US Wind
Fueling our future, naturally.

Emergency Response Plan (ERP)- Delaware Version 1a

Date 07 Oct. 24

Version	Date	Issues addressed
Original	**7 Oct 2024**	**Original issue**

Version	Date	Issues addressed
Version 1a	**24 Oct 2024**	**Delaware request to notify DNREC Environmental Hotline directly during vessel related pollution incident that occurs within Delaware's boundaries.**

Table of Contents

List of Abbreviations and Definitions

Abbreviation	Meaning
BOEM	Bureau of Ocean Energy Management
BSEE	Bureau of Safety and Environmental Enforcement
COP	Construction and Operations Plan
DEMA	Delaware Emergency Management Agency
DNREC	Delaware Natural Resources and Environmental Control
DOI	Department of Interior
ERP	Emergency Response Plan – this document
ERT	Emergency Response Team
FEMA	Federal Emergency Management Agency
FSC	Finance and Administration Section Chief
HSSE	Health, Safety, Security, and Environment
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Command System
ICP	Incident Command Post
IMT	Incident Management Team
LO	Liaison Officer
LSC	Logistics Section Chief
MCC	Marine Coordination Center
MEDEVAC	Medical Evacuation
MOB	Man Over-Board
NMFS	National Marine Fisheries Service
O&M	Operations and Maintenance
OnSS	Onshore Substation
OSC	Operations Section Chief
OSRO	Oil Spill Response Organization
OSRP	Oil Spill Response Plan
OSS	Offshore Substation
OWF	Offshore Windfarm
PIO	Public Information Officer
POB	Persons On Board
PPE	Personal Protective Equipment
PSC	Planning Section Chief

QI	Qualified Individual
ROD	Record of Decision
SMT	Spill Management Team
SO	Safety Officer
USCG	United States Coast Guard
WTG	Wind Turbine Generator

1 Introduction and Scope

The Emergency Response Plan (ERP) - Delaware is submitted to support permitting efforts with the State of Delaware, and will be incorporated into the ERP submitted to the Bureau of Safety and Environmental Enforcement (BSEE) for the US Wind Maryland Offshore Wind Project (the Project), as required by 30 Code of Federal Regulations (CFR) 285, Subpart H.

BSEE will review the ERP for the overall Maryland Offshore Wind Project once submitted for review. Adjustments and refinements to the ERP are likely to be made in response to BSEE's review. US Wind will ensure that the elements of the ERP – Delaware will be incorporated into the final ERP for the Project and will coordinate any material changes with the Delaware Department of Natural Resources and Environmental Control, Delaware Emergency Management Agency, Sussex County (Delaware) Emergency Management, and the United States Coast Guard. US Wind will provide the ERP to DNREC once finalized, and upon changes in response to regular updates (see Section 1.4).

1.1 Purpose

The purpose of this document is to describe the emergency response procedures for US Wind personnel and entities involved in the construction and operation of various elements of US Wind's offshore wind farm. The Plan provides the information needed to enable the Project team, including contractors, to understand how an emergency is planned for and managed. The focus of this document is emergency response procedures for potential incidents in the State of Delaware region.

The document describes how US Wind is organized to respond to emergencies, as well as various federal, state, local, and commercial resources available during an emergency, particularly in Delaware. It describes potential emergency scenarios and provides an overview of the Incident Command System and guidance to personnel involved in the management of an emergency. This includes the roles and responsibilities of key personnel and other organizations, and the action(s) to be taken in the event of an incident.

This Emergency Response Plan provides:

- Emergency Response Notification requirements at the project level
- Contact details for key US Wind personnel and authorities having jurisdiction, or may be able to assist in an emergency situation
- Locations of local emergency services
- Response guidelines for various emergency scenarios
- Flowchart for project level emergency reporting

1.2 Project Introduction

The Project is located within the area described in OCS-A 0490 (the Lease) , an area that covers nearly 80,000 acres on the Outer Continental Shelf (OCS) off the Atlantic coast of Maryland, and includes the export cable corridor and related infrastructure in Delaware waters and lands to interconnect the Project to the regional grid. US Wind acquired the lease in 2014, and has spent the ensuing years analysing the site, designing the wind farm, preparing plans, seeking permits to develop the site, and working with stakeholders to coordinate the construction, operations, and eventual decommissioning of the Project.

The Project would include 114 Wind Turbine Generators (WTGs), up to four Offshore Sub-Stations (OSSs), one meteorological tower, and up to four 230-2 kV export cables that are proposed to land at 3Rs Beach in Delaware and connect to the grid at the Delmarva Power and Light Indian River substation near Millsboro, DE.

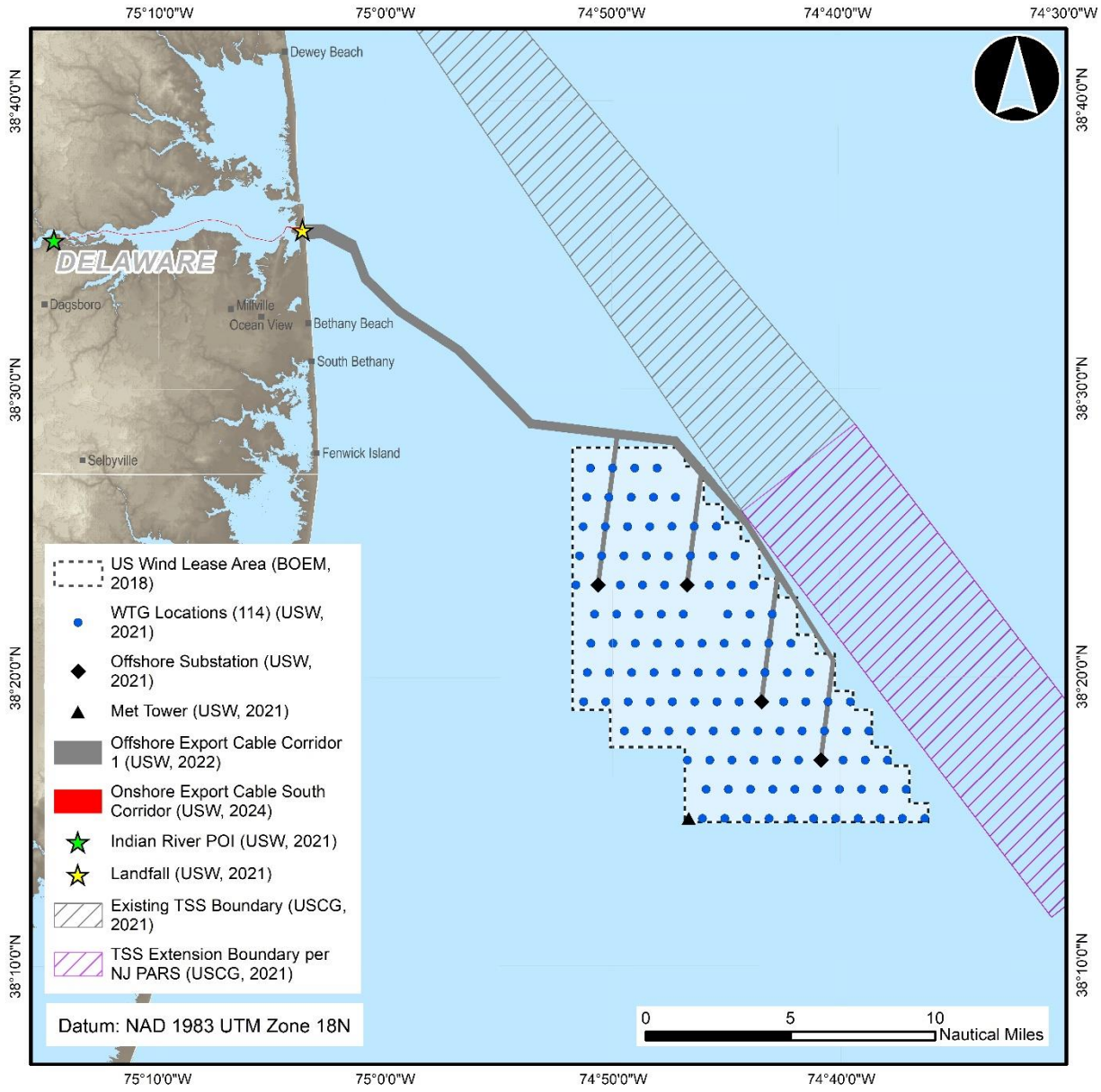


Figure 1 - US Wind Maryland Offshore Wind Project (Proposed)

1.3 Scope

This document applies to all personnel who have roles and responsibilities in the event of an emergency arising during operations at the below US Wind controlled sites.

Onshore Sites	
O&M Facility	12929 Harbor Rd, West Ocean City, MD 21842
Cable Vault at 3Rs Beach (unmanned)	3Rs Beach parking lot, Bethany Beach, DE
Onshore Substation (OnSS) (unmanned)	Near Millsboro, DE
Offshore Sites	
Offshore Substation (OSS) (unmanned)	Up to 4 locations *BOEM lease area (OCS-A 0490)*
Wind Turbine Generator (WTG) (unmanned)	114 locations *BOEM lease area (OCS-A 0490)*
Export Cable Corridor	Extending from BOEM lease area (OCS-A 0490) to shoreside interconnection at 3R's Beach and then extending across Indian River Bay and Indian River to the Onshore Substation in Millsboro, DE.
Marine Assets	Vessels supporting the Project located in transit to and from, or within BOEM lease area (OCS-A 0490), as well as vessels supporting cable installation offshore 3Rs Beach, and in Indian River Bay, DE.

