2021

Columbia River Area Contingency Plan

Sector Columbia River

June 2021

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U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Sector Columbia River

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16480

JUL 19 2021

MEMORANDUM

From: Jeremy C. Smith, CAPT
CG SECTOR Columbia River

To: COMMANDANT (CG-MER)

Subj: LETTER OF TRANSMITTAL: SECTOR COLUMBIA RIVER AREA CONTINGENCY PLAN (ACP)

Ref: (a) U.S. Coast Guard Marine Environmental Response and Preparedness Manual, COMDTINST M16000.14A (series)

1. The Columbia River Area Contingency Plan (ACP) is forwarded in accordance with reference (a). As per your direction, the ACP is forwarded electronically as enclosure (1) and will not be sent hardcopy. All previous editions are superseded.

2. Comments and recommendations regarding this plan are welcomed and should be sent to our ACP Coordinator, at D13-SMB-SecColRvr-AreaCommittee@uscg.mil.

#

Enclosure: (1) Columbia River Area Contingency Plan

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Coast Guard Pacific Area (Pps)

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LETTER OF PROMULGATION

Subj: AREA CONTINGENCY PLAN FOR OIL AND HAZARDOUS MATERIALS SPILL RESPONSE IN THE COASTAL ZONE

1. Purpose. This publication is promulgated in accordance with the Oil Pollution Act of 1990 (OPA 90). Plan development guidance is provided in COMDTINST 16000.14A, U.S. Coast Guard Marine Environmental Response and Preparedness Manual. The Columbia River Captain of the Port/Federal On-Scene Coordinator Coastal Zone Area Contingency Plan provides a framework to communicate, identify risks, and coordinate resources to mitigate oil/hazmat spills and their consequences and ensure a rapid, well-coordinated, and unified response.

2. Publications Affected. This plan is effective immediately and supersedes all previous editions of the Columbia River Area Contingency Plan. All changes since 15 May 2020 edition are recorded on the record of changes within Sector Columbia River's Area Contingency Plan.

3. Discussion. This plan includes information on general authority, doctrine/policy for oil/hazmat incident response, assignment of responsibilities, multi-agency response organization, and specific incident response actions. It was developed to compliment current and future tribal, local, state, regional, and federal oil/hazmat incident response plans. This is a living document and subject to periodic review and amendments to ensure accuracy. All changes will be recorded in the record of changes at the beginning of this plan.

4. Action. The Columbia River Area Contingency Plan is a guide for all relevant federal, state, and local agencies as well as tribal nations, spill response contactors, responsible parties, and environmental stakeholders. All entities are encouraged to be guided by this plan during response operations regardless of size and scope. This plan will be subject to formal review and re-approval every five (5) years.

Sincerely,

J. C. SMITH
Captain, U.S. Coast Guard
Federal On-Scene Coordinator

Enclosure: (1) Columbia River Coastal Area Contingency Plan

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RECORD OF CHANGES			
Change Number	**ACP Section # Changes**	**Date Entered**	**Entered By**
2020-000	(Example) Section 1000- Updated	01 May 2020	LT Marion
2021-001	Section 1200 – Update to Table 1000-1 Area of Responsibility Boundaries. WA boundaries were inadvertently omitted but are now included.	01 June 2021	LCDR Geyer
2021-002	Section 1320 – added economic. "…and trustee responsibilities for the area's environmental, "economic," and cultural resources.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)
2021-003	Section 1420 – removed 2 sentences. "The RRT operating in the Northwest Area has agreed to use that ACP as the RCP. They also provide guidance support and approval for pursuing certain response strategies."	01 June 2021	LCDR Geyer
2021-004	Section 1450 – Added 2 sentences. An exercise scheduling calendar is used by industry and agencies in order to avoid scheduling conflicts. The calendar can be found at https://apps.ecology.wa.gov/naces/.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)
2021-005	Section 2110.2 – Edited last bullet: Identify and maximize the protection of environmentally, culturally, and economically sensitive areas. Determine Resources at Risk.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)
2021-006	Section 2450.1 – Added entire section for a specific Washington State Natural Resources Damage Assessment (NRDA) Process.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)
2021-007	Section 3340.4 – Added entire section for Non-Floating Oils.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)

2021-008	Section 3250.1 – Added link to Homeport for Sample Decon plan.	01 June 2021	LCDR Geyer
2021-009	Section 3620.2 – Recovery Processing – removed outdated USFW policy to address comment/concern from OR DEQ.	01 June 2021	LCDR Geyer Request by Mr. Don Pettit (OR DEQ)
2021-010	Section 4420 – Administrative File Organization. Added/expanded upon Federal, OR, and WA FOIA processes.	01 June 2021	LCDR Geyer Request by WA ECY and OR DEQ
2021-011	Section 4730.1 Cultural and Historic Properties – added link for Inadvertent Discovery Plans.	01 June 2021	LCDR Geyer
2021-012	Section 5220.8 Temporary Storage and Disposal Facilities (TSDs) – added link/reference to Section 9280 of this ACP (list of Disposal Sites and info on types of waste accepted as each site).	01 June 2021	LCDR Geyer
2021-013	Section 9000 – Appendices – Updated various info for points of contact.	01 June 2021	LCDR Geyer and Team
2021-014	Section 9280 – Waste Disposal Facilities – added/updated info	01 June 2021	LCDR Geyer
2021-015	Section 9410 – Discharge and Release History – added text.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)
2021-016	Section 9420 Risk Assessment – added under “Vessel Risk” – Crude oil is moved by rail to the Portland area then loaded on to ships that transit down the Columbia River for export.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)
2021-017	Section 9420 – Risk Assessment – added under “Non-Floating Oil Risk” and “Oil Spill Risk” – multiple sentences.	01 June 2021	LCDR Geyer Request by Ms. Pilkey Jarvis (WA ECY)

2021-018	Added Signed Letters of Transmittal and Promulgation	20 July 2021	ENS Sutton
2021.19	Addressed comments from area committee members for 2022 annual review. See Sector Columbia River ACP Comment Submission Master list 2022 for specific details.	23 January 2023	MSSR2 Sulfridge

Change 2021.19 approved by:

Digitally signed by JACKSON.MICHAEL.SCOTT.1129544232
Date: 2023.04.18 11:48:34 -07'00'

CAPT M. Scott Jackson
Commander, Sector Columbia River

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1000 Introduction

1100 Introduction /Authority

Area Contingency Plans (ACP) are required by Title IV, Section 4202 of the Oil Pollution Act of 1990 (OPA 90) which amends Subsection (j) of Section 311 of the Federal Water Pollution Control Act (FWPCA) (33 U.S.C. 1321 (j) as amended by the Clean Water Act (CWA) of 1977 (33 U.S.C. 1251 et seq.) to complete the development of a national planning and response system. The ACP's are also written in accordance with the National Contingency Plan (NCP) and the CERCLA, as Amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA).

As part of this National Planning and Response System, Area Committees (AC) were established for each area designated by the President. Qualified personnel from federal, state, Tribal and local agencies comprise the Area Committee. Each AC, under the direction of the Federal On-Scene Coordinator (FOSC) for the area, is responsible for developing their local ACP. The purpose of Sector Columbia River's ACP is:

1. To provide for orderly and effective implementation of response actions to protect the people, natural resources, cultural resources, and property of the coastal and inland zones of the Northwest Area, including the states of Washington, Oregon, and Idaho, from the impacts of a discharge or substantial threat of discharge of oil or a release or substantial threat of a release of a hazardous substance from inland and marine sources.

2. To promote the coordination of and describe the strategy for a unified and coordinated federal, state, Tribal, local, potentially responsible party (PRP), response contractor, response cooperative, and community response to a discharge or substantial threat of discharge of oil or a release or substantial threat of a release of a hazardous substance from inland and marine sources.

3. To be consistent with the NCP and Regional Contingency Plan (RCP) for the northwest.

4. To provide guidance to all holders and viewers of the Facility and Vessel Response Plan to ensure consistency.

Executive Order 12777 of 22 October 1991, gave the Commandant of the USCG (through the Secretary of Transportation) for coastal zones and the Administrator of the USEPA for the inland zones, the functions of designating areas, appointing area committee members, determining the information to be included in area contingency plans, and reviewing and approving area contingency plans.

Title IV of the Homeland Security Act, Section 402 transferred functions of the USCG from the Department of Transportation to the Department of Homeland Security.

1200 Geographic Boundaries

The geographic area described in this section encompasses the Thirteenth Coast Guard District as defined in 33 CFR Subpart 3.65, specifically, this section addresses jurisdictional boundaries between the coastal and inland zones within the Captain of The Port (COTP) Columbia River Area of Responsibility, as defined by 33 CFR 3.65.15. The COTP zones to the north and south of Columbia River with their respective ACPs are Sector Puget Sound (206-217-6200) and Sector San Francisco (415-399-3451), respectively.

Sector Columbia River's (SCR) office is located currently in Warrenton, OR but will relocate to Portland, OR in April 2023. The boundaries of Sector Columbia River's Marine Inspection and Captain of the Port Zones differ from the FOSC zone and start at the Washington coast at latitude 47°32′ 00″ N, longitude 124°21′ 15″ W, proceeding along this latitude east to latitude 47°32′ 00″ N, longitude 123°18′ 00″ W; thence south to latitude 46°55′ 00″ N, longitude 123°18′ 00″ W; thence east along this latitude to the eastern Idaho state line; thence southeast along the Idaho state line to the intersection of the Idaho-Wyoming boundary; thence south along the Idaho-Wyoming boundary to the intersection of the Idaho-Utah-Wyoming boundaries; thence west along the southern border of Idaho to Oregon and then west along the southern border of Oregon to the coast at latitude 41°59′ 54″ N, longitude 124°12′ 42″ W; thence west along the southern boundary of the Thirteenth Coast Guard District, which is described in §3.65-10, to the outermost extent of the EEZ at latitude 41°38′ 35″ N, 128°51′ 26″ W; thence north along the

USCG Sector Columbia River COTP Area of Responsibility

As outlined in the NCP, 40 CFR 300.5, the "coastal zone" is defined as "all United States waters subject to the tide, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surfaces or land substrate, and ground waters, and ambient air proximal to those waters."

The "inland zone" is defined as "the environment inland of the coastal zone excluding specified ports and harbors on inland rivers."

The boundaries between the USCG and EPA areas of responsibility within the Sector Columbia River Captain of the Port Zone for Federal On-Scene Coordinator (FOSC) is defined in Table 1000-1.For an interactive Jurisdictional boundary tool you may also access the following: EPA Region 10 Pacific Northwest Jurisdiction Mapper (arcgis.com)

Table 1000-1Area of Responsibility Boundaries

River Name/Body of Water	Boundary
Oregon	
Alsea River	Line North from Mouth of Eckham Slough
Chetco River	Route 101 Bridge Brookings to Harbor
Clatskanie River	Spokane, Portland and Seattle Railroad Bridge One Mile North of Clatskanie
Columbia River	Bonneville Dam
Columbia River: Columbia Slough	North Lombard Street Bridge
Columbia River: Lewis& Clark River	Highway 101 Business Bridge
Columbia River: Scappoose Bay	Line East of Milton Creek
Columbia River: Skipanon River	Warrenton - Astoria Highway (East Harbor Drive Bridge in Warrenton)
Columbia River: Youngs River	Highway 101 Business Bridge
Coos Bay: Catching Slough	Permanent bridge on Coos River Road (junction of Coos River and Catching Slough)
Coos Bay: Coalbank Slough	Highway 101 Bridge
Coos Bay: Coos River	First Bridge on Coos River, upriver from Catching Slough
Coos Bay: Haynes Inlet	Mean High Water Mark of Haynes Inlet
Coos Bay: Isthmus Slough	Bascule Bridge at Bunker Hill
Coos Bay: Kentucky Slough	East Bay Drive Bridge

Coos Bay: North Slough	Mean High Water Mark of North Slough
Coos Bay: South Slough	South Slough - Mean High Water Mark on South Slough
Coos Bay: Joe Ney Slough	South Slough - Bridge at Crown Point Road
Coos Bay: Willach Slough	East Bay Drive Bridge
Coquille River	Route 101 Bridge in Bandon
Elk River	Route 101 Bridge
Little Nestucca River	Route 101 Bridge
Multnomah Channel	The entire channel is in USCG jurisdiction
Nehalem River	Highway 101 Bridge
Nestucca River	Pacific Avenue in Pacific City – Bridge
Rogue River	Route 101 Bridge Wedderburn to Gold Beach
Sandy River	Interstate 84 Bridge at Troutdale
Scappoose Bay	McCoy Estates Road, east of Columbia River Highway
Siletz River	Route 101 Bridge Kernville to Gleneden Beach
Siuslaw River	Line South from Cushman
Tillamook Bay	Mean High Water Mark
Tillamook River	Netarts Highway Bridge
Umpqua River	Line North of Scholfield Road/Umpqua Highway intersection
Umpqua River: Smith River	First Bridge Upstream of Confluence with the Umpqua River
Willamette River	Oregon City Falls
Yachats River	Route 101 Bridge
Yaquina Bay	Mean High Water Mark
Yaquina River	Butler Bridge at Toledo
Yaquina River: Depot Slough	Bridge on Old Toledo - Yaquina Road
Yaquina River: King Slough	Mean High Water Mark

River Name/Body of Water	Boundary
Washington	
Columbia River	Bonneville Dam
Columbia River: Elochoman Slough (Cathlamet)	USCG Jurisdiction Throughout

Columbia River: Lake River	**Bridge at Ridgefield, WA**
Columbia River: Vancouver Lake Flushing Channel	**Flood control gate at NW Lower River Road, Vancouver, WA**
Columbia River: Washougal River	**Railroad Bridge at Washougal**
Cowlitz River	**Route 4 Bridge at Kelso**
Deep River	**State Highway 4 Bridge**
Grays River	**Route 4 Bridge at Roseburg**
Hoquiam River	**Route 101 Bridge**
Humptulips River	**Route 109 Bridge**
Kalama River	**Interstate 5 Bridge**
Lewis River	**Interstate 5 Bridge at Woodland**
Naselle River	**Route 101 Bridge**
North River	**Route 105 Bridge**
North Nemah River	**Route 101 Bridge at Nemah**
Puyallup River	**I-5 Bridge**
Pysht River	**Bridge Northwest of Pysht, North of Highway 112**
Queets River	**Route 101 Bridge at Queets**
Quillayute River	**Entrance of Dickey River**
Quinault River	**Quinault River Bridge East of Taholah**
Willapa Bay: South Fork Willapa River	**Highway 101 Bridge**
Willapa Bay: Willapa River	**Highway 101 Bridge**
Wishkah River	**Route 12 Bridge at Aberdeen**

1300 Area Committee

1310 Purpose

The AC is a planning and preparedness organization, although individual members may also have an oil and hazardous substance response role. The planning role is required by Sections 311(a)(18) and (j)(4) of the Clean Water Act (CWA), as amended by the OPA 90, which tasks the AC to prepare and submit for approval an ACP, as mandated by Sections 311(a)(19) and (j)(4) of the CWA. The USCG and respective AC members for the coastal zone will coordinate the activities of the AC and assist in the development of a comprehensive ACP that is consistent with the respective RCP and the NCP. In addition, County Emergency Management Directors will coordinate activities within their respective counties.

1320 Organization

There is one Area Committee within the Sector Columbia River Area of Responsibility (AOR). The Area Committee is made up of members with environmental, scientific, and technical expertise from federal, state, and local government agencies, and Tribes with decision-making and trustee responsibilities for the area's environmental, economic, and cultural resources. The FOSC shall serve as the Chair for the Area Committee. The FOSC should designate representatives from Oregon Department of Environmental Quality and Washington Department of Ecology to serve as Vice-Chairs. The FOSC may also designate multiple Vice-Chairs to the Area Committee to include federal, state, local agency, Tribal, or territorial representatives.

The Area Committee is encouraged to solicit advice, guidance, or expertise from all appropriate sources and establish sub-committees as necessary to accomplish the preparedness and planning tasks. Sub-committee participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilot associations, academia, environmental groups, consultants, response organizations, or concerned citizens. The sub-committee chair must be an appointed member of the Area Committee.

OPA 90 prohibits industry representatives from holding Area Committee memberships; however, industry participation in Area Committee meetings is invaluable. Key industry stakeholders will fulfill a participant function.

The Area Committee will meet no less than two times per year but will strive to hold three area committee meetings open to all members annually with one meeting in each of the following regions:

Northern Coast Region:	Seaside / Warrenton / Astoria / Ilwaco / Grays Harbor
Southern Coast Region:	Newport / Coos Bay
Eastern Region:	Kalama / Vancouver / Portland

1330 Area Committee Members

(Contact information listed in Section 9200 and AC meeting attendees listed as enclosure.)

Chair: U.S. Coast Guard
Vice Chairs: Oregon Department of Environmental Quality and Washington Department of Ecology

Area Committee Members:	
Federal	Department of Homeland Security (DHS) U.S. Coast Guard (USCG) Federal Emergency Management Agency (FEMA)

	Department of Defense (DOD) U.S. Navy (USN) U.S. Army Corps of Engineers (USACE) Department of Interior (DOI) Bureau of Indian Affairs (BIA) National Parks Service (NPS) U.S. Fish and Wildlife Service (USFWS) Department of Commerce (DOC) National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) U.S. Environmental Protection Agency (EPA)		
State	Washington Department of Ecology Washington Department of Health Washington State Department of Natural Resources Washington Military Department, Emergency Management Division Oregon Department of Environmental Quality Oregon Department of State Lands Oregon State Marine Board Oregon State Fire Marshal Oregon State Public Health Officer		
Local	**Northern Coast Region:** Port of Astoria Port of Garibaldi Port of Peninsula Port of Ilwaco Grays Harbor County Pacific County Wahkiakum County Clatsop County Tillamook County	**Southern Coast Region:** Port of Newport Port of Coos Bay Port of Brookings Harbor Lincoln County Lane County Douglas County Coos County Curry County	**Eastern Region:** Port of Portland Port St. Helens Port of Vancouver Port of Kalama Port of Longview Cowlitz County Clark County Skamania County Columbia County Multnomah County Hood River County

Tribes	Columbia River Inter-Tribal Fish Commission (Represents Yakama, Umatilla, Warm Springs, Nez Perce) Cowlitz Tribe Quinault Nation Confederated Tribes and Bands of the Yakama Nation Confederated Tribes of the Warm Springs Reservation Confederated Tribes of Umatilla Reservation Coquille Indian Tribe Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Confederated Tribes of Grand Ronde Confederated Tribes of Siletz Shoalwater Bay Tribe

1400 National Response System (NRS)

1410 National Response Structure

The National Response System (NRS) coordinates all government agencies with responsibility for human health and environmental protection in a focused response strategy for the immediate and effective cleanup of an oil or hazardous substance spill. It is a three-tiered federal response and preparedness system that supports the pre-designated Federal On Scene Coordinator (FOSC) and State On Scene Coordinator (SOSC) in coordinating national, regional, state, Tribal, and local government agencies, industry, and the RP during a response.

The three tiers are the National Response Team (NRT), Regional Response Team (RRT), and On-Scene Coordinator (OSC). The NRS is described in the NCP (40 CFR 300). The NRS does not remove the primary responsibility of initiating and completing a proper response by the RP. The NRS is used for all spills. When appropriate, the NRS is designed to incorporate a UC and control support mechanism consisting of the FOSC, the SOSC, the RP's Incident Manager, and, when appropriate, Tribal and local representatives.

There are 13 RRTs, one for each of the 10 federal regions, Alaska, the Caribbean, and the Pacific Basin. Each RRT has federal and state representation. EPA and the USCG co-chair the RRTs. RRTs are planning, policy, and coordinating bodies and may be activated during a major incident to assist the FOSC with resources. They also provide guidance support and approval for pursuing certain response strategies.

The role of an Incident-Specific RRT is determined by the operational requirements of the response. An Incident-Specific RRT may be activated when the response exceeds the capabilities of the area where it occurs, transects state boundaries, or may pose a substantial threat to public health or welfare or the environment. An Incident-Specific RRT may also be

activated upon a request by the FOSC or any RRT representative. Generally, the RRT may be used to assist the FOSC in obtaining additional federal resources. If the assistance requested by an FOSC exceeds an RRT's capability, the RRT may request assistance from the NRT. During an incident, the RRT may either be convened or alerted by telephone. Activation procedures for RRT10 may be found in Section 9105 of the NWACP, "Incident Specific RRT 10 Activation – Quick Response Guide." The Incident-Specific RRT may also monitor and evaluate reports from the FOSC, advise the FOSC on the duration and extent of the response, recommend specific actions related to the response, assist the FOSC in preparing information for the public, and, if necessary, recommend the appointment of a different FOSC for the response.

For situations not addressed by preauthorization plans, the RRT representative may authorize the use of products listed on the NCP Product Schedule or burning agents. As appropriate, this authorization should be given with the concurrence of the affected state(s) and in consultation with Department of Interior (DOI) and Department of Commerce (DOC). It should be noted that an FOSC may authorize the use of an NCP Product Schedule substance without the concurrence of the EPA RRT representative when the use of the product is necessary to prevent or substantially reduce a hazard to human life. Section 9101 is the RRT 10 NWACP Charter and further explains the membership and operation of RRT 10.

1410.1 Spill of National Significance

A Spill of National Significance (SONS) is that rare, catastrophic spill event which captures the nation's attention due to its actual damage or significant potential for adverse environmental impact. A SONS is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of federal, state, Tribal, local and private resources to contain and clean up. As per the NCP (40 CFR 300.323), a discharge may be classified as a SONS only by the Administrator of the USEPA for discharges occurring in the inland zone, and only the Commandant of the USCG for discharges occurring in the coastal zone.

The response to a SONS event must be a coordinated response that integrates the FOSCs response organization with the SONS response organization. If a discharge occurs in the coastal zone and is classified as a substantial threat to the public health or welfare of the United States (40 CFR 300.320 (a) (2)), or the necessary response effort is so complex that it requires extraordinary coordination of federal, state, Tribal, local and private resources to contain and clean up the discharge, the Commandant may classify the incident as a SONS under the (NCP).

The NCP describes, in part, the federal government's responsibility for strategic coordination and support of FOSC when responding to a SONS. To meet these responsibilities, the lead agency may establish an ICS Area Command (ICS-AC).

Depending on the lead agency, the Commandant of the USCG or the USEPA Administrator may classify a discharge as a SONS. The Commandant or Agency Administrator may name an ICS

Area Commander (ICS-AC). The ICS AC will establish an Area Command organization. Pursuant to 40 CFR 300.323, the ICS AC will:

- Communicate with affected parties and the public
- Provide strategic coordination of federal, state, Tribal, local and international resources at the national level
- This strategic coordination will involve, as appropriate, the National Response Team (NRT), the Regional Response Team (RRT), the Governor(s) of the affected state(s), and the mayor(s) or other chief executive(s) of local government(s). In addition, the National Incident Management System (NIMS) AC will coordinate with the senior corporate management of the RP(s)

1420 Regional Response Team (RRT)

There are 13 RRTs, one for each of the 10 federal regions, Alaska, the Caribbean, and the Pacific Basin. Each RRT has federal and state representation. EPA and the USCG co-chair the RRTs. RRTs are planning, policy, and coordinating bodies and may be activated during a major incident to assist the FOSC with resources. Please refer to Section 1430 of the NWACP or 40 CFR 300 for additional information regarding RRT roles.

1430 Area Response Structure

The Sector Columbia River Area Committee (SCRAC) member agencies have adopted and will manage spill incidents according to the following principles:

- **Incident Command System.** The NIMS model will be used when determined by the FOSC.

- **Unified Incident Command.** When more than one of the agencies arrive on scene to participate in managing a response action, the agencies will utilize a Unified Incident Command structure to jointly manage the spill incident. In the Unified Incident Command, whenever possible, decisions about the response will be made by consensus and documented through a single Incident Action Plan. When a consensus cannot be reached, the FOSC has the ultimate decision-making authority.

- **Unified Area Command.** For very large single incidents or multiple, simultaneous incidents involving a large number of resources and/or impacting a large geographic area, a Unified Area Command may be established. The Unified Area Command has the responsibility to set overall incident-related objectives and priorities, allocate critical resources based on those priorities, ensure the incident/incidents are properly managed, and ensure that incident objectives are met and do not conflict with each other. The Unified Area Command has overall responsibility for setting response priorities and objectives, which are then carried out by field ICS/UC organization(s).

- **Tribal and Local Government On-Scene Coordinators.** The UC may incorporate additional Tribal or local government OSCs into the command structure as appropriate.

- **Responsible Party Integration into Command Structure.** The person or persons responsible for a spill incident shall use ICS, which is capable of rapidly and readily integrating into the NIMS based ICS/UC organization used by the SCR ACP agencies.

- **Response Plan Approval.** The NCP 40 CFR 300 requires that vessel and facility response plans be compatible with the applicable Area Plan. Washington and Oregon State laws have similar provisions in RCW 90.56.210 and OAR 340-141-0140(7) and (9). Therefore, it is the policy of the Area Committee that vessel and facility contingency plans be consistent with the SCR ACP.

The Unified Incident Command structure allows for a coordinated response that considers the federal, state, Tribal, local and RP concerns and interests when implementing the response strategy. The FOSC has the ultimate authority in a response operation and will exert this authority only if the other members of the Unified Incident Command are not present or are unable to reach consensus quickly.

During responses to oil and hazardous substance spills, local agencies may be involved as part of the UC and may provide agency representatives who interface with the command structure through the Liaison Officer or the SOSC. When a UC is used, an Incident Command Post (ICP) and Joint Information Center (JIC) shall be established. The ICP shall be as near as practicable to the spill site. All responders (federal, state, Tribal, local, and private) should be incorporated into the response organization at the appropriate levels.

1430.1 Federal/State Role in Incident Response

Each state governor is requested to designate one state official to represent the state on the appropriate RRT. The state's office/representative may participate fully in all activities of the appropriate RRT. Each state governor is also requested to designate a lead state agency that will direct state-lead response operations. This agency is responsible for designating the lead state response official for federal and/or state-lead response actions, and coordinating/communicating with any other state agencies, as appropriate. Local governments are invited to participate in activities on the appropriate RRT as may be provided by state law or arranged by the state's representative. Tribes choosing to participate will designate their representative(s) from their Tribal government on the appropriate RRT. Appropriate state, Tribal and local officials should participate as part of the response structure. A list of contacts to these officials is provided in the Area Contingency Plan.

In addition to meeting requirements for local emergency plans under SARA Title III, state and local government agencies are encouraged to include contingency planning for responses, consistent with the NCP, RCP, and ACP in all emergency and disaster planning.

For facilities not addressed under CERCLA or CWA, states are encouraged to undertake response actions themselves or to use their authorities to compel potentially responsible parties to undertake response actions.

States are encouraged to enter into cooperative agreements pursuant to the applicable CERCLA sections to enable them to undertake actions authorized under subpart E of the NCP. Requirements for entering into these agreements are included in subpart F of the NCP. A state agency that acts pursuant to such agreements is referred to as the lead agency. In the event there is no cooperative agreement, the lead agency can be designated in a Memorandum of Agreement (MOA) or other agreement.

1440 Incident Command System (ICS)

The Incident Command System is a fundamental element of incident management. The use of the ICS provides standardization through the following 14 management characteristics, each of which contributes to the strength and efficiency of the overall system:

a. Common Terminology
b. Modular Organization
c. Management by Objectives
d. Incident Action Planning
e. Manageable Span of Control
f. Incident Facilities and Locations
g. Comprehensive Resource Management
h. Integrated Communications
i. Establishment and Transfer of Command
j. Chain of Command and Unity of Command
k. Unified Command
l. Accountability
m. Dispatch/Deployment
n. Information and Intelligence

Like other portions of the NIMS, the ICS is a flexible, scalable, and adaptable management approach to meet the needs of any incident. The ICS, therefore, provides a core mechanism for coordinated and collaborative incident management, allowing it to address a broad spectrum of incidents from small to complex, planned and unplanned, and both natural and human-caused.

