



Appendix 7-A: Spill Prevention and Control Plan

CASE 10-T-0139
SPILL PREVENTION AND CONTROL PLAN (SPCP)
HARLEM RIVER CABLE INSTALLATION – SEGMENT 20B

SEGMENT 20B
SPILL PREVENTION AND CONTROL PLAN
CASE 10-T-0139



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Appendix A – Oil Spill Contingency Plan (OSCP)

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1.0 INTRODUCTION

The purpose of this Spill Prevention and Control Plan (“SPCP”) is to outline procedures and best management practices to control the potential for the occurrence of spills of petroleum, hazardous substances, or other material that has the potential to pollute the environment, and the response measures that will be implemented to contain, cleanup, and dispose of any spilled petroleum or hazardous substances, during the marine cable installation portion of the Champlain Hudson Power Express (CHPE) Project. This plan addresses potential spills during the construction phase for a specific portion of the project and is not intended to completely satisfy SPCC regulations (40 CFR 112) that apply to the entire Facility post-construction.

This SPCP:

- Identifies specific petroleum or hazardous substances that will be used at the project location(s) and on vessels involved in cable installation.
- Outlines appropriate equipment and procedures used to prevent spills of petroleum or hazardous substances;
- Provides spill response procedures and reporting requirements; and
- Describes contractor training programs.

The contact information and qualifications of the Project’s Inspectors is included in the Compliance Assurance Plan of the Segment 20B EM&CP. This SPCP will be modified by the Certificate Holders or their designed contractor (NKT), as/if necessary, throughout construction of the marine portion of the CHPE Project.

All entities associated with the marine construction of the CHPE project will comply with all federal, state and local requirements applicable to this SPCP.

2.0 PREVENTION

Prior to the start of construction of the CHPE Project, the Construction Manager (CM) will prepare an inventory of petroleum and hazardous substances that are being used during the Harlem River Cable Installation. The inventory will be distributed electronically to the Certificate Holders, local emergency personnel, the Environmental Inspector (EI), Aquatic Inspector (AI) and Safety Inspector. Once the distribution list has been developed NKT will review all contact information and add any parties as needed. Table 2.1 below summarizes a list of potential pollutant sources for construction activities. Per the Occupational Safety and Health Administration (OSHA) HazCom Standard, the Construction Manager will maintain a Safety Data Sheet (SDS) for each petroleum and hazardous substance used during construction of the CHPE Project in a binder at the on-site job trailer/field office. The SDSs will be kept on-site, alongside the Health and Safety Plan (HASP), for the duration of construction. If a contractor or subcontractor proposes to use a petroleum or hazardous substance not on the List, the List shall be modified and the appropriate SDS provided to the distribution list prior to the use of the petroleum or hazardous substance during construction of the CHPE Project. All regulated chemicals and hazardous waste shall be secured in a locked and controlled area with secondary containment within the Project's site, on vessels and associated mobilization yards.

NKT will require that personnel adhere to all directions and warnings for petroleum or hazardous substances used during construction of the CHPE Project. Prior to construction, construction personnel will be trained in the use, storage, handling, spill control, and first aid measures required for these chemicals in accordance with the OSHA Construction Hazardous Communication Standard (29 CFR § 1926.59) and New York State Department of Transportation (NYSDOT) Standard Specifications Section 107-05 (see Section 5.0 for additional training requirements).

Table 2.1 – Potential Pollutant Sources for Harlem River Cable Installation Activities

| Pollutant | Quantity | Container and Storage Description |
|--|--|---|
| Used Oil | 50-100 Gallons | Drum with secondary containment |
| Lube- various oil types: 15-40, 10W, 30W, 50W, ATF, used coolant, new coolant, used oil | 1000 Gallons | Vessels with bulk storage tanks inside secondary containment |
| Wire Pulling Lubricants | 100 gallons | Approved containers |
| Hydraulic Fluid | Greater than 25 gallons | Approved containers |
| Gasoline | 250 gallons | 5-gallon steel containers located inside secondary containment for generators, pumps, etc. |
| Diesel | 1000-3000 gallons | 500 gallon double-walled steel containers located on deck with secondary containment. |
| Mobile fueling truck w/ spill kit on board, | No full-time storage. Diesel Fuel 30 to 500 gallons | Steel AST |
| Solid Waste (litter and construction debris) | Varies | 20 Gal covered bins, 55- Gallon Drums, Covered dumpsters. |
| Sanitary Waste | Varies | Portable facilities. |
| Used filter and absorbent bins | 330 Gallons | 55-gal sealed lid drums, 330-Gallon Steel Containers |
| Chemicals associated with cable splicing/jointing activities, vessel and equipment maintenance | Varies | Flammable cabinets inside jointing habitats and in supply containers on vessel, shelves in vessel storage Connex, 2-drum Hazmat storage with built in secondary containment |

2.1 STORAGE

Petroleum and hazardous substance storage (including, at least, fuel tanks) shall be appropriate to the substance stored and located a minimum of 100 feet from streams, waterbodies, and wetlands, unless: (i) the EM&CP provides justification, including those impacts have been avoided or minimized to the maximum extent practicable; or (ii) adequate secondary containment (at least 110 percent of the volume stored) is otherwise provided. If either item (i) or (ii) is satisfied, storage can occur within 100 feet of such resources. Table 2.1 above includes a list of potential pollutant sources including petroleum products and hazardous substances that may be stored and appropriate best management practices to prevent release into the environment. Details regarding chemicals, amounts and associated SDS sheets can be found in the SSHASP documents for this EM&CP (attached as Attachment 3 to Appendix 5-A of the Segment 20B EM&CP).