Table 1 - Project Controlled sites

The ERP must address:

1. Standard Operating Procedures that will be used in case of emergencies, accidents, or non-routine conditions, regardless of whether man-made or natural.
2. Communications capabilities.
3. Monitoring of the US Wind facility and operations in real time.

1.4 Annual ERP Review and updates

This ERP will be reviewed annually and contact information will be updated as necessary. Any updates will be provided to DNREC officials.

1.5 Scenarios

The US Wind ERP – Delaware includes plans and procedures for the scenarios that might occur in the Delaware region. The scenarios are focused on potential marine related events in Indian River Bay and onshore events at either the 3Rs Beach or Onshore Substations (OnSS) locations.

Due to the proximity of the offshore wind farm to the Operations and Maintenance Facility in Ocean City, MD, emergency events associated with the offshore wind farm itself are expected to be managed in Maryland and those procedures are addressed in the overall ERP to be submitted to and approved by BSEE. If emergencies on the offshore wind farm are anticipated to impact Delaware, US Wind will use the Delaware specific elements in this document that wilk be incorporated into the ERP, and coordinate efforts with Delaware state and local agencies as needed.

Delaware-related scenario response guidelines are included in Appendix F.

- Adverse Weather
- Medical Incident (Aboard a vessel)
- Man Overboard Fire, Flooding, Collision, or Allision aboard a vessel
- Vessel Abandonment
- Pollution Incident from a vessel
- Medical Incident, Fire, Vehicle or Equipment Accident (Ashore)
- Marine Debris cleanup

In all scenarios, US Wind intends to work closely with federal, state, and local agencies and stakeholders to quickly communicate information and safely respond to incidents to ensure the safety of the public, responders, and our workforce, and protection of the environment. For large scale events federal, state, and local officials may participate directly in the management of the emergency response as part of the Incident Command Team structure.

2 Four Phases of Emergency Management

The Four Phases of Emergency Management involve Mitigation, Preparedness, Response, and Recovery.

a. **Mitigation** involves risk analysis and activities to prevent emergencies from happening, or to minimize their effects.

b. **Preparedness** includes planning and preparations to save lives and coordinate rescue operations.

c. **Response** involves safely responding during an emergency with trained personnel focused on saving lives, protecting the environment, and protecting property.

d. **Recovery** involves actions taken to return to normal operations following an emergency.

US Wind work through each of these phases throughout the life of the Project. Risk assessments are required throughout all phases of the project, from the design of the wind farm to the operational procedures used by our workforce carrying out their job assignments. US Wind will identify the highest and most probable risks and develop procedures and preventative measures to eliminate unnecessary risks and mitigate those risks that remain. US Wind will also train and periodically exercise its personnel and contractors to ensure preparedness for emergencies. During an emergency, trained personnel will safely respond to incidents and will be organized using ICS principles. Throughout the emergency, they will remain focused on saving lives, protecting the environment, and protecting property. Following an emergency, US Wind's HSSE team will conduct an investigation into the root causes of the incident to

identify actions, procedures, and improvements that can be made to learn from and prevent future emergencies.

3 Emergency Management Priorities

In an emergency US Wind's priority will always be the protection of **personnel** and the **environment**, followed by **property**. Safety of the public, responders, and our workforce is our paramount concern!

4 Communications

Communications for all incidents will be via the most readily available and efficient systems. The Marine Coordination Center will serve as the central hub for notifications from offshore and onshore incidents to US Wind personnel and external stakeholders for notification and response coordination.

- Microsoft Teams will be used for face-to-face meetings with dispersed personnel.
- Telephone calls and texts will be used for immediate notifications.
- Emails will be routinely sent to follow up phone calls and texts to ensure awareness, sharing of details, and record keeping.
- US Wind uses a WhatsApp Group notification tool to internally share incident notifications and complete periodic group wellness checks.
- VHF-FM radio will be used to connect with personnel aboard vessels and aircraft.

5 Monitoring

The Marine Coordination Center will be responsible for monitoring the location of marine traffic in the offshore wind farm and Project vessels operating in Indian River Bay via Automatic Identification System (AIS) and VHF-FM radio for Project assets. Aviation assets status and location will be monitored by ADS-B and VHF-FM or UHF radio.

All personnel operating offshore or on Project vessels will be required to have the required medical clearances, Health, Safety, Security, and Environmental training, and Personal Protective Equipment (PPE) prior to going offshore. The MCC will have access to personnel records for personnel working offshore, including their training and medical clearance status and next of kin information. All personnel seeking to access a WTG or OSS must receive entry clearance permission prior to boarding the facility, and entry times and departure times will be tracked by Project vessels or aircraft and relayed to the MCC.

The MCC will also have access to detailed environmental information and Pan-Tilt-Zoom cameras to monitor marine conditions and traffic in the vicinity of the wind farm and will share applicable information with Coast Guard Sector Command Centers in Baltimore and Philadelphia to support search and rescue efforts in the vicinity of the wind farm.

6 Incident Command System (ICS)

US Wind intends to use the Incident Command System (ICS) to organize the response to emergencies. ICS was created to provide an all-hazards response management system based upon common principles,

terminology, methodology, and processes to allow personnel from various organizations, agencies, and backgrounds to come together to share information and resources and effectively manage incidents. ICS is based on the National Incident Management System and has been in use for more than 40 years to support resource management, communications, and coordination for both planned events and emergencies.

While each emergency is unique, the general procedures for handling an emergency are often similar. Each emergency must be handled promptly, calmly, and professionally to ensure the best chance for a positive outcome and/or to prevent the situation from worsening. Clear responsibilities and authorities, concise and timely communication to all concerned parties, well organized and coordinated command, operations, planning, logistics, and finance/administration teams, and policies and procedures to help ensure public safety and awareness are key elements to successfully coordinating a response and resolving an emergency.

ICS is organized according to five essential functions: Command, Operations, Planning, Logistics, and Finance and Administration. ICS has been adopted by the Federal Emergency Management Agency (FEMA) and numerous other organizations in the United States. Free online ICS training is available at FEMA's Emergency Management Institute (https://training.fema.gov/emi.aspx)

ICS is flexible in scope and can expand its structure with the complexity of the incident and span of control for personnel involved. For smaller incidents, personnel can manage multiple roles. As an incident increases in complexity, ICS trained personnel can be brought in to fill positions and manage critical functions. A typical ICS organization chart is shown below:

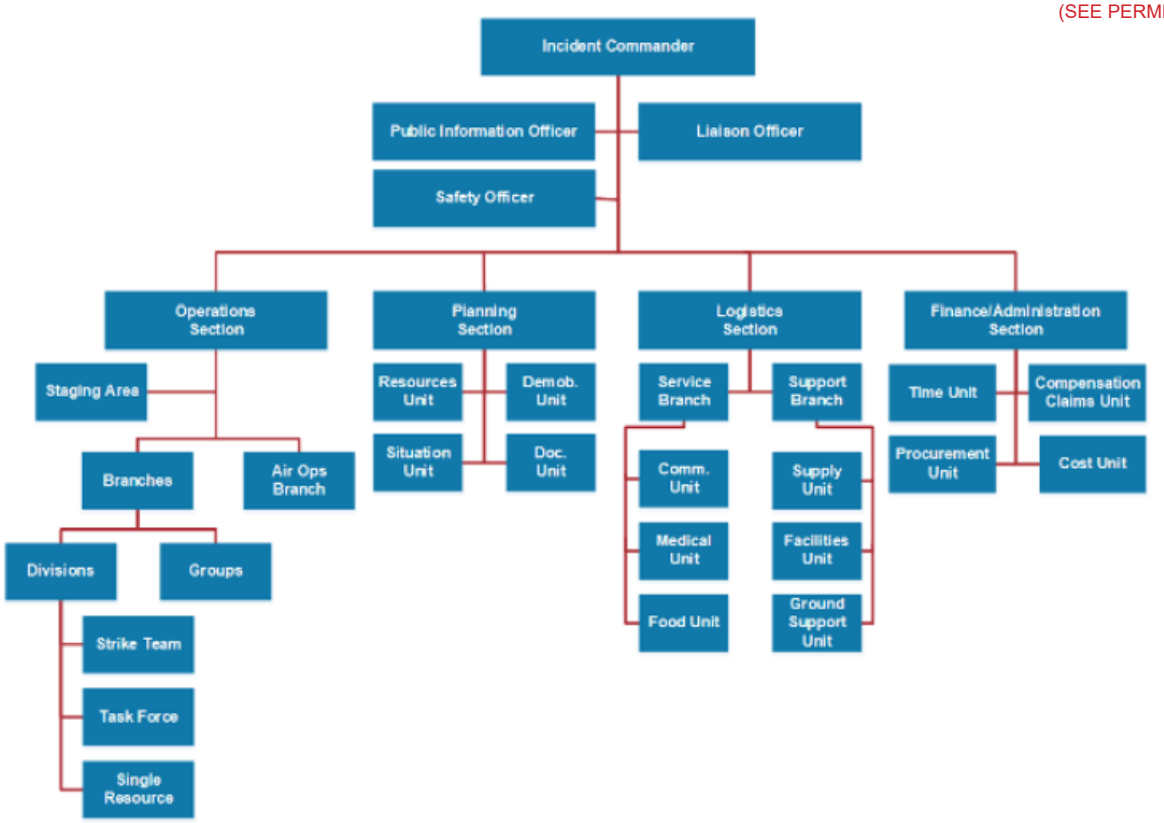


Figure 2 – Standard Incident Command System (ICS) organization chart

Emergencies will be addressed at the lowest organizational structure level necessary to properly meet expectations for an efficient and effective response. As the complexity of an incident grows, so too will the personnel assigned to various ICS roles. US Wind intends to utilize internal staff and external contractors to manage ICS roles.

