



United States Coast Guard (USCG) C-130 Air Dispersant Delivery System (ADDS): Capability, Exercises, Budgetary Challenges

• *CDR Tim Gunter, Ed.D, MES, MBA, M.Ed., USCG D5 Prevention* •



Purpose and Goal: Review challenges impacting the USCG ADDS program (response tool availability) with recent and future USCG budget cuts.

Background: The HC-130H is capable of carrying oil pollution control equipment as one of its many payload capabilities (Coast Guard, 2016). One of the types of oil pollution control equipment is the ADDS

Major USCG Budget Cut Impacts

- 2011 Budget Control Act
- 2012 National Security Cutter #6
- 2013 Sequestration
- 2018 Proposed cuts to USCG budget



ADDS Agreements with States and Industry:

The State of Hawaii entered into a partnership with the USCG and Clean Islands Council in 2000 for dispersant capability (Beasley, 2007). The State of Hawaii has determined dispersants are an acceptable tool to respond to oil spills based on the Net Environmental Benefit (NEB). The Alyeska Pipeline Service Company (APSC) entered into a Memorandum of Agreement (MOA) with District 17 in Alaska concerning the application of chemical dispersants for oil spill response (Ostebo & Morales, 2013).

Budget cuts to oil spill response program limit funding to modify C-130J Model in AK and HI, coupled with no OPA 90 funding increases

ADDS Program Elimination USCG Savings: DRAT personnel support, C-130 pilot training hours, C-130 Operational hours

Summary: Loss of USCG ADDS will put 100% use of dispersants as a response tool on the industry. Potential impacts to remote area dispersant response times and coordination (fed/state/industry) could be impacted.



ADDS Exercises: USCG ADDS exercises are completed at the discretion of each District. These exercises are dependent on C-130H available training hours and funding for personnel participation for District Response Advisory Teams and various program managers at Headquarters.

USCG will upgrade to C-130J which is not ADDS capable and would require additional aviation funding for equipment modification to make it ADDS capable. Hawaii, Air Station Barbers Point will transition to C-130J in 2018
Alaska, Air Station Kodiak will transition to C-130J in 2022

References:

- Beasley, K., Martin, C. C., Laferriere, R. (2016). Maximizing Dispersant Preparedness: Lessons Learned from the 2007 Hawaiian Islands Full Scale Exercise
- Clean Caribbean (2016). Crystal Gallery Album.
- Clean Caribbean (2011). Annual Report.
- Martin, C., Kanazawa, G., and Beasley, K. 2001. Partnering for a dispersant application capability in Hawaii. International Oil Spill Conference Conference: 2001: 1391-1394.
- Ostebo, T.P., and Morales, A. 2013. Memorandum of Agreement between the Alyeska Pipeline Service Company and the U.S. Coast Guard. Concerning the application of chemical dispersants for oil spill response within the Seventeenth Coast Guard District's Area of Operations. Alaska Regional Response Team.
- U.S. Coast Guard (2012). Coast Guard Air Station Clearwater, Auxiliary conduct aerial dispersant training off Anclote Key, Fla. U.S. Coast Guard Newsroom.
- U.S. Coast Guard (2013). Air Operations Manual. COMDTINST M3710.1G.
- U.S. Coast Guard (2016a). Oil Spill Liability Trust Fund Disbursements for FY 2015.
- U.S. Coast Guard (2016b). Office of Aviation Forces (CG-711) HC-130H: Hercules.