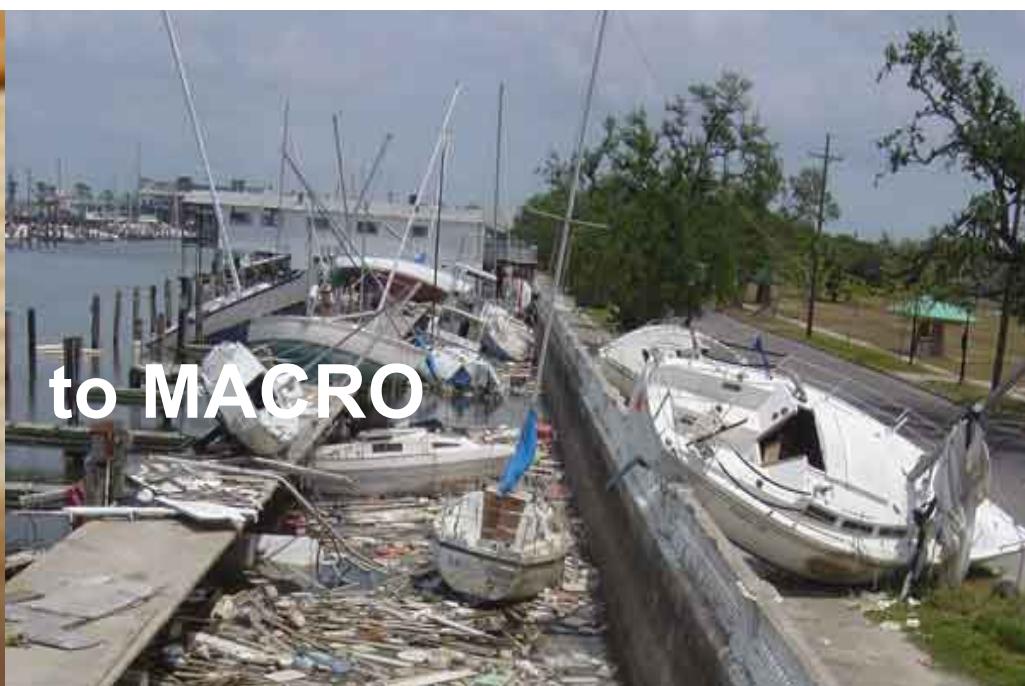
What is Marine Debris?

“any **persistent solid material** that is manufactured or processed and directly or indirectly, intentionally or unintentionally, disposed of or abandoned **into the marine environment or the Great Lakes.**”





