

Regional Response Team III (RRT III) Annual Report

Region:	Region 3	Calendar Year:	1 January – 31 December, 2019
USEPA RRT Co-Chair:	Mike Towle <i>For Mike Towle</i>	Email:	Towle.Michael@epa.gov
USCG RRT Co-Chair:	David Ormes <i>David T. Ormes</i>	Email:	David.T.Ormes@uscg.mil
USEPA RRT Coordinator:	Cindy Santiago	Email:	Santiago.Cindy@epa.gov
USCG RRT Coordinator:	David Pugh	Email:	David.E.Pugh@uscg.mil

A. Annual Meetings

	Dates	Location	# of Attendees	Website for presentations
1.	7-9 May 2019	Dover, Delaware	81	https://www.nrt.org/meetings2019
2.	19-21 Nov 2019	Emmitsburg, Maryland	82	https://www.nrt.org/meetings2019

B. Activations / Notifications

	Dates:	Event:		ACT	X	NOT
1.	Oct 27 2019	Mystery Spill - Outlook Beach, Fort Monroe, Chesapeake Bay, Virginia	United States Coast Guard (USCG) Sector Hampton Roads received a report of an unknown oil spill along the shoreline of Outlook Beach at Fort Monroe on the Chesapeake Bay. The source and amount of oil could not be determined. Sector Hampton Roads consulted with the National Oceanic and Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC) and Virginia Department of Environmental Quality (VDEQ) to discuss response strategies. Given the location, weather forecast, and the properties of the light oil, it was decided that natural dispersion was the best response method.			
	Issue / Concern:					
	Agencies Involved:	USCG, NOAA, VDEQ				
	Decisions Made:	On 28 October 2019, there was significant media interest regarding the oil spill and the city of Hampton closed Outlook Beach. Sector Hampton Roads accessed the Oil Spill Liability Trust Fund (OSLTF) for \$50K and issued Accurate Marine an authorization to proceed (ATP) for \$15K as a result of media interest. In total, 12 Accurate Marine employees removed 30 bags of oiled debris from the beach.				
				ACT	X	NOT
2.	Oct 10 2019	32-Foot Vessel Casualty - Elizabeth River, Virginia	Sector Hampton Roads Marine Environmental Response (MER) received a report of a 32-foot vessel that sank at the dock while moored in the Elizabeth River and discharged an unknown amount of gasoline. The estimated maximum potential of the vessel's fuel tanks was 500 gallons. The owner of the vessel was on scene, but financially unable to take the appropriate action to mitigate the threat to the environment.			
	Issue / Concern:					
	Agencies Involved:	USCG				
	Decisions Made:	Sector Hampton Roads accessed the OSLTF for \$25K to hire a Basic Ordering Agreement (BOA) contractor to assess and mitigate the threat of pollution. An ATP was issued to Accurate Marine for \$20K. Accurate Marine sub-contracted Tow Boat US to raise the vessel. Once the vessel had been raised, Accurate Marine removed 300 gallons of oily water from the vessel's fuel tanks. Final Direct Costs were \$21,399.23.				
				ACT	X	NOT
3.	Oct 1 2019	Vessel Casualty, Maryland 2455 BC - Sandy Point State Park, Annapolis, Maryland	The USCG received a report from a local marine salvage company that an individual was attempting to arrange towage of his partially disabled 32-foot Bayliner recreational vessel; however, because of previous disputes with commercial assistance providers, no commercial entity would agree to tow the vessel. Instead, the vessel owner traveled to Sandy Point State Park and moored at the public boat ramp. The vessel then began to sink, causing a sheen on the surface of the water, which was later determined to be coming from a ruptured hydraulic oil line.			
	Issue / Concern:					
	Agencies Involved:	USCG, MDE, MNRP, MDNR				

