



Kirby Corporation

Vessel Response Plan

**Shipboard Oil Pollution
Emergency Plan (SOPEP)**

VRP Control # 13322

Expires February 17, 2028

Kirby Corporation
55 Waugh Drive Suite 1000
Houston, TX 77007

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 1	GENERAL INFORMATION AND INTRODUCTION

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1.0. GENERAL INFORMATION AND INTRODUCTION

1.1. PLAN HOLDER INFORMATION

The plan holder is:

Kirby Corporation
55 Waugh Drive Ste. 1000
Houston, TX 77007

Phone: 713-435-1000
Email:

This plan is prepared by:

Kirby Corporation
55 Waugh Dr. Ste. 1000
Houston, TX 77007

Phone: 713-435-1191
E-mail: KirbyVesselDocs@kirbycorp.com

Attn: Vessel Documentation Coordinator

All questions or correspondence regarding this Plan should be directed to the plan preparer above.

1.2. CONTACTING THE OWNER/OPERATOR

The contact information for the owner of each vessel is maintained in the offices of Kirby Corporation and may be obtained by contacting the Vessel Documentation Coordinator as follows:

Kirby Corporation
Attn: Vessel Documentation Coordinator
55 Waugh Dr. Ste. 1000
Houston, TX 77007
Ph: 713-435-1191 or 713-435-1000
Email: KirbyVesselDocs@kirbycorp.com

The operators of the vessels covered by this plan are operating entities of Kirby Corporation. The contact information for each of these operating entities is as follows:



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Operating Company	Address	Phone
Kirby Inland Marine, LP Houston Ship Channel & Canal Operations Center (Inland towing vessels and tank barges)	18350 Market St. Channelview, TX 77530	Ph: 713-435-1195
Kirby Inland Marine, LP West Canal Operations Center (Inland towing vessels and tank barges)	3105 E. Navigation Corpus Christi, TX 78402	Ph: 361-696-3800
Kirby Inland Marine, LP River Operations Center (Inland towing vessels and tank barges)	11211 Industriplex Blvd Ste. 1400 Baton Rouge, LA 70809	Ph: 225-201-3000
Kirby Inland Marine, LP Greenville Operations Center (Inland towing vessels and tank barges)	249 Brent Rd Greenville, MS 38701	Ph: 662-378-9100
Kirby Inland Marine, LP Florida Operations Center (Offshore towing vessels and tank barges)	1020 Port Blvd. Miami, FL 33132	Ph: 305-579-5013
Kirby Ocean Transport Company (Offshore towing vessels and NTV cargo barges)	11211 Industriplex Blvd Ste. 1400 Baton Rouge, LA 70809	Ph: 225-201-3000

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1.3. VESSELS COVERED BY THE PLAN – VESSEL SPECIFIC APPENDICES

The vessels covered by this plan are listed in the following Vessel-Specific Appendices attached at the end of this section:

- Appendix A-1: Inland Tank Barges
- Appendix A-2: Offshore Tank Barges (also subject to SOPEP)
- Appendix B-1: NTV Cargo Barges (SOPEP only)
- Appendix C-1: Inland NTV Towing Vessels (not subject to SOPEP)
- Appendix C-2: Offshore NTV Towing Vessels (also subject to SOPEP)

The vessel-specific information required by § 155.1040 (k) (unmanned tank barges) and § 155.5035 (j) (non-tank vessels) is located as follows:

- ✓ Principal characteristics, capacities of tanks, and volumes of oil are found in the appendices referenced above and on the general arrangement and tank diagrams.
- ✓ Tank diagrams, general arrangement plans, midship section plans, cargo and fuel piping diagrams, and damaged stability data are located in the offices of Kirby Inland Marine Engineering, Channelview, TX and can be obtained via the Qualified Individual.
- ✓ The U.S. Coast Guard has also been provided access to tank diagrams, piping drawings, pre-fire plans, and SMFF consent documents via the Pisces 2.0 portal provided by T&T Salvage, our SMFF provider.
- ✓ The cargo and fuel stowage plan for any particular vessel covered by this plan is located onboard the vessel.
- ✓ Information regarding the name, description, physical and chemical characteristics, health and safety hazards, and spill and firefighting procedures for the fuel and cargo carried on any particular vessel is available on the Safety Data Sheet carried on the vessel, and a copy of which is available from the Qualified Individual.

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1.4. AREAS OF OPERATION

Vessels covered by this plan operate in the following COTP zones:

Vessels:	COTP Zones:
Appendix A-1 (Inland Tank Barges)	Corpus Christi
Appendix C-1 (Inland NTV Towing Vessels)	Houma
	Houston-Galveston
	Lake Michigan (ACC Chicago only)
	Lower Mississippi River
	Mobile
	New Orleans
	Ohio Valley (incl. ACC Huntington and Paducah)
	Pittsburgh
	Port Arthur
	Upper Mississippi River
Appendix A-2 (Offshore Tank Barges)	Northern New England
Appendix B-1 (NTV Cargo Barges-SOPEP only)	Boston
Appendix C-2 (Offshore NTV Towing Vessels)	Southeastern New England
	Long Island Sound
	New York
	Delaware Bay
	Maryland-National Capital Region
	Virginia
	North Carolina
	Charleston
	Savannah
	Jacksonville
	Miami
	Key West
	San Juan
	St. Petersburg
	Mobile
	New Orleans
	Houma
	Port Arthur
	Houston-Galveston
	Corpus Christi
	Lower Mississippi

Geographical areas as defined by 33 CFR 155.1020 in which these vessels operate include the rivers/canals, inland, nearshore, open ocean, and offshore operating environments as may be applicable for each vessel within each COTP zone listed above.

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1.5. APPLICABILITY

This plan is written in accordance with and designed to satisfy the following plan requirements:

1.5.1 Tank Vessel Response Plan (VRP)

This plan serves as the VRP for all tank vessels listed in paragraph 1.3 of this section. VRP requirements are prescribed by 33 CFR 155 Subpart D.

1.5.2 Non-Tank Vessel Response Plan (NTVRP)

This plan serves as the NTVRP for all self-propelled non-tank vessels which require a vessel response plan in accordance with 33 CFR 155 Subpart J.

1.5.3 Shipboard Oil Pollution Emergency Plan (SOPEP)

This plan serves as a Shipboard Oil Pollution Emergency Plan (SOPEP) in accordance with 33 CFR 151.26 for the tank and non-tank vessels listed in appendices A-2, B-1, and C-2, as identified in paragraph 1.3 of this section.

This SOPEP is written in accordance with the requirements of Regulation 37 of Annex I, and Regulation 17 of Annex II of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). This SOPEP contains all information and operational instructions required by the guidelines of IMO Annex 8 (Resolution MEPC.86(44)). The purpose of the SOPEP is to provide guidance to the Master and officers on board the vessel with respect to the steps to be taken when a pollution incident has occurred or is likely to occur. This plan is designed to assist personnel in the response to a discharge of oil. It will be utilized in conjunction with the vessel operating procedures and incident response procedures for oil discharge response efforts. In the event of an operational or damage-related oil spill or potential spill, the master's first concern will be the safety and well-being of the crew, and the vessel. The master will then take appropriate response action to minimize the effect of the spill. This plan will enable the Master to set in motion those steps necessary to stop or minimize a spill or potential spill and to mitigate its effect.

This will be accomplished primarily by the immediate initiation of proper notification, requests for assistance from available resources, while concurrently conducting damage control measures and internal transfer procedures to contain or control the oil outflow. Response measures contained in this manual, combined with those in the company operating procedures manual, are all available to the Master. Section 3 VESSEL SPILL MITIGATION PROCEDURES contains all "Steps to Control a Discharge" information required by the IMO guidelines. The plan contains checklists describing step-by-step actions for a response to a casualty and initial containment of spilled oil.

Ship-specific details for the SOPEP, required by paragraph 2.5.4 of the IMO guidelines, are contained in the vessel-specific appendices (VSA), and in the Oil Transfer Procedures carried aboard the vessel.

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As required by IMO Annex 8, the following statement is incorporated into the Preamble for this plan:

“Without interfering with shipowner’s liability, some coastal States consider that it is their responsibility to define techniques and means to be taken against an oil pollution incident and approve such operations which might cause further pollution, i.e. lightering. States are in general entitled to do so under the International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (Intervention Convention).”

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Table 1 - SOPEP Cross-Reference

SOPEP Reference	Description	Location(s) in VRP
Introduction	Introductory text; General Information	Section 1.5.3; Vessel-specific appendices
Preamble	Explain purpose and use of the plan	Section 1.5.3
Reporting Requirements	When and what to report; persons to receive reports	Section 2
Steps to Control A Discharge	Vessel actions to be taken	Section 3
National and Local Coordination	Vessel actions in relation to the authorities	Section 4
Appendices	Contacts	Geographic-specific Appendices (GSA)
	Coastal State Contacts	GSA's and IMO NOCP List
	Parties in Interest	Sections 1, 2; Voyage Orders; Vessel Documentation
	Notifications	Section 2
	Record of Annual Reviews	Section 1
Non-Mandatory Provisions	Diagrams	Ship-specific plans and diagrams are maintained onboard the vessel and within the company document management system
	Response Equipment/Oil Spill Removal Organizations	Section 4; Geographic-specific Appendices
	Public affairs practices	Maintained separately by the VP, Government Affairs
	Recordkeeping	Required records and documentation procedures are maintained separately in the Kirby document management system
	Exercises	Section 7
	Qualified Responders	Section 4

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1.6. PLAN FORMAT

This Plan is formatted to follow the guidelines contained in the applicable subparts of 33 CFR 151 and 155.

1.7. LIST OF SUPPORTING DOCUMENTS

The following documents are incorporated by reference in this Plan:

1. Lake Michigan Area Contingency Plan (as named, dated, and revised)
2. Southeast Michigan Area Contingency Plan (as named, dated, and revised)
3. Northeast and Eastern Central Florida Area Contingency Plan
4. Alabama/Mississippi/NW Florida Area Contingency Plan (as named, dated, and revised)
5. New Orleans Area Contingency Plan (as named, dated, and revised)
6. South Central Louisiana Area Contingency Plan (as named, dated, and revised)
7. Southeast Texas and Southwest Louisiana Area Contingency Plan (as named, dated, and revised)
8. Charleston SC Area Contingency Plan (as named, dated, and revised)
9. Savannah, GA Area Contingency Plan (as named, dated, and revised)
10. Jacksonville Area Contingency Plan (as named, dated, and revised)
11. South Florida Area Contingency Plan (as named, dated, and revised)
12. South Texas Coastal Area Contingency Plan (as named, dated, and revised)
13. Houston/Galveston Area Contingency Plan (as named, dated, and revised)
14. Sector San Juan Area Contingency Plan (as named, dated, and revised)
15. Kirby Inland Marine, LP policies and procedures documents (as named, dated, and revised)

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1.8. PLAN DISTRIBUTION PROCEDURES

Controlled copies of the plan are available to all Kirby entities, personnel, and vessels via the Kirby electronic documents management system. Uncontrolled copies of this Plan may be distributed to other persons for review or informational purposes only at the discretion of an authorized Kirby representative. The master document is maintained in the Kirby Corporation electronic documents management system at the office identified below:

Plan Holder
Kirby Corporation Attn: Vessel Documentation Coordinator 55 Waugh Drive Ste. 1000 Houston, TX 77007

All NTV towing vessels covered by the plan will maintain access to the plan via the Kirby electronic documents management system. All unmanned tank barges and cargo barges covered by this plan will maintain electronic access to the information required to be onboard an unmanned barge in accordance with 33 CFR 155.1030 (i)(2). In most cases this will be provided by the towing vessel in attendance, or via the Kirby electronic document management system. When electronic access is not possible, paper copies of the required information will be maintained onboard.

1.9. PLAN REVIEWS, UPDATES, AND REVISIONS

1.9.1 Revisions

All controlled copies must be maintained and updated according to the procedures contained in this section. No alteration or revision may be made without the prior approval of an authorized representative of Kirby.

Routine amendments and revisions to printed controlled copies of the plan will be distributed through the Kirby electronic documents management system.

This plan is reviewed at least annually to reflect personnel and telephone number changes, OSRO information, and any other new or changed relevant information. A record of review is maintained in the plan and transmitted to USCG (CG-VRP) in accordance with current USCG directives.

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1.9.2 Amendment Log Procedures

Changes to the Plan must be recorded in the Revision Log located in this section.

Table 1 – Revision Log

Rev. No.	Rev. Date	Name	Page(s) Replaced	Page(s) Removed	Page(s) Added
503	8/15/2022	Nutt	Entire Plan - Resubmission		
504	1/4/2023	Nutt			
505	2/9/2023	Nutt	Per ROC 505	Per ROC 505	Per ROC 505
	2/9/2023	Nutt	Completed annual review		
506	3/28/2023	Nutt	Per ROC 506	Per ROC 506	Per ROC 506
507	6/15/2023	Nutt	Per ROC 507	Per ROC 507	Per ROC 507
508	6/23/2023	Nutt	Per ROC 508	Per ROC 508	Per ROC 508
509	8/4/2023	Nutt	Per ROC 509	Per ROC 509	Per ROC 509
510	9/7/2023	Nutt	Per ROC 510	Per ROC 510	Per ROC 510
511	9/20/2023	Nutt	Per ROC 511	Per ROC 511	Per ROC 511
512	10/20/2023	Woods	Per ROC 512	Per ROC 512	Per ROC 512
512a	11/10/2023	Nutt	Per CG-MER-VRP email dated 11/9/2023		
514	12/14/2023	Woods	Per ROC 514	Per ROC 514	Per ROC 514
	3/7/2024	Nutt	Completed annual review		
515	3/11/2024	Woods	Per ROC 515	Per ROC 515	Per ROC 515
516	4/15/2024	Woods	Per ROC 516	Per ROC 516	Per ROC 516
517	4/25/2024	Nutt	Per ROC 517	Per ROC 517	Per ROC 517
518	5/20/2024	Woods	Per ROC 518	Per ROC 518	Per ROC 518
519	6/15/2024	Woods	Per ROC 519	Per ROC 519	Per ROC 519
519A	7/26/2024	Woods	Per ROC 519A	Per ROC 519A	Per ROC 519A
520	8/5/2024	Woods	Per ROC 520	Per ROC 520	Per ROC 520
521	9/15/2024	Woods	Per ROC 521	Per ROC 521	Per ROC 521
522	10/15/2024	Woods	Per ROC 522	Per ROC 522	Per ROC 522
523	10/24/2024	Nutt	Per ROC 523	Per ROC 523	Per ROC 523
524	11/15/2024	Woods	Per ROC 524	Per ROC 524	Per ROC 524
525	1/15/2025	Woods	Per ROC 525	Per ROC 525	Per ROC 525
526	1/23/2025	Woods	Per ROC 526	Per ROC 526	Per ROC 526
527	2/15/2025	Woods	Per ROC 527	Per ROC 527	Per ROC 257
528	2/25/2025	Woods	Per ROC 528	Per ROC 528	Per ROC 528



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Rev. No.	Rev. Date	Name	Page(s) Replaced	Page(s) Removed	Page(s) Added
	3/7/2025	Woods	Completed annual review		
529	3/7/2025	Woods	Per ROC 529	Per ROC 529	Per ROC 529
530	4/25/2025	Woods	Per ROC 530	Per ROC 530	Per ROC 530
531	7/3/2025	Woods	Per ROC 531	Per ROC 531	Per ROC 531
532	7/25/2025	Woods	Per ROC 532	Per ROC 532	Per ROC 532
533	7/30/2025	Woods	Per ROC 533	Per ROC 533	Per ROC 533
534	9/5/2025	Woods	Per ROC 534	Per ROC 534	Per ROC 534
535	12/3/2025	Woods	Per ROC 535	Per ROC 535	Per ROC 535
536	2/18/2026	Woods	Per ROC 536	Per ROC 536	Per ROC 536
537	2/27/2026	Woods	Per ROC 537	Per ROC 537	Per ROC 537
538	7/13/2026	Woods	Per ROC 538	Per ROC 538	Per ROC 538

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1.10. REVIEW REQUIREMENTS

1.10.1 VRP

The VRP Letter of Approval for each vessel is available in electronic form from the USCG Homeport web portal. Electronic copies are maintained in the offices of Kirby Corporation. A copy is printed and maintained in the official documents binder of each vessel covered by the plan. The provisions of 33 CFR 155.1070 require the plan holder to conduct a plan review annually and the review must take place within one month of the anniversary date of the approval date. A record of review is recorded in the revision list above and maintained in the offices of Kirby Corporation.

1.10.2 SOPEP

A copy of the SOPEP Letter of Approval is available in electronic form from the USCG Homeport web portal. Electronic copies are maintained in the offices of Kirby Corporation. A copy is printed and maintained in the official documents binder of each vessel covered by the plan. The provisions of 33 CFR 151.28 require that the plan holder conduct a plan review annually and the review must take place within one month of the anniversary date of the approval date. A written record certifying that the annual review has been completed is maintained in the offices of Kirby Corporation.

1.10.3 Post Discharge Review

Kirby policy requires that, in the event of a discharge in excess of 50 bbl which requires activation of this plan, the incident investigation will include a review of the applicable portions of this plan to evaluate its effectiveness in the actual response to an event. Information on specific Kirby policies, procedures, responsibilities and documentation of such investigations are detailed in the company operating policies and procedures.

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
AL 2300	1286269	3210	3210	3210	3210			3210	3210	3210	3210			25680	2500	25680	1415	260.0/54	500						
AL 2301	1286364	3210	3210	3210	3210			3210	3210	3210	3210			25680	2500	25680	1415	260.0/54	500						
EBL 2976	1258779	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2977	1255180	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2978	1255179	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2979	1255177	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2980	1255174	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2981	1248377	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2982	1248376	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2983	1244573	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2984	1244572	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2985	1236562	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2989	1218820	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2990	1218818	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2993	1186689	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2994	1186685	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2995	1167598	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2997	1144783	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
EBL 2998	1140286	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL TANK=7500						
EBL 2999	1136277	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL TANK=7500						
EBL 3000	1106933	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
FMT 1016	1215574	3754	3570	3550										10874	1087	10874	740	200 / 35 / 12.6	FUEL = 500						
FMT 1042	1218076	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500						
FMT 3032	1100351	5200	4900	4700				5200	4900	4700				29600	2500	29600	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000						
FMT 3062	1115520	5250	5500	4700				5250	5500	4700				30900	2500	30900	1619	297.5 / 54 / 12	FUEL = 500						
FMT 3069	1206879	5570	5600	4840				5570	5600	4840				32020	2500	32020	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
FMT 3080	1123520	5209	4930	4703				5209	4930	4703				29684	2500	29684	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
FMT 3082	1123521	5200	4930	4718				5200	4930	4718				29696	2500	29696	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
FMT 3146	1163394	4510	5260	4815				4510	5260	4815				29170	2500	29170	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
FMT 3170	1175782	4530	5270	4830				4530	5270	4830				29260	2500	29260	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
FMT 3174	1175783	4525	5260	4830				4525	5260	4830				29230	2500	29230	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
FMT 3176	1177881	5163	5269	4811				5163	5269	4811				30486	2500	30486	1619	297.5 / 54 / 13	FUEL=500 SLOP (P/S)=5000						
FMT 3178	1177880	4525	5260	4830				4525	5260	4830				29230	2500	29230	1291	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
FMT 3242	1239324	4265	5470	4880				4265	5470	4880				29230	2500	29230	1619	297.5 / 54 / 12	FUEL = 500						
FMT 3246	1240862	4250	5470	4880				4250	5470	4880				29200	2500	29200	1619	297.5 / 54 / 12	FUEL = 500						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
FMT 3288	1260098	4895	5470	4885				4895	5470	4885				30500	2500	30500	1619	297.5 / 54 / 12	FUEL = 500						
FMT 6000	1251824	4098	5477	4872				4098	5477	4872				28894	2500	28894	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
HFL 230SS	1349450	3738	3589	3565										10892	1089	10892	1620	200 / 35 / 12.5	FUEL=500						
HFL 232SS	1349451	3738	3589	3565										10892	1089	10892	1621	201 / 35 / 12.5	FUEL=500						
HFL 404	1210583	4552	5327	4823				4552	5327	4823				29404	2500	29404	1619	297.5 / 54 / 12	FUEL = 500						
HFL 406	1210584	4552	5327	4823				4552	5327	4823				29404	2500	29404	1619	297.5 / 54 / 12	FUEL = 500						
HFL 408	1210585	4552	5327	4823				4552	5327	4823				29404	2500	29404	1619	297.5 / 54 / 12	FUEL = 500						
HFL 409	1237480	5014	5062	3686				5015	5091	4592				28460	2500	28460	1619	297.5 / 54 / 12	FUEL=478 SLOP=10248						
HFL 411	1237481	5014	5062	3686				5015	5091	4592				28460	2500	28460	1619	297.5 / 54 / 12	FUEL=478 SLOP=10248						
HFL 433	1262987	5025	5105	4585				5025	5105	4585				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=500						
HTCO 3004	982561	2626	3307	3315	3314	2436		2626	3307	3315	3314	2436		29996	2500	29996	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3005	1256614	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3006	1250652	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3007	1252793	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3008	1252794	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3009	1027311	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3010	1027308	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3011	1251102	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3012	1251103	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3013	1041544	5292	5149	4199				5292	5149	4199				29280	2500	29280	1627	299.0/54.0	FUEL=500 SLOP=4000						
HTCO 3014	1041545	5292	5149	4199				5292	5149	4199				29280	2500	29280	1627	299.0/54	FUEL=500 SLOP=4000						
HTCO 3015	1041546	5292	5149	4199				5292	5149	4199				29280	2500	29280	1627	299.0/54.0	FUEL=500 SLOP=4000						
HTCO 3060	1196473	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3061	1196475	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3062	1210360	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL=7500						
HTCO 3063	1210362	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL=7500						
HTCO 3064	1210363	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL=7500						
HTCO 3065	1210364	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL=7500						
HTCO 3066	1218830	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=7500						
HTCO 3067	1218831	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=7500						
HTCO 3068	1218832	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=7500						
HTCO 3069	1218833	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=7500						
HTCO 3070	1218291	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL=500						
HTCO 3071	1218292	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL=500 SLOP=4000						
HTCO 3072	1218821	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3073	1222725	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500						
HTCO 3074	1222727	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500						
HTCO 3075	1223977	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500						
HTCO 3078	1230383	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3079	1230382	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3080	1236583	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
HTCO 3082	1236585	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3083	1236586	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3084	1236587	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3085	1236588	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3087	1238214	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3088	1238215	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3089	1238216	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3090	1242664	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3091	1242665	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3094	1244557	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3095	1244558	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3096	1244559	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3097	1244560	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3098	1246720	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3099	1246723	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3100	1246724	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3101	1246725	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3103	1246727	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3104	1246728	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3106	1248379	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3107	1248380	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3108	1248381	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3109	1248382	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3111	1248384	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3112	1250050	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3114	1251351	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3115	1250053	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3116	1250054	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3117	1250055	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3118	1250056	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3119	1250057	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
HTCO 3120	1251259	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3121	1251255	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3122	1251256	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3123	1251260	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3124	1250052	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3125	1251284	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3126	1251254	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3127	1251257	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3128	1251258	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3129	1251261	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3130	1251262	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3131	1251263	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3132	1255175	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3133	1255176	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3134	1257305	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3135	1257306	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3136	1257307	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3137	1258784	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3138	1258785	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3139	1258786	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3140	1258787	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3141	1258788	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3142	1257306	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3144	1257044	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3148	1262110	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3149	1262111	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3150	1266569	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
HTCO 3151	1266614	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
KIRBY 30046T	1115520	4265	5470	4880				4265	5470	4880				29230	2500	29230	1619	297.5 / 54 / 12	FUEL = 500						
KIRBY 10009	644306	3668	3632	3632										10932	1093	10932	822	200.0/35.0/10.0-D	210						
KIRBY 10043	981481	3490	3569	3566										10625	1063	10625	1650	195.0/35.0	200						
KIRBY 10046	616985	3537	3529	3499										10565	1057	10565	914	195.0/35.0	500						
KIRBY 10055	1258665	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						
KIRBY 10056	1258666	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						

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KIRBY 10057	1258667	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10058	1258668	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10059	1258669	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10060	1258670	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10061	1258671	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10062	1258672	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10063	1258673	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10064	1285674	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500					
KIRBY 10070	1192495	3239	3748	3352										10339	1034	10339	705	200/35	300					
KIRBY 10071	1193812	3239	3748	3352										10339	1034	10339	705	200/35	300					
KIRBY 10072	1216090	3239	3748	3352										10339	1034	10339	705	200/35	300					
KIRBY 10073	1216296	3239	3748	3352										10339	1034	10339	705	200/35	300					
KIRBY 10074	1224556	3324	3345	3322										9991	999	9991	687	195/35	500					
KIRBY 10075	1224561	3324	3345	3322										9991	999	9991	687	195/35	500					
KIRBY 10077	1224563	3324	3345	3322										9991	999	9991	687	195/35	500					
KIRBY 10081	1224569	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10082	1224570	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10085	1224573	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10086	1224574	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10087	1224575	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10088	1224576	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10089	1250988	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10090	1250989	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10091	1250990	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10092	1250991	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10093	1250992	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10094	1250993	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10095	1250994	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10096	1250995	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10097	1250996	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10098	1250997	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10099	1250998	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10100	1250999	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10101	1251000	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10102	1251001	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10103	1251002	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10104	1251003	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10105	1251004	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10106	1251005	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10107	1251006	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10108	1251007	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10109	1251008	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10110	1251009	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10111	1251010	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10112	1251011	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10113	1251012	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10114	1251013	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10115	1251014	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10116	1251015	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10117	1251016	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10118	1251815	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10119	1251816	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10120	1251817	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10121	1251818	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10122	1257767	3782	3487	3463										10732	1073	10732	705	200/35	500					
KIRBY 10123	1257768	3782	3487	3463										10732	1073	10732	705	200/35	500					

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 10124	1257769	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10125	1257770	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10126	1257771	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10127	1257772	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10128	1257773	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10129	1257774	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10130	1257775	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10131	1257776	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10132	1257777	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10133	1257778	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10134	1257779	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10135	1257780	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10136	1257781	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10141	1074634	3450	3200	3000										9650	965	9650	687	195.0/35.0	500						
KIRBY 10200	1209530	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10201	1209531	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10202	1209532	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10203	1209533	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10204	1209534	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10205	1209535	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10206	1209536	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10207	1209537	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10208	1209538	3430	3975	3516										10921	1092	10921	735	200.0/35	500						
KIRBY 10210	1226070	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10211	1226071	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10212	1226072	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10213	1226073	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10214	1226339	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10215	1226340	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10216	1226341	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10217	1226343	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10218	1226342	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10219	1226811	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10220	1226812	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10221	1226813	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10222	1226814	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10223	1226815	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10224	1227582	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10225	1227584	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10226	1227585	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10227	1227587	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10228	1228086	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10229	1228087	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10230	1239690	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10231	1239691	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10232	1239692	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10233	1239693	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10234	1239694	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10235	1239695	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10236	1239696	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10237	1239697	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10238	1239698	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10239	1239699	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10240	1241334	3782	3487	3463										10732	1073	10732	705	200/35	500						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 10241	1241335	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10242	1241336	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10243	1241337	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10244	1241338	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10245	1246068	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10246	1246069	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10247	1246070	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10248	1246071	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10249	1246072	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10250	1246073	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10251	1247192	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10252	1247193	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10253	1247194	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10254	1247195	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10255	1246434	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10256	1246435	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10257	1246437	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10258	1246438	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10259	1246439	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10260	1246440	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10261	1246441	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10262	1246443	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10263	1246444	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10264	1246445	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10265	1249467	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10266	1249468	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10267	1249469	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10268	1249470	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10269	1249471	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10270	1249472	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10271	1249473	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10272	1249474	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10273	1249475	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10274	1249476	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10275	1249477	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10276	1250515	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10277	1250516	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10278	1250517	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10279	1250518	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10318	981480	3481	3577	3593										10651	1065	10651	1650	195.0/35.0	214						
KIRBY 10319	600992	3529	3561	3498										10588	1059	10588	914	195.0/35.0	310						
KIRBY 10378	1079982	3782	3579	3579										10940	1094	10940	716	195/35	250						
KIRBY 10381	1088428	3782	3579	3579										10940	1094	10940	716	195/35	250						
KIRBY 10440	1258557	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						
KIRBY 10441	1258558	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						
KIRBY 10442	1258559	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						
KIRBY 10443	1258560	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						
KIRBY 10444	1258561	3782	3487	3463										10732	1073	10732	705	200.0/35.0	500						
KIRBY 10445	1224562	3324	3345	3322										9991	999	9991	687	195/35	500						
KIRBY 10446	1224565	3324	3345	3322										9991	999	9991	687	195/35	500						
KIRBY 10447	1224567	3324	3345	3322										9991	999	9991	687	195/35	500						
KIRBY 10448	1224568	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10449	1224571	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10450	1224572	3782	3487	3463										10732	1073	10732	705	200/35	500						
KIRBY 10502	CG034010	3249	3597	3947										10793	1079	10793	705	200.0/35.0/12.0-D	250						
KIRBY 10510	CG034009	3434	3598	3966										10998	1100	10998	705	200.0/35.0/12.0-D	250						

Group I, II, III, IV, and V Oils

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)					
KIRBY 11022B	1226024	4067	3903	3523										11493	1149	11493	705	200/35	500					
KIRBY 11023B	1226025	4067	3903	3523										11493	1149	11493	705	200/35	500					
KIRBY 11024B	1226026	4067	3903	3523										11493	1149	11493	705	200/35	500					
KIRBY 11026	1277364	3576	2158	1921					2158	1913				11549	1155	11549	846	200 / 42 / 12	FUEL=500					
KIRBY 11027	1280291	3586	2152	1913					2156	1911				11549	1155	11549	846	200 / 42 / 12	FUEL=500					
KIRBY 11304B	CG029819	3342	3354	4575										11271	1127	11271	947	200/35/12	500					
KIRBY 11312	1170768	3825	3487	3607										10919	1092	10919	735	200/35	516					
KIRBY 11313	1170767	3825	3487	3607										10919	1092	10919	735	200/35	516					
KIRBY 11314	1174625	3825	3487	3607										10919	1092	10919	735	200/35	516					
KIRBY 11315	1174626	3825	3487	3607										10919	1092	10919	735	200/35	516					
KIRBY 11322	1195785	3516	4084	3415										11015	1102	11015	762	200/35	500					
KIRBY 11323	1197932	3516	4084	3415										11015	1102	11015	762	200/35	500					
KIRBY 11324	1200804	3516	4084	3415										11015	1102	11015	762	200/35	500					
KIRBY 11325	1200817	3516	4084	3415										11015	1102	11015	762	200/35	500					
KIRBY 11326	1204631	3516	4084	3415										11015	1102	11015	762	200/35	500					
KIRBY 11327	1207251	3516	4084	3415										11015	1102	11015	762	200/35	500					
KIRBY 11330	1206316	3485	4107	3678										11270	1127	11270	735	200.0/35.0	500					
KIRBY 11333	1207384	3489	4107	3683										11279	1128	11279	735	200.0/35.0	500					
KIRBY 11334	1207385	3481	4115	3675										11271	1127	11271	735	200.0/35.0	500					
KIRBY 11335	1225340	3497	4105	3676										11278	1128	11278	735	200.0/35.0	500					
KIRBY 11336	1225341	3492	4090	3667										11249	1125	11249	735	200.0/35.0	500					
KIRBY 11337	1225342	3476	4099	3674										11249	1125	11249	735	200.0/35.0	500					
KIRBY 11338	1237499	3532	4130	3684										11346	1135	11346	735	200.0/35.0	500					
KIRBY 11339	1238325	3464	4140	3774										11378	1138	11378	735	200.0/35.0	500					
KIRBY 11340	1244304	3611	4136	3705										11452	1145	11452	735	200.0/35.0	500					
KIRBY 11341	1244305	3609	4125	3712										11446	1145	11446	735	200.0/35.0	500					
KIRBY 11342	1245628	3605	4132	3727										11464	1146	11464	735	200.0/35.0	500					
KIRBY 11343	1246506	3614	4128	3728										11470	1147	11470	735	200.0/35.0	500					
KIRBY 11344	1246507	3630	4132	3721										11483	1148	11483	735	200.0/35.0	500					
KIRBY 11345	1246508	3620	4149	3718										11487	1149	11487	735	200.0/35.0	500					
KIRBY 11346	1246526	3617	4137	3726										11480	1148	11480	735	200.0/35.0	500					
KIRBY 11347	1252453	3489	4132	3712										11333	1133	11333	735	200.0/35.5	500					
KIRBY 11348	1251548	3532	4152	3698										11382	1138	11382	735	200.0/35.0	500					
KIRBY 11349	1253887	3527	4141	3686										11354	1135	11354	735	200.0/35.0	500					
KIRBY 11350	1256663	3522	4138	3686										11346	1135	11346	735	200.0/35.0	500					
KIRBY 11351	1258945	3525	4142	3692										11359	1136	11359	735	200.0/35.0	500					
KIRBY 11352	1261614	3526	4145	3689										11360	1136	11360	735	200.0/35.0	500					
KIRBY 11353	1264959	3521	4143	3686										11350	1135	11350	735	200.0/35.0	500					

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)					
KIRBY 11354	1246423	3617	4134	3711										11462	1146	11462	735	200.0/35.0	500					
KIRBY 11355	1213654	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11356	1213655	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11357	1215573	3754	3570	3550										10874	1087	10874	740	200 / 35 / 12.6	FUEL = 500					
KIRBY 11358	1214207	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11359	1218079	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11360	1213652	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11361	1213653	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11362	1215571	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11363	1215572	3754	3570	3550										10874	1087	10874	740	200 / 35 / 12.6	FUEL = 500					
KIRBY 11364	1218073	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11365	1218074	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11366	1218075	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11367	1218076	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11368	1218078	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11401	1215574	3754	3570	3550										10874	1087	10874	740	200 / 35 / 12.6	FUEL = 500					
KIRBY 11402	1215577	3754	3570	3550										10874	1087	10874	740	200 / 35 / 12.6	FUEL = 500					
KIRBY 11403	1215578	3754	3570	3550										10874	1087	10874	740	201 / 35 / 12.6	FUEL = 500					
KIRBY 11404	1218132	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11501	962026	3470	3636	3998										11104	1110	11104	766	200.0/35.0/12.0-D	267					
KIRBY 11503	962028	3446	3609	3969										11024	1102	11024	766	200.0/35.0/12.0-D	210					
KIRBY 11506	CG034011	3456	3633	3998										11087	1109	11087	705	200.0/35.0/11.0-D	250					
KIRBY 11507	CG034014	3437	3603	3968										11008	1101	11008	705	200.0/35.0/11.0-D	250					
KIRBY 11508	CG034015	3446	3606	3966										11018	1102	11018	705	200.0/35.0/11.0-D	250					
KIRBY 11509	962025	3438	3619	3985										11042	1104	11042	766	200.0/35.0/12.0-D	267					
KIRBY 11510	1174627	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11511	1174628	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11512	1170755	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11513	1170761	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11514	1170762	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11515	1170763	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11516	1170771	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11517	1170765	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11518	1170770	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11519	1170766	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11520	1174634	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11521	1174629	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11522	1174633	3825	3607	3607										11039	1104	11039	735	200/35	516					

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)					
KIRBY 11523	1174630	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11524	1174632	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11525	1174631	3825	3607	3607										11039	1104	11039	735	200/35	516					
KIRBY 11526	1205232	3484	4102	3666										11252	1125	11252	735	200.0/35.0	500					
KIRBY 11527	1205233	3483	4098	3672										11253	1125	11253	735	200.0/35.0	500					
KIRBY 11528	1218077	3754	3570	3550										10874	1087	10874	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11530	1206317	3484	4104	3671										11259	1126	11259	735	200.0/35.0	500					
KIRBY 11531	1207383	3481	4115	3675										11271	1127	11271	735	200.0/35.0	500					
KIRBY 11618	1252111	3462	4003	3558										11023	1102	11023	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11619	1255588	3119	4175	3733										11027	1103	11027	735	200 / 35 / 12.5	FUEL = 500					
KIRBY 11620	1341460	3125	4197	3777										11099	1110	11099	TBD	200/35/12.5	FUEL=500					
KIRBY 11621	1341459	3125	4197	3777										11099	1110	11099	TBD	200/35/12.5	FUEL=500					
KIRBY 12320B	1217414	4034	4057	3876										11967	1197	11967	793	200.0/35.0/12.0	300					
KIRBY 12321B	1217670	4034	4057	3876										11967	1197	11967	793	200.0/35.0/12.0	300					
KIRBY 12322B	1218265	4034	4057	3876										11967	1197	11967	793	200.0/35.0/12.0	300					
KIRBY 12323B	1223442	4034	4057	3876										11967	1197	11967	793	200.0/35.0/12.0	300					
KIRBY 12324B	1224625	4034	4057	3876										11967	1197	11967	793	200.0/35.0/12.0	300					
KIRBY 12325B	1226338	4034	4057	3876										11967	1197	11967	793	200.0/35.0/12.0	300					
KIRBY 12500B	1208469	4034	4057	3876										11967	1197	11967	794	200.0/35.0/12.0	500					
KIRBY 12501B	1209214	4034	4057	3876										11967	1197	11967	794	200.0/35.0/12.0	500					
KIRBY 12502B	1209950	4034	4057	3876										11967	1197	11967	794	200.0/35.0/12.0	500					
KIRBY 12503B	1212244	4034	4057	3876										11967	1197	11967	794	200.0/35.0/12.0	500					
KIRBY 12504B	1213468	4034	4057	3876										11967	1197	11967	794	200.0/35.0/12.0	500					
KIRBY 12505B	1214986	4034	4057	3876										11967	1197	11967	794	200.0/35.0/12.0	500					
KIRBY 13020B	1218293	3660	3660	3320	3320									13960	1396	13960	802	147/54/12	500					
KIRBY 13021B	1218294	3660	3660	3320	3320									13960	1396	13960	802	147/54/12	500					
KIRBY 13022B	1218295	3660	3660	3320	3320									13960	1396	13960	802	147/54/12	500					
KIRBY 13023B	1218296	3660	3660	3320	3320									13960	1396	13960	802	147/54/12	500					
KIRBY 13600	1253831	2265	2266	2276				2270	2272	2278				10540	1054	10540	1058	240 / 50 / 10.5	FUEL=300					
KIRBY 15303	667392	2906	2996	2229	2262	2311	2334							15038	1504	15038	735	200/35/12.5	550					
KIRBY 16830	1222922	3754	3570	3550										10874	1087	10874	705	200 / 35 / 12.0	FUEL = 500					
KIRBY 17001B	1036486	3762	3763	2708				3759	3753					17745	1775	17745	966	177.5/54.0/12.0-D	250					
KIRBY 18601	945145	2234	4422	4415	2615			2230			2615			18531	1853	18531	1201	218.0/52.5/12.5-D	1200					
KIRBY 18602	945146	2234	4422	4415	2615			2230			2615			18531	1853	18531	1201	218.0/52.5/12.5-D	1200					
KIRBY 18603	945147	2228	4421	4414	2617			2227			2615			18522	1852	18522	1201	218.0/52.5/12.5-D	1200					

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KIRBY 18700	1204652	3370	3401	2682				3370	3401	2682				18906	1891	18906	1198	220.0/54.0	14000						
KIRBY 21004T	997194	2801	1305	2613	1305	2582		2801	1305	2613	1305	2582		21212	2121	21212	1211	222.5/54.0	250						
KIRBY 22750	1190057	1927	1907	1908	1908	1909	1887	1927	1907	1908	1908	1909	1887	22892	2289	22892	2113	263.0/54	500						
KIRBY 23700	1076612	4880	4925	4177				4880	4925	4177				27964	2500	27964	1632	300.0/54.0	1400						
KIRBY 23710	1194276	4271	4162	3532				4271	4162	3532				23930	2393	23930	1431	263/54	500						
KIRBY 23711	1194269	4271	4162	3532				4271	4162	3532				23930	2393	23930	1431	263/54	500						
KIRBY 24004	1034020	4395	4357	3813				4357	4327	3816				25065	2500	25065	1442	265.0/54.0	500						
KIRBY 24702	1027116	4350	4327	3818				4351	4325	3804				24975	2498	24975	1509	299.5/50.0	500						
KIRBY 24703	1027117	4350	4327	3818				4351	4325	3804				24975	2498	24975	1406	299.5/50.0	500						
KIRBY 24704	1028359	4350	4327	3818				4351	4325	3804				24975	2498	24975	1509	299.5/50.0	500						
KIRBY 26701	1127242	4356	4918	4175	4354	4922	4182							26907	2500	26907	1632	300.0/54.0	14000						
KIRBY 26750	1144509	2537	2516	2596	2516	2340	812	2537	2516	2596	2516	2340	812	26634	2500	26634	1619	297.5 / 54 / 12	4000						
KIRBY 27009	1247208	4281	5212	4432				4282	5230	4436				27873	2500	27873	1619	297.5 / 54 / 12	857						
KIRBY 27010	1247209	4288	5177	4406				4285	5196	4412				27764	2500	27764	1619	297.5 / 54 / 12	857						
KIRBY 27011	1247210	4287	5187	4398				4288	5198	4408				27766	2500	27766	1619	297.5 / 54 / 12	857						
KIRBY 27012	1247211	4290	5179	4402				4291	5194	4408				27764	2500	27764	1619	297.5 / 54 / 12	857						
KIRBY 27013	1247212	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27014	1247213	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27016	1247214	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27017	1247215	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27018	1247216	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27019	1247217	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27020	1247218	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 27313	1262682	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27314	1262683	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27701	1076613	4881	4922	4178				4881	4922	4178				27962	2500	27962	1632	300.0/54.0	14000						
KIRBY 27702	1076614	4874	4914	4181				4874	4914	4181				27938	2500	27938	1632	300.0/54.0	14000						
KIRBY 27704	1116751	4118	4898	4163				4135	4910	4147				26371	2500	26371	1632	300.0/54.0	14000						
KIRBY 27706	1116758	4118	4898	4163				4135	4910	4147				26371	2500	26371	1632	300.0/54.0	14000						
KIRBY 27710	1145579	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27711	1145580	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27712	1145581	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27713	1145584	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27714	1145582	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27715	1145583	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27716	1148572	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27717	1148573	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27718	1162074	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27719	1162076	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27720	1162077	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27721	1162078	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						

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KIRBY 27722	1166470	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27723	1166472	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27724	1166473	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27725	1166475	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27726	1166476	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000						
KIRBY 27727	1245350	5085	4827	4391				5082	4845	4408				28638	2500	28638	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=10080						
KIRBY 27728	1245351	5089	4822	4388				5080	4841	4409				28629	2500	28629	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=10080						
KIRBY 27729	1245352	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27730	1245353	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27731	1245354	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27732	1245355	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27733	1245356	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27734	1245357	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27735	1245358	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27736	1245359	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27737	1245360	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27738	1245361	4282	5221	4269				4282	5221	4269				27544	2500	27544	1619	297.5 / 54 / 12	Fuel Oil=2982 Slop=9996						
KIRBY 27750	1208450	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27751	1208451	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27752	1208452	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27753	1208453	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27754	1208455	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27755	1208454	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27756	1216304	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27757	1216305	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27758	1216306	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27759	1217132	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27760	1217133	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27761	1217134	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27762	1217135	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27763	1217671	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27764	1217672	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27765	1233320	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27766	1233321	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27767	1233322	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27768	1233323	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27769	1233324	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27770	1233325	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27771	1233326	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27772	1233327	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14000						
KIRBY 27773	1221781	2422	2423	2770	2423	3441		2422	2423	2770	2423	3441		26958	2500	26958	1619	297.6/54.0	1000						
KIRBY 27774	1221782	2422	2423	2770	2423	3441		2422	2423	2770	2423	3441		26958	2500	26958	1619	297.6/54.0	1000						
KIRBY 27775	1232599	2422	2423	2770	2423	3441		2422	2423	2770	2423	3441		26958	2500	26958	1619	297.6/54.0	1000						
KIRBY 27780	1232600	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27781	1243766	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27782	1243767	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						
KIRBY 27783	1243768	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721						