Aboveground storage tanks (ASTs) used to store petroleum fuels will comply with New York State Department of Environmental Conservation (NYSDEC) Bulk Storage regulations in 6 NYCRR Part 613. If more than 1,100 gallons of fuel is stored (6NYCRR § 613-1.3 [v]) at any site, the AST(s) at that site will be subject to 6 NYCRR § 613-4.1 (b) (1) (v) (b) relating to ASTs within 500 horizontal feet of surface or groundwater sources and 6 NYCRR § 613-4.1 (b) (1) (v) (d) relating to secondary containment. Additionally, every storage tank system containing more than 1,100 gallons must be removed within 180 days after installation or the Certificate Holders must register the tank to be included on a new facility registration (6 NYCRR § 613-1.9 (a)). Additionally, every storage tank system containing more than 1,100 gallons must be removed within 180 days after installation or the Certificate Holders must register the tank to be included on a new facility registration (6 NYCRR § 613-1.9 (a)).

2.1.1 Storage of Hazardous Wastes

As per the BMP Document, if hazardous waste is generated, the EI with the assistance of project CM(s) will implement all of New York State's hazardous waste regulations including:

1. Train and instruct employees and/or other handlers of hazardous waste on the proper reporting, storage, inspection and handling requirements;
2. Separate hazardous waste from solid waste through segregation of storage areas and proper labeling of containers;
3. Use appropriate storage and, when necessary, NYSDOT approved transportation containers, along with secondary containment measures where applicable;
4. Verify that the hazardous waste transporters servicing the Facility have all required licenses, registrations and/or USEPA identification number and that the waste is disposed of at an approved/licensed facility prior to shipping hazardous wastes;
5. Transport all hazardous waste under a cradle-to-grave system of manifests;
6. Follow accurate recordkeeping requirements as to the quantity and nature of hazardous wastes generated onsite, and maintain a file of MSDS for all onsite chemicals; and
7. Minimize, where possible the storage of hazardous wastes within 100 feet of a wetland, river, creek, stream, lake, reservoir, spring, well or other ecologically sensitive site or existing recreational area along the proposed rights-of-way (ROW).

2.2 FUELING

The Environmental Inspector (EI) will verify that any petroleum, hazardous substance, or other material that has the potential to pollute the environment encountered during any activity is properly handled and stored. Personnel responsible for fueling vessels, construction vehicles and equipment (including heavy equipment and hand tools) will be provided with information associated with spill prevention and containment during orientation. Fueling stations will be outfitted with spill kits and secondary spill containment measures, such as catchment basins (e.g., “plastic outdoor pools”).

In accordance with the amended CC114, in general, and to the maximum extent practicable, refueling equipment, storage mixing, or handling of open containers of pesticides, chemicals labeled “toxic,” or petroleum products shall not be conducted within one hundred (100) feet of a stream or waterbody or wetland. Requirements for refueling within 100 feet of wetlands or streams will be allowed under certain circumstances identified below.

- a) Refueling of hand equipment will be allowed within 100 feet of wetlands or streams when secondary containment is used. Secondary containment will be constructed of an impervious material capable of holding the hand equipment to be refueled and at least 110% of the fuel storage container capacity. Crews will have sufficient spill containment equipment on hand at the secondary containment location to provide prompt control and cleanup in the event of a release.
- b) Refueling of equipment will be allowed within 100 feet of wetlands or streams when necessary to maintain continuous operations and where removing equipment from a sensitive area for refueling would increase adverse impacts to the sensitive area. Absorbent pads or portable basins will be deployed under the refueling operation. In addition, the fuel nozzle will be wrapped in an absorbent pad and the nozzle will be placed in a secondary containment vessel (e.g., bucket) when moving the nozzle from the fuel truck to the equipment to be refueled. All equipment operating within 100 feet of a wetland or stream will have sufficient spill containment equipment on board to provide prompt control and cleanup in the event of a release.

-
- c) Field personnel and Contractors shall be trained in spill response procedures, including the deployment and maintenance of spill response materials.