Regional Response Team III (RRT III) Annual Report

	Decisions Made:		Maryland Department of the Environment (MDE) responded and placed sorbent material around the vessel. Maryland Natural Resources Police (MNRP) cited the vessel owner for obstructing the boat ramp and directed the individual to remove the vessel. The individual indicated that he did not own a vehicle and was unable to trailer the vessel off the boat ramp, even after the vessel was raised with assistance from Maryland Department of Natural Resources (MDNR) officers. The vessel owner conducted repairs of the engine and removed the vessel on 3 October 2019.						
4.	Dates:	Sep 21 2019	Event:	Merchant Tanker (M/T) FRONT LOKI Discharge - Delaware River, Delaware			ACT	X	NOT
	Issue / Concern:		Merchant Tanker (M/T) FRONT LOKI discharged 1 gallon of crude oil into the Delaware River while engaged in cargo operations at Monroe Energy Terminal. The spill was attributed to an equipment failure. Approximately 15 barrels (BBL) (630 gallons) of oil were discharged on deck. The vessel and the facility activated respective response plans and the facility's vacuum trucks were able to remove the discharged crude oil.						
	Agencies Involved:		USCG; No other agencies were involved.						
	Decisions Made:		The USCG investigated the spill and monitored cleanup. A letter of warning was issued to the vessel.						
5.	Dates:	Sep 11 2019	Event:	Fishing Vessel (F/V) MUGGY LEE JR Allision - Delaware Bay, Delaware			ACT	X	NOT
	Issue / Concern:		Fishing Vessel (F/V) MUGGY LEE JR. was taking on water and causing sheening following an allision (vessel striking a fixed object) with the jetty at the entrance of Delaware Bay. The two persons on board were rescued by the Bay and River Delaware Pilots, but the partially submerged vessel presented a hazard to navigation and a threat to the environment. Sector Delaware Bay (SDB) assumed Federal On-Scene Coordinator (FOSC) responsibilities, opened the OSLTF with a \$50K ceiling, and contracted Moran Environmental Group for cleanup.						
	Agencies Involved:		USCG, DNREC						
	Decisions Made:		The owner reacquired the vessel and towed it to Anglers Marina for haul-out. The Oil Spill Removal Organization (OSRO) arrived on scene, but the 50 gallons of diesel that had been discharged had dissipated and were not recoverable. The USCG issued a \$500 notice of violation (NOV) to the F/V. Delaware Department of Natural Resources and Environmental Control (DNREC) also responded.						
6.	Dates:	Aug 27 2019	Event:	Merchant Vessel (M/V) MAERSK INVERNESS Discharge - Delaware River, Delaware			ACT	X	NOT
	Issue / Concern:		On 27 August, the Merchant Vessel (M/V) MAERSK INVERNESS discharged 20 gallons of diesel into the Delaware River while engaged in bunkering at Greenwich Marine Terminal. The spill was attributed to a faulty gauge/false reading which caused tankermen to overfill the tank. Approximately 1 metric ton of diesel was discharged on deck. The vessel activated its Vessel Response Plan (VRP) and contacted their Qualified Individual, Gallagher Marine. The crew initiated their Shipboard Oil Pollution Emergency Plan and utilized equipment on board to contain and clean the affected areas. An Oil Spill Response Organization (OSRO) was able to clean up the vessel by the following morning.						
	Agencies Involved:		USCG; No other agencies were involved.						
	Decisions Made:		The USCG issued a letter of warning.						
7.	Dates:	Jul 2019	Event:	Residential Mercury Spill - Wyomissing, Berks County, Pennsylvania			ACT	X	NOT
	Issue / Concern:		United States Environmental Response Agency (USEPA) responded, as requested by Pennsylvania Department of Environmental Protection (PADEP), to a mercury release that occurred in a residential home from the removal of a 1900-1910 vintage Honeywell Heat Generator. The Honeywell unit had been removed 4 years earlier during the renovation of a third-floor child's bedroom. These Honeywell units typically contained 25 to 30 pounds of mercury. On two separate recent occasions, the homeowner had observed beads of mercury on the floor of the second-floor bedroom located directly below the child's bedroom. The mercury beads seemed to have seeped through a ceiling crack.						
	Agencies Involved:		PADEP, USEPA						