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KIRBY 27784	1243769	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 27785	1243770	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 27786	1243771	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 27787	1256250	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 27788	1256251	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 27789	1256252	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 27790	1256253	4855	4883	4151				4855	4883	4151				27778	2500	27778	1632	300/54	14721								
KIRBY 28014	1043527	4912	4997	4541				4922	4984	4555				28911	2500	28911	1619	297.5 / 54 / 12	500								
KIRBY 28015	1043528	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.5 / 54 / 12	500								
KIRBY 28016	1040521	4942	5004	4579				4912	4994	4580				29011	2500	29011	1619	297.5 / 54 / 12	500								
KIRBY 28020	1123985	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500								
KIRBY 28023	1123992	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500								
KIRBY 28026	1139036	4362	5271	4623				4356	5259	4600				28471	2500	28471	1619	297.6/54.0	500								
KIRBY 28027	1139039	4365	5269	4622				4358	5250	4583				28447	2500	28447	1619	297.6/54.0	500								
KIRBY 28028	1139040	4365	5269	4622				4358	5250	4583				28447	2500	28447	1619	297.6/54.0	500								
KIRBY 28029	1151441	4365	5269	4622				4358	5250	4583				28447	2500	28447	1619	297.6/54.0	500								
KIRBY 28030	1154082	4365	5269	4622				4358	5250	4583				28447	2500	28447	1619	297.6/54.0	500								
KIRBY 28031	1154814	4365	5269	4622				4358	5250	4583				28447	2500	28447	1619	297.6/54.0	500								
KIRBY 28032	1157355	4365	5269	4622				4358	5250	4583				28447	2500	28447	1619	297.6/54.0	500								
KIRBY 28																											

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)									
KIRBY 28072	1166463	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28073	1183295	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28074	1183296	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28075	1183297	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28076	1183298	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28077	1183307	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28078	1183299	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28079	1183306	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28080	1183300	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28081	1183305	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28082	1183301	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28083	1183304	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28084	1183302	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28085	1183303	4880	4920	4178				4880	4920	4178				27956	2500	27956	1633	300/54	14000									
KIRBY 28086	1239862	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500									
KIRBY 28088	1242956	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500									
KIRBY 28089	1246170	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500									
KIRBY 28091	1249447	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500									
KIRBY 28092	1344495	4002	4115	3978				3998	4126	3991				24210	2421	24210	TBD	297.5 / 54 / 12.5	FUEL=500 SLOP=3000									
KIRBY 28093	1344121	4002	4115	3978				3998	4126	3991				24210	2421	24210	TBD	297.5 / 54 / 12.5	FUEL=500 SLOP=3000									
KIRBY 28094	1344136	4002	4115	3978				3998	4126	3991				24210	2421	24210	TBD	297.5 / 54 / 12.5	FUEL=500 SLOP=3000									
KIRBY 28095	1344117	4002	4115	3978				3998	4126	3991				24210	2421	24210	TBD	297.5 / 54 / 12.5	FUEL=500 SLOP=3000									
KIRBY 28100	1218799	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28101	1218800	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28102	1218801	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28103	1218802	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28104	1219322	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28105	1219323	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28106	1219324	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28107	1219325	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28108	1220272	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28109	1220274	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28110	1220275	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28111	1220276	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28112	1220958	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28113	1220959	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28114	1220961	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28115	1220962	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28116	1220963	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28117	1221772	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300.0/54.0	500									
KIRBY 28130	1213467	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500									
KIRBY 28131	1214635	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500									
KIRBY 28132	1218796	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500									
KIRBY 28133	1219326	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500									
KIRBY 28134	1220277	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500									

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)								
KIRBY 28135	1223136	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28136	1223443	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28137	1224626	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28138	1233328	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.5 / 54 / 12	500								
KIRBY 28139	1233329	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.5 / 54 / 12	500								
KIRBY 28140	1234140	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.5 / 54 / 12	500								
KIRBY 28141	1236728	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28142	1237342	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28143	1238004	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28144	1238662	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28145	1239273	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28146	1239406	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28147	1240086	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28148	1240752	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28149	1241344	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28150	1242311	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28151	1242971	4365	5268	4629				4353	5261	4607				28483	2500	28483	1619	297.5 / 54 / 12	500								
KIRBY 28160	1231262	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28161	1231263	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28162	1231264	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28163	1231265	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28164	1231269	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28165	1231266	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28166	1231268	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28167	1231267	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28168	1231715	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28169	1231716	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28170	1231717	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28171	1231718	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28172	1231719	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28173	1232582	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28174	1232583	4890	4999	4567				4893	5017	4576				28942	2500	28942	1632	300.0/54.0	500								
KIRBY 28175	1236222	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28176	1236223	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28177	1236224	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28178	1236225	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28179	1236226	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28180	1236227	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28181	1238005	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28183	1238007	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28184	1238010	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28185	1238008	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28186	1238009	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28187	1238663	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28188	1238664	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28189	1238665	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28190	1238666	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28191	1238667	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28192	1239402	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500								
KIRBY 28193	1239403	4838	4849	4460				4828	4859	4493				28327	2500	28327	16										

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 28312	977266	4570	4918	4651				4569	4894	4652				28254	2500	28254	1619	297.5 / 54 / 12	400						
KIRBY 28313	977267	4578	4917	4648				4564	4913	4665				28285	2500	28285	1619	297.5 / 54 / 12	250						
KIRBY 28600	1167377	4537	5310	4372				4537	5310	4372				28438	2500	28438	1902	300/54	11641						
KIRBY 28710	1262756	4546	5301	4213				4546	5301	4213				28120	2500	28120	1632	300/54	14000						
KIRBY 28711	1262757	4546	5301	4213				4546	5301	4213				28120	2500	28120	1632	300/54	14000						
KIRBY 28712	1264622	4546	5301	4213				4546	5301	4213				28120	2500	28120	1632	300/54	14000						
KIRBY 28713	1265777	4546	5301	4213				4546	5301	4213				28120	2500	28120	1632	300/54	14000						
KIRBY 28714	1239863	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28715	1243723	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28716	1239856	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28717	1239857	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28718	1239858	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28719	1239859	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28720	1194265	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28721	1194266	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28722	1194267	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28723	1194268	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28724	1206855	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28725	1206857	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28726	1206858	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28727	1206859	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 28737	1239860	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28738	1239861	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28739	1248993	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28745	1215678	5025	5105	4090				5025	5105	4090				28440	2500	28440	1619	297.5 / 54 / 12	14673						
KIRBY 28746	1215679	5025	5105	4090				5025	5105	4090				28440	2500	28440	1619	297.5 / 54 / 12	14673						
KIRBY 28747	1215680	5025	5105	4090				5025	5105	4090				28440	2500	28440	1619	297.5 / 54 / 12	14673						
KIRBY 28748	1215681	5025	5105	4090				5025	5105	4090				28440	2500	28440	1619	297.5 / 54 / 12	14673						
KIRBY 28749	1248992	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 28750	1123005	7386	3754	3743	6076				3744	3757				28460	2500	28460	1754	297.5/54	14000						
KIRBY 28751	1123006	7386	3754	3743	6076				3744	3757				28460	2500	28460	1754	297.5/54	14000						
KIRBY 29007	1110099	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500						
KIRBY 29008	1110100	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500						
KIRBY 29009	1110101	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500						
KIRBY 29010	1110102	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500						
KIRBY 29011	1110103	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500						
KIRBY 29012	1110104	4340	5262	4556				4312	5266	4533				28269	2500	28269	1619	297.6/54.0	500						
KIRBY 29014	1045800	4919	5004	4587				4920	4996	4595				29021	2500	29021	1619	297.5/54.0/12.0-D	500						
KIRBY 29016	1028315	4958	5032	4624				4954	5035	4646				29249	2500	29249	1619	297.6/54.0/12.0-D	500						
KIRBY 29020	1192959	5023	5103	4624				5023	5103	4624				29500	2500	29500	1619	297.5/54	500						
KIRBY 29021	1239720	5025	5105	4585				5025	5105	4585				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=1732 SLOP=4309						
KIRBY 29022	1239721	5025	5105	4585				5025	5105	4585				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=1732 SLOP=1732						
KIRBY 29023	1239722	5025	5105	4585				5025	5105	4585				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=1732 SLOP=1732						
KIRBY 29024	1239723	5025	5105	4585				5025	5105	4585				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=1732 SLOP=1732						
KIRBY 29035	1230409	4486	5425	4745				4486	5425	4545				29112	2500	29112	1619	297.5 / 54 / 12	564						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 29036	1231054	4486	5425	4745				4486	5425	4545				29112	2500	29112	1619	297.5 / 54 / 12	564						
KIRBY 29037	1231253	4486	5425	4745				4486	5425	4545				29112	2500	29112	1619	297.5 / 54 / 12	564						
KIRBY 29040	1245362	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29041	1245363	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29042	1245364	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29043	1245365	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29044	1245366	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29045	1245367	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29046	1266722	4590	5540	4721				4592	5553	4721				29717	2500	29717	1619	297.5 / 54 / 12	Fuel Oil=882 Slop=9618						
KIRBY 29047	1266723	4590	5540	4721				4592	5553	4721				29717	2500	29717	1619	297.5 / 54 / 12	Fuel Oil=882 Slop=9618						
KIRBY 29050	1243626	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29051	1243775	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29052	1243776	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29053	1244564	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29054	1244881	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29055	1244882	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29056	1246074	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29057	1246446	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29058	1247196	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29059	1247197	4890	4999	4567				4893	5017	4576				28942	2500	28942	1619	297.0/54.0	500						
KIRBY 29060	1271839	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29061	1273045	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29062	1274412	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29063	1275251	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29064	1278199	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29065	1278200	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29066	1278201	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29067	1278202	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29068	1232433	5304	5293	4445				5302	5277	4421				30042	2500	30042	1619	297.5 / 54 / 12	Fuel Oil=504 Slop=2520						
KIRBY 29069	1231681	5310	5293	4445				5308	5277	4421				30054	2500	30054	1619	297.5 / 54 / 12	Fuel Oil=504 Slop=2520						
KIRBY 29070	1244002	5304	5302	5292				5304	5302	5292				31796	2500	31796	1619	297.5 / 54 / 12	Fuel Oil=504 Slop=2520						
KIRBY 29071	1245343	5304	5302	5292				5304	5302	5292				31796	2500	31796	1619	297.5 / 54 / 12	Fuel Oil=504 Slop=2520						
KIRBY 29072	1245344	5304	5302	5292				5304	5302	5292				31796	2500	31796	1619	297.5 / 54 / 12	Fuel Oil=504 Slop=2520						
KIRBY 29073	1243993	5304	5302	5292				5304	5302	5292				31796	2500	31796	1619	297.5 / 54 / 12	Fuel Oil=504 Slop=2520						
KIRBY 29074	1244003	5250	5225	4408				5248	5208	4382				29721	2500	29721	1619	297.5 / 54 / 12	Fuel Oil=1932 Slop=9492						
KIRBY 29075	1243994	5249	5228	4425				5247	5213	4383				29745	2500	29745	1619	297.5 / 54 / 12	Fuel Oil=1932 Slop=9492						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 29076	1243996	5245	5228	4412				5243	5213	4384				29725	2500	29725	1619	297.5 / 54 / 12	Fuel Oil=1932 Slop=9492						
KIRBY 29077	1243995	5247	5231	4408				5245	5214	4380				29725	2500	29725	1619	297.5 / 54 / 12	Fuel Oil=1932 Slop=9492						
KIRBY 29078	1244004	5250	5229	4405				5247	5211	4380				29722	2500	29722	1619	297.5 / 54 / 12	Fuel Oil=1932 Slop=9492						
KIRBY 29079	1243997	5249	5220	4392				5249	5220	4392				29722	2500	29722	1619	297.5 / 54 / 12	Fuel Oil=1932 Slop=9492						
KIRBY 29080	1243998	5145	5123	4598				5145	5123	4598				29732	2500	29732	1600	297.6/50	504						
KIRBY 29081	1243991	5145	5123	4598				5145	5123	4598				29732	2500	29732	1600	297.6/50	504						
KIRBY 29082	1243999	5144	5215	5107				5144	5215	5107				30932	2500	30932	1600	297.6/50	504						
KIRBY 29083	1243992	5146	5127	4506				5142	5109	4482				29512	2500	29512	1600	297.6/50	504						
KIRBY 29084	1244000	5147	5124	4507				5140	5112	4482				29512	2500	29512	1600	297.6/50	504						
KIRBY 29085	1244001	5145	5123	4598				5145	5123	4598				29732	2500	29732	1600	297.6/50	Fuel Oil=756 Slop=9282						
KIRBY 29086	1245345	5103	4836	4656				5100	4850	4677				29222	2500	29222	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29087	1245346	5101	4842	4656				5099	4855	4677				29230	2500	29230	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29088	1245347	5104	4835	4651				5097	4849	4675				29211	2500	29211	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29089	1245348	5104	4835	4657				5101	4849	4678				29224	2500	29224	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29090	1245349	5103	4835	4656				5102	4846	4677				29219	2500	29219	1619	297.5 / 54 / 12	Fuel Oil=756 Slop=9282						
KIRBY 29091	1258553	5003	5027	4893				5003	5044	4913				29883	2500	29883	1619	297.5 / 54 / 12	Fuel Oil=522 Slop=2584						
KIRBY 29092	1258556	5005	5021	4890				5005	5037	4910				29868	2500	29868	1619	297.5 / 54 / 12	Fuel Oil=522 Slop=2584						
KIRBY 29093	1258554	4987	5018	4885				4994	5035	4902				29821	2500	29821	1619	297.5 / 54 / 12	Fuel Oil=522 Slop=2584						
KIRBY 29094	1258555	5000	5018	4884				4999	5030	4907				29838	2500	29838	1619	297.5 / 54 / 12	Fuel Oil=522 Slop=2584						
KIRBY 29095	1258909	5048	5120	4603				5049	5134	4625				29579	2500	29579	1619	297.5 / 54 / 12	Fuel=504 Slop= 4032						
KIRBY 29096	1258910	5048	5120	4063				5049	5134	4625				29039	2500	29039	1619	297.5 / 54 / 12	Fuel=504 Slop=5032						
KIRBY 29098	1245368	5298	4839	4641				5298	4839	4641				29556	2500	29556	1619	297.6/54.0	500						
KIRBY 29099	1245369	5298	4839	4641				5298	4839	4641				29556	2500	29556	1619	297.6/54.0	500						
KIRBY 29100	1243796	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29101	1243798	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29102	1244565	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29103	1244566	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29104	1244567	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29105	1244568	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29106	1244569	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29107	1244570	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29108	1244571	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29109	1244883	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29110	1244884	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29111	1244885	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 29112	1244886	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29113	1244887	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29114	1244888	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29115	1244889	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29116	1245370	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29117	1245371	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29118	1245372	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29119	1245373	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29120	1245374	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29121	1245375	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29122	1245376	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29123	1245377	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29124	1245378	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29125	1245379	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29126	1247824	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29127	1247825	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29128	1247826	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29129	1247827	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29130	1247828	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29131	1247829	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29132	1256501	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29133	1256502	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29134	1256503	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29135	1256504	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29136	1256505	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29137	1256506	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29138	1256507	4838	4849	4460				4828	4859	4493				28327	2500	28327	1632	300.0/54.0	500						
KIRBY 29139	1216337	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29140	1216338	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29141	1216340	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29142	1229235	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29143	1231348	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29144	1231349	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29145	1231350	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29146	1234345	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 29147	1234349	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29148	1234351	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29149	1234352	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29150	1234354	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29151	1252008	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29152	1252009	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29153	1252010	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29154	1252012	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.6/54.0	FUEL=500 SLOP=500						
KIRBY 29155	1252013	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.6/54.0	FUEL=500 SLOP=500						
KIRBY 29156	1251934	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29157	1251935	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29158	1250651	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29159	1231351	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29160	1234347	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29161	1234348	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29162	1234355	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29163	1234356	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29164	1247204	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29165	1247205	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29166	1247206	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29167	1247207	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29168	1249745	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29169	1249746	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29170	1252007	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29171	1251933	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500						
KIRBY 29172	1100351	5200	4900	4700				5200	4900	4700				29600	2500	29600	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
KIRBY 29173	1175782	4530	5270	4830				4530	5270	4830				29260	2500	29260	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
KIRBY 29174	1175783	4525	5260	4830				4525	5260	4830				29230	2500	29230	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
KIRBY 29175	1177880	4525	5260	4830				4525	5260	4830				29230	2500	29230	1291	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
KIRBY 29176	1239324	4265	5470	4880				4265	5470	4880				29230	2500	29230	1619	297.5 / 54 / 12	FUEL = 500						
KIRBY 29177	1240862	4265	5470	4880				4265	5470	4880				29230	2500	29230	1291	297.5 / 54 / 12	FUEL = 500						
KIRBY 29177	1240862	4250	5470	4880				4250	5470	4880				29200	2500	29200	1619	297.5 / 54 / 12	FUEL = 500						
KIRBY 29182	1170149	4520	5269	4840				4520	5269	4840				29258	2500	29258	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 29184	1146849	4519	5261	4824				4519	5261	4824				29208	2500	29208	1619	297.5 / 54 / 12	FUEL=500 SLOP (P)=5460						
KIRBY 29186	1151455	4525	5265	4831				4525	5265	4831				29242	2500	29242	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)								
KIRBY 29187	1307569	4579	5554	4760				4582	5548	4752				29775	2500	29775	1754	297.5 / 54 / 12	FUEL=924 SLOP-P= 113								
KIRBY 29188	1307570	4581	5558	4756				4590	5538	4756				29779	2500	29779		297.5 / 54 / 12	FUEL=924 SLOP-P= 114 SLOP-								
KIRBY 29328	1163394	4510	5260	4815				4510	5260	4815				29170	2500	29170	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000								
KIRBY 29402	1170150	3295	3540	3786				4033	4282	4530				29403			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29403	1174489	4535	5275	4846				4535	5275	4846				29403			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29404	1105529	5196	4921	4712				5200	4921	4712				31914			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29405	1105905	5205	4923	4719				5205	4923	4719				31914			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29406	1100352	5215	4916	4711				5215	4916	4711				30124			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29407	1105904	5213	4930	4716				5213	4930	4716				31914			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29408	1086812	5182	4905	4727				5182	4905	4727				30608			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 29701B	1116749	5345	5248	4197				5336	5234	4212				29572	2500	29572	1632	300.0/54.0/12.0-D	7000								
KIRBY 29702B	1116750	5319	5226	4181				5323	5213	4200				29462	2500	29462	1632	300.0/54.0/12.0-D	7000								
KIRBY 29751	1207849	5023	5103	4624				5023	5103	4624				29500	2500	29500	1619	297.5/50	500								
KIRBY 30006	1109337	5548	5202	4919				5544	5229	4944				31386	2500	31386	1754	297.6/54.0	500								
KIRBY 30-01	1254583	3019	3011	3017	3019	3007		3017	3016	3016	3016	3008		30146	2500	30146	2350	308/54	294								
KIRBY 30010	1028316	5595	5044	4636				5585	5044	4646				30550	2500	30550	1619	297.6/54.0/12.0-D	500								
KIRBY 30014T	1045799	5555	5019	4620				5560	5031	4639				30424	2500	30424	1619	297.5/54.0/12.0-D	500								
KIRBY 30016T	1049506	5460	5008	4614				5548	5023	4636				30289	2500	30289	1619	297.5/54.0/12.0-D	500								
KIRBY 30024B	1139041	5256	5267	5065				5252	5253	5024				31117	2500	31117	1619	297.0/54.0	500								
KIRBY 30025B	1139042	5256	5267	5065				5252	5253	5024				31117	2500	31117	1619	297.0/54.0	500								
KIRBY 30026B	1139043	5256	5267	5065				5252	5253	5024				31117	2500	31117	1619	297.0/54.0	500								
KIRBY 30032	1240502	5332	5319	4370				5332	5319	4370				30042	2500	30042	1619	297.5 / 54 / 12	522								
KIRBY 30033	1240503	5331	5315	4357				5331	5315	4357				30006	2500	30006	1619	297.5 / 54 / 12	522								
KIRBY 30034	1216339	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000								
KIRBY 30035	1239887	5312	5292	4867				5312	5292	4867				30942	2500	30942	1632	300/54	500								
KIRBY 30036	1239888	5312	5292	4867				5312	5292	4867				30942	2500	30942	1632	300/54	500								
KIRBY 30037	1239889	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000								
KIRBY 30038	1239890	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000								
KIRBY 30040B	1194273	5307	5273	4865				5308	5287	4886				30926	2500	30926	1632	300/54	500								
KIRBY 30041B	1194272	5307	5273	4865				5308	5287	4886				30926	2500	30926	1632	300/54	500								
KIRBY 30042B	1246075	5307	5273	4865				5308	5287	4886				30926	2500	30926	1632	300/54	500								
KIRBY 30043B	1246076	5307	5273	4865				5308	5287	4886				30926	2500	30926	1632	300/54	500								
KIRBY 30044B	1246077	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000								
KIRBY 30045B	1246078	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000								
KIRBY 30046T	1115520	5250	5500	4700				5250	5500	4700				30900	2500	30900	1619	297.5 / 54 / 12	FUEL = 500								
KIRBY 30047T	1260098	4895	5470	4885				4895	5470	4885				30500	2500	30500	1619	297.5 / 54 / 12	FUEL = 500								
KIRBY 30055T	1177879	5155	5267	4798				5155	5267	4798				30440	2500	30440	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								
KIRBY 30056T	1175780	5147	5267	4821				5147	5267	4821				30470	2500	30470	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000								

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 30059T	1252192	4098	5477	4872				4098	5477	4872				28894	2500	28894	1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 30060T	1127061	5256	5500	4700				5256	5500	4700				28107			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 30070	1091219	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30071	1091220	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30072	1100017	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30073	1100018	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30074	1130256	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30075	1130255	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30076	1134902	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30077	1134903	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30078	1134904	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30079	1137572	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30080	1137573	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30081	1204985	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30082	1204987	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30083	1204988	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30084	1204989	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30085	1215682	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30086	1215683	5180	4910	4625				5180	4910	4625				29430	2500	29430	1619	297.5 / 54 / 12	FUEL=900 SLOP=8904						
KIRBY 30087	1215684	5548	5202	4919				5544	5229	4944				31386	2500	31386	1619	297.6/54.0	500						
KIRBY 30088	1215685	5548	5202	4919				5544	5229	4944				31386	2500	31386	1619	297.6/54.0	500						
KIRBY 30303	1107360	7968	4053	4053	6774				4053	4053				30954	2500	30954	1754	297.6/54.0	Fuel Oil=500						
KIRBY 30304	1107404	5312	5292	4867				5312	5292	4867				30942	2500	30942	1754	300/54	500						
KIRBY 30313	1225099	5312	5292	4867				5312	5292	4867				30942	2500	30942	1754	300/54	500						
KIRBY 30340B	1194274	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30341B	1194271	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	496						
KIRBY 30400	998064	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30403	1031853	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30405	995546	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	600						
KIRBY 30406	995547	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30407	995574	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30408	995573	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30409	998015	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30410	998016	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30412	999813	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500						
KIRBY 30414	999815	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000						
KIRBY 30715B	1148567	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000						
KIRBY 30716B	1148570	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000						
KIRBY 30717B	1148569	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
KIRBY 30718B	1148571	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000						
KIRBY 30719B	1167900	5312	5292	4867				5312	5292	4867				30942	2500	30942	1632	300/54	500						
KIRBY 30720B	1167901	5312	5292	4867				5312	5292	4867				30942	2500	30942	1632	300/54	500						
KIRBY 30721B	1194275	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 30722B	1194270	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500						
KIRBY 30723B	1207680	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 30724B	1207681	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 31003B	1252826	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 31004B	1252828	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652						
KIRBY 31005B	1252829	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000						
KIRBY 31006B	1252830	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000						
KIRBY 31007	1222699	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000						
KIRBY 31008	1222689	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=5000						
KIRBY 31009	1225135	5405	5425	5195				5405	5425	5195				32050	2500	32050	1619	297.0/54.0	564						
KIRBY 31010	1229236	5405	5425	5195				5405	5425	5195				32050	2500	32050	1619	297.0/54.0	564						
KIRBY 32004B	1228772	1396	1396	1644				1644	1382	1382				8844	884	8844	1619	118/52/12	0						
KIRBY 32005B	1229342	2928	2983	2933										8844	884	8844	1619	200.0/35.0	300						
KIRBY 32008B	1173340	5582	5626	4840				5582	5626	4840				32311			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32009B	1173339	5577						5577						32311			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32010B	1111826	5514	5625	5095				5514	5625	5095				33200			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32011B	1087895	5503	5622	5080				5503	5622	5080				33094			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32012B	1087896	5506	5630	5101				5469	5630	5101				33094			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32012B	1104252	5505	5635	5088				5505	5635	5088				33200			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32014B	1123519	5503	5629	5100				5503	5629	5100				33200			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32015B	1094956	5506	5640	5090				5506	5640	5090				33094			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32016B	1104251	5513	5637	5087				5513	5637	5087				33200			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32017B	1097689	5538	5626	5098				5538	5626	5098				33094			1619	297.5 / 54 / 12	FUEL=500 SLOP (P/S)=5000						
KIRBY 32300B	1206879	5570	5600	4840				5570	5600	4840				32020	2500	32020	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000						
KIRBY 8526B	CG005587	2920	2941	2965										8826	883	8826	685	200.0/35.0	300						
KIRBY 8620	1242244	2234	2076					2236	2077					8526	853	8526	791	224.3 / 42 / 10	FUEL=500						
MER 10	1210469	2952	2943	2927										8822	882	8822	764	200.0/35.0	300						
MER 11	1214519	2948	2943	2925										8816	882	8816	764	200.0/35.0	300						
MER 12	1218019	2928	2951	2954										8833	883	8833	764	200.0/35.0	300						
MER 13	1221201	4309	4972	4684				4309	4972	4684				27930	2500	27930	764	297.5/54.0	FUEL=500 SLOP=4000						
MER 9	1172319	4309	4972	4684				4309	4972	4684				27930	2500	27930	764	297.5/54.0	FUEL=500 SLOP=4000						
MMI 2801	1164478	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000						
MMI 2802	1164481	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000						
MMI 2803	1167643	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)						
MMI 2804	1167652	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000						
MMI 2805	1194445	4309	4972	4684				4309	4972	4684				27930	2500	27930	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 2806	1194446	4309	4972	4684				4309	4972	4684				27930	2500	27930	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 2808	1194448	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3020	1095685	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3022	1095687	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3024	1098867	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3025	1098868	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3028	1117729	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3029	1117730	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3030	1139044	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3031	1139045	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3032	1139046	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3033	1139047	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3034	1142280	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3036	1142282	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3037	1142283	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3038	1145643	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3039	1145625	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3040	1145647	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3042	1152841	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3043	1152842	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3044	1152843	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3045	1152844	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3046	1166417	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3047	1166419	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3049	1167656	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	320.0/50.0	FUEL TANK=7500						
MMI 3050	1182123	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL TANK=7500						
MMI 3051	1182124	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL TANK=7500						
MMI 3052	1182125	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	297.5/54.0	FUEL=500 SLOP=4000						
MMI 3053	1182126	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	297.5/54.0	FUEL=500 SLOP=4000						
MMI 3054	1184127	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL TANK=7500						
MMI 3055	1184128	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL TANK=7500						
MMI 3056	1186712	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						
MMI 3057	1186714	4171	4171	4171	3298			4171	4171	4171	3298			31622	2500	31622	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000						

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)					
MMI 3059	1196472	1452	3236	4249	4211	4217	4220	3416						25001	2500	25001	1619	297.6/54.1						
PBL 2402	558338	4844	5222	4299	4876	5238	4291							28770	2500	28770	1716	297.5/54.0						
PBL 3001	1130237	5094	5146	4121	5094	5146	4121							28722	2500	28722	1619	297.5 / 54 / 12	FUEL=3976					
PBL 3002	1188127	5034	5084	4119	5031	5112	4124							28504	2500	28504	1619	297.5 / 54 / 12						
PBL 3010	1230450	5219	5086	4180	5219	5067	4156							28927	2500	28927	1619	297.5 / 54 / 12						
PBL 3011	1266446	5184	5064	4181	5187	5064	4169							28849	2500	28849	1619	297.5 / 54 / 12						
PBL 3026	1117727	2925	6690	9508	9613									28736	2500	28736	1616	297 / 54 / 12						
PBL 3027	1117728	9335	9538	7866										26739	2500	26739	1616	297 / 54 / 12	FUEL=4500					
PBL 3421	1241415	5268	5242	4390	5265	5227	4361							29753	2500	29753	1619	297.5 / 54 / 12	FUEL=5800					
PBL 3422	1241414	3470	3694	1804	2003									10971	1097	10971	1616	154.0/54.0						
PBL 3423	1244005	8914	8481	7770										25165	2500	25165	1619	297.6/54.1	FUEL=4487					
SBK 2410	553435	3483	3955	3484										10922	1092	10922	1660	200.0/35.0						
SMS 216	1074637	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500					
SMS 30201	1020950	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500					
SMS 30202	1020951	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500					
SMS 30203	1020952	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500					
SMS 30206	1020957	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500					
TMTB 109	1310467	5047	5113	4470				5050	5125	4489				29294	2500	29294	1691	297.5 / 54 / 12	FUEL=500 SLOP=3495					
TMTB 110	1310468	5054	5113	4472				5047	5126	4489				29301	2500	29301	1619	297.5 / 54 / 12	FUEL=500 SLOP=3495					
TMTB 113	1312189	5038	5100	4402				5027	5107	4431				29105	2500	29105	1619	297.5 / 54 / 12	FUEL=500 SLOP-P= 5571 SLOP-S= 5568					

BARGE NAME	O.N.	#1P	#1C	#2P	#2C	#3P	#3C	#4P	#5P	#6P	#1S	#2S	#3S	#4S	#5S	#6S	MMPD	WCD	GRT	L / B / D (FT)	FUEL TANK
301	1120480	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
303	1131321	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
305	1131324	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
401	1131325	2101		2101		2101		1765	2101		2101	2101	2101	1765	2101		2034	20338	1592	270.0/54/13	7.2
403	1153102	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	1741	263.2/54/15	7.2
405	1197372	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	2113	263.2/54/15	7.2
406	1202099	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	1735	263.2/54/15	7.2
407	1202100	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	2113	263.2/54/15	7.2
KIRBY 15001D	1120481	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
KIRBY 22400	1153104	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	1744	263.2/54/15	11.9

ALL CAPACITIES IN BBLS EXCEPT AS NOTED

Oil Spill Response Plan
Appendix B-1
Non-Tank Barges
SOPEP Only

BARGE NAME	O.N.	OILY BILGE TANK	DIRTY OIL TANK	THRUSTER DAY TANK	GENERATOR DAY TANK	FUEL OIL SERVICE TANK	AFT DIRTY OIL TANK	FUEL OIL STORAGE TANK	THRUSTER FUEL SERVICE TANK	MMPD	WCD	GRT	L/W/D (ft)
MARGO DALE	1243311	200 gal 05 bbl	2,000 gal 48 bbl	2,000 gal 48 bbl	400 gal 10 bbl	5,000 gal 119 bbl	2,660 gals 63 bbls	10,000 gals 238 bbls	2,660 gals 63 bbl	500 gal 12 bbl	5000 gal 119 bbl	11233	461/90/36
WINNA WILSON	1243312	200 gal 05 bbl	2,000 gal 48 bbl	2,000 gal 48 bbl	400 gal 10 bbl	5,000 gal 119 bbl	2,660 gals 63 bbls	10,000 gals 238 bbls	2,660 gals 63 bbl	500 gal 12 bbl	5000 gal 119 bbl	11233	461/90/36

VESSEL NAME	OFFICIAL NUMBER	FLAG	CALL SIGN	OIL CAPACITY (BBL)	MMPD	WCD	LARGEST OIL TANK (BBL)	GRT	ITC	LOA/BEAM/DEPTH
BAILEY	1304371	US	WDL6398	1399	140	1399	390	469	549	121/35/11.5
BAYOU ST JOHN	1289983	US	WDK4879	829	83	829	369	299	413	84.5/35.0/10.7
BIG D	1237744	US	WDG3181	2577	258	2577	772	585	778	140/42/11.5
BOWIE	1253445	US	WDK8303	736	74	736	339	297	420	94.5/34.0/10.6
BOWLING GREEN	1291740	US	WDK6183	829	83	829	369	299	413	84.5/35.0/10.7
BRADY DAWSON	1243640	US	WDM3779	3432	343	3432	510	N/A	1335	163.2/50/11.6
CIBOLO	1289289	US	WDK4438	738	74	738	369	299	403	84.5/32.0/11.0
CITY OF NEW ORLEANS	670500	US	WDC2653	1842	184	1842	282	596	N/A	130.4/44.0/8.3
CITY OF PADUCAH	629754	US	WDC2657	1445	145	1445	310	437	N/A	113.4/34.0/9.6
COTTLE	636306	US	WDC2660	2488	249	2488	443	710	N/A	141.5/45.0/8.0
CROCKETT	1291739	US	WDK6182	738	74	738	369	299	403	84.5/32.0/11.0
DONNY NOLAN	1292803	US	WDK6848	738	74	738	369	299	403	84.5/32.0/11.0
FRANKIE WISEMAN	1220938	US	WDE9251	773	77	773	210	313	472	94.5/35.0/10.0
HONDO	1217767	US	WCE7291	773	77	773	210	313	472	94.5/35.0/10.0
JASON MCDANIEL	1217952	US	WDE7876	2369	237	2369	774	585	778	133/42/11.5
KENDALL WASHINGTON	1293801	US	WDK7840	1338	134	1338	393	469	549	116/35/11.5
KENNY SHAVER	1294499	US	WDK8101	738	74	738	369	299	403	88.0/32.0/10.8
LESTER PARKER	1261131	US	WDI2748	1584	158	1584	396	262	573	109.4/35.5/12.5
MARK SHELL	1224501	US	WDF2944	773	77	773	210	313	472	94.5/35.0/10.0
NAVASOTA	1214811	US	WDI7435	773	77	773	210	313	472	94.5/35.0/10.0
R STEWART	1299327	US	WDL3473	1399	140	1399	390	469	549	121/35/11.5
RANDY HOPSON	1256248	US	WDH6840	1584	158	1584	396	262	573	109.4/35.5/12.5
RON NOKES	1308967	US	WDL9169	1798	180	1798	414	577	N/A	142.0/44.0/11.0
RUSTY ZELLER	1225582	US	WDF3821	2577	258	2577	772	585	778	140/42/11.5
SANDRA LEIGH IVEY	1292801	US	WDK6845	829	83	829	369	299	413	84.5/35.0/10.7
WALLER	1253955	US	WDH5331	1584	158	1584	396	262	573	109.4/35.5/12.5
ZEPHYR	1320009	US	WDM6615	3432	343	3432	680	N/A	1335	163.2/50/11.6

General arrangement and midship section plans, fuel and oil piping diagrams, and tank plans are located in the applicable vessel's pilothouse and ashore in the offices of the vessel owner/operator as listed in Section 1 of the plan.

VESSEL NAME	OFFICIAL NUMBER	FLAG	CALL SIGN	OIL CAPACITY (BBL)	MMPD	WCD	GRT	ITC	LOA/BEAM/DEPTH
CAPTAIN DONALD LOWE SR	1243309	US	WDG6405	4013	401	4013	294	949	116.1/42.0/22.0
JASON E DUTTINGER	1243310	US	WDG6404	4013	401	4013	294	949	116.1/42.0/22.0

General arrangement and midship section plans, fuel and oil piping diagrams, and tank plans are located in the applicable vessel's pilothouse and ashore in the offices of the vessel owner/operator as listed in Section 1.1 of the core plan.

Appendix A-1

Inland Tank Barges

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)
KIRBY 30407	995574	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500
KIRBY 30408	995573	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500
KIRBY 30409	998015	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500
KIRBY 30410	998016	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500
KIRBY 30412	999813	4796	4822	5666				4767	4788	5644				30483	2500	30483	1619	297.5 / 54 / 12	500
KIRBY 30414	999815	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000
KIRBY 30715B	1148567	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000
KIRBY 30716B	1148570	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000
KIRBY 30717B	1148569	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000
KIRBY 30718B	1148571	5339	5339	4587				5339	5339	4587				30530	2500	30530	1633	300/54	14000
KIRBY 30719B	1167900	5312	5292	4867				5312	5292	4867				30942	2500	30942	1632	300/54	500
KIRBY 30720B	1167901	5312	5292	4867				5312	5292	4867				30942	2500	30942	1632	300/54	500
KIRBY 30721B	1194275	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500
KIRBY 30722B	1194270	4857	4887	4502				4857	4887	4502				28492	2500	28492	1632	300/54	500
KIRBY 30723B	1207680	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652
KIRBY 30724B	1207681	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652
KIRBY 31003B	1252826	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652
KIRBY 31004B	1252828	5275	5250	5291				5271	5276	5276				31639	2500	31639	1619	297.5 / 54 / 12	Fuel Oil=840 Slop=8652
KIRBY 31005B	1252829	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
KIRBY 31006B	1252830	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
KIRBY 31007	1222699	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
KIRBY 31008	1222689	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
KIRBY 31009	1225135	5405	5425	5195				5405	5425	5195				32050	2500	32050	1619	297.0/54.0	564
KIRBY 31010	1229236	5405	5425	5195				5405	5425	5195				32050	2500	32050	1619	297.0/54.0	564
KIRBY 32004B	1228772	1396	1396	1644				1644	1382	1382				8844	884	8844	1619	118/52/12	0
KIRBY 32005B	1229342	2928	2983	2933										8844	884	8844	1619	200.0/35.0	300
KIRBY 32300B	1206879	5570	5600	4840				5570	5600	4840				32020	2500	32020	1619	297.5 / 54 / 12	FUEL = 500 SLOP = 5000
KIRBY 8526B	CG005587	2920	2941	2965										8826	883	8826	685	200.0/35.0	300
MER 10	1210469	2952	2943	2927										8822	882	8822	764	200.0/35.0	300

Appendix A-1

Inland Tank Barges

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)
MER 11	1214519	2948	2943	2925										8816	882	8816	764	200.0/35.0	300
MER 12	1218019	2928	2951	2954										8833	883	8833	764	200.0/35.0	300
MER 13	1221201	4309	4972	4684				4309	4972	4684				27930	2500	27930	764	297.5/54.0	FUEL=500 SLOP=4000
MER 9	1172319	4309	4972	4684				4309	4972	4684				27930	2500	27930	764	297.5/54.0	FUEL=500 SLOP=4000
MMI 2801	1164478	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000
MMI 2802	1164481	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000
MMI 2803	1167643	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000
MMI 2804	1167652	4309	4972	4684				4309	4972	4684				27930	2500	27930	1754	297.5/54.0	FUEL=500 SLOP=4000
MMI 2805	1194445	4309	4972	4684				4309	4972	4684				27930	2500	27930	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 2806	1194446	4309	4972	4684				4309	4972	4684				27930	2500	27930	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 2808	1194448	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3020	1095685	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3022	1095687	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3024	1098867	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3025	1098868	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3028	1117729	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3029	1117730	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3030	1139044	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3031	1139045	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3032	1139046	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3033	1139047	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3034	1142280	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3036	1142282	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3037	1142283	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3038	1145643	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3039	1145625	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3040	1145647	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3042	1152841	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3043	1152842	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000

Appendix A-1

Inland Tank Barges

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)
MMI 3044	1152843	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3045	1152844	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3046	1166417	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3047	1166419	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3049	1167656	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	320.0/50.0	FUEL TANK=7500
MMI 3050	1182123	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL TANK=7500
MMI 3051	1182124	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	320.0/50.0	FUEL TANK=7500
MMI 3052	1182125	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	297.5/54.0	FUEL=500 SLOP=4000
MMI 3053	1182126	5292	5149	4199				5292	5149	4199				29280	2500	29280	1747	297.5/54.0	FUEL=500 SLOP=4000
MMI 3054	1184127	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL TANK=7500
MMI 3055	1184128	5520	5208	4510				5520	5208	4510				30476	2500	30476	1619	297.5 / 54 / 12	FUEL TANK=7500
MMI 3056	1186712	5292	5149	4199				5292	5149	4199				29280	2500	29280	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3057	1186714	4171	4171	4171	3298			4171	4171	4171	3298			31622	2500	31622	1619	297.5 / 54 / 12	FUEL=500 SLOP=4000
MMI 3059	1196472	1452	3236	4249	4211	4217	4220	3416						25001	2500	25001	1619	297.6/54.1	
PBL 2402	558338	4844	5222	4299	4876	5238	4291							28770	2500	28770	1716	297.5/54.0	
PBL 3001	1130237	5094	5146	4121	5094	5146	4121							28722	2500	28722	1619	297.5 / 54 / 12	FUEL=3976
PBL 3002	1188127	5034	5084	4119	5031	5112	4124							28504	2500	28504	1619	297.5 / 54 / 12	
PBL 3010	1230450	5219	5086	4180	5219	5067	4156							28927	2500	28927	1619	297.5 / 54 / 12	
PBL 3011	1266446	5184	5064	4181	5187	5064	4169							28849	2500	28849	1619	297.5 / 54 / 12	
PBL 3026	1117727	2925	6690	9508	9613									28736	2500	28736	1616	297 / 54 / 12	
PBL 3027	1117728	9335	9538	7866										26739	2500	26739	1616	297 / 54 / 12	FUEL=4500
PBL 3421	1241415	5268	5242	4390	5265	5227	4361							29753	2500	29753	1619	297.5 / 54 / 12	FUEL=5800
PBL 3422	1241414	3470	3694	1804	2003									10971	1097	10971	1616	154.0/54.0	
PBL 3423	1244005	8914	8481	7770										25165	2500	25165	1619	297.6/54.1	FUEL=4487
SBK 2410	553435	3483	3955	3484										10922	1092	10922	1660	200.0/35.0	
SMS 216	1074637	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
SMS 30201	1020950	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
SMS 30202	1020951	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
SMS 30203	1020952	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500
SMS 30206	1020957	5000	5000	5000				5000	5000	5000				30000	2500	30000	1619	297.5 / 54 / 12	FUEL=500 SLOP=500