During significant large-scale emergencies, in addition to US Wind and contractor personnel, federal, state, and local agency personnel with suitable expertise and ICS training may supplement the response organization as part of a Unified Command structure.

7 Responsibilities

A copy of the Emergency Response Plan and the Emergency Notification Flowchart shall be kept at each Project site and on the bridge of each vessel.

In the event of an emergency, each site/vessel will follow the Emergency Response Procedures, as well as any company specific requirements.

Contractors' onsite representatives will be required to review these Emergency Response procedures to ensure familiarity prior to conducting contract related activities.

7.1 Onshore Contractors

All onshore contractors will have task-specific emergency response plans in place prior to starting work. They will adhere to the requirements set out in the US Wind ERP unless instructed otherwise.

7.2 Offshore Contractors

All offshore contractors will have vessel specific emergency response plans and procedures in place which will take precedence in a vessel emergency. If helicopters are utilized to support the Project, aircraft emergency procedures will be established and followed during an emergency. All Project contracted assets will be required to adhere to requirements set out in the US Wind ERP for all other site emergencies.

8 Resources

Numerous agencies and resources are available to support emergency response in the Delaware region. These resources include:

8.1 United States Coast Guard

The United States Coast Guard (USCG) will be an important resource to coordinate the response to maritime incidents and ensure the safety of the maritime public. The USCG is responsible for search and rescue (SAR) coordination, oil spill response, safety zones, aids to navigation, vessel inspections, homeland security, and maritime law enforcement operations in the Atlantic Ocean in the vicinity of the US Wind Project.

U.S. Coast Guard Sector Delaware Bay oversees all response activities in the waters of the Delaware Bay, and Delaware coastline out to 50 nautical miles offshore. Sector Delaware Bay's Command Center can be contacted via VHF Radio on Channel 16, and via phone at 215-271-4940/.

U.S. Coast Guard Station Indian River Inlet at 39373 Inlet Rd in Rehoboth Beach, DE, maintains a 24-hour watch for maritime related incidents in the Sussex County region and offshore in the Atlantic. The Station utilizes 47ft Motor Life Boats, capable of operating in heavy weather offshore, and 27ft Special Purpose Craft – Shallow Water boats, for operating in Indian River Bay and shallow inland waters. These vessels may be able to provide search and rescue operations and emergency medical evacuation (MEDEVAC) from vessels operating in Indian River Bay or offshore Delaware. The dock at Station Indian River Inlet may serve as a location to transfer injured patients to a shoreside ambulance, after coordination is arranged with the Coast Guard.

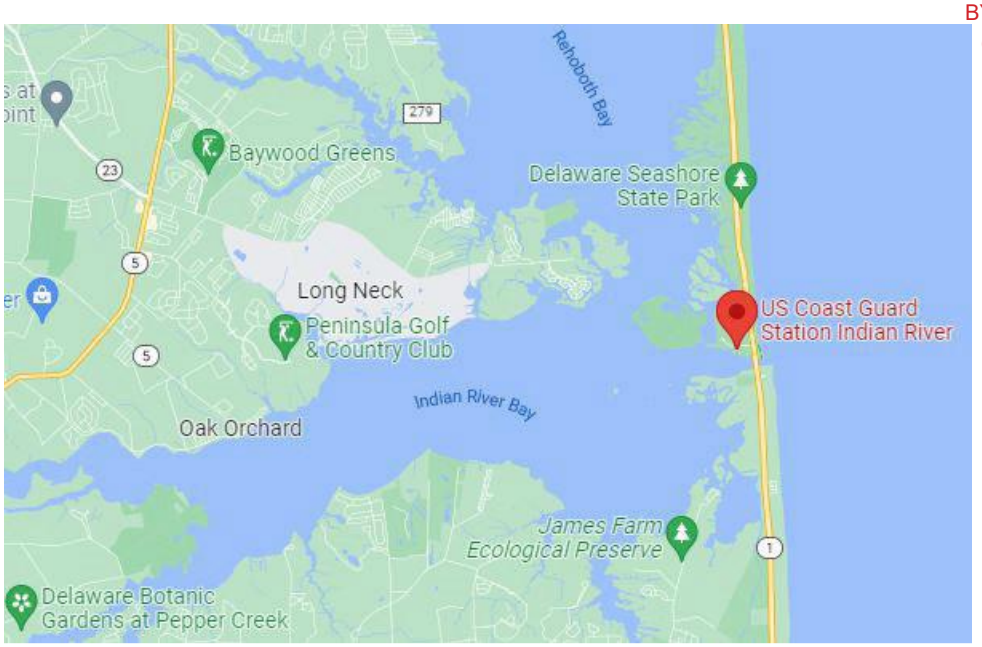


Figure 3 – Location of U.S. Coast Guard Station Indian River Inlet

USCG Air Station Atlantic City, NJ, may also be able to respond with helicopters to support maritime search and rescue and MEDEVAC capability in the Delaware region and US Wind lease area offshore. These aircraft are activated by contacting Sector Delaware Bay at 215-271-4807.

8.2 State and County agencies

US Wind will work closely with state and local emergency management agencies to share information, better understand risks and mitigation measures, and keep each other informed of the emergency preparations and actual events, and coordinate response operations as needed.

8.2.1 Delaware Department of Natural Resources and Environmental Control (DNREC)

DNREC's Division of Waste and Hazardous Substances, Emergency Response Team is the State of Delaware's designated first responders for environmental emergencies. They provide leadership as the full time State On-Scene Coordinators (SOSC) and coordinate all necessary activities and coordination for State equities.

US Wind's pollution response guidelines are addressed in the Oil Spill Response Plan.

8.2.2 DNREC can be contacted via the Environmental Hotline at **800-662-8802**.Delaware Emergency Management Agency (DEMA)

The Delaware Emergency Management Agency (DEMA) is the lead state agency for coordination of comprehensive emergency preparedness, training, response, recovery and mitigation services

in order to save lives, protect Delaware's economic base and reduce the impact of emergencies. DEMA is a division within the Department of Safety and Homeland Security (DSHS).

US Wind intends to develop onshore cable transition vaults at 3Rs Beach, and an Onshore Substation near Millsboro, DE. The cable vaults and substation will not be manned on a regular basis but provide the infrastructure for the delivery of critical power to the PJM electric grid via the substation. US Wind will share information with DEMA regarding any onshore or offshore emergencies that may affect Delaware, the high voltage cables bringing power ashore from the offshore wind farm, the cable transition vaults, or the substation in Millsboro.

The DEMA Office of Emergency Management is located in Smyrna, DE. Phone is: **302-659-3362**.

8.2.3 Sussex County Office of Emergency Management (OEM)

Sussex County's Emergency Management program focuses on all hazards and works with all levels of government, the private sector, industry, volunteer organizations, and the public to be prepared for and response to emergencies in the County. They focus on the four basic principles of emergency management: Mitigation, Preparedness, Response, and Recovery activities.

Sussex County is home to more than 250,000 permanent residents and many tourists during the busy summer season. It has a land area of 938 square miles, is home to Georgetown, Lewes, Rehoboth Beach, Indian River Inlet, and almost 25 miles of Atlantic Ocean shoreline from Cape Henlopen to Fenwick Island, DE.

Sussex County Office of Emergency Management (OEM) is located in Georgetown, DE. Phone number is 302-855-7801.

8.3 Emergency Services

Sussex County's 9-1-1 system provides a comprehensive emergency notification process and will alert officials for the need for police, fire, or emergency medical services.

The Delaware Emergency Notification System (DENS) is the primary system providing public warning and emergency information in Delaware. The system will provide registered users with public warning information during emergencies. Sign up is via: https://smart911.com/smart911/ref/login.action?Pa=delaware .

8.4 Medical services

In Sussex County Delaware, Beebe Healthcare is the first choice for 24-hour medical care. The Hospital is located at: 424 Savannah Rd. in Lewes, DE 19958. Phone number is **302-645-3300**.

Beebe Healthcare's Lewes Campus Emergency Department is a Level III Trauma Center. Beebe is connected to a statewide Trauma Network that includes ground and air ambulance equipment,

personnel, and paramedics, as well as medical centers, that can be accessed through the 911 telephone number. Higher level emergency care may be provided by Trauma Centers in Baltimore or Philadelphia.

Travel time to Beebe Healthcare's Lewes Campus Emergency Department is approximately:

- 13.5 miles and 28 minutes from the U.S. Coast Guard Station Indian River Inlet in Rehoboth Beach
- 15 miles and 29 minutes from 3Rs Beach in Bethany Beach
- 17 miles and 32 minutes from Massey's Landing Public Boat Ramp in Long Neck, DE
- 20 miles and 36 minutes from the Onshore Substation site near Millsboro, DE.

See Figures 3 through 6 below.