2.3 EQUIPMENT INSPECTION

During normal work hours, all installation vessels, construction vehicles and equipment will be inspected daily for petroleum or hazardous substance leaks (e.g., oil, hydraulic fluid, transmission fluid, lubricants, or brake fluid). All hoses, fittings, and other connections will be inspected daily during normal work hours, for signs of wear and tear. Any equipment observed to be leaking will be contained and repaired or removed. If the equipment cannot be repaired or removed immediately, secondary containment will be placed under the equipment to prevent the leaking petroleum or hazardous substance from being released to the water. Any observation of spills, leaking petroleum or hazardous substances, or improperly stored substances may trigger the issuance of a stop-work notice in the immediate area, as well as appropriate reporting procedures, until the situation is resolved, including the containment of the leaked and/or spilled petroleum or hazardous substance, and the appropriate field measures are implemented to avoid future releases.

2.4 MAINTENANCE AND REPAIR

All vessels and equipment used during installation activities will receive regular preventative maintenance to reduce the risk of leakage. Secondary containment will be used for locations where drips are anticipated during maintenance activities. Maintenance is best performed in a relatively flat area and on an impervious surface, such as a concrete pad or 6 mil plastic sheeting. Absorbent materials, such as filter socks, absorbent pads (“diapers”), and rags, will be strategically placed to prevent migration of any released petroleum or hazardous substance.

If petroleum or hazardous substances are leaking, portable secondary containment and absorbent materials, such as filter socks or diapers, will be used to control the release. Vessels or equipment requiring major repairs shall be repaired immediately by qualified personnel. Containment areas shall be set up to prevent leaking equipment from releasing oil or fluids to the environment during repairs. If major repairs cannot be completed by site personnel, equipment will be contained, removed and replaced with equipment in good working order. Vessels that cannot be immediately repaired will be taken out of service and removed to the closest marina with repair and maintenance capabilities or to a laydown yard for repair. Any vessel, construction vehicle or equipment found to be releasing petroleum or hazardous substances will be repaired as soon as practicable. All petroleum or hazardous substances released, impacted spill absorbents, and/or contaminated soil

resulting from or before a repair will be stored on plastic or in sealed and labeled drums, as appropriate, for disposal at an appropriate state-approved disposal facility.

3.0 SPILL RESPONSE

Spill response includes three actions: assessment, containment, and cleanup. Prior to construction, the contractor will provide the distribution list with the name of the third-party spill response contractor that will be used for spills too large or hazardous for the contractor to address. Personal Protective Equipment (PPE) shall be worn by such workers at all times. PPE must be appropriate for use with the released material and must provide for the safety of construction workers.

3.1 SPILL RESPONSE EQUIPMENT AND MATERIALS

All vessels and equipment used during marine construction of the CHPE Project will have adequate spill kits. Fueling station locations will be outfitted with spill kits and secondary spill containment measures (e.g., catchment trays, booms). The contractor will maintain an adequate supply of “ready to use” spill response materials and equipment on the CHPE Project’s installation vessels, laydown yards, and as necessary, at station construction sites. Spill response materials and equipment will include, but not be limited to, the following:

- Commercially available spill kits for marine construction equipment.
- Absorbent supplies, such as diapers and absorbent socks.
- Absorbent material, such as kitty litter and diatomaceous earth.
- Hand-held equipment, such as rakes and shovels.
- Straw bales used in conjunction with plastic sheeting.
- Plastic sheeting.
- Sealed containers, such as five-gallon buckets and 42-gallon barrels.
- Plastic trash bags.
- Chemical resistant gloves.
- Cleaning supplies, such as reusable and disposable rags, and
- Mechanical equipment for soil removal and placement.

3.2 ASSESSMENT

The first project personnel to recognize a spill has occurred are considered the first responders. The first responder will notify the CM, the EI and NKT immediately after a spill has occurred.

After the first responder contacts the CM and/or EI, the first responder will assess the status of the spill. The first responder should assess the following:

- Are all personnel accounted for and has the spill caused any injuries or direct exposures?
- Is it safe for personnel to remain in the vicinity of the spill?
- What is/was the source of the discharge?
- Is the petroleum or hazardous substance still leaking or has the discharge stopped?
 - Can the discharge be safely stopped?
- Approximately how much material has been released?
- Are any environmentally sensitive areas, wetlands, streams, etc. threatened?

The first responders will initiate the notification process detailed in Section 4 of this SPCP by completing the assessment and updating the CM and/or EI. If first responders are also spill cleanup personnel, they should begin containing the spill if it is safe. If the first responders are not spill cleanup personnel, cleanup personnel should be dispatched immediately to the spill to initiate containment.