Appendix A-1

Inland Tank Barges

BARGE NAME	OFFICIAL NUMBER	#1P or 1C	#2P or 2C	#3P or 3C	#4P or 4C	#5P or 5C	#6P or 6C	#1S or 7C	#2S or 8C	#3S or 9C	#4S or 10C	#5S or 11C	#6S or 12C	TOTAL CAPACITY (BBL)	MMPD (BBL)	WCD (BBL)	GRT	L X B X D (FT)	FUEL/SLOP TANK CAPY (GALS)
TMTB 109	1310467	5047	5113	4470				5050	5125	4489				29294	2500	29294	1691	297.5 / 54 / 12	FUEL=500 SLOP=3495
TMTB 110	1310468	5054	5113	4472				5047	5126	4489				29301	2500	29301	1619	297.5 / 54 / 12	FUEL=500 SLOP=3495
TMTB 113	1312189	5038	5100	4402				5027	5107	4431				29105	2500	29105	1619	297.5 / 54 / 12	FUEL=500 SLOP-P= 5571 SLOP- S= 5568

BARGE NAME	O.N.	#1P	#1C	#2P	#2C	#3P	#3C	#4P	#5P	#6P	#1S	#2S	#3S	#4S	#5S	#6S	MMPD	WCD	GRT	L / B / D (FT)	FUEL TANK
301	1120480	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
303	1131321	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
305	1131324	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
401	1131325	2101		2101		2101		1765	2101		2101	2101	2101	1765	2101		2034	20338	1592	270.0/54/13	7.2
403	1153102	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	1741	263.2/54/15	7.2
405	1197372	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	2113	263.2/54/15	7.2
406	1202099	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	1735	263.2/54/15	7.2
407	1202100	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	2113	263.2/54/15	7.2
KIRBY 15001D	1120481	1493		1493		1493		1493	1742		1493	1493	1493	1493	1742		1543	15428	1260	250.0/50/12	7.2
KIRBY 22400	1153104	1927		1907		1908		1908	1909	1887	1927	1907	1908	1908	1909	1887	2289	22892	1744	263.2/54/15	11.9

ALL CAPACITIES IN BBLS EXCEPT AS NOTED

Oil Spill Response Plan
Appendix B-1
Non-Tank Barges
SOPEP Only

BARGE NAME	O.N.	OILY BILGE TANK	DIRTY OIL TANK	THRUSTER DAY TANK	GENERATOR DAY TANK	FUEL OIL SERVICE TANK	AFT DIRTY OIL TANK	FUEL OIL STORAGE TANK	THRUSTER FUEL SERVICE TANK	MMPD	WCD	GRT	L/W/D (ft)
MARGO DALE	1243311	200 gal 05 bbl	2,000 gal 48 bbl	2,000 gal 48 bbl	400 gal 10 bbl	5,000 gal 119 bbl	2,660 gals 63 bbls	10,000 gals 238 bbls	2,660 gals 63 bbl	500 gal 12 bbl	5000 gal 119 bbl	11233	461/90/36
WINNA WILSON	1243312	200 gal 05 bbl	2,000 gal 48 bbl	2,000 gal 48 bbl	400 gal 10 bbl	5,000 gal 119 bbl	2,660 gals 63 bbls	10,000 gals 238 bbls	2,660 gals 63 bbl	500 gal 12 bbl	5000 gal 119 bbl	11233	461/90/36

VESSEL NAME	OFFICIAL NUMBER	FLAG	CALL SIGN	OIL CAPACITY (BBL)	MMPD	WCD	LARGEST OIL TANK (BBL)	GRT	ITC	LOA/BEAM/DEPTH
BAILEY	1304371	US	WDL6398	1399	140	1399	390	469	549	121/35/11.5
BAYOU ST JOHN	1289983	US	WDK4879	829	83	829	369	299	413	84.5/35.0/10.7
BIG D	1237744	US	WDG3181	2577	258	2577	772	585	778	140/42/11.5
BOWIE	1253445	US	WDK8303	736	74	736	339	297	420	94.5/34.0/10.6
BOWLING GREEN	1291740	US	WDK6183	829	83	829	369	299	413	84.5/35.0/10.7
BRADY DAWSON	1243640	US	WDM3779	3432	343	3432	510	N/A	1335	163.2/50/11.6
CIBOLO	1289289	US	WDK4438	738	74	738	369	299	403	84.5/32.0/11.0
CITY OF NEW ORLEANS	670500	US	WDC2653	1842	184	1842	282	596	N/A	130.4/44.0/8.3
CITY OF PADUCAH	629754	US	WDC2657	1445	145	1445	310	437	N/A	113.4/34.0/9.6
COTTLE	636306	US	WDC2660	2488	249	2488	443	710	N/A	141.5/45.0/8.0
CROCKETT	1291739	US	WDK6182	738	74	738	369	299	403	84.5/32.0/11.0
DONNY NOLAN	1292803	US	WDK6848	738	74	738	369	299	403	84.5/32.0/11.0
FRANKIE WISEMAN	1220938	US	WDE9251	773	77	773	210	313	472	94.5/35.0/10.0
HONDO	1217767	US	WCE7291	773	77	773	210	313	472	94.5/35.0/10.0
JASON MCDANIEL	1217952	US	WDE7876	2369	237	2369	774	585	778	133/42/11.5
KENDALL WASHINGTON	1293801	US	WDK7840	1338	134	1338	393	469	549	116/35/11.5
KENNY SHAVER	1294499	US	WDK8101	738	74	738	369	299	403	88.0/32.0/10.8
LESTER PARKER	1261131	US	WDI2748	1584	158	1584	396	262	573	109.4/35.5/12.5
MARK SHELL	1224501	US	WDF2944	773	77	773	210	313	472	94.5/35.0/10.0
NAVASOTA	1214811	US	WDI7435	773	77	773	210	313	472	94.5/35.0/10.0
R STEWART	1299327	US	WDL3473	1399	140	1399	390	469	549	121/35/11.5
RANDY HOPSON	1256248	US	WDH6840	1584	158	1584	396	262	573	109.4/35.5/12.5
RON NOKES	1308967	US	WDL9169	1798	180	1798	414	577	N/A	142.0/44.0/11.0
RUSTY ZELLER	1225582	US	WDF3821	2577	258	2577	772	585	778	140/42/11.5
SANDRA LEIGH IVEY	1292801	US	WDK6845	829	83	829	369	299	413	84.5/35.0/10.7
WALLER	1253955	US	WDH5331	1584	158	1584	396	262	573	109.4/35.5/12.5
ZEPHYR	1320009	US	WDM6615	3432	343	3432	680	N/A	1335	163.2/50/11.6

General arrangement and midship section plans, fuel and oil piping diagrams, and tank plans are located in the applicable vessel's pilothouse and ashore in the offices of the vessel owner/operator as listed in Section 1 of the plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 2	REPORTING AND NOTIFICATION PROCEDURES

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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 2	REPORTING AND NOTIFICATION PROCEDURES

2 NOTIFICATION PROCEDURES

This section describes initial spill reporting and notification actions. Federal, state, local officials and agencies, community organizations, tribal interests, public interest groups and other parties who may be affected by the spill in a specific geographical area, or who may be called upon to provide information or advice, are identified in each geographic-specific appendix or in the applicable Area Contingency Plan.

2.1. RESPONSIBILITY

The Qualified Individual (QI) is responsible for reporting, or directing the reporting of, a spill to federal and state agencies and notifying or directing the notification of the spill management team and Oil Spill Response Organization (OSRO) when necessary. If the QI or an alternate is not immediately available, the Kirby Incident Commander, dispatch manager, master of the assigned towing vessel, or person-in-charge of the barge is responsible for immediately notifying the spill management team and OSRO if required and reporting the event to the USCG National Response Center (NRC), the local USCG Sector office, and the appropriate State contact(s).

2.2. REPORTING

Reporting is required by law and must be done immediately after the attendant safety considerations of the situation have been addressed. This is normally construed to mean that USCG and State notifications must be accomplished in 30 minutes or less after the occurrence of the spill.



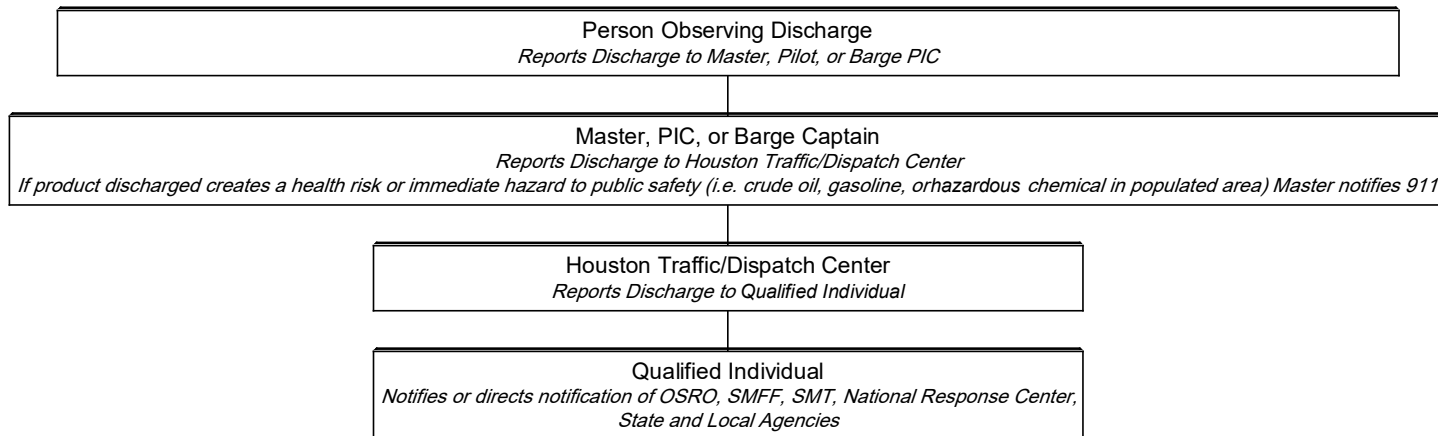
Kirby Corporation USCG VESSEL RESPONSE PLAN #13322

Section 2

REPORTING AND NOTIFICATION PROCEDURES

2.2.1 VESSEL REPORTING SEQUENCE AND PROCEDURE

Vessel Reporting Sequence



1. Person observing the discharge reports the discharge to the vessel Master/Pilot, the Master/Pilot of the towing vessel in attendance, or the barge PIC as applicable.
2. The vessel Master, Master/Pilot of the towing vessel in attendance, or the barge PIC, as applicable, reports the discharge to the Houston Traffic/Dispatch center. The Houston Traffic/Dispatch center connects the reporting vessel with the duty Incident Commander/Qualified Individual.
3. The Incident Commander/Qualified Individual activates or directs the activation of the appropriate OSRO resources and the Spill Management Team, and reports or directs reporting of the discharge to the National Response Center, the local USCG Sector, and the State and local agencies identified in the applicable Geographic-Specific Appendix.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 2	REPORTING AND NOTIFICATION PROCEDURES

2.2.2 REPORTING STANDARDS

A report will be made in accordance with the reporting sequence shown in 2.2.1 whenever an incident involves one or more of the following situations:

- Any discharge of oil or noxious liquid substance (NLS) that creates, or has the potential to create, a sheen, emulsion, or discoloration on or below the surface of the water;¹
- Any discharge of oil or NLS resulting for whatever reason, including those for the purpose of securing the safety of the ship or saving a life at sea;
- Any discharge of oil or NLS during the operation of the ship in excess of the quantities or instantaneous rate permitted in 33CFR151.10 or 33CFR157.37 (discharge from OWS and oil discharge monitoring equipment).

2.2.2.1 Substantial Threat of Discharge

Federal, as well as many State laws and regulations have extended the requirement for reporting and activation of the response plan for a probable or “substantial threat of discharge” of oil or NLS. A “substantial threat of discharge” is not always clearly defined, but is normally expected to include incidents of loss of propulsion or steering, collision, allision, grounding, fire, explosion, structural failure, flooding or cargo shifting, a significant discharge into deck containment, or equipment failure which may not yet have resulted in a discharge, but for which a potential for release to water may exist.

Kirby policy is that all such incidents will be quickly evaluated as to whether a “substantial threat of discharge” exists and if so shall be reported and the response plan activated to the extent required by the incident.

2.2.2.2 Activation of the Spill Management Team

Section 4 “Shore-Based Response Activities” contains details regarding the makeup and activation of the Kirby Spill Management Team. Activation of the Kirby SMT may also include or require notification/activation of contract SMT personnel to augment or initiate the shore-based response to the incident.

2.2.3 INITIAL EVENT CHECKLISTS AND FORMS

The Initial Event Report Form located at Figure 1 at the end of this section, should be used to collect information for reporting a spill.

The Incident Notification Log located at Figure 2 (reverse side of the Initial Event Report) may be used by the Incident Commander to record the parties notified or activated during an incident.

It is understood that not all the relevant information may be known at the initial time of reporting. Report only what is known, do not guess or speculate. An update to each federal and state agency can be submitted, as more information is available.

¹ Note that when the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 2	REPORTING AND NOTIFICATION PROCEDURES

At a minimum, the following information should be reported initially:

- ✓ Vessel(s) name and location
- ✓ Date and time of event
- ✓ Nature of event (include injury data)
- ✓ Numbers of persons on board
- ✓ Estimate amount of discharge
- ✓ Type of product discharged
- ✓ Initial Assessment of Event
- ✓ Initial Actions Taken
- ✓ Actions Planned
- ✓ Immediate Assistance Required
- ✓ Telephone contact number or radio frequency monitored

Figures 3 through 6 are provided to assist the Initial Incident Commander with ensuring all appropriate initial actions and notifications are completed and for significant incidents, an orderly hand-off to the incoming Kirby Spill Management Team can be accomplished.

2.2.4 CONTACT INFORMATION FOR THE QUALIFIED INDIVIDUAL

The following are the designated primary and alternate Qualified Individuals for this plan:

Name	Location	Office	Mobile	E-mail
Jim Guidry (primary)	Houston, TX	713-435-1640	713-816-0928	jim.guidry@kirbycorp.com
Todd Behlke	Houston, TX	713-435-1653	713-476-8123	todd.behlke@kirbycorp.com
Craig Foret	Houston, TX	713-435-1634	713-817-3863	craig.foret@kirbycorp.com

2.2.5 USCG NATIONAL RESPONSE CENTER (USCG NRC) REPORTING

The USCG NRC is the initial point of reporting to the Federal government for a spill or threat of a spill of oil or hazardous substances into coastal waters. Kirby policy requires reporting to the USCG NRC as soon as possible after initial safety, control, and containment actions are organized.

2.2.6 STATE EMERGENCY OFFICE REPORTING

In general, state jurisdiction on navigable waters is considered to exist within the territorial sea (within 3 miles of shore) and on waters inside of the boundary lines described in 46 CFR 4. Reporting to the appropriate State Emergency Office(s) must be made as soon as possible after initial safety, control, and containment actions are organized. Reporting may be required to more than a single State agency due to the location of the spill. States to be notified for a spill within a specific COTP zone are listed in the applicable Geographic-Specific Appendix.

2.2.7 REPORT UPDATES

Depending on the nature and size of the spill, update reports will be made to federal and state agencies periodically (written or oral). Typically, the Qualified Individual (QI) or Incident Commander (IC) will schedule and report information in cooperation with the federal and state on-scene commanders.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 2	REPORTING AND NOTIFICATION PROCEDURES

Figure 1 – Initial Event Report Form

Date/Time of Report:	Reporter's Name:	Company:	Date/Time of Event Occurred:
VESSEL/BARGE INFORMATION: Vessel Name: _____ Official Number: _____ Country of Registry: _____ Call Sign: _____ Affected Vessel Type: ☐ Tug ☐ Barge LOA _____ If a barge, towing vessel name: _____ Radio frequency or contact #: _____ # of Crew: _____ Fuel/Cargo Oil Capacity (bbl/gal): _____ Fuel/Cargo Oil Onboard (bbl/gal) _____		VESSEL LOCATION: Geo reference: _____ Latitude/Longitude: _____ Body of Water: _____ State/County: _____ Course/Speed: _____ Departed from: _____ Destination: _____ ETA: _____	
WEATHER CONDITIONS Weather: _____ Visibility: _____ Wind Direction: _____ Wind Speed: _____		TIDAL CONDITIONS Tide: (height, rising/falling) _____ Current: (speed/direction) _____ Sea/wave height : _____	
Type of Event: <i>(check all that apply)</i> ☐ Oil spill ☐ Allision ☐ Collision ☐ Flooding ☐ Grounding ☐ Machinery Failure ☐ Personnel Injury ☐ Weather Damage ☐ Other (describe) _____			
Vessel operations underway at time of event: <i>(check all that apply)</i> ☐ Cargo/Tank Cleaning Operations ☐ At-sea Transit ☐ Pilotage Waters Transit ☐ At Anchor ☐ Moored ☐ Maneuvering/Docking ☐ Other (describe) _____			
Identify any other facilities and/or vessels involved: _____			
Owner/Operator contact information: (Fill-in name and callback number of vessel's Kirby Incident Commander) _____			
P&I Insurance: The Standard Club UK Limited Broker: AON Specialty Contact: Kirby Corp. Amy Husted, (713) 435-1068			
SPILL INFORMATION Type of product and quantity discharged – best estimate based on flow rate, time elapsed, tank capacity, etc and how much has discharged into the water. If unknown, do not guess – report size or area of sheen on water if possible. Type and total spilled amount: _____ On-deck _____ Into water _____ Type/total quantity of oil remaining onboard: _____			
Description of event and cause of discharge (if known): _____			
Potential pollution or environmental threats – shorelines, wildlife habitats, boat harbor, etc.: _____			
Safety, containment and response actions initiated or planned: _____			
Extent of any injury/damage as a result of the incident, potential fire or safety hazards: _____			
Current condition of the vessel/barge: (u/w, drifting, moored, anchored, etc) _____			
Date/Time of Next Report:			

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Figure 2 - Incident Notification Log

Designated Incident Commander:				Designated Qualified Individual:	
Agency/Company	Yes/No	Name of Agency or Person Contacted	Phone # Contacted	Date/Time of Notification	Comments (note name of person contacted, any event or report numbers issued)
Kirby Duty Ops Manager					
Kirby Division VP or GM					
Kirby Qualified Individual					
Oil Spill Removal Organization (OSRO)		MSRC	800-645-7745		Notification/activation required for spills that exceed 50 barrels.
		NRC (secondary)	800-899-4672		
Other Clean-up Contractors					Refer to geographic-specific appendix of the VRP for contractors.
Salvage and Marine Firefighting (SMFF) Provider <u>Activated as directed by QI.</u>		T&T Salvage (primary)	713-534-0700		Activated at direction of QI. Required for incidents which may involve emergency towing, salvage or firefighting.
USCG National Response Center			800-424-8802		Operator name / initials: Event/Report #:
USCG Sector/COTP office					
State Emergency Office					Operator name / initials: _____ Report #: _____
Spill Management Team Contractors <u>Activated as directed by QI.</u>		Gallagher Marine Systems	703-683-4700 215-492-5473		Activate as directed by QI. Required for spills that exceed 50 barrels.
		The Response Group (TRG)	281-880-5000		
Damaged Stability Engineering Services <u>Activated as directed by QI.</u>		Kirby Engineering	713-435-1700		May be required for incidents which may involve salvage, lightering or firefighting.
		T&T Salvage	713-534-0700		
Local Law Enforcement			911		Vessel must call directly when incident involves security or public safety concerns.
Local Fire Department			911		Vessel must call directly in event of an incident that creates an immediate threat to public health or safety.
Drug and Alcohol Testing Contractor		Premier Occupational Medicine	504-889-9848		Contact QI if there are any problems with accomplishing post-incident testing.
Medical Services Contractor		HealthForce	800-875-3225		
Insurance/P&I Club					Contact Kirby VP - Legal
Customer					Confirm with Kirby Traffic/CSR. Refer to vessel orders or contract requirements.

The information contained in this report may not be released to parties other than those indicated in the Event Notification Log without the expressed consent of the Qualified Individual.

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Figure 3 - Incident Commander Checklist

Incident Commander _____ Date/Time Notified _____

Action	Date/Time Completed/Confirmed
1. Receive initial notification from Dispatch/Operations	
2. Confirm identification and notification of Qualified Individual	
3. Direct/confirm initial action for safety of personnel – assess personnel injuries/casualties and activate Human Resources personnel response as required.	
4. If a personnel injury or cargo/vapor release is immediate hazard to public, confirm that vessel has activated local LE/EMS using 911 system.	
5. Direct/confirm initial action for safety of vessels and cargo. Activate damaged stability engineering contractor.	
6. Direct/confirm initial action for safety of the environment.	
7. Direct/confirm notifications to regulatory agencies as appropriate (See Figure 2)	
8. Direct/confirm activation of response resources as appropriate (See Figure 2)	
9. Complete or direct completion of incident planning calculations as appropriate (Figure 4)	
10. Confer with Executive VP Ops- activation and designation of Spill/Incident Management Team	
11. Direct/confirm internal notifications to Executive Team as indicated.	
12. Stand up command post and activate TRG Web IAP.	
13. Activate Crisis Management/Media Action Plan as appropriate (Kirby Legal and Government Affairs)	
14. Initiate contact/coordination with FOSC (USCG Sector) Name/call back number:	
15. Initiate contact/coordination with SOSC (State emergency manager) Name/call back number:	
16. Hand-off to Kirby SMT- Command post location: Incoming team- Update ICS 201-3 ETA of SMT to command post: _____	
17. Hand-off completed	

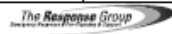
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Figure 4 - Planning Calculations

Event	Checklist reference	Calculation
Pipeline/hose leak		Rate of leak; total discharged; potential discharge volume; drift vector of oil in water; drift vector of any vapor plume
Cargo tank/hull leak		Rate of leak; total lost from cargo tank; total discharged to water; potential discharge volume; drift vector of oil in water; drift vector of any vapor plume
Tank Overflow		Total lost from cargo tank; total discharged to containment and to water; drift vector of oil in water; drift vector of any vapor plume; cargo load rate at time of overfill; total time from overfill event until overfill flow was secured.
Hazardous vapor release		Drift vector of vapor plume; air temperature; wind speed/direction; forecast air temperature and wind speed and direction for next 24 hours.
Containment system failure		Rate of leak; total discharged; potential discharge volume; drift vector of oil in water; drift vector of any vapor plume
Hull failure/Structural Damage		Rate of flooding; discharge rate of emergency pumps; time to loss of vessel stability/downflooding point; distance to nearest port of refuge or safe grounding
Submerging/Foundering		Rate of flooding; discharge rate of emergency pumps; time to loss of vessel stability/downflooding point; distance to nearest port of refuge or safe grounding
Grounding		Vessel draft and TPI; height of tide or river gage at time of grounding; height/time of next high tide or forecasted river gage; amount of ballast onboard
Collision or Allision		Rate of flooding; discharge rate of emergency pumps; time to loss of vessel stability/downflooding point; distance to nearest port of refuge or safe grounding; drift vector of vessel; miles to nearest land on drift vector; estimated time of grounding based on dead drift vector.
Critical System or Equipment Failure with Loss of Propulsion (includes Loss of Tow/Barge Adrift)		Drift vector; miles to nearest land on drift vector; estimated time of grounding based on dead drift vector; estimated time of arrival of rescue towing vessel; obtain 72 hour weather forecast for incident location

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Figure 5 - ICS 201-1 Incident Briefing/Sketch

ICS 201-1 - Incident Briefing Map/Sketch		Version Name:	
Incident Name:		Period: / / : to / / :	
<i>Incident Map/Sketch</i>			
<i>Current Situation</i>			
ICS 201-1 - Incident Briefing Map/Sketch		Prepared By:	At: / / :
INCIDENT ACTION PLAN SOFTWARE™		Page of	 © 1997-2018



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Figure 6 – ICS 201-3 Current Organization

ICS 201-3 - Current Organization		Version Name:	
Incident Name:		Period:	to

Federal OSC

State OSC

Local Government OSC

Tribal OSC

Incident Commander

Deputy Incident Commander

Safety Officer

Liaison Officer

Public Information Officer

Legal Officer

Intelligence Officer

Operations Section Chief

Deputy Operations Section Chief

Emergency Response Branch Director

Staging Area Manager

Planning Section Chief

Deputy Planning Section Chief

Situation Unit Leader

Resource Unit Leader

Documentation Unit Leader

Environmental Unit Leader

Logistics Section Chief

Deputy Logistics Section Chief

Service Branch Director

Support Branch Director

Finance Section Chief

Deputy Finance Section Chief

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2.3. NOTIFICATION

Notification is the process used to activate response resources identified in this plan, as well as other parties who may have an interest or be of assistance during a response. These notifications, unlike reporting, are made as necessary at the discretion of the QI.

Contacts for oil spill removal organizations (OSRO's), salvage and marine firefighting (SMFF) resource providers, and spill management team contractor resources under contract for each COTP zone operating area are found in the geographic-specific appendices (GSA).

Contacts for insurance representatives, customers, and other entities are listed in Section 05, Contacts.

2.3.1 NOTIFICATION OF THE OIL SPILL REMOVAL ORGANIZATION (OSRO)

The OSRO(s) under contract identified in Section 04 and the GSA must be notified of any discharge determined to be in excess of the Average Most Probable Discharge (AMPD) threshold of the vessel. The AMPD of a vessel is determined as follows:

Tank vessel: The lesser of 1% of the cargo capacity of the vessel or 50 barrels.

Non-tank vessel: The lesser of 1% of the fuel capacity of the vessel or 50 barrels.

2.3.2 NOTIFICATION OF THE SPILL MANAGEMENT TEAM

The Spill Management Team (SMT) and/or SMT contractor identified in Section 5 and the GSA must be notified of any discharge determined to be in excess of the Average Most Probable Discharge (AMPD) threshold of the vessel as determined in 2.3.1.

The Kirby Spill Management Team (Kirby SMT) is a pre-designated listing of employees and contractors who are trained to fill specific ICS functions on the SMT. The QI activates the team by contacting the Executive Vice President- Operations (EVP-OPS), who will specify those members of the Team and contractors who will respond for any given incident. In the absence of the EVP-OPS, the senior incident commander available on the Kirby SMT will make the determination of who shall respond.

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2.3.3 NOTIFICATION OF THE SALVAGE AND MARINE FIREFIGHTING (SMFF) PROVIDER

The SMFF provider must be notified in any case where SMFF resources may be required for the response. These resources include (as listed in the GSA):

SALVAGE
Remote assessment and consultation
Begin assessment of structural stability
On-site salvage assessment
Assessment of structural stability
Hull and bottom survey
Emergency towing
Salvage plan
External emergency transfer operations
Emergency lightering
Other refloating methods
Making temporary repairs
Diving services support
Special salvage operations plan
Subsurface product removal
Heavy lift
MARINE FIREFIGHTING
Remote assessment and consultation
On-site fire assessment
External firefighting teams
External vessel firefighting systems

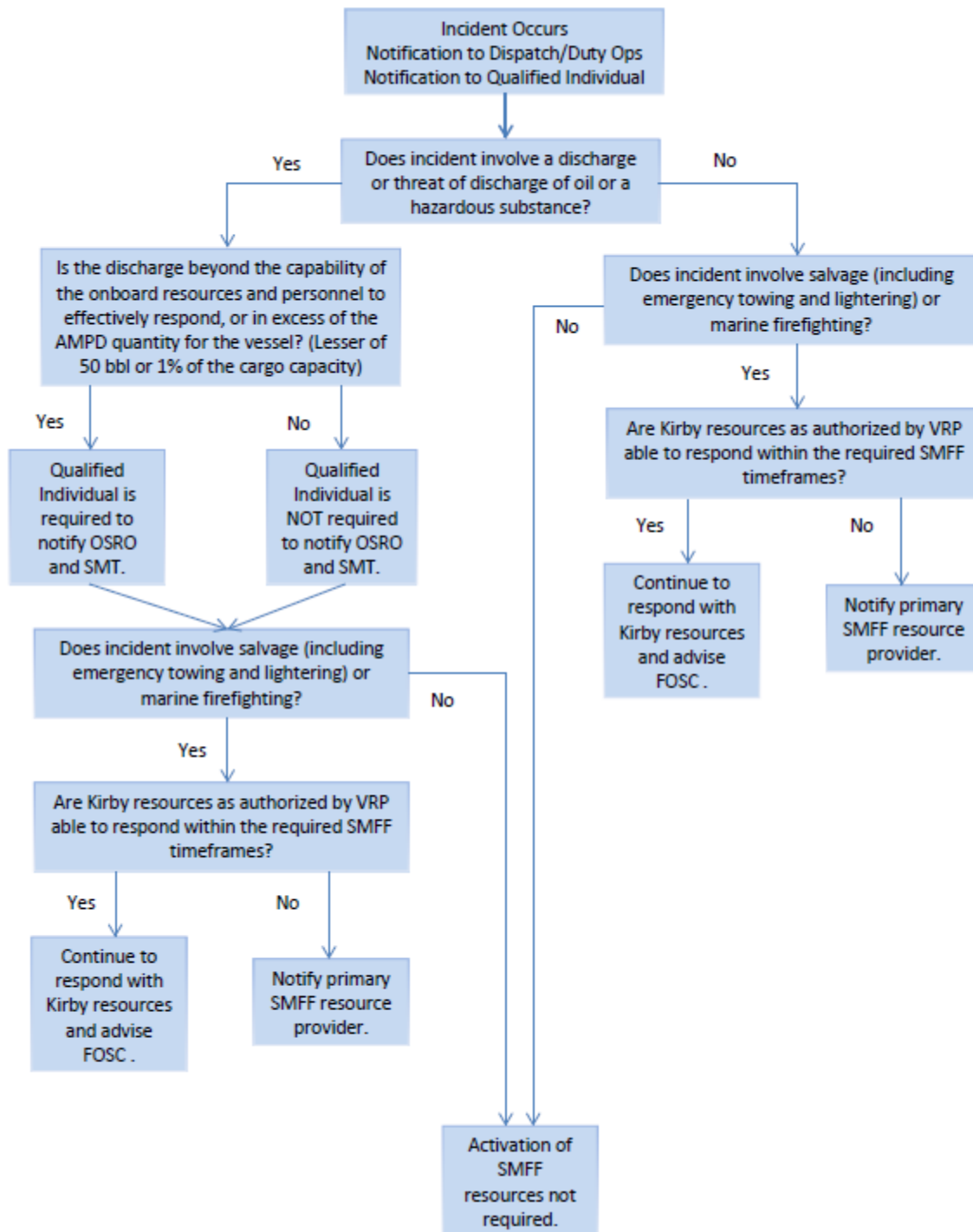
The QI activates the in-place contracts listed in the VRP following notification of a spill or threat of a spill, as appropriate for the reported spill situation. When there is an SMFF situation, the QI is expected to notify the primary SMFF resource provider(s) as listed in the GSA. Footnotes to the GSA indicated situations under which Kirby resources may be called as the primary provider to an incident, i.e. using a Kirby tug to perform emergency towing.

The provisions of the Chaffee Amendment, which allow deviation from the VRP at the discretion of the Federal On-Scene Coordinator (FOSC), establish a means to deviate from the VRP based on FOSC approval. A QI may work with the FOSC to make alternate arrangements when the named resources are not available to respond, or conditions dictate that another resource would provide a more effective or timely response.

A flowchart depicting the considerations to be made in determining whether or not SMFF resources should be activated is included as Figure 7 at the end of this section.

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Figure 7 - SMFF NOTIFICATION FLOWCHART





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VESSEL SPILL MITIGATION PROCEDURES

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3 VESSEL SPILL MITIGATION PROCEDURES

This section is written to meet the vessel response plan requirements of 33 CFR 155.1035 and includes the “Steps to Control A Discharge” required for a Shipboard Oil Pollution Emergency Plan (SOPEP) as per 33 CFR 151.26. An Emergency Response Checklist intended to augment the use of this plan with other company-provided procedures and checklists is provided as Appendix 1 at the end of this section.

3.1. PREVENTION AND DETECTION

Vessel personnel remain alert during all operations and associated activity involving the tank barge, and any operation that may result in an oil spill. Cargo and fuel oil transfers require personnel to maintain a close watch on the transfer pump, fuel manifolds, transfer hoses and all other connections. All cargo and fuel oil transfers are made in accordance with USCG requirements (33 CFR 155 and 156) and applicable Kirby procedures.

3.2. PERSONNEL SAFETY

During all aspects of a response to a vessel emergency or spill, personnel safety rules and procedures must be adhered to. Kirby vessel operating procedures contain an extensive section on safety, including risk assessment and monitoring; personnel protection; personal protective equipment; and safety threats and job hazard analysis.

3.3. PROCEDURES TO PREVENT OR MITIGATE A DISCHARGE

The Tankerman will monitor the barge during transfer operations for any spill or potential spill of oil. The Tankerman shall follow company policy and good tankering procedures, ensuring that the transfer procedures are being strictly followed and that only the valves that are necessary for the transfer being performed are open. The Tankerman will use all available aids to monitor the level of cargo, fuel, or other oils being transferred. These aids include:

- High level top off sticks or full height sticks, if available;
- Full tank gauge trees;
- Sight glasses with wipers;
- High level alarm, if the dock has the appropriate system connections available for closed loadings;
- Overfill level shut down, if the dock has the appropriate system connections available for closed loadings; and
- Visual inspection when open loading is permitted.

Plugs are placed in spill containment rail drains and scuppers before the transfer is started to mitigate a deck spill and prevent the spilled oil from entering the water.

Containment pans under the headers are kept cleaned and free of accumulations of rainwater to provide maximum containment capacity in the event of a leak at the cargo hose connection. This reduces the opportunity for the containment to overflow if a spill occurs into the containment during transfer operations.

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The Tankerman will slow the transfer rate during top off to ensure control of cargo flow and allow more time during gauging of cargo levels in the tanks. After topping off a tank, the Tankerman will continue to monitor the tank frequently to ensure that the tank valve has been secured and is not leaking by.

3.4. PRIORITY ACTIONS

In responding to a casualty, the master's priority is to ensure the safety of personnel and the vessel and to take action to prevent escalation of the incident. In casualties involving spills, immediate consideration should be given to measure aimed at preventing fire, personnel exposure to toxic vapors, and explosion, such as altering course so that the ship is upwind of the spilled fuel, shutting down non-essential air intakes, etc. If the ship is aground, and cannot therefore maneuver, all possible sources of ignition should be eliminated, and action should be taken to prevent toxic vapors or flammable vapors entering accommodation and engine room spaces.

When it is possible to maneuver, the Master, in consultation with the Qualified Individual/Incident Commander and the appropriate authorities, may consider moving the vessel to a more suitable location to facilitate emergency repair work or lightening operations, or to reduce the threat posed to any particularly sensitive shoreline areas. Such maneuvering may be subject to Coastal State jurisdiction.

Prior to considering remedial action, the Master will need to obtain detailed information on the damage sustained by his vessel. A visual inspection should be carried out and all fuel tanks, ballast tanks, and other compartments should be sounded. Due regard should be paid to the indiscriminate opening of spaces, especially when the vessel is aground, as loss of buoyancy could result. A detailed report of damage must be transmitted to the Qualified Individual/Incident Commander ashore who will pass the information to the salvage team.

After assessing the damage sustained by the vessel, the salvage team, in conjunction with the on-scene observations of the Master, will develop a course of action to prevent or minimize further discharge. When bottom damage is sustained, hydrostatic balance will be achieved (depending on the physical properties of the cargo) fairly rapidly, especially if the damage is severe, in which case the time available for preventive action will often be limited. When significant side damage is sustained in the way of fuel tanks, fuel oil will be released fairly rapidly until hydrostatic balance is achieved and the rate of release will then reduce and be governed by the rate at which fuel oil is displaced by water flowing in under the fuel oil. When the damage is fairly limited and restricted, for example, to one or two compartments, consideration may be given to transferring the substance involved internally from damaged to intact tanks.



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3.5. OPERATIONAL SPILLS

3.5.1 Transfer System Leak

In the event of a leak from any transfer system, the transfer will immediately be stopped and will not be resumed until the cause of the leak is repaired and any spilled cargo, fuel, or hydraulic oil has been properly cleaned up.

3.5.2 Tank Overfill

In event of a tank overflow, the transfer will immediately be stopped, and all valves secured. Spill control and mitigation actions within the capabilities of the crew will be taken immediately and may include:

• Deployment of spill kit;

• Transfer of cargo or fuel from the overflowing tank to another tank if possible, using gravitation; and

• Utilization of on-board hydraulic stripping system or portable air or diesel pumps to transfer cargo or fuel from the overfilled tank and containment areas to slack tankage.

The transfer will not be resumed until volume is reduced in the overflowing tank to safe levels and all spilled cargo, fuel, or hydraulic oil is properly cleaned up from deck and water.

3.5.3 Cargo or Fuel Tank Breach

If a leak from a cargo, fuel, or hydraulic oil tank is found or suspected, the transfer will immediately be stopped until the leak is stopped, and a temporary/permanent emergency repair is made. If necessary, cargo, fuel, or hydraulic oil may be transferred to another compartment or tank until the innage level is below the level of the hole or the fracture in the tank. In the event of an outer hull leak on a double skin barge, the portable air or diesel pump and/or on-board stripping system will be used to pump water out of the tank until temporary repairs can be made by the crew. No person shall enter any cargo tank, void space, or wing tank unless certified safe for entry by a competent person.

In the event of an oil spill, transfer operations are secured immediately, and this response plan is implemented. Kirby tank barges maintain discharge removal equipment onboard in the form of a spill kit on either the tug or the barge as applicable. Personnel are trained to respond to deck spills in accordance with 33CFR155.205, 33CFR155.210, and 33CFR155.215.

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3.6. FIRE PREVENTION AND CONTROL PROCEDURES

Cargo and fuel carried on Kirby towing vessels, non-tank barges, and tank barges may be combustible or flammable and, to protect against fire and explosion, strict operating procedures have been implemented. These procedures are outlined in the oil transfer procedures and company procedure manuals.

Kirby vessels are equipped with fire extinguishing systems, portable fire extinguishers, machinery emergency, and shut down systems as applicable to the type of vessel (towing vessel or barge) and as required by Class and USCG requirements. Personnel are trained in fire prevention and fighting in accordance with USCG regulations and drills are conducted on a regular basis.

Vessel response procedures for a fire on either the towing vessel or the barge are located in section 4.8 of the Emergency Procedures in the Vessel Operating Procedure Manual, C13.010.

3.7. PROCEDURES FOR DEPLOYMENT OF DISCHARGE REMOVAL EQUIPMENT

Kirby vessel personnel will take immediate action to contain and control a discharge while waiting for the arrival of the OSRO contractors and shore-based response personnel.

Vessel response procedures for a fuel or cargo spill on either the towing vessel or the barge are located in section 4.9 of the Emergency Procedures in the Vessel Operating Procedure Manual, C13.010.

3.8. CONTAINMENT

Equipment carried onboard the towing vessel or barge is effective for containing small spills on deck or in calm water in the immediate area of the vessel. For larger spills, Kirby maintains contracts with the Marine Spill Response Corporation, National Response Corporation, and service relationships with various other contractors who provide booming and containment services. The contact information for these contractors are maintained in the applicable geographic-specific appendix.

3.8.1.1 Strategies for Gasoline and Gasoline-like Products

Spilled oil or fuel which includes gasoline and gasoline-like products presents a significant safety hazard to responders. The primary strategy for responding to a gasoline spill should be to ensure personnel safety and allow the spilled oil to evaporate. If conditions permit, deployment of exclusionary and diversion boom can be useful to keep the gasoline and its explosive vapors out of sensitive areas and areas of human activity, such as marinas. Wheel-washing and water fog from fire monitors or hoses can also be used when safe and authorized by the Incident Commander to accelerate the dispersal and evaporation process.

3.8.1.2 Dispersants

Dispersants are available through contract with our OSRO's. Although not normally considered for response to clean product (Group 1) oil spills, they may be considered for use in a response to

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persistent floating oil (Group 2-4) oil cargoes. During a response, the Incident Commander may consult the applicable Area Contingency Plan for guidance on obtaining approval to use dispersants on a spill.

3.8.1.3 In-Situ Burning

In-situ Burning is a response technique requiring specialized equipment and expertise available to Kirby through contract with our OSRO's. Although not normally considered for response to clean product (Group 1) oil spills, it may be considered for use in a response to persistent oil cargoes (Groups 2-4) or heavier fuel oils. The Incident Commander may consult the applicable Area Contingency Plan for guidance on obtaining approval to conduct in-situ burning on a spill.

3.8.1.4 Isolation Procedures

Procedures for isolating an oil discharge and are described throughout this section, including the use of containment boom and damage control procedures.



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3.9. VESSEL EMERGENCY RESPONSE PROCEDURES

Detailed vessel emergency response procedures are located in section 4 of the Vessel Operating Procedure Manual, C13.010, which include checklists and specific personnel assignments for certain tasks. The following procedures to mitigate a spill from a vessel casualty are intended to augment these emergency procedures and are implemented as the situation may dictate.

3.9.1 Grounding or Stranding

In the event the vessel or the tow is grounded and cannot maneuver, the towing vessel Master will immediately take appropriate action to determine the extent of the grounding and damage to the vessel or the barges in the tow. Consideration will be given to:

- ☐ Comparing drafts after grounding to drafts at time of departure.
- ☐ Comparing tank ullages after grounding to ullages at time of departure.
- ☐ Checking cargo and void tanks for presence of water.
- ☐ Checking around barge hull for bubbling that would indicate a leak.
- ☐ Checking water around barge for sheen.
- ☐ Observing barge for listing.
- ☐ If more than one barge in tow, checking couplings to ensure that they are secure. Watch for couplings under extreme stress due to grounding.
- ☐ Attempting to determine the type of bottom (rocky, sandy, etc.) by observing the shoreline around barge and by soundings.

If a barge, and the outer hull is breached, the towing vessel Master will move the barge from the navigable channel and attempt to ground the barge to prevent sinking until the extent of damage is determined and a salvage assessment is conducted. The crew will not enter any tanks.

If a self-propelled vessel with a hull breach, and able to maneuver under her own power, or being assisted by another vessel, the Master may consider maneuvering out of the navigable channel and attempt to ground the vessel to prevent outright sinking until the extent of damage can be determined and salvage assessment is conducted.

If there is no noticeable damage after visual inspection, the towing vessel Master may, after consulting with the Qualified Individual/Incident Commander, attempt to refloat the vessel. If the vessel cannot be refloated by means available to the towing vessel, the towing vessel Master will notify the Qualified Individual/Incident Commander.

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3.9.2 Collision

In the event of collision, the towing vessel Master will sound the General Alarm and immediately take action to secure the tow, assess damage to barges in the tow, and notify the Qualified Individual/Incident Commander. Consideration will be given to:

- ☐ Are there any injuries on either vessel that requires immediate attention? Are any rescue operations necessary for crew members?
- ☐ Is the barge holed causing the barge to take on water or causing a leak of cargo?
- ☐ Is the barge taking on enough water to cause possibility of barge sinking? Can the barge be grounded to reduce risk of sinking?
- ☐ Are the tow and the vessel or object collided with interlocked, can they be separated, will pulling the vessel away cause sparks that could cause a fire or explosion or make control of the spill (if any) harder to control?
- ☐ Has the towing vessel been damaged, can it move under its own power?
- ☐ Has there been an explosion or fire or is there any danger of explosion or fire? If explosion or fire has occurred or if danger exists, can the explosion or fire be controlled by the crew? If not, evacuate the crew from danger and request assistance.
- ☐ If the barge is leaking cargo, can cargo be transferred to another tank to minimize spill? Is the cargo hazardous? Does the crew have proper Personal Protective Equipment available? Can the crew use onboard discharge removal equipment to minimize spill from the deck of the barge?