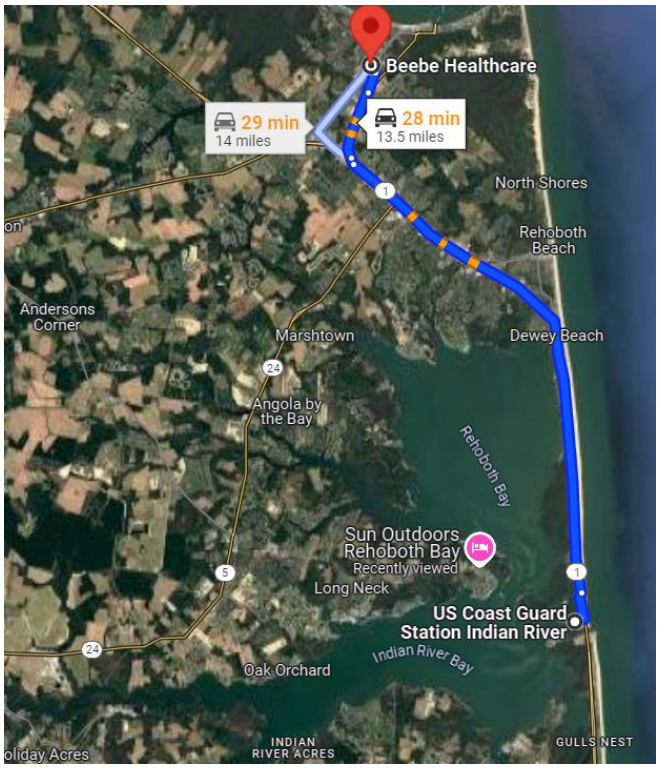


Figure 3 – Travel time from USCG Station Indian River Inlet to Beebe Healthcare

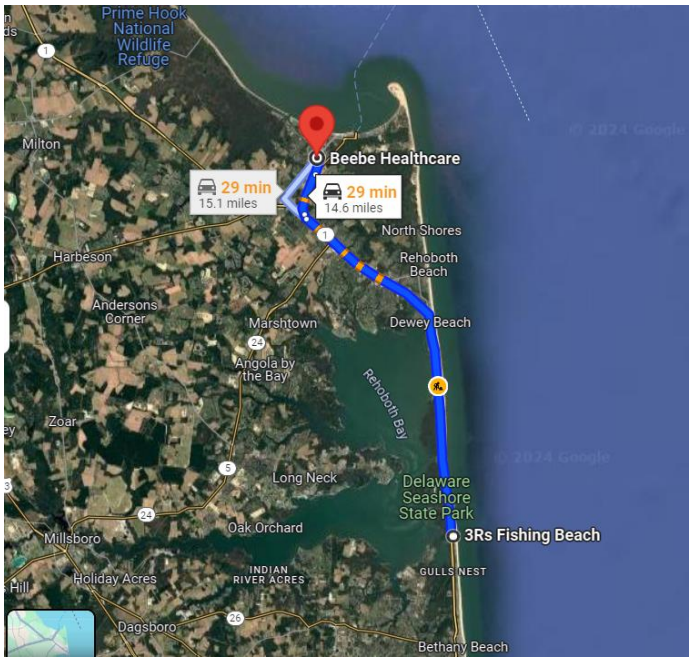


Figure 4 – Travel time from 3Rs Beach to Beebe Healthcare

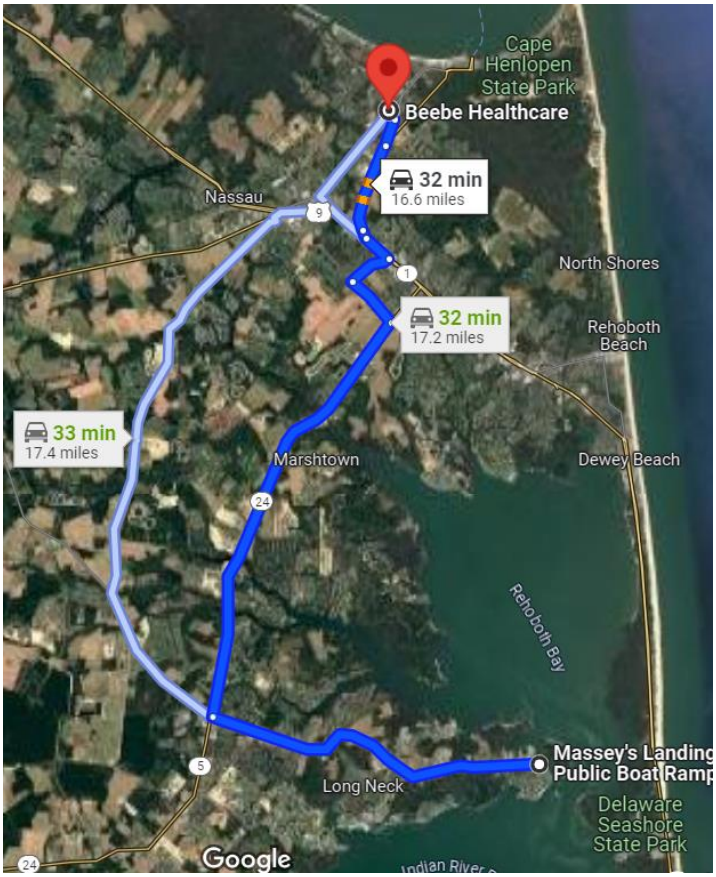


Figure 5 – Travel time from Massey's Landing to Beebe Healthcare

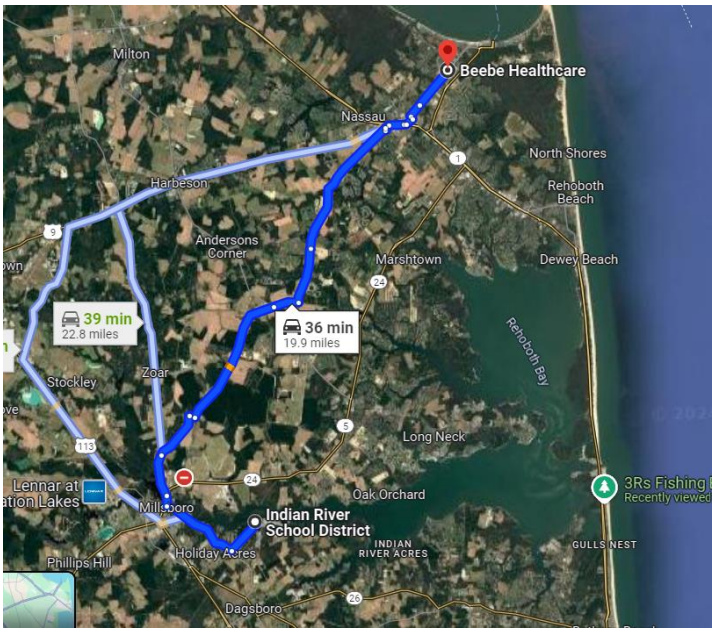


Figure 6 – Travel time from Onshore Substation to Beebe Healthcare

8.5 Law Enforcement services

State and local Police can be contacted via 9-1-1.

The Delaware Natural Resources and Environmental Control (DNREC) Fish and Wildlife Natural Resources Police work with the public to ensure safety and investigate hunting, fishing, and boating violations. Boating violations may be reported to **800-523-3336**.

8.6 Pollution Response services

As noted in the Oil Spill Response Plan, Gallagher Marine Systems has been contracted to serve as the Qualified Individual (QI) and Spill Management Team (SMT) as needed. The MCC or Incident Commander will contact Gallagher Marine Systems at **703-683-4700**.

As noted in the Oil Spill Response Plan, US Wind has contracted with the Delaware Bay and River Cooperative (DBRC) to serve as their designated Oil Spill Response Organization (OSRO). In case of an oil spill or marine debris incident, the MCC or Incident Commander will contact DBRC at **610-859-2830**. DBRC provides trained personnel and pre-staged vessels, skimmers, and oil spill boom in the Lewes, DE region.

8.7 Boat Landings

Massey's Landing Public Boat Ramp in Long Neck, Delaware, may serve as a suitable location for transfers of personnel from boats to awaiting services shoreside. It is located near Massey's Ditch north of Indian River Bay. The public boat ramp provides vehicle parking and two boat launches, as well as

temporary dock space for use during launch and recovery of small vessels. This location would serve as a good location to stage an ambulance for evacuation of injured personnel.

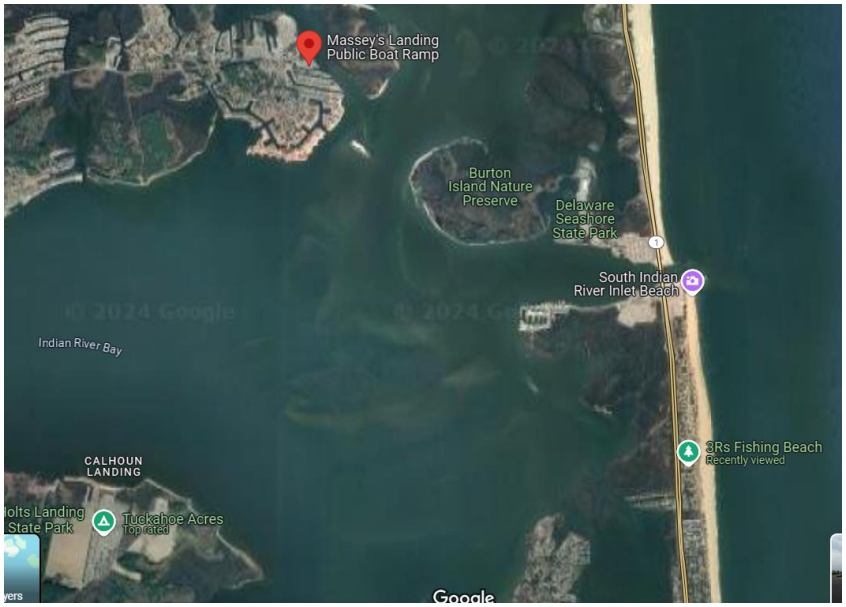


Figure 5: Massey's Landing Public Boat Ramp location

8.8 Vessel support services

Both TowboatUS Indian River Inlet in Millville, DE, and SeaTow DELMARVA offer boat towing services and minor spill cleanup support in the Indian River Inlet area. If needed, US Wind, or a designated contractor working in the Indian River Inlet area would contract directly with one of these organizations for support services as needed.

