

ANNEX 10
MAJOR SHIP/HARBOR EVENTS EMERGENCY ACTIONS

I. NATURE OF THE HAZARD

The City of South Portland is subject to and has experienced major ship incidents as well as Portland harbor events.

Major ship and harbor events could include could involve any maritime incident resulting in a compromise of the harbor and the ability to continue commerce activity. (e.g. grounding of a ship at the entrance to Portland Harbor, rendering the Harbor impassible for months, the Casco Bay Bridge becoming compromised, or major accidents involving oil tankers on the South Portland side of the harbor or cruise ships on the Portland side.

The Julie N tanker struck the Million Dollar Bridge in the 1990's, causing the bridge to be out of service for a substantial length of time, and creating an oil spill from the tanker that took months to remediate.

An aviation accident could also occur in the harbor that would qualify as a major disaster. The City of Washington D.C. planned for a worst case accident, which involved a fully loaded jet crashing on take off or landing at the Reagan Airport, with the crash occurring on a major bridge during a storm, in rush hour traffic. In fact that worst case accident did occur in the mid 1980s with the crash of Florida Air Flight 90 (Palm 90) into the 14th Bridge during a snowstorm during rush hour traffic.

II. RISK AREA

The entire coastline area of South Portland, from the outer harbor area (Spring Point, SMCC, Willard Beach) to the inner harbor area inside the Casco Bay Bridge, is at risk from the affects of a major ship or harbor accident.

III. DIRECTION AND CONTROL

A harbor event would be a very challenging event to direct and control. A unified command (UC) post and team would be quickly established at a site near the scene. Participating in the UC structure would be fire, EMS, law enforcement and emergency management officials from Portland and South Portland, along with the US Coast Guard and representatives from the ship or terminal where the emergency occurred.

The South Portland EOC would be quickly activated to (1) provide support to the Unified Command team, and (2) evaluate other city emergency needs, such as the evacuation of populations near the scene, opening of mass care shelters, evaluation of public utility status, including water, gas and electrical utilities, and to coordinate emergency actions with county, state and federal officials involved in the response operation or the recovery operation.

The US Coast Guard, pursuant to 33 CFR Subchapter H and federal maritime law (such as Section 102 of Public Law 107-295, the Maritime Transportation Security Act) will have primary jurisdiction for events that occur in the harbor. The USCG would activate their Area Maritime Security Plan, section 6000.

Additional federal and state representatives from the FBI and the Maine National Guard WMD Civil Support Team are expected to be quickly mobilized and requested to respond.

The Emergency Management Director (City Manager) may designate a senior department head or the EMA Director to manage EOC operations in response to flooding conditions.

IV. COMMUNICATIONS

Normal city communications channels will be used to manage response to ship accident and harbor accident conditions. Events of this magnitude are likely to overload telephone, cell phone and two way radio systems during the initial hour or so after the emergency occurred.

V. WARNING

Shipboard and other harbor events will most likely occur with no or very little advanced warning. A warning time of a few minutes may occur with a plane attempting an emergency landing at the Portland Jetport

VI. EMERGENCY PUBLIC INFORMATION

Emergency Public Information (EPI) will be issued as necessary by the EOC staff, through the Public Information Officer (PIO). Methods of EPI dissemination include using the TV camera mounted in the Joint Information Center (JIC). This JIC camera is connected to the SPC TV broadcast studio at City Hall, allowing emergency instructions to be broadcast through SPC TV to about 12,000 households in South Portland and Cape Elizabeth

News releases will be developed as needed by the PIO, approved by the EOC Manager, and then disseminated to the public through Portland area radio, TV and print media outlets.

All EPI must be closely coordinated between Portland, South Portland, the state of Maine, the USCG and other federal agencies participating in emergency response operations.

VII. EVACUATION

EOC staff would determine, in concert with the Unified Command team at the ICP, based on current conditions, forecast conditions, road conditions, and other factors, if evacuation of the public were necessary. Appropriate evacuation routes would be developed in the EOC, approved by the EOC Manager, and then broadcast to the public via the EPI system described above. A combination of police officers, firefighters, public works staff, and appropriate barricades and other traffic control devices would be employed to effect the evacuation in an orderly and timely manner.

VIII. MASS CARE

EOC staff will determine if mass care facilities should be opened and staffed. The primary mass care facility in South Portland is the Community Center on Nelson Street, behind the South Portland High School. Approximately 1,000 evacuees can be processed in this mass care facility. Other city facilities, including the High School, both Middle Schools, and the American Legion Hall on Broadway St. can be used as mass care shelters.

IX. HEALTH AND MEDICAL CONCERNS

Local and regional EMS services would most likely be activated in response to a major ship or harbor event. EMS resources would be controlled and coordinated through the UC at the ICP. Area and regional hospitals would initiate their disaster plans as they would for any mass casualty incident..

X. RESOURCE MANAGEMENT

Local resources are considered inadequate to deal with the consequences and effects of major ship and harbor emergency events. If additional resources are needed, Cumberland County Office of Emergency Management will be contacted by the South Portland EOC and requested to facilitate the procurement of additional needed resources.

XI. SPECIFIC ACTIONS FOR MAJOR SHIP AND HARBOR EVENTS

A. Fire Department Actions

Establish an Incident command Post (ICP) near the scene, in concert with Portland and USCG officials.

Implement SOGs as needed, including the MCI Plan.

Coordinate actions and resource needs with others in the ICP and with the South Portland EOC.

B. Police Department Actions

Work with the Fire Department at the ICP and participate in the Unified Command.

Coordinate actions and resources with others in the ICP, with the South Portland EOC, and with other law enforcement agencies.

Coordinate traffic flow re-routing as needed, including working with the Harbormaster to reroute marine traffic.

C. Public Works Actions

Respond to requests for assistance from the ICP and from the EOC.

D. EOC Actions

Staff as needed to support the resource and logistical needs of the Unified Command structure at the forward ICP.

Staff as needed to support the needs of the rest of the city, including determining if shelters should be opened, public information should be disseminated, etc.

Coordinate actions with other EOCs, including CCEMA, MEMA/State EOC, DOT EOC in Scarborough, USCG EOC, etc.

Emergency Operations Plan
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