Action to help identify damage to the barge:

- ☐ If buoyancy is lost and the barge is in danger of sinking, move the barge from the navigable channel and attempt to ground the barge to prevent sinking. If grounding is not possible, evacuate the crew from the barge; and separate the towing vessel from the barge immediately.
- ☐ Compare present drafts to drafts at time of departure.
- ☐ Compare present tank ullages to ullages at time of departure.
- ☐ Check void tanks for presence of water.
- ☐ Carefully check around barge hull for bubbling that would indicate a leak.
- ☐ Check water around barge for sheen.
- ☐ Observe barge for listing.

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☐ If more than one barge in tow, check couplings to ensure that they are secure, watching for couplings under extreme stress.

If the barge is double skin, and the outer hull is breached, the crew will attempt to pump water out of tanks with portable pumps. If the pumps will not keep up with water flow, the towing vessel Master will move the barge from the navigable channel and attempt to ground the barge to prevent sinking until extent of damage is determined and/or more pumps are made available. The crew will not enter any tanks.

If the barge is single skin or if damage is severe enough to cause a leak from the inner hull (cargo tank), the crew will, if possible, transfer cargo to other tanks to stop the leak. The crew will not enter any tanks.

3.9.3 Fire/Explosion

The towing vessel Master will sound the General Alarm, assess the situation to determine if the crew has the capability to control the fire, and advise the Qualified Individual/Incident Commander.

If the fire or explosion is on the barge, unless the fire is small and confined to the engine area, the crew will evacuate to the towing vessel or to shore and separate the towing vessel from the barge immediately.

If the fire or explosion is on the towing vessel, the crew will try to control and extinguish the fire, if doing so does not expose the crew to extreme danger. If the fire is not controllable by the crew, the crew will evacuate the towing vessel.

The following priorities must be observed:

- ☐ Safeguarding the lives of the crew.
- ☐ Protecting the environment.
- ☐ Providing for the safety of the vessel.
- ☐ Minimizing damage to the cargo.

3.9.4 Hull Failure

The towing vessel Master will sound the General Alarm and, as soon as possible, determine and notify the Qualified Individual/Incident Commander of the extent of damage and the danger posed by the failure. Consideration will be given to:

- ☐ Comparing present drafts to drafts at time of departure.
- ☐ Comparing present tank ullages to ullages at time of departure.
- ☐ Checking cargo and void tanks for presence of water.



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- ☐ Checking around barge hull for bubbling that would indicate a leak.
- ☐ Checking water around barge for sheen.
- ☐ Observing barge for listing.
- ☐ If more than one barge in tow, checking couplings to ensure that they are secure, watching for couplings under extreme stress.

If buoyancy is lost and the barge is in danger of sinking, the towing vessel Master will move the barge from the navigable channel and attempt to ground the barge to prevent sinking. If grounding is not possible, evacuate the crew and separate the towing vessel from the barge immediately.

If the barge is double skin and the outer hull is breached, the crew will attempt to pump water out of tanks with portable pumps. If the pumps will not keep up with the water flow and the barge is in danger of sinking, the towing vessel Master will move the barge from the navigable channel and attempt to ground the barge to prevent sinking until the extent of damage is determined and/or more pumps are made available. The crew will not enter any tanks.

If the barge is single skin or if the damage is severe enough to cause a leak from the inner hull (cargo tank), the crew will, if possible, transfer cargo to other tanks to stop the leak. The crew will not enter any tanks.

3.9.5 Excessive List

The towing vessel Master will sound the General Alarm and notify the Qualified Individual/Incident Commander of the cause of the list. Consideration will be given to the following:

- ☐ Checking cargo and void tanks for presence of water.
- ☐ Checking around the barge hull for bubbling that would indicate a leak.
- ☐ Checking the water around the barge for sheen.

If the barge is sinking or in danger of rolling over, the towing vessel Master will move the barge from the navigable channel and attempt to ground the barge to prevent sinking. If grounding is not possible, evacuate the crew from the barge and separate the towing vessel from the barge immediately.

If the list is caused by the loading or discharging process, the Tankerman will take immediate action to equalize cargo in the tanks, by gravitation or on board stripping system. If equalization is not possible, pump cargo back to the shore tank.

If the barge is double skin and the outer hull is breached, the crew will attempt to pump water out of tanks with portable pumps. If the pumps will not keep up with water flow and the barge is in danger of sinking, the towing vessel Master will move the barge from the navigable channel and

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attempt to ground the barge to prevent sinking until extent of damage is determined and/or more pumps are made available. The crew will not enter any tanks.

If the barge is single skin or if the damage is severe enough to cause a leak from the inner hull (cargo tank), the crew will, if possible, transfer cargo to other tanks to stop the leak. The crew will not enter any tanks.

3.9.6 Containment System Failure

The Master shall ensure that the following actions are taken and will direct the vessel's crew as set forth in the vessel's Station Bill, to respond in accordance with this Plan:

If containment system failure is discovered, the following are to be considered and appropriate action taken as required:

- Reduce speed and/or alter course to minimize the working of the hull.
- Advise the engine room to ensure that all sea suction and sea discharge valves which are not in use are closed.
- Sound round and/or sight all vulnerable spaces within the vessel to determine if spaces are flooding or damaged or if fuel oil is leaking. Care must be taken to ensure that loss of buoyancy or progressive flooding does not occur due to indiscriminate opening of spaces.
- In the event of fuel oil leakage from an area above sea level, transfer fuel oil from the problem tank and reduce the level in the tank to below sea level.
- Transfer fuel from damaged tanks to intact fuel oil tanks or ballast tanks in the cargo area after ensuring that hull stress levels will not be exceeded.
- In the event of fuel oil leakage from an area below sea level, close openings to the tank, including vent valves, to achieve hydrostatic balance.
- If it is not possible to identify the specific tank from which leakage is occurring, reduce levels of all tanks in the vicinity, taking into account the effect on hull stress and stability.
- Trimming or listing the vessel by transferring fuel oil or ballasting tanks may also assist to minimize fuel oil spillage, provided that hull stress levels are not exceeded; and
- If it is not possible to transfer fuel oil internally, consider transfer to a barge or another vessel or to an on-shore tank.

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3.9.7 Submerged/Foundered

The Master shall ensure that the following actions are taken and will direct the vessel's crew, as set forth in the vessel's Station Bill, to respond in accordance with this Plan:

If the vessel is submerged or foundered, the following are to be considered and appropriate action taken as required:

- Reduce speed;
- Head into sea/swell to reduce rolling and use the minimum amount of rudder necessary to maintain course;
- Advise the engine room to ensure that all sea suction and sea discharge valves which are not in use are closed;
- Check all openings in hull and superstructure for watertight integrity. Ensure all watertight doors, sewage and other relevant damage control valves are closed;
- If the situation is deteriorating, then initiate distress messages as appropriate;
- Alert other ships and/or the nearest Coastal State for assistance;
- If the vessel is damaged to the extent that it is or will soon be submerged, evacuate all persons on board, employing the vessel's lifesaving equipment; and
- Avoid contact with any spilled oil

3.9.8 Wrecked/Stranded

The Master shall ensure that the following actions are taken and will direct the vessel's crew, as set forth in the vessel's Station Bill, to respond in accordance with this Plan:

If the vessel is wrecked or stranded, the following are to be considered and appropriate action taken as required:

- Stop or disengage the main engine; sound the general alarm;
- Assess the immediate fire and/or explosion risks on the vessel and, if necessary, eliminate all sources of ignition and secure ventilation systems which may draw hydrocarbon gas into the superstructure and engine room spaces;
- If there is damage which could permit hydrocarbon gas into the engine room, secure all machinery and abandon the engine room;
- Assess which sea suctions will best prevent fuel oil spillage from being drawn into systems and advise the engine room;



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- Sound round and/or sight all vulnerable spaces within the vessel to determine if spaces are flooding or damaged or if fuel oil is leaking. Care must be taken to ensure that loss of buoyancy or progressive flooding does not occur due to indiscriminate opening of spaces;
- Carry out a visual inspection of the vessel to determine the severity of the situation;
- Sound round outside the vessel to determine the depth of water and nature of the sea bed and so assess the longitudinal extent of grounding by consideration of pre-grounding drafts;
- Check difference in the tidal ranges at the grounding site;
- Evaluate tidal current in the grounding area; and
- Evaluate the probability of additional release of fuel oil.

Having assessed the damage that the vessel has sustained, and taking into account the effects of hull stress and stability, the Master should decide whether or not any action can be taken to avoid further spillage, such as:

- Transfer of fuel oil or ballast internally. If the damage is limited, for example to one or two tanks, consideration should be given to transfer of liquid from damaged to intact tanks;
- Isolate all fuel oil tanks to reduce further loss due to hydrostatic pressure during tidal changes;
- Review existing and forecast weather conditions, including wind, state of sea and swell, and determine whether the vessel will be adversely affected by them;
- Evaluate the possibility of transferring cargo to barges or other vessels, and request such assistance accordingly; and
- Trim or lighten the vessel sufficiently to avoid damage to intact tanks, thereby avoiding additional spillage of fuel oil.

If the risk of additional damage to the ship by attempting to refloat it by its own means is assessed to be greater than by remaining aground until assistance has been obtained, the Master should try to prevent the ship from moving from its present position by:

- Using anchors;
- Taking in ballast in empty tanks (if possible);
- Reducing longitudinal stress on the hull by transferring fuel oil and ballast internally after ensuring that hull stress levels will not be exceeded.

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3.9.9 Hazardous Vapor Release

The Master shall ensure that the following actions are taken and will direct the vessel's crew, as set forth in the vessel's Station Bill, to respond in accordance with this Plan:

If a hazardous vapor release is detected, the following are to be considered and appropriate action taken as required:

- Analyze any vapor release from the containment system using a gas analyzer to determine the properties of the vapor and necessary precautions to protect the crew.
- Shut down fueling operations immediately, if such operations are taking place.
- Head the vessel with the accommodation spaces upwind to the extent possible.
- Evacuate the crew from any area of risk and provide them with any appropriate personnel protective equipment.
- If in or near port, notify port/harbor authorities and request assistance if required.
- Eliminate all possible sources of ignition and close all non-essential air intakes to prevent intake of vapor into accommodation and engine spaces.
- If actions must be carried out within any risk area, require the involved crew members to wear personnel protective equipment, including breathing apparatus if necessary; and
- Secure the source of the release.

3.10. DAMAGE CONTROL

Kirby vessels carry onboard materials suitable for temporary patching of minor piping or hull breaches. Temporary patching of tanks may be attempted as soon as qualified salvage and repair contractors can be brought to the scene of the spill. Kirby has access to contracted qualified divers, equipment, and materials through our OSRO's and directly with salvage and marine firefighting (SMFF) providers.

3.10.1 Shore-based Damaged Stability Response Services

Computerized damaged stability and strength assessments are available 24 hours per day for the tank barges, 404, KIRBY 18601, KIRBY 18602, and KIRBY 18603, through the Kirby Inland Marine, LP (Inland-Dispatch) office listed in Section 1.

Computerized damaged stability and strength assessments are available 24 hours per day for the offshore tank barges, 402, 403, 405, 406 and 407, through the Kirby Inland Marine, LP (Florida Operations) office listed in Section 1.

The remaining inland tank barges and non-tank vessels do not require access to computer-based damaged stability calculations. General arrangement plans and tank tables for barges covered by this Plan are maintained in the office of the barge owner as listed in Section 1.

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After the initial owner notification of the occurrence of a casualty potentially affecting the stability of the vessel, the Qualified Individual/Incident Commander will ensure that appropriate assessments are made and considered by vessel personnel and the Qualified Individual/Incident Commander in response actions.

3.10.2 Damaged Stability Response Procedures

In the event of an incident which can compromise the stability, buoyancy, or hull strength of a vessel, an accurate initial assessment of damage must be quickly completed before selecting response actions.

In the case of an unexplained or unusual list or trim of a vessel, you must NEVER attempt to correct list or trim by transferring ballast or cargo until the source of the list is known.

The accurate recording of tank conditions and observed drafts is critical information which must be obtained and passed quickly to shore side response personnel and contractors. A Damaged Stability Response Sheet for recording this information is included for this purpose at the end of this section.

Detailed Procedure- Where an emergency procedures checklist refers to this procedure, the following steps should be considered and implemented as possible or practical:

- ☐ Ensure personnel safety before boarding the barge and in any investigative action. Wear appropriate PPE and protect against exposure to cargo and cargo vapor.
- ☐ Complete the appropriate Damaged Stability Response Sheet (towing vessel or barge). Scan and email to Kirby dispatch and division operations.
- ☐ Incident Commander contacts the Kirby Engineering Department or the appropriate Damaged Stability Response contractor and provides the completed Damaged Stability Response Sheet.
- ☐ Notify Class, if vessel is classed.
- ☐ Kirby Engineering or the Damaged Stability Response contractor provides analysis of stability per information provided in the response sheet, and provides advice and recommendations as needed.
- ☐ Incident Commander consults with USCG FOSC representative and Class (if required) before initiating corrective actions. When time does not allow, and emergency actions are required, advise USCG FOSC and Class as soon as possible.
- ☐ Notify Kirby Engineering or the Damaged Stability Response Contractor of the effectiveness of response actions and any changes in observed conditions on the Damaged Stability Response Sheet.



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3.11. EMERGENCY LIGHTERING

Should an emergency transfer to another vessel be necessary, the following general procedures apply:

1. A suitable receiving vessel shall be selected and contracted.
2. Prior to transfer, a planning meeting to prepare the physical and technical details of the transfer operation and to ensure that all parties are aware of and agree to these details. The persons attending this meeting (if practicable) include:
 - Masters/Tankerman-PIC's of the vessel(s) conducting the transfer
 - QI and/or Incident Commander
 - Federal On-Scene Coordinator/USCG
 - Persons that the parties agree can provide technical or operational advice
 - Other persons that the incident commander deems appropriate
3. Planning considerations:
 - Develop an outline of the transfer plan.
 - Transfer system to be utilized (internal or portable pumps system).
 - Equipment and ancillary items required for the type of transfer to be conducted.
 - Preparation work for the lightered vessel.
 - Preparation work for the receiving vessel.
 - Communications.
 - Maneuvering alongside and mooring/fendering procedures.
 - Lighting/time of day.
 - Cargo transfer and ballasting.
 - Unmooring procedures.

3.12. INTERNAL CARGO TRANSFER AND STORAGE

The primary procedures for transferring oil from Kirby vessels are contained in the vessel-specific Oil Transfer Procedures. When transferring to empty space in other tanks, the first priority is to place like fuels together before considering contaminating other cargo. Consistent with USCG regulations, a vessel may fill tanks to a maximum of 98% total capacity during normal operations. This practice makes some additional storage capacity immediately available onboard.

3.12.1 Internal Transfer System

The internal transfer system consists of integral piping and valves. The piping and valve configuration allow for isolation of a particular tank or set of tanks for product transfer/discharge. This system is capable of transferring oil to another tank or facility/vessel of opportunity.

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The possibilities for internal transfer of cargo from one tank to another are governed by the cargo tank/piping/pump arrangement.

- The main cargo pumps and piping system may be able to be used for a direct internal transfer.
- When the cargo pump/piping arrangement does not provide for a direct internal transfer, a transfer by gravitating cargo from a tank with a higher product level to a tank with less product is possible.
- When the barge is equipped with a stripping system, transfer from a tank to another tank is possible by using the stripping pump and piping.

If the tank to be discharged/transferred is damaged and a water bottom is present, consideration must be given as to the suction point for the pump. If the hull damage cannot be repaired before the transfer, the use of the cargo suction lines or a stripping line that extends to the bottom of the tank below the water cut line will not move any product, but simply fill the storage tank with water.

3.12.2 Portable Transfer System

A portable or “salvage” transfer system is used to transfer oil out of a damaged tank when no other transfer system is available or exists, and particularly when a “water bottom” condition exists. The procedure consists of opening the tank dome, dropping a hose in the undamaged tank and damaged tank and connect to the pump. The onboard stripping systems, when so equipped, may also be used for an intra-vessel transfer.

3.12.3 Temporary Storage

Temporary storage areas are available on the vessels. These areas include (1) empty space in other tanks, (2) ballast and slop tanks or (3) vessel(s) of opportunity. Ullage of other tanks and ballast and slop tanks can be immediately used during initial spill response without jeopardizing overall stability.

Voids are used only as a last resort response action in conjunction with USCG approval and consultation with Kirby Engineering and naval architects to determine overall stability. Upon receiving vessel and spill data, the marine architect can typically provide emergency stability information within 2-4 hours.

OSRO's provide some forms of emergency temporary storage. Depending on the spill magnitude and the response needed, additional storage would be mobilized and transported to the spill site. These units can be portable bladders or a vessel of opportunity.

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3.13. EMERGENCY TOWING

All Kirby offshore tank barges are equipped with an emergency barge retrieval system complying with 33CFR155.230, that consist of an emergency tow wire or hawser that can be deployed without boarding the barge.

Kirby Inland Marine utilizes the AWO Emergency Towing Alternative Planning Criteria applicable to operations on the Western Rivers and Intercoastal Waterway system in the Eighth Coast Guard District and certain portions of the Ninth Coast Guard District. The approval of this APC is based on the following premises:

1. That an inland towing vessel of 800 horsepower meets the characteristics, horsepower, and 40 knot wind criteria as an emergency towing vessel to respond to the largest inland tank barges, both fully laden and unladen, and an inland towing vessel over 400 GRT.
2. That all inland tank barges and towing vessels over 400 GRT operating within the Eighth Coast Guard District, and specified areas of the Ninth Coast Guard District, will, in the event of an emergency be responded to within required time frames by towing vessels, as described in paragraph (1) above, operating in the vicinity, under the towing industry's longstanding practice of mutual assistance, which practice offers an equivalent level of safety and emergency preparedness to the regulatory planning criterion.

3.14. DISCHARGE TRACKING AND SURVEILLANCE

There are several methods available for oil discharge tracking and surveillance. The primary method is through visual aerial surveillance via either fixed wing or helicopter aircraft; helicopters are the most desirable and provide the best results.

Aerial observations should include the collection of the following data:

- ☐ Actual location of the discharge
- ☐ Size of the slick
- ☐ Thickness as estimated from appearance and color.
- ☐ Direction of travel from the vessel (trajectory)
- ☐ Sea states and weather conditions
- ☐ Potential impact on local resources in the path of slick

Kirby has available, through contract availability from OSRO's, mobile imaging services capable of tracking oil spills in darkness and inclement weather conditions.

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3.15. ASSESSMENT AND MONITORING

Assessment involves evaluating the size and nature of a release or spill, its potential hazards, the resources needed to contain and clean it up, and the ability of the on-scene personnel to handle the incident. The results of the assessment are used to determine the need for personnel, equipment, and other resources to promptly and effectively combat the release. The vessel master/initial on-scene commander will perform the initial assessment of elements contained in the initial event report form, but these elements should be reported again after a more thorough assessment of the spill can be obtained. The primary elements of a spill assessment include:

- ☐ Type and quantity of oil spilled.
- ☐ On-scene weather conditions and tidal/river current conditions.
- ☐ Actions being taken or planned to contain the spill.
- ☐ Proximity of sensitive environmental areas, areas of human activity (marinas, parks), or politically significant areas or facilities.
- ☐ Amount of oil already recovered, if any.

The initial OSC/ vessel master must keep the Kirby QI/Unified Command updated as any of the above assessment elements changes. Of particular concern is to obtain an accurate determination of the amount of oil spilled. The initial report may be an estimate based on the facts present at the time of the report, but later must be confirmed by accurate tank soundings of product remaining on the vessel and measurement of recovered oil quantity.

Monitoring comprises those activities taken to ensure that the actions taken to control and clean up an oil spill are appropriate. Most releases or spills are small and are cleaned up by the on-scene personnel with minimal outside assistance. Monitoring of any significant spill will be accomplished by personnel or contractors dispatched by Kirby. The elements of a spill response that may be monitored include:

- ☐ Adequacy of the ICS and supervision of the response.
- ☐ Adequacy of on-scene resources, and anticipated needs.
- ☐ Safety performance, with the goal of zero injuries/illnesses for any given response.
- ☐ Amounts of oil contained and recovered.
- ☐ Impacts to sensitive areas and wildlife.
- ☐ Impacts to private or public facilities, and loss of use of resources.
- ☐ Claims by third parties for damages alleged to have been caused by the oil spill.
- ☐ Media interest.

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3.16. PROTECTION OF SENSITIVE AREAS

Sensitive areas are identified through use of the Area Contingency Plans, or as may be identified in State or local contingency plans.

Primary strategies for protecting sensitive areas include:

- ☐ Stop the discharge at the source.
- ☐ Deploy containment boom around the source of the spill.
- ☐ Deploy boom in a configuration that keeps the oil from impact to shorelines, rocks, and islands. Booming techniques include diversionary, exclusionary and deflection.
- ☐ Initiate recovery of boomed oil through the use of skimmers and sorbents.

3.17. RECOVERY STRATEGIES

Oil recovery operations should begin as soon as all emergency action checklist steps have been taken. When containment boom is in place, the oil is recovered by placing the skimmer inside the boomed area. Oil will collect against the containment boom in the direction of the prevailing wind and current. The skimmer should be placed in the down current area of the boom. Recovery should continue until all of the oil is recovered.

3.17.1 Skimmers

Oil skimmers are categorized by two types: those that use adhesive surfaces (disc, belt, rope, drum) and those that use gravity (weirs, vortex skimmers).

The type of skimmer to use during a spill response is determined by the following:

- ☐ Normal and extreme operating conditions (environmental conditions) in which the recovery equipment will be required to operate.
- ☐ Nameplate capacity of the recovery equipment.
- ☐ Magnitude and potential duration of the spill which the recovery equipment will be expected to handle.
- ☐ Support equipment required for the recovery equipment.
- ☐ Availability of equipment.

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3.17.2 Sorbents

Each barge is equipped with oil sorbent materials (pads, sweeps, boom and blankets). Oil sorbents are specialized materials that do not absorb water but do absorb oil and most oil derivatives such as lube oil and hydraulic oil. Sorbents are primarily used on small spills, final cleanup of larger spills and to remove oil from areas that are inaccessible to skimmers. The quantity of sorbents required, and the application method depends on the size and location of a spill. Sorbents are generally used near the shore (placed directly on the oil or ahead of advancing

3.17.3 Shoreline Recovery

Permits may be required for shoreline recovery sites. Recovery sites are chosen based on the following conditions:

- ☐ Wind speed and direction
- ☐ Current speed and direction
- ☐ Water depth
- ☐ Shoreline type and sensitive areas
- ☐ Level ground (firm enough to support heavy equipment and level enough for placement of temporary storage tanks and vehicles).

Shoreline recovery equipment is provided by the OSRO and generally located near the recovery site to facilitate spill response operations. Some of the major support items include:

- ☐ Vehicles and trailers
- ☐ Communications system
- ☐ Work boats
- ☐ Portable storage tanks
- ☐ Cargo and oil barges
- ☐ Transfer pumps and hoses
- ☐ Vacuum trucks
- ☐ Portable generators and flood lights
- ☐ Mobile cranes
- ☐ Portable maintenance and repair shop

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3.18. DECONTAMINATION AND DISPOSAL

3.18.1 Decontamination of Personnel

All Kirby vessels carry basic supplies for decontamination of personnel. All PPE carried in inventory is managed as disposable equipment. For any particular incident, a personnel decontamination area will be designated where personnel may remove protective clothing and equipment and discard it into designated containers. Shower and wash facilities are available on the vessels or will be provided through contracted facilities ashore.

3.18.2 Disposal of Recovered Oil and Clean-Up Materials

All Kirby vessels carry disposal containers for retention of waste onboard the vessel. This waste is then transferred to a contractor to extract the oil from the waste materials and accurately determine the recovered quantity.

Small amounts of solid waste that are not considered “oily” should be retained onboard the vessels and disposed of through normal garbage procedures. Larger amounts of waste that cannot be efficiently handled by vessel must be transferred for disposal through an approved contractor ashore.

Recovered liquids may be retained onboard the vessel in tanks, or portable containers transferred to waste disposal facilities ashore. Any recovered oil/water mixtures that are recovered by skimming vessels, or that cannot be retained aboard the vessel, will be transferred to an approved storage vessel or shore facility until arrangements are made for permanent disposal.

3.19. RECORDKEEPING AND SAMPLING OF SPILLED OIL

Basic supplies for obtaining and retention of spilled oil samples is maintained onboard the tank barge or towing vessels covered by this plan. Samples will normally only be obtained by use of a third-party contractor. If directed, vessel crewmembers may be required to obtain samples with guidance provided by shore personnel. Any samples obtained by any party will be assigned a distinctive identifying number, sealed, retained onboard the vessel until transmitted to the Kirby office, and the identifying information recorded in the vessel’s logbook.

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Attachment 1 – SOPEP Emergency Response Checklist

1. Take direct actions to mitigate a spill or substantial threat of discharge -
 - ✓ Stop operations
 - ✓ Secure transfers, close tank valves and sound tanks
 - ✓ Contain any spill on deck
2. Contact Owner/Operator (Section 2)
3. Contact Coastal State Authority (Section 2)
 - ✓ For incidents subject to U.S. jurisdiction, contact the National Response Center
 - ✓ For incidents with potential of impacts outside the U.S., contact Coastal State Agencies/Officials per the IMO NOCP list
4. Take measures appropriate to the type of incident – (Click on links to the appropriate section)

Operational Spills

[Pipe Leakage](#)

[Tank Overflow Leakage](#)

[Hull Leakage](#)

Spills Resulting from Casualties

[Grounding](#)

[Fire/Explosion](#)

[Collision](#)

[Hull Failure](#)

[Excessive List](#)

[Containment System Failure](#)

[Submerged/Foundered](#)

[Wrecked/Stranded](#)

[Hazardous Vapor Release](#)

5. Other Required Actions

[Priority Actions](#)

[Stability and Stress Considerations](#)

[Lightering](#)

[Equipment for Ship-to-Ship Transfer](#)

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Attachment 2 - On-Board Notification and Emergency Procedures Checklist for Unmanned Barges

This document is intended to meet the requirements of 33 CFR 155.1040(i) for the information required to be carried on an unmanned barge in lieu of an entire copy of this VRP.

Owner Operator: Kirby Dispatch 24 hrs: 713-435-1195

Florida Bunkering Group vessels call local dispatch: 305-579-5013

USCG National Response Center: 800-424-8802 or 202-267-2675

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

Kirby Corporation Qualified Individuals: (Contact through Kirby Dispatch)

Name	Location	Office	Mobile	E-mail
Jim Guidry (primary)	Houston, TX	713-435-1640	713-816-0928	jim.guidry@kirbycorp.com
Todd Behlke	Houston, TX	713-435-1653	713-476-8123	todd.behlke@kirbycorp.com
Craig Foret	Houston, TX	713-435-1634	713-817-3863	craig.foret@kirbycorp.com

At a minimum, the following information should be reported initially:

- | | |
|--|---|
| ✓ Vessel(s) name and location | ✓ Initial assessment of event |
| ✓ Date and time of event | ✓ Initial actions taken and actions planned |
| ✓ Type/Nature of event (include injury data) | ✓ What immediate assistance is required |
| ✓ Number of persons on board | ✓ Telephone contact number or radio frequency monitored |
| ✓ Estimated amount of discharge | |
| ✓ Type of product discharged | |

Immediate Action Steps:

- ✓ Sound alarm; notify towing vessel in attendance; if at a terminal, notify dock operator of situation
- ✓ Ensure personnel safety; assess cargo hazards, wear proper PPE
- ✓ Secure the source of the discharge: close pumps and valves as may be safe and practical
- ✓ Make notifications

Transfer System Leak:

Stop the transfer

Determine the cause of the leak

Do not resume the transfer until the leak is repaired and spill is cleaned up.

Tank Overflow:

Stop the transfer

Close the header valve

Open tank valves to gravitate the overfilled tank to slack tanks

Deploy on-board deck spill kit

Utilize on-board stripping system or pumps to transfer cargo or fuel from the overfilled tank and containments to slack tanks

Do not resume transfer until spilled product is cleaned up and authorized by Operations

Suspected Cargo Tank or Hull Breach:

Stop the transfer

Assess vessel draft and stability

Sound and record product levels in all tanks

Note and report location of any visible hull damage or breach

Note and report product level in tank in relation to any visible hull damage or breach

Transfer or gravitate product out of affected tanks to slack tankage

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 4	SHORE-BASED RESPONSE ACTIVITIES

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4 SHORE-BASED RESPONSE ACTIVITIES

4.1. COMMAND SYSTEM

This section describes the command structure that will be used to manage Kirby spill response operations. For the purposes of this section, the Kirby “Spill Management Team” (SMT) and “Incident Management Team” (IMT) are one and the same, and the terms used interchangeably for spill incidents, or for incidents not involving a spill of oil.

4.1.1 QUALIFIED INDIVIDUAL

Definition excerpted from 33 CFR Part 155.1026:

Qualified Individual (QI) means an English speaking, shore-based representative of a vessel owner or operator, located in the United States, available on a 24-hour basis, familiar with implementation of the vessel response plan, and trained in his or her responsibilities under the plan. This person must have full written authority to implement the vessel's response plan. This includes:

1. Activating and engaging in contracting with necessary oil spill removal organizations.
2. Acting as liaison with the pre-designated Federal On-Scene Commander (FOSC) and State On-Scene Commander (SOSC).
3. Obligating, either directly or through prearranged contracts, funds necessary to carry out all required or directed oil response activities.

4.1.2 CONTACTS FOR THE QUALIFIED INDIVIDUAL

The names and contact numbers for the QI and the Alternate QI are listed in Section 2.

A Letter of Identification and Authorization of Qualified Individual and Alternate Qualified Individuals is included at the end of this section.

4.1.3 RESPONSIBILITIES OF THE QUALIFIED INDIVIDUAL

- Establish communications with the vessel (direct, if possible).
- Conduct reporting and notifications as outlined in Section 2.
- Establish communication with the FOSC and SOSC.
- Immediately notify, activate, coordinate with, or engage in contracts with oil spill removal organizations as necessary.
- Obligate funds necessary to carry out required spill response activities on behalf of Kirby as described in this plan.
- Establish a regular communication schedule with the master/Initial IC.
- Collect and document accurate information on vessel and spill status.

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Section 4	SHORE-BASED RESPONSE ACTIVITIES

- Keep a log of all activities associated with the spill.

The QI may act or may designate another Kirby employee or contractor to act, as a liaison between the vessel owner, the vessel captain, and the FOSC (USCG) during initial activation of this spill plan. Upon receiving information regarding the spill and establishing contact with the FOSC, the QI will, if possible, establish a regular reporting schedule with the Captain of the vessel and assist in any way possible.

4.1.4 TRANSFER OF RESPONSIBILITIES FROM THE INITIAL INCIDENT ON-SCENE COMMANDER (IOSC) TO THE SPILL MANAGEMENT (SMT)

The QI will coordinate the transfer of responsibility for directing response activities from the initial IC to the designated IC in the Kirby SMT. This transfer of responsibility will normally include the following elements:

- Briefing from the initial IC to the incoming IC as to the status of current situation on the vessel, on-scene weather, response actions taken, response resources on scene, response resources ordered or enroute, and future response actions already planned or contemplated.
- Designation of the command center location.
- Designation of communications channels between the scene and the command center.
- Names and contact information for the FOSC and SOSC.

4.1.5 SPILL MANAGEMENT TEAM (SMT)

The Kirby SMT will be established and function consistent with the National Interagency Incident Management System (NIIMS) Incident Command System (ICS) format and as further defined in the Kirby Incident Management Handbook. The ICS format has been adopted to promote an integrated management approach to the implementation of this plan with the vessel crew, Federal and State regulators, and response contractors. For significant incidents, the web-based TRG Incident Action Plan Software™ is used for planning and documentation of the response.

Kirby has trained personnel and qualified contractor personnel available to staff and carry out the duties of a spill management team. These personnel will be designated directly by the corporate management of the company or by the QI. Those personnel are familiar with the contents of this plan, and the equipment available for response actions. Contact information for these persons is listed in section 5 - Contacts.

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4.2. INITIAL RESPONSE ORGANIZATION

The Initial Incident Commander and organization of the initial response shall be consistent with the Company policy and procedure described in the Company's operating procedures. As the response proceeds through the emergency phase, the NIIMS format of organizing the response team shall be utilized. ICS Form 201-3, shown in Figure 2 may be used for this purpose.

4.2.1 INITIAL RESPONSE OBJECTIVES

Regardless of the type or scope of spill or incident management being deployed in a response, the initial response objectives, which must be adhered to by all responders are:

- Safety of human life- rescue and provide care for survivors and the injured; ensure the safety and health of responders; and protect the safety and health of bystanders and the surrounding community.
- Safety of property- take positive action to prevent further deterioration of the situation or further damage to vessels and property involved in the incident.
- Safety of the environment- take positive action to prevent, or avoid actions that may contribute to, further damage to the environment.

The initial on-scene commander and incident commander should take positive steps to communicate and reinforce support these objectives at the earliest opportunity in the incident response.

4.2.2 INITIAL RESPONSE CALCULATIONS

The Incident Commander shall, as dictated by the initial assessment of the severity or potential severity of the incident, determine or direct the determination of the planning calculations for the following events:

- Pipeline/hose leak
- Cargo tank/hull leak
- Tank overflow
- Hazardous vapor release
- Containment system failure
- Hull failure/structural damage
- Submerging/Foundering
- Grounding
- Collision or allision
- Critical system or equipment failure with loss of propulsion (includes Loss of tow/barge adrift)

Figure 4 of Section 2, Notification Procedures is a reference table to assist in these calculations.

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4.3. FORMAT OF SPILL RESPONSE MANAGEMENT

The Kirby SMT will utilize a spill management system which meets the standards of the National Interagency Incident Management System (NIIMS) Incident Command System (ICS) format for incident management. For significant incidents, the web-based TRG Incident Action Plan Software™ is used.

The NIIMS system is presented in various forms and publications. The Kirby SMT ICS will be structured as presented in the Kirby Incident Management Handbook. The responsibilities, duties, and functional job descriptions for each oil spill management team position within the ICS may be found in this publication. The size, composition, and complexity of the ICS organization needed will vary according to the spill size, product type and location/environmental conditions.

Figure 1 - Incident Command System Organization Chart

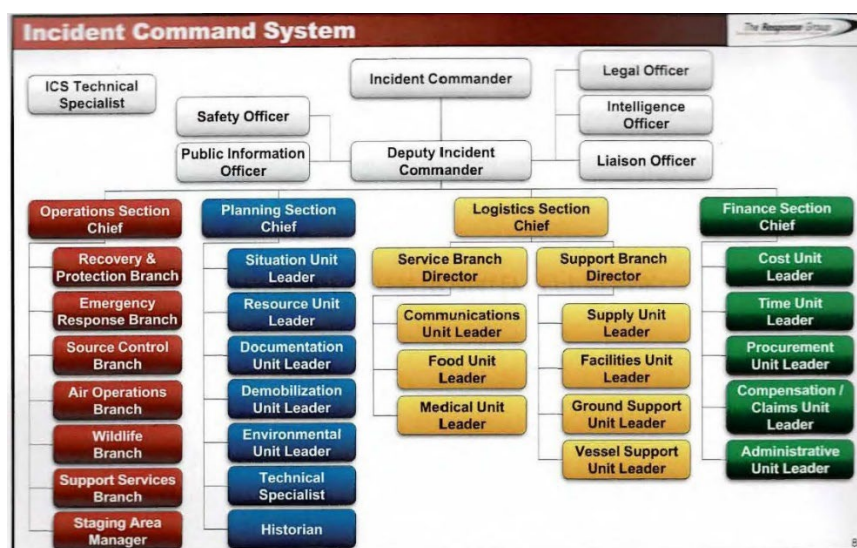


Figure 2 - Common Responsibilities for ICS Positions

Common Responsibilities for All ICS Positions	
Receive assignment from your organization, including - Job assignment (e.g., team designation, position, etc.). - Brief overview of type and magnitude of incident. - Resource order number and request documentation. (i.e. ICS 213 RR) - Travel instructions including reporting location and response time. - Any special communications instructions (e.g., travel, radio frequency). Prior to departure - Monitor incident related information from media, internet, etc., if available. - Assess personal equipment readiness for specific incident and climate (e.g., medications, money, computer, medical record, etc.). Maintain a checklist of items and a personal Go-Kit. - Inform others as to where you are going and how to contact you. - Review the Incident Management Handbook (IMH), applicable job aid, Standard Operating Procedures (SOPs), regional/local plans and other documents. - Take advantage of available travel time to rest prior to arrival. Upon arrival at the incident - Check-in at the designated check-in location. Check-in may be found at any of the following locations: Incident Command Post (ICP), Base/Camps, Staging Areas, Helibases. - Agency Representatives from assisting or cooperating agencies report to the Liaison Officer (LOFR) at the Incident Command Post (ICP) after check-in. - If you are instructed to report directly to an on-scene assignment, check-in with the Division/Group Supervisor or the Operations Section Chief. - Receive briefing from immediate supervisor. - Acquire work materials. - Abide by organizational code of ethics. - Participate in IMT meetings and briefings as appropriate. - Comply with all safety practices and procedures. Report unsafe conditions to your supervisor and the Safety Officer (SOFR). - Supervisors shall maintain accountability for their assigned personnel, including exact location(s) and personal safety and welfare at all times, especially when working in or around incident operations.	If relieving someone, obtain a briefing from that person. - Organize and brief subordinates. - Know your assigned communication methods and procedures for your area of responsibility and ensure that communication equipment is operating properly. - Support the collection and reporting of situation data. - Review and adhere to the information management plan, if developed. - Use clear text and ICS terminology (no codes) in all radio communications. - Complete forms and reports required of the assigned position and ensure proper disposition of incident documentation as directed by the Documentation Unit Leader (DOCL). - Receive a blank ICS 214a Individual Log to document actions and events. - Ensure all equipment is operational prior to each work period. - Report any signs/symptoms of extended incident stress, injury, fatigue or illness for yourself or coworkers to your supervisor. - Brief shift replacement on ongoing operations when relieved at operational periods or rotation out. Upon notice of demobilization - Respond to demobilization orders and brief subordinates regarding demobilization. - Prepare personal belongings for demobilization. - Return all assigned equipment to appropriate location. - Receive an ICS 225 Personnel Performance Rating Form, if applicable. - Participate in after-action activities as directed. - Complete demobilization check-out process before returning to home base, per the Incident Demobilization Plan (use ICS 221 Demobilization Check Out, if necessary). - Upon demobilization, notify Resource Unit Leader (RESL) at incident site or home unit of your safe return.

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Figure 3 - Leadership Responsibilities for ICS Positions

Leadership Responsibilities for All ICS Positions	
- Review common responsibilities. - Upon check-in, receive briefing from Incident Commander, Section Chief, Branch Director, or supervisor, as appropriate. - Participate in incident planning meetings and briefings, as required. - Determine current status of unit activities. - Determine resource needs. - Order additional resources (equipment, personnel, supplies), as appropriate. - Confirm dispatch and estimated time of arrival of staff and supplies. - Assign specific duties to staff; supervise staff. Carry out assignments as directed. - Complete forms and reports required of the assigned position and send through the supervisor to the Documentation Unit Leader (DOCL). - Develop and implement accountability, safety and security measures for personnel and resources. - Supervise demobilization of unit, including storage of supplies. - Provide Supply Unit Leader with a list of supplies to be replenished, using the ICS 213 RR Resource Request. - Maintain records, including ICS 214a Individual Log. Individual responders will maintain personal log of actions, decisions and events. - Complete ICS 225 Personnel Performance Rating of staff, as appropriate.	

Figure 4 - Position Transition Checklist

Position Transition Checklist		
Proper transitioning of a team member's responsibilities to relief personnel who will serve in the same or higher level position during an incident is crucial. Personnel transition occurs as the ICS organizational structure expands, contracts or as shift changes are executed. Transitions should be conducted face to face and done in such a manner to ensure continuity of incident response in order to maximize safety, situational awareness, and to ensure efficient management of the resources. Below is a list to assist you in your transition.		
Required Items or Tasks	Required Documentation or Forms	Complete
Ensure to properly check-in	ICS 211 Check-In List	
Determine your assigned ICS Position	Section Chief/Deputy, Unit Leader, Branch Director, ICS 207 Organization Chart or IC	
Attain situational awareness	ICS 201-1 thru 5 Incident Briefing Forms, Operational Briefing, Section/Unit Briefing or Individual Briefing	
Verify incident name (IAP database login, if applicable)	Planning Section Chief (PSC)	
Determine objectives and current progress	ICS 202 Incident Objectives	
Determine status of resources	ICS 201-4 Resource Summary	
Determine current and pending action items or assignments	ICS 233 Open Action Tracker, ICS 214a Individual Log – team member you are relieving	
Determine Operational Period	Discuss Situation Status Display with team member you are relieving	
Ensure Organizational Chart is up-to-date	RESL, Unit Leader, Section Chief or Deputy	
Don your appropriate ICS vest	IC, Documentation Unit or Team member you are relieving	
Ensure the Communications Plan for accuracy	ICS 205 Communications Plan	
Announcement of transition of ICS	ICP announcement, assessment meeting or Shift Briefing	
Ensure that transitioning Command & General Staff have completed transition and check list if available	Command & General Staff Meeting or Shift Briefing	

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4.3.1 RESPONSE CONTRACTORS IN THE ICS ORGANIZATION

The primary Oil Spill Removal Organizations (OSRO's) for Kirby are identified in Section 5 and in each Geographic-Specific Appendix. OSRO's provide limited management of the resources that they provide, consistent with the USCG ICS format. All OSRO resources will operate under the direction of the Kirby SMT.

Other third-party contractors such as environmental consultants, salvage and marine firefighting resource providers, air charter companies, charter vessel companies, security services and other companies under contract to Kirby during the response may fill specific positions, such as a catering company in the Food Unit, or insurance representatives in the Insurance/Claims Unit.

Certain Federal and State agencies reserve the right to staff positions in the ICS structure consistent with the Area Contingency Plan and State regulations as may be applicable.

4.3.2 COORDINATION OF RESOURCES

Upon notification of an incident or threatened incident, the QI is responsible for determining and directing resources to be ordered in the response. The QI must keep the USCG and State agencies informed of the scope of the response. Upon stand-up of the SMT and the Unified Command, the Incident Commander is responsible to coordinate the response within the framework of the incident command system, as organized for the response.