A principal ICS reference is the: Incident Management Handbook (IMH), although multiple agencies have ICS guides available for use. The IMH is an excellent reference to keep and use during a response. In addition, see Section 2000 for more guidance on ICS and UC issues:

https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

1450 Area Exercise Mechanism

The opportunity to exercise this plan and components of this plan presents itself via the National Preparedness for Response Exercise Program (PREP). The PREP guidelines satisfy the exercise requirements for USCG, USEPA, PHMSA and Bureau of Safety and Environmental Enforcement (BSEE). The PREP was developed to establish a workable exercise program, which meets the intent of OPA 90 for spill preparedness. PREP was developed to provide a mechanism for compliance with exercise requirements, while being economically feasible for government and oil industry to adopt and sustain. PREP is a unified federal effort and satisfies the exercise requirements for all federal agencies, which adheres to its guidelines. PREP represents minimum guidelines for ensuring adequate response preparedness. Additional information on PREP can be found within the PREP Guidelines.
https://www.epa.gov/oil-spills-prevention-and-preparedness-regulations/2016-national-preparedness-response-exercise

The Area Exercises are divided into three classification categories: Equipment Deployment Drills, IMT Discussion-Based Exercises and Operations-Based, Functional or Full-Scale Exercises.

The scope and objectives of Area Exercises are detailed in the PREP guidelines. Members of the AC and response community will be involved in each type of exercise to some degree, varying from the confirmation of a phone number to assisting in the design of a scenario and performing as a controller or evaluator of the exercise. Participating in PREP and utilization of PREP guidance will ensure that all federal exercise requirements mandated by OPA 90 have been met.

Commercial vessel and waterfront facility response plan holders are required to meet the pollution response exercise requirements under OPA 90. Although participation in PREP satisfies these requirements, PREP is a strictly voluntary program. Plan holders are not required to follow PREP guidelines and, if they choose not to, may develop their own exercise program that complies with regulatory exercise requirements.

The PREP Guidelines outline the frequency and types of exercises plan holders should conduct to meet exercise requirements of the appropriate response plan regulations and how plan holders can take credit for exercises when they respond to an actual incident. An exercise scheduling calendar is used by industry and agencies to avoid scheduling conflicts. The calendar can be found at https://apps.ecology.wa.gov/naces/.

1460 Federal Response Framework

The NRT's membership consists of fifteen federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents. The USEPA serves as

chair; and the USCG serves as Vice-Chair, except when activated for a specific incident. The NRT is primarily a national planning, policy, and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by an FOSC via an RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs. The following is a list of NRT members and their functions:

Environmental Protection Agency (USEPA):
The USEPA chairs the NRT, co-chairs the standing RRT's, provides pre-designated FOSCs for the inland zone, provides Remedial Projects Managers (RPM's) for remedial actions, and generally provides Scientific Support Coordinators for the inland zone. The USEPA provides expertise on environmental effects of releases and on environmental pollution control techniques. The USEPA provides legal expertise on the interpretation of CERCLA and other environmental statutes. The USEPA may enter into a contract or cooperative agreement with the appropriate state to implement response actions.

United States Coast Guard (USCG):
The USCG provides pre-designated FOSCs for the coastal zone, co-chairs the standing RRT's, and serves as the NRT vice-chair. The USCG staffs and administers the National Response Center (NRC); maintains continuously manned facilities that can be used for command, control, and surveillance of releases in coastal waters; and serves as fund manager for the oil spill liability trust fund (OSLTF). The USCG's National Strike Force (NSF) is especially trained and equipped to respond to major pollution incidents. In water pollution incidents, in which the USCG has financial responsibility jurisdiction, the USCG ensures the responsible parties, both U.S. and foreign, can compensate the U.S. and other impacted parties through the Certificate of Financial Responsibility Program (COFR).

Federal Emergency Management Agency (FEMA):
FEMA provides guidance, policy, and program advice, and technical assistance in hazardous materials and radiological emergency preparedness activities (planning, training, and exercising) to state and local governments. During responses, FEMA provides advice and assistance to the lead agency on coordinating relocation assistance and mitigation efforts with other federal agencies, state, and local governments, and the private sector. FEMA may enter into an agreement with the appropriate political entity to implement relocation assistance during responses.

Department of Defense (DOD):
The DOD must take all action necessary with regarding discharges or releases of oil or hazardous substances where the release is on, or the site source of the release is from, a facility or vessel under jurisdiction, custody, or control of the DOD. The DOD may also, consistent with its operational requirements and at the request of the Federal On-Scene Coordinator, provide locally deployed U.S. Navy (USN) oil spill equipment and provide response assistance to other federal agencies upon request. The USN also has an extensive array of specialized equipment

and personnel available for use in ship salvage, shipboard damage control, and diving. The U.S. Army Corps of Engineers (USACE) has specialized equipment and personnel for removing navigation obstructions and accomplishing structural repairs.

Department of Energy (DOE):
Except as otherwise provided in Executive Order 12580, the DOE provides FOSCs/RPMs that are responsible for taking all response actions with respect to releases of hazardous substances where either the release is on, or the sole source of the release is from, any facility or vessel under its jurisdiction, custody, or control. In addition, under the National Response Framework (NRF), the DOE provides advice and assistance to other FOSCs/RPMs for emergency actions essential for the control of immediate radiological hazards.

Department of Agriculture (USDA):
The USDA has scientific and technical capability to measure, evaluate, and monitor, either on the ground or by use of aircraft, situations where natural resources including soil, water, wildlife, and vegetation have been impacted by oil or hazardous substances. The USDA may be contacted through Forest Service emergency staff officers who are the designated members of the RRT. Agencies within USDA with relevant expertise are: the Forest Service, the Agriculture Research Service, the Soil Conservation Service, the Food Safety and Inspection Service, and the Animal and Plant Health Inspection Service.

Department of Commerce (DOC):
Through the National Oceanic and Atmospheric Administration (NOAA), the DOC provides scientific support for responses and contingency planning in coastal and marine areas, including assessments of the hazards that may be involved, predictions of movement and dispersion of oil and hazardous substances through trajectory modeling, and information on the sensitivity of coastal environments to oil or hazardous substances. NOAA provides scientific expertise on living marine resources it manages and protects. It also provides information on actual and predicted meteorological, hydrologic, ice, and oceanographic conditions for marine, coastal, and inland waters, as well as tide and circulation data.

Department of Health and Human Services (HHS):
The HHS is responsible for providing assistance on matters related to the assessment of health hazards at a response and protection of both response workers and the public's health. The HHS is delegated authorities under CERCLA relating to a determination that illness, disease, or complaints may be attributable to exposure to a hazardous substance, pollutant, or contaminant. Agencies within HHS that have relevant responsibilities, capabilities, and expertise are the Agency for Toxic Substances and Disease Registry (ATSDR) and the National Institutes for Environmental Health Sciences (NIEHS).

Department of the Interior (DOI):

The DOI has expertise on and jurisdiction over a wide variety of natural resources and federal lands and waters as well as certain responsibilities for Native Americans and U. S. Territories. The DOI may be contacted through Regional Environmental Officers (REO), who are the designated members of RRTs. Bureaus and offices with relevant expertise are: Fish and Wildlife Service, Geological Survey, Bureau of Indian Affairs, Bureau of Land Management, Minerals Management Service, National Park Service, Bureau of Reclamation, Office of Surface Mining and Reclamation Enforcement, and Office of Insular Affairs.

Department of Justice (DOJ):
The DOJ provides expert advice on complicated legal questions arising from discharges or releases, and federal agency responses. In addition, the DOJ represents the federal government, including its agencies, in litigation relating to such discharges or releases.

Department of Labor (DOL):
The Occupational Safety and Health Administration (OSHA) and the state operating plans approved under the Occupational Safety and Health Act of 1970, have authority to conduct safety and health inspections of hazardous waste sites to assure that employees are being protected and to determine if the site compliant with safety and health standards and regulations. On request, OSHA will provide advice and assistance regarding hazards to persons engaged in response activities.

Department of Transportation (USDOT):
The USDOT provides response expertise pertaining to transportation of oil or hazardous substances by all modes of transportation. Through the Research and Special Programs Administration (RSPA), USDOT offers expertise in the requirements for packaging, handling, and transporting regulated hazardous materials. RSPA promulgates and enforces the Hazardous Materials Regulations. RSPA provides technical assistance in the form of Emergency Response Guidebooks (ERGs) and, in a joint effort with FEMA, has developed Hazardous Material Information Exchange (HMIX). RSPA also provides planning support in the development of protective action decision strategies and exercise scenarios.

Department of State (DOS):
The DOS takes the lead in the development of international joint contingency plans. It also helps to coordinate an international response when discharges or releases cross international boundaries or involve foreign flag vessels. Additionally, DOS coordinates requests for assistance from foreign governments and U.S. proposals for conducting research at incidents that occur in waters of other countries.

Nuclear Regulatory Commission (NRC):
The Commission responds, as appropriate, to releases of radioactive materials by its licensees, in accordance with the NRC Incident Response Plan (NUREG-0728). In addition, the NRC will provide advice to the FOSC/RPM when assistance is required in identifying the source and

character of other hazardous substance releases where the commission has licensing authority for activities utilizing radioactive materials.

General Services Administration (GSA)
GSA is responsible for carrying out the policy and regulatory functions assigned to it by Congress, as one of the central management agencies of the federal government. GSA collaborates with customer agencies and stakeholders to develop policies for the implementation of federal laws, executive orders, and other executive branch guidance.

1470 Federal Radiological Response Plan

The objective of the Federal Radiological Emergency Response Plan (FRERP) is to establish an organized and integrated capability for timely, coordinated response by Federal agencies to peacetime radiological emergencies.

The FRERP:

1. Provides the Federal Government's concept of operations based on specific authorities for responding to radiological emergencies;
2. Outlines Federal policies and planning considerations on which the concept of operations of this Plan and Federal agency specific response plans are based; and
3. Specifies authorities and responsibilities of each Federal agency that may have a significant role in such emergencies.

There are two sections in FRERP. Section I contains background, considerations, and scope. Section II describes the concept of operations for the response
https://fas.org/nuke/guide/usa/doctrine/national/frerp.htm

1500 State/Local Response System

State and local public safety organizations are expected to initiate public safety measures that are necessary to protect public health and welfare, and that are consistent with containment and cleanup requirements in the NCP, and are responsible for directing evacuations pursuant to existing state or local procedures.

Oregon
The NWACP provides a complete description of Oregon's statewide oil and hazardous materials response system and outlines the responsibilities of all who may be involved in response to or coordination of an incident.

DEQ and the Oregon State Fire Marshal's Office (OSFM) are the lead agencies for oil or hazardous material spills. DEQ and OSFM provide 24-hour response to oil and hazardous substance spills when any amount of regulated waste or hazardous substance is released to the air, land, or water, or whenever oil is spilled on land or to state waters. As needed, DEQ deploys SOSCs to an incident.

To ensure a reasonable emergency response time to all parts of the state, a system of state funded regional hazardous materials response teams (HAZMAT Teams) has been developed. The teams are equipped and trained by the state and staffed for the most part by individuals from local fire departments and other emergency providers.

The Oregon Health Authority (Public Health Division) is the lead state agency for all incidents involving hazards to public health, communicable disease agents, or radiation emergencies other than transportation accidents. The Oregon Department of Energy is the lead state agency for radioactive materials transportation incidents. The lead state agency will provide an SOSC to direct state response and to assist the FOSC. Assistance that may be requested from the State includes guidelines for the disposal of oily waste, identification, and prioritization of vulnerable resources, local geographic and environmental
information, counsel on cleanup and restoration standards, medical/toxicological information through State health officials, and identification of unknown pollutants.

For list of Oregon state response agencies and their roles during an oil/hazardous materials incident, see Section 9106.4 of the NWACP (Oregon Agency Response Partners: Roles and Contacts).

Washington
The Washington State Response System is designed to provide coordinated state agency response, in cooperation with federal agencies for effective cleanup of oil or hazardous substance spills. In Washington State, Ecology has been designated and acts as the state Incident Commander for oil or hazardous substance spills or threatened spills to waters of the state. Ecology provides 24-hour response to oil and hazardous substance spills when any amount of regulated waste or hazardous substance is released to the air, land, or water, or whenever oil is spilled on land or to state waters. As needed, Ecology deploys SOSCs to an incident. The agency maintains spill response teams in Olympia, Seattle, Bellingham, Vancouver, Spokane, and Union Gap that provide round-the-clock response service to emergencies that pose an immediate threat to human health and the environment. In addition, Ecology:

- Confirms emergency notifications
- Determines the source and cause of an incident
- Identifies the RP for an oil spill or hazardous substance release
- Assumes responsibility for incident management and cleanup if the RP is unavailable, unresponsive, or unidentified
- Sets state cleanup standards and ensures that source control, containment, cleanup, and disposal are accomplished
- Assists in monitoring and ensuring the safety of first responders and other personnel;

- Determines the need for and initiates appropriate enforcement actions
- Coordinates spill response with other state and federal agencies and Tribal and local jurisdictions using NIMS/ICS
- Establishes a JIC with involved agencies and the RP to provide current and accurate information to the community
- Conducts on-site inspections of commercial vessels and oil handling facilities;
- Provides maritime expertise, such as advice on salvage operations
- Leads, activates, and coordinates the Natural Resource Damage Assessment (NRDA) team, which also includes the state departments of Fish and Wildlife, Health, Natural Resources, Community, and Archeology and Historic Preservation, and Parks and Recreation Commission
- Participates in the activities of the Wildlife Branch of the Operations Section of the ICS
- Notifies the appropriate resource trustee agency of injury to fish, shellfish, habitat, and other wildlife

Under the Washington Response System, the Washington State Patrol (WSP) assumes responsibility as Incident Commander and acts as the lead state agency responsible for cleanup activities when oil and hazardous substance spills occur on state highways. The WSP also:

- Assists local jurisdictions with law enforcement and evacuations
- Represents local jurisdiction as designated Incident Commanders
- Coordinates and maintains liaison with other state agencies involved with incidents
- Assists in receiving and disseminating warning information
- Provides communications and technical support to the incident
- Provides radiological monitoring
- Provides aerial reconnaissance of the impacted area
- Coordinates fire resources when an emergency mobilization is authorized for a hazardous substance incident
- Provides 24-hour, statewide communications support

The **Washington Military Department's Emergency Management Division** maintains capabilities to make 24-hour notifications to Ecology, WSP, and other appropriate local, Tribal, state, and federal agencies. This division also:

- Activates the state Emergency Operations Center (EOC) when required
- Coordinates state agency response activities within the state EOC, including procurement of state resources, as requested
- Provides public information officer support to JICs or Incident Command Posts
- Provides communication links on an ongoing basis

West Coast Mutual Aid

During major and catastrophic spills on the West Coast, it may be necessary to expedite the cross-boundary transfer of additional response capabilities that can only be provided by private contractors. For additional guidance, please reference section 1445 of the NWACP.

1510 Tribal Response system

The Coast Guard recognizes the rich cultural history that exists among the Tribal territories within the boundary of this Area Contingency Plan. As such, the Coast Guard is committed to working with Tribal partners to understand environmental priorities and response needs. As this plan continues to develop, the Coast Guard welcomes input that will help strengthen response resiliency, as well as collaborative partnerships. Our Tribal partners may also have their own Tribal response plan that can provide invaluable input during a response on Tribal lands.

1600 National Policy and Doctrine

1610 National Response Doctrine

The National Incident Management System (NIMS) Incident Command System is the recognized standard with which management systems must demonstrate compatibility and is the measure by which regulatory agency plan reviewers, exercise evaluators, and spill responders will gauge the adequacy of response actions. While this system allows considerable operational flexibility, it includes a collaborative planning process that delineates key management position responsibilities, common use of forms, essential Incident Action Plan elements and response personnel and equipment resource tracking methods.

Under the NIMS guidance, Incident Resource typing, for both equipment and overhead personnel typing protocols will be forthcoming. Resource typing, which is based upon capability, will provide a basis for which resources can be requested to support response to incidents nationwide. For example, the Coast Guard Sector will provide trained and qualified Type III Command and General Staff personnel, with some key Type III Unit Leader Positions within the Sections.

Section 4201 of OPA 90 amended Subsection I of Section 311 of the FWPCA, to require the Federal OSC to “in accordance with the National Contingency Plan and any appropriate Area Contingency Plan, ensure effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of a discharge, of oil or a hazardous substance – (i) into or on navigable waters; (ii) on the adjoining shoreline to the navigable waters; (iii) into or on the water of the exclusive economic zone; or (iv) that may affect natural and cultural resources belonging to, appertaining to, or under the exclusive management authority of the Unites States.”

“In carrying out these functions, the OSC may; (i) remove or arrange for the removal of a discharge and mitigate or prevent a substantial threat of a discharge, at any time; (ii) direct or monitor all Federal, State, and private actions to remove a discharge; and (iii) recommend to

the Commandant that a vessel discharging or threatening to discharge, be removed, and if necessary, destroyed."

If the discharge or substantial threat of discharge of oil or hazardous substance is of such size or character as to be substantial threat to the public health or welfare of the United States (including but not limited to fish, shellfish, wildlife, other natural and cultural resources, and the public and private beaches and shorelines of the United States), the OSC shall direct all Federal, State, and private actions to remove the discharge or to mitigate or prevent the threat of the discharge.

1620 Regional Response Doctrine

The Regional Response Doctrine is comprised of two principal components. There is a standing team which consists of designated representatives from each participating federal agency, state government, and local governments (as agreed upon by the state) of the RRT; and incident specific teams formed from the standing team when the RRT is activated for a response. On incident-specific teams, participation by the RRT member agencies will relate to the technical nature of the incident and its geographic location.

1630 Area Response Doctrine

Pursuant to the National Contingency Plan (40 CFR Part 300), area committees have been established for each area of the United States that has been designated by the President. These areas are consistent with USCG COTP zones, thus each COTP, as the FOSC, must have an area committee. The area committees are comprised of personnel from federal, state, tribal, and local agencies who coordinate response actions with the private sector. Area Committees, under the coordinated direction of Federal On-Scene Coordinators (FOSC), are responsible for developing Area Contingency Plans (ACPs). Area Committees are also required to work with the response community to develop procedures to expedite decisions for the use of alternative response measures.

This plan serves as the Columbia River ACP for the Sector Columbia River AOR response doctrine for oil discharges and hazardous substance releases.

1640 Public vs. Private Resource Utilization

OPA 90 reaffirmed the basic principle that the primary source of an oil spill preparedness and response system in the U.S. should be implemented and maintained by the private sector. It is not, nor should it be, the USCG or USEPA intent to compete with the commercial oil and hazardous materials pollution response industry. The utilization of government resources in lieu of commercial resources can place the government in a competitive environment. This is not the intent of OPA 90, as it defeats the incentive for commercial enterprise to maintain equipment and trained personnel in a competitive market.

The FOSC has the authority and responsibility in accordance with the NCP to contain, control, and carry out response activities for the removal of a discharge where a substantial threat to public health or welfare, or where natural resources are endangered. At the direction and discretion of the FOSC and the UC, when the RP executes a suitable response, any government

equipment deployed should be withdrawn as commercial equipment becomes available and is placed into service.

The FOSC may consider using USEPA, USCG, DOD, or Oil Spill Response Organization resources in such instances when the spill has been federalized and/or private sector resources cannot respond to the incident in a timely manner, or there are certain specific resources not available from the private sector.

1650 Best Response Concept

The term "Best Response" means a response organization will effectively, efficiently, and safely respond to oil spills, minimizing consequence of pollution incidents and to protect human health, the environment and economic interests.

"Best Response" equals a successful response based on achievement of certain key success factors (i.e. things that a response must accomplish to be considered successful) as follows:

- Human Health
  - No public injuries
  - No worker injuries
- Natural Environment
  - Source of discharge minimized
  - Source contained
  - Sensitive areas protected
  - Resource damage minimized
- Economy
  - Economic impact minimized
- Public Communication
  - Positive media coverage
  - Positive public perception
- Stakeholders Support
  - Minimize stakeholder impact
  - Stakeholders well informed
  - Positive meetings
  - Prompt handling of claims
- Organization
  - Standard response management system
  - Sufficient/efficient resources
- Protection of Cultural and Historic resources

When conducting an oil spill response, IC/UC and their Command and General Staffs should always consider the "Best Response" concept while managing operational and support/coordination functions.

IC/UC and their Command and General Staffs need to closely monitor how well incident objectives, strategies, and tactics are addressing "Best Response" and key response functions, and to make appropriate adjustments where necessary to ensure maximum potential for success.

Additional information on "Best Response" concept is listed in Chapter 20 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids
The RRT10 website also provides a 96 hour toolkit to assist in Best Response efforts: https://rrt10nwac.com/96Hour.aspx

1660 Cleanup Assessment Protocol (How Clean is Clean)

40 CFR 300.320 states: "Removal shall be considered complete when so determined by the FOSC in consultation with the Governor(s) of the affected state(s). When the FOSC considers removal complete the OSLTF removal funding shall end." Due to the differences in incident type and complexity, the FOSC will take all issues and agency concerns into consideration prior to making the "Removal Complete" assessment. Any group(s), or individual(s) with issues or concerns regarding an incident clean up, should forward them via the Liaison Officer (LOFR) or their respective Governor's office.

1670 Response Technologies

1670.1 Dispersant Pre-Approval/Monitoring/Decision Protocol

As identified by RRT 10, the dispersant policy is subdivided into three authorization zones: Pre-Authorization Zone, Case-by-Case Authorization Zone, and No Use Zones. Section 3260 contains additional information.

Role of RRT

RRT 10 and member agencies have various roles related to the use of dispersants within federal waters in the RRT 10 area of responsibility. See 40 CFR 300.115 Regional Response Teams for additional information on roles and authorities of the RRT. The following provides more specific guidance on the role of RRT 10 in each designated zone:

Dispersant Pre-Authorization Zone: There is no additional guidance required from the RRT prior to the application of dispersants within a Pre-Authorization Zone. The FOSC Checklist, located in Section 9406 of the NWACP, will be completed prior to use of dispersants. An Incident After-Action Report will be provided by the FOSC to all interested RRT members after the emergency response is over.

Case-by-Case Dispersant Authorization Zone: For areas in a Case-by-Case Authorization Zone, in order to authorize the use of dispersants, the FOSC will prepare a recommendation memo and request an activation of RRT 10 for a decision. The purpose of the activation is for the FOSC to outline the basis for the request to authorize dispersant use, and pursuant to 300.910(b) of the NCP, seek concurrence from the EPA representative to the RRT and, as appropriate, the RRT representatives from the states with jurisdiction over the navigable waters threatened by the release or discharge. This activation will also serve as consultation with the DOC and DOI natural resource trustees. It is the policy of RRT 10 to also consult with appropriate Tribal governments with off-reservation treaty rights in navigable waters threatened by a release or discharge of oil, when practicable.

For more detailed guidance, reference the NWACP Sections 4610 & 4615 and the Best Management Practices in Section 9301.

1670.2 In-Situ Burn (ISB) Approval/Monitoring/Decision Protocol

The FOSC/UC shall follow the RRT 10 NWACP In Situ Burning Decision Tree (Figure 4000-3) and the Protocols for In Situ Burning (see Section 4619) in this Preauthorization Plan as well as guidance provided in Section 9407, "In-Situ Burning Operational Planning Tool" when a decision has been made to consider the use of in-situ burning operations to mitigate spilled oil.

1670.3 Bioremediation Approval/Monitoring/Decision Protocol

The objective of bioremediation is to accelerate the rate of hydrocarbon degradation due to natural microbial processes by bio-stimulation or bio-augmentation.

Incident–specific RRT approval is required; Products **must** be on the NCP Product Schedule to be considered for use.

- Verify need for applicable state requirements.
- Prior to listing, products must submit efficacy test results to be listed on the Product Schedule. The evaluation criteria were established by a scientific panel under the USEPA Bioremediation Action Committee and are noted as minimal standards for acceptance.
  - The test uses Alaska North Slope crude oil with water-oil control, oil-nutrients, and oil-agent.
  - Samples are taken at day 0, 7, and 28 for GC/MS analysis of alkanes and aromatics, and gravimetric change in weight after 28 days.
  - The standard for listing is: The products need to perform statistically significantly better than the control.
  - The conditions of the efficacy test are ideal: closed, well-mixed flasks where neither nutrients nor microbes are lost from the system, competition from indigenous microbes is minimal, and aeration is good.
  - Performance in the field will most certainly differ.

For more detailed guidance on the use of bioremediation products, reference the NWACP, Section 4623 and Section 9301.

1680 Fish and Wildlife Acts Compliance (Migratory Bird Treaty Act (MBTA), Marine Mammal Protection Act (MMPA), Endangered Species Act (ESA), etc.)

See Northwest Wildlife Response Plan in Section 9310 of the NWACP or at the following link: https://rrt10nwac.com/ESAConsultation.aspx

1690 Protection of Historic Properties (National Historic Preservation Act (NHPA))

This section discusses obligations required of state and federal responders to protect cultural and historic properties during an emergency response and procedures to follow to meet those obligations. For the FOSC, this section adopts a national *Programmatic Agreement on Protection of Historic Properties During Emergency Response Under the National Oil and Hazardous Substance Pollution Contingency Plan (PA)*. This section also fulfills the FOSC's responsibility to ensure that historic properties are appropriately considered in planning for an emergency response (Section IV. A. of the PA). See Compliance Guide for National Historic Preservation Act During an Emergency Response, Section 9403 of the NWACP.

Responses Conducted Under NCP Authority

The National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665) requires agencies using federal funds to identify, evaluate, and, where significant, protect historic, archaeological, and traditional cultural properties. This act also authorizes the National Register of Historic Places, expanding federal recognition to historic properties of local and state significance. The National Park Service in the United States Department of the Interior (DOI) administers both programs. Regulations for these programs are contained in 36 CFR Part 60, National Register of Historic Places, and 36 CFR Part 65, National Historic Landmarks Program.

Oil can contaminate archaeological, historic, and culturally sensitive resources. Such contamination can prevent carbon dating, damage the fragile artifacts, and make restoration and preservation extremely difficult or impossible. In addition, oil spill response activities (e.g., mechanical cleanup and staging area construction) can physically disturb or destroy artifacts and sites.

Archaeological research and inventory in Oregon, Washington, and Idaho is incomplete, and the data that do exist are not disclosed in order to prevent looting and vandalism. The primary contact for responders seeking information and expertise on local culturally sensitive areas is the State Archeologist in the State Historic Preservation Office (SHPO) for the state and the Tribal Historic Preservation Officer (THPO) for the affected Tribal lands. It is important that responders be aware of the types of archaeological, cultural, or historic materials that they are likely to encounter while responding to an oil spill or hazardous materials release and that they immediately notify the FOSC/UC if these types of materials are discovered.

The Regional Response Team (RRT)/ will review response strategies outlined in the GRSs/GRPs when they are developed or revised to identify and modify any strategies that may adversely impact archaeological, cultural, or historic resources. These resources are protected under federal, Tribal, and state laws. To avoid any inadvertent impacts on cultural and historic resources, responders are generally directed to utilize existing hardened access paths and paved areas when approaching shorelines, and cleanup teams are to remain on beaches unless otherwise recommended by the Environmental Unit.

An FOSC, as an agency representative, is required to follow the NHPA. Thus, during a response, the FOSC will need to identify, evaluate, and, where significant, protect historic, archaeological, and traditional cultural properties. Under the NHPA, the FOSC is to protect property from 1) oil, hazardous substance, pollutant, or contaminate that has been spilled or released and 2) damage due to the response itself.