TowBoatUS Indian River Inlet: **302-537-2305**

Sea Tow DELMARVA: **302-258-2568**

9 Key Roles and Responsibilities

9.1 Emergency Response Team (ERT)

US Wind will consist of a small team during the development stage of Project. During that time, and prior to the standup of the MCC, and Emergency Response Team (ERT) will serve as the first line of notification for contractors for any emergency and urgent situations.

The Emergency Response Team will consist of the US Wind HSSE Director and Emergency Manager, the Project's HSSE Manager, and the Senior Technical Director. The ERT will coordinate the notification of US Wind personnel for major and minor incidents using the established WhatsApp group notification tool for internal incident reporting.

See **Appendix A.**

9.2 Marine Coordination Center (MCC)

After completion of the permitting process and before the start of offshore construction, US Wind will establish a Marine Coordination Center (MCC) to serve as the central hub for information and initial point of contact during an emergency. The MCC will gather information concerning the incident and make notifications to the US Wind Incident Commander (IC), response agencies including the U.S. Coast Guard, oil spill response organizations, and the internal US Wind leadership team to quickly initiate response to an incident. The MCC will work with the IC to establish accountability of personnel and assets, set incident objectives, ensure safety of personnel and the public, and determine the appropriate response level, which may include establishment of an Incident Management Team (IMT).

The MCC is responsible for:

- Initial Assessment of the emergency and accountability of personnel and resources.
- Contacting the US Wind Emergency Response Team (ERT) and US Wind leadership team and helping to determine the appropriate level of response.
- Activating components of the IMT.
- Communication with on scene personnel and emergency services.
- Requesting a Safety Zone from the USCG, if appropriate.
- Requesting the suspension of work permits.
- Logging all communications.
- Preserving documentation.

9.3 Incident Management Team

The severity of an incident will determine the IMT functions that need to be staffed. All ICS functions provided by the Incident Commander and Marine Coordination Center, until personnel are assigned to other roles.

The IMT will provide planning and coordination for all aspects of the incident response through a standard ICS organization structure based upon Command, Operations, Planning, Logistics, and Finance and Administration. An Incident Command Post (ICP) may be established at US Wind offices in Baltimore, in West Ocean City, MD, or at a larger site such as a hotel conference room near the site of an incident.

Pre-designated team members will be required to complete basic ICS training and will be called upon to support the incident response efforts. Additional information on ICS training for the IMT is located at https://training.fema.gov/.

The anticipated IMT assignments are listed below:

ICS Role	Name	Phone	Email
Incident Commander	Ben Cooper	410-340-9602	b.cooper@uswindinc.com
Public Information Officer	Nancy Sopko	609-575-5350	n.sopko@uswindinc.com
Safety Officer	Lee Steward		lst@k2management.com
Liaison Officer	Mike Dunmyer	302-745-9463	m.dunmyer@uswindinc.com
Operations Section Chief	Matt Filippelli	518-527-8965	m.filippelli@uswindinc.com
Planning Section Chief	Laurie Jodziewicz	410-340-9428	l.jodziewicz@uswindinc.com
Logistics Section Chief	Todd Sumner	443-240-2824	t.sumner@uswindinc.com
Finance/Admin Section Chief	Chris Hanrahan	410-924-4594	c.hanrahan@uswindinc.com

Agencies seeking information regarding an emergency in Delaware should contact the Incident Commander.

9.4 Incident Commander (IC)

The Incident Commander (IC) is designated by US Wind to effectively manage the response to an incident. The IC will have authority to represent the organization to outside agencies, has decision making authority for the response, and can direct personnel and spending to effectively and safely respond to an incident. The Incident Commander is supported by a Command Staff and receives guidance and direction from the US Wind executive leadership team.

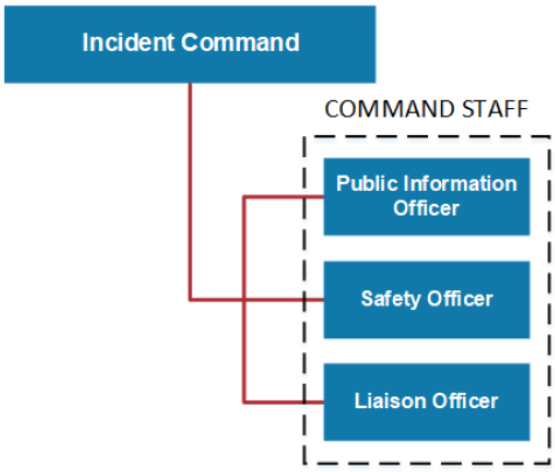
IC duties include:

- Overall coordination of the emergency response

- Liaison with emergency services, government authorities, contractors, stakeholders, and the public
- Liaison with US Wind leadership team.
- Safety of personnel, assets, and the public.
- Arranging logistics, personnel, and technical support.
- Assessing compliance with HSSE requirements and permits
- Completing checklists and prompts (see Appendices).
- Establishing outreach efforts to communicate with the media and public through social media, website, and/or hotlines, as necessary.

9.4.1 Command Staff

The Command Staff supports the Incident Commander carry out critical roles in managing the incident and liaises with the public and government agencies to ensure a safe and effective response.



9.4.1.1 Public Information Officer (PIO)

The Public Information Officer is designated by US Wind to manage interaction with the pubic and news media. The PIO maintains awareness of current and future operations, helps establish corporate goals and messaging, drafts press releases, manages press briefings and social media, establishes incident hotlines and websites to share information, and works with outside agencies to establish a Joint Information Center (JIC) as necessary.

9.4.1.2 Safety Officer (SO)

The Safety Officer is designated by US Wind to ensure the safety of company personnel, responding personnel, and the public during an incident. The SO is responsible for establishing incident safety policies and procedures, has authority to stop work if unsafe conditions are

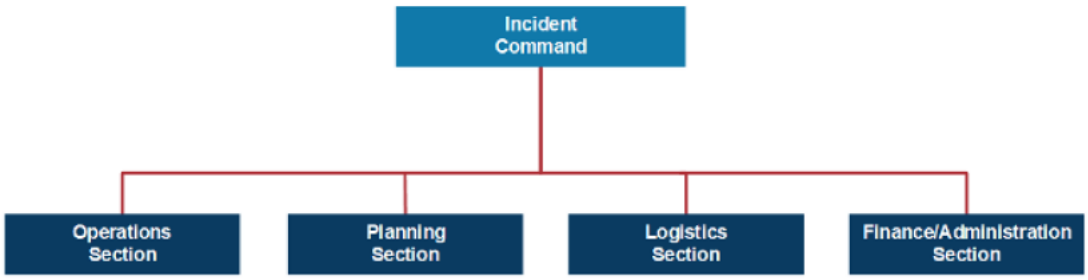
identified, will review operational hazards prior to activities, track safety related statistics, and conduct investigations as needed.

9.4.1.3 Liaison Officer (LO)

The Liaison Officer is designated by US Wind to establish relationships and communicate with government entities, community organizations, and industry partners to ensure a coordinated response to an incident.

9.5 General Staff

The General Staff consists of up to four sections: Operations, Planning, Logistics, and Finance/Administration. In an expanding incident, the IC will first establish the Operations Section to manage current operations. The remaining sections are established as needed to support the incident response.



9.5.1 Operations Section Chief (OSC)

The Operations Section is responsible for directing all tactical operational aspects of the incident and implementing the Incident Action Plan (IAP). US Wind will identify an OSC with subject matter expertise for the situation at hand. The OSC will manage the response resources including vessels and aerial reconnaissance assets, their logistical needs, and safety of resources.

9.5.2 Planning Section Chief (PSC)

The Planning Section is responsible for looking ahead to future activities and developing plans including the Incident Action Plan. The PSC works with the IC to support field operations by collecting, evaluating, and displaying information in an Incident Command Post (ICP), preparing and documenting Incident Action Plans (IAPs), tracking resources assigned to the incident, maintaining incident documentation, preparing reports to agencies, and planning for demobilization. The PSC plays a critical role in facilitating the Planning “P” cycle which ensures a coordinated effort across the IMT for operations during the next operational period.

9.5.3 Logistics Section Chief (LSC)

The Logistics Section is responsible for ensuring there are adequate resources including personnel, supplies, and equipment to manage an incident response. The LSO will be familiar with managing contractors, contracts, purchasing and shipping, and in some cases requests for assistance from other industry personnel. The LSC assists the PSC with tracking of resources.

9.5.4 Finance / Administration Section Chief (FSC)

The Finance / Administration Section is responsible for paying for the incident response. The FSC manages all aspects of financial and cost analysis including contract negotiation, tracking personnel and equipment time, documenting and processing claims for accidents or injuries occurring at the incident, and keeping a running tally of costs associated with the incident.

9.5.5 Specialists

Personnel with specialized training will be incorporated into the Incident Command System structure as needed. For example, personnel with specialized training in environmental compliance, wildlife management, or marine salvage may be assigned to work in the Operations or Planning Section as needed.