When a multi-layered response is developing, as in incidents with multiple casualties (explosion/fire along with oil spill response) and multiple resource types (i.e. public fire response resources with commercially contracted resources, such as the SMFF provider), the Area Contingency Plan (ACP) should be consulted to determine if any pre-arranged lines of authority exist within the jurisdiction of the response.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 4	SHORE-BASED RESPONSE ACTIVITIES

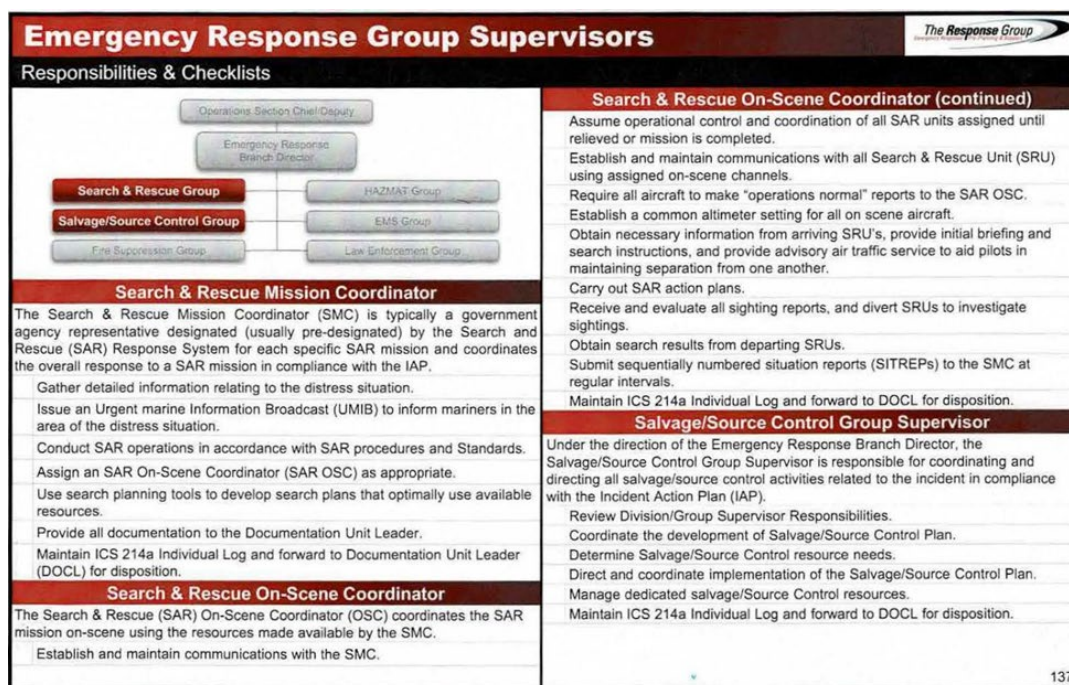
4.3.2.1 Coordination of SMFF Resources in the Unified Command

Upon notification of an incident requiring SMFF resources, the SMFF resource provider is expected to review their core GSA and the ACP for the location of the incident to determine if any pre-arranged lines of authority exist and coordinate their response with the Kirby Qualified Individual or IC and the on-scene commander.

For example, in most jurisdictions with municipal marine fire response capability, the IC of the responding fire units will assume IC of the fire response to a Kirby vessel, and all Kirby resources as well as contracted SMFF resource providers are expected to comply with the orders of the municipal fire IC until the duties of the IC are properly transferred or relieved by another qualified person.

When the emergency phase of the incident has been prosecuted, and the management of the response phase shifts to the Unified Command, a representative of the SMFF resource provider is expected to assist with coordination of SMFF resources within the Salvage/Source Control Group of the Operations Section.

Figure 5 - Emergency Response Group Supervisors – SAR and Salvage Responsibilities and Checklists



	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 4	SHORE-BASED RESPONSE ACTIVITIES

Figure 6 - Emergency Response Group Supervisors – Fire Suppression Group Supervisor

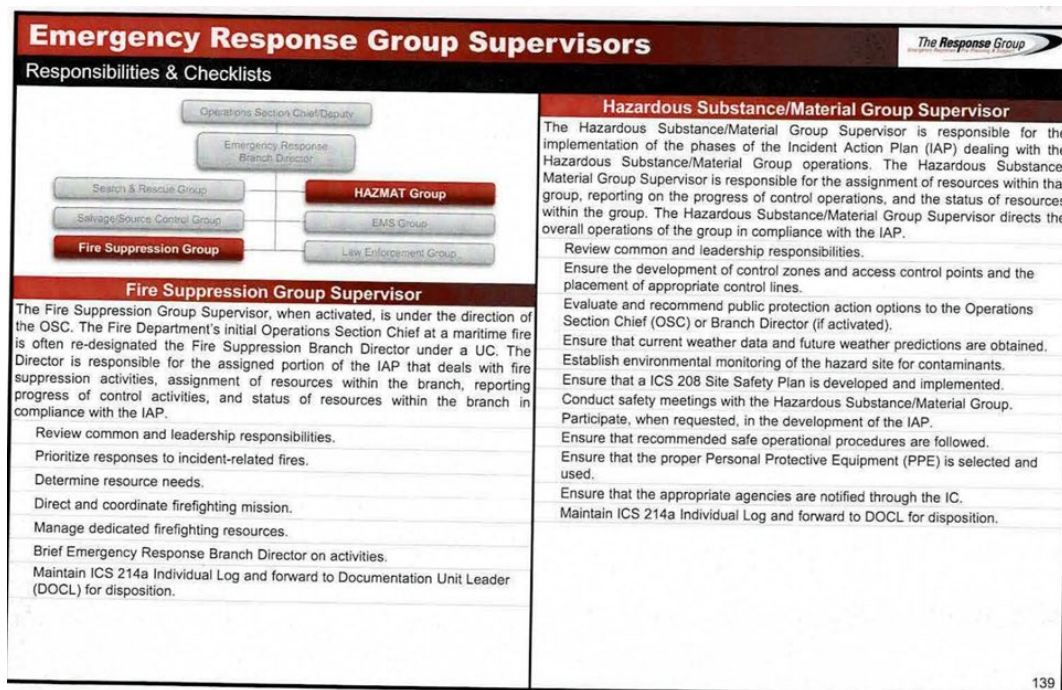
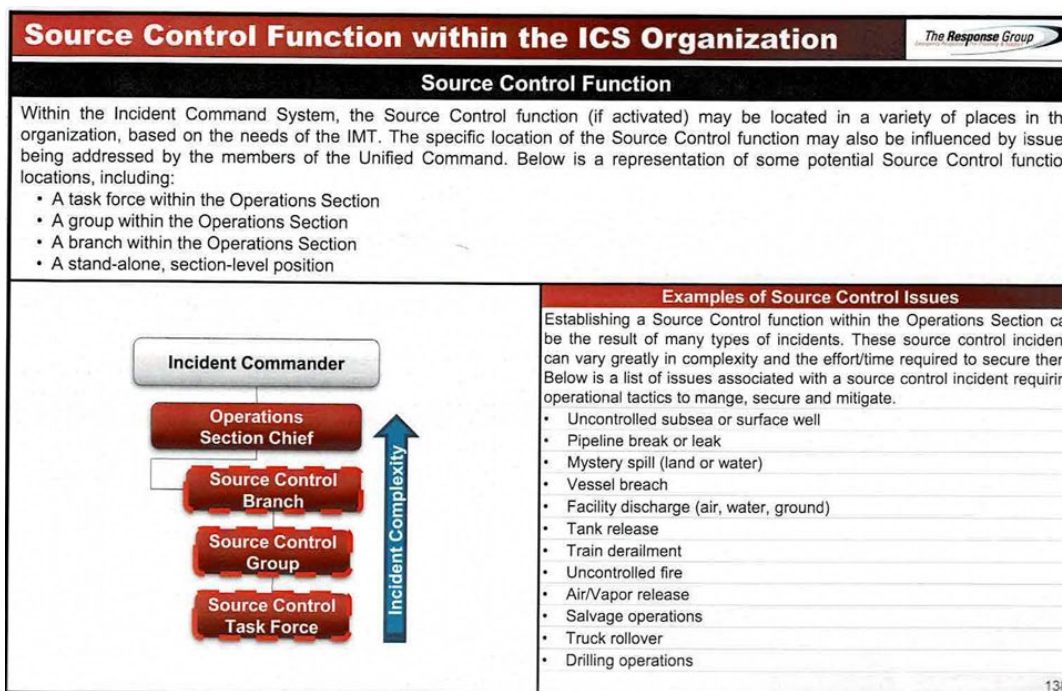


Figure 7 - Source Control Function within the ICS Organization



	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 4	SHORE-BASED RESPONSE ACTIVITIES

Figure 8 - Letter of Identification and Authorization of Qualified Individuals



KIRBY MARINE TRANSPORTATION GROUP

Christian G. O'Neil
President – Kirby Marine Transportation Group
President – San Jac Marine, LLC

PO Box 1745
Houston, TX 77251
713-435-1253
christian.oneil@kirbycorp.com

December 9, 2021

Commandant (CG-MER-VRP)
U. S. Coast Guard
Stop 7501
2703 Martin Luther King Jr Ave. SE
Washington, DC 20593-7501

**Subject: Identification and Authorization of Qualified Individual
and Alternate Qualified Individuals
Kirby Corporation VRP Control Number 13322**

The following individuals are hereby designated as primary and alternate Qualified Individuals for the subject Vessel Response Plan in accordance with 33CFR155.1026:

Designation	Name	Location
Primary:	Jim Guidry	Houston, TX
Alternate:	Todd Behlke	Houston, TX
Alternate:	Craig Foret	Houston, TX

These personnel meet the requirements of 33CFR155.1026 paragraphs (b)(1) through (4). Kirby Corporation vests in the above personnel full authority to implement the Kirby Corporation vessel response plan. This authority includes activating, engaging, and or contracting necessary oil spill removal organizations, acting as liaison with the Federal On-Scene Coordinator, and obligating, either directly or through pre-arranged contracts, funds necessary to carry out spill response activities. Either the Primary or Alternate will carry out the duties of the Qualified Individual consistent with the role of the Qualified Individual on the Kirby Corporation spill management team as detailed in the response plan.

Sincerely,

Kirby Corporation



Christian G. O'Neil
President, Marine Transportation Group

Cc: All Qualified Individuals (listed above)

	Kirby Offshore Marine, LLC USCG VESSEL RESPONSE PLAN #12023
KVRP.01.04	SHORE-BASED RESPONSE ACTIVITIES

Figure 9 - Current Organization/ICS-201-3

ICS 201-3 - Current Organization		Version Name:	
Incident Name:		Period:	to

Federal OSC
State OSC
Local Government OSC
Tribal OSC

Incident Commander
Deputy Incident Commander

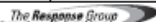
Safety Officer
Liaison Officer
Public Information Officer
Legal Officer
Intelligence Officer

Operations Section Chief
Deputy Operations Section Chief
Emergency Response Branch Director
Staging Area Manager

Planning Section Chief
Deputy Planning Section Chief
Situation Unit Leader
Resource Unit Leader
Documentation Unit Leader
Environmental Unit Leader

Logistics Section Chief
Deputy Logistics Section Chief
Service Branch Director
Support Branch Director

Finance Section Chief
Deputy Finance Section Chief

ICS 201-3 - Current Organization		Prepared By:		At:	
INCIDENT ACTION PLAN SOFTWARE™		Page	of	 © 1997-2018	

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Section 5	CONTACTS

5 CONTACTS

5.1. VESSEL OWNERS AND OPERATOR

The information for contacting the vessel owners and operators is found in Section 1, General Information and Introduction.

5.2. QUALIFIED INDIVIDUAL CONTACT INFORMATION

The information for contacting the Qualified Individual is found in Section 2.

5.3. NATIONAL INTERNATIONAL CONTACT POINTS

The Shipboard Oil Pollution Emergency Plan (SOPEP) shall contain a list of authorities or persons to be contacted in the event of a pollution incident involving such substances. This information is also provided to enable compliance with Regulation 17 of MARPOL Annex II which requires that the shipboard marine pollution emergency plans for oil and/or noxious liquid substances shall contain a list of authorities or persons to be contacted in the event of a pollution incident involving such substances.

The current list may be accessed at: <http://www.imo.org/OurWork/Circulars/Pages/CP.aspx> (or select “**National Contacts**” link on the bottom of the IMO homepage).

5.4. INSURANCE REPRESENTATIVES

Ms. Amy Husted
Vice President - Legal
Kirby Corporation
55 Waugh Drive, Suite 1000
Houston, Texas 77007
713-435-1000 Fax 713-435-1464

Mr. Bob Stearns
AON Specialty
199 Water Street, 8th Floor
New York, NY 10038
212-441-2192 Fax 212-441-1934

5.5. LOCAL AGENTS

The local agent for any given vessel may be identified by contacting the Qualified Individual as listed in Section 2.

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Section 5	CONTACTS

5.6. OIL SPILL REMOVAL ORGANIZATIONS (OSRO'S)

5.6.1 OIL SPILL RESPONSE

The contact information for OSRO's which would respond to an Average Most Probable Discharge (AMPD), Maximum Most Probable Discharge (MMPD), and Worst Case Discharge (WCD) in each COTP zone is found in the Geographic-Specific Appendices (GSA).

5.6.2 EMERGENCY LIGHTERING AND FUEL OFFLOADING

The contact information for the emergency lightering and fuel offloading may be obtained from the Qualified Individual as noted in paragraph 5.2 above. As a leading provider of tank barge services in the U.S., Kirby maintains its own resources, as well as the contracted resources available through our SMFF provider for emergency lightering and fuel offloading.

5.6.3 SALVAGE AND MARINE FIREFIGHTING (SMFF)

The contact information for the SMFF resource provider in each COTP zone is found in the Geographic-Specific Appendices (GSA).

5.6.4 DISPERSANT RESPONSE EQUIPMENT

The contact information for activating dispersant response equipment, as applicable to the vessel and cargo/fuel type in each COTP zone is found in Section 8,

5.6.5 AERIAL OIL SPILL TRACKING AND OBSERVATION RESOURCES

The contact information for aerial oil spill tracking and observation resources in each COTP zone is found in Section 8, Geographic-Specific Appendices – General and the GSA for each COTP zone.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 5	CONTACTS

5.6.6 SPILL MANAGEMENT TEAM

The Kirby SMT is activated via the Qualified Individual as noted in paragraph 5.2. above. The Kirby Corporation Spill/Incident Management Team provides the primary incident command force to respond to an incident involving a Kirby vessel. The contact information for our contractors for SMT services are as follows:

Gallagher Marine Systems
305 Harper Drive
Moorestown, NJ 08057
Emergency: 703-683-4700 or 215-492-5473
Ph: 856-642-2091
Fax: 856-642-3945
E-mail: info@chgms.com

The Response Group
13939 Telge Rd.
Cypress, TX 77429
24 hrs (281) 880-5000

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 6	TRAINING PROCEDURES

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6 TRAINING PROCEDURES

6.1. TRAINING ELEMENTS

Kirby provides necessary training for all spill response personnel, consistent with applicable state and federal requirements. The applicable portions of this plan will be incorporated into Kirby training. Training course work will coincide with the level of qualifications required by employee job descriptions and Federal and State laws.

6.1.1 HAZARD COMMUNICATIONS

In order to ensure chemical safety in the workplace, information about the identities and hazards of the chemicals must be available and understandable to workers. OSHA's Hazard Communication Standard (HCS) requires the development and dissemination of such information:

- Chemical manufacturers and importers are required to evaluate the hazards of the chemicals they produce or import, and prepare labels and safety data sheets to convey the hazard information to their downstream customers;
- All employers with hazardous chemicals in their workplaces must have labels and safety data sheets for their exposed workers, and train them to handle the chemicals appropriately.

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All Kirby vessel employees, tankermen, and shore-side personnel receive training in hazard communications and use of labels and safety data sheets to facilitate recognition and understanding of chemical hazards.

6.1.2 HAZWOPER

HAZWOPER (Hazardous Waste Operations Emergency Response) is training required by OSHA Standard under 29 CFR 1910.120 for persons responding to releases of hazardous substances. This training is intended to provide knowledge and skills for responders to work SAFELY in the oil spill environment. The levels prescribed and referenced in these procedures are as follows:

1. First Responder Awareness- The responder understands the hazards presented by a substance release, can recognize the presence of a release, and knows who to notify if a release is detected. There is no hours of training requirement. This training requirement will normally be met in new hire orientation.
2. First Responder Operations- The responder meets the Awareness requirements and can respond and contain the spill from a safe distance and has received at least 8 hours of training.
3. Technician- The responder meets the First Responder Awareness and Operations requirements, can respond to a spill and can stop and contain the spill at the source, and has received at least 24 hours of training.
4. Incident Commander- The responder meets the Technician requirements, understands and can implement the Kirby Incident Command System; understands and can implement the Kirby Corporation Vessel Response Plan, and maintains awareness of State and Federal response teams and plans.
5. Refresher Training- The responder must receive refresher training of sufficient content and duration to maintain competency OR demonstrate competence in HAZWOPER subjects annually. This will normally be accomplished through normal vessel drills and training, and/or computer-based training.

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6.1.3 TRAINING MATRIX FOR VESSEL PERSONNEL

Vessels are manned and equipped for spill response according to their operating Division, intended operating area, and the availability of OSRO resources.

The following matrix describes the training required for vessel personnel.

Vessel Crew Position	HAZCOM/ HAZWOPER Training Level/Refresher	Equipment Deployment/ Pollution Response Exercise	Emergency Procedures Exercise
Towing Vessel Master	8/A	A	Q
Towing Vessel Pilot	8/A	A	Q
Tankerman-PIC	8/A	A	Q
Deckhand	8/A	A	Q

8= 8 hr first responder/ops A = Annual refresher Q= Quarterly

6.1.4 TRAINING MATRIX FOR SHORE-BASED PERSONNEL

Spill/Incident Management Team Position	HAZCOM/ HAZWOPER Training	Incident Command System Training	Qualified Individual Notification Exercise	SMT/ IMT Tabletop Exercise
Command	8/A	100, 200, 700, 800	Q	A
Operations and Planning	24/A	100, 200, 700, 800	N/A	A
Logistics and Finance	8/A	100, 200	N/A	A

24= 24 hr technician 8= 8 hr ops A = Annual refresher Q= Quarterly 100= ICS level or equivalent

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6.1.5 TRAINING FOR THE QUALIFIED INDIVIDUAL

The Qualified Individuals listed in this plan are designated in accordance with Kirby Corporation policy. The following matrix describes specific training elements that must be accomplished before an employee is designated as a primary or alternate Qualified Individual.

Training Element	Frequency	How is the element accomplished?
Legal requirements pertaining to the QI	I/B	Seminar or self-study handout materials
Notification requirements and procedures	I/B	Seminar or self-study handout materials
Incident Command System	I/B	Initial- FEMA online course level 100 Seminar or self-study handout materials
Initial response plans and procedures	I/B	Seminar or self-study handout materials

I = Initial B= Bi-annual refresher

Kirby employees may accomplish some or all of the above elements through on-the-job activities and may self-certify completion of the above requirements. Kirby contractors may self-certify completion of the above requirements. The Director, Safety is responsible for ensuring that Qualified Individuals are current in accordance with the above matrix.

6.2. RESPONSIBILITIES

6.2.1 KIRBY EMPLOYEES

The Kirby Incident Commander is responsible for ensuring that personnel identified in this plan, responding to a discharge, are trained in accordance to the procedures and standards in this section.

6.2.2 TRAINING FOR OSRO PERSONNEL

Additional personnel identified to provide response services in the event of a discharge from a Kirby vessel are provided under contract by each individual Oil Spill Removal Organization (OSRO). Information on training standards, frequencies and records of training are maintained by the OSRO.

6.2.3 TRAINING FOR CONTRACTED PERSONNEL

Kirby may use resources of commercial contract services, such as waste disposal, security, and spill management in extended response situations. Kirby will require that contractors certify that all contracted personnel have been trained to meet applicable standards contained in 29 CFR 1910.120. The Logistics Section Chief will have primary responsibility for obtaining and auditing this requirement with all contractors.

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6.3. TRAINING CURRICULUM

Training for Kirby employees who are identified in this plan to respond to a discharge is consistent with the standards for training contained in the following documents:

Training Reference for Oil Spill Response - Department of Transportation, Environmental Protection Agency and Department of the Interior, August 1994

OSHA 3172 Training Marine Oil Spill Response Workers under OSHA's Hazardous Waste Operations and Emergency Response Standard

6.4. RECORDS OF TRAINING

Records of all training of Kirby employees will be maintained in the offices or the owner/operator listed in Section 1, as applicable, for a period of three years from the date of the training.

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7 EXERCISE PROCEDURES

7.1. EXERCISE PROGRAM

Kirby will conduct an exercise program designed to meet the USCG National Preparedness for Exercise Program (NPREP) and applicable State requirements.

7.1.1 MINIMUM COMPONENTS

7.1.1.1 Qualified Individual Notification Exercise

Once per quarter, all Kirby vessels covered by this plan, or towing vessels that are towing a tank barge covered by this plan, will conduct a Qualified Individual notification drill. This drill is intended to test the reporting procedure in Section 2 of this plan. The drill is considered successfully completed when the vessel is able to contact the dispatch/traffic desk, and the dispatch/traffic personnel advise the name of the QI contacted.

A written record of the drill will be completed by the vessel and submitted in accordance with the Kirby exercise workorder procedures.

7.1.1.2 Remote Assessment and Consultation Exercise (SMFF)

On a triennial basis, Kirby will conduct a Remote Assessment and Consultation Exercise. The purpose of the remote assessment and consultation exercise is to ensure that personnel are able to initiate remote assessment and consultation when a situation presents a discharge or substantial threat of a discharge. Substantial threats of a discharge may exist during, but are not limited to, grounding, stranding, collision, hull damage, fire, explosion, loss of propulsion, flooding, and equipment failure, where taking preventive action may prevent a spill.

7.1.1.3 Emergency Procedures Exercise

Once per quarter, all Kirby towing vessels that are towing a tank barge covered by this plan, will conduct an emergency response procedures drill. A written record of the drill will be completed by the vessel and submitted in accordance with Kirby exercise workorder procedures. The emergency procedures to be exercised are:

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- Cargo Transfer Emergency
- Grounding or Stranding
- Collision
- Fire
- Hull Failure
- Excessive List
- Equipment Failure
- Emergency Towing/Lost Barge Retrieval
- Salvage and Lightering Procedures
- Damaged Stability and Hull Stress Considerations

Specific drill elements and required frequencies of completion for the above exercises are contained in the company procedures manual.

7.1.1.4 Onboard Equipment Deployment Drill

All Kirby tank barges that are equipped with response equipment that is intended to meet the AMPD requirements for the barge, must semiannually conduct a spill response drill in which the following onboard equipment is deployed in the water:

- Response boat launched
- Containment boom deployed
- Skimmer and pump deployed and pumping water

7.1.1.5 Incident Management Team (IMT) Exercises

An IMT Exercise must be conducted once per year. At a minimum, that drill will include documenting actions to notify or mobilize all of the resources described in section IV of this plan. The drill will require the production of the following written documents:

- Initial Report Form
- OSRO notification and completion of all forms required to activate the OSRO.
- All reporting and notification accomplished to the required Federal, State, and Local agencies and the appropriate OSRO/RAC(s).
- Review of the applicable Area Contingency Plan (ACP) and identification of environmentally sensitive resources that could be impacted based on seasonal considerations.

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- An Initial Action Plan (ICS form 201) for the first operational period of spill response actions.

At least one IMT exercise in a triennial cycle must involve a Worst-Case Discharge (WCD) scenario. This exercise must follow the procedures set out in Section 4 of this plan for the activation of the spill/incident management team. A written evaluation of the exercise will be produced consistent with the NPREP Guidelines for Exercise Evaluation.

7.1.1.6 Shore-Based Salvage and Marine Fire-Fighting Exercise

Kirby must conduct shore-based salvage and shore-based MFF management team exercises annually. The response plan, and associated pre-fire plan when applicable, must be used in the exercise to ensure that the management teams are familiar with the plans and are able to use them effectively to conduct an SMFF response.

These annual exercises may be conducted separately from, or in conjunction with, the annual IMT exercise.

7.1.1.7 Unannounced Exercises

Annually, Kirby must conduct one of the following exercises as an unannounced exercise:

- Vessel Emergency Spill Procedures
- IMT Exercise
- Equipment Deployment Exercise

Additionally, one of the following must be conducted as an unannounced exercise:

- Emergency SMFF procedures for vessels;
- SMFF equipment deployment exercise for vessels.

Kirby will participate to the extent requested in any unannounced drills conducted by the USCG COTP.

7.1.1.8 Triennial Exercise Period – Worst-Case Discharge

Within a three-year period, all of the components of the response plan must be exercised, including the ability of the OSRO to respond to the Worst-Case Discharge for the Kirby vessel fleet.

7.1.2 CREDIT FOR ACTUAL SPILL RESPONSES AND UNANNOUNCED DRILLS

Any actual responses to discharges from vessels in the Kirby fleet may be counted as applying to meeting the drill and exercise requirements contained in this section. Additionally, Kirby may take credit for any unannounced drill required by a federal or state agency provided that the unannounced drill meets the requirements for exercising the OSRO, incident management team, and major response equipment.

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7.1.3 CERTIFICATION AND RECORDS OF EXERCISES

7.1.3.1 Certification of Exercises

To receive credit for any of the exercises required in this section, a record of those exercises detailing the actions taken must be maintained. Kirby will follow the National Preparedness for Exercise Program (NPREP) guidelines for certification of exercises in the ICS NIIMS format. At a minimum, the certification will include:

- Signature of the person certifying the exercise
- Qualifications of the person to evaluate the exercise
- Components of the exercise
- Deficiencies identified
- Actions to be taken to correct deficiencies
- Lessons learned

An OSRO under contract to Kirby may issue a letter at the end of the exercise year detailing their status of completion of NPREP requirements. This letter serves as certification of exercise requirements completed as credit for all requirements which Kirby is entitled to take by virtue of completion by the contracted OSRO.

7.1.3.2 Exercise Records

Records of all exercises of the Kirby fleet will be maintained in writing. All records are maintained for period of three years from the date of the exercise.

7.1.3.3 OSRO Exercise Records

As a condition of its USCG registration and classification, the OSRO's for the Kirby fleet maintain records of all exercises for its personnel and major equipment for a period of three years.

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8 GEOGRAPHIC SPECIFIC APPENDICES – GENERAL

8.1 GEOGRAPHIC AREAS OF OPERATION

The vessels covered by this plan may operate in any of the operating areas located within the COTP zones as indicated in the following tables.

A separate Geographic-Specific Appendix (GSA) for each of the COTP zones of operation is included in this section.

**Table 1 – Inland Tank Barges (Section 1 Appendix A-1)
and NT Inland Towing Vessels (Section 1
Appendix C-1)**

COTP Zones	Operating Areas
Mobile	Port Areas
New Orleans	Rivers and Canals
Houma	Inland
Port Arthur	Great Lakes
Houston-Galveston	
Corpus Christi	
Upper Mississippi	
Lower Mississippi	
Ohio Valley	
Pittsburgh	
Lake Michigan	

Table 2 – Offshore Tank Barges (Section 1 Appendix A-2)

COTP Zones	Operating Areas
Mobile	Port Areas
New Orleans	Rivers and Canals
Houma	Inland
Port Arthur	Nearshore
Houston-Galveston	Offshore
Corpus Christi	Open Ocean
Jacksonville	
Miami	
Key West	
St. Petersburg	

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Table 3 – Offshore NT Barges (Section 1 Appendix B-1)

These vessels are subject to MARPOL I SOPEP requirements only.

Table 4 – NT Offshore Towing Vessels (Section 1 Appendix C-2)

These vessels are subject to both NT VRP and MARPOL I SOPEP requirements.

COTP Zones	Operating Areas
Northern New England	Port Areas
Boston	Rivers and Canals
Southeastern New England	Inland
Long Island Sound	Nearshore
New York	Offshore
Delaware Bay	Open Ocean
Maryland-National Capital Region	
Virginia	
North Carolina	
Charleston	
Savannah	
Jacksonville	
Miami	
Key West	
San Juan	
St. Petersburg	
Mobile	
New Orleans	
Houma	
Port Arthur	
Houston-Galveston	
Corpus Christi	
Lower Mississippi	

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8.3 PLANNING VOLUME CALCULATIONS

Planning volume calculations for the vessels covered by this plan are based on the volume of the worst case discharge (WCD) for the vessel. For a tank vessel, the WCD is the maximum amount of oil carried as **cargo** aboard the vessel. For a non-tank vessel, the WCD is the maximum amount of oil carried as **fuel** aboard the vessel.

The planning volumes for each vessel covered by this plan are listed in the vessel specific appendices at the end of Section 1 as follows:

- Appendix A-1 (inland tank barges)
- Appendix A-2 (offshore tank barges)
- Appendix B-1 (offshore NT barges)
- Appendix C-1 (inland NT towing vessels)
- Appendix C-2 (offshore NT towing vessels)

The following calculations are based on the **largest WCD for each vessel type** in the Kirby Corporation fleet:

8.4.1 INLAND TANK BARGES (Vessels Listed in Appendix A-1)

T/B KIRBY 31009
Cargo Capacity/Worst Case Discharge: 32,050 barrels
(bbl) On-Water Planning Volume (bbl)

Oil Group	River	Nearshore/Inland/ Great Lakes
I	3,205	6,410
II	8,654	28,845
III	9,615	32,050
IV	8,974	22,435

Required Resources: On-Water Recovery (bbl per day)

Oil Group	River			Nearshore/Inland/Great Lakes		
	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
I	962	1,282	1,923	962	1,603	2,564
II	2,596	3,461	5,192	4,327	7,211	11,538
III	2,885	3,846	5,769	4,808	8,013	12,820
IV	2,692	3,590	5,384	3,365	5,609	8,974

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8.4.3 OFFSHORE TANK BARGES (Vessels Listed in Appendix A-2)

T/B KIRBY 22400
Cargo Capacity/Worst Case Discharge: 22,892 barrels
(bbl) On-Water Planning Volume (bbl)

Oil Group	River	Nearshore/Inland/ Great Lakes	Offshore	Open Ocean
I	2,289	4,578	0	0
II	6,181	20,603	10,301	4,121
III	6,868	22,892	18,314	9,157
IV	6,410	16,024	12,820	6,410

Required Resources: On-Water Recovery (bbl per day)

Oil Group	River			Nearshore/Inland/Great Lakes			Offshore			Open Ocean		
	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
I	687	916	1,374	687	1,145	1,831	0	0	0	0	0	0
II	1,854	2,472	3,709	3,090	5,151	8,241	1,030	1,700	2,163	247	412	494
III	2,060	2,747	4,121	3,434	5,723	9,157	1,831	3,022	3,846	549	916	1,099
IV	1,923	2,564	3,846	2,404	4,006	6,410	1,282	2,115	2,692	385	641	769

8.4.4 OFFSHORE NT BARGES (Vessels Listed in Appendix B-1)

N/T Barge MARGO DALE
Fuel Capacity/Worst Case Discharge: 594 barrels
(bbl) On-Water Planning Volume (bbl)

Oil Group	River	Nearshore/Inland/ Great Lakes	Offshore	Open Ocean
I	59	119	0	0

Required Resources: On-Water Recovery (bbl per day)

Oil Group	River			Nearshore/Inland/Great Lakes			Offshore			Open Ocean		
	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
I	18	24	36	18	30	48	0	0	0	0	0	0

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8.4.6 INLAND NT TOWING VESSELS (Vessels Listed in Appendix C-1)

Towing Vessel BOWLING GREEN
Fuel Capacity/Worst Case Discharge: 3,432 barrels
(bbl) On-Water Planning Volume (bbl)

Oil Group	River	Nearshore/Inland/ Great Lakes
I	343	686
II	927	3,089

Required Resources: On-Water Recovery (bbl per day)

	River			Nearshore/Inland/Great Lakes		
Oil Group	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
I	103	137	206	103	172	275
II	278	371	556	463	772	1,236

8.4.7 OFFSHORE NT TOWING VESSELS (Vessels Listed in Appendix C-2)

Towing Vessel CAPTAIN DONALD LOWE SR
Fuel Capacity/Worst Case Discharge: 4,013 barrels
(bbl) On-Water Planning Volume (bbl)

Oil Group	River	Nearshore/Inland/ Great Lakes	Offshore	Open Ocean
I	401	803	0	0
II	1,084	3,612	1,806	722

Required Resources: On-Water Recovery (bbl per day)

	River			Nearshore/Inland/Great Lakes			Offshore			Open Ocean		
Oil Group	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3	Tier 1	Tier 2	Tier 3
I	120	161	241	120	201	321	0	0	0	0	0	0
II	325	433	650	542	903	1,445	181	298	379	43	72	87

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8.5 REPORTS AND NOTIFICATIONS

The Federal and State entities requiring notification are listed in the GSA for each COTP zone tabbed appendix in this section.

The contact information for the Qualified Individual may be found in Section 5 (Contacts) of the plan.

8.6 IDENTIFICATION OF OIL SPILL REMOVAL ORGANIZATIONS

8.6.1 AVERAGE MOST PROBABLE DISCHARGE (AMPD) RESPONSE RESOURCES

In accordance with 33 CFR 155.1050(d)(3), Kirby is not required to contract for AMPD response resources for coverage at MTR facilities that maintain a facility contingency plan. But, Kirby is still required to plan for AMPD coverage at MTR facilities and plan and contract for AMPD resources at transfer locations that are not MTR facilities covered by a facility contingency plan.

The manner in which Kirby plans for AMPD response coverage may vary according to the transfer location and the type of vessel being covered. Kirby plans for AMPD response resources in one of the following ways:

- Transfer occurs at a MTR facility with a contingency plan and AMPD resources are available.
- AMPD capability is carried aboard the Kirby vessel(s) involved in the transfer.
- A contractor provides AMPD capability on an on-going contract basis or “spot” contracts as required, or;
- A contractor that provides AMPD capability on an as-needed, per transfer basis, such as may be obtained through an OSRO such as Marine Spill Response Corporation (MSRC) or the National Response Corporation (NRC). This type of coverage normally requires notification of the OSRO and execution of an additional service agreement or contract for a specific period of time or specified transfer.

The AMPD response coverage for each COTP zone is described in each GSA.

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8.6.3 MAXIMUM MOST PROBABLE DISCHARGE AND WORST CASE DISCHARGE RESOURCES

Kirby maintains contracts or other approved means with the following OSRO's to ensure the availability of resources to respond to a Maximum Most Probable Discharge (MMPD) and Worst-Case Discharge (WCD):

Primary OSRO - Marine Spill Response Corporation

Supplemental OSRO - National Response Corporation

The applicable USCG rating for each OSRO is listed in the geographic-specific appendix (GSA) for each COTP Zone.

Spill Management Team (Primary) – Kirby Corporation

Spill Management Team (Supplemental) – Gallagher Marine Systems, LLC.

The organization(s) identified above are capable of providing the equipment and supplies necessary to meet the provisions of 33 CFR §§ 155.1050, 155.1052, 155.1230, and 155.2230, as appropriate, and are capable of providing the trained personnel to continue operation of the equipment and staff the oil spill removal organization(s) and spill management team for the first seven days of the response.

Additional OSRO resources and the contact information and numbers for each OSRO may be found in the GSA for each COTP zone.

8.6.4 RESOURCES FOR RESPONSE TO GROUP V OILS

The primary OSRO for Kirby Corporation is the Marine Spill Response Corporation (MSRC). MSRC is classified by the USCG for Non-Floating Oils (NFO) response and maintains equipment and capability accessible through their STARS contractor network to respond to a discharge of Group V oil.

The contact information for MSRC is included in the GSA for each COTP zone.

8.6.5 SALVAGE AND MARINE FIREFIGHTING (SMFF) RESOURCES

Kirby has engaged T&T Salvage, LLC as its primary provider of SMFF resources. As required by 33 CFR 155.4035(a), Kirby has provided T&T Salvage, LLC with a copy of this Plan, which includes the information listed in 33 CFR 155.1040(c). Accordingly, Kirby references the most recent version of T&T Salvage, LLC's "Core" SMFF GSAs for the zones covered by this Plan that are on file with the U.S. Coast Guard, and available at:

<https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=322&Source=/Lists/Content/DispForm.aspx?ID=322>

The listed SMFF Resource Provider has consented to be named in this plan. A copy of this consent is maintained in the offices of Kirby Corporation and is included with the plan submission to the USCG. It may also be obtained by contacting the Kirby Qualified Individual.

Kirby has evaluated the resource provider in accordance with the selection criteria described in 33CFR155.4050 and certifies that these factors were considered when selecting resource providers.

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As a leading provider of tug/barge petroleum transportation services in the United States, Kirby is a provider of emergency towing and lightering resources to the major salvage and marine firefighting providers listed above, and including T & T Salvage, to meet compliance with the salvage and marine firefighting regulations which took effect February 22, 2011. For an incident involving a Kirby vessel covered by this plan, Kirby intends to deploy Kirby owned or operated resources to assist whenever such resources are suitable and available in the timeframe required. A listing of Kirby owned or controlled towing vessels and their characteristics is included as Attachment 1 at the end of this section.

8.7 DISPERSANT RESOURCES

The primary OSRO for Kirby Corporation is the Marine Spill Response Corporation (MSRC). MSRC is USCG classified WCD1, 2, and 3 for dispersant capability. MSRC maintains one dedicated Boeing 737 and two King Air twin-turboprop aircraft for high volume aerial application of dispersant, and over 121,500 gallons of dispersant in inventory.

The contact information for MSRC is included in the GSA for each COTP zone.

8.8 OIL-TRACKING RESOURCES

The primary OSRO for Kirby Corporation is the Marine Spill Response Corporation (MSRC). MSRC maintains equipment and capability for oil tracking. MSRC has advanced platforms of remote sensing and surveillance equipment to spot recoverable oil slicks, view the movement of the oil, and adjust recovery tactics accordingly. These tools include aircraft mounted Multispectral, Near and Long Wave TIR sensors, Aerostats, OSRV mounted X-band and FLIR cameras, portable FLIR systems, and drones with 4K and TIR camera systems. Among the five surveillance technologies available, the TK-7 and Aerostat platforms are especially useful for offshore spills because of their high height of eye, large swath of imaging, and infrared technologies that can distinguish thick oil from unrecoverable sheen.

SYSTEM	LOCATION
Aerial Imaging with Multispectral, Near& Long Wave TIR Sensors	1- Everett, WA 1- Houston, TX
Aerostat with Optical & TIR Sensors	1- Edison, NJ 1- Lake Charles, LA 1- Long Beach, CA
Containerized X-Band Radar & FLIR Systems	1- Fort Jackson, LA 1- Galveston, TX 1- Ingleside, TX 1- Pascagoula, MS 1- Tampa, FL
Vessel Mounted X-Band Radar & FLIR Systems	1- Astoria, OR 1- Chesapeake City, MD 1- Fort Jackson, LA 1- Galveston, TX 1- Grand Isle, LA 1- Ingleside, TX 1- Lake Charles, LA 1- Miami, FL 1- Honolulu, HI

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	1- Pascagoula, MS 1- Perth Amboy, NJ 1- Port Angeles, WA
Portable FLIR Systems	1- Fort Jackson, LA 1- Houma, LA 1- Lake Charles, LA

The contact information for MSRC is included in the GSA for each COTP zone.

8.9 ALTERNATIVE PLANNING CRITERIA

Kirby is a member of the American Waterways Operators (“AWO”) and adopts the AWO Emergency Towing Alternative Planning Criteria, accepted by Commandant (CG-MER), U.S. Coast Guard, letter 16455, as named, dated, and revised, for the area of operation of inland tank barges and non-tank vessels covered by this Plan. A copy of the current approved Alternative Planning Criteria is available as Attachment 2 to this section.

8.10 INTERNATIONAL CONTACTS

The most current port-state contacts for international/foreign ports not listed in the separate tabbed appendix for each COTP Zone are available to the Qualified Individual via the Internet from the International Maritime Organization (IMO) at the following address:

<http://www.imo.org> (select IMO Circulars, Contact Points, or National Contacts)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 8	GEOGRAPHIC SPECIFIC APPENDICES - GENERAL

8.12 GEOGRAPHIC-SPECIFIC APPENDIX INDEX

The COTP zones in which the Kirby vessels covered by this plan may operate are listed in 8.1 above. The GSA's for each COTP zone at the end of this section contain the information required by 33 CFR 155.1040(j), and various contacts that may require reporting and/or notification in the event of a spill.

8-1	Northern New England
8-2	Boston
8-3	Southeastern New England
8-4	Long Island Sound
8-5	New York
8-6	Delaware Bay
8-7	Maryland-National Capital Region
8-8	Virginia
8-9	North Carolina
8-10	Charleston
8-11	Savannah
8-12	Jacksonville
8-13	Miami
8-14	Key West
8-15	San Juan
8-16	St. Petersburg
8-17	Mobile
8-18	New Orleans
8-19	Houma
8-20	Port Arthur-Lake Charles
8-21	Houston-Galveston
8-22	Corpus Christi
8-23	Lower Mississippi
8-24	Upper Mississippi
8-25	Ohio Valley
8-26	Pittsburgh
8-27	Lake Michigan

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 8	GEOGRAPHIC SPECIFIC APPENDICES - GENERAL

Attachment 1 – AWO Emergency Towing Alternative Planning Criteria

Attached after this page.



16450

March 29, 2023

American Waterways Operators (AWO)
Attn: Caitlyn E. Stewart, Vice President – Regulatory Affairs
801 North Quincy Street
Suite 500
Arlington, VA 22203

Subj: EXPIRATION STATUS OF AWO EMERGENCY TOWING ALTERNATIVE
PLANNING CRITERION FOR TANK BARGES AND TOWING VESSELS
OPERATING IN RIVERS IN THE EIGHTH AND NINTH COAST GUARD
DISTRICTS

Ref: (a) Title 33, Code of Federal Regulations (CFR), Part 155
(b) AWO Emergency Towing Alternative Planning Criterion (June 2018 Update) -
Accepted by CG-MER, January 25, 2019

Dear Ms. Stewart:

This is to inform you of a recent change to CG-MER Policy Letter 01-17, *Alternative Planning Criteria National Guidelines for Vessel Response Plans*, contained as Enclosure (1). The primary change in the updated policy was the removal of the five-year period of acceptance for Alternative Planning Criteria (APC) that have been accepted by CG-MER. Therefore, reference (b), accepted by CG-MER on January 25, 2019, has **no expiration date**, effective March 15, 2023. This APC may continue to be referenced by owners or operators of such tank barges and towing vessels when submitting Vessel Response Plans (VRP) for approval.

Additionally, in accordance with reference (a) and Enclosure (1), this APC is subject to conditions of acceptance such as annual reviews and specific planned milestones to increase response capacity delineated in the build-out plan. Thus, adherence to these conditions by all parties is paramount. Any changes to the subject APC, such as, but not limited to procedures, methods, equipment standards, and prevention and mitigation strategies are to be submitted to the cognizant COTP for endorsement prior to routing for review and acceptance by CG-MER. Operating without an accepted APC invalidates the owner and operator's VRP. Tank barges and towing vessels using the AWO APC in reference (b), must ensure compliance with this APC when operating in the Captain of the Port (COTP) zones listed below.

- a. Eighth Coast Guard District
 - (1) New Orleans COTP Zone
 - (2) Morgan City (Houma COTP Zone)
 - (3) Houston-Galveston COTP Zone
 - (4) Corpus Christi COTP Zone
 - (5) Upper Mississippi River COTP Zone

Subj: EXPIRATION STATUS OF AWO EMERGENCY TOWING
ALTERNATIVE PLANNING CRITERION FOR TANK
BARGES AND TOWING VESSELS OPERATING IN RIVERS
IN THE EIGHTH AND NINTH COAST GUARD DISTRICTS

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- (6) Lower Mississippi River COTP Zone
- (7) Ohio Valley COTP Zone
- (8) Pittsburgh COTP Zone

- b. Ninth Coast Guard District
 - (1) Lake Michigan COTP Zone

In closing, please remind those vessel owners and operators implementing this APC that they must use the version accepted by CG-MER. Vessels found not using the APC in reference (b) while operating in these COTP zones may be subject to penalties and operational control actions by the cognizant COTP. I highly encourage you to continue working with the cognizant COTP in identifying ways to improve prevention and mitigation measures and eventual expansion of response capabilities.