Regional Response Team III (RRT III) Annual Report

	Decisions Made:		A local industrial hygiene firm conducted air monitoring, removed visible mercury, and performed minor vapor suppression measures, but vapor readings remained elevated. The family evacuated the residence and reached out for assistance. The FOSC conducted air monitoring during two separate events and found vapor readings well above acceptable levels. The FOSC also found clothing and footwear to be contaminated and determined that the hot water throughout the radiator system likely contained mercury. An emergency removal action was initiated on July 31.						
8.	Dates:	Jun 21 2019	Event:	PES Fire and Explosion - Philadelphia, Pennsylvania			ACT	X	NOT
	Issue / Concern:		An explosion and fire occurred at the Philadelphia Energy Solutions (PES) refinery complex early in the morning of June 21, 2019. USEPA offered to provide air monitoring support to the City Fire Department and Office of Emergency Management (OEM). Available information indicated that a propane/butane mixture was on fire. PES is a Maritime Transportation Security Act (MTSA) facility and the largest oil refinery on the east coast, processing 300,000 BBL of crude oil per day. Reported chemicals involved included propane, hydrofluoric acid, and hydrogen sulfide. No vessels were at the facility and the local waterway was not impacted. (NRC #1249601)						
	Agencies Involved:		USCG, USEPA, NOAA, Philadelphia OEM, ERT, AST, PADEP						
	Decisions Made:		USCG Station Philadelphia enforced a safety zone on the Schuylkill River and an Incident Command Post (ICP) was established nearby (26th Street and Penrose Avenue). SDB requested plume modeling support from NOAA and pollution response support from the USCG Atlantic Strike Team (AST). Upon arrival, USEPA convened with the Unified Command (UC) and began air monitoring downwind along the facility fence line using MultiRAE units. Results showed no health significance. USEPA eventually learned that the mixture was burning adjacent to the refinery's hydrofluoric acid alkylation unit. Monitoring for hydrogen fluoride (HF) early on by PES at the scene of the fire and in the adjacent neighborhood did not reveal elevated air values. Subsequent air monitoring, including for HF, showed results to be negative. The FOSC with USEPA's Environmental Response Team (ERT) provided additional monitoring with stationary HF monitors around the perimeter of the PES refinery as part of the neutralization of approximately 35,000 gallons of hydrofluoric acid.						
9.	Dates:	Jun 19 2019	Event:	Vessel Discharge (MD 0483 AN) - Grasonville, Kent Island, Maryland			ACT	X	NOT
	Issue / Concern:		USCG received a National Response Center (NRC) report indicating a discharge of less than 1 gallon of diesel fuel that originated from a derelict vessel sunk at the pier in Kent Island, Maryland. The Local Fire Department (FD) provided the owner with sorbent material around the vessel and verified that the vessel's fuel tanks were empty, and realized that the sheen must be coming from residual lubricating oil in the inboard engine. No further sheening was observed.						
	Agencies Involved:		Local FD, MDE, USCG, MDNR						
	Decisions Made:		Vessel was blocking access to a slip owned by another individual. The owner claimed that they had made continual efforts to raise and remove it; however, no action was observed. On 29 August, Maryland Department of Natural Resources (MDNR) exercised their authority under the Abandoned Vessel Program to remove the derelict vessel and cited the vessel owner.						
10.	Dates:	Jun 19 2019	Event:	Washington D.C. Truck Spill - District of Columbia			ACT		NOT X
	Issue / Concern:		The USCG received an NRC report indicating a discharge of approximately 60 gallons of diesel fuel that originated from a punctured saddle tank on a truck, discharging into the storm drain adjacent to the roadway. The Responsible Party (RP) hired ACE Environmental to conduct clean-up. Response personnel observed no waterway impact at storm drain outfall. OSRO utilized a vacuum truck to remove fuel from the storm drain vault.						
	Agencies Involved:		DC DOEE, USCG						
	Decisions Made:		The District of Columbia Department of Environment and Energy (DC DOEE) investigated the storm water line and diesel contained within the catchment vault of the storm drain.						