The NHPA was written for planned actions and does not adequately address federal actions under an emergency response. To fill that gap for environmental emergencies, the Advisory Council on Historic Preservation, the National Conference of State Historic Preservation Officers, and eight federal agencies, including the United States Coast Guard (USCG) and United States Environmental Protection Agency (EPA), developed and signed the Programmatic Agreement (PA).

Note that circumstances of a response may involve a THPO. Not all Tribes have a formally designated THPO, and the FOSC may need to consult with a Tribal representative on cultural issues instead.

Wherever this document refers to a THPO, this also implies a Tribal representative for Tribes with no THPO.

Before the PA can be used, an RRT needs to adopt the NHPA into its Regional or Area Contingency Plan (ACP) (Section VII. C. of the NHPA). As such, RRT 10 incorporates by reference the NHPA into the NWACP. Subsequently, the adoption of the NHPA into the NWACP will satisfy the USCG and EPA FOSC Section 106 responsibilities for all individual undertakings carried out in accordance with the NHPA and this plan as allowed under 36 CFR 800.14(b), the implementing regulations for the NHPA.

It is necessary to define the term “emergency response” because, as stated in the title, the NHPA is an agreement regarding protection of historic properties during an “emergency response” under the NCP. The NHPA states that “an ‘emergency’ shall be deemed to exist whenever circumstances dictate that a response action to a release or spill must be taken so expeditiously that normal consideration of the Section 106 process is not reasonably practicable.” Note that “emergency response” is not defined in the NCP, and instead all

cleanups of a discharge or a release are regarded as a “removal,” whether an emergency or planned. A planned removal will follow the requirements under 36 CFR 800.

Nevertheless, the term “emergency response” is widely used to distinguish a planned response from an unplanned response for administrative purposes, particularly within the EPA. With few exceptions, most oil responses under the OPA are unplanned and thus considered emergencies. The USCG deals almost exclusively with oil spills, and so almost all responses performed by the USCG are emergencies. However, with hazardous substances responses under Comprehensive Environmental Response, Compensation, and Liability Act, many are planned and indeed require an Action Memorandum (approval and funding mechanism) before a removal can begin.

For the sake of clarity, the RRT grants the FOSC the discretion to determine what is “reasonably practicable” in consultation with the SHPO. For consistency with FOSC practices, an emergency response will be considered a response performed in the context of all oil spills and any hazardous substance release that does not require an action memorandum before initiating a removal. In these types of responses, normal consideration of the Section 106 process is deemed not reasonably practicable. However, this does not preclude following the Section 106 process, if the FOSC determines in consultation with the SHPO that conditions of the response allow for it.

In the context of this section, an emergency response shall be deemed complete using the same determination process as for a removal in the NCP under 40 CFR 300.320(b) – “Removal shall be considered complete when so determined by the OSC in consultation with the Governor or Governors of the affected states.”

Determining Presence of Historic Properties/Cultural Resources

The FOSC must first determine if there are any historic properties or cultural resources to consider during an emergency response. The FOSC may not be trained to recognize such properties or resources, or the resources may be buried and not visible. Therefore, the FOSC should assume that the emergency response location contains historic properties and cultural resources and notify the SHPO/THPO at the beginning of the response to ascertain the status of the response location. Even if the FOSC is given the “all clear” from the SHPO/THPO, he or she should proceed cautiously, especially if the response involves excavations.

To reduce the burden of notifying the SHPO/THPO of all emergency responses, the FOSC can consult the list of types of locations and spills/releases that are categorically excluded, provided in Section 9403, “Compliance Guide for National Historic Preservation Act During and Emergency Response.” However, there are four overriding factors noted in this list that would still require consultation with the SHPO/THPO. Therefore, the most prudent path is to notify the SHPO/THPO of all emergency responses.

SHPO/THPOs can help the FOSC by monitoring National Response Center (NRC) emails for any potential concerns. SHPOs should note that EPA and USCG do not respond to all NRC notifications and can verify if an FOSC was dispatched by calling the phone duty officer.

FOSC Obligations

The FOSC will give appropriate consideration to historic properties and cultural resources as defined by the NHPA during an emergency response.

Once the FOSC has determined that a response location involves historic properties or cultural resources, he or she consults with the SHPO/THPO to make informed decisions. By means identified in this plan, the FOSC will inform the SHPO/THPO of the location and nature of the emergency response and actions to take for all emergencies to which the FOSC responds. The SHPO/THPO can respond to the FOSC's notification by telephone or in person.

The FOSC may make emergency response decisions that adversely affect historic properties, but those decisions must take historic property information into account prior to authorizing actions that might affect such property.

An informed decision is one in which the FOSC has:

- Notified, consulted, and taken into account comments of the SHPO, federal land-managing agencies, and Tribes;
- Consulted with a Historic Properties Specialist;
- Reviewed cultural information contained in the GRS/GRP for the area; and
- Determined whether a categorical exclusion applies.

The FOSC will notify the SHPO/THPO when an emergency response has been completed. Where an emergency response decision has adversely affected historic properties, the FOSC will consult and discuss restoration and mitigation options with the SHPO or THPO.

Cultural and Historic Property Specialist

Activating a historic property specialist is an important decision that should be made in consultation with the SHPO/THPO. The size and complexity of response and the degree to which a historic property is involved may warrant one or more specialists. Note that any action that adversely affects historic property without having activated a historic property specialist against the recommendation of the SHPO/THPO during the consultation process may be considered an uninformed decision and inconsistent with the NWACP.

Under ICS, the Historic/Cultural Resource Specialist will be placed in the Environmental Unit (EU) within the Planning Section. This position is referred to as the "Historical/Cultural Resources Technical Specialist" in the USCG Incident Management Handbook and the "Historical/Cultural Resources Specialist" in the EPA Incident Management Handbook. This position coordinates on technical matters with the SHPO/THPO on behalf of the FOSC. However, the FOSC is responsible for making all governmental decisions.

Even if the response is led by the potentially responsible party, the obligation to meet the Section 106 requirements of NHPA remains with the FOSC in UC.

See Section 4730.1 of this plan for additional guidance.

1690 Response Technology, Other

1690.1 Alternative Response Technology Evaluation System (ARTES)

During an oil or chemical spill, the On-Scene Coordinator (OSC), who directs the response, may be asked to consider using a non-conventional alternative countermeasure (a method, device, or product that hasn't typically been used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it's necessary to quickly collect and evaluate the available information about it.

To aid in evaluating non-conventional alternative countermeasures in particular, the Alternative Response Tool Evaluation System (ARTES) was developed. ARTES can also be used to evaluate proposed conventional countermeasures. It is designed to evaluate potential response tools on their technical merits, rather than on economic factors. Under ARTES, an Alternative Response Tool Team (ARTT) rapidly evaluates a proposed response tool and provides feedback to the OSC in the form of a recommendation. The OSC then can make an informed decision on the use of the proposed tool. A set of forms has been developed for use in the ARTES process. ARTES was designed by workgroups of RRT (these are teams of Federal response specialists). ARTES is designed for two uses:

- Evaluation of product's appropriateness for use during a specific incident, under specific circumstances.
- Pre-evaluation to identify conditions under which favorable outcomes are anticipated when a product is used.

An advantage of ARTES is that it provides a management system for addressing the numerous proposals submitted by vendors and others during a spill. Subjecting all proposals to the same degree of evaluation also ensures that vendors are considered on a "level playing field."

ARTES can be used before an incident as well as during a response. If an OSC would like to consider an alternative response tool during pre-spill planning, he or she can use ARTES to evaluate the tool. Over time, the hope is that having a record of proposals on file will enable an OSC to address alternatives for future needs.

There are two ways that the ARTES process can be initiated, generally speaking:
When no spill response is in progress, a vendor can approach the OSCs (Federal or State) or RRT members to request that a product be evaluated. It then falls on the OSC or RRT representative to determine the value of performing an ARTES evaluation on the product. In effect, the OSC

and RRT representative perform first-line screening. If either the OSC or RRT representative decides that it would be appropriate for a product to be evaluated, he or she then must submit a written request for an ARTES evaluation to the Spill Response Countermeasures Workgroup chairperson at the appropriate RRT.

During a spill, only the OSC, the Unified Command, the Planning Section Chief, or the Operations Section Chief can initiate an evaluation. They would do so in response to an identified need.

Either before or during a spill, once a proposed response tool passes this initial screening step, it must be thoroughly evaluated. The vendor needs to provide complete and comprehensive information on the product by filling out the Proposal Worksheet (PWS). The information in the PWS is then reviewed by a Response Tool Subcommittee (during the planning phase) or by the Alternative Response Tool Team (during spill response operations). If the PWS is sufficient, the teams evaluate the data, provide recommendations (either to accept or not accept) to the RRT and OSC, and the report is then archived.

1690.2 Special Monitoring of Applied Response Technology (SMART)

Special Monitoring of Applied Response Technologies is a cooperatively designed monitoring program for in-situ burning and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in-situ burning operations. Data are channeled to the Unified Command (representatives of the spiller and the State and Federal governments who are in charge of the spill response) to address critical questions:

- Are particulates concentration trends at sensitive locations exceeding the level of concern?
- Are dispersants effective in dispersing the oil?
- Having monitoring data can assist the Unified Command with decision-making for dispersant and in-situ burning operations.

1700 Reserved

1800 Reserved

1900 Reserved for Area/District

2000 Command

2100 Unified Command (UC)

Incident Commanders for oil discharges and hazardous substance releases will, whenever possible and practical, be organized under the UC structure, which includes, but is not limited to:

- The pre-designated FOSC
- The State On-Scene Coordinator (SOSC)
- The representative of the RP
- The Local On-Scene Coordinator (LOSC) and/or Tribal On-Scene Coordinators (TOSCs), as appropriate

To be considered for inclusion as a UC member, the following criteria must be considered:

- The organization must have jurisdictional authority or functional responsibility under a law or ordinance for the incident
- The organization must be specifically charged by law or ordinance with commanding, coordinating or managing a major aspect of the incident response
- The incident or response operations must have impact on the organization's Area of Responsibility
- The organization should have the resources to support participation in the response organization

Unified Commanders must be able to:

- Agree on incident objectives and priorities
- Have the capability to sustain a 24/7 commitment to the incident
- Have the authority to commit agency or company resources to the incident
- Have the authority to spend agency or company funds
- Agree on an incident response organization
- Agree on the appropriate Command and General Staff position assignments to ensure clear direction for on-scene tactical resources
- Commit to speak with "one voice' through the Public Information Officer (PIO) or Joint Information Center (JIC), if established
- Agree on logistical support procedures
- Agree on cost-sharing procedures, as appropriate

Actual UC makeup for a specific incident will be determined on a case-by-case basis, taking into account:

- The specifics of the incident
- Determinations outlined in the four criteria listed above
- Decisions reached during the initial meeting of the UC

The makeup of the UC may change as the incident progresses, in order to account for changes in the situation.

The UC is responsible for the overall management of the incident. The UC directs incident activities, including the development and implementation of strategic decisions, approval of the Incident Action Plan, and approves the ordering and releasing of resources. It is expected that each UC member will have the authority to make decisions and commit resources on behalf of their organization.

When a UC is formed, UC officials negotiate and concur on key decisions, which may include the name of the incident.

2110 Command Representatives

2110.1 Federal Representative

The FOSC is the pre-designated federal official responsible for ensuring immediate and effective response to a discharge or threat of discharge of oil or hazardous substance(s).

- USCG pre-designated FOSCs - In accordance with the NCP the USCG shall provide FOSCs for oil discharges, including discharges from facilities and vessels under jurisdiction of another federal agency, within or threatening the coastal zone. In general the USCG Captains of the Port (COTP) shall serve as designated FOSCs for areas in the coastal zone for which an ACP is required under CWA section 311(j). The USCG shall NOT provide pre-designated FOSCs for discharges or releases from hazardous waste management facilities or similarly chronic incidents (USCG is not FOSC for remedial actions).

- USEPA pre-designated FOSCs - In accordance with the NCP the USEPA shall provide FOSCs for discharges or releases into or threatening the inland zone, and shall provide Remedial Project Managers (RPMs) for federally funded remedial actions, except in the case of state-lead federally funded response. USEPA Regional Administrators shall designate FOSCs for areas in the inland zone for which an ACP is required under CWA section (j). USEPA will also assume all remedial actions at National Priorities List (NPL) sites in the coastal zone, even where removals are initiated by the USCG.

- DOD and DOE FOSCs - In accordance with the NCP for releases of hazardous substances, pollutants, or contaminants, when the release is on, or the sole source of the release is from, any facility or vessel, including vessels bareboat-chartered and operated, under the jurisdiction, custody, or control of DOD, DOE, or other federal agency: (1) In the case of DOD, or DOE, DOD or DOE shall provide FOSCs/RPMs responsible for taking all response actions; and (2) In the case of a federal agency

other than USEPA, DOD, or DOE, such agency shall provide FOSCs for all removal actions that are not emergencies and shall provide RPMs for all remedial actions.

Upon receipt of notification of a discharge or release, the FOSC is responsible for conducting a preliminary assessment to determine:

- Threat to human health and the environment
- The responsible party and its capability to conduct the removal
- Feasibility of a removal or the mitigation of impact

FOSC responsibilities in the event of a discharge or release include the following:

- Notify and Coordinate with other federal, state, Tribal and local agencies.
- Determine whether proper response actions have been initiated.
- Collect information:
    - Concerning the discharge or release
    - Spill source and cause
    - The identification of potentially responsible parties
    - The nature, amount, location, direction, and time of discharge
    - Pathways to human and environmental exposure
    - Potential impact on human health, welfare, and safety, and the environment
    - Possible impact on natural resources and property
    - Priorities for protecting human health and welfare and the environment
    - Estimated cost for the response
    - Consult with RRT members as needed for incident specific issues

2110.2 State Representative

A designated representative of the impacted state will fill the SOSC role in the Unified Command. In addition, their staff will be part of the UC response organization and will perform the following duties:

- Determine and implement appropriate response strategies in consultation with other members of the UC.
- Provide and coordinate state resources to the response effort as needed to accomplish combined cleanup objectives.
- Identify and maximize the protection of environmentally, culturally and economically sensitive areas. Determine Resources at Risk.

2110.3 Responsible Party Representative

The RP, or a designated representative, will fill the role in the Unified Command. In addition, their staff will be expected to staff part of the UC's response organization within the Operations, Planning, Logistics, and Admin/Finance sections.

As defined in OPA 90, each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters or adjoining shorelines or the Exclusive Economic Zone (EEZ) is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA 90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the RCP, the ACP/GRP/GRS, and the applicable vessel/facility response plan required by OPA 90. If directed by the FOSC at any time during removal activities, the responsible party must act accordingly.

Each responsible party for a vessel or facility, from which a hazardous substance is released, or which poses a substantial threat of a discharge, is liable for removal costs as specified in CERCLA (42 U.S.C. 9601 et seq.).

- The first response role of the RP is making notification of an incident to appropriate agencies and other responders in accordance with applicable laws and response plans.
- Cooperate with local public safety agencies. This includes providing full access to properties, information, and expertise of the company. The RP conducts whatever response actions are necessary and for which their personnel are trained and equipped. This can include turning valves off, plugging leaking containers, and evacuating employees. It may include firefighting by industrial fire brigades. All of these response activities are done under the direction of a public safety IC.
- Provide Qualified Individual (QI) as applicable and required by, Title 33, CFR Part 155.
- Activate the facility or vessel Response Plan if applicable.
- The RP will often contract with specialized Oil Spill Removal Organizations (OSROs) to perform cleanup and mitigate a spill under the direction of the IC, UC or FOSC.
- Responsible for Natural Resource Damage Assessment (NRDA) in conjunction with natural resource trustees.
- Responsible for response costs and other damages caused by their spill.

The RP should conduct inquiries into the cause of the incident. This is often done with the participation or oversight of state or federal agencies. The RP should then revise prevention, preparedness, and response measures accordingly.

2120 Guidance for Setting Response Objectives

UC's are responsible for providing direction and guidance to the Incident Management Team (IMT). The UC must analyze the overall requirements of the incident and determine the most appropriate direction for the management team to following during the response. This is accomplished by making key decisions, setting management team priorities, developing response objectives and assigning work tasks to primary staff within the IMT. Chapter 4 of the Incident Management Handbook can be used by Command to help facilitate their

responsibilities. The information/examples provided in Chapter 4 can be used as is or modified in response to specific risk applications. To aid the IC/UC, the Incident Management Handbook has pre-approved initial generic UC objectives under the categories of Safety, Oil Spill, Environmental, and Management.

The priorities of response objectives must be carefully considered since they vary from case to case, but generally they are as follows in accordance with the NCP:

- Ensure the Safety of Citizens and Response Personnel
- Control the Source of the Spill
- Manage Response Effort in a Coordinated Manner
- Protect Environmentally, Culturally, and Historical Sensitive Areas
- Contain & Recover Spilled Material
- Recover & Rehabilitate Injured Wildlife
- Clean-up Product from Impacted Areas
- Keep the Public and Stakeholders Informed of Response Activities
- Minimize Economic Impacts
- Terminate the Response (Demobilization)

Additional information regarding this section can be found in Chapter 4 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids Section 9703 of the NWACP may also be referenced for response objectives.

2130 General Response Priorities

The first level of response will generally be the RP, local response agencies, and state response agencies when local capabilities are exceeded. When the incident response is beyond the capability of the state response, USEPA or USCG FOSCs are authorized to take response measures deemed necessary to protect the public health or welfare or the environment from discharges of oil or hazardous substances, pollutants, or contaminants. The need for a federal response is based on an evaluation by the FOSC.

Local officials are usually in command of an incident and the RP for the incident is required to cooperate with and aid the local IC or UC. In most states, the role of state agencies that respond during the early stages of an incident is to provide technical advice to local commanders as soon as possible on public safety issues. [Seldom will state or federal authorities assume command from local fire or police commanders for short-term, on-site, public safety-related issues.] However, on some incidents, both SOSCs and FOSCs may respond due to unique issues of the incident. An FOSC command structure is shown in the USCG Incident Management Handbook.

The UC structure identifying a multi-agency Type I, II, or III incident is also outlined by UC position element. The five types of incidents per ICS are:

- Type I Incident - Highly Complex National Interest (National)
- Type II Incident - Very Complex Regional to National (District)
- Type III Incident - Non-Routine Local Interest (Unit Level)
- Type IV Incident - Routine (Unit Level)
- Type V Incident - Initial (Unit Level)

Additional information regarding this position can be found in the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

For more detailed guidance, reference the NWACP, Section 4500.

2200 Safety

Personnel involved in oil spill response activities must comply with all applicable worker health and safety laws and regulations. The UC may appoint a Safety Officer and request development of an Incident-specific Site Safety Plan. Key safety aspects to be considered in the plan may include:

- Physical hazards (e.g., waves, tides, unstable or slippery surfaces)
- Heavy machinery and equipment
- Chemical hazards (e.g., oil and dispersant exposure)
- Atmospheric hazards (e.g., fumes, ignition risks)
- Confined spaces
- Personal protective equipment
- Noise
- Fatigue
- Heat/cold stress
- Wildlife (bites/stings)
- Cleanup facilities
- Medical treatment
- Extreme weather

The Hazard Assessment Worksheet, as provided in 9701 of the NWACP, or equivalent should be completed before personnel enter a hazardous location or site for the first time. When complete the worksheet is to be attached to the SDS/Chemical Database Print-out/Bill of Lading and submitted to the Documentation Unit.

2210 Site Characterization

In an effort to categorize & prioritize hazards, the Safety Officer (SOFR) will conduct an initial risk assessment upon reporting to the incident and continue to do so during each Incident Action Plan (IAP) development evolution (usually at the tactics meeting). Doing so for each operational period will provide for continuous hazard prioritization and consequential development of appropriate controls (usually annotated on an ICS-215a-CG and ICS 208Site Safety Plan). The process will:

- Account for all personnel on scene (with assistance from the RESL)
- Confirm injuries, fatalities & threats to public
- Confirm threats to responders
- Confirm exclusion, safety, hazard zones; evacuation areas and places of safe refuge
- Review the scene and its specific site hazards
- Evaluate probability and consequence of hazards
- Develop engineering, administrative and personal protective equipment controls for hazards

The Site Safety and Health Plan (ICS Form 208) is designed for safety and health personnel that use the Incident Command System (ICS). It is compatible with ICS and is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (Title 29, Code of Federal Regulations, Part 1910.120). The plan avoids the duplication found between many other site safety plans and certain ICS forms. Although primarily designed for oil and chemical spills, the plan can be used for all hazard situations. Standard ICS forms can be found here: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/forms

OSHA requirements under Title 29, Code of Federal Regulations, Part 1910.120 allow states to set more restrictive standards for worker health and safety. Please see NWACP Section 9203, Table 9203.1 for Federal OSHA, Washington, and Oregon Health and Safety Plan (HASP) requirements. Washington has more restrictive standards for worker health and safety than federal requirements and a template HASP that meets those requirements is available on oilspills101.wa.gov. All workers involved in oil and hazmat response activities in Washington and Oregon must comply with both federal and state regulations.

2300 Information

The PIO is responsible for developing and releasing information about the incident to the media, public, and to other appropriate agencies and organizations. Only one primary PIO will be assigned for each incident, including incidents operation under UC and multi-jurisdiction incidents. Preferred method is to assign Primary PIO duties to either federal, state, or Tribal member. The PIO may have assistants as necessary, and the assistants may also represent assisting agencies or jurisdictions as well as the responsible party. Agencies have different policies and procedures relative to handling of public information. Duties include:

- Determine from the IC/UC if there are any limits on information release
- Develop material for use in media briefings
- Obtain IC/UC approval of media releases
- Inform media and conduct media briefings
- Locate a suitable location for media briefings
- Manage the Joint Information Center (JIC) if established
- Brief Command on PIO issues and concerns

Information regarding this position under ICS can be found in Chapter 6 of the USCG Incident Management Handbook:
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids
Another reference is the JIC manual located in Section 9202 of the NWACP

2310 Protocol for Access/Timing of Media Briefings

The question of media access to spill sites may arise during emergencies. In general, it should be the UC's policy to allow media access when public resources are concerned, with reasonable guidelines to protect personal safety and preclude interference with response activities.

The PIO must work through and seek permission from the UC before allowing media access to the emergency scene or ICP. The PIO should obtain permission and legal counsel before releasing photos or video footage on private property, both for purposes of conserving legal evidence and potential violation of owners' rights.

The general public's opinion of response efforts is not always based upon what action has been taken, but upon what information they received. Supplying information to the media is a critical component of spill response and is a primary function of the FOSC. Early and accurate news releases serve to minimize public apprehension and to enhance their faith in the response community. The NRT provides Risk Communication guidance for Oil Spill Response and additional information regarding risk communications.

The following general guidelines are provided:

- Timely and accurate information should be provided to protect public health and obtain public cooperation, and to assist in guarding against further environmental damage.
- Clear communication by spill response authorities is essential for the delivery of accurate information to avert misinformation or rumors sometimes engendered by an emergency.
- The FOSC must immediately establish and maintain their position as chief articulator of an incident. It is the FOSCs and SOSCs role, not the role of the spiller or others, to deliver public statements regarding the effects of a spill, including evaluations of a spill's size, extent, nature, dangers to public health or resources, details of the

response plan, the FOSCs expectations for response plan implementation, degree of success or lack of success of a spill response, and the anticipated long-term effects of a spill.

- When a spill occurs, the FOSC must immediately open communications with local government officials of affected communities, conveying facts needed by residents for their own response activities and protection of public health and resources. Initial phone calls to establish communication channels with local governments and appropriate organizations, such as fishermen and native groups, should be followed by regular updates through spill bulletins, press releases, and briefings.

2320 Joint Information Center (JIC)

A JIC is a physical location where personnel with public information responsibilities from organizations involved in incident management activities can co-locate to perform critical emergency information, crisis communications, and public-affairs functions. Typically, an incident specific JIC is establish at a single, on-scene location, in coordination with federal, state, Tribal and local agencies depending on requirements of the incident. An incident specific JIC develops, coordinates, and disseminates unified news releases. News releases are cleared through IC/UC, to ensure consistent messages, avoid release of conflicting information, and prevent negative impact on operations. A JIC may be established within or near the ICP where the PIO and staff can coordinate and provide information on the incident to the public, media, and other agencies.

See Section 9202, “Joint Information Center Manual” of the NWACP.

2330 Media Contacts

Television					
Station	**Channel**	**Name**	**State**	**City**	**Contact**
KATU	2	ABC	Oregon	Portland	503-231-4264
KEZI	9	ABC	Oregon	Eugene	541-485-5394
KGW	8	NBC	Oregon	Portland	503-226-5000
KING	5	NBC	Washington	Seattle	206-448-5555
KIRO	7	CBS	Washington	Seattle	206-728-7777
KMTR	16	NBC	Oregon	Eugene	541-393-5867 541-746-1600
KOBI	5	NBC	Oregon	Medford	541-779-5555
KOIN	6	CBS	Oregon	Portland	503-464-0600
KOMO	4	ABC	Washington	Seattle	206-404-4145
KPTV	12	FOX	Oregon	Portland	503-548-6550
KCPQ	13	FOX	Washington	Seattle	206-674-1305
KTVZ			Oregon	Medford	541-617-6231
KVAL	13	CBS	Oregon	Eugene	541-685-5742
KDRV	12	ABC	Oregon	Medford	541-779-9755
KTVL	10	CBS	Oregon	Medford	541-245-5604
KNDU			Washington	Tri-Cities	509-737-6725
KVEW			Washington	Tri-Cities	509-735-8369
KCBY	11	CBS	Oregon	Coos Bay	541-685-5724
KLSR		FOX	Oregon	Eugene	541-683-3434
Radio					
Station	**Channel**	**Name**		**Location**	**Contact**
KXL			Oregon	Portland	503-417-9595
KMUN			Oregon	Astoria	503-325-0010
KORD			Washington	Tri-Cities	509-547-5673
KEYW			Washington	Tri-Cities	509-545-9803
KONA	610 AM		Washington	Tri-Cities	509-547-1618
EAGLE	106.5 FM		Washington	Tri-Cities	509-783-0783
KBCH/KCRF/KNCU/ KNPT/KYTE			Oregon	Newport	541-265-2266
KCUP/KPPT			Oregon	Newport	541-265-5000
KSHL			Oregon	Newport	541-265-6000

KORC	820 AM		Oregon	Waldport	541-563-5100
Oregon Public Radio			Oregon	Portland	800-241-8123
KOSW-LP	91.3 FM		Washington	Ocean Shores	360-289-5679
KXRO	1320 AM 101.7 FM		Washington	Aberdeen	360-533-5976
KAST KAST	1370 AM 106.3 FM		Oregon	Astoria	503-861-6620
Coast Radio			Oregon	Florence	800-241-8123
KURY Radio			Oregon	Brookings	541-469-2111
Curry Coast Community Radio			Oregon	Brookings	541-661-4098
BiCoastal Radio Media			Oregon	Coos Bay	541-267-2121
Jefferson Public Radio			Oregon	Coos Bay	541-552-6301
Newspaper					
Name	**Channel**	**Name**	**State**	**City**	**Contact**
Associated Press			Oregon		support@apnews.com
Associated Press			Washington		support@apnews.com
The Astorian			Oregon	Astoria	support@eomediagroup.com
Chinook Observer			Washington	Long Beach	360-642-8181
Coos Bay World			Oregon	Coos Bay	541-269-1222
Curry Pilot			Oregon	Brookings	541-813-1717
Newport News Times			Oregon	Newport	541-265-8571
Oregonian			Oregon	Portland	503-294-5055
Seattle Post Intelligencer			Washington	Seattle	citydesk@seattlepi.com
Seattle Times			Washington	Seattle	206-464-2204
Tillamook Headlight Herald			Oregon	Tillamook	503-842-7535
Longview Daily News			Washington	Longview	360-577-2585
The Columbian			Washington	Vancouver	360-735-4512 360-694-3391
Portland Tribune			Oregon	Portland	971-204-7868
The Daily World			Washington	Aberdeen	360-532-4000

North Coast News			Washington	Ocean Shores	360-289-2441
Willapa Harbor Herald			Washington	Raymond	360-942-3466
Seaside Signal			Oregon	Seaside	971-320-4557
The News Guard			Oregon	Lincoln City	541-994-2178 503-510-1450
Siuslaw News			Oregon	Florence	541-902-3520
St. Helens Chronicle			Oregon	St. Helens	503-397-0116
Spotlight Columbia County			Oregon	Scappoose	503-543-6387
Columbian Gorge News			Oregon	Hood River The Dalles	541-386-1234 541-296-2141
Tri-City Herald			Washington	Kennewick	509-582-1500
The Register Guard			Oregon	Eugene	1-800-377-7428
Statesman Journal			Oregon	Salem	503-399-6773

2400 Liaison

Liaison Officer (LOFR) is the point-of-contact for agency representatives assigned to the incident by assisting or cooperating agencies. LOFR should be filled by a qualified representative of a federal, state, Tribal, or local agency, if available.