From MICRO



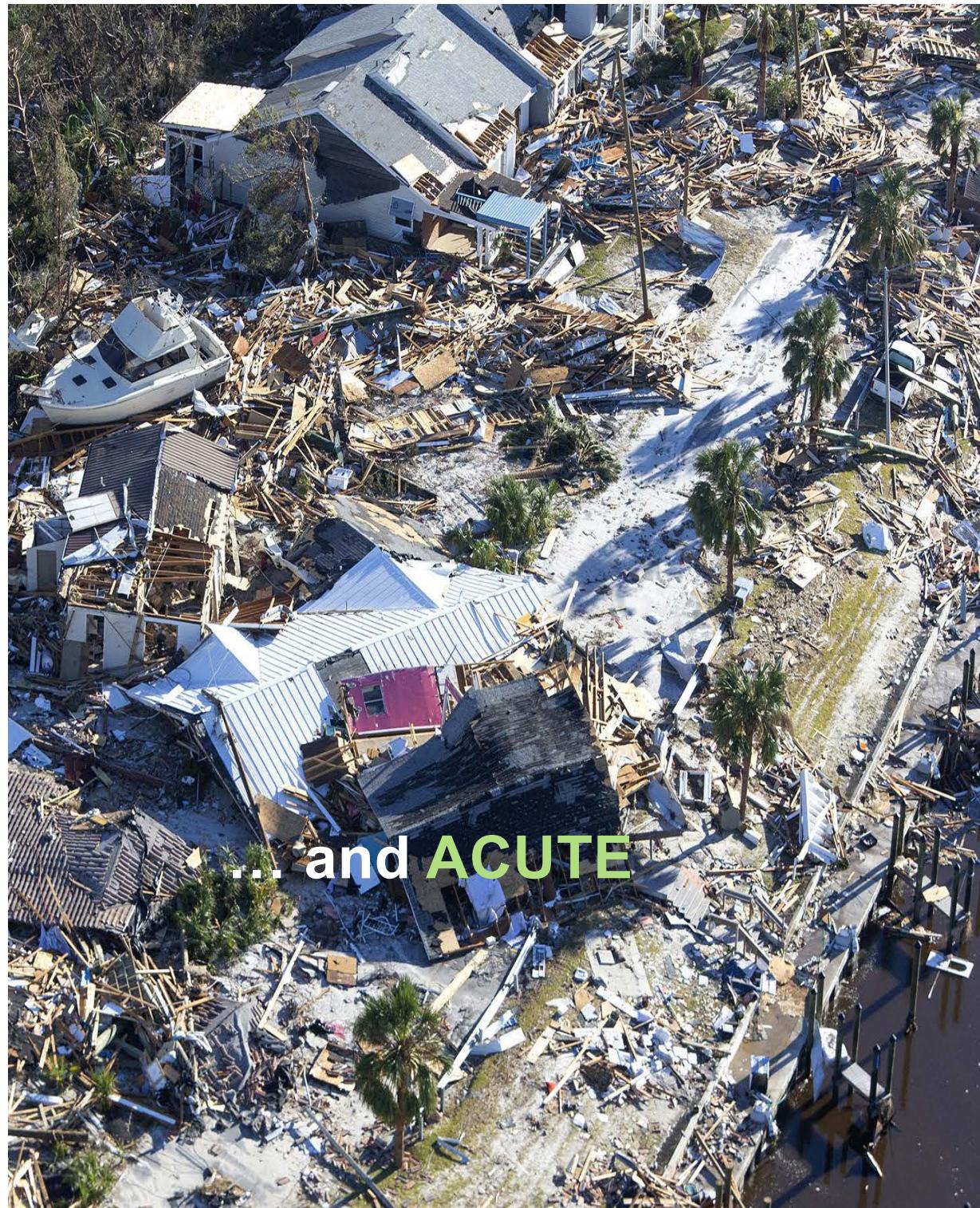
to MACRO



Both CHRONIC...

- Littering
- Storm Drains
- Illegal Dumping
- Fishing/Boating Activities
- Offshore Industry
- Aquaculture





Program Pillars

- Prevention
- Removal
- Research
- Regional Coordination
- Emergency Response
- International Engagement

Photo: NOAA



Program Pillars

- Prevention
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Photo: NOAA



MDP: Response History

Case-by-case:

- **Hurricanes Katrina and Rita (2005)**
- **American Samoa Tsunami (2009)**
- **Japan Tsunami (2011)**
- **Super Storm Sandy (2012)**
- **Hurricanes Harvey, Irma, and Maria (2017)**
- **Hurricanes Florence, Yutu, and Michael (2018)**

Funding and support for:

- **Mapping and surveying**
- **Risk assessments**
- **Model trajectories**
- **Remove debris**





MDP: Response History

2012: Amendments to the
Marine Debris Act

*Includes specific language on
response mandate*

2014: Regional Response
Planning Project

*Working with relevant agencies to
create **Regional Response Guides***

Marine Debris Response Guides

- Focus on **waterway debris**
- Info in a single location
Local-state-federal-private
- Clarify organization roles
Waterway jurisdiction/ownership
- Not all states have a lead agency or funding
- Target audience: All levels of government, responders