10 Emergency Response Process

All emergencies should be responded to quickly, calmly, and professionally. First responders on scene should look to first ensure the safety of themselves and others to ensure they do not become a casualty, then control the situation if possible to prevent it from getting worse. First responders will provide initial medical care as able, notify higher authority to establish the flow of resources and support, and remove any affected personnel from the area of concern.

10.1 Onshore incidents

Onshore emergencies should be addressed using the **911 system** to notify emergency response personnel. This helps to get resources to the scene quickly. Upon discovering an emergency, initial responders must ensure that their first priority is to keep themselves and the public from becoming further casualties. They should contact 911, and then should focus on stopping the source of the problem, maintaining control of the scene, and making notifications to the Marine Coordination Center. The Marine Coordination Center will ensure US Wind's Incident Commander and executive leadership is aware of the incident and initiate notifications to contracted response organizations and federal, state, and local agencies.

For onshore incidents in Delaware, the MCC or IC will make notifications to DNREC, DEMA, and the Sussex County OEM as necessary.

10.2 Incidents onboard vessels

Numerous incidents can occur aboard vessels, including groundings, collisions, allisions, man overboard, pollution, explosion, fire, loss of propulsion, adverse interactions with wildlife, damage to the vessel's

gear, and others. These incidents require immediate notification to the Marine Coordination Center, and typically involve a more complex response.

At sea, emergencies must be addressed immediately. The location of vessels and persons in the water will quickly change due to wind and currents. Weather and environmental conditions can rapidly deteriorate, and can severely impact the situation offshore and effectiveness of the response. For offshore incidents, search and rescue and pollution response assets often must come from a long distance away, which limits their ability to save lives in danger or effectively contain a spill.

Note: Pollution response incidents will be responded to in accordance with the Project's Oil Spill Response Plan (OSRP).

11 Notifications

It is critical that notifications about an incident and periodic updates are made to internal and external stakeholders, including regulatory agencies, elected officials, and the public. US Wind's IMT will lead response coordination efforts with government agencies at the operational level, while US Wind senior executives and government relations and external affairs personnel will lead most interactions with elected officials, senior agency officials, and the public.

11.1 Public notification

In the event of an incident, it will be critical to keep the public aware of emergencies for their safety and awareness. The Public Information Officer will provide notifications to the public and media through press releases, the US Wind website, and social media notifications. The PIO will work with appropriate agency personnel to establish a Joint Information Center as the situation dictates.

The public may also be a source of good information during an incident. If appropriate, the PIO may set up a hotline or website to receive public information regarding the emergency.

11.2 Elected Official notification

US Wind senior executives and government affairs personnel will notify elected officials of incidents and provide periodic updates, including the status of response efforts, personnel and resources, and next steps. This is a critical process during any incident to ensure officials are made aware of issues affecting their constituents, and they may be able to offer government assistance to resolve challenging issues.

11.3 Informing Next of Kin

US Wind will inform next of kin in the event of an incident impacting US Wind personnel and contractors on our sites or aboard a vessel or aircraft working for US Wind.

The MCC maintains awareness of the status of all personnel operating on the Project, including their Next of Kin contact information. In case of an incident, the IC and US Wind executive leadership will notify Next of Kin of the emergency response efforts throughout the process and will handle the

notifications with extreme care and compassion. In case of loss of life, US Wind will seek support from local police and clergy to help inform the Next of Kin.

12 Additional information

12.1 Training and Competence

All US Wind personnel who have roles and responsibilities in the event of an emergency will be given the appropriate training to allow them to execute their role effectively. Adequate resources will be made available to ensure training and competence requirements are kept up to date.

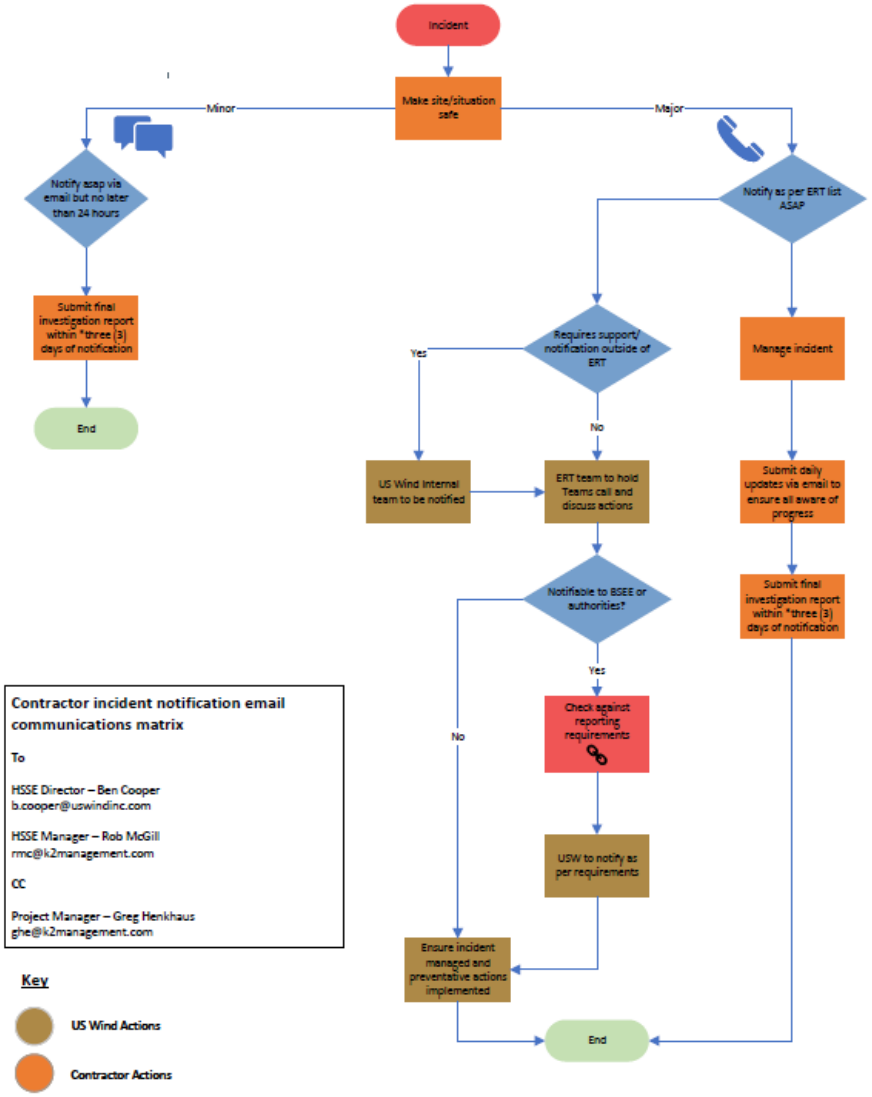
All Contractors will ensure personnel who have roles and responsibilities in the event of an emergency receive the appropriate training as per contractual requirements.

12.2 Drills and Exercises

Periodic drills and exercises shall be scheduled to test the team's readiness to respond to emergencies. The purpose of these exercises is to:

- Test the robustness of emergency plans and procedures
- Test lines of communication
- Update contact information
- Improve coordination between US Wind, its contractors, and federal, state, and local agencies
- Develop personnel competencies and validate training
- Assess capabilities of existing resources
- Highlight deficiencies for continuous improvement.

APPENDIX A - Emergency Notification Flow Chart



Contractor incident notification email communications matrix

To

HSSE Director – Ben Cooper
b.cooper@uswindinc.com

HSSE Manager – Rob McGill
rmc@k2management.com

CC

Project Manager – Greg Henkhaus
ghe@k2management.com

*Where 3 days completion is not possible for report completion, US Wind HSSE manager must be notified and updates provided

Mandatory information to be passed to ERT members

- Who is calling?
- Where are you calling from?
- What has happened?
- Is anyone currently in danger?
- When did it happen?
- What action has been taken?
- Has external assistance/services been requested?
- Weather conditions?

ERT Members

Please call in order of the list, if no answer then call the next contact below:

1. HSSE Director – Ben Cooper
   b.cooper@uswindinc.com
   USA +1 410-340-9602
2. HSSE Manager – Rob McGill
   rmc@k2management.com
   UK +44 7925-19-77-77
3. Technical Director - Matt Filippelli
   m.filippelli@uswindinc.com
   USA +1 518-527-8965

US Wind Internal Notification Only

First notification to all listed below via email and incident notification WhatsApp group within 12 hours for major incidents and follow up with a phone call for urgent issues.

CEO – Jeff Gybrowski
j.grybowski@uswindinc.com

Country Manager – Salvo Vitale
s.vitale@uswindinc.com

Senior Director of External Affairs - Nancy Sopko
n.sopko@uswindinc.com

Senior Director of Environmental Affairs - Laurie Jodziewicz
l.jodziewicz@uswindinc.com

Offshore Construction Manager – Albert Ploeg
a.ploeg@uswindinc.com

Onshore Construction Manager – Tim Mack
t.mack@uswindinc.com

Director of Permitting - Todd Sumner
t.sumner@uswindinc.com

Sr. Director for Transmission Development – Gener Gotiangco
g.gotiangco@uswindinc.com

State Liaisons

Mike Dunmyer – DE
m.dunmyer@uswindinc.com

David Wilson – MD
d.wilson@uswindinc.com

Minor Incidents

A minor incident can normally be resolved by the local site team.

Minor incidents can be characterized by the following:

- All instances of minor damage/equipment failure
- Limited external assistance required
- No evacuation of personnel required
- No emergency services required

Additionally all near miss events, first aid cases, medical treatments and restricted work case (DART) shall be reported.