3.3 CONTAINMENT

The objective of spill containment is to prevent the spread of the spill. The first action of containment is to control any flame sources. Next, cleanup personnel should stop the flow of the petroleum or hazardous substance. While the release of the petroleum or hazardous substance is being stopped, cleanup personnel should use appropriate materials to prevent the spread of the spill. This can include dirt berms, absorbent supplies (such as absorbent socks or booms), sandbags, straw bales with plastic sheeting, or any other material deemed to be effective and safe to use. The containment area should be larger than the actual spill area to allow free space for the cleanup personnel to work the spill without being in coming in contact or spreading the spilled petroleum or hazardous substance. Cleanup personnel should be mindful that any materials used for containment that are contaminated shall be removed, placed in appropriate containers, and transported and disposed of at an approved disposal facility. Sensitive environmental areas should be protected, along with any pathways that can transport the spilled petroleum or hazardous substance, such as storm drains and sewer manholes. The EI will be notified by the Contractor where containment is being performed. The EI will visit the spill site as soon as practicable. Commencement of Containment activities will not wait for arrival of the EI.

3.4 CLEANUP

In general, spill cleanup should begin by removing any free petroleum or hazardous substance. All recovered free petroleum or hazardous substance in liquid form shall be placed in containers with secure lids to prevent further spillage. Solid and semi-solid free petroleum or hazardous substances can be placed in open containers. Once all free petroleum or hazardous substance have been removed, cleanup personnel should remove contaminated soils, vegetation, and other contaminated materials beginning at the perimeter of the spill and working toward the center. Contaminated materials (e.g., soil, vegetation) should be placed in containers appropriate for the contaminated material for transport to an approved disposal facility.

When all free petroleum or hazardous substance(s) and contaminated material(s) have been removed and secured, the spill site shall be cleaned. All non-contaminated debris and other refuse should be picked up and placed in containers for customary proper disposal. Equipment and contaminated PPE, including hand tools, used for the cleanup shall be cleaned. Cleaning materials, such as rags, should be collected and placed in containers for proper disposal.

The EI will be notified by the Contractor when cleanup is being performed. The EI will visit the spill site as soon as practicable. Cleanup activities will not be delayed while the EI arrives on site.

The above procedures should be followed for all releases where applicable. The information below describes the cleanup procedures that may be needed in the event of a specific spill in one of these areas.

Open Water

- In the event of a release of fuel, chemicals, or other potential pollutants listed in Table 2.1 in any open water area, the placement of a containment boom, deployment of divers, and the use of a vacuum hose with a barge and containment tanks may be needed to collect the released material. These procedures and processes will be used as needed based on the size of the release, material released, and similar factors as determined by the EI, CM, Contractor, third party spill cleanup contractors, and the Certificate Holders.

Wetland

- In the event of a release in or near a wetland area, cleanup procedures may include the use of filter socks or mechanical cleanup. Depending on the size of the release, material released, and the ecology of the wetland, cleanup by hand using the materials discussed in Section 3.1 may be more practicable. These procedures and processes will be used as needed based on the size of the release, material released, and similar factors as determined by the EI, CM, Contractor, third party spill cleanup contractors, and the Certificate Holders.

3.5 RESTORATION

A spill site shall be restored once cleanup activities are completed. Post-spill site contours shall be as close to pre-spill contours as practicable. The soil surface should be raked and smoothed. Seed appropriate to the soil type and hydraulic regimen should be used to revegetate disturbed areas. Mulch should be used on seeded areas at the rate of one ton per acre during the growing season to provide cover and improve moisture content of the soil. Mulch should be applied to seeded areas at the rate of two tons per acre in non-growing seasons. The EI will be notified of the time and date when restoration will occur. The EI will coordinate with the site restoration crew to observe, document, and approve the restoration of the spill site.

3.6 DISPOSAL

Waste materials collected during cleanup will be transported to, and disposed at, a pre-approved disposal facility appropriate for the material. All materials transported to any such disposal facility will be in sealed or covered containers, as appropriate. The contractor may use a third-party spill response contractor to provide transport to the approved disposal facility. Disposal facilities may require testing to identify the absence/presence and amount of contaminant constituents depending on the type and amount of contaminated materials. NKT's contractor shall be responsible for maintaining the records for sampling and transporting all recovered petroleum, hazardous substances, and contaminated materials in accordance with the Hazardous Waste Management Plan (HWMP) of the Segment 20B EM&CP.

Copies of the sampling and transport records will be provided to the EI.

3.6.1 Hazardous Materials Handling and Waste Disposal

Hazardous wastes are those materials that are specifically “listed wastes” per 6 NYCRR Part 371 and/or those that display hazardous wastes characteristics for ignitability, corrosivity, reactivity and/or toxicity. Petroleum products and hazardous waste (collectively “hazardous materials”) will be managed in a manner to minimize the potential for threats to human health and the environment.

NKT has developed a Hazardous Waste Management Plan (HWMP) which details the management of hazardous waste generated on site and in the event hazardous materials are discovered. The transportation, handling, and storage of hazardous materials will be conducted in compliance with 49 CFR Parts 100-185 (US DOT Pipeline and Hazardous Materials Safety Administration).

Prospective waste hauling/disposal contractors will be required to provide documentation to the Safety Inspector showing that they have all necessary permits/licenses in place prior to being awarded the work.