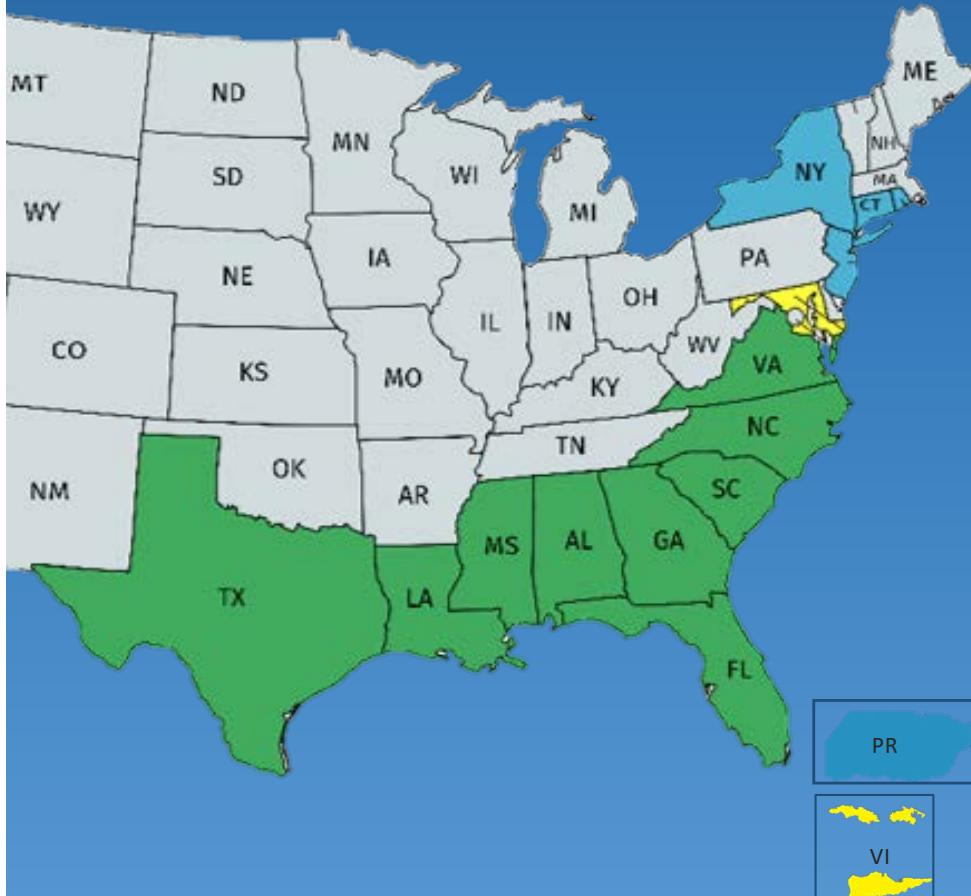


National Project Status

9 Published & Complete

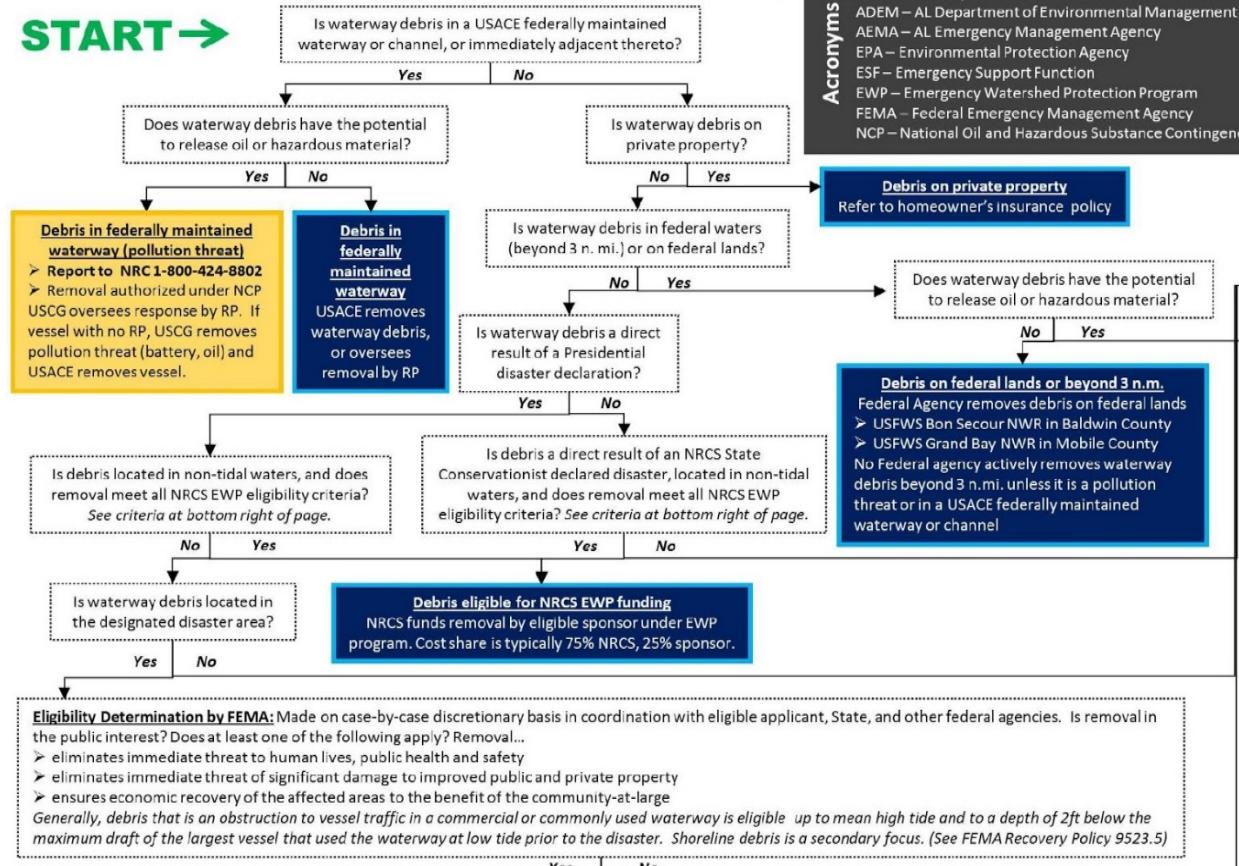
2 In Development

5 Passive Research Complete

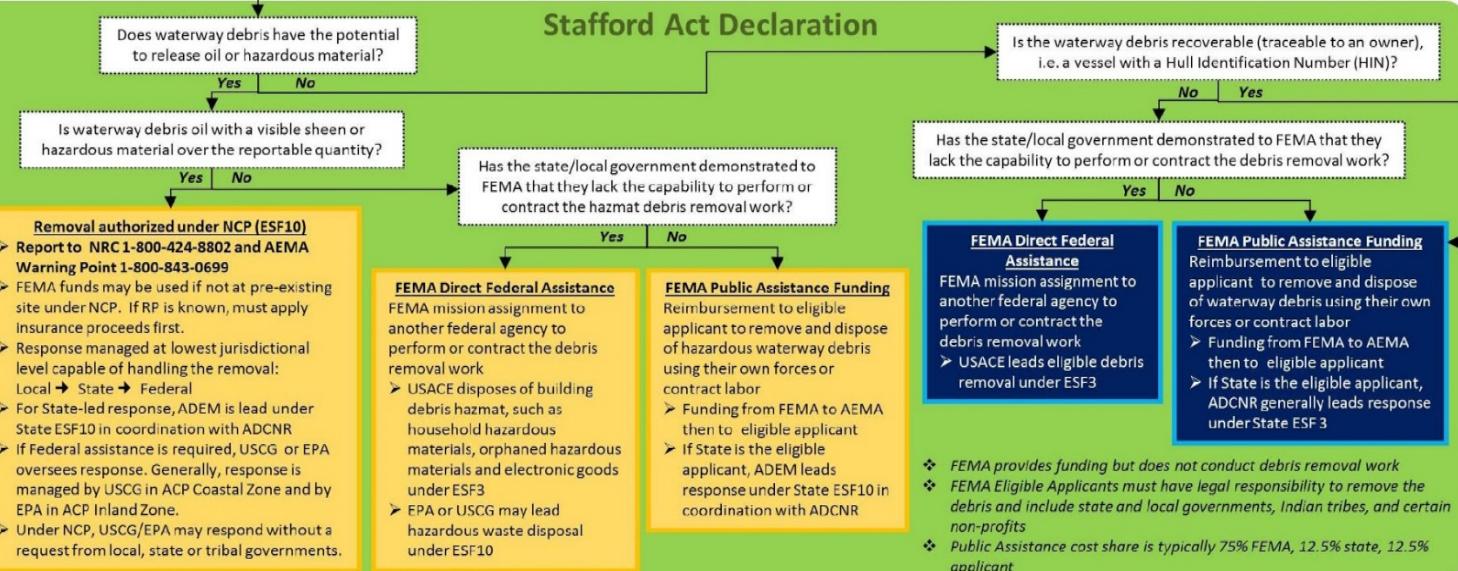


Alabama Incident Waterway Debris Response Action Flowchart

START →



Stafford Act Declaration



EWP Eligibility Determination by NRCS

- Result of Presidential or NRCS State Conservationist declared disaster
- Waterway debris is not in coastal or tidally-influenced waters
- Waterway debris is result of natural disaster
- Recovery measures are for runoff retardation or erosion prevention
- Waterway debris is a threat to life and/or property
- Event caused a sudden impairment in the watershed
- Imminent threat was created by this event
- Have economic, environmental, and social documentation adequate to warrant removal action