Additional information regarding this position can be found in Chapter 6 of the USCG Incident Management Handbook and the Liaison Manual under Section 9210 of the NWACP: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

2410 Incident Investigation

Investigators from Federal and state agencies will not normally be a part of the Unified Command. While personnel may report to individuals that are part of the Unified Command in their day-to-day chain of command, the investigators should be separate so as not to introduce polarized forces into the Unified Command system. Coordination with Unified Command may be done through the Liaison Officer.

2420 Federal/State/Local Trustees

The Regional Response Team is responsible for assisting the FOSC, who shall ensure that trustees for natural resources are promptly notified of discharges and releases. The FOSC shall coordinate all response activities with affected natural resource trustees and shall consult with

affected trustees on appropriate removal action to be taken. In accordance with the NCP, FOSCs are required to contact the Department of Interior when a discharge may impact any natural resource including endangered species or their habitat.

Pursuant to the NCP, Federal Trustees are federal officials who are to act on behalf of the public as trustees for natural resources.

State trustees shall act on behalf of the public as trustees for natural resources, including their supporting ecosystems, within the boundary of a state or belonging to, managed by, controlled by, or appertaining to such state.

The Tribal chairman (or heads of the governing bodies) of Indian Tribes, or a person designated by the Tribal officials, shall act on behalf of the Indian Tribes as trustees for the natural resources, including their supporting ecosystems, belonging to, managed by, controlled by, or appertaining to such Indian Tribe, or held in trust for the benefit of such Indian Tribe, or belonging to a member of such Indian Tribe, if such resources are subject to a trust restriction or alienation.

For a list of agency contacts and stakeholders (to include environmental, economic and political) reference Section 9200.

2430 Multiagency Coordination System

Multiagency coordination is a ***process*** that allows all levels of government and all disciplines to work together more efficiently and effectively. Multiagency coordination occurs across the different disciplines involved in incident management, across jurisdictional lines or across levels of government. Multiagency coordination can and does occur on a regular basis whenever personnel from different agencies interact in such activities as preparedness, prevention, response, recovery and mitigation. For more ICS and MACs information, reference the Incident Management Handbook and specific Job Aids at: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

2440 Stakeholders

Stakeholders are any person, group, or organization affected by and having a vested interest in the incident and/or the response operation. Oil spill and hazardous substance response stakeholders include environmental, economic, and political stakeholders. Section 9200 provides a thorough contact list of potential stakeholders.

2450 Natural Resource Damage Assessment (NRDA)

Natural Resource Damage Assessment (NRDA) involves identifying the type and degree of impacts on public biological and cultural resources in order to assist in restoring those resources. NRDA may involve a range of field surveys and studies used to develop a monetary damage claim or may involve immediately developing a restoration plan with the RP. NRDA activities for small spills typically involve simplified assessment methods and minimal field data

collection. Given that the goals of NRDA are outside the sphere of most emergency spill response actions, NRDA activities generally do not occur within the structure, processes and control of the ICS. However, particularly in the early phases of a spill response, many NRDA activities overlap with environmental assessment performed for the sake of spill response. Because NRDA is carried out by natural resource trustee agencies and/or their contractors, personnel limitations may require staff to perform NRDA and response activities simultaneously. Therefore, NRDA staff should remain coordinated with the spill response organization and need to work with the LOFR to coordinate with the UC, EU, Wildlife Branch and the National Oceanic and Atmospheric Administration Scientific Support Coordinator to resolve any problems or address areas of overlap. While NRDA resource requirements and costs may fall outside the responsibility of the Logistics and Finance sections, coordination is again important. Reference Section 4730.5 for additional information.

2450.1 Washington State Natural Resources Damage Assessment (NRDA) Process

For smaller spills where the federal NRDA process is not used, a Resource Damage Assessment Committee led by the Department of Ecology uses a compensation schedule to determine and assess monetary value (damages) for injuries to public resources caused by an oil spill (see Washington Administrative Code Chapter 172-183). Actions can be taken by the spiller to reduce the damages owed after a spill. For more information, see section 6610 of the NWACP.

2450.2 Oregon State Natural Resources Damage Assessment (NRDA) Process

For spills where the federal NRDA process is not used, the assessment of damages to wildlife are conducted by the Oregon Department of Fish and Wildlife, with support of other Oregon state agencies, and compensation for damages to individual wildlife are collected for certain species under ORS 506-720 (https://oregon.public.law/statutes/ors_506.720) and ORS 496-705 (https://oregon.public.law/statutes/ors_496.705).

2500 Reserved

2600 Reserved

2700 Reserved

2800 Reserved

2900 Reserved for Area/District

3000 Operations

3100 Operations Section Organization

To view the "Operational Planning P" for 'Operations Activities' reference Homeport Missions ICS forms through the link below. The planning P establishes a continuum for both emergency and non-emergency operation. All incidents begin with operations. The Operations Section Chief (OSC) must be both tactically competent in responding to the incident and possess a thorough understanding of the Incident Command System (ICS). Some of the primary responsibilities of the OSC include:

- Manage tactical operations
- Ensure tactical operations are conducted safely
- Maintain close communications with the Incident Commander/Unified Command
- Identify required tactical resources to accomplish response objectives
- Identify staging areas
- Assemble & disassemble strike teams and task forces
- Assist in the development of the Incident Action Plan (IAP)

Standard ICS forms can be found here: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/forms

3110 Organization Options

To effectively manage an incident, the OSC must divide the incident into manageable work units. Some things to consider when dividing the incident are:

- Incident priorities
- Size of the affected area
- Complexity of the incident and number of tasks
- Amount of work to be accomplished
- Span of control
- Open water versus shoreline activities
- Topography of the affected area
- Logistics requirements
- Kind of functions to be accomplished
- Contingencies
- Need for staging areas
- Jurisdiction

For more ICS position description information, reference the Incident Management Handbook and specific Job Aids at Homeport Missions Job Aids through: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3200 Recovery and Protection

The Recovery and Protection Branch is responsible for overseeing and implementing protection, containment and cleanup activities established in the IAP. Because this branch is so diverse in its operations, it may be divided into the following groups:

- Protection Group
- On Water Recovery Group
- Shoreside Recovery Group
- Disposal Group
- Decontamination Group

Additional information regarding this position can be found Chapter 20 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3210 Protection

The Protection Group is responsible for the proper deployment of containment, diversion, exclusion and sorbent boom/materials in designated locations and implements proper cleanup methods using the following guidelines:

- Ensure proper protection strategies are in place with proper deployment of collection, diversion and exclusion booming techniques. Continue to evaluate booming strategies effectiveness as the response proceeds.
- Ensure cleanup methods are appropriate for area being cleaned. Consult the Environmental Sensitive Index (ESI) listing (NOAA sensitivity atlases) and input from the Trustees.
- Do not conduct cleanup with methods that cause more damage than the oil that would have been removed.
- Ensure workers know what to look out for, avoid, or protect.
- If dispersants, burning, or use of other chemicals is a viable option, seek approval and plan logistics early through the RRT.
- Each incident is different and may require extensive research to determine the appropriate cleanup method(s). All available resource information should be used to determine what is appropriate. These include, but are not limited to, SSC, Pacific Strike Team (PST), State Trustee resources, and Manufacturer and/or users of the chemical involved.
- Consult Section 3320.1(Gasoline and Other Flammable Liquids) of the NWACP for guidance on responding to flammable liquids and the site-specific Health and Safety Plan developed for the incident.

Additional information regarding this position can be found in Chapter 20 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3210.1 Containment and Protection Options

GRPs/GRSs present pre-identified containment, exclusion, deflection, or collection strategies for oil spills in the Northwest. The Sector Columbia River AOR is covered by the following GRPs/GRSs:

Washington Outer Coast
Grays Harbor
Willipa Bay
Oregon Coast* including:
Oregon North Coast
Oregon South Coast
Tillamook Bay
Yaquina Bay
Coos Bay
Lower Columbia River

All Geographic Response Plans in the Northwest are posted at:
https://rrt10nwac.com/grp/Default.aspx

3220 On-Water Recovery

The On Water Recovery Group is responsible for managing on water recovery operations in compliance with the IAP. The Group may be divided into Strike Teams, Task Forces, and Single Resources. Duties include:

- Direct, coordinate and assess effectiveness of on water recovery actions
- Modify protective actions as needed
- Direct the delivery, deployment, and operation of skimmers
- Provide a field status of skimming operations to the OSC
- Maintain estimates of recovered product
- Identify resource support needs
- Ensure recovery and temporary storage systems are adequate and operate properly

Additional information regarding this position can be found in Chapter 20 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3220.1 Recovery Options

On water recovery options will likely include Shipboard Oil Recovery System, small boat skimming systems and sorbent materials. See the Western Response Resources List (WRRL) for a listing of oil spill recovery options within the AOR: www.wrrl.us

3220.2 Storage (e.g., on board, transfer to storage tanks, etc.)

Storage of recovered oil during on water recovery operations will likely consist of tankage on board recovery vessels, storage barges, oil bladders (dracones, sea slugs, etc), and 55 gallon barrels to small portable tanks. Oil contaminated debris collected on water can be placed in containers which should be lined to prevent further contamination. The Oil Spill Removal Organization (OSRO) will likely be tasked with ensuring proper temporary storage is available for and during recovery operations.

3230 Shoreside Recovery

The Shoreside Recovery Group is responsible for managing shoreside cleanup operations in compliance with the IAP. Duties include:

- Direct, coordinate and assess effectiveness of shoreside recovery actions
- Modify protective actions as needed
- Report on the efficiency of shoreside recovery and cleanup methods
- Ensure adequate and proper temporary storage is in place
- Identify resource support needs

Additional information regarding this position can be found in Chapter 20 of the USCG Incident Management Handbook:
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3230.1 Shoreline Cleanup Options

Under certain conditions, it will be appropriate to take actions to remediate the effects of oil on shorelines. Other conditions may dictate that no actions should be taken. The primary goal of any shoreline countermeasure is the removal of oil from the environment with no further injury or destruction to that environment, ideally to help enhance the treated area's ability to recover.

To best assess and determine the appropriate treatment options for affected shoreline, the Shoreline Clean-up Assessment Technique (SCAT) provides a comprehensive program of assessment, monitoring, and treatment recommendations for affected shorelines. On USCG spills, SCAT is typically run from the Environmental Unit Leader (ENVL) within the Planning Section. The EU should also ensure that Cultural Resources are being protected if affected during an incident.

Once a spill occurs, typically the ENVL will begin to develop a SCAT plan within the first day of a response, and the Operations Section will need to coordinate with the SCAT Coordinator to ensure appropriate interaction of the shoreline assessments and treatment recommendations with the shoreline cleanup tactics being used. The SCAT program and process typically leads the development of the Treatment Endpoints for shorelines, which will guide the Operations Section when their work on shorelines is complete.

For additional guidance, see Sections of the 9420, 9421, 9422, and 9423 of the NWACP.

Access to Shorelines for Cleanup
Access to shoreline areas may be accomplished from the water, land, or air. Deployment from the water usually involves using shallow water platforms such as landing craft and skiffs. Access from a land-based response utilizes trucks, all-terrain vehicles, or other four-wheel drive vehicles, while access from the air may be possible by helicopter. For coastal spills in the Pacific Northwest, access by air to some remote regions may be the only option. In some cases, permission for entry onto private property must be obtained first.

Passive Oil Recovery
Shoreline cleanup is usually carried out in stages, starting with the removal of the heaviest accumulations of oil, which reduces the risk of recontamination by floating oil. Passive recovery can be applied to shorelines that have already been oiled to help keep the re-mobilizing oil from refloating and migrating to other non-impacted shorelines. Passive recovery can be deployed along shorelines prior to shoreline assessment occurring. Passive recovery can also be used to line the inside of a containment, diversion, or exclusion boom as an effective collection technique.

Shoreline cleanup operations can produce a significant solid waste stream; all wastes generated must be measured, stored, and disposed of according to the approved Waste Management and Disposal Plan (Sections 4325 and 9405 of the NWACP).

3230.2 Beach Pre-Cleaning
Pre-cleaning of beaches should be evaluated and conducted if deemed appropriate. Pre-cleaning of beaches must be done under the guidance of the EU. Beach pre-cleaning will likely include removal of debris, trash, and shoreline wrack, prior to impact, in an effort to limit the amount of contaminated debris requiring proper disposal. Beach pre-cleaning can be an effective way to lessen disposal volume, but wrack removal can impact shoreline habitat, and in most cases, the wrack will need to be replaced after the threat of oiling has passed.

3230.3 Storage
Adequate and proper storage is necessary to enable oily debris to be collected safely and securely at the spill location or sites. Storage can be limited to a few 55 gallon drums or can be tank trucks, portable storage tanks, or small to large storage tanks/bladders. It is essential that the storage device be compatible for the recovered material and meet US DOT and/or US EPA requirements as applicable. Roll on/off dumpsters can be used to collect large amounts of oil contaminated debris, while salvage drums can be used for smaller quantities. It is essential that the dumpster or similar storage device be lined with plastic material to prevent further contamination and leakage.

3240 Disposal

Ensure adequate disposal of recovered substances. Moving of hazardous substances off site must comply with regulations promulgated under the Resource Conservation and Recovery Act (RCRA). Under certain circumstances, some of the procedural requirements of the RCRA regulations can be waived. The specific circumstances are described in the RCRA regulations (see Section 4315 of the NWACP, "Resource Conservation and Recovery Act" for RCRA guidance). The general waste disposal steps include:

- Outline the disposal plan, The Environmental Unit (EU) will prepare a Waste Management and Disposal Plan in accordance with disposal guidelines found in Section 4325 and Section 9405, "Disposal Guidance for Washington State and Oregon State and US DOT regulations as well."
- Comply with federal, state, and local disposal laws/regulations:
    - Obtain necessary permits.
- Determine the volume of oil or hazardous substance for disposal and possible recovery credit.
- Take measures to minimize waste:
    - Segregate clean from contaminated waste.
    - Line storage area to contain contaminated waste.
- Identify disposal locations (on site vs. offsite).
- Secure transportation for product disposal.

3240.1 Waste Management

A waste is any solid, liquid, or contained gaseous material that is not of any further use, and either is recycled or thrown away. According to RCRA, a hazardous waste is a waste that because of its quantity, concentration, or physical, chemical, or infectious characteristic, it may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness; or pose a substantial hazard or potential hazard to human health and the environment when improperly treated, stored, transported, or disposed of, or otherwise managed. A hazardous waste also must be a "solid waste" as defined in RCRA as "garbage, refuse, or sludge or any other water material." A solid waste can be a solid, semisolid, a liquid, or a contained gas. Presently there are two ways a material may be classified as a "hazardous waste". If the waste is "Listed" under RCRA regulations (40 CFR 261.20 – 261.24) or if it has one of the following four characteristics: ignitability, corrosivity, reactivity, and toxicity, as listed in 40 CFR 261.

Any discussion of the disposal of oil or hazardous material recovered during clean-up of a discharge or release in the Pacific Northwest must first recognize the location of the removal site will play a major role in the disposal method decision-making process. Washington and Oregon have their own state laws and regulations regarding waste management. Therefore, each incident will be unique and only generalities can be made concerning some aspects of disposal. In the interest of conservation, individual state laws will not be repeated in this plan.

3240.2 Decanting Policy

Decanting is recognized as a necessary part of response operations that is appropriately addressed in Section 4890 of this Area Contingency Plan.

3240.3 Sample Waste Management Plan (reference Permits in Planning)

See Section 9405 of the NWACP for a Waste Management and Disposal Plan template, and Section 9401 for the Permit Summary Table to identify needed permits.

3240.4 Non-floating Oils

Recovery of submerged or sunken oil once released to the environment is difficult and costly. Ensuring rapid recovery of floating oils before they sink or submerge is critical to prevent oils from sinking. Early in the spill response, response partners should evaluate the potential for the oil to sink based on the oil character and real time environmental conditions. See Section 9412 of the regional plan for non-floating oil response tools.

3250 Decontamination

The Decontamination Group Supervisor is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Contaminated personnel and personnel entering contaminated areas shall be decontaminated in accordance with the instructions of the site SOFR. Duties include:

- Implement the Decontamination Plan
- Determine resource needs
- Direct and coordinate decontamination activities
- Brief site SOFR on conditions
- Establish the Contamination Reduction Corridor(s)
- Identify contaminated people and equipment
- Supervise the operations of the decontamination element in the process of decontaminated people and equipment
- Maintain control of movement of people and equipment within the Contamination Reduction Zone
- Maintain communications and coordinate operations with the Entry Leader
- Maintain communications and coordinate operations with the Site Access Control Leader
- Coordinate the transfer of contaminated patients requiring medical attention (after Decon) to the Medical Group
- Coordinate the handling, storage and transfer of contaminants within the contamination reduction zone

Additional information regarding this position can be found Chapter 20 & 21 of the USCG Incident Management Handbook

https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3250.1 Sample Decontamination Plan

An example Decontamination Plan can be found on the Sector Columbia River Homeport Page: (https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=64753&Source=/Lists/Content/DispForm.aspx?ID=64753)

Chapter 10 of the Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities is available for reference. OSHA manual is located here: https://www.osha.gov/emergency-preparedness/oil-spills/osha-resources

3260 Dispersants

It is particularly important that materials are strategically stockpiled and that decisions regarding the use of dispersants and *in-situ* burning be made as quickly as possible to increase their effectiveness on marine oil spills. Accordingly, the RRT 10 have established Pre-Authorization Zones, Case-by-Case Authorization Zones, and No Use Zones for the use of dispersants. The FOSC, with the assistance of the UC, will determine if the use of these response technologies meets the pre-authorization criteria established for RRT 10 area of responsibility. Our understanding of dispersant and *in-situ* burning efficacy and toxicity is evolving, and the appropriateness of their application is subject to change based on field and laboratory testing. As new information becomes available, these policies will be revisited, modified, and enhanced as appropriate.

Areas within RRT 10 and NWACP area of responsibility fall into three different zones with respect to dispersant use: a Pre-Authorization Zone, Case-by-Case Authorization Zones, or No Dispersant Use Zones (see "Regional Response Team 10 Dispersant Use Zones Summary Table" in Section 4614, below; see Figure 4000-1 for a presentation of the process for making decisions regarding dispersant use in Case-by-Case Authorization Zones).

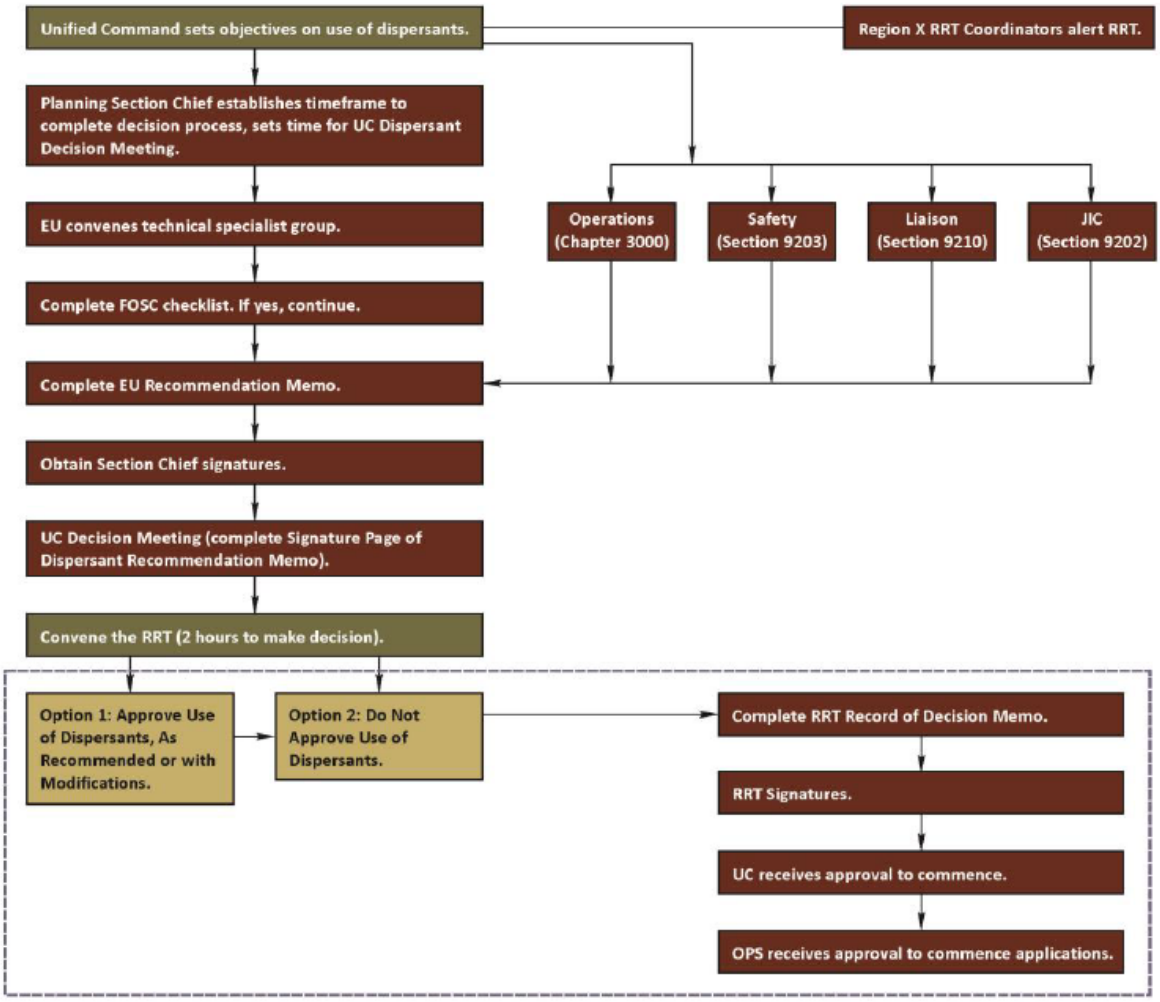


Figure 4000-1 Process for Decision Making Regarding Use of Dispersants in Case-by-Case Approval Zones

3260.1 Dispersant Options

Dispersants typically work best on spilled oil with a relatively low viscosity at the time of treatment and when there is wave energy to mix the dispersant into the oil. Viscous and emulsified oil typically may not disperse as effectively as fresher oil, even with sufficient mixing. Therefore, the window of opportunity for application of dispersants is small, meaning that all preparations, authorizations, and logistics must be undertaken as expeditiously as possible while ensuring thorough adherence to all appropriate regulations and notifications.

Dispersants are typically applied using either a vessel or aircraft-mounted spraying unit. Spray systems need to be able to apply the appropriate dispersant dosage in droplets that are the appropriate size. Droplets that are too small can be subject to wind drift; those that are too large will pass right through the oil slick. Both the flow rate and the droplet size are a function

of the spray bar pressure and nozzle type. Application systems should be calibrated prior to use, preferably with the specific dispersant type to be used. This determination should be made in the Operations Section during the preparation for the RRT dispersant use approval decision.

Approved dispersants are listed in the NCP Product Schedule (https://www.epa.gov/emergency-response/ncp-product-schedule-products-available-use-oil-spills) as per Subpart J of the NCP. In the Northwest, dispersant stockpiles are maintained by some of the OSROs.

3260.2 Dispersant Checklists

See Section 9406, Tool 1 FOSC Dispersant Standard Conditions Checklist, in the NWACP.

3260.3 Preauthorized Zones

Within a designated Pre-Authorization Zone, the FOSC may authorize the use of dispersants without further concurrence or consultation with the RRT. Typically, the FOSC working in a UC will trigger a process to evaluate the applicability of dispersant use by setting that as an objective, ideally during the initial UC Objectives meeting. It is expected that the FOSC Checklist will be completed by the Technical Specialists within the EU, with input from appropriate members of the Operations Section, Liaison, and Information Officer, as needed. The RRT will be notified by the FOSC as soon as practicable following a dispersant use decision.

According to Section 300.910(b) of the NCP, in all areas outside the Pre-Authorization Zone, FOSC authorization to use dispersants requires the concurrence of the EPA and state representatives to the RRT with jurisdiction over the waters threatened by the release or discharge, and consultation with the DOI and DOC representatives to the RRT. It is the policy of RRT 10 to also consult with appropriate Tribal governments with off-reservation treaty rights in the navigable waters threatened by a release or discharge of oil, when practicable. The FOSC and UC should forward the completed Dispersant Recommendation Memo along with the RRT Record of Decision Memo to the RRT for consideration in their concurrence and consultation process. A decision from the RRT on dispersant use is expected within 2 hours of activation.