The following waste handling and waste disposal procedure will be implemented:

- a) Hazardous Materials such as oily rags used for equipment maintenance will be stored in appropriate five (5) gallon to fifty five (55) gallon drums;
- b) Hazardous Materials will be properly packaged, with a written description and labeled as hazardous;
- c) Hazardous Materials will be inspected at least weekly while stored on site;
- d) Hazardous Materials will be transported via permitted transporters, hazardous waste manifest and permitted Treat, Store, Dispose, Recycle (“TSDR”) facilities; and
- e) The environmental health and safety officer will be notified of any Hazardous Materials that are generated and/or discovered.

4.0 SPILL REPORTING

The on-site/vessel Safety Inspector will be responsible for contacting the U.S. Coast Guard (“USCG”), NYSDEC, DPS Staff, or other agencies with regard to reportable spills or releases. In the event of a reportable hazardous substance release, the following spill release reporting procedure will be implemented:

- a) Notify the site/vessel supervisor/officer in-charge;
- b) Notify the owner’s health and safety officer;
- c) Notify the Certificate Holders;
- d) Contact the NRC for reportable spills from vessels or into navigable waters;
- e) Contact NYSDEC;
- f) Contact local police department having jurisdiction in the spill area;
- g) Contact local fire department having jurisdiction in the spill area; and
- h) Contact local emergency/ spill response officials having jurisdiction in the spill area.

Any observation of spills, leaking fluids or improperly stored fluids may trigger the issuance of a “stop work” notice by the Safety Inspector or the Environmental Inspector until the situation is resolved. All applicable regulations governing the storage, transport, use, and disposal of fluids, including 49 CFR Parts 100-185, and all reporting requirements for spills which occur during construction will be complied with.

A list of all chemicals used or stored and their appropriate MSDS will be kept on site and onboard each vessel as necessary, and provided to the USCG, fire department and local emergency officials as necessary.

All employees will be trained in the use, storage, handling, spill control, and first aid measures required for these chemicals in accordance with the OSHA and Construction Hazardous Communication Standard (“HAZCOM”) (29CFR1926.59).

The on-site/vessel Safety Inspector will ensure that any non-hazardous material discovered during any activity is properly handled. The on-site/vessel Safety Inspector will also ensure that any hazardous materials encountered are handled in accordance with a management and handling plan tailored to such material or that is adequate to protect human health and safety and the environment, until such time as the nature of the material is known.

In the event of a spill, first responders will immediately begin assessment and containment as described in Section 3. Once containment is initiated, the CM or EI will notify the Certificate Holders of the spill. When reporting the spill, the following information will be provided to the Certificate Holders:

1. Time of release;
2. Location;
3. Status of spill containment;
4. Duration of cleanup effort from time of release;
5. Type of material released;
6. Approximate amount of material released;
7. Identification of impacted surface water(s);
8. Type(s) of area(s) affected (upland, wetland, etc.);
9. Estimated volume of soil removed/cleaned;
10. Disposal method(s) of impacted materials; and
11. Photos of release and clean up

As required by State law, within 2 hours of discovery of a spill, the NYSDEC will be notified at the NYSDEC Spill Hotline (1-800-457-7362), unless the spill meets all of the following criteria:

1. The quantity is known to be less than five gallons; and
2. The spill is contained and under the control of the spiller; and
3. The spill has not and will not reach New York water or land (soil); and
4. The spill is cleaned up within two hours of discovery.

New York State Department of Public Service (NYSDPS) staff will also be notified of any reportable spills. The Certificate Holders will also be responsible for contacting the National Response Center (NRC) at 1-800-424-8802 or 1-202-426-2675 (2012 BMP Document 12.4).

A spill is considered to have not impacted land if it occurs on an impervious surface such as asphalt or concrete. A spill in a dirt or gravel parking lot is considered to have impacted land and is reportable. Details on notification and reporting requirements can be found in Section 11 of the

NYSDEC Spill Guidance Manual. All spills regardless of volume, location and/or timely cleanup are to be reported to the distribution list upon discovery.

All spills that occur during CHPE construction regardless of volume, location and/or timely cleanup are to be reported to the EI upon discovery.

CMI retains US Ecology, a licensed spill response contractor who will be on-call throughout construction. The contact information for the spill response contractor (US Ecology) is included in both the Oil Spill Contingency Plan (OSCP) and the Shipboard Oil Pollution Emergency Plan (SOPEP) included in this EMCP.

5.0 TRAINING

Training, instruction, and periodic briefings will be provided to all site and vessel personnel, as appropriate, to verify that health and safety precautions and measures are followed during construction. Construction personnel will be trained in the use, storage, handling, spill control, and first aid measures required for petroleum and hazardous substances in accordance with the OSHA Construction Hazardous Communication Standard (29 CFR § 1926.59) and NYSDOT Standard Specifications Section 107-05 prior to initiating work, or will be escorted by personnel who have been trained. The Construction Supervisor will verify the orientation was given prior to an employee working on any construction site. This training will include specific information on how work is conducted as well as the hazards the workers may be exposed to in relation to their own specific craft and work procedures. The EI or CM will maintain a record of training and NKT will provide documentation indicating this training has been successfully completed for all of their personnel.