- Proposed removal action is technically viable

Recoverable debris in state/local waters, Stafford Act declaration

- State of Alabama has no derelict vessel law and does not require a title for boat ownership or insurance
- Alabama Marine Police may assist ADCNR (or the eligible applicant) in identifying and contacting owner
- If owner is found, apply insurance proceeds and owner takes vessel
- If no owner is found or if the owner is found but there is no insurance on the property and the owner surrenders rights, FEMA may reimburse applicant for removal

ources NRC – National Response Center
NRCS – Natural Resources Conservation Service
NWR – National Wildlife Refuge
RP – Responsible Party (Owner, Operator, Lessee)
USACE – U.S. Army Corps of Engineers
USCG – U.S. Coast Guard
USFWS – U.S. Fish and Wildlife Service

- Response action for waterway debris that has the potential to release oil or hazardous material
- Response action for waterway debris that is not oil or a hazardous material

Waterway Debris/Incident Waterway Debris: Any solid material, oil or hazardous material that enters a waterway following an acute release incident and poses a threat to the natural or man-made environment. This may include shoreline debris and debris in some inland, non-tidal waterways.

→ Does waterway debris have the potential to release oil or hazardous material?

Debris outside of federally maintained waterway

- Response managed at lowest jurisdictional level capable of handling the removal
Local → State → Federal
- For State-led response, ADEM leads response under State ESF10 in coordination with ADCNR