Should you or your staff have additional questions, please do not hesitate to contact myself or Commander Roberto Rivera, Industry Preparedness and Incident Coordination Division Chief, at (202) 372-2131 or Roberto.Rivera3@uscg.mil.

Sincerely,

WIRTH.TRACY

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8

T. L. WIRTH

Captain

Chief, Office of Marine Environmental Response Policy
U.S. Coast Guard

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Enclosure: (1) CG-MER Policy Letter 01-17 (Change 1)

Copy: CG Atlantic Area (LANTAREA 3IM, 54)
CG Eighth District (dp, dr)
CG Ninth District (dp, dr)
CG Sector New Orleans
CG Marine Safety Unit (MSU) Houma
CG MSU Morgan City
CG Sector Houston-Galveston
CG Sector Corpus Christi
CG Sector Upper Mississippi River
CG Sector Lower Mississippi River
CG Sector Ohio Valley
CG MSU Pittsburgh
CG Sector Lake Michigan



16450
CG-MER Policy Letter
01-17 (Change 1)
15 Mar 2023

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From: Trey L. Wirth, CAPT
COMDT (CG-MER)

To: Distribution

Subj: CHANGE 1 TO ALTERNATIVE PLANNING CRITERIA NATIONAL
GUIDELINES FOR VESSEL RESPONSE PLANS

Ref: (a) Title 33, Code of Federal Regulations (C.F.R.) § 155.1065
(b) Title 33, C.F.R. § 155.5067
(c) U.S. Coast Guard Marine Environmental Response and Preparedness Manual,
COMDTINST M16000.14A

1. PURPOSE. This policy letter provides the maritime industry with guidance on developing and submitting alternative planning criteria (APC) in accordance with references (a) and (b).
2. ACTION.
 - a. This policy letter applies to vessel owner or operators (VO/Os) who believe the national planning criteria (NPC) are inappropriate for the areas in which their vessel(s) intends to operate and wish to submit proposed alternatives with their Vessel Response Plans (VRPs). Tank and nontank vessels meeting the applicability elements in 33 C.F.R. § 155.1015 and § 155.5015, including vessels operating within 200 nautical miles (nm) of the U.S. baseline and not engaged in innocent passage, are required to meet applicable VRP requirements.
 - b. The U.S. Coast Guard (CG) will use this guidance when evaluating an initial submission of an APC or a submission to update an APC currently accepted by CG-MER. The CG may require additional measures specific to the area covered by the alternative.
3. DIRECTIVES AFFECTED. CG-MER Policy Letter 01-17 "Alternative Planning Criteria National Guidelines for Vessel Response Plans," issued on October 12, 2017, and CG-MER Memo 16455, Interim Procedures for USCG Management of Alternative Planning Criteria (ACP), dated March 11, 2021 are cancelled. Furthermore, this policy letter is intended to take the place of the previous version of MER Policy Letter 01-17 wherever referred to in reference (c).

Enclosure (1)

4. DISCUSSION. Pursuant to 33 C.F.R. part 155, VO/Os are required to prepare VRPs with Geographic Specific Appendices (GSAs) for each Captain of the Port (COTP) zone in which a vessel intends to operate. VRPs cover an extensive list of planning requirements for oil clean-up, including salvage and marine firefighting capabilities. If a VO/O believes the planning requirements are inappropriate for their vessel operations, they may cite CG accepted alternatives in applicable VRP GSAs, or propose an alternative.

In certain regions or situations, alternatives may be part of a long-term solution. The CG views the placement of additional response resources to be a positive incremental step to increasing overall response readiness. Alternatives in VRPs provide Qualified Individuals (QIs), Spill Management Teams (SMTs), response resource providers, and COTPs with a clear understanding of available response resource capabilities and a proactive plan to build out response readiness.

5. DISCLAIMER. The information provided within this document is not a substitute for applicable legal requirements, nor is it itself a rule. Nothing in this policy limits COTP authority to enforce compliance with existing federal regulations.
6. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. The development of this policy letter, and the general policies contained within it, have been thoroughly reviewed by the originating office in conjunction with the Office of Environmental Management and determined that this policy falls under the Department of Homeland Security (DHS) categorical exclusion A3. This policy letter will not result in any substantial change to existing environmental conditions or violation of any applicable federal, state, or local laws relating to the protection of the environment. It is the responsibility of the action proponent to evaluate all future specific actions resulting from this policy for compliance with the NEPA, other applicable environmental requirements, and the U.S. Coast Guard Environmental Planning Policy, COMDTINST 5090.1 (series).
7. PROCEDURES.

- a. Definitions.

- (1) APC Administrator. APC Administrators are agents that are contracted by VO/Os to manage the development and administration of alternatives. Services may include, but are not limited to: defining areas where NPC are not appropriate to vessel operations, identifying response resources for contract to support alternatives, maintaining applicable prevention strategies, overseeing build-out plans, etc. Contracts, or other approved means, associated with alternatives are generally between VO/Os and response resource providers. However, APC Administrators may contract on behalf of a VO/O if they are an authorized agent or have power of attorney for the VO/O.
- (2) Alternatives. Alternatives are response strategies to meet specific VRP requirements where the NPC are inappropriate. Alternatives may change the criteria used in the

calculations to determine the scale of planning standards and response resources. VRP requirements remain the same; alternatives are not replacements for VRPs or GSAs.

- (3) Build-Out Plan. Build-out plans provide descriptions of actions the submitter plans to take to increase response capability. These plans establish:
 - (a) Goals/milestones which demonstrate progress towards compliance with NPC.
 - (b) Economic justification for the build-out.
 - (c) If applicable, prevention measures to mitigate risks where gaps exist.
 - (4) Equivalent. Equivalent means that the alternative provides planning, response, and pollution mitigation capability for the effective removal of spilled oil as would be calculated using the NPC.
 - (5) National Planning Criteria (NPC). NPC are the regulatory requirements in 33 C.F.R. part 155. To determine the appropriate scale of planning standards and response resources required for VRPs, the NPC uses calculations based on: vessel type, oil type(s), oil volume(s), and where the vessel intends to operate.
 - (6) Remote. Where a vessel intends to operate is considered remote if one or both of the following conditions exist:
 - (a) Potential response operations would be outside of the planning standard response timeframe.
 - (b) Sustainment of response operations is challenging due to limited local infrastructure. Area Contingency Plans may provide lists of potentially available resources for assessing this situation.
 - (7) Response Resources. Response resource categories include: shore-based management, on-water oil recovery (i.e., containment boom, daily recovery capacity, and temporary storage capacity for planning scenarios), aerial tracking, sustainment of initial responders, salvage services (i.e., for assessment and survey, stabilization, and special operations), marine firefighting services, dispersants, shoreline protection, and shoreline cleanup.
- b. Submission Process.
- (1) VO/Os or APC Administrators, prepare alternative proposals in accordance with references (a) and (b), and in consideration of these guidelines. Proposals are submitted to the cognizant COTP per references (a) and (b).

Subj: CHANGE 1 TO ALTERNATIVE PLANNING CRITERIA
NATIONAL GUIDELINES FOR VESSEL RESPONSE
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- (2) COTPs should endorse the proposed alternative and forward to Commandant Office of Marine Environmental Response Policy (CG-MER) through the cognizant CG District and Area staff offices. In consideration of its endorsement, COTPs may seek input from the Area Committee(s) applicable to the COTP zone(s) listed in the proposed alternative.
 - (3) CG-MER is the final decision authority for alternative proposals. A determination of "accepted" or "rejected" will be returned to the submitter in writing by CG-MER. Once accepted, VO/Os may cite alternatives in a VRP.
 - (4) Due to the complexity of proposals, review timelines may exceed 90 days. Therefore, it is recommended that submitters allow at least 180 days for review.
 - (5) VO/Os or APC Administrators must submit any change or update that affects the information included in the APC accepted by CG-MER to the cognizant COTP. COTPs should endorse the proposed alternative and forward to CG-MER through the cognizant CG District and Area staff offices.
- c. Conditions of Acceptance. To facilitate timely CG reviews, submissions should address the following:
- (1) Vessel Details. Tank vessel and nontank vessel alternatives should be submitted separately. Alternatives may cover a single vessel or a fleet of vessels and should state the vessel type(s) and oil volumes by type.
 - (2) Geographic Areas. Proposals for alternatives are specifically bounded by geographic areas where the vessel(s) intends to operate and where NPC are inappropriate. The geographic area may be a subset of the COTP zone, such as a remote region. The proposal should include specific geographic and operating environment details, and a general description of the intended vessel operations (i.e., tracklines and/or intended routes).
 - (3) Alternatives. Identify the specific NPC that are inappropriate and explain how the alternatives will provide an equivalent oil spill removal capacity. Discuss the resulting calculation changes.
 - (4) Identification of Required Response Resources. Document the specific response resource requirements for the vessels detailed in the plan as calculated per the NPC. These calculations may be found in the existing VRP(s) maintained by the VO/O(s).
 - (5) Build-Out Plan. Specific planned milestones to increase response capacity. In alignment with annual VRP review requirements in accordance with 33 C.F.R. § 155.1070(a) and 33 C.F.R. § 155.5070(a), VO/Os must include their APCs accepted by CG-MER as part of this annual requirement and address the progress of any proposals to improve response capability included in an alternative. Failure to do so,

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may subject a currently accepted APC to CG-MER's reevaluation for determination (e.g., acceptance, acceptance with conditions, or rejection).

- (6) Economic Assessment. Provide a discussion that details the cost of complying with NPC compared to the cost of utilizing and maintaining the alternative(s). The assessment may include, contracts, retainers, user fees, or additional capital costs incurred. Include associated build-out plan costs in the assessment.
- (7) Environmental Assessment. Provide a discussion that details the potential impact of using the alternative(s) during a response, highlighting sensitive areas from the applicable Area Contingency Plan(s).
- (8) Equipment Inspections. Alternatives are subject to the equipment inspection requirements listed in 33 C.F.R. part 155, including § 155.1062 and § 155.5062. COTPs may conduct an inspection prior to endorsing and forwarding a proposal. To facilitate CG inspections, it is recommended that response resources be entered into the CG Response Resource Inventory, which is available at <https://cgrri.uscg.mil/>. Inspections may be part of the Preparedness Assessment Visit (PAV) program managed by the CG National Strike Force Coordination Center (NSFCC).
- (9) Personnel Training. Alternatives are subject to the training requirements listed in 33 C.F.R. part 155, including § 155.1055 and § 155.5055. COTPs may verify training records prior to endorsing and forwarding a proposal. Verifications may also be part of the PAV program.
- (10) Exercises. Alternatives are subject to the internal and external exercise requirements listed in 33 C.F.R. part 155, including § 155.1060 and § 155.5060. For questions regarding exercise scheduling, consult with CG-MER.
- (11) Review after Acceptance: All VRPs must be reviewed annually under 33 C.F.R. part 155, including § 155.1070 and § 155.5070. APCs that form part of a VRP must be reviewed to satisfy this requirement. Additionally, APCs are subject to annual review to verify compliance with conditions of approval like the annual build-out plan discussed in section 7.c.(5) of this policy letter. All annual reviews must be recorded in the VRP's record of changes.

Alternatives forming part of a VRP are also subject to revision under § 155.1070 and § 155.5070 when it is determined the alternative in a plan does not meet the requirements of § 155.1065 and § 155.5067 or this policy letter.

Any change or update to an accepted APC must follow the submission process from section 7.b. of this policy letter before being referenced or included in a VRP.

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8. REQUESTS FOR CHANGES. Questions or comments regarding this policy can be directed to CG-MER via vrp@uscg.mil.

#

Distribution: Commandant Office of Commercial Vessel Compliance (CG-CVC)
NSFCC
CG Atlantic Area Operations and Preparedness Divisions (LANT-3 and LANT-5)
CG Pacific Area Operations and Preparedness Divisions (PAC-3 and PAC-5)
CG District Response and Prevention Divisions (dp and dr)
COTPs
VRP Preparers/Authorized Agents (SMTs and APC Administrators)

AMERICAN WATERWAYS OPERATORS EMERGENCY TOWING ALTERNATIVE PLANNING CRITERION

For decades, inland towing vessel operators have consistently and effectively relied on the assistance of others in the industry in responding to collisions, groundings, loss of steering or power, barge breakaways and other vessel emergencies, whether or not resulting in, or threatening to result in, an unauthorized discharge of oil or a hazardous substance. The density of towing vessel operations throughout the inland waterways, combined with a longstanding “there but for good fortune go I” attitude in the industry, has fostered this successful mutual assistance approach to emergency response. While some sectors exhibit a more adversarial approach to others in peril, the inland towing industry retains what may be considered an old-fashioned, collegial approach that recognizes the common operating risks that all of its members face.

Since the AWO Alternative Planning Criterion (APC) for emergency towing was first approved in 2011, AWO member companies operating on the Western Rivers have built successfully on this approach to satisfy their statutory and regulatory obligations.

VESSEL DETAILS

The AWO APC covers all tank barges, and all non-tank towing vessels over 400 GRT carrying oil as fuel, operated by AWO member companies within the Eighth Coast Guard District and areas of the Ninth Coast Guard District specified below. An inland towing vessel of at least 800 horsepower (the smallest towing vessel in routine service on the inland waterways) is capable of pushing the largest inland tank barge (approximately 35,000 barrels) loaded with cargo, or of assisting a towing vessel over 400 GRT.

GEOGRAPHIC AREAS

The AWO APC covers the COTP zones in the Eighth Coast Guard District, and those limited portions of the Ninth Coast Guard District encompassing the Illinois River, the port of Chicago, and the limited Great Lakes route between Chicago and Burns Harbor/Whiting, Indiana, commonly added to inland tank barge Certificates of Inspection. In these areas, towing vessel activity is concentrated and continuous, and mutual assistance is routine during vessel emergencies.

ALTERNATIVE

Federal regulations at 33 CFR 155.4030(a) (Salvage and Marine Firefighting Requirements to List in Response Plans) require tank and non-tank vessel response plan (VRP) holders to “identify, in the geographical-specific appendices of your VRP, the salvage and marine firefighting services listed in Table 155.4030(b) – Salvage and Marine Firefighting Services and Response Timeframes.” The timeframe for emergency towing services is 12 hours. In addition, 33 CFR 155.4030(e) requires that: “Your VRP must identify towing vessels with the proper characteristics, horsepower, and bollard pull to tow your vessel(s). These towing vessels must be capable of operating in environments where the winds are up to 40 knots.”

These requirements apply to tank barges and towing vessels over 400 gross tons carrying oil as fuel. For the reasons stated below, AWO believes that this national planning criterion (NPC) is inappropriate for towing vessels operating in the above specified geographic areas.

The American Waterways Operators (AWO) requests that the Coast Guard re-approve, for the reasons stated herein, the following as an Alternative Planning Criterion to the emergency towing planning criterion set forth in 33 CFR 155.4030, with respect to the COTP zones in the Eighth Coast Guard District and above specified areas of the Ninth Coast Guard District:

1. An inland towing vessel of 800 horsepower meets the characteristics, horsepower, and 40-knot wind criteria as an emergency towing vessel to respond to the largest inland tank barges, both fully laden and unladen, and an inland towing vessel over 400 GRT.
2. Inland tank barges and towing vessels over 400 GRT operating within the Eighth Coast Guard District and specified areas of the Ninth Coast Guard District by AWO members using the AWO APC will, in the event of an emergency, be responded to within required time frames by towing vessels, as described in paragraph (1) above, operating in the vicinity, under the towing industry's longstanding practice of mutual assistance, which offers an equivalent level of safety and emergency preparedness to the national planning criterion.

An AWO member company wishing to use the AWO APC will specify in its vessel response plan that it intends to use the AWO APC to meet the requirements of 33 CFR 155.4030 for emergency towing services. (A current list of AWO members who are authorized to use the APC may be found on AWO's website at www.americanwaterways.com/rcp-status. Upon approval of this request and as a courtesy, AWO will notify the Coast Guard by email of any changes in membership in a timely manner.) Inclusion of such a provision in the vessel response plan constitutes the company's commitment to:

1. Promptly notify and seek assistance from other towing vessels/companies in the event of an incident triggering the need for emergency towing services under the vessel response plan.
 - a. Typically, radio calls for assistance would be made by personnel on board the towing vessel attending the tank barge or the towing vessel subject to the non-tank vessel response plan regulations to other towing vessels in the vicinity and/or to nearby terminals, facilities and barge fleeting areas with towing vessels potentially available.
 - b. As needed, the spill management team managing implementation of the vessel response plan (required under 33 CFR Part 155 in the event of an incident giving rise to activation of the response plan) could assist personnel on board the towing vessel in implementing the APC by: contacting the owners of towing vessels known to be in the vicinity of the affected tank barge or towing vessel, based on input from the towing vessel; contacting the owners of towing vessels at terminals, facilities and barge fleeting operations in the vicinity of the

affected tank barge or towing vessel, based on readily available industry information sources, such as the *Inland River Guide*; contacting the owners of towing vessels in the vicinity of the affected tank barge or towing vessel based on AIS-based information available through widely used subscriptions to services such as Ship Tracks and PortVision; and, contacting the owners of towing vessels that routinely operate on the waterway on which the affected vessel is located, based on common industry knowledge of those operations, to determine if those owners have towing vessels operating on the waterway.

- c. When a towing vessel capable of providing emergency towing service has been located, the vessel response plan holder will obtain from the towing vessel operator an estimated time of arrival (ETA) at the incident site. The plan holder will provide this ETA to the cognizant Coast Guard Captain of the Port.
2. Respond to a request for assistance from another vessel response plan holder to provide emergency towing services in accordance with this APC, provided that the company has a towing vessel that is reasonably available in the vicinity of the stricken tank barge or towing vessel to do so.
3. While awaiting the arrival on scene of the towing vessel providing emergency towing services, provided that it can safely do so, the towing vessel attending an affected tank barge will push the affected tank barge to the nearest bank of the waterway and, to the extent possible, stabilize and secure the barge by mooring to an available structure and/or soft grounding, taking reasonably necessary precautions to avoid causing additional damage to the barge or exacerbating the discharge or threat of discharge.

These actions are consistent with longstanding towing industry practice on the inland waterways and with the responsibilities of vessel operators under the Inland Navigation Rules, the Bridge- to-Bridge Radiotelephone Act (33 CFR Part 26), and the vessel response plan regulations at 33 CFR Part 155. The Bridge-to-Bridge Act requires all vessels to monitor and maintain VHF Channel 16 as their emergency communications channel; Rule 2 of the Inland Navigation Rules addresses the responsibilities of good seamanship when encountering another vessel in distress; and Rule 37 requires vessels to send distress signals at stated intervals when other communications methods are not available due to the vessel's location.

The NPC for Emergency Towing is Inappropriate for the Inland Waterways

The AWO APC is needed because there are no towing vessels stationed on the inland waterways (or in coastal areas, for that matter) with a primary (or secondary) purpose of emergency towing response. No such infrastructure exists, nor is it possible to create such a capacity in the near future, given limited U.S. shipbuilding capacity.

Further, the emergency towing requirements of 33 CFR 155.4030 were clearly written without an understanding of inland tank barge and towing vessel operations. Inland towing vessels do not pull, but rather push, the barges that they tow. Accordingly, a requirement for bollard pull is not relevant to inland emergency towing vessels, which are not equipped with towing bitts

or towing winches for pulling. In addition, inland towing vessels are capable of operation without regard to wind velocity.

Although not expressly required in 33 CFR 155.4030(e), the preamble to the salvage and firefighting final rule states that plan holders must list emergency towing vessels by name. Such a requirement for inland tank barge and towing vessel response planning is inappropriate for several reasons. Inland towing vessels routinely operate in multiple COTP zones, and the scope of operation in those zones may vary over time depending upon the requirements of cargo owners shipping cargo by barge(s) in tow of the towing vessel. The same is true of inland tank barges. Because of the mobility of towing vessels and tank barges across the inland waterway system, listing the towing vessels capable of responding within a given COTP zone is impractical. This mobility is at the heart of the mutual assistance approach to emergency towing that has served the inland tank barge and towing industry well for many years. In addition, given the large number of vessels operating across COTP zones in the Eighth Coast Guard District and the number of COTP zones across which most tank barges and towing vessels over 400 GRT operate, requiring a listing of available towing vessels in the VRP adds little value, while updating and maintaining such a list in each of the plan's geographic-specific appendices would create an unreasonable administrative burden. Coupling that burden with the 30-day advance submittal requirements of 33 CFR 155.1070 would, as a practical matter, make it impossible for inland tank barge and towing vessel operators to both serve their customers' requirements and be compliant with the NPC.

The Alternative Provides an Equivalent Level of Safety

The density of inland towing vessel operations within COTP zones in the Eighth Coast Guard District and specified areas of the Ninth Coast Guard District is sufficient to ensure availability of emergency towing vessels to respond to an incident on a mutual assistance basis. The attached maps depicting point-in-time snapshots of towing vessels operating along inland transportation routes (and capable of providing assistance to tank barges or towing vessels over 400 GRT in the event of a casualty giving rise to the need for emergency towing services) support this assertion.

IDENTIFICATION OF REQUIRED RESPONSE RESOURCES

Attached is a list of AWO member companies operating towing vessels in the Eighth and Ninth Coast Guard Districts that have indicated their willingness to provide emergency towing services as described herein. AWO has obtained and previously provided the Coast Guard with letters of agreement from each of these companies. AWO will update this list on an ongoing basis (e.g., to reflect changes in company names due to mergers and acquisitions, the addition or deletion of companies to/from the list, etc.) and provide an updated list to the VRP program and COTP zones in the covered geographic areas in a timely manner, as well as on upon request.

BUILD-OUT PLAN

AWO does not believe that specific planned milestones to increase response capacity are necessary to enhance the efficacy of the AWO APC. The demonstrated availability of emergency towing vessels to respond on a mutual assistance basis establishes a robust response capacity, and the unique nature of the circumstances underlying the APC mitigates the need to establish a build-out plan. However, the AWO APC is not static. AWO is committed to the continuous improvement of the APC and is engaged in an ongoing dialogue with APC users and with the Coast Guard to ensure and enhance its effectiveness. On an annual basis, AWO requests input from users on their experiences exercising and activating the APC so that lessons learned can inform our discussions with the Coast Guard and help us ensure that the APC continues to provide a level of response readiness and capability equivalent to the NPC.

ECONOMIC ASSESSMENT

The cost of full compliance with the NPC through the construction and maintenance of a dedicated emergency towing response network on the inland waterways would be exorbitant and unreasonable. The Eighth District alone encompasses at least five major river systems spanning 26 states and the Western Rivers system as a whole spans almost 12,000 miles. Constructing a fleet of dedicated emergency towing vessels would pose a host of challenges, most notably securing the capital to construct or purchase the vessels and establishing a stable funding mechanism for the system. In addition, vessel operators would face the substantial administrative and financial burdens of establishing and maintaining contracts or retainer agreements with emergency towing vessel providers.

In contrast, continued utilization of the mutual assistance approach embodied in the AWO APC imposes minimal incremental costs on plan holders and emergency towing service providers. The result of the longstanding industry-wide cooperative approach memorialized in the APC is that requests for assistance from other towing vessel operators, even competitors, are met with prompt and reasonable responses. Rarely is any remuneration demanded or expected, and rarely is more than the most reasonable contractual protection against additional liability required.

ENVIRONMENTAL ASSESSMENT

As previously stated, due to the density of towing vessel operations in the covered geographic areas, the AWO APC provides a level of safety and environmental protection equivalent to the NPC for emergency towing on the inland waterways. Mutual assistance in emergency towing situations has been the operative approach on the inland waterways for many years, and since the Coast Guard's initial approval of the AWO APC in 2011, AWO is unaware of any adverse environmental impacts that have resulted from its use as an alternative to the NPC for emergency towing.

The geographic areas covered by the AWO APC span multiple Area Contingency Plans and, therefore, may include environmentally, economically and culturally sensitive areas. However,

use of the AWO APC does not increase the risks to sensitive areas relative to full NPC compliance. Towing vessels operating under the principle of mutual assistance have been demonstrated to respond to an incident well within the specified 12-hour planning criterion.

EQUIPMENT INSPECTIONS

Operators who use the AWO APC to meet the requirements for emergency towing services are obliged to comply with the equipment inspection and maintenance requirements of 33 CFR §155.1062 and §155.5062.

As of July 20, 2018, most towing vessels over 26 feet are subject to Coast Guard inspection under 46 CFR Subchapter M. Subchapter M requires the regular inspection and maintenance, and attendant documentation, of the equipment required to meet a company's commitment under the AWO APC, including communications equipment (46 CFR §140.715) and towing gear (46 CFR §140.801).

PERSONNEL TRAINING

Operators who use the AWO APC to meet the requirements for emergency towing services are obliged to provide and document training to those persons with responsibilities under their VRP in accordance with 33 CFR §155.1055 and §155.5055.

EXERCISES

Operators who use the AWO APC to meet the requirements for emergency towing services are obliged to conduct announced and unannounced exercises consistent with the requirements of section 4202(a) of the Oil Pollution Act of 1990 and 33 CFR §155.1060 and §155.5060.

PERIOD OF ACCEPTANCE

AWO requests a five-year renewal of the APC. The current acceptance period for the AWO APC expires on January 31, 2019. AWO is requesting a renewal with an expiration date of January 31, 2024.

Attachment 2 – Kirby Corporation Towing Vessel List

VESSEL NAME	OFFICIAL NO.	TYPE	GROUP	HP	GRT
AL MIDDLETON	1107373	Canal Push Boat	1. Inland Towboat	1000	73
ALEX D	1231404		1. Inland Towboat	2000	158
ALFRED P CENAC III	1211745		1. Inland Towboat	1400	76
ALICE JEAN	626646	Push Boat	4. Kirby Owned	960	116
ALPHA DOUCET	1237048		1. Inland Towboat	3000	394
ALVA DUPRE	554249		1. Inland Towboat	1600	174
AMBRIE DUPRE	1256445		1. Inland Towboat	2000	189
ANDREW WALSH	1316597		1. Inland Towboat	2600	358
APOLLO	518865	Canal Push Boat	4. Kirby Owned	1200	140
ARABIAN	561963	Fleet Push Boat	4. Kirby Owned	900	79
ARANSAS	611407	Canal Push Boat	4. Kirby Owned	1200	96
ARCHIE WILSON	1192583	River Push Boat	1. Inland Towboat	2100	374
ATCHAFALAYA	1255184		1. Inland Towboat	2000	99
ATHENA	561258	River Push Boat	4. Kirby Owned	1900	301
ATLAS	524945	Canal Push Boat	4. Kirby Owned	1200	143
AUSTIN	1226787	Push Boat	1. Inland Towboat	2000	167
AVENGER	1244673	Tug Boat	1. Inland Towboat	2600	384
BAFFIN BAY	1229469	Push Boat	1. Inland Towboat	2000	177
BAILEY	1289983	Push Boat	1. Inland Towboat	2680	299
BARATARIA	1233051	Push Boat	1. Inland Towboat	3000	262
BAYOU ST JOHN	1253445		1. Inland Towboat	3000	280
BAYOU TECHE	1253449		1. Inland Towboat	3000	280
BEAUMONT	1208423	Push Boat	4. Kirby Owned	1320	73
BELL	1186064	Push Boat	1. Inland Towboat	2000	144
BELLE AMIE	1255924		1. Inland Towboat	2000	98
BERDON LAWRENCE	1306286	Push Boat	1. Inland Towboat	2680	299
BIG AL	599084	Push Boat	1. Inland Towboat	960	111
BIG BAY	1194792	Fleet Push Boat	1. Inland Towboat	1200	89
BILL GARVEY	1260559		1. Inland Towboat	2000	297
BILLY CENAC	1238226		1. Inland Towboat	2000	177
BLANCO	1235527		1. Inland Towboat	2000	297
BLUE WING	1234448		1. Inland Towboat	3000	394
BLUEFIN	1221111		3. Coastal Tugboat	4000	223

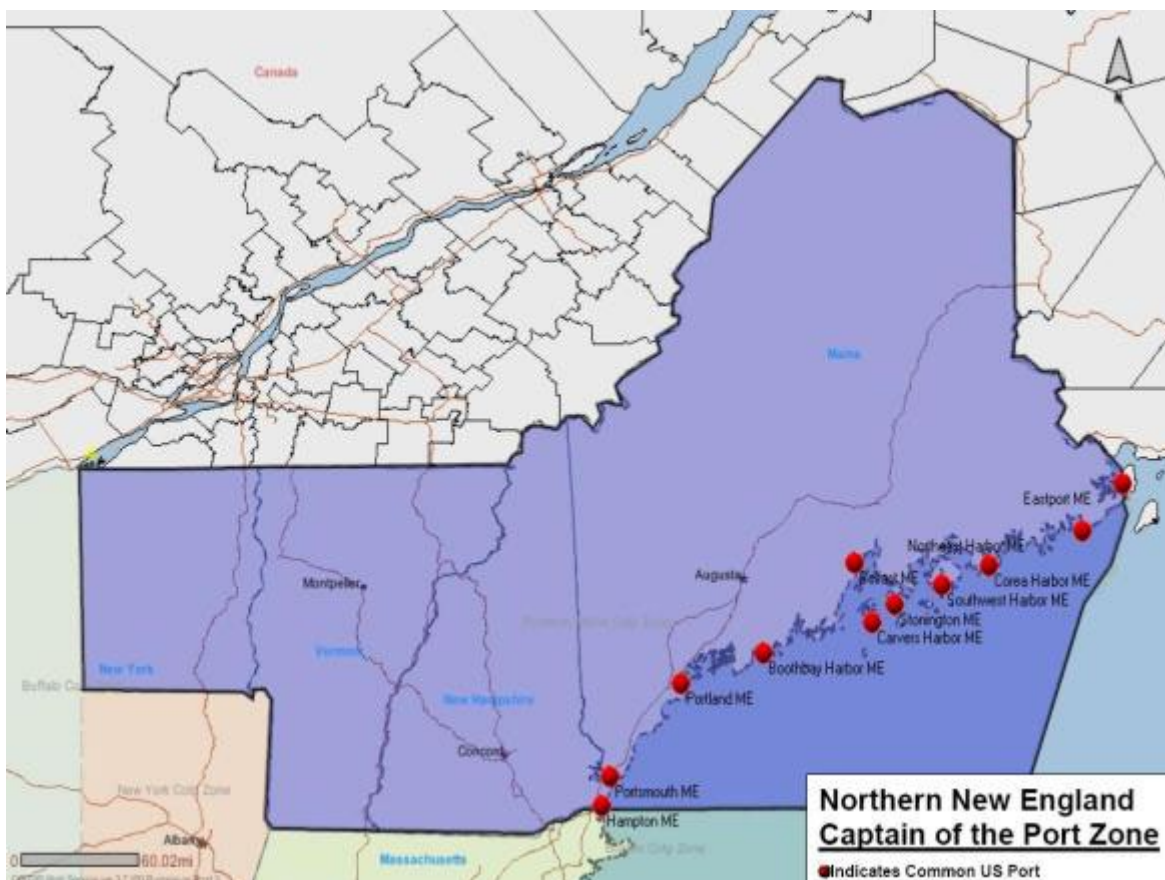
VESSEL NAME	OFFICIAL NO.	TYPE	GROUP	HP	GRT
BLUEFISH	568531	Bow Boat	2. Inland Bowboat	500	85
BOCA GRANDE	553517	Tow Boat	4. Kirby Owned	1200	149
BOLIVAR POINT	1194288	Push Boat	1. Inland Towboat	2000	144
BOWIE	1291740	Push Boat	1. Inland Towboat	2680	299
BOWLING GREEN	1243640	Push Boat	1. Inland Towboat	6000	1335
BRADY DAWSON	1289289	Push Boat	1. Inland Towboat	2680	299
BRANDON KYLE	1273532		1. Inland Towboat	2000	189
BRAZOS	630022	Canal Push Boat	1. Inland Towboat	960	87
BRETON SOUND	1244858		1. Inland Towboat	3200	116
BREWSTER KNOTT	1244891	Push Boat	1. Inland Towboat	2000	297
BRIANNA ELIZABETH	1258454		1. Inland Towboat	2000	231
BRIDGET CAULLEY	565797	Push Boat	1. Inland Towboat	2600	445
BRISCOE	1261383	Push Boat	1. Inland Towboat	2000	177
BROWN	1262993	Push Boat	1. Inland Towboat	2000	177
CALDWELL	1221104	Push Boat	1. Inland Towboat	2000	144
CAMERON BLAIR	623194	Canal Push Boat	1. Inland Towboat	1200	115
CANVASBACK	1237722		1. Inland Towboat	3000	394
CAPE ANN	1283758		3. Coastal Tugboat	5000	275
CAPE CANAVERAL	1293905		3. Coastal Tugboat	5000	275
CAPE HATTERAS	1293071		3. Coastal Tugboat	5000	275
CAPE HENRY	1289702		3. Coastal Tugboat	5000	275
CAPE LOOKOUT	1286291		3. Coastal Tugboat	5000	275
CAPT BILL IKNER	1242334		1. Inland Towboat	2000	169
CAPT CHARLIE LAWRENCE	616633	Push Boat	1. Inland Towboat	1200	121
CAPT DANIEL CLEMENT	1250805		1. Inland Towboat	2000	161
CAPT FRANK GIBSON	1232437		1. Inland Towboat	1300	98
CAPT FRANK STALLINGS	1257353		1. Inland Towboat	1260	134
CAPT HAGEN	1162822		3. Coastal Tugboat	6000	288
CAPT JACK HIGMAN	1206730	Push Boat	1. Inland Towboat	2000	144
CAPT JAMES	1259533	Push Boat	1. Inland Towboat	2000	177
CAPT JIM GREEN	634736	Push Boat	4. Kirby Owned	1800	144
CAPT PRIMEAUX	1261536		1. Inland Towboat	2000	177
CAPT THOMAS PAUL	1250498		1. Inland Towboat	1260	129
CAPT. DAVID CARRIERE	1265926	Push Boat	1. Inland Towboat	2000	142
CAPT. ELLIOT CROCHET	1259540		1. Inland Towboat	2200	189

VESSEL NAME	OFFICIAL NO.	TYPE	GROUP	HP	GRT
CAPT. JAMES HOOVER	636413	Canal Push Boat	1. Inland Towboat	1000	87
CAPT. PETE	1257448	Push Boat	1. Inland Towboat	2000	177
CAPT. REGGIE LEBOEUF	614419	Canal Push Boat	1. Inland Towboat	1800	298
CAPT. RONNIE PAYNE	635747	Canal Push Boat	1. Inland Towboat	1800	168
CAPT. TOM ECHOLS SR.	293340	Push Boat	1. Inland Towboat	1400	143
CAPTAIN BILL ENGLISH	1198883	Canal Push Boat	1. Inland Towboat	1800	223
CAPTAIN DONALD LOWE, SR	1243309	Tug Boat	4. Offshore Tugboat	6000	294
CAROLE L BRENT	1195776	River Push Boat	1. Inland Towboat	2100	374
CECIL	1127246	Push Boat	1. Inland Towboat	2000	144
CHARLOTTE	571331	River Push Boat	4. Kirby Owned	3050	302
CHAS. GUIDRY	617902	Push Boat	1. Inland Towboat	1200	121
CHRIS MILLER	1307034		1. Inland Towboat	2000	222
CIBOLO	1207250		1. Inland Towboat	3200	313
CINDY BRENT	573443	River Push Boat	4. Kirby Owned	1800	201
CITY OF BATON ROUGE	1217597		1. Inland Towboat	3200	366
CITY OF JOLIET	670500	Push Boat	1. Inland Towboat	3600	596
CITY OF NATCHEZ	1217612		1. Inland Towboat	3200	366
CITY OF NEW ORLEANS	629754	River Push Boat	1. Inland Towboat	3300	437
CITY OF PADUCAH	651989	Push Boat	1. Inland Towboat	4200	646
CITY OF VICKSBURG	636306	River Push Boat	1. Inland Towboat	6140	710
CLARENCE NIXON	1250410		1. Inland Towboat	2400	388
COCHRAN	1196742	Push Boat	1. Inland Towboat	2000	144
COCODRIE	1259043		1. Inland Towboat	2000	99
COHO	1209023		3. Coastal Tugboat	4000	223
COLEMAN	1244270	Push Boat	1. Inland Towboat	2000	177
COLLINGSWORTH	1194886	Push Boat	1. Inland Towboat	2000	95
COLT	564427	Fleet Push Boat	4. Kirby Owned	900	69
COLT CLARY	1242168	Push Boat	1. Inland Towboat	2000	177
COMAL	622175	Canal Push Boat	1. Inland Towboat	960	93
COMMANDER	1232449	Tug Boat	1. Inland Towboat	2600	368
CONCHO 2013	1250411		1. Inland Towboat	2400	274
CONNIE JEAN	1235809	Push Boat	1. Inland Towboat	2000	178
COOKE	1142395	Push Boat	1. Inland Towboat	2000	232
CORPUS CHRISTI	1049181	Push Boat	1. Inland Towboat	1600	155
CORYELL	1231050	Push Boat	1. Inland Towboat	2000	177

VESSEL NAME	OFFICIAL NO.	TYPE	GROUP	HP	GRT
COTTLE	1291739	Push Boat	1. Inland Towboat	2680	299
COVE POINT	1168245	Push Boat	1. Inland Towboat	2000	144
CROCKETT	1292803	Push Boat	1. Inland Towboat	2680	299
CYNTHIA K	1294530		1. Inland Towboat	2000	177
DADE	1061292	Tow Boat	1. Inland Towboat	3420	96
DANIELLE CHRISTINA	1278453		1. Inland Towboat	2000	189
DANIELLE GUIDRY	614221	Push Boat	1. Inland Towboat	1000	64
DARIAN ALEXANDRA	1269031		1. Inland Towboat	2000	144
DEAF SMITH	1222394	Push Boat	1. Inland Towboat	2000	144
DECATUR	1163416	Push Boat	1. Inland Towboat	2000	232
DELACROIX	1256869		1. Inland Towboat	2000	148
DELOS CASE	1098990	Push Boat	1. Inland Towboat	1200	141
DENALI	1226060		3. Coastal Tugboat	6000	175
DENNIS CHAMBERS	1251145	Push Boat	1. Inland Towboat	1700	194
DIMMIT	1049507		1. Inland Towboat	2000	144
DISCOVERY	1225821	Push Boat	1. Inland Towboat	2600	368
DIXIE CHALLENGE	574361	River Push Boat	4. Kirby Owned	3000	283
DIXIE VALOUR	506100	River Push Boat	4. Kirby Owned	1200	143
DONNA H. FURLONG	1231431		1. Inland Towboat	4000	852
DONNY NOLAN	1220938	River Push Boat	1. Inland Towboat	3200	313
DRUM BAY	1238759		1. Inland Towboat	3000	262
DRUM POINT	1175464	Push Boat	1. Inland Towboat	2000	144
DUBLIN SEA	1216366	COASTAL TUG	3. Coastal Tugboat	10800	263
EASTLAND	1218552	Push Boat	1. Inland Towboat	2000	144
EL PASO	538582	Canal Push Boat	1. Inland Towboat	1800	159
ELLIS DAVIS	1224627	Canal Push Boat	1. Inland Towboat	1800	223
ELOY RIVERA	1244563	Push Boat	1. Inland Towboat	2000	297
EMILY WEBBER	1276027		1. Inland Towboat	2000	177
ENTERPRISE	1247595	Push Boat	1. Inland Towboat	2000	187
ERATH	1239988	Push Boat	1. Inland Towboat	2000	177
ERIC SWENDSEN	1292802	Push Boat	1. Inland Towboat	2680	299
ERNEST YANCEY	1236144		1. Inland Towboat	2000	98
EVERARD DUPRE	1269035		1. Inland Towboat	2000	144
FANNIN	1216932	Push Boat	1. Inland Towboat	2000	144
FILLY	639501	Fleet Push Boat	4. Kirby Owned	960	94

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-01	NORTHERN NEW ENGLAND COTP (GSA)

NORTHERN NEW ENGLAND



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-01	NORTHERN NEW ENGLAND COTP (GSA)

AMPD RESPONSE COVERAGE: (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC) and other vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering at authorized locations

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE: (All Vessels)

PRIMARY:

Marine Spill Response Corporation (MSRC) River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

SECONDARY:

National Response Corp. (NRC) River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center 800-424-8802 or 202-267-2675

USCG Sector Northern New England- South Portland, ME 24-Hr. (207) 767-0303

Radio Channels/Frequencies Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Maine Dept. of Environmental Protection (MDEP) 207-287-4851

New Hampshire Dept. of Environmental Services Working Hours (603) 271-3503

New Hampshire State Police After Hours Notification (603) 271-3636

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC) (800) 645-7745 or (800) 259-6772;
(732) 417-0175 or (703) 326-5609

National Response Corp. (NRC) 800-337-7455

DAMAGED STABILITY ENGINEERING SERVICES PROVIDERS:

Kirby Inland Marine – Engineering 713-435-1700

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-01	NORTHERN NEW ENGLAND COTP (GSA)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-01	NORTHERN NEW ENGLAND COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Engineering will assist and support the SMFF resource providers named above.

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the SMFF Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

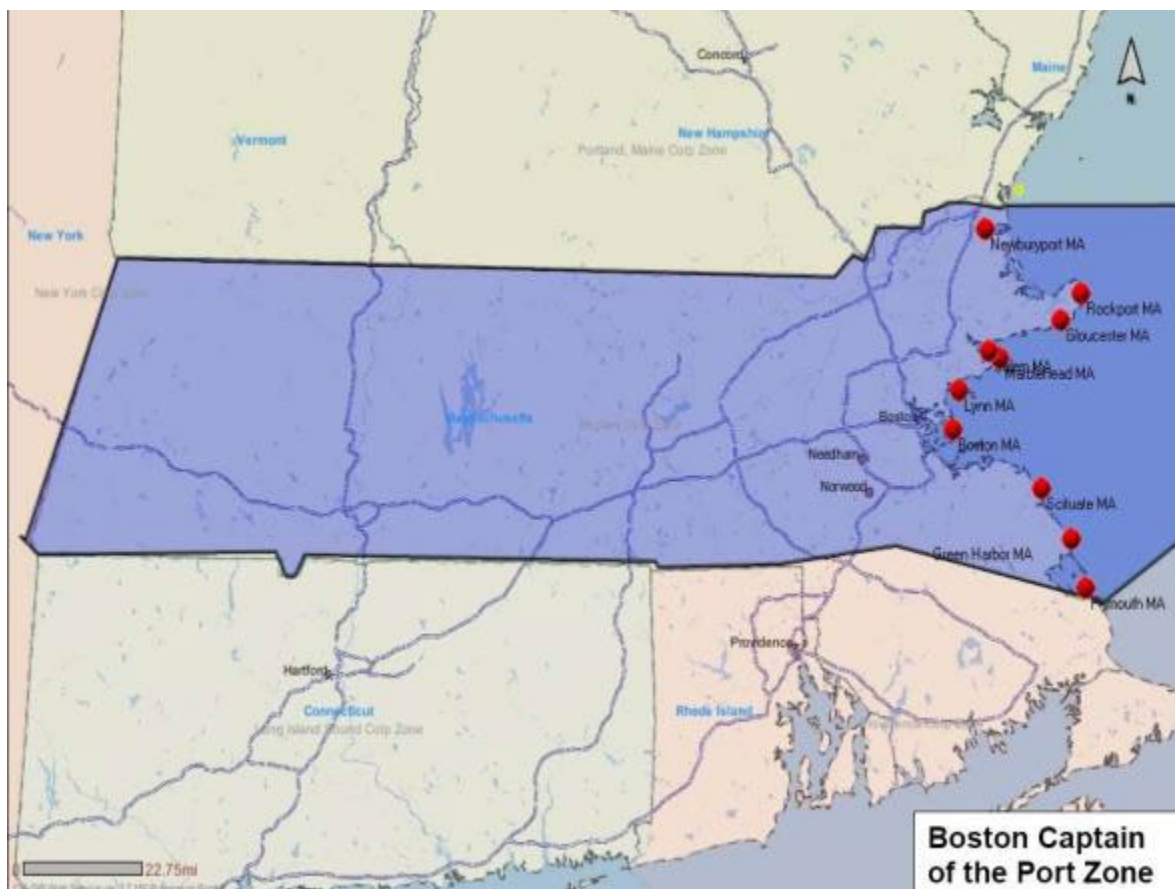
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 8-02	BOSTON COTP (GSA)

BOSTON



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland, and Nearshore operating environments only.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 8-02	BOSTON COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC) or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector Boston	24-Hr. (617) 223-5757
Radio Frequencies	Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Massachusetts Dept. of Environmental Protection	617-292-5500 (24 hr) or 888-304-1133 (24 hr)
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NOTIFICATIONS:

OSRO's:

National Response Corp. (NRC)	800-337-7455
Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609

DAMAGED STABILITY ENGINEERING ASSESSMENT:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
Section 8-02	BOSTON COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above.