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Appendix A – Oil Spill Contingency Plan (OSCP)

Oil Spill Contingency Plan (OSCP)

Champlain Hudson Power Express

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1. Introduction

The purpose of this Oil Spill Contingency Plan (OSCP) is to present an overview of the measures incorporated into the project marine operations to minimize the potential for a chemical or hydrocarbon release and to outline the procedures and protocols that will be utilized to prevent or respond to a marine oil spill resulting from project activities.

2. Potential Spill Sources and Prevention Measures

This project will involve both onshore and marine worksites from the shoreline along the cable laying route of the transmission system. Cable will be transported by barge or cable-lay vessel, placed on the river bottom and installed with the approved cable protection system. Support vessels will deliver crew and materials to the cable installation vessels from the onshore support locations.

Onshore Spill Risks and Risk Mitigation Measures

Potential spill sources of hydrocarbons at the onshore worksite includes typical construction spill risks from motorized equipment and refueling of equipment.

a. Onshore Spill Risks and Mitigation Measures

1. **Equipment Leakage** - Inspect equipment daily and remove any equipment with leakage offsite immediately or quarantine over a containment skirt until removed. Perform no onsite repairs.
2. **Refueling Spills** - Fuel equipment at designated fueling station located a minimum of 300 feet away from the shoreline (where possible). Equip fueling station with spill response materials and spill skirts (secondary containment).

Marine Spill Risks and Risk Mitigation Measures

Potential spill sources from the marine worksite consist of leakage from motorized deck equipment and refueling of equipment.

a. Marine Spill Risks and Mitigation Measures

1. **Equipment Leakage** - All portable deck equipment will be equipped with secondary containment of sufficient size to contain the volume of fluids contained in each piece of deck equipment. All mount equipment will be equipped with U.S. Coast Guard (USCG)-approved spill pans.
3. **Refueling Spills** - Refueling of deck equipment will be limited to use of an onboard fueling system using a fuel-rated hose and commercial fuel nozzle, all inspected before each refueling event. The fuel hose and nozzle will be replaced when signs of excessive wear are observed.
4. **Vessel Leakage** – Potential leaks from compromised vessel hulls will be prevented through implementation of regular hull inspections, adherence to safe navigation practices, and immediate containment and response actions upon detecting any leakage.
5. **Shipwreck** - Publication of a U.S. Coast Guard (USCG) Local Notice to Mariners regarding the marine phase of the project, the use of commercial navigational aids, the use of onboard

differential global positioning system (GPS), the use of professional mariners, and the location of the marine worksite outside of local navigation routes (where possible) are all measures that will mitigate the risk of shipwreck by the project’s floating equipment. In the event of shipwreck of one project vessel, the other vessels will be able to provide first response using their onboard spill containment and clean up tools and materials.

3. Oil Spill Response

Oil Spill Response Team. NKT and CMI will maintain an onsite spill response team to respond to and clean up minor spills during the installation activities. The onsite response team is responsible for reporting any spills as well as containment and cleanup of any small spills using onsite equipment and procedures. The onsite team will be supervised by the Site Supervisor and Site Installation Manager and will include all qualified NKT & CMI personnel working onsite at the time of the spill and additional spill response and cleanup resources as listed in this section.

CMI will utilize Clean Harbors for secondary spill response and cleanup services. Although not anticipated, if a major marine release occurs that is beyond the response capabilities of the onsite response team, Clean Harbors will provide additional assistance in the mechanical containment and recovery of marine oil spills. Clean Harbors maintains a number of Emergency Response locations in New York, New Jersey and Connecticut. The location closest to the project site is in Amityville, NY. Table 1 lists the contact information for Clean Harbors.

Table 1

| Role | Contact Information |
|--------------------------|--|
| Emergency Spill Response | <p align="center">Clean Harbors 82 Seabro Avenue Amityville, NY 11701 1-800-645-8265</p> |

Marine Response Crews, Equipment and Materials. The marine spill response will involve the cable installation vessel, as well as the crane support barge and other support vessels. All vessels involved in the cable installation will have spill response equipment and materials on board to assist with response efforts in the event of a minor or major spill to the Harlem River. This marine response spread will be maintained and ready to immediately respond to a spill during marine installation work. Smaller support vessels such as crew transfer boats will also support during spill response (when available) and will have more maneuverability to deploy spill containment and respond to changing conditions.