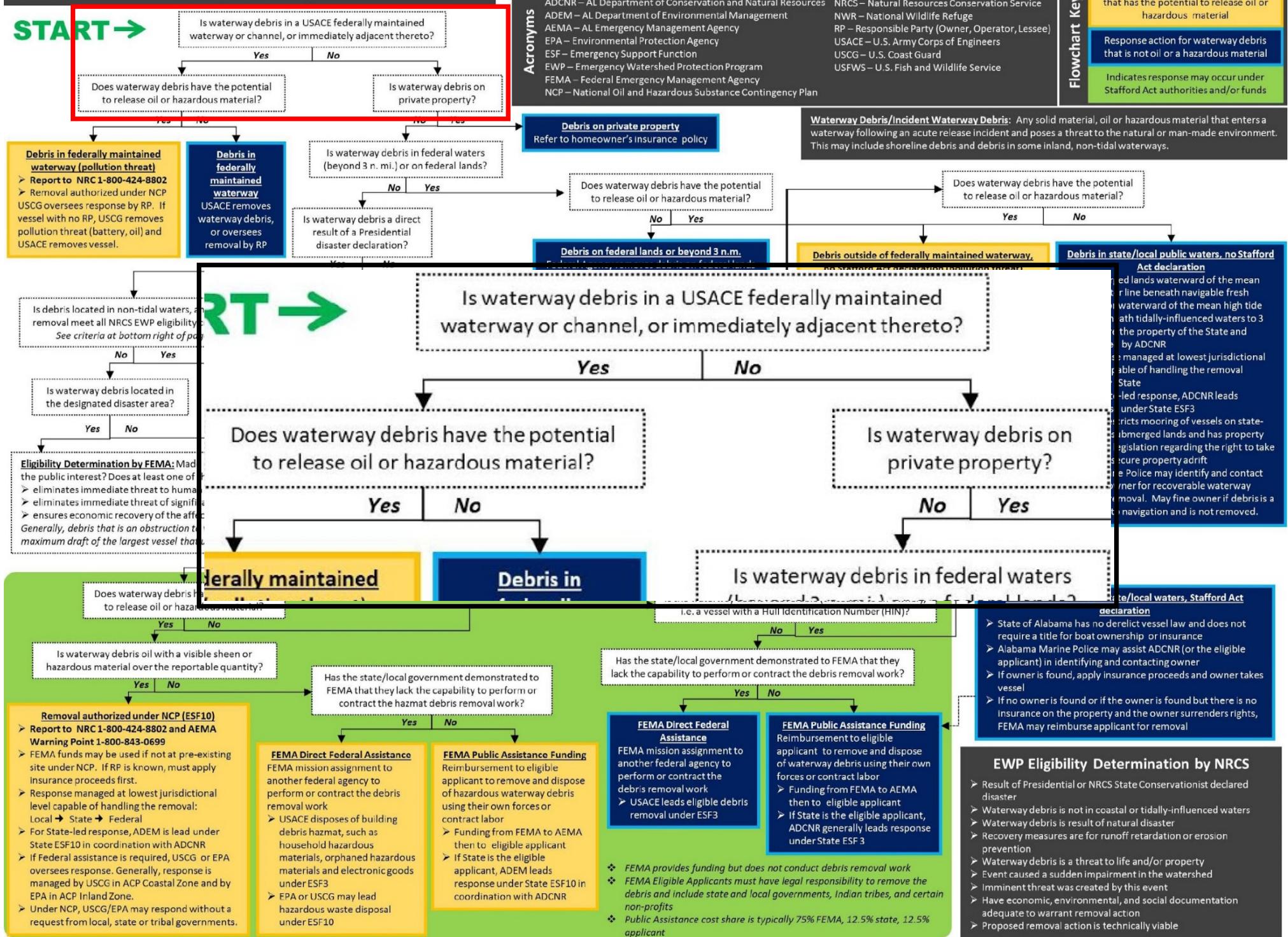
For oil with a visible sheen or hazardous material over the reportable quantity

- **Report to NRC 1-800-424-8802**
- **Report to AEMA Warning Point 1-800-843-0699**
- Removal authorized under NCP
- If Federal assistance is required, USCG or EPA oversees response by RP. Generally, response is managed by USCG in ACP Coastal Zone and by EPA in ACP Inland Zone.
- If vessel with no RP, USCG removes pollution threat (battery, oil) but generally does not remove vessel
- Unlike response under Stafford Act declaration, under NCP USCG/EPA may respond without a request from local, state or tribal governments

- Local → State
- For State-led response, ADCNR leads response under State ESF3
- State restricts mooring of vessels on state-owned submerged lands and has property salvage legislation regarding the right to take up and secure property adrift
- AL Marine Police may identify and contact vessel owner for recoverable waterway debris removal. May fine owner if debris is a hazard to navigation and is not removed.