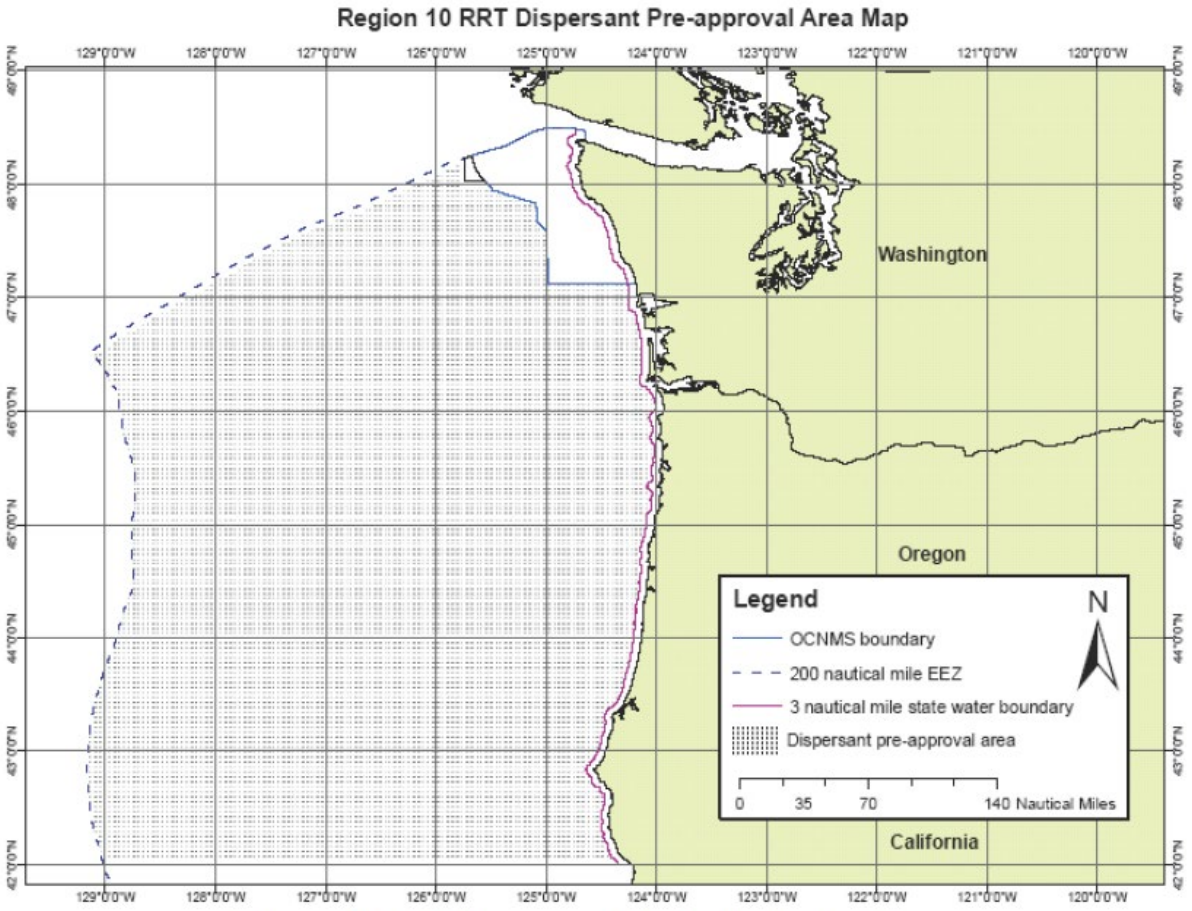


Figure 4000-2 Dispersant Pre-Authorization Zone

The Dispersant Case-by-Case Authorization Zones are defined as follows:

- All United States marine waters in Puget Sound and the Strait of Juan de Fuca that are both within 3 nautical miles of the coastline or an island shoreline and greater than 10 fathoms (60 feet) in depth, except any area located within a designated No Dispersant Use Zone (see Section 4613, below).
- Waters designated as a part of a National Marine Sanctuary and waters that are part of the Makah Tribe U&A marine area that are also greater than 10 fathoms (60 feet) in depth.
- Waters of the Strait of Juan de Fuca and North Puget Sound from Point Wilson to Admiralty Head and north, and greater than 10 fathoms (60 feet) in depth.
- Marine waters within 3 miles of the borders of the Makah Tribe U&A marine area and the country of Canada. In consideration of the use of dispersants within 3 miles of the Makah Tribe U&A marine area, the RRT 10 will consult with the Makah Tribal government. In considering the use of dispersants within 3 miles of the international border with Canada, RRT 10 will consult with the Coastal JRT, composed of representatives of the United States and Canadian governments.

There are some areas in RRT 10 and NWACP area of responsibility where the RRT and NWACP have determined it is not appropriate to use dispersants. In these areas, dispersants may be used only if, in the judgment of the FOSC, they are required to prevent or substantially reduce a hazard to human life. In this case, the FOSC should document this determination. The RRT will be notified by the FOSC as soon as practicable following a dispersant use decision. An After-Action report will be completed.

The No Dispersant Use Zones are as follows:

- Marine waters that are both less than 3 nautical miles from the coastline and less than or equal to 10 fathoms (60 feet) in depth
- Marine waters south of a line drawn between Point Wilson (48º 08' 41" N, 122º45' 19" W) and Admiralty Head (48º 09' 20" N, 122º 40' 42" W)
- Freshwater environments

3260.4 Dispersant Response Plan Worksheet

See Section 9406 in the NWACP.

3260.5 SMART Protocol

Special Monitoring of Applied Response Technologies (SMART) is a cooperatively designed monitoring program for *in-situ* burning and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and *in-situ* burning operations. Data are channeled to the UC to address critical questions about effectiveness and effects. Monitoring data can assist the UC with decision-making for dispersant and *in-situ* burning operations.

It is the policy of the NWACP and RRT 10 that the SMART protocols will be used, to the extent possible, for monitoring after the application of dispersants. Additional detail on the SMART protocols may be found at http://response.restoration.noaa.gov/smart. To monitor the efficacy of dispersant application, SMART recommends three options, or tiers, described below.

Tier I

A trained observer flying over the oil slick assesses dispersant efficacy and reports back to the UC. Tier I monitoring, at a minimum, must be conducted during any dispersant application.

Tier II

Tier II provides real-time data from the treated slick. A sampling team on a boat uses a fluorimeter to continuously monitor for dispersed oil 1 meter under the dispersant treated slick. The team records and conveys fluorimeter data, with recommendations, to the UC. Water samples will be taken for later chemical analysis at a laboratory.

Tier III

By expanding the monitoring efforts in several ways, Tier III provides information on the dispersed oil movement and fate. (1) Two fluorimeters are used on the same vessel to monitor at two water depths; (2) Monitoring is conducted in the center of the treated slick at several water depths, from one to ten meters; and (3) A portable water laboratory provides data on water temperature, pH, conductivity, dissolved oxygen, and turbidity.

3260.6 Types of Equipment Required

The types of equipment required for using dispersants include airplane equipment with in-line spray system, workboats with spray system, helicopters with buckets, ancillary pumping equipment and hoses, and DOT storage containers.

3270 In-Situ Burn (ISB)

The RRT 10 *In Situ* Burning Policy and Plan for ocean and coastal waters and the inland zone has been developed based on the recognition that in some instances, the physical collection and removal of oil is infeasible or inadequate. In these cases, the use of *in-situ* burning as an oil spill response technique should be considered as potentially having lesser impacts on the environment.

3270.1 In-Situ Burn (ISB) Options

In order to minimize environmental impacts and facilitate effective cleanup of an oil spill, responders have a limited number of techniques available to them. These include mechanical collection methods, use of certain chemical countermeasures, and ISB. In situ burning involves the controlled burning of oil that has spilled from a vessel or a facility, at the location of the spill. Under certain specific conditions, ISB may offer a logistically simple, rapid, inexpensive, and relatively safe means for reducing shoreline impacts of an oil spill. Moreover, because a large portion of the oil is converted to gaseous combustion products, the need for collection, storage, transport, and disposal of recovered material can be substantially reduced. ISB may be able to remove a large amount of spilled oil before spreading and drifting of the spill fouls shorelines and threatens wildlife. In certain circumstances, such as oil spilled in ice conditions, burning may be the only viable response technique. Authorization of ISB is subject to consultation and concurrence from the state and DOI. Considerations for use should include an analysis of oil location and potential impact of smoke on downwind populations.

3270.2 ISB Checklists

See Section 9407, Tool 3 and 4 of the NWACP.

3270.3 Preauthorized Zones

The In-Situ Burning Preauthorization zone is described as follows:

- Any area that is more than 3 miles from human population. Human population is defined as 100 people per square mile.

- EPA does not intend to utilize preauthorization to apply burning agents without incident specific RRT approval in the inland zone.

The FOSCs have the authority and responsibility for managing oil spills in the preauthorized area as part of a UC structure. This In-Situ Burning Policy and Plan authorizes the FOSC/UC to do the following without RRT approval:

1. Under proper conditions, ignite the spilled oil without using burning agents.
2. Utilize burning agents, as appropriate, if the burning conditions are suitable. EPA does not intend to utilize preauthorization to apply burning agents without incident specific RRT approval in the inland zone.

This plan also reaffirms the FOSC requirement to conduct timely emergency consultations under the ESA Section 7 and the National Health Preservation Act Section 106. See Sections 4313 and 4314 of the NWACP for additional information on complying with this requirement.

All burning operations within the Preauthorization zone will be conducted in accordance with the protocols outlined in this plan. It is imperative that the FOSC and UC make every reasonable effort to continuously evaluate an in-situ burn within the preauthorization zone. Additionally, the FOSC and UC will brief RRT 10 on the burn operation as conditions warrant and time allows.

Within areas preauthorized for the use of appropriate burning agents, further consultation by the FOSC is not required as long as the appropriate RRT agencies are immediately notified and the relevant protocols outlined in this plan are followed.

Open Water and Inland Zone Case-by-Case Zones for In Situ Burning

The *In Situ* Burning Case-by-Case zones are described as follows:

- Any areas within 3 miles of human population. Human population is defined as 100 people per square mile.

FOSCs have the authority and responsibility for responding to oil spills in the Case-by-Case Zones based upon their jurisdictional boundaries. Within UC, the FOSC is authorized to do the following in the Case-by-Case zones without RRT approval:

1. Under proper conditions, ignite the spilled oil without burning agents.
2. Utilize burning agents to initiate/sustain *in-situ* burn when, in the FOSC's judgment, the use of burning agents is necessary to prevent or substantially reduce a hazard to human life.

The FOSC is authorized to do the following in the Case-by-Case zones after RRT approval:

1. Utilize burning agents to initiate and sustain *in-situ* burning to mitigate spilled oil within any constraints provided by RRT 10.

The RRT 10 In-Situ Burn Policy and Plan also reaffirms the FOSC requirement to conduct timely emergency consultations under the ESA Section 7 and the National Health Preservation Act Section 106. See Sections 4313 and 4314 of the NWACP for additional information on complying with this requirement.

In addition, the FOSC/UC shall do the following in requesting RRT 10 approval to initiate in-situ burning operations in Case-by Case Zones:

1. When planning to conduct in-situ burning within 3 miles of a population center, and within 3 miles of the international marine border with Canada, coordinate with RRT 10 to consult with the Coastal JRT, composed of representatives of the United States and Canadian governments, and co-chaired by the United States and Canadian Coast Guards.
2. When planning to conduct in-situ burning within 3 miles of a population center and 3 miles of the international land border with Canada, coordinate with RRT 10 to consult with the Regional Joint Response Team, composed of representatives of the United States and Canadian governments and co-chaired by the United States and Environment Canada.
3. Coordinate with RRT 10 to consult with appropriate Tribal governments with off-reservation treaty rights in the navigable waters threatened by a release or discharge of oil, when practicable.
4. Conduct an emergency consultation with representatives of state and federal trustee agencies, considering operational timing constraints, with the goal of obtaining the best available information pertaining to the presence or absence of natural resources at the proposed burn site prior to submitting a request for authorization to RRT 10.
5. Complete and submit the In-Situ Burning Application Long Form (see Section 9407, "In-Situ Burning Operational Planning Tool") to RRT 10 for an authorization decision. A decision from RRT 10 on conducting an in-situ burning operation is expected within 2 hours of receipt of the In-Situ Burning Application Form.

All burning operations within the Case-By-Case zone will be conducted in accordance with the protocols outlined in this plan. It is imperative that the FOSC and UC make every reasonable effort to continuously evaluate an in-situ burn. Additionally, the FOSC and UC will brief RRT 10 on the burn operation as conditions warrant and time allows.

3270.4 Types of Equipment Required

The Worldwide Response Resource List (WRRL) contains data on various types of oil spill response equipment in the Pacific Northwest, found under the equipment tab in the following link: www.wrrl.us

GIS layer of where spill response equipment is located:
https://fortress.wa.gov/ecy/coastalatlas/storymaps/spills/spills_sm.html

3280 Bioremediation

The use of bioremediation in open water is an unproven technology that currently shows little or no promise of removing significant quantities of oil from the surface of the water prior to shoreline impact or natural dispersion. Bioremediation by nutrient enhancement or seeding of biodegrading organisms is therefore not allowed on the surface of open water. This policy can be reviewed by the RRT if there is new and significant evidence that bioremediation can be a significant factor in oil removal on open water.

Bioremediation of Shorelines

Seeding of exotic organisms for pollution response is prohibited in Response Region 10. This is due to the unproven efficacy of such procedures and the unknown ecological effects resulting from the implementation of such. Reference the Best Management Practices section 9301 of the NWACP that discusses all cleanup methods and their constraints.

Bioremediation is an effective technique for the encouragement of oil biodegradation on some contaminated shorelines. Nonetheless, this strategy is unlikely to lead to rapid decontamination of beaches. Consequently, bioremediation should be used as the primary treatment only when oil concentrations are low (less than 15 grams of oil for every kilogram of sediment) and conventional forms of cleanup (heavy equipment use or manual cleaning) are likely to do more damage than good. Bioremediation should be considered as a polishing technique after gross contamination is removed by conventional means.

The use of bioremediation for oil spill cleanup in the SCR AOR will be allowed only on a case-by-case basis through approval of the RRT.

3300 Emergency Response

The emergency response branch is primarily responsible for overseeing and implementing emergency measures to protect life, mitigate further damage to the environment, and stabilize the situation. This branch is divided into the following groups:

- Search and Rescue
- Salvage
- Fire Suppression
- Hazardous Materials
- Emergency Medical Services
- Law Enforcement

3310 Search and Rescue (SAR)

Search and Rescue will take precedence over environmental response. The Search and Rescue

(SAR) group is responsible for prioritization and coordination of all SAR missions directly related to a specific incident. SAR resources can be activated by contacting USCG Sector Columbia River Command Center at (503) 861-2242 or via Channel 16 VHF-FM on radio.

3310.1 SAR Area Resources

SAR area resources are coordinated by USCG Sector Columbia River.

3320 Salvage

Before, during or after an incident, or potential incident, salvage assistance may be required. A salvage plan may be developed within the response organization for, but not limited to: vessel stranding, vessel sinking, and rescues (towing). The IC/UC will review and approve/disapprove the salvage plan based on the resulting risk to human life, port security, and the environment. Initial rescue efforts will have priority over pollution response efforts, to the extent that they may interfere. Subsequent to any rescue efforts, the pollution response effort and salvage efforts may be conducted concurrently. The OSC will prioritize actions when conflict between salvage and pollution response efforts cannot be eliminated. For salvage guidelines, equipment and resource lists, reference the Sector Columbia River, Salvage Plan located within the Area Maritime Security Plan (AMSP) on Homeport under the Sector Columbia River Port Directory. https://homeport.uscg.mil/my-homeport/contingency-plans/area-maritime-security-plan?cotpid=43

3320.1 Assessment & Survey

The evaluation and interpretation of information gathered from a variety of sources (including weather information and forecasts, computerized models, GIS data mapping, remote sensing sources, ground survey, etc.) that, when communicated to emergency managers and decision makers, can provide a basis for incident management decision making.

3320.2 Stabilization

Damage control actions may range from augmenting the ship's crew to conducting firefighting and flooding control. During the stabilization phase, the salvor should take steps to limit further damage to the vessel and to keep the ship from being driven harder aground or breaching.

Response leaders will gather information and formulate a Salvage Plan that specifies actions to be taken during the refloating and post-refloating phases of the salvage. This phase of operations must take into account the potential discharge of oil or hazardous substance into the environment. Upon stranding, the vessel's master should take the following steps:

- Have ship's personnel report to emergency stations
- Secure watertight closures
- Notify Coast Guard, vessel's operations controller and EMD
- Request salvage assistance
- Note course and speed at time of stranding

- Obtain and provide if necessary, an accurate cargo stowage plan
- Evaluate the following:
    - Safety of personnel
    - Weather and sea conditions
    - Forecast for change in w/s conditions
    - Nature of the seafloor, shoreline
    - Depth of water around ship
    - Ground reaction
    - Damage to hull
    - Damage to shafting, screws, and Rudder
    - Risk of further damage
    - Prospect of maintaining communications
    - Ground reaction
    - Likely draft/trim
    - Potential for discharge of pollutants
    - Position of vital and cargo systems' Valves
    - The liquid level of all tanks (i.e. fuel, ballast, cargo, etc.)

The vessel's master SHOULD:

- Determine the vessel's condition
- Take action to stabilize the ship

The vessel's master should NOT:

- Jettison weight in an attempt to lighten ship prior to an attempt to back the vessel off
- Attempt to back the vessel off when the bottom is torn open
- Fail to take action to stabilize the ship and to determine its condition

The vessel's master should request salvage assistance immediately, and not delay pending the result of an early attempt to refloat the vessel. If the damage assessment shows the ship will not broach, sink, or capsize, the master can attempt to back the vessel clear using full engine power on the next high tide.

The Responsible Party should take the following steps:

- Contact the Coast Guard COTP and provide current information
- Implement Unified Command System organization

Identify salvage resources available and time required for resources to arrive on scene:

- Salvage manager
- Salvage vessel(s)
- Tugs
- Beach gear
- Barges with ground tackle
- Lifting vessels
- Pumps and hoses
- Hull patching equipment, cement
- Initiate salvage response. Over-estimate resources needed
- Inform vessel's master of all actions taken
- Obtain services of naval architect
- Conduct analysis of ship's longitudinal strength and damaged stability

After the threat of loss to life is eliminated and the emphasis shifts to protection of the environment and property, the COTP/FOSC will monitor the mounting salvage efforts of the Responsible Party and provide technical review and information. In the event that the Responsible Party is unable or unwilling to respond to the casualty, the government will respond to the salvage requirement, utilizing commercial and government facilities and resources.

3320.3 Specialized Salvage Operations

Refloating - The refloating phase commences when the salvage plan is executed and ends when the ship begins to move from her strand. The plan should be considered a working plan with prudent changes made in response to changing conditions. During this phase, all parties should be in close communication, and the process should be brought to a halt if significant safety problems develop. The salvor, responsible party, and the FOSC/Captain of the Port have the authority to stop salvage operations in this case.

Post-Refloating - This phase commences when the ship begins to move off the strand and is completed when the ship has been delivered to safe haven or repair facility, and all salvage resources and equipment have been removed from the salvage site. The options for disposal of the vessel include:

- Steaming into port, or to another location within the port
- Towing to safe haven
- Anchoring in preparation for tow or temporary repairs
- Beaching if the ship is in danger of sinking
- Scuttling or sinking

These items should be addressed in the salvage plan and updated as necessary following refloating. Following refloating, the salvor should check the following items:

- Overall seaworthiness
- Vessel's bottom, for damage hidden by the strand
- Potential for oil or pollution
- Piping systems and machinery
- All ship's systems necessary for the transit
- Ship's stability, list, and trim (may necessitate loading or shifting of weights)
- Patching and pumping arrangements for compartments
- Towing bridle, day marks, and navigation lights (an insurance line should be rigged even when the ship proceeds under its own power)

During the Post-Refloating Phase, the vessel is secured and delivered to the designated port facility. Following this phase, the Responsible Party shall submit a completed form CG-2692 and any other requested information to the USCG Sector Columbia River.

3320.4 Types of Equipment required

As stated above, the FOSC/COTP may obtain technical expertise and resources from the U.S. Navy Supervisor of Salvage and the USCG Marine Safety Center. A general list of the types of resources that may be required during a salvage operation are:

- Salvage master
- Salvage vessel(s)
- Tugs
- Beach gear
- Barges with ground tackle
- Lifting vessels
- Pumps and hoses
- Hull patching equipment, cement

3320.5 Salvage Guidelines

Before, during, and/or after an oil spill or potential incident, salvage assistance may be required. A salvage plan may be developed within the response organization for, but not limited to, vessel stranding, vessel sinking's and rescues (towing). The IC/UC will review and approve or disapprove the salvage plan based on the resulting risk to human life, port security, and the environment.

Initial rescue efforts will have priority over pollution response efforts, to the extent that they may interfere. Subsequent to any rescue efforts, the pollution response efforts and salvage efforts may be conducted concurrently. The On-Scene Coordinator will prioritize actions when interference between salvage and pollution response efforts cannot be eliminated.

USGC COTPs have jurisdiction over vessel salvage; this does not preclude any other agencies' interests with respect to spill prevention or response.

For general guidelines to follow in responding to an incident that requires salvage operations, refer to United States Navy Salvage Manual Volume 1–6 http://www.supsalv.org/00c2_publications.asp?destPage=00c2&pageId=2.6 and Section 5230 of the NWACP for Resource Listings.

For additional salvage guidance, see the Sector Columbia River Salvage Annex to the Marine Transportation Security Plan. For specific salvage resource lists also see the Western Response Resources Inventory at http://www.wrrl.us/.

Contacts for Salvage References and Support:

The USCG Marine Safety Center Salvage Emergency Response Team can evaluate vessel stability, hull strength, and salvage plans and may be available to go on scene. The Marine Safety Center may be able to provide vessel plans, if the ship is U.S. flagged.

- USCG Marine Safety Center Salvage Emergency Response Team (SERT):
  - During business hours: (202) 327-3985 Duty email: SERT.Duty@uscg.mil
  - After hours, contact the USCG HQ Command Center: (202) 327-3985

SUPSALV can provide the services of naval architects, may provide the services of naval salvage vessels, and has access to contracts that will provide the services of commercial salvers and equipment. SUPSALV has developed and has available software for rapid analysis of longitudinal strength and intact/damaged stability; the software is known as Program of Ship Salvage Engineering (POSSE).

- Navy Supervisor of Salvage:
  - Supervisor of Salvage Operations: 202-781-0731
  - After hours and on weekends (NAVSEA Duty Officer): 202-781-0534
  - Switchboard: (202) 781-1731
  - Office of the Director of Ocean Engineering Supervisor of Salvage and Diving (SUPSALV) http://www.supsalv.org

The United States Army Corps of Engineers can respond to floating logs, debris, and navigational hazards, including derelict vessel up to 30 feet in length. A majority of this response work is conducted by ACOE vessels.

  - Vessel PUGET, 104ft vessel, 20-ton crane, Seattle Office
    - Vessel PUGET Supervisor: 206-764-3429
    - Vessel PUGET Captain: 206-399-0358
  - Vessel ESSAYONS, 350ft, hopper dredge, Portland Office
    - Vessel ESSAYONS main line: 503-808-5440
  - Vessel YAQUINA, 200ft, hopper dredge, Portland Office

- Vessel YAQUINA main line: 503-808-5440

Washington and Oregon can both provide response and reviews of salvage or lightering plans

- WA Dept of Emergency Management 24-hr number: (800) 258-5990
- OR Dept of Environmental Quality 24-hr number: (800) 452-0311

NOTE: Be prepared to provide the following information when calling for support:

- Brief description of services required.
- Location
- Urgency
- Point of Contact
  - Telephone number
  - If the task is urgent and requires immediate mobilization, this fact should be clearly articulated and include a statement that funding will be provided by separate correspondence.

3330 Marine Fire Fighting

For general guidelines regarding Marine Fire Fighting, reference Section 8000 of this plan.

3340 Hazmat

While the basic Incident Command System (ICS)/Unified Command is unchanged whether the response is to an oil discharge or hazardous substance release, including a weapon of mass destruction (WMD) incident, there are a number of factors that are unique to hazardous substance releases. The purpose of this chapter is to provide NWACP responders with information specific to response to hazardous substance releases, including weapons of mass destruction incidents.

Many Region 10 RRT / Northwest Area Committee member agencies have specific responsibilities during and following a hazardous substances incident, including Weapons of Mass Destruction (WMD) or other terrorist act (chemical, biological, or radiological). The NWACP has been adopted as the hazardous emergency response plan for both Oregon and Washington states and serves as a good general guide for interagency coordination and resources during a response to any type of oil or hazardous substances incident. When an incident is large enough in scope to trigger the National Response Framework (NRF), hazardous substance response will be conducted under Emergency Support Function 10, and may use this plan as a guide.

3340.1 Initial Emergency Response Procedures

Federal

Releases of CERCLA-regulated hazardous substances in quantities equal to or greater than their reportable quantity are subject to reporting to the National Response Center (800-424-8802) under CERCLA (40 CFR Part 300.125(c). Such releases are also subject to state and local reporting under section 304 of SARA, Title III (Emergency Planning and Community Right to Know Act (EPCRA)). CERCLA-regulated hazardous substances, and their reportable quantities, are listed in 40 CFR Part 302, Table 302.4. CERCLA and EPCRA reportable quantities may also be found in EPA's "List of Lists" at: http://www2.epa.gov/epcra/epcracerclacaa-ss112r-consolidated-list-lists-march-2015-version. Radionuclides listed under CERCLA are provided in a separate list, with Reportable Quantities in Curies.
While there are no statutory reporting requirements for releases of "pollutants or contaminants" or terrorist-related threats, the National Response Center will accept all reports of potential terrorist incidents and pass the report along to the appropriate agencies. All emergencies should also be immediately reported to 911 to activate local law enforcement and response resources.

Washington
In addition to notifying the National Response Center (800-424-8802), the state of Washington also requires reporting parties to notify their Division of Emergency Management at (800-258-5990). Notification requirements for spills in Washington State are as follows:

- For spills or discharges of oil or hazardous substances to surface or groundwater, any person who is responsible for a spill or non-permitted discharge must immediately notify the Washington State Emergency Management Division. (RCW 90.56.280)
- Releases of dangerous waste or hazardous substances to water, ground or air that threaten human health or the environment must be immediately reported to the Ecology regional office. (WAC 173-303-145)
- Spills of oil or hazardous substances to the ground that create a human health or environmental threat must also be reported to Ecology, in writing, within 90 days of discovery. (WAC 173-340-300)
- Leaking underground storage tanks must be reported to Ecology within 24-hours of discovery. (WAC 173-340-450)

Additionally, for spills of oil, hazardous substances, and dangerous waste that threaten human health and the environment, immediate notification is required to all local authorities in accordance with the local emergency plan.

For spills or discharges that result in emissions to the air, notify all local authorities in accordance with the local emergency plan. Also in western Washington notify the local air pollution control authority, or in Eastern Washington notify the appropriate regional Ecology office.

Performing federal notifications does not satisfy Washington State notification requirements. Notification of federal and state agencies does not guarantee notification of local responders. Notify local authorities in accordance with the local emergency plan.

If radioactive materials are involved in any type of release, the Washington State Department of Health, Office of Radiation Protection should be notified at 206-NUCLEAR - (206) 682-5327.

Oregon
The Oregon Emergency Response System (OERS)

All spills of a reportable quantity of oil or hazardous substances in Oregon must be reported by the spiller to OERS at 1-800-452-0311. See "Required Notifications" in the Forward in this document. If spilled into waters of the state, or escape into waters of the state is likely, any quantity of oil that would produce a visible oily slick, oily solids, or coat aquatic life, habitat or property with oil, but excluding normal discharges from properly operating marine engines; if spilled on the surface of the land, any quantity of oil over one barrel (42 gallons). For hazardous substances. See OAR 340-142-0050.

All public health or hazardous material emergencies should be reported through the OERS reporting mechanism to convey notification to state agencies and initiate response.

3340.2 Evacuation Procedures
The decision to evacuate an area due to safety of the public will normally be decided by the County Emergency Management Coordinator, the Fire Chief or the County Sheriff.

3340.3 Evacuation Routes
Evacuation routes are usually managed by the County Emergency Management Offices, with input from Fire Chiefs and County Sheriffs. Some Local Emergency Planning Committee Plans may also provide evacuation routes.

3340.4 Hazmat POCs

Entity	Location	Phone Number	Capabilities
Federal Assistance			
EPA – Region 10	Seattle, WA Portland, OR Boise, ID	206-553-1264	TIC, WMD, Rad
USCG Pacific Strike Team	Novato, CA	(415) 883-3311	TIC, WMD, Rad
FBI Hazardous Materials Response Unit	Washington, D.C.	(202) 324-3000	TIC, WMD, Rad
Washington State Assistance			
National Guard 10th Civil Support Team	Camp Murray, WA	253-512-8063	TIC, WMD, Rad

Washington State Department of Ecology	Shoreline, WA	Through Washington State Emergency Management Division at 800-258-5990	TIC, WMD
Washington State Department of Health	Olympia, WA	206-NUCLEAR 360-888-0838	Rad, WMD
Oregon State Assistance			
National Guard 102nd Civil Support Team	Salem, OR	Through Oregon Emergency Response System (OERS) at: 800-452-0311	TIC, WMD, Rad
Oregon Department of Environmental Quality	Portland, OR	Through OERS: 800-452-0311	TIC, WMD
Oregon Department of Health Radiation Protection Services	Portland, OR	Through OERS: 800-452-0311	Rad
Oregon Dept of Health Mobile Emergency Response Laboratory	Portland, OR	Through OERS: 800-452-0311	TIC, WMD, RAD

3340.5 Types of Equipment required

Many special teams maintain the equipment needed to properly respond to Hazardous Material Incidents, including Federal, State and Local Agencies listed above. Additionally the agencies listed in section 3340.4 can provide specialized assistance as needed to include: on-site sampling followed by laboratory analysis of hazardous substances as well as Toxic Industrial Chemicals (TIC), Chemical or Biological, Radiation, Nuclear, Explosive Warfare Agents (CBRNE). There are also a number of response contractors in the Northwest Area with expertise in responding to hazardous substance releases. It is essential that any response contractor retained have the appropriate training to meet the Occupational Safety and Health Administration 1910.120 health and safety requirements and be capable of responding in the appropriate level of protection.