- 1. CLB
 - a. Crew
 - i. (1) Project Manager
 - ii. (1) Master
 - iii. (1) Mate
 - iv. (1) Engineer
 - b. Equipment
 - i. All Communications and Navigation Equipment
 - c. Materials
 - i. (2)400’ Absorbent Boom
 - ii. (500) Absorbent Pads, 15” x 18”
 - iii. (5) Boxes Contractor Trash Bags
 - iv. (4) 55-gallon DOT-rated Drums

- 2. CSB
 - a. Crew
 - i. (1) Master
 - ii. (1) Mate
 - b. Equipment
 - i. (1) Communications and Navigation Equipment
 - c. Materials
 - i. (4) Boxes Tyvek suits
 - ii. (4) Boxes Gloves
 - iii. (4) Boxes Contractor Trash Bags
 - iv. (100) Absorbent Pads, 15" x 18"
 - v. (1) gallon Simple Green

4. Notification

Emergency Agency Notification. An important step in the response procedure is notification to others of an incident. Notification is essential to activate the response organizations, alert CHPE management, obtain assistance and cooperation of agencies, mobilize resources and comply with local, State, and Federal regulations. The order of notification is based on the premise that those parties who can render assistance in controlling or minimizing the impacts of an incident be notified before those that are remote from the incident. Refer to Table 2 for a list of agency notifications to be made in the event of an incident. The notification process encompasses the following categories:

- Emergency agency notification
- Company notification/onsite spill response team activation
- Cleanup contractors (if required)
- Notification of other interested parties
- Periodic progress updates and reports (if necessary)

Table 2 - Emergency Agency Notification Matrix

| Type of Emergency | Agencies to be Notified | Telephone | Notification Criteria | Notification Time Frame | Information to Report |
|---|--------------------------|----------------|------------------------------------|-------------------------|--|
| Oil Spill to Land or Marine Waters | NYS DEC Spill Hotline | (800)-457-7362 | Reportable Spills to land or water | Immediately | 1. Location of release or threatened release 2. Qty released 3. Type of oil 4. Your name and phone number |
| | National Response Center | (800) 424-8802 | | | |
| | USCG – NY Sector | 718-354-4353 | | | |
| | NYS DPS | (562) 590-5201 | | | |

| Type of Emergency | Agencies to be Notified | Telephone | Notification Criteria | Notification Time Frame | Information to Report |
|---------------------|-------------------------------|----------------|--|-------------------------|--|
| Medical Emergencies | Fire Department/ Ambulance | 911 | Medical assistance and/or transport required | ASAP | 1. Type of injury 2. Location 3. Condition 4. Action taken 5. No. of victims |
| | NY OSHA Manhattan Area Office | (212) 620-3200 | | As required | |

ASAP - As Soon as Possible OSHA - New York Occupational Safety and Health Administration

USCG - U.S. Coast Guard

Table 3 – Initial Spill Report Information

| |
|--|
| Name of reporter Facility name and location Date and time of the spill |
| Cause (if known -- don't speculate) and location of the spill Estimate of the volume of oil spilled and the volume at immediate risk of spillage Material spilled (e.g., crude oil), and any inhalation hazards or explosive vapor hazards, if known Prevailing marine conditions: <ul style="list-style-type: none"> • Wave height • Size and appearance of slick • Direction of slick movement • Speed of movement, if known Prevailing weather conditions: <ul style="list-style-type: none"> • Wind speed • Wind direction • Air temperature Measures taken or planned by personnel on scene <ul style="list-style-type: none"> • For containment • For cleanup Current condition of the facility Any casualties? |

NOTE: When making reports, record the agency, name of person contacted, and the date and time of notification. Reporting of a spill shall NOT be delayed solely to gather all the information noted above.

All actions, including agency notification, should be recorded on the Event Log. A regulatory agency address directory is provided in Table 4.

Table 4 - Addresses of Regulatory Agencies

| | |
|---|--|
| <p>NATIONAL RESPONSE CENTER U.S. Coast Guard Headquarters 2100 Second Street SW Ste. 7102 Washington, D.C. 20593</p> <p>U.S. COAST GUARD, STATEN ISLAND, NY STATION 212 Coast Guard Dr. Staten Island, NY 10305</p> <p>NYS. DEPARTMENT OF TRANSPORTATION 50 Wolf Road Albany, NY 12232 (518) 457-6195</p> | <p>NYS DEC -DIVISION OF ENV. REMEDIATION Bureau of Technical Support 625 Broadway - 11th Floor Albany, NY 12233-7020 (518) 402-954</p> <p>NEW YORK – OSHA – MANHATTAN AREA OFFICE 201 Varick Street RM. 908 New York, NY 10014 (212) 620-3200</p> |
|---|--|

Essential agency notifications are further assured by the NYS DEC, DPS and the National Response Center, since they will notify related State and Federal agencies.

If a spill impacts navigable waters, notification of the National Response Center is mandatory and normally results in simultaneous notification of the USCG. However, it is recommended that a call be made to the local USCG office in New York at (212) 620-3200.

Based on the spill trajectory analysis, if the spill is a threat to the shoreline, the appropriate fire department should also be contacted as well as other stakeholders who may be impacted by this spill, including public water systems in the vicinity. This would not normally be an immediate notification.

Company Notification. CHPE requires that all emergencies related to their respective scopes of work be brought to the attention of CHPE management. The Onsite Project Manager (Qualified Individual) will notify appropriate management by radio or telephone with an initial assessment of the extent and nature of the spill, and will activate additional company resources, if necessary.