Major Incidents

A major incident typically poses significant risk to Project personnel, assets, or reputation.

Major incidents can be categorized by the following:

Offshore

- Man Overboard
- Stranded by Weather
- Electrical Accidents
- Injury requiring emergency services onboard
- Fire onboard vessel
- Marine pollution
- Harm to marine life
- Incapacitated crew transfer vessel
- Potential collision
- Unexploded ordnance
- Assistance to a 3rd party
- Helicopter ditching
- Evacuation and rescue with helicopter
- Government intervention
- Equipment failure that impacts vessel operability
- Structural failure to vessel
- Unplanned grounding of vessel

Onshore

- Emergency ashore (Fire, flood, explosion, serious injury)
- Bomb threat
- Active shooter
- Environmental pollution (equal to a barrel or greater)
- Government intervention
- Security breach

All oil spills must be reported to the National Response Center (1-800-424-8802)

APPENDIX B – US Wind Personnel – Contact Information

ICS Role	Name	Phone	Email
Incident Commander	Ben Cooper	410-340-9602	b.cooper@uswindinc.com
Public Information Officer	Nancy Sopko	609-575-5350	n.sopko@uswindinc.com
Safety Officer	Lee Steward		lst@k2management.com
Liaison Officer	Mike Dunmyer	302-745-9463	m.dunmyer@uswindinc.com
Operations Section Chief	Matt Filippelli	518-527-8965	m.filippelli@uswindinc.com
Planning Section Chief	Laurie Jodziewicz	410-340-9428	l.jodziewicz@uswindinc.com
Logistics Section Chief	Todd Sumner	443-240-2824	t.sumner@uswindinc.com
Finance/Admin Section Chief	Chris Hanrahan	410-924-4594	c.hanrahan@uswindinc.com

APPENDIX C – Emergency Response Organizations - Contact Information

Organization	Contact Information
Emergency Services	
Police, Fire, Ambulance	911
Federal	
U.S. Coast Guard – Sector Delaware Bay	215-271-4940
U.S. Coast Guard Station Indian River Inlet	302-227-2440
Bureau of Safety and Environmental Enforcement (BSEE)	703-787-1050
State	
Delaware Department of Natural Resources and Environmental Control (DNREC) Environmental Hotline	800-662-8802
Delaware Emergency Management Agency (DEMA)	302-659-3362
Maryland Department of Emergency Management	410-517-3600
Maryland Department of the Environment (MDE)	866-633-4686
Local	
Sussex County Office of Emergency Management	302-855-7801
Worcester County Office of Emergency Management	410-632-1311
Medical	
Beebe Healthcare – Lewes, DE	302-645-3300
Oil Spill Response	
Gallagher Marine Systems (QI and SMT)	703-683-4700
Delaware River and Bay Cooperative (OSRO)	302-645-7861
National Response Center	800-424-8802
Vessel Support	
TowBoatUS Indian River Inlet	302-537-2305
SeaTow DELMARVA	302-258-2568

APPENDIX D – Emergency Response Event Log

Emergency Response Event Log				
Subject	Initial Details (time 'T')	T + 1 hour	T + 2 hours	T + 3 hours
Location, date, and time				
Summary/type of incident				
Status of personnel				
Name of personnel				
Names of vessels				
Regulatory notifications				
Cover statement				
Group escalation				

APPENDIX E – Emergency Response Checklist

US Wind Emergency Response Summary	
Subject	
Date/Time	
Attachments	
Executive Summary	**Who is calling?** **Where are they calling from?** **What has occurred?** **When did it occur?** **What action has been taken?** **What external assistance has been requested?** **Covid Issue on board?** **Following vessel COVID policy?** **Where is the casualty?** **Who is caring for the casualty?** **<u>Weather on site.</u>**
Action Taken	
Number of personnel	**Casualties –** **Name:** **Declared Medical conditions:** **Declared Prescribed Medication:**
Companies	
Support Services involved	
Other	

Vessel emergencies

All vessels assigned to the project will have standard emergency response procedures for their vessels and will conduct periodic exercises to ensure the crew's readiness to respond to incidents at sea.

The vessel's master is ultimately responsible for the safe navigation of the vessel and the safety of all personnel onboard. The MCC will serve in a supporting role to help coordinate response efforts and make internal and external notifications to ensure awareness of stakeholders. The MCC will also notify the HSSE team to ensure compliance with reporting and incident investigation requirements.

1. Adverse Weather

The MCC will closely monitor marine weather using applications such as StormGeo, Windy.com, and offshore weather buoys. The MCC will also closely monitor the presence of electrical storms and share information during daily operational briefs about current and upcoming weather to prepare for future operations.

Offshore operations will be shut down in advance of tropical storms, hurricanes, and winter storms, and transfers of personnel via boat will be suspended when sea states exceed the safe working limits of the crew transfer vessels or walk to work gear.

In Delaware, the MCC and crews will closely monitor anticipated weather that may affect vessels operating in Indian River Bay or in the near shore environment. Crews will conduct risk assessments to determine whether they need to seek shelter for the vessels or transfer personnel ashore during the cable installation operations. The flowchart below outlines the steps for Adverse Weather emergencies.

Adverse Weather

MCC monitors weather forecasts and identifies incoming adverse weather

MCC shares weather forecasts with vessels

Vessels conduct risk assessment regarding ability to safely operate in anticipated weather

MCC coordinates conference call with
US Wind Marine Coordinator, contractors, vessels, and HSSE team

Vessel master makes decision to seek shelter, shelter in place, or remove personnel

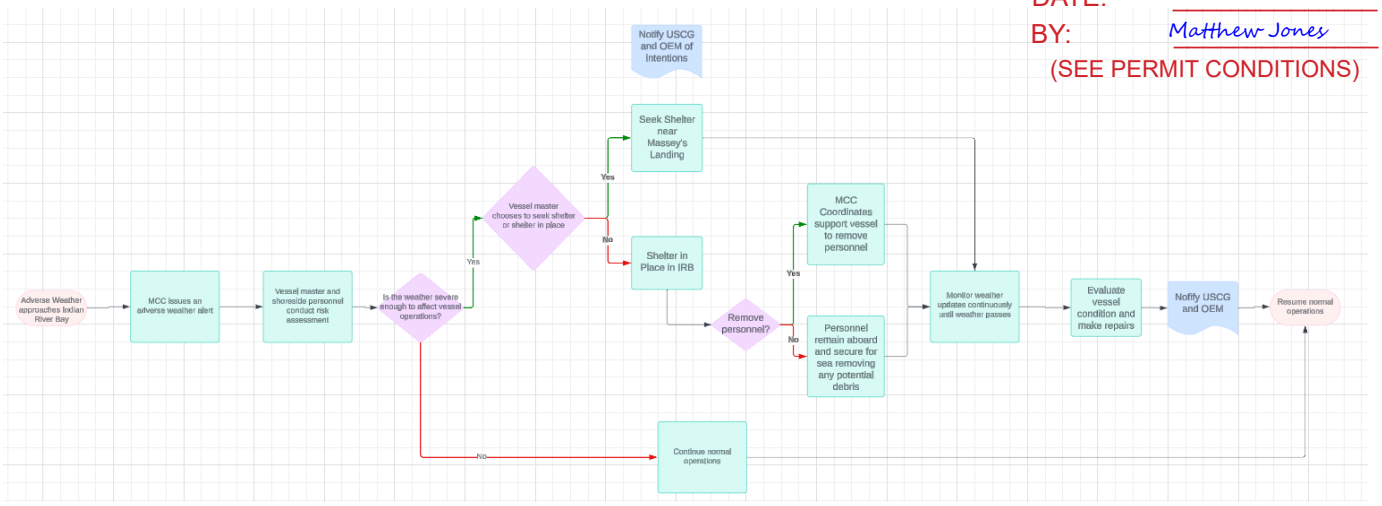
Vessel secures for sea, removing any potential debris or missile hazards

MCC coordinates support vessels for transfer of personnel ashore, as needed

Weather passes

Vessels assess seaworthiness and equipment damage

MCC coordinates support to re-staff vessels and provide any repairs as necessary



2. Medical Incidents / MEDEVAC:

Medical incidents aboard vessels must be evaluated to determine the severity of the medical issue, the medical capabilities onboard the vessel, and the urgency, means, and location to get the person ashore.

All vessels assigned to the US Wind project will have First Aid equipment and capabilities onboard. Most vessels will have an Automated External Defibrillator (AED) for lifesaving cardio pulmonary resuscitation (CPR) interventions. Most vessels will have a limited supply of medications aboard, although some of the larger vessels involved in construction of the windfarm offshore will have extensive medical capabilities.

Vessels working in the near shore environment will have limited medical capabilities aboard. Contract vessels will likely have support vessels assigned that may be used to quickly deliver patients ashore.

There are two primary locations to bring patients ashore for further transport to Beebe Healthcare in Lewes, DE. Those locations are:

U.S. Coast Guard Station Indian River Inlet

Massey's Landing Public Boat Launch

The U.S. Coast Guard maintains vessels at Station Indian River Inlet in Rehoboth Beach, on the northern side of the Indian River Inlet. The Station maintains a 24X7 watch and may be able to assist with MEDEVACs of personnel from vessels offshore and within the Bay. The Coast Guard personnel are First Aid trained, but do not necessarily have advanced medical capabilities or equipment aboard.