Regional Response Team III (RRT III) Annual Report

11.	Dates:	Jun 9 2019	Event:	Bulk Chemicals Inc. Emergency Response - Perry Township, Berks County, Pennsylvania	ACT	X	NOT	
	Issue / Concern:	PADEP and local agencies responded to a release of 2,200 gallons of nitric acid at the Bulk Chemicals, Inc. (BCI) facility due to a failed gasket on a bulk storage tank. The majority of the nitric acid was contained within the facility; however, an unknown quantity of the material was released onto the ground outside the facility property. The release was secured and BCI's contractor initiated cleanup actions. The following morning, a fire started in the same building, damaging a holding tank containing treated waste water. The local fire company responded, extinguishing the fire and allowing cleanup actions to continue. Given the volume of the chemicals remaining in the building and the conditions at the facility following the nitric release and fire, PADEP requested USEPA's assistance.						
	Agencies Involved:	Local FD, Berks County, PADEP, USEPA and Superfund Technical and Superfund Technical Assessment and Response Team (START), 3rd Civil Support Team, Pennsylvania Emergency Management Agency (PEMA), Department of Health, USCG-Atlantic Strike Team, Interagency Modeling and Atmospheric Assessment Center (IMAAC).						
12.	Decisions Made:	USEPA and PADEP coordinated with local agencies and BCI to assess conditions at the facility and oversaw stabilization efforts being conducted by BCI and its contractors. Local officials temporarily evacuated residents in the immediate area during the initial nitric acid release and again during the fire to ensure their health and safety. Residents were allowed to return to their homes; however, USEPA maintained continuous air quality monitoring to ensure the safety of the nearby community and on-site workers. With transfer of materials and stabilization of containers completed, final remediation of the property is being overseen by PADEP.						
	Dates:	Jun 7 2019	Event:	Baltimore Warehouse Fire (FPN 19012) - Baltimore, Maryland	ACT	X	NOT	
	Issue / Concern:	The USCG received an NRC report indicating that approximately 200 gallons of diesel fuel had been released during a warehouse fire at 914 E. Monument Street and had run into a storm drain. MDE personnel responded to an outfall near Pier 6, and reported a large film of what appeared to be diesel on the Patapsco River flowing into the pre-positioned booms alongside "Mr. Trashwheel." The USCG and MDE responded and discovered diesel fuel emanating from an outfall near the incident location. USCG hired an OSRO to mitigate the spread and removal of diesel fuel and used absorbent sweep and boom, as well as a skimmer and vacuum truck to recover product. An estimated 784 gallons of oily water mixture and 15 drums of contaminated sorbent material were recovered. The origin source of the discharge into the storm drain system is undetermined. The containment boom and sorbents were removed after verifying that no recoverable product remained in the waterway.						
13.	Agencies Involved:	MDE, USCG						
	Decisions Made:	The USCG and MDE responded and discovered diesel fuel emanating from an outfall near the incident location. USCG hired an OSRO to mitigate the spread of the spill and remove the diesel fuel. The OSRO used absorbent sweep and boom, as well as a skimmer and vacuum truck to recover product. An estimated 784 gallons of oily water mixture and 15 drums of contaminated sorbent material were recovered. The origin source of the discharge into the storm drain system is undetermined. Containment boom and sorbents were removed after verifying no recoverable product remained in the waterway.						
	Dates:	May 16 2019	Event:	Hospital Mercury Site - Blacksburg, Montgomery County, Virginia	ACT	X	NOT	
13.	Issue / Concern:	Virginia Department of Emergency Management (VDEM) requested USEPA assistance to assess a mercury spill at the Montgomery Regional Hospital in Blacksburg, Virginia. An old blood pressure device containing mercury had broken in the linen storage room, releasing mercury.						
	Agencies Involved:	VDEM, USEPA, Virginia Department of Health (VDH)						
	Decisions Made:	The Potentially Responsible Party (PRP) cleanup contractor conducted the removal of elemental mercury in the spill area and performed additional cleanup activities in spaces connected to the linen room via the ventilation system. An 8-hour air monitoring test was conducted in the spill location after removal of elemental mercury. The results showed mercury concentrations below the screening levels determined by VDH. Subsequent screenings of adjacent spaces and spaces connected to the same ventilation system were conducted with the Lumex and confirmed that the affected areas of the hospital could be reoccupied as determined by VDH.						