Alabama Incident Waterway Debris Response Action Flowchart

START →

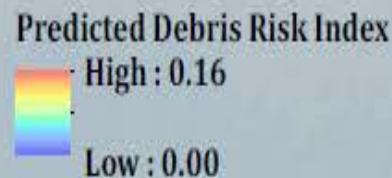


Remote and Local Support

- Coordination
- Communication
- Impacts of Debris/Modeling
- Removal BMPs
- Funding



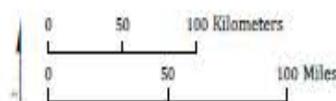
Where is it going to go?



Storm-Generated Marine Debris Risk in the Northern Gulf of Mexico Including Historical Storm Likelihood



Gulf of Mexico Disaster Response Center
Marine Debris Program, Office of Response and Restoration,
National Ocean Service, National Oceanic and Atmospheric Administration



RPI Generated: 6/28/2013
Research Planning, Inc.

This map depicts a model generated index of relative marine debris risk based upon assumed storm wind speed and surge, the distribution of on-shore infrastructure likely to generate marine debris, and the empirical historical likelihood of tropical storm exposure.



BMPs for Intertidal Marine Debris Removal

Includes:

- General Removal BMPs
- **Vegetated Wetland** Removal BMPs
- **Un-vegetated Intertidal** Removal BMPs

https://marinedebris.noaa.gov/sites/default/files/publications-files/MDP_Debris_Removal_Intertidal_Areas.pdf