3350 Emergency Medical Services (EMS)

Emergency Medical Services has the responsibility for coordinating and directing all medical services related to the incident. Local fire department and emergency medical services will be

relied on for this activity. For further EMS info, reference Logistics section 5000 of this plan as necessary.

3350.1 EMS
For further EMS info, reference Logistics as necessary.

3360 Law Enforcement
The Law Enforcement Group is responsible for coordinating and directing all law enforcement activities related to the incident, including but not limited to, isolating the incident, crowd control, traffic control, evacuations, beach closures, and/or perimeter security.

3360.1 Perimeter/Crowd/Traffic/Beach Control
Limiting shoreside access during a response (perimeter/crowd/traffic/beach control), if needed, should be coordinated with local law enforcement authorities and may be augmented or replaced with contract security for protracted responses.

3360.2 Safety/Security Zones
Limiting waterside access during a response, if needed, shall be done through the local COTP through either a safety zone or security zone.

A **Safety Zone** (33 CFR 165.20 Subpart C) is defined by the COTP, as a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

A **Security Zone** (33 CFR 165.30 Subpart D) is defined as an area of land, water, land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. The purpose of the security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of similar nature: (1) vessels (2) harbors (3) ports, and (4) waterfront facilities: in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

3400 Air Ops
The Air Operations Branch Director (AOBD) is responsible for all aspects of incident aircraft from supporting tactical operations to logistical support of the aircraft. The primary responsibilities of the AOBD are outlined in the USCG Incident Management Handbook. The AOBD can establish two functional groups (Air Tactical Group and/or Air Support Group).

- Request declaration or cancellation of restricted air space area

- Providing enforcement of safety regulations

Additional information regarding this position can be found in Chapter 7 of the USCG Incident Management Handbook.
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3410 Air Tactical

The Air Tactical Group Supervisor is primarily responsible for tactical operations of aircraft and aircrews. Including coordination and scheduling of aircraft operations intended to locate, observe, track, surveil, support dispersant applications, or other deliverable response application techniques, or report on incident situation when fixed and/or rotary-wing aircraft are airborne at an incident. Duties include:

- Participate in AOBD planning activities
- Inform AOBD of group activities
- Coordinate activities with AOBD
- Identify resources/supplies dispatched for Air Tactical Group
- Obtain assigned ground-to-air frequency for airbase operations from COML or Incident Radio Comms Plan (ICS 205-CG)
- Inform AOBD of capability to perform night flying service
- Ensure compliance with each agency's operations checklist for day and night operations
- Debrief as directed at end of each shift

Additional information regarding this position can be found in Chapter 7 of the USCG Incident Management Handbook.
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3410.1 Aerial Surveillance

The Air Tactical Group Supervisor performs aerial surveillance coordination activities with airborne fixed and/or rotary wing aircraft. Aerial Surveillance to locate, observe, track, and support dispersant applications or other response application techniques, including reporting incident situation. This includes oil spill tracking, observation and remote sensing. These aerial missions will be coordinated with scientific and technical specialists. Findings will be reported up the ICS chain of command to support Operations and Planning Sections. The Air Tactical Group Supervisor briefs AOBD and updates Situation Leader (SITL).

3410.2 Aerial Dispersant Application

Tank vessels carrying petroleum oil as a primary cargo that operate in any inland, nearshore, or offshore zone with pre-authorization for dispersant use must identify response resources

within their response plan. Dispersant response resources must meet the criteria set forth in 33 CFR
155.1050 (k) and be capable of commencing dispersant-application operations at the site of a discharge within 7 hours of the decision by the Federal On-Scene Coordinator to use dispersants.

A Memorandum of Agreement between the Director of Military Support (DOMS) and the United States Coast Guard for Aerial Application of Dispersants During Oil Spill Cleanup and Recovery Operations is held as a contingency. The purpose of this MOA are:

- To specify the procedures by which the USCG can request, and the US Air Force Reserve will provide aircraft, equipment, and personnel for the application of oil dispersants during oil spill clean-up and removal operations
- To establish interagency cost reimbursement and procedures for such dispersant application

3410.3 Procedures for Temporary Flight Restrictions

A Temporary Flight Restriction (TFR) is a regulatory action issued via the United States Notice to Airmen (NOTAM) system to restrict certain aircraft from operating within a defined area, on a temporary basis, to protect persons or property in the air or on the ground. This restriction applies to planes, helicopters, and also Unmanned Aerial Vehicles (UAV); often referred to as drones.

To request a TFR during an incident, call the Seattle Air Route Traffic Control Center (ZSE) at 253-351-3520, commonly referred to as Seattle Center, which supervises all Federal Aviation Administration (FAA) facilities that fall under the NWACP including Washington, all of Oregon except the southeastern corner, and northern Idaho. For incidents not in that area the correct Air Traffic Control Center will be Salt Lake City Center (ZLC) at 801-320-2500. If unable to reach the FAA over the phone, requestors may contact the United States Coast Guard Sector Columbia River for assistance contacting the FAA through the Air Station.

TFRs are authorized under several different sections of the Code of Federal Regulations. Generally speaking, TFRs in connection with a discharge/release can be requested by military commands; federal security/intelligence agencies; regional directors of the Office of Emergency Planning, and State Governors. The following information is required when requesting a TFR:

- Name and organization of person recommending or requesting a TFR;
- Brief description of the situation
- Location, size, and altitudes of the restricted area requested (normally no more than a five mile nautical mile radius and an altitude between 2,000 and 5,000 feet above mean sea level or MSL)
- Estimated duration of restrictions

- Name of agency responsible for on-scene emergency activities and telephone of other communication contact

The most recent circular on requesting a TFR can be found on the FAA website at this link: https://www.faa.gov/regulations_policies/advisory_circulars/. In large responses, the Air Operations Branch will be responsible for obtaining a TFR. Once confirmed, the Air Operations Branch should share this information with the OSC, Safety, and the Public Information Officer (PIO) at a minimum.

Licensed pilots typically understand the TFR process and how to verify if a TFR has been established by the FAA. However, many members of the public who purchase private UAVs do not. To better communicate the establishment of a TFR to this segment of the population, it is recommended the Air Operations Branch Director or their designee fill out the template and provide the PIO/Joint Information Center so they can disseminate the specifics of the TFR on social media.

#NOTICE #UNIFIEDCOMMAND #AVIATION a Temporary Flight Restriction, including #DRONES, is in affect for the area (South of W-Road; North of X-Bridge; East of Y-River; and West of Z-Bay) up to an altitude of X-feet. Aircraft/drones may not operate in this area without FAA permission. This TFR is to protect (INCIDENT NAME) responders. For more info visit: (small URL to FAA TFR site).

Section 3305 of the NWACP provides additional information on TFRs.

3410.4 Permanent Area Restrictions

Typically, the area within a 1,500-foot radius and below 1,000 feet in altitude is restricted to flying in areas that have been identified as sensitive. However, some areas have more restrictive zones, such as the Olympic Coast National Marine Sanctuary and Olympic National Park. In addition to restrictions associated with wildlife, Tribal authorities may also request notification when overflights are likely to affect culturally sensitive areas within reservations.

3420 Air Support

The Air Support Group Supervisor is primarily responsible for supporting aircraft and aircrews. This includes providing fuel and other supplies; providing maintenance and repair of aircraft; keeping records of aircr0aft activities; and providing enforcement of safety regulations. Also managing Helibases and Helispot operations, and maintaining liaison with fixed-wing air bases. Duties include:

- Participate in AOBD planning activities
- Inform AOBD of group activities
- Identify resources/supplies dispatched for the Air Tactical Group
- Request special air support items from appropriate sources through Logistics Section
- Determine the need for assignment of personnel and equipment at each airbase

- Coordinate activities with the AOBD
- Obtain assigned ground-to-air frequency for airbase operations from COML or Incident Radio Coms Plan (ICS 205-CG)
- Inform AOBD of capability to perform night flying service
- Ensure compliance with each agency's operations checklist for day and night operations
- Ensure dust abatement procedures are implemented at Helibases and Helispots
- Provide crash-rescue service for Helibases and Helispots
- Debrief as directed at the end of each shift

Additional information regarding this position can be found in Chapter 7 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3420.1 Airports/Helibases

See Section area specific GRS/GRPs for a listing of Airports and Helibases. Helibases is a location within the general incident area for parking, fueling, maintenance, and loading of helicopters.

For a list of airports within Oregon or Washington, use the links below.
http://www.airnav.com/airports/us/OR
http://www.airnav.com/airports/us/WA

Airports/Helibases	**Fuel/Maintenance Capability**	**Contact Information**
Astoria Regional Airport (KAST)	Fuel available: 100LL JET-A Parking: tiedowns Airframe service: MAJOR Powerplant service: MINOR	Airport Manager: (503)-741-3338 FBO: (503)-298-7531 CTAF/UNICOM: 122.8 WX ASOS: 135.375
Portland International Airport (KPDX)	Fuel available: 100LL JET-A Parking: hangars & tiedowns Airframe service: MAJOR Powerplant service: MAJOR	Airport Operations Manager: (503)-415-6195 FBO: (503)-331-4220 Approach/Departure: 118.1
Tillamook Airport (KTMK)	Fuel available: 100LL JET-A Parking: tiedowns	Airport Manager: (503)-842-2413 503-812-5988 FBO: (503)-842-7152 CTAF/UNICOM: 122.8
Bowerman Airport (KHQM) Hoquiam, WA	Fuel available: 100LL JET-A Parking: tiedowns	Airport Manager: (360)-533-9544 FBO: (360)-589-1895 CTAF/UNICOM: 122.7

Mahlon Sweet Field Airport (KEUG), Eugene, OR	Fuel available: Parking: Airframe service: Powerplant service:	100LL JET-A tiedowns MAJOR MAJOR	Airport Manager:541-682-5430 541-954-6584 FBO: CTAF/UNICOM: 118.9/122.95
Portland-Hillsboro Airport (KHIO) Hillsboro, OR	Fuel available: Parking: Airframe service: Powerplant service:	100LL JET-A Hangars & tiedowns MAJOR MAJOR	Airport Manager: 503-415-6119 CTAF/UNICOM: 119.3/122.95
Southwest Oregon Regional Airport (KOTH) North Bend, OR	Fuel available: Parking: Airframe service: Powerplant service:	100LL JET-A Hangars & tiedowns MAJOR MAJOR	Airport Manager: 541-756-8531 CTAF: 118.45

3500 Staging Areas

Environmental, cultural, and historical sensitive areas should be considered when selecting staging areas. All effort should be taken to minimize the impact on these areas by utilizing existing paved/hardened surfaces whenever possible. The Staging Area Manager (STAM) is under the direction of the OSC and is responsible for managing all activities within the Staging Area.

The updated Oregon Coastal GRS/GRPs have pre-identified staging areas that have been cleared with respect to cultural resources. Other (ad-hoc) staging areas would have to be cleared at the outset of an incident (before use) and operated in accordance with the Cultural Resources Protection Plan developed for the incident.

Additional information regarding this position can be found in Chapter 7 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3510 Pre-Identified Staging Areas

See the GRPs/GRS: https://rrt10nwac.com/GRP/Default.aspx .

3520 Security

Pertinent law enforcement agencies will be contacted as necessary to provide security for staging area equipment and personnel. Logistics may also opt to contract security companies to provide the safe guards needed to protect personnel and property from loss or damage.

Additional information regarding this position can be found in Chapter 7 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

3600 Wildlife

The primary purpose of the Wildlife Branch is to provide the best achievable care for impacted wildlife and to minimize wildlife losses, including preventing injury to wildlife or habitats both from the oil and from response countermeasures. It is the policy of the RRT 10 that representatives of the United States Fish and Wildlife Service (USFWS) will assume the positions of Director and Deputy Director of the Wildlife Branch. State fish and wildlife representatives will assume these positions if a USFWS representative is not available or if designated by a USFWS representative. This designation may be made on a case-by-case basis or through a pre-existing agreement. If there is a significant marine mammal response component to an incident, a representative from the National Marine Fisheries Service (NMFS) may be appointed to the position of Deputy Director. Appointment of other parties, including Tribal representatives, Responsible Party representatives, or others to one or both of these positions may be made by a wildlife protection agency representative or designee at any time during an incident, and for such periods of time as may be deemed appropriate. Unless otherwise indicated by wildlife protection agencies, the Wildlife Branch Director position will be delegated to the Washington Department of Fish and Wildlife for spills that occur within the legal boundaries of Washington State.

3610 Fish and Wildlife Protection Options

Measures to protect wildlife may include all or a combination of the following:

- **Preventing** the spill from reaching areas where wildlife are located by either containing, deflecting or recovering the material, or

- **Deterring** wildlife from entering areas already affected by contamination.

Wildlife deterrence devices or methods are generally grouped into visual or auditory, or a combination of both. In an emergency, the USFWS, State wildlife agency, or local USDA Wildlife Services office may be able to locate and provide limited amounts of this equipment. For more detailed guidance, reference the NWACP, Section 9310 & 9311.

3620 Recovery

If exposure of birds and other wildlife to oil occurs, an immediate decision must be made concerning the capture and rehabilitation of oiled birds and other wildlife. That decision must be made in consultation with appropriate State and Federal natural resource trustees, because State and Federal permits are usually required for such activities. The Department of the Interior (DOI) has statutory responsibilities (delegated to the USFWS) for the protection of migratory birds and federally listed threatened and endangered species. If wildlife other than migratory birds or federally listed species are found injured, the responsible agency would typically be the State wildlife agency.

3620.1 Wildlife Recovery Operations/Procedures

The USFWS and state natural resource agency are responsible for overseeing spill response activities relative to their effects on fish and wildlife resources. These oversight responsibilities are carried out under the overall direction of the FOSC. In some instances, the federal and state agencies will participate in activities such as hazing, capture, relocation and release of wildlife. Those natural resource agencies typically do not conduct treatment or rehabilitation of injured trust resources. However, all wildlife rescue and rehabilitation efforts will be directed by USFWS and/or the state wildlife agency, including the approval of a qualified wildlife rehabilitator (QWR). The USFWS and state wildlife resource agencies will usually recommend that the RP or FOSC enter into a contract with a QWR. In all cases where a QWR is utilized, the USFWS and state natural resource agencies will remain in an oversight role. Oversight responsibilities include, but are not limited to, the identification and certification of a QWR; the supervision/oversight of injured wildlife collection, handling, cleaning and associated veterinary care; the release of successfully rehabilitated wildlife to the wild; and/or the disposition of carcasses to labs and evidence storage. The Fish and Wildlife and Sensitive Environment section of the Geographic Response Plans contain guidance on rehabilitation facilities, equipment, and training requirements.

For more detailed guidance, reference the NWACP, Section 9310.

3620.2 Recovery Processing

Detailed information concerning capture and recovery of birds is contained in the USFWS - Best Practices for Migratory Bird Care during Oil Spill Response. Only trained individuals should undertake the capture and treatment of oiled birds, and teamwork is essential to minimize additional stress to the birds.

For more detailed guidance, reference the NWACP, Section 9310 & 9312.

3620.3 Carcass Retrieval and Processing

When collecting carcasses during capture activities, capture teams should receive guidance from natural resource management agencies as to which carcasses to collect and how to record the location and condition of the carcass prior to collection. Oiled carcasses should be collected in accordance with spill-incident specific instructions and chain of custody protocols as provided by the natural resource management agencies. Each carcass should be photographed then placed in an individual bag or wrapped in aluminum foil; labeled with date, time, location, and collector's name; and taken to a designated morgue location.

For more detailed guidance, reference the NWACP, Section 9405.

3630 Wildlife Rehab

The Wildlife Rehabilitation Center Manager is responsible for the oversight of facility operations including: receiving oiled wildlife at the processing center, recording essential information,

collecting necessary samples, and conducting triage, stabilization, treatment, transport, and rehabilitation of oiled wildlife. The Wildlife Rehabilitation Center Manager is responsible for assuring appropriate transportation to appropriate treatment centers for oiled animals requiring extended care treatment.

Additional information regarding this position can be found in Chapter 20 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

For more detailed guidance, reference the NWACP, Section 9310.

3630.1 Wildlife Rehab Operations

Early inspection of impacted or potentially impacted areas known to be wildlife habitat should be made by the FOSC, and at first sign of wildlife involvement, the FOSC should contact the DOI on the respective RRT to request organization and supervision of the wildlife protection efforts. Funding will be required either from the responsible party or the pollution fund for these efforts. The following brief synopsis outlines the three elements of a wildlife conservation program:

- Protection: Hazing devices and removal of dead impacted wildlife may be helpful in keeping other wildlife from impacted areas. Baiting clean areas is another method of protecting unoiled wildlife.
- Collection: Only trained collectors should be allowed to participate, due to safety considerations such as (1) the potential for contact with pollutants; (2) physical hazards involved in the handling of wildlife; and (3) the potential for additional stress placed on the wildlife involved. Federal and state permits are required for collection of most wildlife.
- Rehabilitation: This medical procedure should be done by trained and permitted supervision. In addition to trained and permitted rehabilitators, considerable additional resources – including trained volunteers, supplies, and facilities – are critical to a timely and effective rehabilitation effort.

The Wildlife Branch must coordinate its efforts with the NRDAR Unit via the LOFR and Resources at Risk Specialists within the Environmental Unit of Planning. Federal Trustees from the USFWS, NOAA's NMFS, state trustees, as well as Tribal Trustees, will have personnel in these cells. This coordination must start up early if these cells are activated.

For more detailed guidance, reference the NWACP, Section 9310, 9311, 9312, and 9405.

3630.2 Rehab Facilities

Facility needs usually focus on the majority of species affected by a petroleum discharge, which are generally birds. Facility requirements can vary significantly, depending on: overall size of

response, species and age of wildlife contaminated, the type of contaminant, the season/weather, the location of the spill, and the rehabilitation effort. The facility needed will vary according to the needs of the specific spill situation and should be determined by the QWR experienced in oil spill response work. A suitable facility must have a large open space on the ground floor that can easily be configured and reconfigured to accommodate the changing needs of this unique form of wildlife rehabilitation. All rehabilitation efforts should be accommodated under one roof. A warehouse, armory, motor pool or convention hall that is accessible to a trained labor force is within reasonable distance from hotel accommodations and has adequate parking and exterior grounds could meet this requirement. The facility may be located up to 3-4 hours from the spill site, provided that on-scene stabilization is administered prior to transport. An oil spill stabilization site can be located at the time of the spill. The Responsible Party should be proactive in this effort.

For more detailed guidance, reference the NWACP, Section 9311, 9312, & 9314.

3630.3 Rehab Procedures

The goal in rehabilitating wildlife during an oil spill response is the release of a healthy individual back into its natural environment. Only trained personnel should administer this type of care. The Safety Data Sheet (SDS) for the spilled contaminant should be reviewed prior to handling contaminated wildlife. All chemical hazards to humans also apply to the affected bird or other wildlife species. The steps in the rehabilitation process are outlined in USFWS and NMFS Best Practice Guidelines.

USFWS:
https://www.fws.gov/endangered/species/recovery-plans.html

NOAA/NMFS:
https://www.fisheries.noaa.gov/west-coast/marine-mammal-protection/marine-mammals-west-coast)

The rehabilitation guideline process can be summarized in the following steps:

- Stabilization
- Evaluation and admission
- Euthanasia (covered by policy or plan with natural resource agency)
- Necropsy
- Cleaning
- Husbandry

For more detailed guidance, reference the NWACP, Section 9310.

3700 Reserved

3800 Reserved

3900 Reserved for Area/District

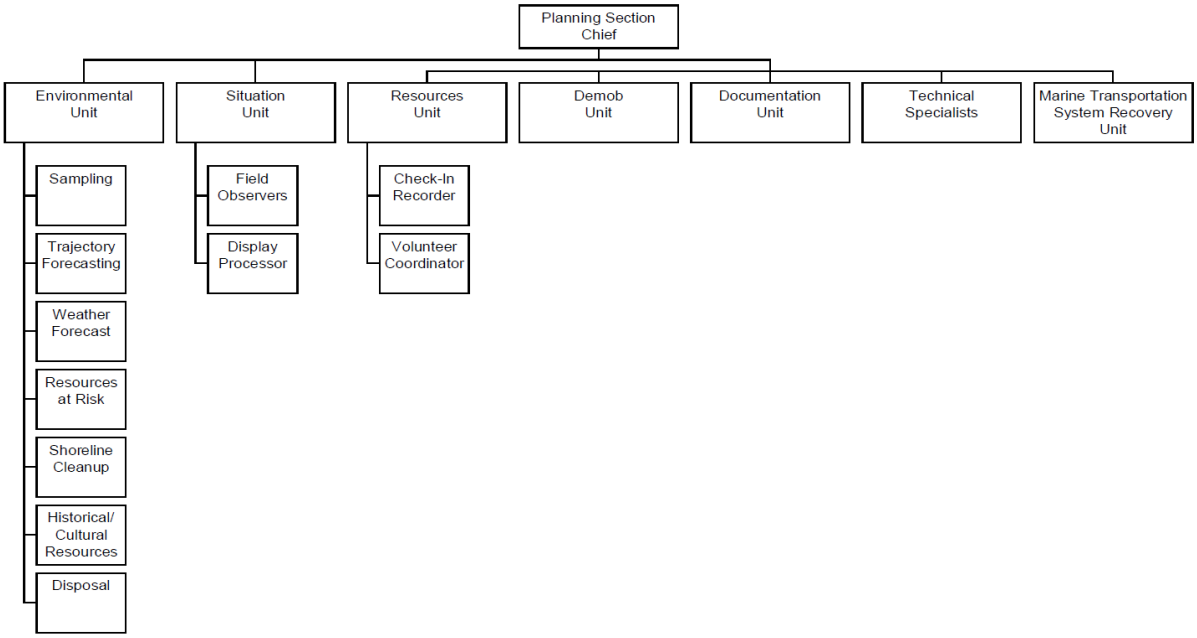
4000 Planning

4100 Planning Section Organization

Planning Section function and staff positions can be found in the National Incident Management System (NIMS) Guidance. The pattern for response will follow the NIMS Incident Command System (ICS) processes and position descriptions. Where NIMS ICS does not describe a process or organizational requirement, the incident specific need will be addressed during the incident.

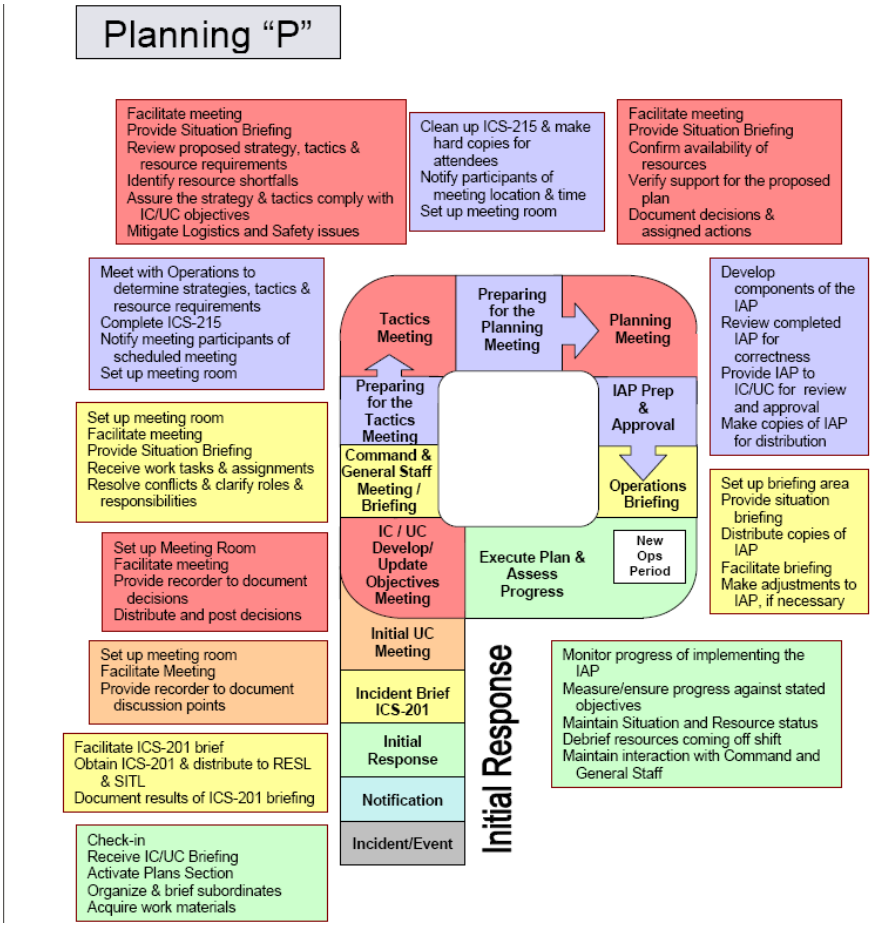
Additional information regarding this position can be found in Chapter 8 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

An example structure of the Planning Section:



4110 Planning Section Planning Cycle Guide

The planning cycle for the Unified Command & Command Staff and its subordinate units is shown in Figure 4-2. The cycle is based on a 12-hour period and may be modified based on the actual duration of the operational period.



4200 Situation

The Situation Unit is responsible for collecting and evaluating information about the current, and possible future, status of the spill and the spill response operations. This responsibility includes compiling information regarding the type and amount of oil spilled, the amount of oil recovered, the oil's current location, and anticipated trajectory, and impacts on natural resources.

Additional information regarding this position can be found in Chapter 8 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

4210 Chart/Map of Area

The Environmental Response Management Application (ERMA) is a web-based Geographic Information System (GIS) tool that assists both emergency responders and environmental resource managers in dealing with incidents that may adversely impact the environment. ERMA integrates and synthesizes various real-time and static datasets into a single interactive map, thus provides fast visualization of the situation and improves communication and coordination among responders and environmental stakeholders.

GRP/GRS's are located on the RRT10 site, https://rrt10nwac.com/Geographic Response Plan/Default.aspx

When using ERMA, it is recommended to utilize Google Chrome:
https://erma.noaa.gov/northwest/erma.html

4220 Weather/Tides/Currents

Upon request, the NOAA Scientific Support Team will provide the geographic specific atmospheric conditions, weather, tide, and current information. Various other resources listed below may be referenced to determine weather, tide, and current information.

NOAA's National Weather Service (NWS):
https://www.weather.gov/
The NWS is the primary source of weather data, forecasts, and warnings for the United States. Television weathercasters and private meteorology companies prepare their forecasts using this information.

PACIFIC NW MARINE WEATHER:
Forecasts for U.S. Oceans and Lakes, including real-time buoy observations.
https://www.wrh.noaa.gov/pqr/marine.php

NOAA's WEATHER DATA BUOY's:
https://www.wrh.noaa.gov/pqr/buoys.php
Provides detailed current and past weather conditions for each NOAA weather data buoy.