Regional Response Team III (RRT III) Annual Report

14.	Dates:	Apr 27 2019	Event:	28-Foot Vessel Casualty on Third Island of the Chesapeake Bay Bridge Tunnel – Chesapeake Bay, Virginia	ACT	X	NOT	
	Issue / Concern:	Sector Hampton Roads MER received a report regarding a 28-foot vessel taking on water in the vicinity of the third island of the Chesapeake Bay Bridge Tunnel. U.S. Army Logistics Support Vessel (LSV) removed the people on board and Station Little Creek attempted to tow the vessel to safety, but was unable to keep up with the flooding. The vessel sank with a reported 300 gallons of diesel on board. Sector Hampton Roads issued the owner an administrative order to mitigate the pollution from the vessel, but the owner was unwilling to make any efforts.						
	Agencies Involved:	USCG, US Army LSV, Chesapeake Bay Bridge Tunnel Authority						
	Decisions Made:	Sector Hampton Roads accessed the OSLTF for \$100K to hire a BOA contractor to assess and mitigate the threat of pollution. The vessel was raised and placed on a barge to remove the fuel because of the strong currents. Final Direct Costs were valued at \$59,402. Because the vessel was a potential hazard to navigation and a threat to the bridge, the Chesapeake Bay Bridge Tunnel Authority contracted Crofton Diving Corporation to remove the vessel from the waterway once the pollution threat had been mitigated. The vessel was taken to Crofton Diving Corporation in Portsmouth, Virginia.						
15.	Dates:	Mar 29 2019	Event:	Bouchard Barge Release at the Delaware City Refinery – Delaware City, Pennsylvania	ACT	X	NOT	
	Issue / Concern:	SDB received a report of a Bouchard barge leaking No. 6 Fuel Oil at the Delaware City Refinery due to a cargo tank leak during loading operations.						
	Agencies Involved:	USCG						
	Decisions Made:	Approximately 250 gallons entered the waterway, but the incident was boomed off quickly and further impacts were limited. Sector personnel were on-scene to observe response operations. Enforcement action is pending.						
16.	Dates:	Mar 22 2019	Event:	Kinder Morgan Ethanol Release – Curtis Bay, Maryland	ACT	X	NOT	
	Issue / Concern:	The USCG received a report of a release of an unknown amount of ethanol to land at the Kinder Morgan Baltimore Rail Terminal. USCG, MD), and Baltimore City FD responded. The release was caused by a failure of two check valves in the main supply line from the rail unloading terminal to the Citgo side of the facility. The back pressure resulted in a release from a cleaning port and an air blowdown valve.						
	Agencies Involved:	USCG, MDE, Baltimore City Fire Department						
	Decisions Made:	An estimated 931 gallons of ethanol were released into facility containment. Clean Harbor was hired to conduct cleanup and recovery of the spilled material. There was no impact of spilled material to navigable waterway.						
17.	Dates:	Mar 2019	Event:	Harkness Point Oil Spill - Philadelphia, Pennsylvania	ACT	X	NOT	
	Issue / Concern:	In March 2019, USCG Sector Delaware Bay responded to a sheen on the Schuylkill River near PBF Logistics Inc. (PBF) in southwest Philadelphia, Pennsylvania. PBF is a refined oil storage and transfer facility where predecessor companies had stored and refined oil since sometime before 1940. USEPA, the USCG, and representatives of PBF conducted a site visit and observed that about ¾ of the length of a ditch south of the PBF facility on PES property was covered with a thick black oil that was seeping in from the PBF bank. PBF placed a boom along the mouth of the ditch to prevent oil from flowing into the Schuylkill River with the tides. USCG requested that oversight of the spill be conducted by the USEPA FOSC in light of the land-based source.						
	Agencies Involved:	USCG, USEPA, PADEP, PES and PBF (PRPs)						