Table 5 - Company Notification Matrix

| Company | Individual to be Notified | Telephone | Title |
|---------|---------------------------|---------------------|--|
| NKT | Peter Sunnegardh | +46 703 55 64 93 | Sr. Project Manager |
| NKT | Paul VanEs | 281-745-7540 | Project Installation Manager |
| NKT | Dylan Hammond | 919-561-2002 | Project Environmental Manager |
| NKT | Ted Krenkel | 919-664-2997 | Project Health and Safety Manager |
| CHPE | Casey Sengstaken | (518) 866-2085 | Operations Engineer |
| CHPE | Neil Henderson | 832-370-1106 | VP - Marine Operations |
| CHPE | Mark Brindley | 832-845-6155 | Director, Execution & Delivery - Marine |
| CHPE | Jason Peters | 713-409-7620 | VP - Infrastructure |
| CHPE | Tom Cerbarano | 229-224-8261 | Director of Safety Marine & Metro |
| WSP | Eric Karlson | +51 943626 338 | Project Manager - Submarine |

5. Marine Spill Scenarios and Response Procedures

Minor Spills. This scenario consists of minor spillage of oil or oily water (less than five gallons) from a marine support vessel or installation barge. In this case, response will consist of deployment of sorbent boom and sorbent pads that are stored on the support vessels. In addition, containment boom will be deployed if necessary. Table 6 below lists the response procedures for a minor marine spill.

Table 6 - Minor Marine Oil Spill Response Procedures

| Responsible Person | Action |
|--|---|
| Marine Superintendent - CMI/Contractor | <ul style="list-style-type: none"> • Assess the spill size and type of material spilled. • Take action to contain the spill and prevent further spillage. • Inform the Project Superintendent as soon as possible as to the source of the spill, type of material spilled and status of control operations. • Maintain surveillance of source and oil slick. • Assist the onsite response team in implementing clean up procedures including deployment of the absorbent and/or containment boom and sorbent pads and proper storage and disposal of oily debris and sorbent pads. • Account for all personnel and ensure their safety. • Determine if there is a threat of fire or explosion. • If a threat of fire or explosion exists, suspend all control and/or response operations until the threat is eliminated. • Assess the spill situation to determine the status of response operations, estimate spill volume, estimate speed and direction of oil slick movement and determine resource needs. • Notify the NKT Project Manager. |
| Project Manager – NKT or Contractor | <ul style="list-style-type: none"> • Mobilize the onsite oil spill response team. • Determine if oil spill response contractor or oil spill response organization should be notified. • Notify appropriate agencies from Table 2. • Supervise response and cleanup operations. • File written reports to appropriate agencies. |

Major Spills. For the purposes of this OSCP, a major spill is defined as any spill greater than five gallons. The worst-case potential spill volume is based on the largest vessel’s fuel tank capacity. For this project, the CLB has the largest single, diesel tank fuel capacity of 5000 gallons in double-walled deck storage tanks. The spill containment materials onboard, specifically the boom length of 400ft, are based on containment requirements for the worst case scenario spill with an additional safety contingency length for variations in deployment conditions. The calculations for 2x400ft sections of absorbent, marine skimming boom are based on a 65gl/10ft absorbent capacity. This is sufficient to handle the worst case scenario volume of 5000 gallons as an initial spill containment/removal method prior to arrival of emergency marine spill response contractor (Clean Harbors) for deployment of additional control and clean-up measures. All marine operations will be conducted per the procedures outlined in the Harlem River Cable Installation Methodology Statement (Method Statement), which emphasizes “good mariner practices” and further reduces the potential for a large spill to occur as a result of project implementation. In the unlikely event of a major spill, the same procedures described in Table 6 for a minor spill will be followed for initial spill response, and additional resources from Clean Harbors will be mobilized.

For both Minor and Major Spills, the Shipboard Oil Pollution Emergency Plan (SOPEP) which is included as Attachment 4 of the Cable Installation Methodology Statement (Method Statement) will be followed. These plans are kept onboard every installation vessel and outline specific, detailed emergency response procedures in the event of a spill.

6. Onshore Spill Scenarios and Response Procedures

Minor Spills. This scenario consists of minor spillage of fuel, oil or hydraulic fluid from terrestrial equipment used to support the onshore activities. Any fuel, motor oil, or hydraulic spills that occur will be contained with appropriate containers (i.e. drip pans or other impervious material) and sorbent pads. Sorbent pads will be maintained at each onshore location where work with petroleum-fueled equipment is being performed. Minor spill cleanup is the responsibility of NKT and CMI.

None of the other onshore activities are expected to involve any large volumes (greater than five barrels) of hydrocarbons.

Appendix B – Shipboard Oil Pollution Emergency Plan (SOPEP)

Please refer to Attachment 3 to Appendix 4-A of the Segment 20B EM&CP.