The U.S. Coast Guard also maintains HH-65 helicopters at Air Station Atlantic City, New Jersey, that may be used to support a MEDEVAC at sea. The helicopters are on 24X7 watch. Each helicopter is expected to launch within 30 minutes of notification, and transit distance to Indian River Bay is approximately 60 nautical miles. The flowchart below outlines the steps for a medical incident.

Medical Incident

Assess patient condition and assess severity

Notify the USCG via VHF Channel 16

Provide First Aid onboard vessel

Coordinate Transport via Support Vessel and/or USCG Station Indian River Inlet or USCG helicopter

MCC to coordinate Ambulance at shoreside location
(Station Indian River Inlet or Massey's Landing)

Ambulance transports patient to Beebe Healthcare

HSSE Team conducts investigation

3. Man Overboard

In the case of a Man Overboard (MOB), when the event is witnessed, the vessel will immediately mark the location of the man overboard on GPS and broadcast a MAYDAY on VHF-Channel 16. The MAYDAY will connect the vessel with Coast Guard Search and Rescue controllers in Philadelphia or Baltimore who will broadcast urgent information to advise mariners and launch Coast Guard rescue assets. The vessel's crew will throw life rings to the person in the water and will conduct a search for the victim and maneuver to attempt to retrieve the casualty if located.

If the man overboard was not witnessed, the vessel's crew must work with the U.S. Coast Guard to initiate Search and Rescue efforts and reverse course to start a search pattern. The vessel will notify the Coast Guard via VHF Channel 16, providing details about the member's age, health, and whether they were wearing a lifejacket, etc. The Coast Guard will broadcast an urgent message to all mariners to be on the lookout for the missing person and will initiate a response with Coast Guard boats and aircraft.

Once the person is recovered, they will be evaluated and treated for hypothermia as necessary, and Medical Evacuation procedures will begin. The flowchart below outlines the steps for a MOB emergency.

Man Overboard

Record vessel position on GPS

Broadcast MAYDAY

Notify MCC

Conduct crew muster to ascertain accountability

Coordinate Search and Rescue efforts with USCG

Conduct search pattern for personnel

Recover Patient

Treat for hypothermia as necessary

Initiate MEDEVAC procedures

Once ashore, Ambulance transports patient to Beebe Healthcare

HSSE Team conducts investigation

4. Fire, Flooding, Grounding, Collision, or Allision, and possible Vessel Evacuation

Vessels operating in the near shore environment in the Atlantic and in Indian River Bay may experience equipment casualties or unexpected events that result in emergency situations as noted above. In all cases the master of the vessel is responsible for managing the response to the incident in a controlled and professional manner.

In case of fire, flooding, grounding, collision with another vessel, or allision with a fixed object, the first priority is to not make the situation worse. Vessels will stop or slow to bare steerage to allow the crew to conduct a survey of the vessel, fight the fire, or render aid to other vessels in the case of a collision.

The severity of the incident will dictate the necessary response. Fires may be quickly extinguished. Groundings may be on a soft bottom with no hull damage. The vessel may be freed by an incoming tide.

The flowchart below outlines the steps for a vessel fire, flooding, grounding, collision, or allision emergency.

Note: The Coast Guard vessels in Station Indian River Inlet do not provide fire-fighting capability but can provide pumps for dewatering as necessary.

Fire, Flooding, Grounding, Collision, or Allision

Sound Internal Alarms

Don PPE

Fight fire or flooding with onboard equipment
Monitor for pollution

Issue MAYDAY (if necessary)
USCG coordinates rescue efforts with boats and/or helicopter

Notify MCC
MCC coordinates shoreside support / contact 911
MCC makes internal & external notifications
MCC arranges vessel support via TowBoat US for grounding, if needed

Vessel provides support to other vessels involved in collision and conduct investigation of own vessel seaworthiness

Master evaluates need to evacuate vessel

Vessel Evacuation

Issue MAYDAY, broadcast last known location

Account for personnel and enter lifeboat or support vessel

Coordinate transit to shore with USCG

MCC to coordinate ambulance and medical care as needed

HSSE team conducts investigation

5. Pollution from Vessel

US Wind will follow the Oil Spill Response Plan for all marine pollution incidents. US Wind has contracted with Gallagher Marine Systems to provide a Qualified Individual 24X7 to provide spill response oversight, and the Delaware Bay and River Cooperative to provide Oil Spill Response Organization (OSRO) support with cleanup equipment, vessels, and personnel.

Notifications of any pollution causing a sheen, sludge, or emulsion on the navigable waters of the United States will be made to the National Response Center at **800-424-8802**. The NRC will then notify both the U.S. Coast Guard and DNREC to ensure the spill is properly cleaned up. To ensure speedy notification of DNREC, the QI will also contact the DNREC Environmental Hotline at **800-662-8802** for any vessel related pollution incident that occurs within Delaware boundaries.

The flowchart below outlines the steps for a marine pollution incident.

Marine Pollution incident

Ensure safety of personnel

Don PPE

Control the source of spill if able

Notify the MCC

MCC will notify QI and OSRO

QI will notify National Response Center
NRC will notify USCG and DNREC

OSRO will deploy response assets including vessels, booms, skimmers
in accordance with Area Contingency Plan

QI will coordinate oversight efforts with USCG and DNREC

Debris will be properly disposed

Vessels decontaminated

HSSE team conducts investigation

Onshore emergencies

Most onshore emergencies will be addressed through the **911** system. The 911 system is a one stop location for Fire, Police, and Ambulance services.

The most likely locations for onshore emergencies for the US Wind project in Delaware include the cable landing location and cable transition vaults at 3Rs Beach and the Onshore Substation near Millsboro, DE.

1. Medical incident, Fire, Vehicle or Equipment Accident ashore

Contractors providing services for the construction, operation, or maintenance of US Wind facilities onshore will be required to have readily available first aid kits to address minor medical incidents. Most contractors will also have an AED on site to support CPR intervention.

Medical incidents requiring urgent or emergency care will be addressed by the supervisor contacting 911. Once an ambulance arrives at the location, the patient will be treated by emergency medical technicians and transported to Beebe Healthcare in Lewes, DE.

Local police will support with ensuring public safety. Any fire fighting beyond the limited initial response with extinguishers on scene will be provided by local fire department personnel.

The MCC will serve in a supporting role to help coordinate response efforts and make internal and external notifications to ensure awareness of stakeholders. The MCC will also notify the HSSE team to ensure compliance with reporting and incident investigation requirements.

The flowchart below outlines the steps for an emergency ashore, including a medical incident, fire, vehicle accident or equipment accident.

Medical incident, Fire, Vehicle Accident, or Equipment Accident

Provide First Aid

Fight Fire as able

Ensure safety of responders and public

Contact 911 for Police, Fire, and Emergency Medical support

Contact MCC
MCC provides internal notifications

Local police provide public safety services

Ambulance transports patient(s) to Beebe Healthcare

Local Fire Department fights fire

MCC coordinates support for patient(s)

HSSE team conducts investigation

Other emergencies

Other unanticipated emergencies associated with the US Wind Project may happen in Delaware. One potential emergency would be cleanup of marine debris from an incident offshore.

1. Marine debris cleanup

In 2024, a broken blade on the Vineyard Wind project in Massachusetts led to the disbursement of marine debris across a wide area. While some of the non-hazardous blade material sank to the bottom, other pieces of carbon fiber material and foam drifted with wind and currents to eventually spread across a wide area from Nantucket to Long Island. While this type of incident is unlikely, US Wind would utilize ICS principles to respond in the manner similar to a large-scale oil spill.

The Atlantic shoreline of Sussex County is approximately 24 miles long, and the shoreline of Maryland is another 31 miles, including a large portion that includes the Assateague Island National Seashore. Depending on the circumstances, cleanup of debris from a broken turbine blade would likely require the standup of a Unified Command to bring together subject matter exerts and coordinate the response across at least two states and multiple agencies and would involve the coordination of numerous cleanup teams hired by the responsible party.

US Wind and contractors, including personnel from Gallagher Marine Systems, would provide the primary personnel for Incident Command, Operations, Planning, Finance, and Logistics/Administration positions in the Incident Management Team. The team would work in close coordination with the states and counties to ensure public safety and awareness, ensure environmental, historical, and cultural concerns are properly addressed, and provide a well-planned, coordinated, and supported response. The IMT would establish an Incident Command Post in a large venue near the source of the debris and would establish a battle rhythm for a multi-day cleanup operation.

US Wind would seek to initially source the cleanup teams from DBRC, our oil spill response organization, and then supplement the responders with recommended cleanup contractors. DBRC and/or the NOAA Scientific Support Coordinator would provide modeling software to help predict the current and future locations of debris. Aircraft would be employed to spot concentrations of debris on the water, and direct the cleanup team offshore. DBRC and other contractors would provide vessels with boom and skimmers if they were effective tools for cleanup. Shoreside cleanup teams would be directed by the IMT to conduct beach cleanups.

The flowchart below outlines the steps for marine debris cleanup.

Marine Debris reported to MCC

MCC notifies Incident Commander

MCC notifies QI, SMT, and OSRO

Incident Commander stands up IMT

IMT establishes Incident Command Post

IC notifies DEMA and MDEM

IC notifies USCG, DNREC, and MDE

IC notifies Sussex County OEM and Worcester County OEM

US Wind executive leaders inform elected officials

Unified Command determines cleanup objectives and end points

IMT develops Incident Action Plan and coordinates response operations
Cleanup crews conduct cleanup operations in accordance with IAP

IMT notifies public via JIC, incident website, and social media channels

HSSE Team conducts investigation