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

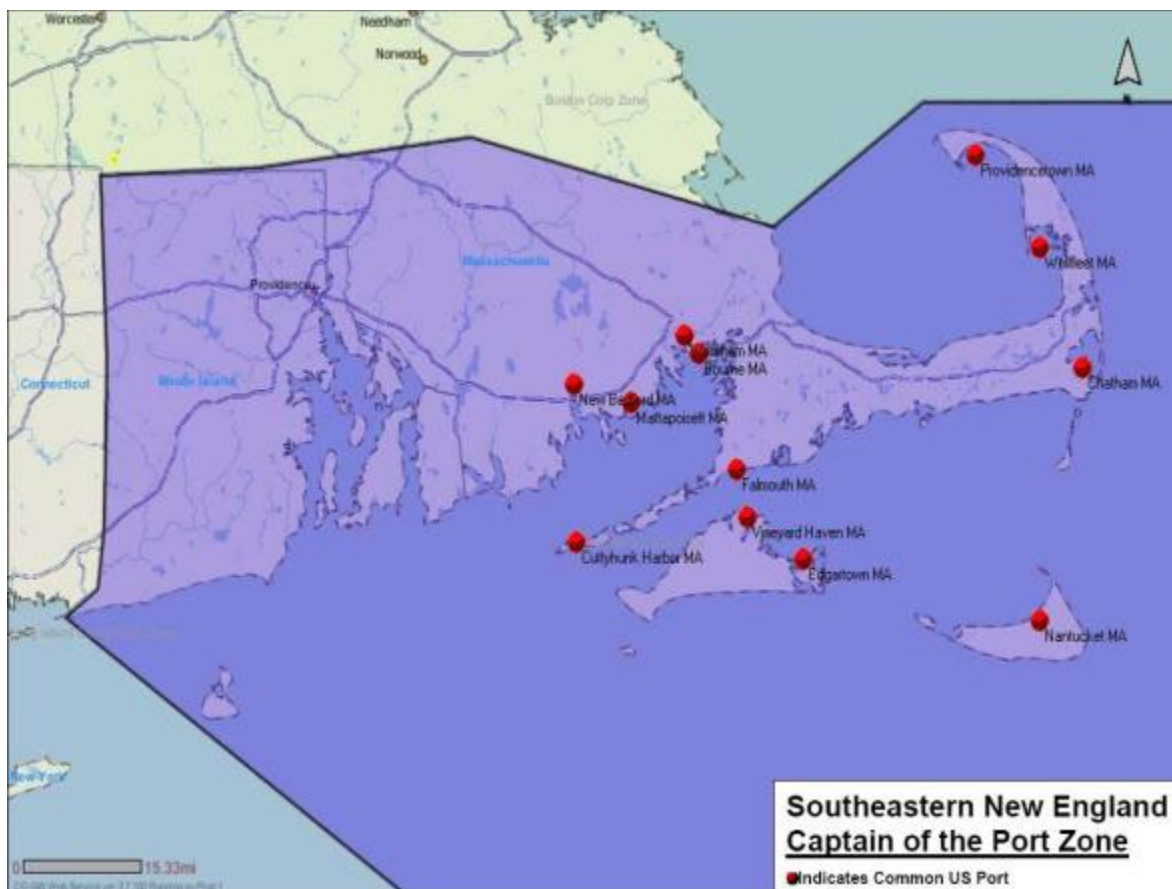
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-03	SOUTHEASTERN NEW ENGLAND COTP (GSA)

SOUTHEASTERN NEW ENGLAND



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-03	SOUTHEASTERN NEW ENGLAND COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802
USCG Sector Southeastern New England Woods Hole, MA	24-Hr. 508-457-3211
USCG MSD Cape Cod	508-968-6556
USCG MSD New Bedford	508-999-0072
Radio Frequencies	Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Rhode Island Dept. of Environmental Management	401-222-1360 (daytime hours) 401-222-3070 (24 hr.)/(P.M.)
Massachusetts Dept. of Environmental Protection	617-556-1133 (24 hr.) or 888-304-1133 (24 hr.)

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-03	SOUTHEASTERN NEW ENGLAND COTP (GSA)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-03	SOUTHEASTERN NEW ENGLAND COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

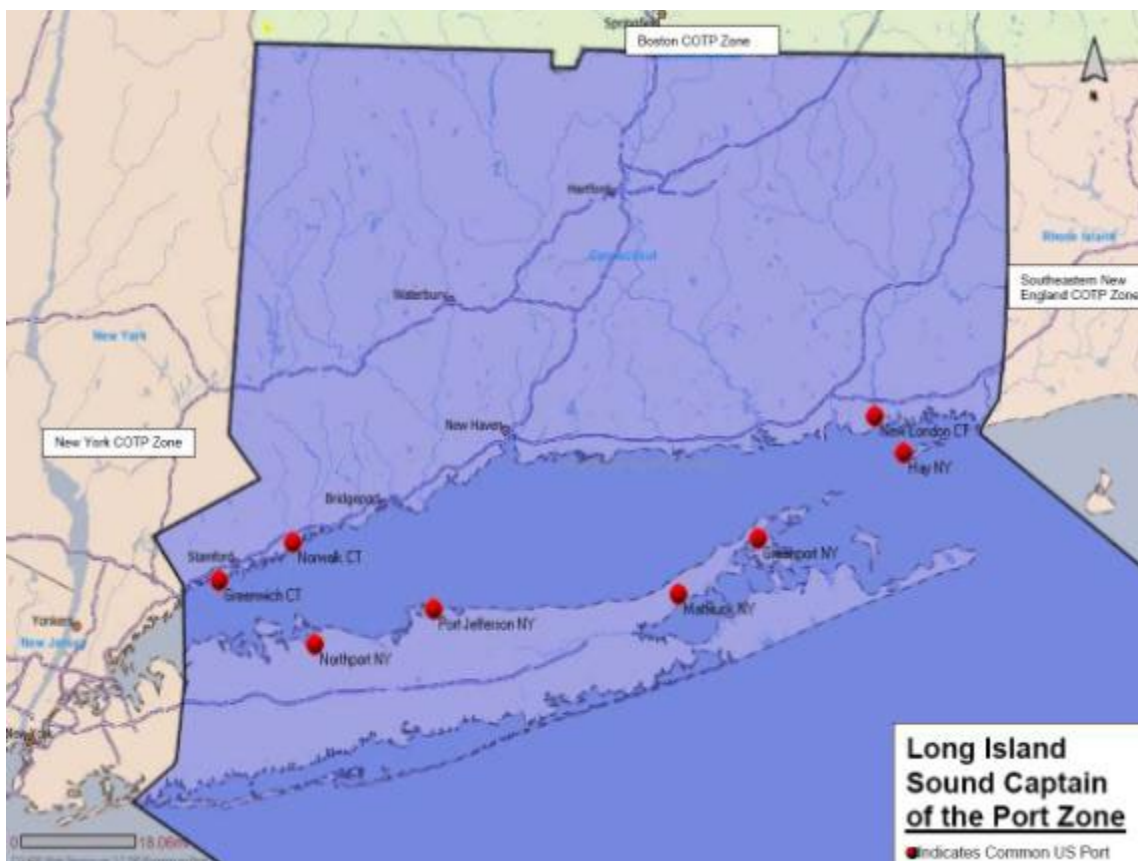
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-04	LONG ISLAND SOUND COTP (GSA)

LONG ISLAND SOUND



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-04	LONG ISLAND SOUND COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector Long Island Sound- New Haven, CT	203-468-4401 or 800-774-8724
Radio Frequencies	Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Connecticut Dept. of Environmental Protection	860-424-3338 (24 hr.)
New York Dept. of Environmental Conservation	800-457-7362 (24 hr.)

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-04	LONG ISLAND SOUND COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

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On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above.

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

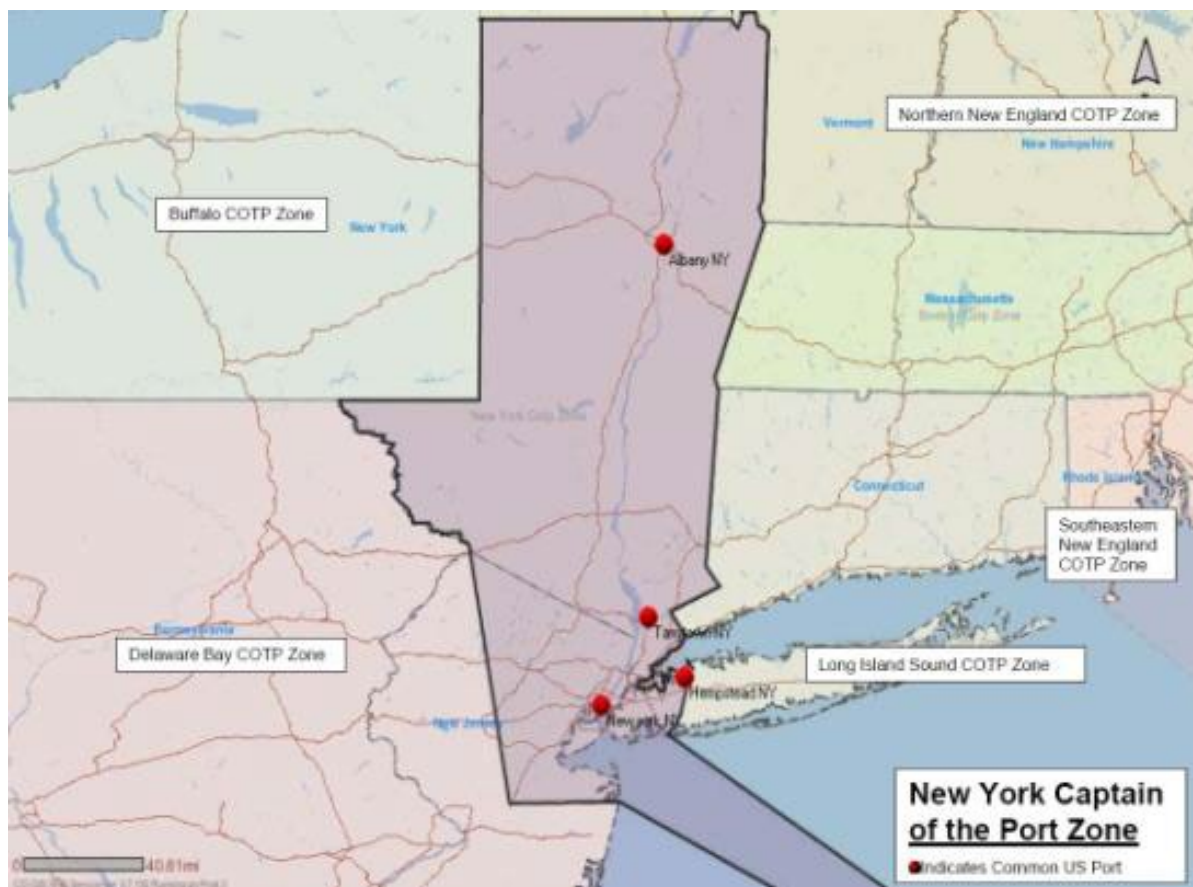
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-05	NEW YORK COTP (GSA)

NEW YORK



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-05	NEW YORK COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector New York	24-Hr. 718-354-4120
Radio Frequencies	Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

New York Dept. of Environmental Conservation	800-457-7362 (24 hr.)
New Jersey Dept. of Environmental Protection	877-927-6337 (24 hr.)

NOTIFICATIONS:

OSRO's:

National Response Corp. (NRC)	800-337-7455
Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-05	NEW YORK COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

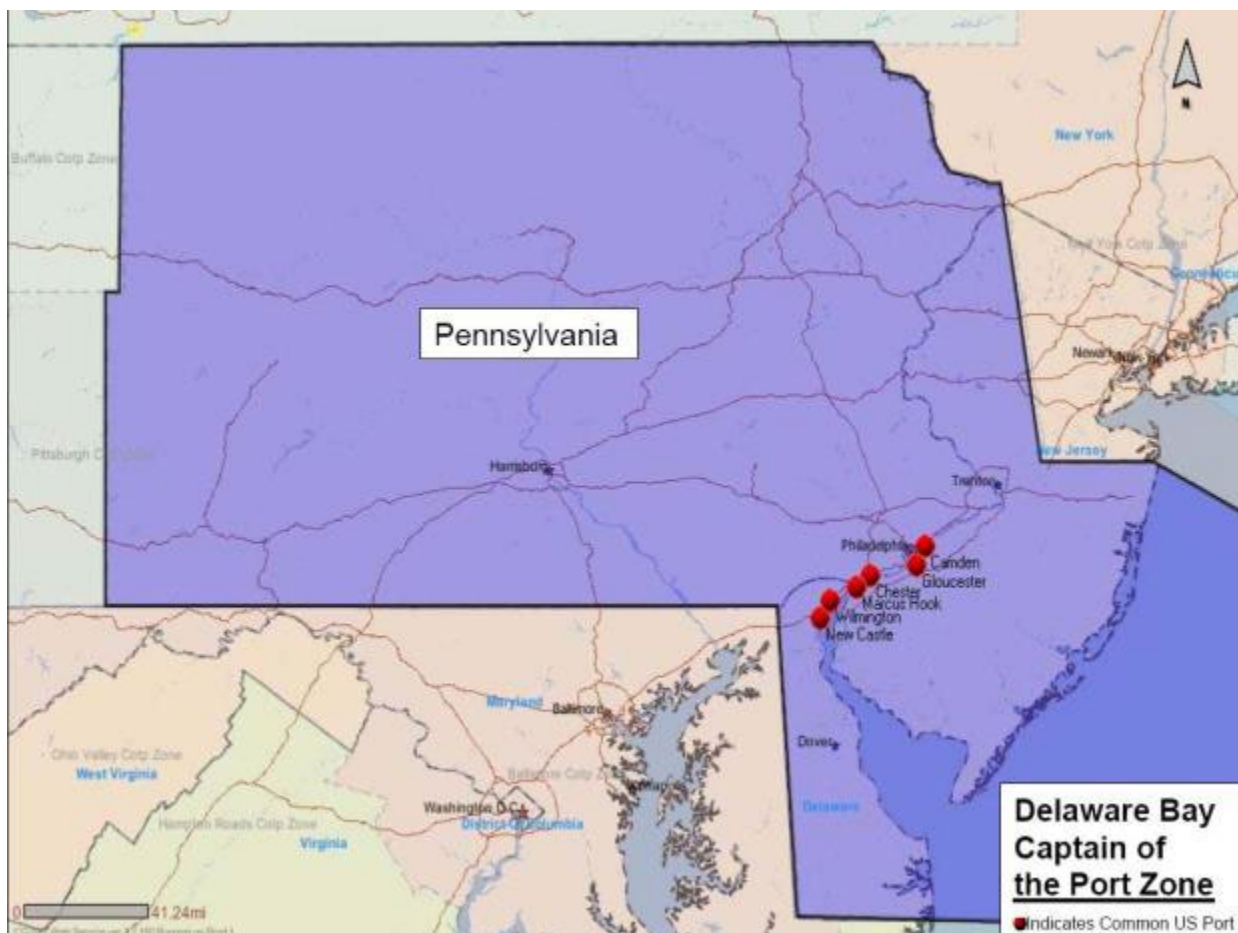
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-06	DELAWARE BAY COTP (GSA)

DELAWARE BAY



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-06	DELAWARE BAY COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC) River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

National Response Corp. (NRC) River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center 800-424-8802 or 202-267-2675

USCG Sector Delaware Bay- Philadelphia 24-Hr. 215-271-4940

Radio Frequencies Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Pennsylvania Dept. of Environmental Protection In-state 800-541-2050, out-of-state 717-787-4343 (24 hr.)

New Jersey Dept. of Environmental Protection 877-927-6337 (24 hr.)

Delaware Dept. of Natural Resources 302-739-9401 & 800-662-8802 (24 hr)

Delaware Emergency Management Agency 302-659-3362

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC) (800) 645-7745 or (800) 259-6772;
(732) 417-0175 or (703) 326-5609

National Response Corp. (NRC) 800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering 713-435-1700

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-06	DELAWARE BAY COTP (GSA)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-06	DELAWARE BAY COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

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On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

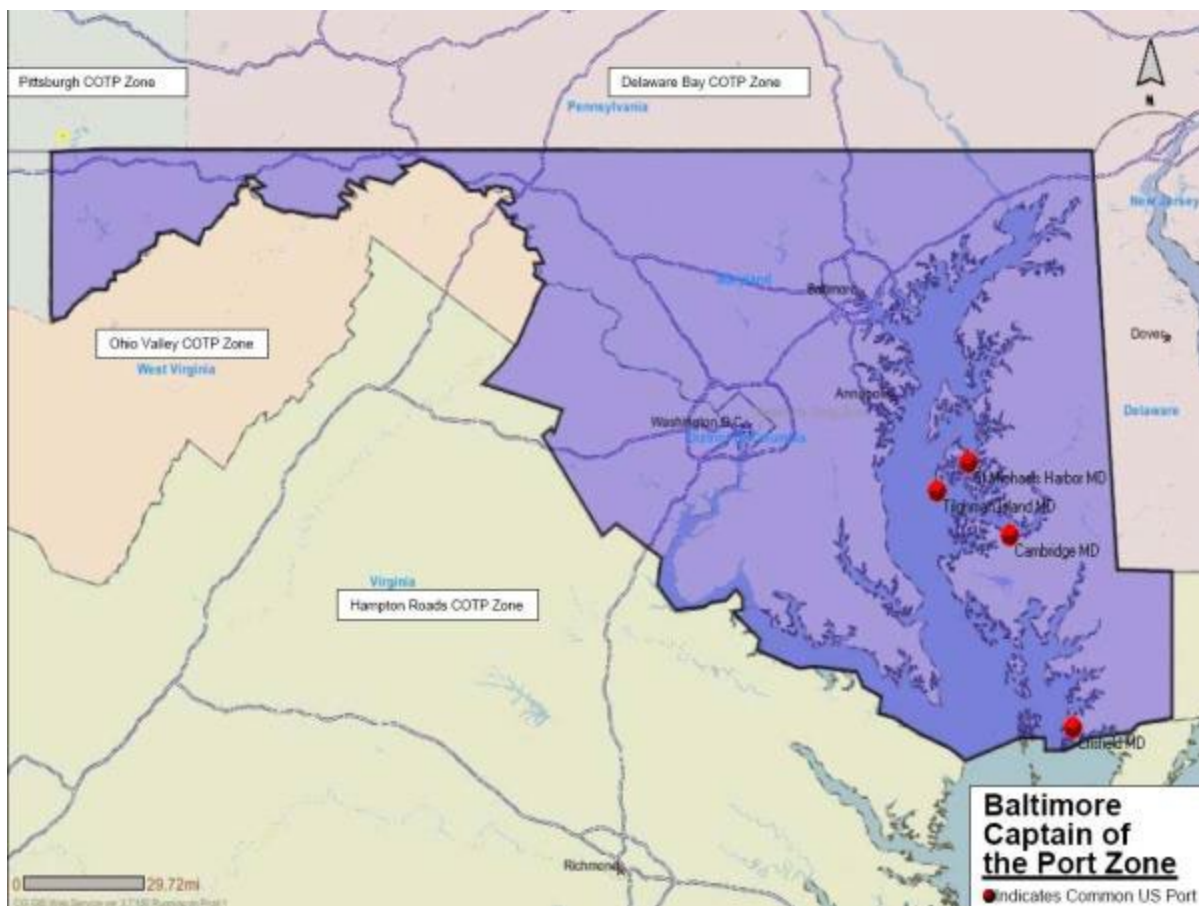
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⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-07	MARYLAND-NCR COTP (GSA)

MARYLAND-NATIONAL CAPITAL REGION



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-07	MARYLAND-NCR COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector Maryland-National Capital Region	24-Hr. 410-576-2525 or 410-576-2693
Radio Frequencies	Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Delaware Dept. of Natural Resources	800-662-8802 (24 hr)
Maryland Dept. of Environment	866-633-4686 (24 hr)
Virginia Dept. of Emergency Management	804-674-2400 & 800-468-8892 (24 hr)
Virginia Dept. of Environmental Quality	(relay from VDEM)
Pennsylvania Dept. of Environmental Protection	800-541-2050 or 717-787-4343
District of Columbia HSEMA	202-727-6161
District of Columbia DOEE Hazardous Waste	202-671-3308

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-07	MARYLAND-NCR COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

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Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
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Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

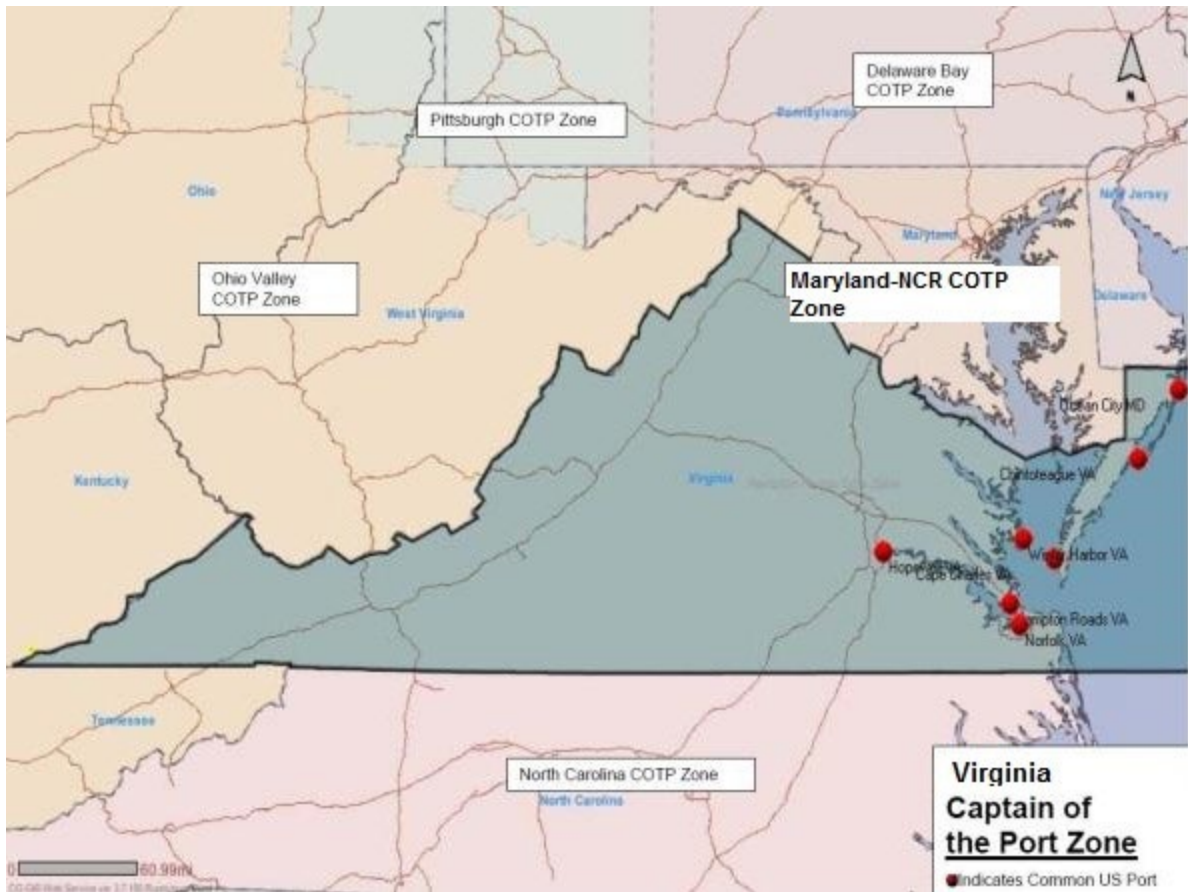
⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-07	MARYLAND-NCR COTP (GSA)

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-08	VIRGINIA COTP (GSA)

VIRGINIA



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-08	VIRGINIA COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC) River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

National Response Corp. (NRC) River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center 800-424-8802 or 202-267-2675
USCG Sector Virginia 24-Hr. 757-668-5555
Radio Frequencies Channel 16 VHF or HF via Digital Selective Calling (DSC)

STATE:

Virginia Dept. Of Emergency Management 800-468-8892 (24 hr) or 804-674-2400
Virginia Dept. of Environmental Quality (Relay via VDEM)
Maryland Dept. of Environment 866-633-4686 (24 hr)
North Carolina Dept. of Environment- 919-733-3300 (in-state), 800-858-0368 (out of state)
Emergency Management Division

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC) (800) 645-7745 or (800) 259-6772;
(732) 417-0175 or (703) 326-5609
National Response Corp. (NRC) 800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering 713-435-1700



Kirby Corporation
USCG VESSEL RESPONSE PLAN #13322

GSA 8-08

VIRGINIA COTP (GSA)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-08	VIRGINIA COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

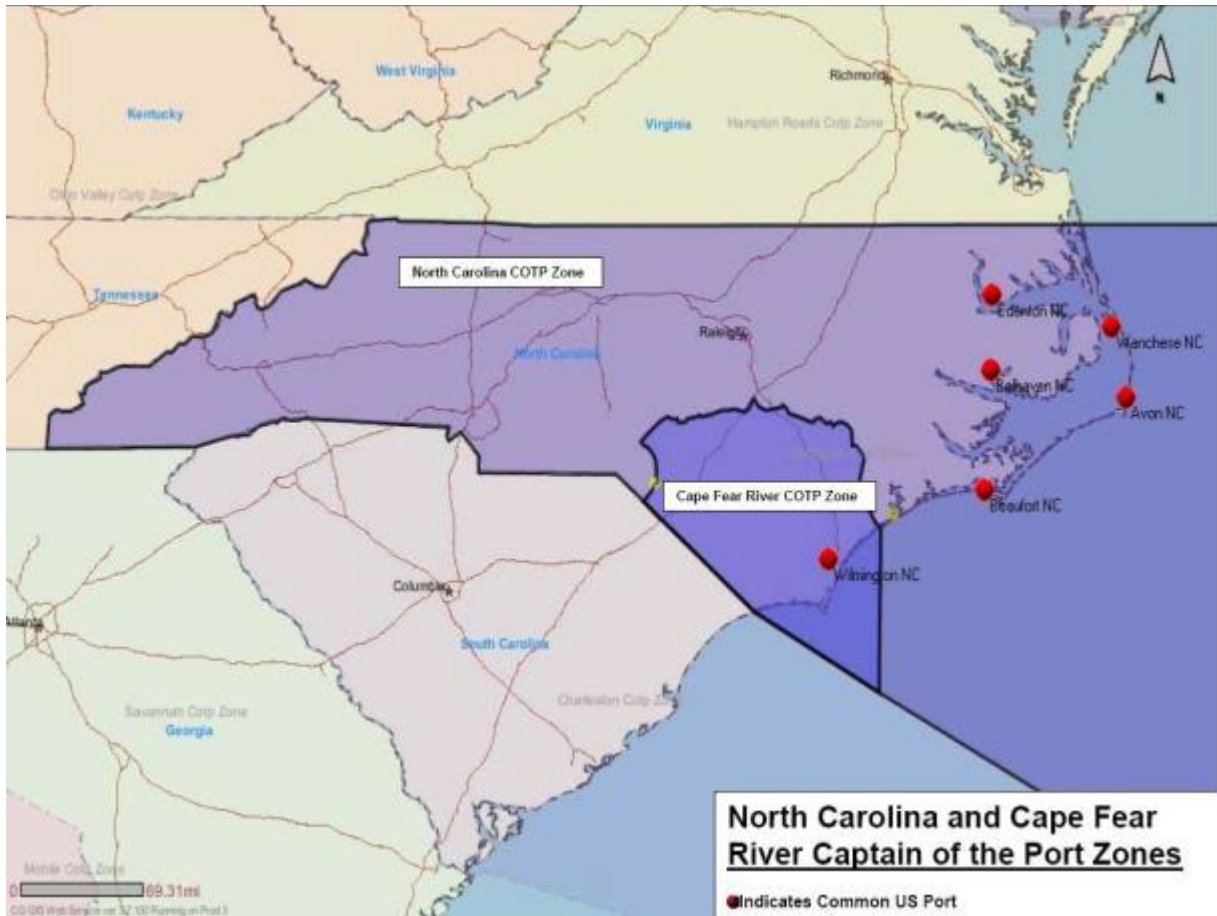
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-09	NORTH CAROLINA COTP (GSA)

NORTH CAROLINA



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-09	NORTH CAROLINA COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC) River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

National Response Corp. (NRC) River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center (800) 424-8802 or 202-267-2675
USCG Sector North Carolina 24-Hr. 910-343-3880
USCG Radio Channels/Frequencies VHF Channel 16; SSB 4125 & 2182 MHz

STATE:

North Carolina Dept. of Environment-Emergency Management Division 919-733-3300, 800-858-0368 24 hr

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC) (800) 645-7745 or (800) 259-6772;
(732) 417-0175 or (703) 326-5609
National Response Corp. (NRC) 800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering 713-435-1700

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-09	NORTH CAROLINA COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

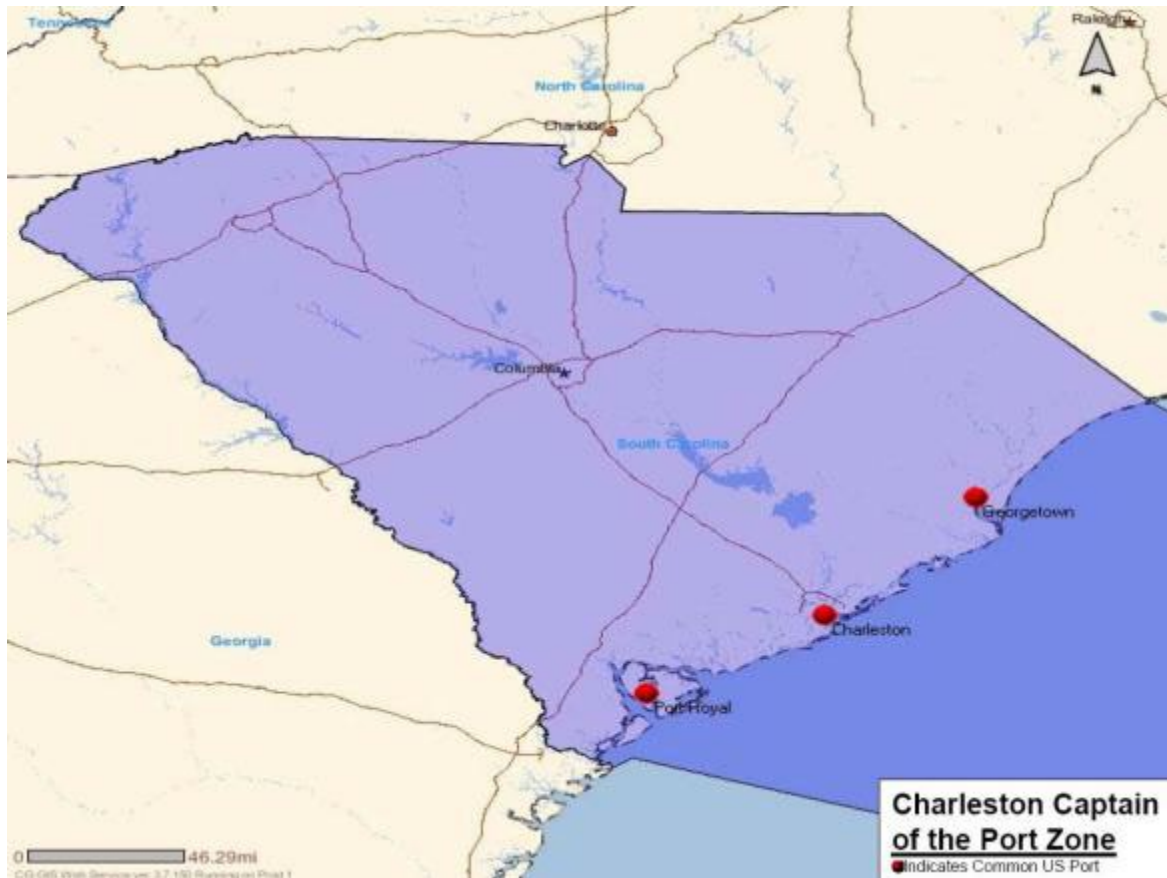
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-10	CHARLESTON COTP (GSA)

CHARLESTON



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-10	CHARLESTON COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); or other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector Charleston	24-Hr. 843-724-7600 or 843-740-7050
USCG Radio Channels/Frequencies	VHF Channel 16; HF via Digital Selective Calling (DSC)

STATE:

South Carolina Dept. of Environmental Control	803-898-3432 or 888-481-0125 24 hr
Georgia Emergency Management Agency	404-656-4863 or 404-635-7200 out of state 800-241-4113

NOTIFICATIONS:

OSRO's:

National Response Corp. (NRC)	800-337-7455
Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-10	CHARLESTON COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above.

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

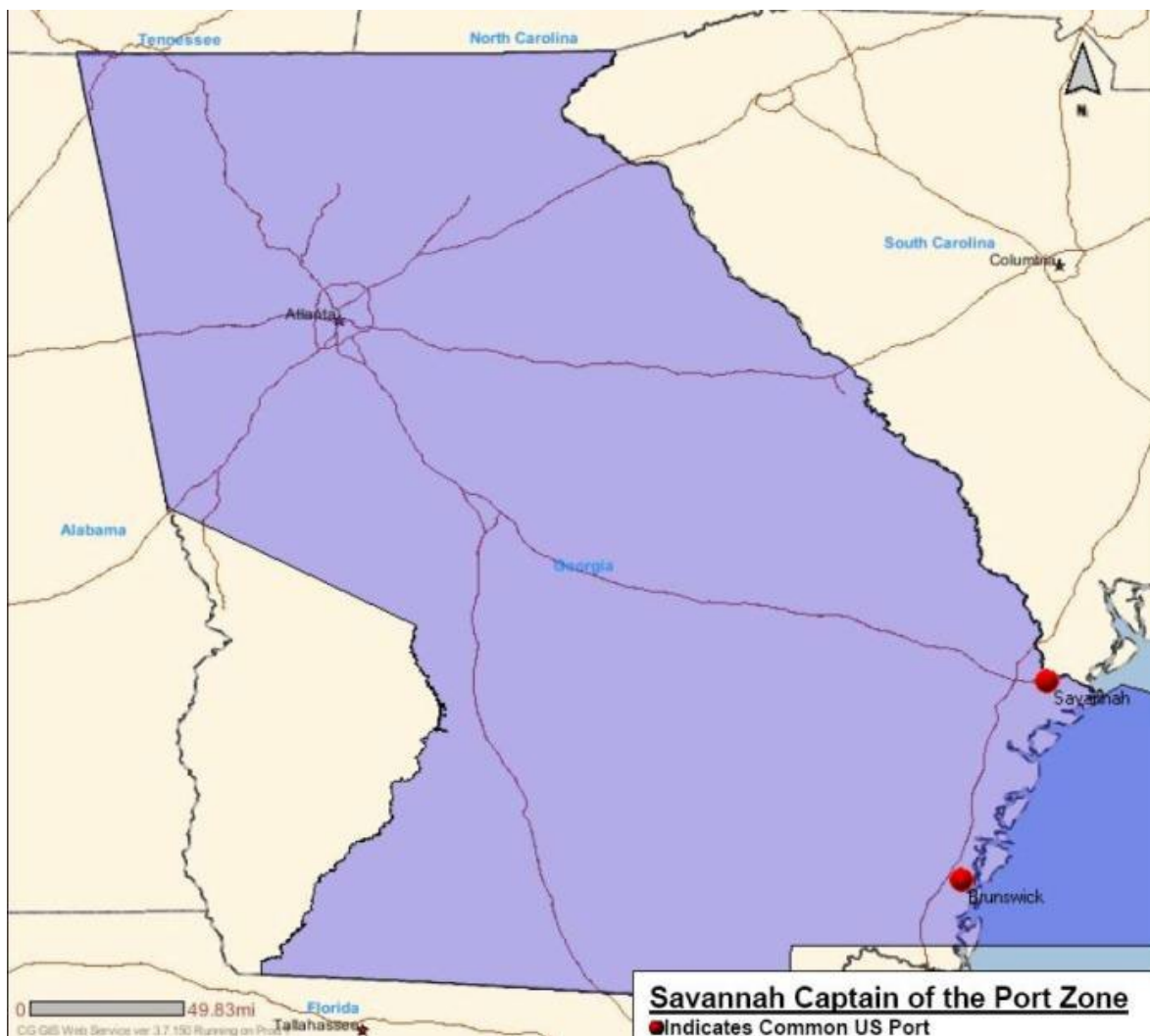
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-11	SAVANNAH COTP (GSA)

SAVANNAH



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-11	SAVANNAH COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802 or 202-267-2675
USCG MSU Savannah	24-Hr. 912-652-4353 or 912-652-4181
USCG Radio Channels/Frequencies	VHF Channel 16; HF frequencies via DSC

STATE:

Georgia Emergency Management Agency	800-879-4362 24 hr
Georgia Dept. of Natural Resources	800-241-4113
South Carolina Dept. of Environmental Control	888-481-0125

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-11	SAVANNAH COTP (GSA)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-11	SAVANNAH COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

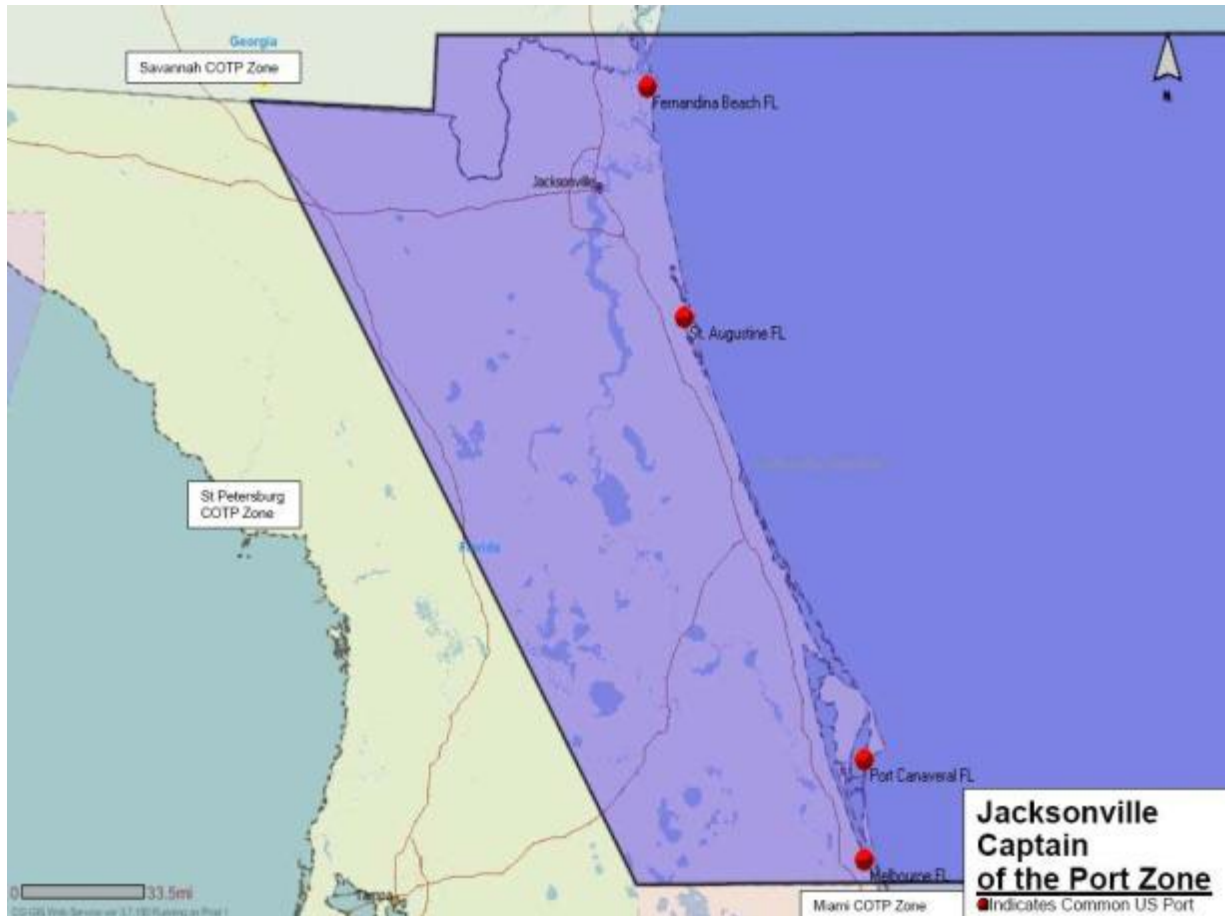
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-12	JACKSONVILLE COTP (GSA)

JACKSONVILLE



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: Port Canaveral

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-12	JACKSONVILLE COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802
USCG Sector Jacksonville	904-714-7558 or 904-714-7557 24-Hr.
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies by DSC

STATE:

Florida Emergency Management Agency Operations Center	800-320-0519 or 850-413-9911 24 hr
Georgia Emergency Management Agency	800-879-4362 24 hr
Georgia Dept. of Natural Resources	800-241-4113 24 hr

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-12	JACKSONVILLE COTP (GSA)

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-12	JACKSONVILLE COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