Regional Response Team III (RRT III) Annual Report

		Decisions Made:	PBF and the adjacent facility (PES) agreed to maintain the boom, and PBF is actively investigating the spill source. The FOSC issued two Clean Water Act (CWA) 311(c) orders to both companies focused on stopping the seepage, preventing a discharge to the river, and cleaning up what had been discharged to the ditch. After further evaluation, the order to PES was rescinded, but the order to PBF remains in place. PADEP has agreed to oversee the long-term cleanup and investigation. Note: USEPA soon learned that a more significant release occurred in mid-January at the PBF facility (See Event #22 for additional reporting). To date, approximately 34,000 gallons of gasoline have been recovered by PBF from the Schuylkill River, sumps, boreholes, and wells due to a pipeline release located north of the discharge to the ditch. This release may have contributed to the March incident potentially pushing “legacy” subsurface oil southward. PADEP has been providing oversight of the investigation and ongoing cleanup of this spill. (Southeast PA/DE Sub-Area III – FOSCs Jack Kelly and Chris Guzzetti)					
18.	Dates:	Mar 2019	Event:	Mifflinburg Mercury Removal Actions - Mifflinburg, Pennsylvania	ACT	X	NOT	
	Issue / Concern:	In March 2019, USEPA responded to a release of mercury at a home in Mifflinburg, Union County, Pennsylvania. The home was occupied by a family with children, who voluntarily evacuated following consultations with Poison Control and sampling by PADEP. Mercury contamination was also confirmed to be present in a second home from items that had been removed and transported from the primary residence.						
	Agencies Involved:	USEPA, PADEP, Poison Control						
	Decisions Made:	USEPA confirmed the presence of elemental mercury and identified additional areas of contamination on 20 March 2019. A Removal Action began on 25 March 2019. (Northcentral PA Sub-Area VI – FOSC Ann DiDonato)						
19.	Dates:	Feb 8 2019	Event:	T/V ED McLAUGHLIN Sinking – Ohio River, West Virginia	ACT	X	NOT	
	Issue / Concern:	A 60-foot, 83-gross-ton Inspected Towing Vessel (T/V) downstream next to the barge fleet went parallel to the current and capsized. All three crewmembers were able to disembark the vessel before it rolled over and sank under a moored fleet of dry cargo barges at Mile Marker (MM) 259 of the Ohio River carrying 4,900 gallons of diesel. The vessel retained 4,200 gallons of diesel on board.						
	Agencies Involved:	USCG, McGinnis LLC (RP), West Virginia Department of Environmental Protection (WVDEP), Ohio USEPA, WV American Water, US Army Corps of Engineers, NOAA, United States Fish and Wildlife Service (USFWS), Ohio State Historic Preservation Officer (SHPO)						
	Decisions Made:	High water safety concerns delayed side-scan sonar profiling and salvage opportunities until 20-21 March 2019.						
20.	Dates:	Feb 2019	Event:	Mystery Oil Spill (E19304) on Dresher Creek - Pottsgrove, Pennsylvania	ACT	X	NOT	
	Issue / Concern:	In February 2019, the USEPA responded to a discharge of heating oil into Dresher Creek, which leads to the Schuylkill River. The oil was actively discharging from the streambank into Dresher Creek. An investigation of a potential source was conducted by PADEP but was deemed inconclusive.						
	Agencies Involved:	USEPA, PADEP						
	Decisions Made:	USEPA opened a project under the OSLTF to investigate the source of the release and to continue to mitigate the effects of the release on navigable waterways. An investigation to identify the source and RP is ongoing. (Southeast PA/DE Sub-Area III – FOSC Ashley Nilsen)						
21.	Dates:	Jan 29 2019	Event:	Gunpowder River Hydraulic Discharge on the Gunpowder River - Joppa, MD	ACT	X	NOT	
	Issue / Concern:	The USCG received a report of a discharge of approximately 100 gallons of hydraulic oil to the rail bridge crossing over the Gunpowder River in Joppa, MD.						
	Agencies Involved:	USCG, Amtrak						
	Decisions Made:	The discharge was caused by a ruptured hydraulic hose on a tamper machine, owned and operated by Amtrak. Amtrak hired OSRO to deploy a boom and conduct excavation of the impacted ballast. Approximately 1 gallon of hydraulic oil was discharged to the waterway.						