COLUMBIA RIVER ESTUARY OPERATIONAL FORECAST SYSTEM:
Collects and distributes observations and predictions of water levels on the Columbia River and currents to ensure safe, efficient, and environmentally sound maritime commerce.
https://tidesandcurrents.noaa.gov/ofs/creofs/creofs_upper.html

COASTAL TIDES ONLINE:
Offers near real-time tidal and storm surge water level observation data and plots.
https://tidesandcurrents.noaa.gov/tide_predictions.html

D13 BAR STATUS:

Offers detailed and up to date weather reports for each Coastal bar in the Pacific NW.
https://weather.gov/pqr/AllBars

NOAA NWS PORTLAND:
NOAA weather station provides detailed regional forecasts for the greater Oregon area.
https://www.weather.gov/pqr/

4230 Situation Unit Displays

Establishing situational displays should include (list is not inclusive):

- The current incident objectives
- Summary of the status of the incident. This includes information on the incident itself (i.e. numbered of injured, buildings damaged, etc.) and information on response resources (i.e. number of ambulances, fire trucks, vessels, boom deployed, staging areas, GRSs/GRPs deployed, etc.)
- The current situation (i.e. incident boundaries, weather, tides & currents, etc.)
- Predictions and potential impacts of what could happen if weather does not cooperate and mitigation strategies do not have the desired outcome
- Schedule of meeting times and locations

The displays should be established in a manner that lets anyone examining them quickly capture the information they are looking for. Displays serve both responders and are a part of the historical record of the incident. The situation display map/chart is used for briefings and meetings, and the need for current and accurate information is absolutely essential.

Additional information regarding this position can be found in Chapter 8 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

4240 On-Scene Command and Control (OSC2)

During the initial response phase, On-Scene Command and Control (OSC2) will be initiated by the first on-scene or Initial 'IC' and the Sector Command Center. If deemed that there should be an IC/UC and IAP developed, Command and Control (as well as relevant situational updates) will transfer to the Command and General Staff, within the ICP. Furthermore, the Planning Section Chief (PSC) may opt to deploy Field Observers (FOBs) to better enhance C2 and Situational awareness.

4250 Required Operational Reports

Throughout significant incidents, a detailed chronicle of events and response activities is maintained, some of which is included in Situation Report – Pollution (SITREP-POLs) that are sent to federal, state, and local government agencies involved in the cleanup efforts or that

have a vested interest in the spill. SITREP-POLs are written as events change that warrant advisement but tend to be sent daily during ongoing significant events. At the conclusion of an incident, the spill response procedures and diagrams, SITREP-POL, lessons learned, etc will be maintained in accordance with NARA record keeping requirements.

FOSC conducting removal actions *shall* submit OSC reports to the RRT when requested as required by 40 C.F.R. § 300.165. These reports have typically been reserved to document major incidents.

4260 Job Aid References

ICS Position specific Job Aids are available at the Homeport Link: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

4300 Resources

The Resource Unit Leader (RESL) is responsible for maintaining the status of all resources (primary and support) at an incident. This is achieved through the tracking of all tactical resources, including check-in, status, current location, etc.; enabling the RESL to assign available resources.

4310 Resource Management Procedures

The Resources Unit work area in the ICP is the space for the management and tracking of all tactical resources and personnel. Therefore, the space must be conducive to tracking resources during current operations as well as supporting operational planning. It needs to be functional, and free of interruptions and distractions that detract from the RESL's ability to lead the Resources Unit.

4310.1 Check-in Procedures

Personnel and equipment arriving at the incident can check in at various incident locations (e.g., staging areas, base camps, helibases, and ICP). Check-in consists of reporting specific information that is recorded on the forms listed below. Managers at these locations record the information and give it to the Resources Unit as soon as possible. The Resources Unit is responsible for providing the forms to the Finance Section. The Resources Unit maintains a master list of all equipment and personnel that have reported to the incident. All completed original forms MUST be given to the Documentation Unit.

It is recommended that the Check-In Recorder use the appropriate ICS forms as described in the ICS forms as follows:

- ICS 211 – Check-in List (Communicate to Resources Unit ASAP
- ICS 211e-OS – Check-in List Equipment (Communicate to Resources Unit ASAP)
- ICS 211p-OS – Check-in List Personnel (Communicate to Resources Unit ASAP)

4320 Volunteers

The general policy accepted by the RRT is that volunteers will be used in low-risk activities and only after receiving safety training appropriate for their designated activities. If volunteers are used for higher risk activities such as wildlife rehabilitation or pre-cleaning beaches, specialized training and in some cases, licensing may be required. The LOFR will determine the need for the use of volunteers and assign a Volunteer Coordinator to manage the work. If there are a significant number of volunteers needed, the Planning Section Chief will establish a Volunteer Unit under the Planning Section.

- Priority will be given to volunteers associated with an Affiliated Volunteer Organization (AVO) and with documented specialized training.
- Non-affiliated volunteers must participate through either local government or an Affiliated Volunteer Organization.
- Use of unpaid, convergent volunteers will supplement, not replace, the work of professional responders hired by the RP.
- For safety, liability, and management reasons, volunteers will not be used during hazardous material or incidents involving weapons of mass destruction.

For more detailed guidance, reference the NWACP, Section 4326.

4320.1 Assistance Options

Volunteers may be used for an oil spill on a case-by-case basis at the discretion of the Unified Command. Federal and state agencies will not assume liability for any volunteers traveling to or from a pre cleaning activity, or while engaged in pre-cleaning activities.

4320.2 Assignment

- Beach Pre-cleaning. Volunteers may be used to pre-clean beaches prior to the onshore arrival of oil, if recommended by the EU and approved by the UC as a useful protective measure.
- Beach Patrol and Surveillance. Volunteers may be used to survey shorelines that have the potential to be impacted by offshore spills.
- Wildlife Notification/Cleanup/Rescue. As part of the beach control activity, volunteers may be used to notify wildlife services of injured wildlife and, if adequately trained, assist in wildlife cleanup.
- Administrative/Logistical Work. Volunteers may be used in computer programming, data management, personnel support (providing food, water, messages) and general coordination support.
- Crowd Control. Volunteers may be used in cooperation with law enforcement officers to setup police barricades, as long as the work does not involve physical contact with onlookers. Operating telephone networks designed to address public input and concern, and other tasks in the Command Post or uncontaminated area as specified by the FOSC/SOSC.

4320.3 Coordination

The Volunteer Coordinator is responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction, and deployment.

- Review Common Responsibilities.
- Coordinate with Resources Unit to determine where volunteers are needed.
- Identify any necessary skills and training needs.
- Verify minimum training needed, as necessary, with Safety Officer or units requesting volunteers (if special skill is required).
- Activate, as necessary, standby contractors for various training needs.
- Coordinate nearby or on-site training as part of the deployment process.
- Identify and secure other equipment, materials, and supplies, as needed.
- Induct convergent (on the scene) volunteers.
- Activate other volunteers if needed (individuals who have applied prior to an incident and are on file with the Volunteer Coordinator or other participating volunteer organizations).
- Recruit additional volunteers through news media appeals (if needed).
- Assess, train, and assign volunteers to requesting units.
- Coordinate with Logistics for volunteer housing and meal accommodations.
- Assist volunteers with other special needs.
- Maintain Unit/Activity Log (ICS 214)

4320.4 Training

There should be no distinction made between volunteers and a compensated worker for purposes of health and safety, however, the utilization of volunteers must be approved by the FOSC.

Training requirements for volunteers will be specific to the task being performed. All volunteers will be required to complete, at a minimum, a one-hour safety training course in general first aid and site safety, to be sponsored by the responsible party. Uncompensated workers tasked to perform post-emergency response operations as delineated in 29 CFR 1910.120(q)(11) and OSHA's inspection guidelines for post emergency response operations will be required to receive training if required by the OSC in consultation with the OSHA RRT representative.

Due to the limited time and resources available for “just-in-time” training, it is unlikely that many volunteers will be utilized during an incident response. Every effort will be made to assign convergent volunteers selected for use by the UC to augment those AVOs or teams already engaged in the incident support.

Workers who receive the task specific or general Safety training must be given a written certification upon successful completion of that training. Because hazards to volunteers vary depending on the task they perform and where they will be assigned during the response, the

level of training required varies. Only those volunteers who have been trained will be allowed on site.

For more specific guidance, prospective volunteers can reference:
Washington Volunteer Management Policy, see Section 4326.6 of the NWACP:
Oregon Volunteer Management Policy, see Section 4326.7 of the NWACP:

4400 Documentation

The role of the Document Unit Leader (DOCL) in an ICS organization provides the IC/UC the ability to create a documentation package from its inception to the point where litigation may occur. Before beginning your duties as DOCL determine:

- Size and complexity of incident
- Expectations of the FOSC to ensure you receive the FOSCs full support for Documentation as the repository for all documents during the response.
- Agencies/Organizations/Stakeholders involved

Additional information regarding this position can be found in Chapter 8 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

4410 Request for Documentation Services

As per 33 CFR 300.160, the lead agency shall complete and maintain documentation to support all actions taken under the NCP and to form the basis for cost recovery.

In the event of a large incident, requests for a Type-1 DOCLs may be requested through the Coast Guard. Specifically, through the Technical Specialists at HQ – Office of Legal Claims & Litigation (CG-LCL/0945).

4420 Administrative File Organization

Federal

The Freedom of Information Act (FOIA) is a federal statute. FOIA generally provides that any person has a right to request access to federal agency records. FOIA also establishes a presumption that records in the possession of agencies and departments of the Executive Branch of the U. S. government are accessible to the people, except to the extent the records are protected from disclosure by any of nine exemptions contained in the law or by one of three special law enforcement record exclusions. If a Freedom of Information Act (FOIA) request is received, the requestor should contact the United States Coast Guard with the activity number and case number for the incident. The Freedom of Information Act Request should be submitted to:

COMMANDANT (CG-611)

US Coast Guard
Attn: FOIA/PA Officer
2703 Martin Luther King Jr Ave SE Stop 7710
Washington, DC 20593-7710

Washington

A request for public records can be initiated in person, by mail, e-mail, fax, or over the telephone. You may be able to obtain the addresses and telephone numbers of state agencies in current telephone directories, or the telephone number of an agency by calling the Olympia area information operator at 360-753-5000 or outside Olympia 1-800-321-2808. Contact information for state agencies may be found on the Access Washington website at www.access.wa.gov. Each state and local agency is required to provide assistance to citizens in obtaining public records and to explain how the agency's public records process works. If you request certain public records, the agency must make them available to you for inspection or copying (unless they are exempt from disclosure) during customary office hours of that agency. You should make your request as specific as you can. A written request is preferable – it helps to identify specific records you wish to inspect. Many agencies have a public records request form they may ask you to use.

Oregon

You must make a public records request to the government agency or official who has or controls the record. You may submit your request in writing, including email. All public bodies in Oregon must have a written procedure for making public records requests. You may submit a Public Records Request electronically at https://justice.oregon.gov/PublicRecords/Request/ for records in the possession of the Oregon DOJ.

4500 Demobilization

Demobilization Unit is responsible for developing the Incident Demobilization Plan. On large incidents, demobilization can be quite complex, requiring a separate planning activity. Note that not all agencies require specific demobilization instructions.

Additional information regarding this position can be found in Chapter 8 of the USCG Incident Management Handbookhttps://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

Steps in the Demobilization Process

1. All unit leaders in Planning, Logistics and Finance/Administration identify any surplus resources at least 24 hours in advance of their anticipated demobilization time. The RESL will work with the OSC to identify operational resources.
2. Identified surplus resources for each Section are given to the Section Chief who will forward the tentative list of surplus resources to the Planning Section Demobilization Unit.

3. The Demobilization Unit will compile a tentative list of surplus resources from all Sections and send them to the IC/UC via the PSC.
4. IC/UC approves the list of resources to be demobilized.
5. Approved demobilization list is sent to the Resources Unit and to the appropriate Section Chiefs.
6. Section Chiefs notify the resources under their control that they have been approved for demobilization and the procedures to follow.
7. Demobilization Unit ensures that the check-out process is followed.
8. Demobilization Unit sends completed Demobilization Check out forms to Documentation Unit for the historical record.

4510 – Sample Demobilization Plan

Example DEMOB plans can be found in the USCG's DEMOB Job Aid.
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

4600 – Environmental

Environmental Unit Leader (ENVL) is responsible for environmental matters associated with the response, including strategic assessment, modeling, surveillance, environmental monitoring and permitting. It is preferred that the EU be led by a representative of a government natural resource trustee or environmental agency, if available. The ENVL prepares environmental data for the Situation Unit. Technical Specialists frequently assigned to the Environmental Unit may include:

- NOAA Scientific Support Coordinator
- Sampling Specialists
- Response Technologies Specialists
- Trajectory Analysis Specialists
- Weather Forecast Specialists
- Resources at Risk Specialists
- Shoreline Cleanup Assessment Technique(SCAT)
- Historical/Cultural Resources Specialists
- Disposal Technical Specialists

The major responsibilities of the ENVL are:

- Identify sensitive areas and recommend response priorities
- Following consultation with natural resource trustees, provide input on wildlife protection strategies (e.g., removing oiled carcasses, preemptive capture, hazing, and/or capture and treatment)
- Determine the extent, fate and effects of contamination
- Acquire, distribute, and provide analysis of weather forecasts

- Monitor the environmental consequences of response actions
- Develop shoreline cleanup and assessment plans
- Identify the need for, and prepare any special advisories or orders
- Identify the need for, and obtain permits, consultations, and other authorizations, including Endangered Species Act (ESA) provisions
- Following consultation with the FOSCs Historical/Cultural Resources Technical Specialist identifies and develops plans for protection of affected historical/cultural resources
- Evaluate the opportunities to use various response technologies
- Develop disposal plans
- Develop a plan for collecting, transporting, and analyzing samples

As per the NWACP, sensitive areas are broken into three main categories. For more information, refer to NWACP section 4400 & 9408.

- Environmentally Sensitive Resources
- Historically or Culturally Sensitive Resources
- Socioeconomically Sensitive Resources

4610 Environmentally Sensitive Areas

4610.1 Chart/Map:

Refer to GRP/GRS's, https://rrt10nwac.com/ or at Environmental Sensitivity Index (ESI) Maps and Data | response.restoration.noaa.gov

4610.2 Natural/Physical Environmentally Sensitive Sites

Refer to GRP/GRS's, https://rrt10nwac.com/

4610.3 Habitat/Morphological Characteristics of Natural/Physical Environmentally Sensitive Sites

Refer to GRP/GRS's, https://rrt10nwac.com/

4610.4 Sensitive Species, Resources, Locations

Refer to GRP/GRS's, https://rrt10nwac.com/ or at Environmental Sensitivity Index (ESI) Maps and Data | response.restoration.noaa.gov

4610.5 Historical & Archaeological sites

Refer to 96-hr toolkit. https://rrt10nwac.com/96Hour.aspx

4610.6 Programmatic Agreement on Protection of Historic Properties

Refer to 96-hr toolkit. https://rrt10nwac.com/96Hour.aspx

4610.7 Economically Sensitive Sites
Refer to GRP/GRS's, https://rrt10nwac.com/

4610.8 Surface/Subsurface Water Intakes
Refer to GRP/GRS's, https://rrt10nwac.com/

4610.9 Recreational Areas/Marinas
Refer to GRP/GRS's, https://rrt10nwac.com/

4610.10 Commercial Fisheries, Hatcheries, and Aquaculture Facilities
Refer to GRP/GRS's, https://rrt10nwac.com/

4610.11 Sensitive Environmental Information
Refer to GRP/GRS's, https://rrt10nwac.com/

4610.12 Trustee, Stakeholder & Other POCs 24-Hr Contact
Refer to Section 9200

4700 Technical Support
Technical Specialists are advisors with special skills needed to support the incident. Technical Specialists may be assigned anywhere in the ICS organization. If necessary, Technical Specialists may be assigned to a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed. The following are example positions descriptions for Technical Specialists that might be used during a response.
Additional information for this position can be found in Chapter 8 & 20 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

4710 Hazardous Materials
Refer to Section 7000 Hazardous Substances for sources of technical support for hazardous materials.

4710.1 Toxicologist
Toxicologists study the safety and biological effects of chemicals, agents, and other substances on living organisms. They develop methods to determine harmful effects, the dosages that cause those effects, and safe exposure limits.

Sources of Toxicology Specialists:

- Agency for Toxic Substances and Disease Registry (ATSDR) – Western Branch – Region 10
  https://www.atsdr.cdc.gov/dro/r10.html

- Washington State Patrol Toxicology Lab Division http://www.wsp.wa.gov/forensics/toxicology.htm
- Washington State Department of Health https://www.doh.wa.gov/AboutUs/ContactUs
- Oregon Health Authority https://www.oregon.gov/oha/PH/HEALTHYENVIRONMENTS/Pages/Program-Information.aspx
- CTEH Environmental Consulting Firm: (541) 901-9000

4710.2 Product Specialist

A Product Specialist is an individual who works for a private enterprise and who is knowledgeable of the operating characteristics of specific materials spilled or released that may harm the environment. Specialists that can provide technical expertise on Hazardous Materials are as follows:

- CHEMTREC: 1-800-262-8200 (within the U.S.); +1 703-741-5500 (Worldwide)
- USCG-Pacific Strike Team: (415) 883-3311
- NOAA HAZMAT Duty Officer: (206) 526-4911

4710.3 Certified Marine Chemist

A Certified Marine Chemist (CMC) promotes the science of, and improves the methods of evaluation and eliminating health, fire, and explosion hazards in marine and associated industries.

Sources of CMCs:

- https://marinechemistassociation.com/find-a-chemist/

4710.4 Certified Industrial Hygienist

An Industrial Hygienist (IH) is a professional evaluating the health effects of chemicals or noise in a work place. The IHs use their knowledge to anticipate when hazardous conditions could occur and cause an adverse health effect on a worker or the environment.

Sources of IHs:

- US Coast Guard Base Seattle Health, Safety, and Work Life (HSWL): (206) 217-6611
- US Coast Guard Pacific Strike Team: (415) 883-3311
- https://marinechemistassociation.com/find-a-chemist/
- CTEH Environmental Consulting Firm: (541) 901-9000
- FACS: Environmental Consultants: (503) 595-1001
- G2 Consultants: (503) 852-2911

4710.5 Chemist or Chemical Engineer

The NOAA's Office of Response and Restoration Chemist provides support and guidance for oil and chemicals that enter the environment. They provide specialized information about where the spilled pollutant will travel in the air or water; how it will behave; whether it could react with other chemicals it is transported with or in the environment; and how it might affect people in the area or the environment. They also support the FOSC with the CAMEO and GNOME suite products.

- NOAA Chemist: (206) 526-4559

4710.6 Sampling

Technical Support for hazardous materials sampling can be obtained from the US Coast Guard Pacific Strike Team, the EPA Region X Response Team, or Oil Spill Removal Organizations (OSROs). Additionally, the states of Oregon and Washington have technical support for sampling activities that may be obtained through the SOSC or ENVL.

4720 Oil

4720.1 Scientific Support Coordinator

The NOAA Scientific Support Coordinator (SSC) provides the Federal On-Scene Coordinator (FOSC) scientific advice with regard to the best course of action during a spill response. The SSC will obtain consensus from the Federal Natural Resource Trustee Agencies and provide spill trajectory analysis data, information on the resources at risk, weather information, tidal and current information, and so forth.

- NOAA SSC: (206) 526-6322 or 206-348-2429

4720.2 Lightering

Section 8100 provides a table which includes companies which may conduct lightering operations when it comes to SMFF. In addition, the Coast Guard National Strike Force and Navy Supervisor of Salvage and Diving (SUPSALV) own oil-pumping equipment. They both have equipment capable of pumping highly viscous oils.

4720.3 Salvage

SUPSALV maintains standing worldwide commercial contacts for salvage, emergency towing, deep ocean search and recovery operations, and oil pollution abatement. Additionally, they own, maintain, and operate the worldwide Emergency Ship Salvage Material (ESSM) system, which incorporates the world's largest inventory of salvage and pollution abatement equipment. SUPSALV also owns, maintains, and operates a large number of deep ocean search and recovery systems, with depth capabilities up to 20,000 feet.

SUPSALV has been assigned as 1 of 7 special teams available to the FOSC. Thus, they provide assistance (personnel and/or equipment) for commercial oil and hazardous substance spills, or potential spills (i.e., salvage operations), as requested by the FOSC. Assistance ranges from salvage technical or operational assistance to mobilization of SUPSALV and other Navy resources to support a partial or full federal response to a marine casualty.

Example message template:
https://www.navsea.navy.mil/Portals/103/Documents/SUPSALV/ESSM/Sample%20CG%20ReqMsg.pdf

Refer to the Salvage and Marine Firefighting Plan (Section 8000) for more sources of technical support for salvage operations.

The U.S. Coast Guard Marine Safety Center, Salvage Engineering Response Team (SERT) provides immediate 24/7 naval architecture and salvage engineering support to U.S. Coast Guard units in response to vessel casualties, including grounding, sinking, capsizing, collision/allision, fire, and structural damage. SERT also provides assistance with PREP exercises, and assistance with casualty investigations, including technical review and independent analysis of vessel stability and structural integrity.

SERT should be contacted by Coast Guard units as soon as practical following a vessel casualty, so that pertinent technical information can be gathered and SERT can be integrated quickly into the early phases of the response. Initial contact with the SERT Duty Officer should be made by phone at (202) 327-3985. The Duty Officer will provide initial assessment of the casualty and guide requests for additional information. For many casualties, the SERT Duty Officer will request additional technical information be provided on the Rapid Salvage Survey Form (https://www.dco.uscg.mil/Portals/9/MSC/SERT/SERT_Rapid_Salvage_Survey_Form.pdf). This document serves as a basic "checklist" for many vessel casualties.

- **Contact Information (24/7):**
  - SERT Duty Officer Mobile Phone: (202) 327-3985
  - SERT Duty Officer Email: SERT.Duty@uscg.mil

4720.4 Shoreline Cleanup Assessment

Shoreline Cleanup Assessment Technique (SCAT) teams include people trained in the techniques, procedures, and terminology of shoreline assessment. Teams should include people with knowledge and experience in oil and oil cleanup techniques, geomorphology, ecology, and in some cases, archeology. Members of a SCAT team may include federal representatives (usually from the NOAA Scientific Support Team or U.S. Coast Guard), state representatives, Tribal Representatives, a representative of the responsible party, and possibly the landowner or other stakeholders. A SCAT coordinator directs the activities of the SCAT

teams from the command post and coordinates with people working on other aspects of the response.

SCAT teams use a collaborative, consensus-building approach to collect data. SCAT team members also prepare field maps and forms detailing the area surveyed and make specific cleanup recommendations designed to meet cleanup goals and objectives. Later, SCAT teams verify cleanup effectiveness, modifying guidelines as needed if conditions change. Although they coordinate with division supervisors in the area, they do not direct cleanup workers. The SCAT team works in the Environmental Unit.

For more information, contact the NOAA SSC or the below website:
https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/shoreline-cleanup-and-assessment-technique-scat.html

In addition, the states of Oregon and Washington have SCAT teams that may be utilized through arrangements by the SOSC or ENVL.

See section 9421 of the NWACP for additional SCAT tools for additional reference.

4720.5 Natural Resource Damage Assessment

After an oil spill or hazardous substance release, response agencies such as the U.S. Environmental Protection Agency or the U.S. Coast Guard lead efforts to control and clean up the substance in order to eliminate or reduce risks to human health and the environment.

However, these efforts may not fully restore injured natural resources or address their lost uses by the public. This is the point when a Natural Resource Damage Assessment may become necessary.

Several federal laws (https://darrp.noaa.gov/legal-context) charge NOAA and certain other federal agencies, states, and Indian Tribes—collectively known as trustees—with evaluating the impacts of oil spills, releases of hazardous substances, and ship groundings on public natural resources. NOAA is a federal trustee for coastal and marine natural resources, including marine and migratory fish, endangered species, marine mammals, and their habitats. Please reference 15 CFR 990 for additional details.

Natural Resource Damage Assessment (NRDA) is the process that NOAA and other trustees use to study the effects of these incidents on fish, wildlife, surrounding habitats, and public use of those resources. Scientists work together to identify the extent of natural resource damage and specify the type and amount of restoration required.
NOAA created the Damage Assessment, Remediation and Restoration Program (DARRP - http://www.darrp.noaa.gov/) to carry out the three steps involved in an NRDA:

1) Preliminary Assessment

2) Injury Assessment/Restoration Planning
3) Restoration Implementation

For more information, see the NOAA Office of Response and Restoration webpage (https://response.restoration.noaa.gov/environmental-restoration/natural-resource-damage-assessment.html) and the EPA Natural Resource Damages webpage (https://www.epa.gov/superfund/natural-resource-damages).

Washington has state specific damage assessment procedures which are detailed in the NWACP Section 6600 and on the WA Department of Ecology webpage https://ecology.wa.gov/Spills-Cleanup/Spills/Spill-preparedness-response/Restoring-resources-after-spills

4720.6 Special Monitoring of Applied Response Technologies (SMART)

SMART establishes a monitoring system for rapid collection of real-time information to assist the FOSC and/or UC in assessing the efficacy, health, and safety of dispersant operations and decision-making during in-situ burn operations. FOSC and/or UCs shall follow the SMART monitoring guidelines during dispersant and in-situ burn operations. The FOSC and/or UC, in consultation with the NOAA Scientific Support Coordinator, may develop revised monitoring protocols to address incident specific needs. The Strike Teams have special capabilities and trained personnel to perform SMART monitoring. FOSCs are highly encouraged to request National Strike Force assistance if applied response technologies are being considered as a response tactic.

For more information, see the NOAA Office of Response and Restoration webpage (https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/smart.html)

4720.7 Response Technologies (Dispersant, ISB, Bioremediation, Mechanical)

Area Committees follow guidance developed by the RRT, and work with appropriate federal, state, Tribal, and local officials to expedite decisions for the use of alternative response technologies. The Area Committee, in coordination with the RRT, should assess the desirability of using: appropriate burning agents, chemical dispersants, surface washing agents, surface collecting agents, bioremediation agents or miscellaneous oil spill control agents listed on the NCP Subpart J Product Schedule. FOSCs shall consider historic/cultural properties in decisions related to areas with pre-approved use of alternative response technologies.

4720.8 Decontamination

The Decontamination Group is responsible for decontamination of personnel and response equipment in compliance with approved statutes. Contaminated personnel and personnel entering contaminated area shall be decontaminated in accordance with the instructions of the Site Safety Officer. The USCG National Strike Force has extensive decontamination capabilities and equipment.

An example Decontamination Plan can be found on the Sector Columbia River Homeport Page: (https://homeport.uscg.mil/Lists/Content/DispForm.aspx?ID=64753&Source=/Lists/Content/DispForm.aspx?ID=64753)

4720.9 Disposal

Refer to Section 3240 (Disposal) of the plan for technical support resources for disposal.

4720.10 Dredging

Dredging is a method for removing large volumes of sediment (and oil) from the seabed. Large volumes of water, oil, and sediment are typically generated in dredging process and must be handled, stored, and disposed of as the recovery operations proceeds. Accurate vertical control of the dredge depths is critical to minimizing the amount of dredged material and the amount of clean sediment contained with oil as the result of the dredging operation.

4720.11 Deepwater Removal

SUPSALV owns, maintains, and operates many deep ocean search and recovery systems, with depth capabilities up to 20,000 feet.

4720.12 Heavy Lift

Refer to the Salvage and Marine Firefighting Plan for more information on heavy lift operations.