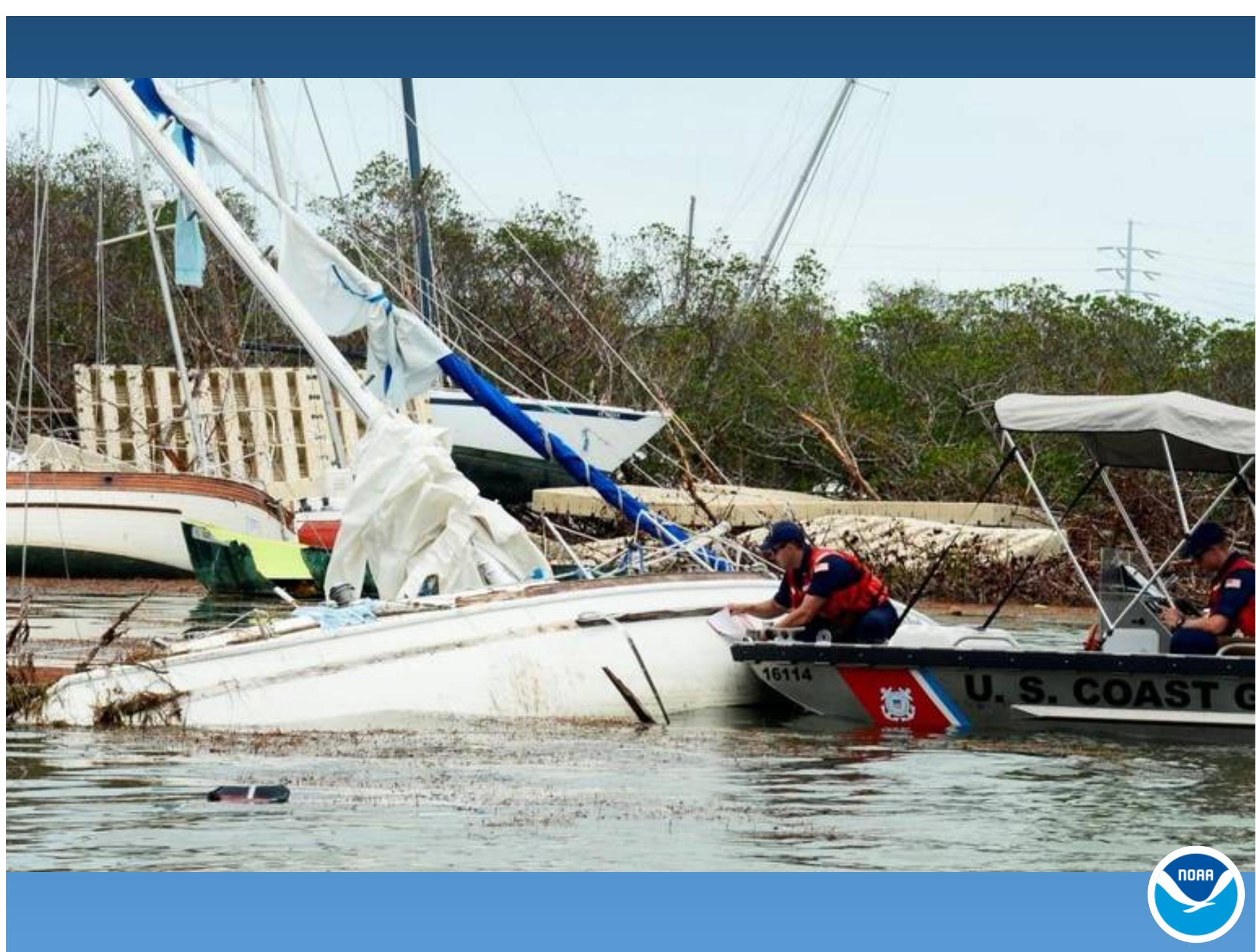
Deployed for Hurricanes Harvey, Irma, and Michael

- Joint Field Office
Debris Task Force
- Incident
Command Post
**Biological Monitor
Coordinator**

Incident Command Post

- Led by USCG, EPA, and the State
- Support from NOAA and USFWS





U.S. Coast Guard

In an effort to mitigate potential threats to the environment from vessels/vehicles/tanks displaced or damaged by the hurricane, the Federal On-Scene Coordinator is working in partnership with area marinas and municipalities to identify vessel/vehicle/tank owners.

This vessel/vehicle/tank may contain oil or hazardous substances and may pose a substantial pollution threat to the environment. As such, it is vitally important that steps be taken promptly to prevent damage to the environment.

You are encouraged to contact the U.S. Coast Guard Incident Command Post upon receipt of this notice.

Command Post Contact Information:
305-985-3744

Date: 29SEP17

Target Number: KW-2051



Biological Monitors

“...provide high quality, concise, and consistent guidance that supports pollution response and the removal of vessels/debris, while considering impacts to sensitive natural, cultural, and other resources.”



Supplemental Funding

- \$17.2 million for assessment, removal, and disposal of hurricane related marine debris
- Impacted States:
 - Florida
 - Georgia
 - Puerto Rico
 - South Carolina
 - Texas
 - US Virgin Islands



Response Mission Evolution

MDP Reauthorization/SOS Act
and recent hurricane seasons
led MDP to consider...

- **How can we improve?**
- **Expand and clarify our
roles in emergency
response**



Response Mission Evolution

Developing tools and resources

- **Response Mission Document**
 - *Overall capture of MDP response posture, mandate, and interactions*
- **Capabilities Matrix**
 - *Captures key capabilities of MDP and how they can be provided to stakeholders in response*
- **Response Continuum**
 - *Graphical representation of the different tiers/roles of support MDP can provide and decisions to escalate or de-escalate MDP support*

Thank You

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