Regional Response Team III (RRT III) Annual Report

22.	Dates:	Jan 10 2019	Event:	PBF Logistics Discharge on the Schuylkill River - Philadelphia, Pennsylvania	ACT	X	NOT
	Issue / Concern:	Sector Delaware Bay received an NRC report regarding a black oil slick emanating from PBF Logistics on the Schuylkill River in Philadelphia. The pollution responder discovered a discharge source coming from a crack in the concrete bulkhead, which extended below the water line of the river. (See Event #17 in March for additional reporting)					
	Agencies Involved:	USCG, PADEP					
	Decisions Made:	Sector advised the facility to hire an OSRO and begin repair of the bulkhead. It was later discovered that the discharge was due to a gasoline leak from a 14-inch pipeline that ran underground. Enforcement action for this case is pending.					

C. Changes in RRT Leadership

Agency	Outgoing Personnel	Incoming personnel
1) US Environmental Protection Agency RRT3 Co-chair	Bonnie Gross (retired 2018)	Mike Towle
2) USEPA – Inland Area Committee Chair	Debbie Lindsey	Melissa Linden
3) Sector Ohio Valley	Captain Michael Zamperini	Captain Amy Beach
4) Sector Buffalo	Captain Joe Dufresne	Captain Lexia Littlejohn
5) District of Columbia Department of Energy & Environment	John Emminizer, Jr.	Jayne Deichmeister
6) Maryland Department of the Environment	Alan Williams (retired)	N/A
7) U.S. Department of Transportation / Pipeline and Hazardous Materials Safety Administration (PHMSA)	Anthony Murray	Lisa Brennan
8) U.S. Army Corps of Engineers	Jan vanHouten	Wendy Ireland
9) U.S. Department of Commerce / NOAA	Ed Levine	Stephen Lehmann (interim)
10) U.S. Department of Labor / Occupational Health and Safety Administration (OSHA)	Adam Hamrick	Jacob Ladd
11) General Services Administration	Maryann Toniazzo	Kathleen Peek
12) Delaware Emergency Management Agency	Avery Dalton	A.J. Schall
13) Virginia Department of Environmental Quality	Vacant	Elizabeth Lohman

E. Best Practices and Lessons Learned by the RRT (which may help other RRTs)

1. Activation drills and exercises are important to identify correct Agency and decision-making Points of Contact (POCs) on a regular basis.
2. Joint exercise identified need to update the 1997 Chemical Countermeasures Use Memorandum of Understanding (MOU) (Dispersants and *In situ* Burning) and educate state decision-makers and agencies on the potential impacts to state resources (natural and economic) as well as the process and time constraints for authorizing use of dispersants and in situ burning in the event of an oil spill.

F. Federal, State, and Local Planning and Coordination Efforts

1. Recommend Joint RRT regional meetings (RRT II/III; RRT III/IV/V) to coordinate inter-regional pre-authorizations and MOUs, including dispersant use and in situ burning, protection strategies on navigable waterways, and inter-regional boundaries.
2. Data management and sharing across state and federal agencies for response.

G. Challenges and Issues (and Operational Requirements Which May Require RRT Attention)

1. **Workgroup participation.** Workgroup participation and momentum between in-person RRT3 meetings continues to be a challenge.
2. **Federal Budget and Scheduled RRT Meetings.** Budget limitations and requirements for the use of the USCG/Department of Homeland Security (DHS) conference hosting request system are restricting coordination, and the ability to book meeting locations continues to be a challenge.
3. **Meeting Attendance.** Attendance by Standing Member Agencies continues to be affected by current budgetary situations and limits on travel.