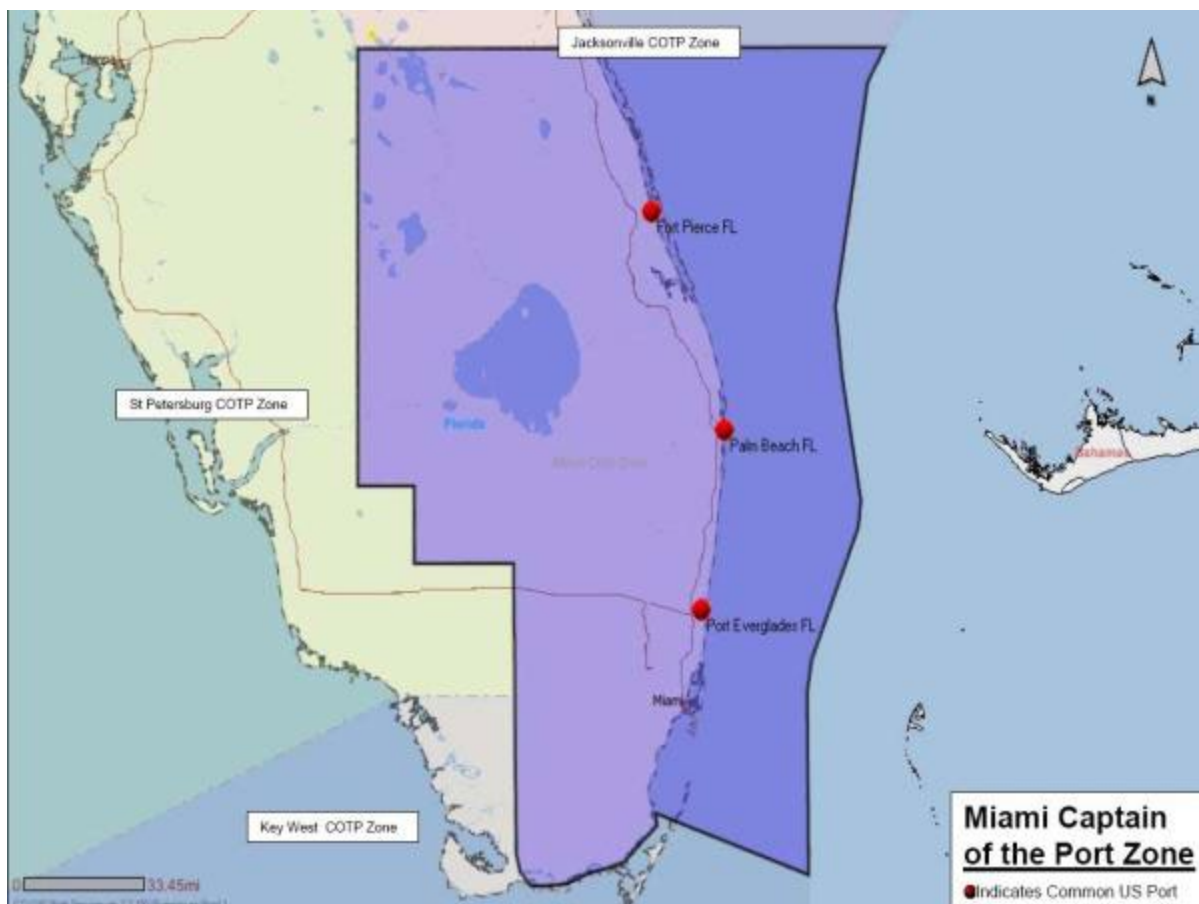
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-13	MIAMI COTP (GSA)

MIAMI



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-13	MIAMI COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector Miami	305-535-4472 / 4473 / 4304 24-Hr.
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC

STATE:

Florida Emergency Management Agency Operations Center	800-320-0519 or 850-413-9911 24 hr
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NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-13	MIAMI COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

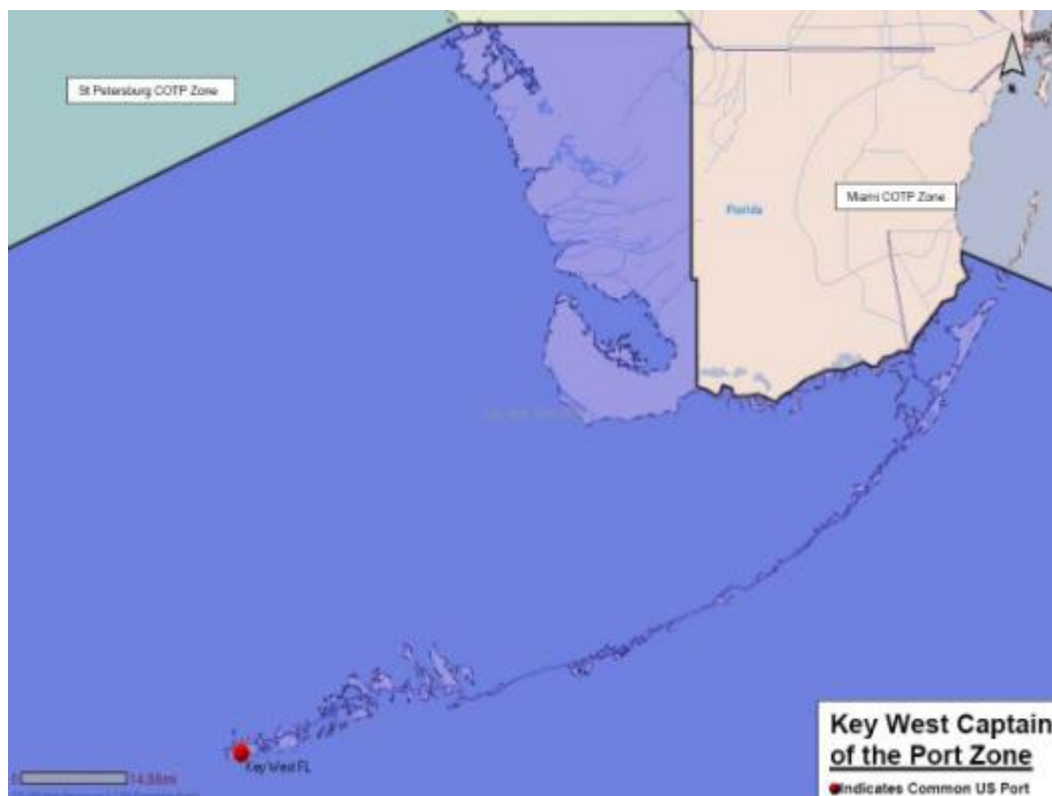
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-14	KEY WEST COTP (GSA)

KEY WEST



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-14	KEY WEST COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector Key West	305-292-8727 24 hrs or 305-292-8700
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC

STATE:

Florida Emergency Management Agency Operations Center	800-320-0519 or 850-413-9911 24 hr
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NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-14	KEY WEST COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

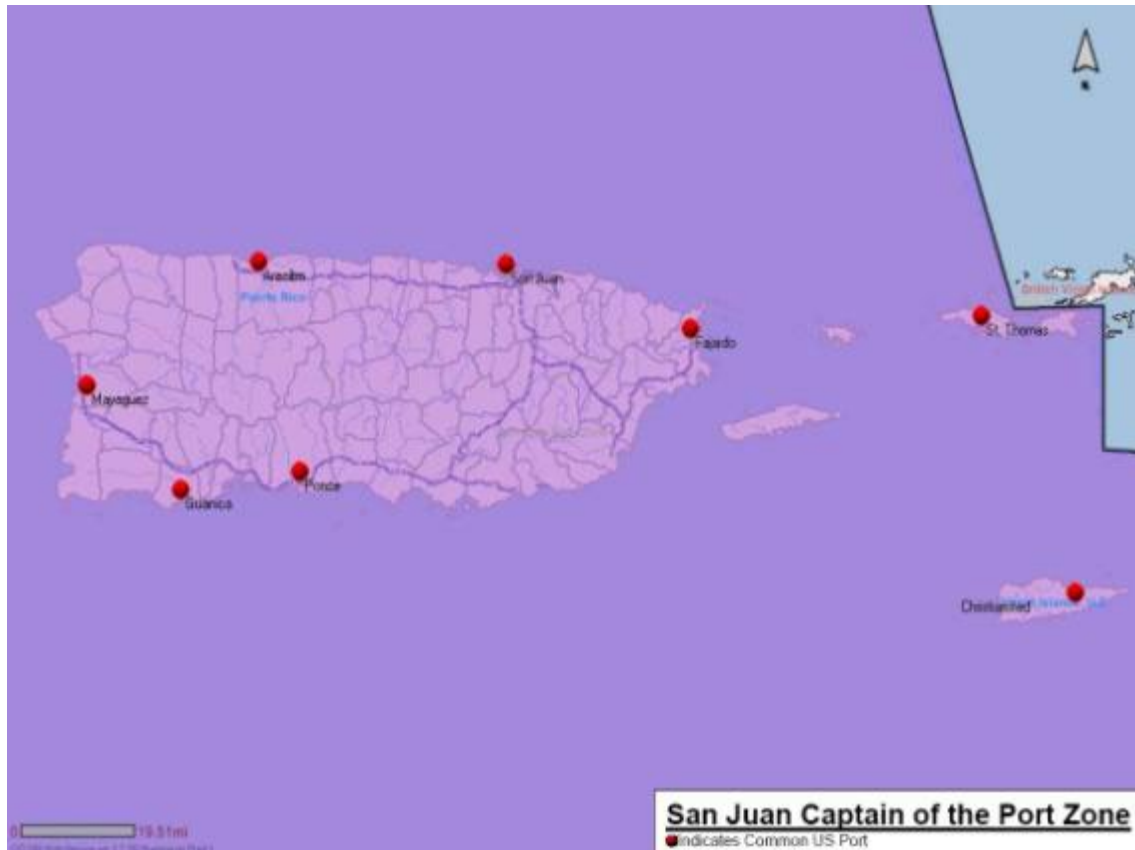
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-15	SAN JUAN COTP (GSA)

SAN JUAN



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-15	SAN JUAN COTP (GSA)

<u>AMPD RESPONSE COVERAGE</u> (All Vessels)	
AMPD Response Provider(s):	Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement
Transfer Locations:	MTR's and lightering/bunkering
AMPD Equipment & Personnel:	On-site (Kirby vessel) or per contractor by arrangement
<u>MMPD AND WCD RESPONSE COVERAGE</u> (All Vessels)	
Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
<u>REQUIRED REPORTING:</u>	
When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.	
<u>FEDERAL:</u>	
USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector San Juan	787-289-2041 24-Hr.
USCG St. Thomas Virgin Islands	340-776-3497 or 787-289-2041
USCG St. Croix Virgin Islands	340-772-5557 or 340-444-6380 or 787-289-2041
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC
<u>STATE:</u>	
Puerto Rico Environmental Quality Board	787-766-2823 (daytime)
Puerto Rico Civil Defense (24 hrs)	787-724-0124
Virgin Islands Emergency Management Agency	340-774-2244
<u>NOTIFICATIONS:</u>	
<u>OSRO's:</u>	
Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455
<u>DAMAGED STABILITY ENGINEERING CONTRACTORS:</u>	
Kirby Inland Marine Engineering	713-435-1700

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-15	SAN JUAN COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

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On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above.

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

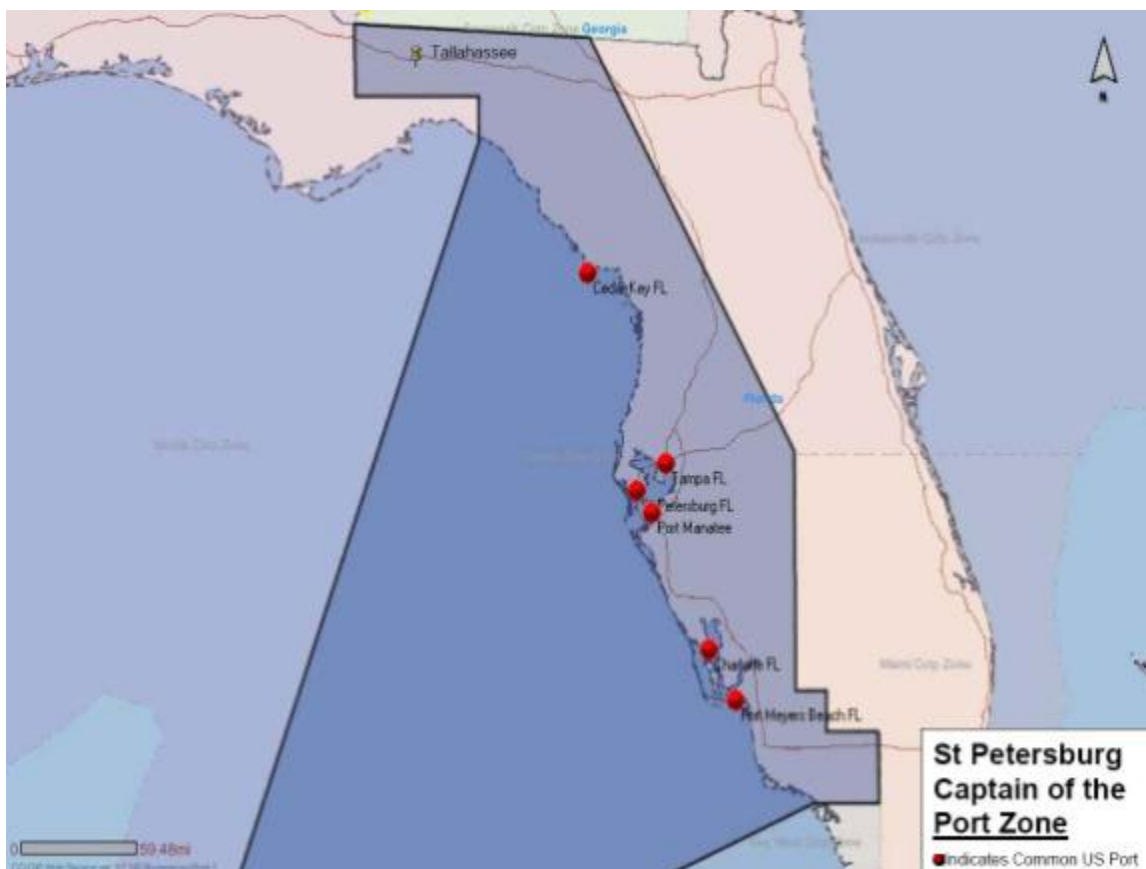
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-16	ST. PETERSBURG COTP (GSA)

ST. PETERSBURG



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: None

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-16	ST. PETERSBURG COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	800-424-8802 or 202-267-2675
USCG Sector St. Petersburg	727-824-7574 or 727-824-7506 24-Hr.
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC

STATE:

Florida Emergency Management Agency Operations Center	800-320-0519 or 850-413-9911 24 hr
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NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-16	ST. PETERSBURG COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
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On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

No alternative planning criteria for SMFF resources are applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

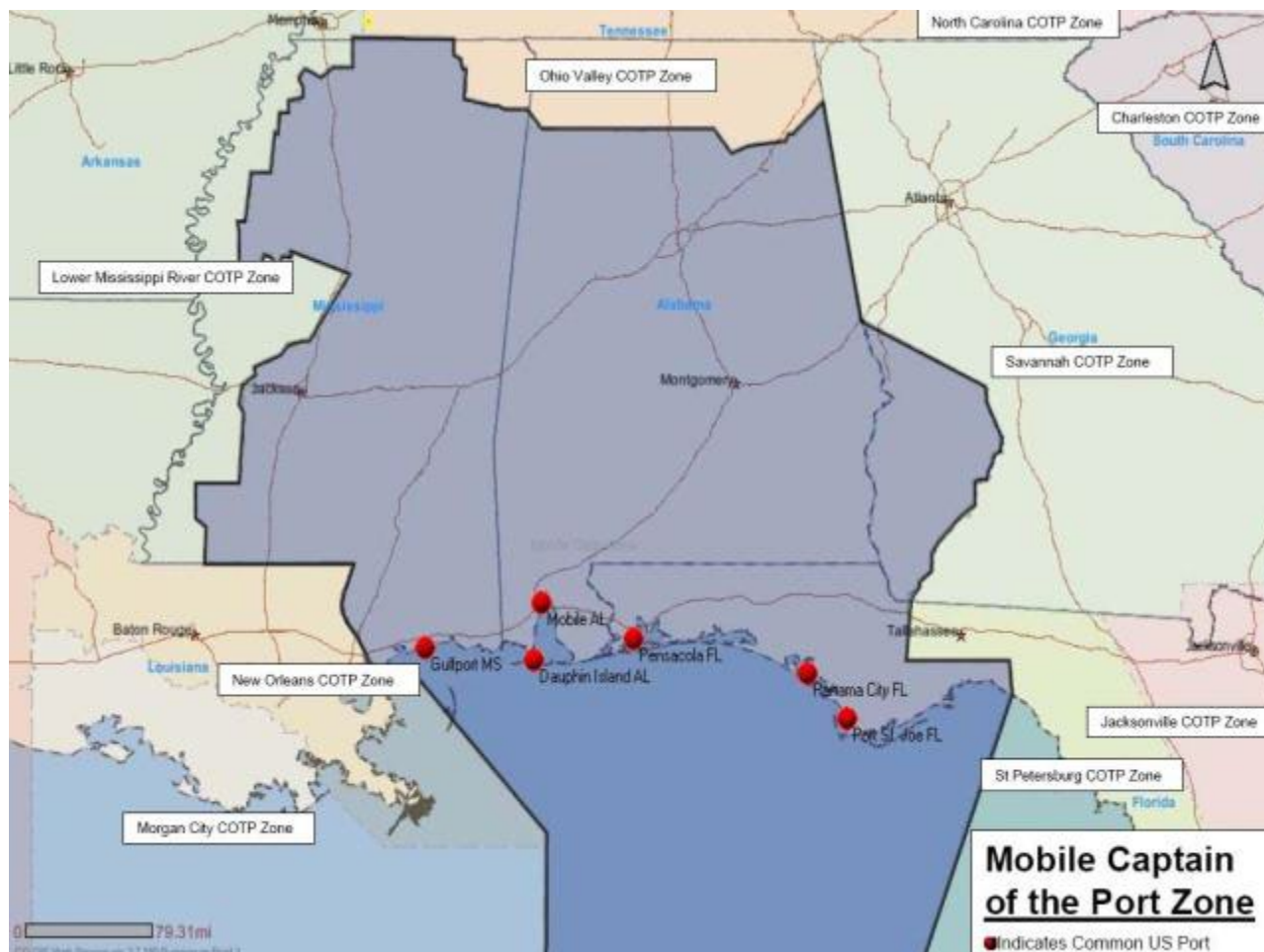
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-17	MOBILE COTP (GSA)

MOBILE



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: Panama City

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-17	MOBILE COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802 or 202-267-2675
USCG Sector Mobile	251-441-6211 or 251-441-5720 24-Hr.
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC

STATE:

Alabama Dept. of Environmental Management	251-450-3400
Alabama Emergency Management Agency	800-843-0699 (24 hr/after hours)
Florida Emergency Management Agency	800-320-0519 or 850-413-9911 24 hr
Operations Center	
Mississippi Emergency Response	800-222-6362 24 hr
Mississippi Dept. of Environmental Quality	601-961-5171

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-17	MOBILE COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO “Emergency Towing Alternative Planning Criterion” accepted by CG-MER January 28, 2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-18	NEW ORLEANS COTP (GSA)

NEW ORLEANS



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-18	NEW ORLEANS COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802 or 202-267-2675
USCG Sector New Orleans	800-874-2153 24-Hr.
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies by DSC

STATE:

Louisiana One-Call – Office of State Police	225-925-6595 24 hr
Louisiana Office of Emergency Preparedness	225-925-7500 24 hr
Louisiana Dept. of Environmental Services	225-219-3640 or 888-763-5424
Mississippi Emergency Response	800-222-6362 24 hr
Mississippi Dept. of Environmental Quality	601-961-5171

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609
National Response Corp. (NRC)	800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-18	NEW ORLEANS COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO "Emergency Towing Alternative Planning Criterion accepted by CG-MER January 28, 2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

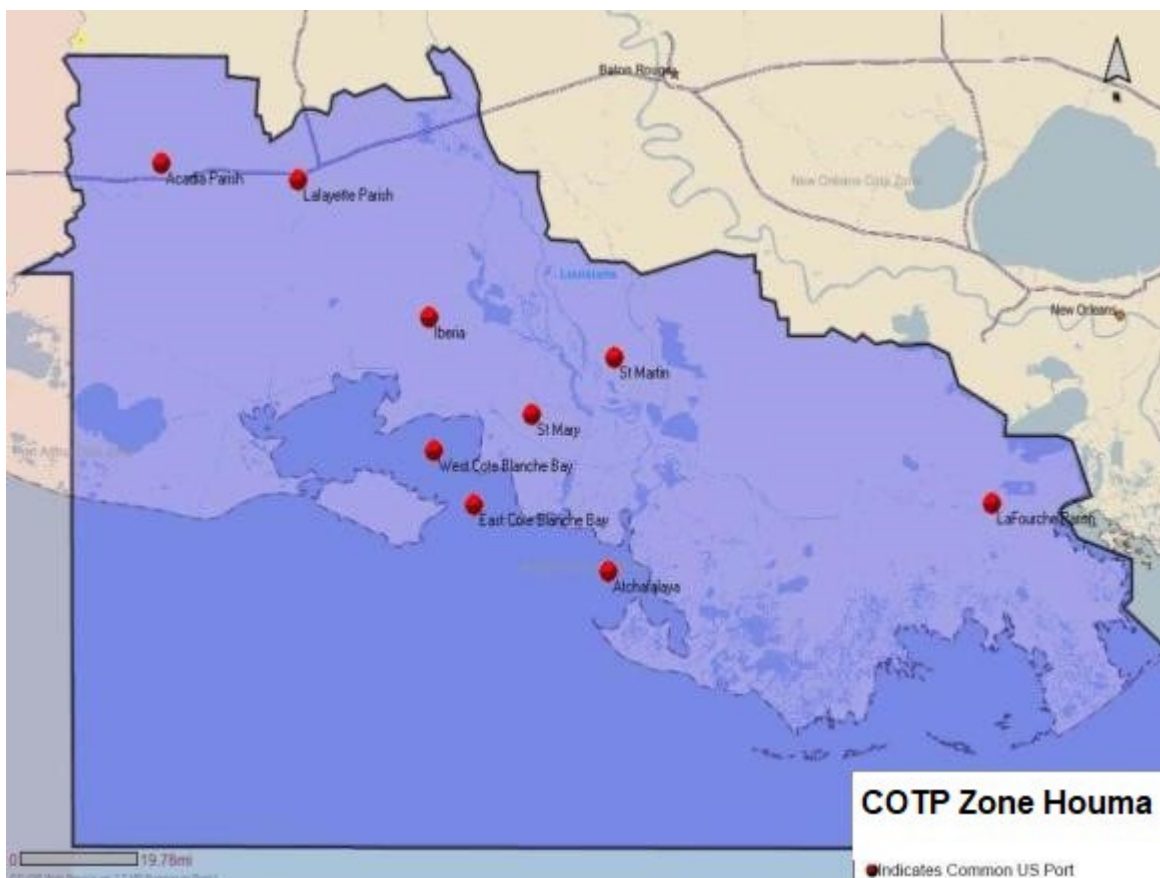
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-19	HOUMA COTP (GSA)

HOUMA



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-19	HOUMA COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802 or 202-267-2675
USCG MSU Houma	985-665-2437, 985-397-3277 24-Hr.
USCG VTS Berwick Bay	985-380-5370
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC

STATE:

Louisiana One Call – Office of State Police	225-925-6595 24 hr
Louisiana Office of Emergency Preparedness	225-925-7500 24 hr
Louisiana Dept. of Environmental Services Spill Hotline	225-219-3640

NOTIFICATIONS:

OSRO's:

National Response Corp. (NRC)	800-337-7455
Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-19	HOUMA COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO “Emergency Towing Alternative Planning Criterion” accepted by CG-MER on January 28,2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

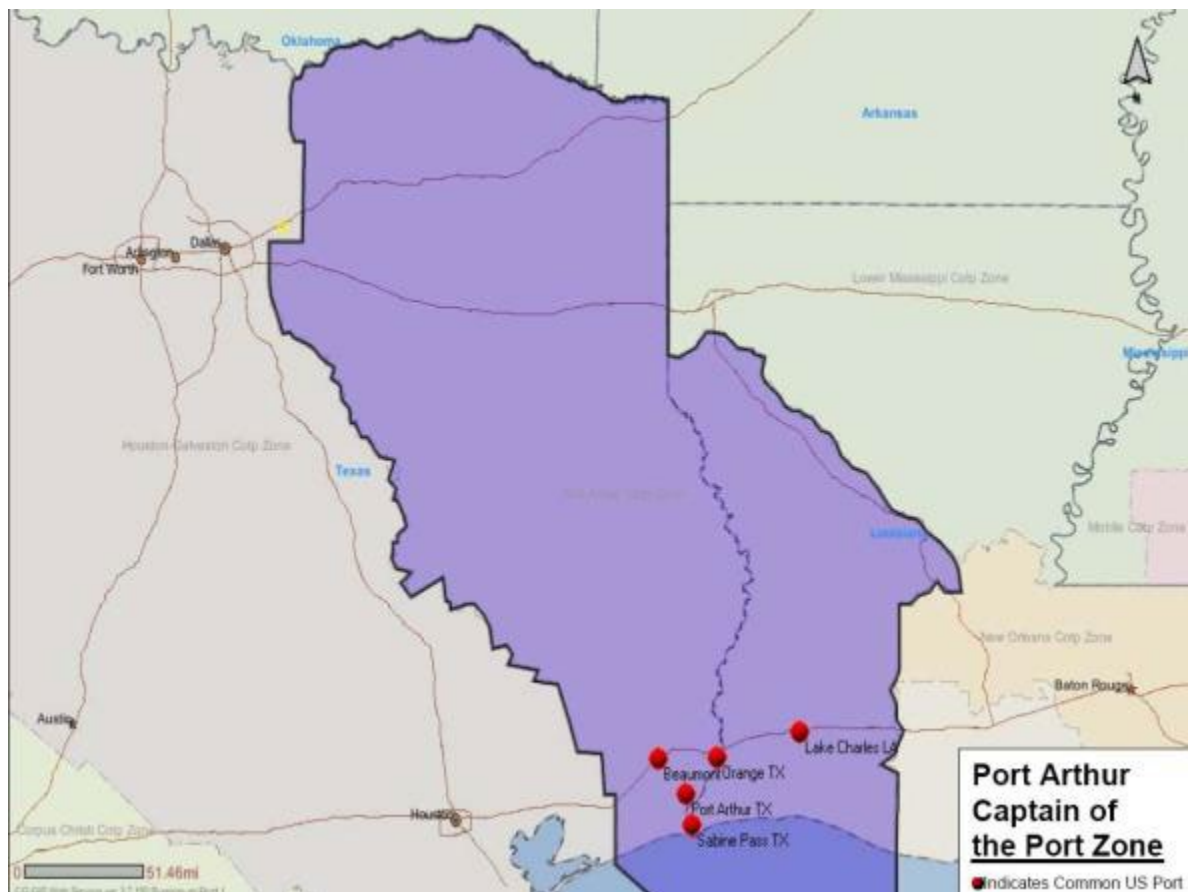
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-20	PORT ARTHUR COTP (GSA)

PORT ARTHUR



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

 GSA 8-20	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322 PORT ARTHUR COTP (GSA)
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AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendors by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC)	River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
National Response Corp. (NRC)	River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3 (Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802 or 202-267-2675
USCG MSU Port Arthur	409-719-5000 or 409-723-6500 24-Hr.
USCG Radio Channels/Frequencies	VHF Channel 16; HF Frequencies via DSC

STATE:

Texas General Land Office- Oil Spill Hotline	800-832-8224, 813-248-0586
Louisiana One Call – Office of State Police	225-925-6595 24 hr
Louisiana Office of Emergency Preparedness	225-925-7500 24 hr
Louisiana Dept. of Environmental Services Spill Hotline	225-219-3640 or 225-925-6595

NOTIFICATIONS:

OSRO's:

National Response Corp. (NRC)	800-337-7455
Marine Spill Response Corporation (MSRC)	(800) 645-7745 or (800) 259-6772; (732) 417-0175 or (703) 326-5609

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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 GSA 8-20	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322 PORT ARTHUR COTP (GSA)
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SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO "Emergency Towing Alternative Planning Criterion" accepted by CG-MER on January 28, 2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-21	HOUSTON - GALVESTON COTP (GSA)

HOUSTON-GALVESTON



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-21	HOUSTON - GALVESTON COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC) River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

National Response Corp. (NRC) River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center 800-424-8802 or 202-267-2765
USCG Sector Houston-Galveston 281-464-4800 / 4854 / 4855 / 4856 24-Hr.
USCG Radio Channels/Frequencies VHF Channel 16; HF frequencies via DSC

STATE:

Texas General Land Office- Oil Spill Reporting Hotline 800-832-8224, 813-248-0586

LOCAL:

Port Houston Fire Department 713-670-3611
(Port Houston/Houston Ship Channel waters only)

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC) (800) 645-7745 or (800) 259-6772;
(732) 417-0175 or (703) 326-5609
National Response Corp. (NRC) 800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering 713-435-1700

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-21	HOUSTON - GALVESTON COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

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On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO "Emergency Towing Alternative Planning Criterion" accepted by CG-MER on January 28, 2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

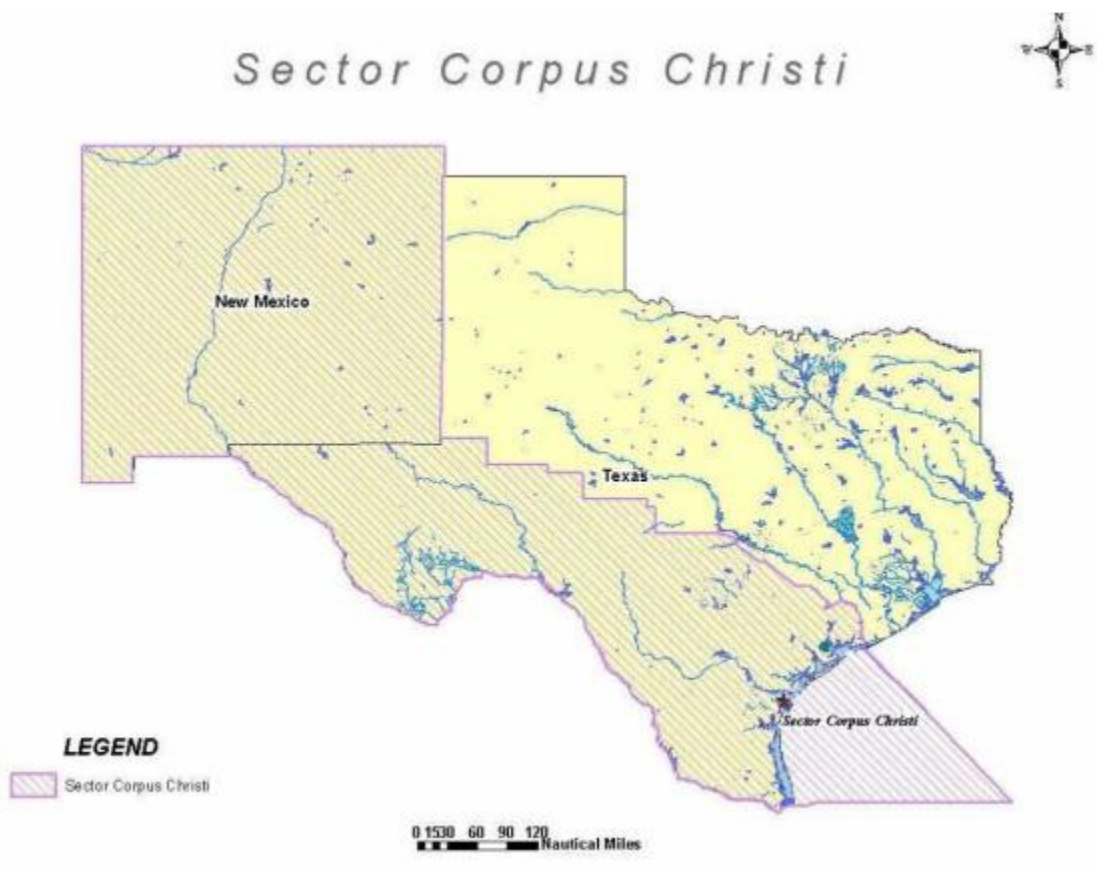
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-22	CORPUS CHRISTI COTP (GSA)

CORPUS CHRISTI



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals, Inland, Nearshore, Open Ocean, Offshore

Lightering in the Rivers/Canals, Inland and Nearshore operating environments.

ALTERNATE CITIES: None

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-22	CORPUS CHRISTI COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); Marine Spill Response Corp. (MSRC); National Response Corp. (NRC); other qualified vendor by arrangement

Transfer Locations: MTR's and lightering/bunkering

AMPD Equipment & Personnel: On-site (Kirby vessel) or per contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

Marine Spill Response Corporation (MSRC) River/Canal, Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

National Response Corp. (NRC) River/Canal and Inland, Nearshore, Open Ocean, Offshore, MMPD, WCD1, WCD2, WCD3
(Group V capability, dispersants, aerial spill tracking and observation, shoreline protection, shoreline clean-up)

REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center 800-424-8802 or 202-267-2675
USCG Sector Corpus Christi 361-939-0450 or 361-939-0200 24-Hr.
USCG Radio Channels/Frequencies VHF Channel 16; SSB 4125 & 2182 MHz

STATE:

Texas General Land Office- Oil Spill Reporting Hotline 800-832-8224

NOTIFICATIONS:

OSRO's:

Marine Spill Response Corporation (MSRC) (800) 645-7745 or (800) 259-6772;
(732) 417-0175 or (703) 326-5609

National Response Corp. (NRC) 800-337-7455

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering 713-435-1700

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-22	CORPUS CHRISTI COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

Table 1- Salvage and Marine Firefighting Services and Resource Providers

Service	Primary Resource Provider	Secondary Resource Provider
SALVAGE-		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
Begin assessment of structural stability	T&T Salvage- 24 Hr. 713-534-0700	
On-site salvage assessment	T&T Salvage- 24 Hr. 713-534-0700	
Assessment of structural stability ¹	T&T Salvage- 24 Hr. 713-534-0700	
Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
Emergency towing ²	T&T Salvage- 24 Hr. 713-534-0700	
Salvage plan	T&T Salvage- 24 Hr. 713-534-0700	
External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
Making temporary repairs	T&T Salvage- 24 Hr. 713-534-0700	
Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO “Emergency Towing Alternative Planning Criterion” accepted by CG-MER on January 28, 2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of Kirby towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

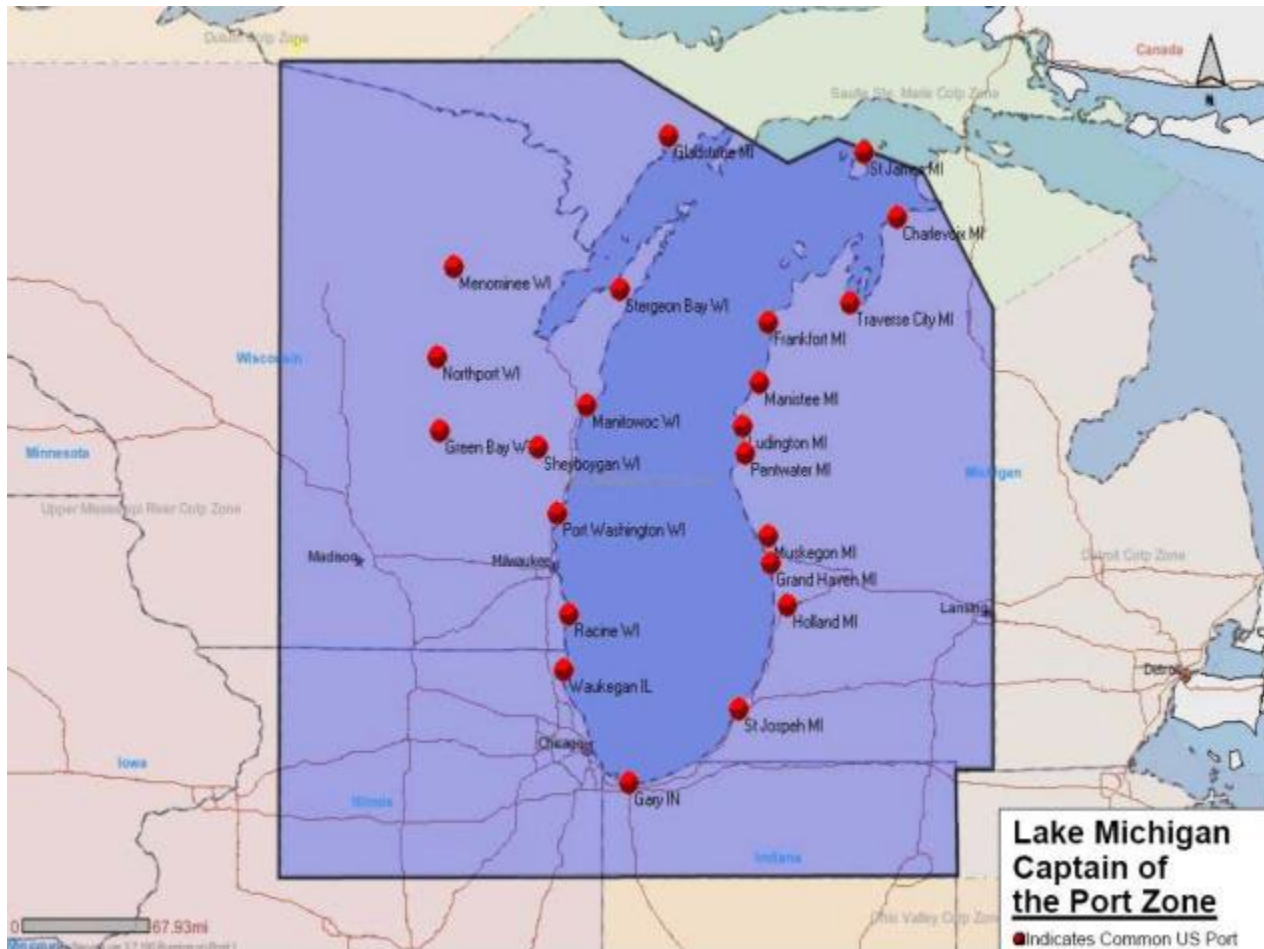
³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-23	LAKE MICHIGAN COTP (GSA)

LAKE MICHIGAN



GEOGRAPHICAL AREAS OF OPERATION:

Rivers/Canals; Inland; Great Lakes

Lightering in the Rivers and Canals and Great Lakes operating environment only.

ALTERNATE CITIES: Chicago, IL

ALTERNATE PLANNING CRITERIA: AWO Emergency Towing Alternative Planning Criterion

VOLUME AND GROUPS OF OIL: See Section 8

Group I Non-Persistent Oils

Group II through V Persistent Oils

QUALIFIED INDIVIDUALS: See Section 2

	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-23	LAKE MICHIGAN COTP (GSA)

AMPD RESPONSE COVERAGE (All Vessels)

AMPD Response Provider(s): Kirby (plan holder); other qualified vendors by arrangement
Transfer Locations: MTR's and lightering/bunkering
AMPD Equipment & Personnel: On-site (Kirby vessel) or per qualified contractor by arrangement

MMPD AND WCD RESPONSE COVERAGE (All Vessels)

T & T Marine Salvage, Inc. Marine Spill Response Corporation (MSRC)	River/Canal: Inland, MMPD, WCD1, WCD2, WCD3 Great Lakes: Inland, MMPD, WCD1, WCD2, WCD3 (Group V capability, aerial spill tracking and observation, shoreline protection, shoreline clean-up) River/Canal: Inland, MMPD, WCD1, WCD2, WCD3 Great Lakes: Inland, MMPD, WCD1, WCD2, WCD3 Nearshore, Offshore, Ocean: WCD2, WCD3 (Group V capability, aerial spill tracking and observation, shoreline protection, shoreline clean-up)
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REQUIRED REPORTING:

When the discharge or threat of discharge involves a product that creates a health risk or immediate hazard to public safety (i.e. crude oil, gasoline, or chemical in a populated area), the Master of the attending towing vessel or PIC of the barge must notify 911.

FEDERAL:

USCG National Response Center	(800) 424-8802 or 202-267-2675
USCG Sector Lake Michigan	414-747-7100 or 414-747-7182 24 hr
Radio Channels/Frequencies	Channel 16 VHF

STATE:

Michigan Department of Environmental Quality	800-292-4706 (24 hr.)
Wisconsin Dept. of Emergency Management	800-943-0003
Wisconsin Department of Natural Resources	888-936-7463
Illinois Emergency Response (State EPA)	217-782-3637 (24 hr.)
Emergency Management Agency	800-782-7860 (in state 24 hr.)
Indiana Dept. of Environmental Management	317-233-7745 (in state) or 800-292-4706 (24 hr.)
	888-233-7745 (out of state)

NOTIFICATIONS:

OSRO's:

T&T Marine Salvage Inc.	713-534-0700
Marine Spill Response Corp.	(800) 645-7745 or (800) 259-6772 (732) 417-0175 or (703) 326-5609

DAMAGED STABILITY ENGINEERING CONTRACTORS:

Kirby Inland Marine Engineering	713-435-1700
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	Kirby Corporation USCG VESSEL RESPONSE PLAN #13322
GSA 8-23	LAKE MICHIGAN COTP (GSA)

SALVAGE AND MARINE FIREFIGHTING SERVICES AND RESOURCE PROVIDERS

The following table identifies the SMFF resources required to be cited in this GSA in accordance with 33CFR155.4030 and 33 CFR 155.5050(i):

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Hull and bottom survey	T&T Salvage- 24 Hr. 713-534-0700	
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External emergency transfer operations ³	T&T Salvage- 24 Hr. 713-534-0700	
Emergency lightering	T&T Salvage- 24 Hr. 713-534-0700	
Other refloating methods	T&T Salvage- 24 Hr. 713-534-0700	
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Diving services support	T&T Salvage- 24 Hr. 713-534-0700	
Special salvage operations plan	T&T Salvage- 24 Hr. 713-534-0700	
Subsurface product removal ⁴	T&T Salvage- 24 Hr. 713-534-0700	
Heavy lift	T&T Salvage- 24 Hr. 713-534-0700	
MARINE FIREFIGHTING		
Remote assessment and consultation	T&T Salvage- 24 Hr. 713-534-0700	
On-site fire assessment	T&T Salvage- 24 Hr. 713-534-0700	
External firefighting teams	T&T Salvage- 24 Hr. 713-534-0700	
External vessel firefighting systems ⁵	T&T Salvage- 24 Hr. 713-534-0700	

WAIVERS AND RESOURCE AVAILABILITY

No waivers for SMFF resources are applicable for this COTP zone.

ALTERNATIVE PLANNING CRITERIA

The AWO "Emergency Towing Alternative Planning Criterion accepted by CG-MER January 28, 2019 and expiring January 31, 2023 is applicable for this COTP zone.

¹ Kirby Inland Marine Engineering will assist and support the SMFF resource providers named above,

² A listing of KOM towing vessels and their characteristics is provided in Section 8 - Geographic Specific Appendices – General. A listing of emergency towing vessels that may be provided by the Resource Provider(s) is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA.

³ Details with regard to external emergency transfer operations and equipment are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁴ Details with regard to subsurface product removal capability are maintained in the Core GSA for the named Resource Provider(s) and incorporated by reference into this GSA.

⁵ Details with regard to external firefighting equipment, agents, and pumping capability is maintained in the Core GSA for the Resource Provider and incorporated by reference into this GSA. The capabilities of the Resource Provider have been determined to meet the pumping capability requirements for the largest tank vessel covered by this plan.