4730 General

4730.1 Cultural & Historic Properties

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effect of their actions on historic and archaeological sites that are listed or eligible for listing on the National Register (NR). Regulations for accomplishing this responsibility are defined in the Code of Federal Regulations, Title 36, Chapter VIII, Part 800. However, the NR is not sufficient to determine all of the properties that need to be considered for oils spills, as properties that could be determined eligible for inclusion in the NR must also be considered.

During emergency response to oil discharges and hazardous substance releases, response personnel including contractors, sub-contractors, emergency responders, cleanup workers, and field crews play a crucial role in this process since they, by the nature of their work, are the people most likely to encounter cultural resources while in the field. Both Washington State and Oregon State have Inadvertent Discovery Plans that outline what responders must do if they discover cultural resources or human remains during a response operation.

If human remains are encountered, the Unified Command or FOSC shall call the following (if applicable):

Oregon:

- Oregon State Police: Lt. Craig Heuberger (503) 508-0779
- Oregon Commission on Indian Services (CIS): Adrienne Fisher (503) 986-1067
- Appropriate Tribal Representative: As designated by CIS
- State Historic Preservation Officer (SHPO): Jamie French (503) 979-7580 or John Pouley (503) 480-9164

Washington:

- Appropriate County Sheriff
- Appropriate County Coroner's Office
- Appropriate Tribal Representative
- SHPO: Allyson Brooks (360) 480-6922

Refer to the Inadvertent Discovery Plans for additional guidance:
https://homeport.uscg.mil/my-homeport/contingency-plans/area-contingency-plan?cotpid=43

4730.2 Legal

USCG District 13 Legal Division provides legal assistance to the FOSC when needed.

- D13 Legal Duty Phone: (206) 220-7115

4730.3 Chaplain

Incidents may become highly stressful, emotionally charged, and even physically dangerous. Chaplains equipped with a pastoral skill set which includes Critical Incident Stress Management (CISM) and Operational Stress Continuum modes can be immediately effective in providing ministry of presence, on-scene counseling, and spiritual/ religious support.

USCG Sector Columbia River and
Sector North Bend Chaplain
Office: (503) 861-6225
Cell: (503) 791-3733

USCG District 13 Chaplain
Office: (206) 217-6995
Cell: (206) 850-3426

4730.4 Public Health

The U.S. Department of Health and Human Services (HHS), through the Agency for Toxic Substance and Disease Registry (ATSDR), serves the public by using the best science, taking responsive public health actions, and providing trusted health information to prevent harmful exposures and disease related to toxic substances. The ATSDR is directed by congressional mandate to perform specific functions concerning the effects on public health of hazardous substances in the environment. These functions include public health assessments, waste sites,

health consultations concerning specific hazardous substances, health surveillance and registries, and response to emergency release of hazardous substances.

ATSDR Western Branch – Region 10 (Seattle Office) Contacts:
https://www.atsdr.cdc.gov/DRO/r10.html

Rhonda S. Kaetzel, PhD, DABT
Regional Director
Sr. Toxicologist
(206) 553-0530
vnc2@cdc.gov

CAPT Arthur Wendel, MD, MPH
Regional Representative
Medical Officer
(206) 553-0454
dvq6@cdc.gov

Debra Gable, MEng
Sr. Environmental Health Scientist
Health Assessor
(206) 553-1796
dfg0@cdc.gov

4730.5 Human Resources

A Human Resources Specialist is responsible for providing direct human resources services to the response organization, including ensuring compliance with all labor-related laws and regulations. During a complex, prolonged response with large numbers of response personnel in the field and command post, there may be a need for Human Resource Specialist. Each agency represented should determine their own need for Human Resource support.

4730.6 Critical Incident Stress Management (CISM)

The CISM Specialist is responsible for identifying and securing the immediate response and services of sufficient CISM team members necessary to carry out CISM duties to provide for the psychological and emotional needs of Coast Guard personnel involved in a major incident.

The CISM Specialist is the POC for all request from operational units for CISM services and is responsible for the appropriate assignments and duties of all CISM team members involved in the evolution. The CISM Specialist is normally assigned to Logistics under the Medical Unit Leader. Refer to the CISM Specialist Job Aid on the Coast Guard Homeport website.
https://homeport.uscg.mil/Lists/Content/Attachments/2916/CISM%20Specialist%20Job%20Aid-7-09.pdf

- Sector Columbia River CISM Coordinator: (503) 861-6155

4740 Law Enforcement
Refer to Section 3360 Law Enforcement

4750 SAR
Refer to Section 3310 Search and Rescue

4760 Marine Fire
Refer to Section 8000 Salvage and Marine Firefighting Plan

4800 Required Correspondence, Permits & Consultation

4810 Administrative Orders
An Administrative/Directive Order is an intermediate step that the FOSC may take in ensuring that appropriate action is taken in an oil or hazardous material spill incident. The order directs the responsible party to take specified action without the FOSC assuming total control of the spill response.

4820 Notice of Federal Interest
A Notice of Federal Interest (Form CG-5549) for an oil pollution incident informs the potential responsible party that there has been or potentially will be a spill of oil or hazardous materials for which the individual may be financially responsible.

4830 Notice of Federal Assumption
A Notice of Federal Assumption instructs the responsible party or suspected responsible party that cleanup activity to date has not been satisfactory and that the FOSC intends to conduct the cleanup from that point on. The responsible party remains financially responsible for the cleanup and penalties.

4840 Letter of Designation
A Letter of Designation of a source is required in actual or potential spills where the potential for third party claims exists. The FOSC is responsible for notifying the NPFC as to whether or not the source has been identified. Notification to the NPFC may be by telephone, letter or message (included as part of a SITREP-POL). A standard form letter for the designation of sources is currently under development by the Coast Guard. Additional guidance may be located in NPFC Instruction M5890.3A – Technical Operating Procedures for Designation of Source.

4850 Fish and Wildlife Permits
The ACP works to ensure that response actions are not likely to adversely affect or jeopardize

federally-listed threatened or endangered (T/E) species, protected marine mammals, listed migratory bird species, or essential fish habitat (EFH) under Federal Acts described in this plan.

Federal and state permits generally allow the permit holder to collect, transport, possess, rehabilitate, euthanize, release, or band migratory birds. Some permit holders also have authority to handle threatened and endangered species under separate federal permits. Each of these permits may encompass more than one species. If a bird were considered to be migratory, but also threatened or endangered, it must be covered under a threatened or endangered species permit. If rescue and rehabilitation efforts are deemed to be necessary and worthwhile, the following federal permits apply. Contact USFWS in the applicable state for more info.
Link: https://www.fws.gov/offices/

Migratory Bird	Banding or Marking: (50 CFR 21.22) Special Purpose: (50 CFR 21.27)	A permit is required before any migratory bird is captured for the purpose of banding or marking. May be issued for special purpose activities related to migratory birds, their parts, nests, or eggs.
Eagle Permits	(50 CFR 22)	These permits authorize the taking, possession, or transportation of bald eagle or golden eagles, or their parts, nests, or eggs for scientific or exhibition purposes.
Endangered Species	(50 CFR 17.22 & 17.32)	Permits are for scientific purposes, enhancement of propagation or survival, or for incidental take.

Sources of Federal Permits:
Inquiries regarding **Federal Migratory Bird permits** and criteria for qualified wildlife rehabilitators are to be directed to the following:

U.S. Fish and Wildlife Service
Migratory Bird Permit Office
911 N.E. 11th Avenue
Portland, OR 97232-4181
Tel. (503) 872-2715
Email: permitsR1MB@fws.gov

http://www.fws.gov/migratorybirds/mbpermits.html

Inquiries regarding **Federal Endangered Species permits** may be directed to:

U.S. Fish and Wildlife Service
Eastside Federal Complex
911 N.E. 11th Ave.
Portland, OR 97232-4181
https://www.fws.gov/endangered/species/recovery-plans.html

In a spill situation, response and rehabilitation permit needs for endangered species will be determined by the USFWS on an emergency case by case basis administered under 50 CFR 17, 21, 22, 31, and 32. Specific information with regard to obtaining a Federal permit for endangered species rehabilitation can be obtained through the USFWS Region 5 Ecological Services Operations Office listed above.

USFWS personnel will handle all Federal permit activities through the Ecological Services Field Office responsible for the area where the spill occurs. The Field Office will coordinate Migratory Bird and Endangered Species permit needs with appropriate Regional Office staff.

4860 ESA Consultations

A Memorandum of Agreement (MOA) was established between USCG, EPA, USFWS, and NOAA NMFS to address required consultations under Section 7 of the Endangered Species Act. The MOA Regarding Oil Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act (ESA) outlines the actions to take for completing these consultations prior to and during an incident.

The Biological Assessment prepared by the Northwest Regional Committee (NWRC), and the Biological Opinions issued by the USFWS and NOAA/NMFS can be accessed at:
https://rrt10nwac.com/ESAConsultation.aspx

For more specific information in Washington and Oregon refer to the NWACP Section 9404 and 4314.

4870 Disposal

Procedures to obtain a disposal permit can be found on the EPA Hazardous Waste Permitting website. Link: https://www.epa.gov/hwpermitting/what-hazardous-waste-permit#state

For specific disposal processes related to Washington and Oregon refer to the NWACP Section 9405.

4880 Dredging

Unified Commands will work with Army Corps of Engineers to get an emergency dredging permit. Dredge permits are issued pursuant to Section 10 of the Rivers and Harbors Act of 1899 USACE, and Section 404 of the Clean Water Act (CWA), among several others. Consultations regarding ESA Section 7, Section 106 and State HPA may also be needed. Dredging Permits are issued by the US Army Corps of Engineers (USACE) District Offices. The contact information for the District Offices is located in the website. Link: https://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits/ObtainaPermit.aspx

Prior to any dredging, contact should be made directly to the local SHPO, or Tribal leader(s) in order to protect submerged and marine cultural resources from additional damage.

4890 Decanting

Pre-approval for on-water decanting is authorized when pumping recovered oil and water ashore is not practical during the first 24 hours after initial spill discovery. Decanting authorization is granted for the oil products listed below:

- All crude oils
- Vacuum gas oils
- Atmospheric gas oils
- Recycle oils not containing distillates
- Bunker fuels,
- No. 6 fuel oils,
- Cutter stocks, and
- Coker gas oils.

Decanting of the listed oils is pre-approved if the following conditions are met:

- Pre-Approval is for the first 24 hours after spill discovery. Decanting requests for all the remaining operational periods will need to be completed and submitted to Unified Command. The responsible party (RP) must fill out the Northwest Area Contingency Plan decanting request and seek Unified Command approval prior to any additional decanting approvals from the second operational period on;
- The Incident Commander must be notified within one hour of decanting being initiated and must then immediately notify the Unified Command;
- The RP assures the Unified Command that they are quickly obtaining adequate oil storage and skimming capacity within the first 24 hours and the responding primary response contractors are expeditiously getting sufficient storage and skimming capacity on site to alleviate the need for prolonged decanting.
- Conditions listed in the Decanting Memo are met (See NWACP Section 9411 for Decanting Approval Plan and Memo).

The following criteria found in the current Decanting Approval Plan and Memo must be complied with:

- All decanting should be done in a designated "Response Area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.
- Vessels employing sweep booms with recovery pumps in the apex of the boom shall decant forward of the recovery pumps.
- Vessels not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences.
- Containment boom needs to be deployed around the collection area, where feasible, to prevent loss of decanted oil or entrainment.
- Visual monitoring of the decanting shall be maintained at all times so that discharge of oil in the decanted water is detected promptly.
- Where feasible decant ahead of an operating skimmer recovery system, so decanting could occur ahead of a skimming system instead of just inside an enclosed boomed area.
- UC can revoke the pre-approval at any time if above conditions are not met.

Shore-side container decanting (i.e., vacuum truck, portable tanks, etc.) is not authorized for pre-approval under this policy. Decanting in areas where vacuum trucks, portable tanks, or other collection systems are used for shore cleanup will be subject to filling out the decanting form in the NWACP prior to authorization.

The Unified Command will consider each request for decanting of lighter oils on a case-by-case basis.

For more information, see NWACP Sections 9411 (Decanting Response Tool), 4620 (Decanting during On-Water Recovery), 4621 (Decanting Policy), and 9301 (Oil Spill Best Management Practices).

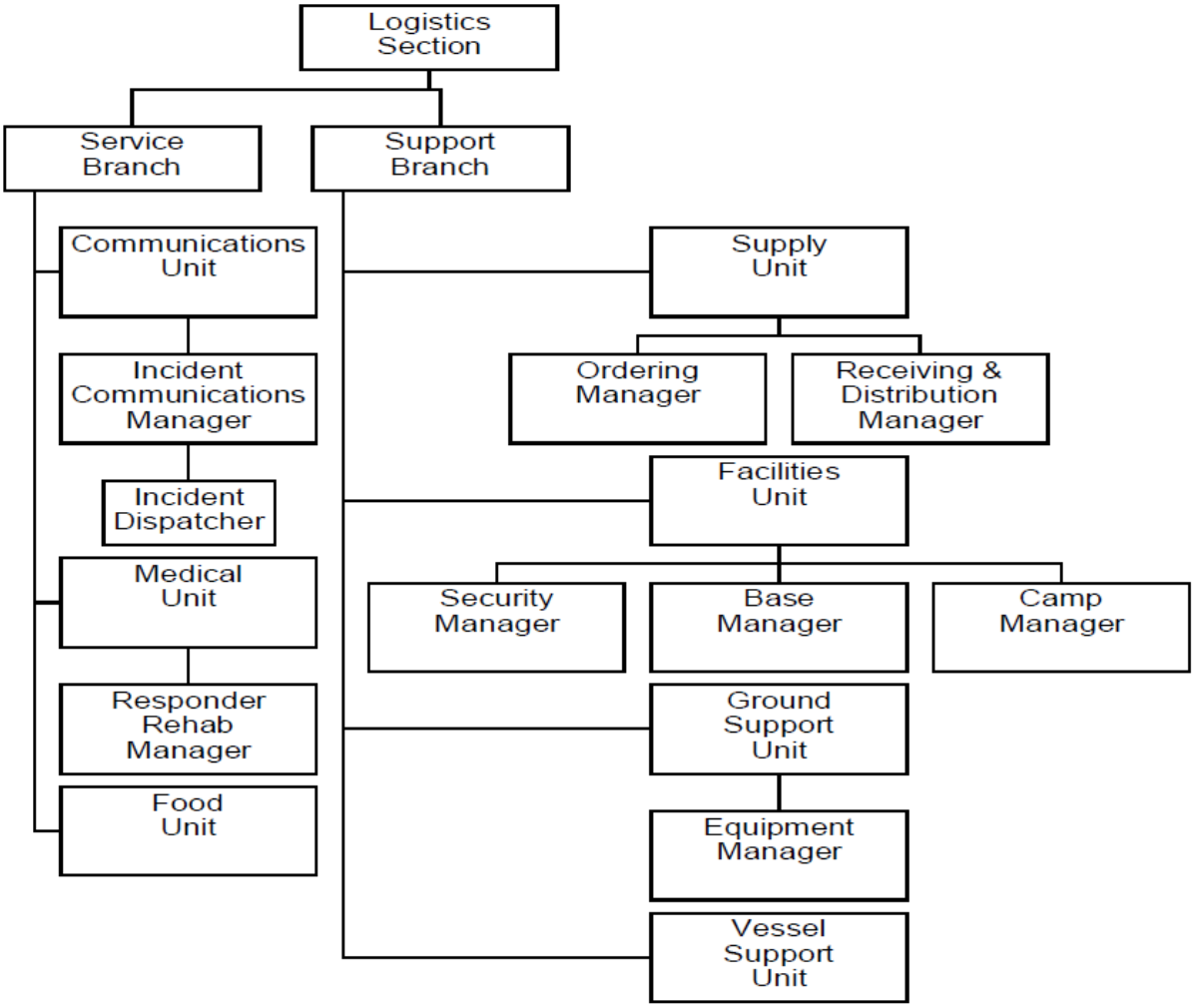
4900 Reserved for Area/District

5000 Logistics

5100 Logistics Section Organization

The following is an organizational chart of the Logistics Section and its subordinate units. It serves as an example and is not meant to be all-inclusive. The functions of the Logistics Section must be accomplished during an incident; however, they can be performed by one individual or can be expanded, as needed, into additional organizational units with appropriate delegation of authority.

Information regarding the Logistics Section and Staff position within the command is located in Chapter 10 of the USCG Incident Management Handbook: https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids



5200 Support

The Support Branch, when activated, is under the direction of the Logistic Section Chief (LSC) and is responsible for development and implementation of logistics plans in support of the IAP. The Support Branch Director (SUBD) supervises the operations of Supply, Facilities, Ground Support, and Vessel Support Units. Duties include:

- Identify Support Branch personnel dispatched to the incident
- Determine initial Support operations in coordination with the LSC and SUBD
- Prepare initial organization and assignments for support operations
- Assemble and brief Support Branch personnel

- Determine if assigned Branch resources are sufficient
- Maintain surveillance of assigned Units work progress and inform the LSC of their activities
- Resolve problems associated with requests from the Operations Section

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook.
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

A telephone directory of important contacts can be found in Section 9200.

5210 Supply

The Supply Unit Leader (SPUL) is primarily responsible for receiving, storing and distributing all supplies for the incident; maintaining and inventorying of supplies; and storing, disbursing and servicing non-expendable supplies and equipment. Duties include:

- Participate in Logistics Section/Support Branch planning activities
- Determine the type and amount of supplies enroute
- Review the IAP for information on operations of Supply Unit
- Develop and implement safety and security requirements
- Order, receive, distribute and store supplies and equipment
- Receive and respond to requests for personnel, supplies and equipment
- Maintain an inventory of supplies and equipment
- Service reusable equipment
- Submit reports to the SUBD

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

5210.1 Oil Response Equipment

See the USCG Response Inventory System (RRI – see below) for Oil Spill Removal Organizations (OSRO) and CGPORTAL Basic Ordering Agreement (BOA) Library (see below) for list of BOA contractors. The Coast Guard's Incident Management Software System (see below) another source list of equipment is in the (IMSS) by clicking on the "Find Resources" tab in form ICS-201-4.

Sector Columbia River partners with the District Thirteen DRAT and also maintains three response trailers at the following locations:

- Coast Guard Station Chetco River, Harbor Dr. Harbor, OR
- Coast Guard Station Coos Bay, 63450 Kingfisher Rd, Charleston, OR 97420

- Coast Guard Station Tillamook Bay, 1 Coast Guard Way, Garibaldi, OR 97118

RRI: https://cgrri.uscg.mil/logon.aspx?ReturnURl=%2fdefault.aspx
BOA library:
https://cg.portal.uscg.mil/communities/SILCCOCOBSS/Shared%20Documents/Forms/AllItems.aspx
IMSS: http://imss.iapsoftware.com/
WRRL: www.wrrl.us

5210.2 Hazardous Substance Response Equipment

Hazardous Substance response equipment is consolidated on the Worldwide Response Resource List: https://ecology.wa.gov/Regulations-Permits/Plans-policies/Contingency-planning-for-oil-industry/Worldwide-Response-Resource-List

5220 Facilities

The Facilities Unit is primarily responsible for the set-up, maintenance and demobilization of incident facilities, e.g., Base, ICP and Staging Areas, as well as security services required to support incident operations. Duties include:

- Participate in Logistics Section/Support Branch planning activities
- In conjunction with the Finance/Admin Section, determine locations suitable for incident support facilities and secure permission to use through appropriate means
- Inspect Facilities prior to occupation and document conditions and pre-existing damage
- Determine requirements for each facility including the ICP
- Prepare layouts of incident facilities
- Notify Unit Leaders of facility layouts
- Activate incident facilities
- Provide Facility Managers and personnel to operate facilities
- Provide sleeping facilities; security services and food and water services
- Provide sanitation and shower service as needed
- Provide facility maintenance services e.g. sanitation, lighting, clean up, trash removal, etc
- Inspect all facilities for damage and potential claims
- Demobilize incident facilities
- Maintain facility records

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

The Facilities Unit provides sleeping and sanitation facilities for incident personnel and manages Base operations. Besides contracting with local hotels or motels for sleeping arrangements, contacting the local Emergency Management Agencies (EMA) Directors using their County Resources Manual may expedite locating several of these requirements.

5220.1 Incident Command Post (ICP) Options

For specific options within Washington and Oregon, work through the state or county emergency operation centers (EOCs). Some GRP/GRS's also provide ICP options

5220.2 ICP Needs

Several basic features must be considered when selecting ICP sites. These considerations include:

- **Location** – The incident command post should be in the general area of the incident. It does not need to be at the incident site and for many reasons should be located away from the incident, including preventing the administrative activities surrounding a spill from interfering with operations.

- **Size** – The command post must be capable of accommodating the number of people anticipated. An estimated need of 50 – sq. ft. / person will provide adequate workspace within the ICP. Additional support area for food service, etc. should be considered.

- **Layout** – The command post should be compatible with the NIMS organization. Individual spaces for the following are desirable:

    - Unified Commander Private Rooms
    - Unified Command Center
    - Planning Section
    - Logistics Section
    - Operations Section
    - Finance Section
    - Public Affairs (Should be separated from the above.)
    - Meeting Room (Should be separated from the able.)

- **Parking** – Parking for personnel plus visitors and command vehicles should be present.

- **Electricity** – Power demands at command posts are heavy. Computers, cell phones, and radios are becoming standard equipment for responders. Each person in the command post will likely have need for at least one outlet. Power strips can

decrease the required number of building outlets provided the electrical supply is adequate for the load.

- **Telephones** – Telephones are critical. For planning purposes one phone line for every two people in the command post is used. Some of these phones should be designated "incoming only".

- **Air Operations** – Air over-flights will be a normal part of the incident response daily routine. Heliport/bases should be in close proximity to the command post. This will reduce staff and unified commander's travel time to and from over-flights.

- **Security** – A security control station will be needed, along with sufficient security personnel to control access to the command center and associated peripheral equipment/facilities.

- **Sanitary Facilities** – Provisions should be made to accommodate large numbers of people on site around the clock.

- **Internet** – Connectivity to the internet should be considered to allow dissemination of pertinent response correspondence to enhance response effectiveness.

5220.3 Berthing

Coast Guard personnel who are brought into the area on government orders to participate in various response operations must use SATO, the Coast Guards Travel Management Center.

ETS website: E2 Solutions - CW Government Travel (cwtsatotravel.com)

SATO Contact: 800-753-7286

Civilians should be housed in area hotels or motels.

5220.4 Port/Dock Facilities/Capacities

Reserved

5220.5 Staging Areas

Staging areas are identified in the GRS/GRPs found at
https://www.rrt10nwac.com/GRP/Default.aspx

5220.6 Security Providers

For specific options within Washington and Oregon, work through the state or county emergency operation centers (EOCs).

5220.7 Airports/Heliports

For specific airports/heliports within Washington and Oregon, refer to Section 3420.2 through 3420.5

5220.8 Temporary Storage and Disposal Facilities

Temporary Storage and Disposal facilities change with time, and in OR/WA are overseen by the State's environmental agencies (ODEQ/WAECY) who have been delegated responsibility for permitting and oversight.

For a list of Temporary Storage and Disposal Facilities and contact information please see Section 9280 of this ACP.

5220.9 Maintenance and Fueling Facilities (land/water)

Reserved

5220.10 Fish and Wildlife Response Facilities and Resources

Reserved

5230 Vessel Support

The Vessel Support Unit is responsible for implementing the Vessel Routing Plan for the incident and coordinating transportation on the water and between shore facilities. Since most vessels will be supported by their infrastructure, the Vessel Support Unit may be requested to arrange fueling, dockage, maintenance and repairs of vessels on a case by case. Duties include:

- Participate in Logistics Section/Support Branch planning activities
- Coordinate the development of the vessel routing plan
- Coordinate vessel transportation assignments with the Protection and Recovery Branch or other sources of vessel transportation
- Coordinate water-to-land transportation with the Ground Support Unit, as necessary
- Maintain a prioritized list of transportation requirements that need to be scheduled with the transportation source
- Support out-of-service vessel resources, as requested
- Arrange for fueling, dockage, maintenance and repair of vessel resources, as requested
- Maintain an inventory of support and transportation vessels

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

5230.1 Boat Ramps/Launching Areas

Staging areas are identified in the GRPs/GRSs covering the SCR AOR at the following link: https://rrt10nwac.com/GRP/Default.aspx

5230.2 Vessel/Boat Sources

Boat ramp and launches are identified in the GRPs/GRSs covering the SCR AOR at the following link: https://rrt10nwac.com/GRP/Default.aspx

5230.3 Maintenance

Each agency or contracted OSRO is responsible for maintenance of their assets.

5240 Ground Support

The Ground Support Unit is primarily responsible for ensuring repair of primary tactical equipment, vehicles, mobile ground support equipment and fueling services; transportation of personnel, supplies, food, and equipment in support of incident operations; recording all ground equipment usage time, including contract equipment assigned to the incident; and implementing the Traffic Plan for the incident. Duties include:

- Participate in Logistics Section/Support Branch planning activities
- Develop and implement the Traffic Plan
- Support out-of-service vessel resources
- Notify the Resource Unit of all status changes on support and transportation vehicles
- Arrange for and activate fueling, maintenance and repair of ground resources
- Maintain Support Vehicle Inventory and transportation vehicles (ICS-218)
- Provide transportation services IAW requests from LSC or SUBD
- Collect use information on rented equipment
- Requisition maintenance and repair supplies, e.g. fuel, spare parts
- Maintain incident roads
- Submit reports to SUBD as directed

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook.https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

5240.1 Vehicle Sources

USCG responders may reserve vehicles from the Motor Pool SCR. General Services Administration (GSA will provide vehicles or contract vehicles for long term events), Logistics Section Chief and/or Vehicle Support Unit Leader will assist with commercial vehicle rentals. In addition, USCG responders may reserve vehicles if authorized under travel orders.

5240.2 Maintenance

Vehicle maintenance will be provided via existing Sector contracts, GSA, or by RP.

5300 Services

The Service Branch Director (SVBD), when activated, is under the supervision of the LSC, and is responsible for the management of all service activities at the incident. The SVBD supervises the operations of the Communications, Medical and Food Units. Duties include:

- Obtain working materials
- Determine the level of service required to support operations
- Confirm dispatch of Branch personnel
- Participate in planning meetings of Logistics Section personnel
- Review IAP
- Organize and prepare assignments for Service Branch personnel
- Coordinate activities of Branch Units
- Inform LSC of Branch activities
- Resolve Service Branch problems

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

5310 Food

The Food Unit Leader (FDUL) is responsible for supplying the food needs for the entire incident, including all remote locations, e.g., Staging Areas, as well as providing food for personnel unable to leave tactical field assignments. Duties include:

- Determine food and water requirements (for Responders/IMT/UC)
- Determine the method of feeding to best fit each facility or situation
- Obtain necessary equipment and supplies
- Ensure that well balanced meals are provided
- Order sufficient food and potable water from the Supply Unit
- Maintain and inventory of food and water
- Maintain food service areas, ensuring that all appropriate health and safety measures are being followed

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook and through the Red Cross and Salvation Army.

- https://www.redcross.org/local/oregon.html (serves Oregon and SW Washington)
- https://portland.salvationarmy.org/
- http://longview.salvationarmy.org/
- https://aberdeen.salvationarmy.org/
- https://newport.salvationarmy.org/

5310.1 Catering/Messing Options

Logistics Section Chief and Food Unit Leader will coordinate catering and messing options are needed. If ICP is located at MSU Portland, on-site galley is available. If RP is named, RP would be responsible to provide messing.

5320 Medical

The Medical Unit under the direction of the SVBD, if established, or the LSC, and is primarily responsible for the development of the Medical Plan; providing medical care and overseeing health aspects of response personnel; obtaining medical aid and transportation for injured and ill response personnel; coordinating with other functions to resolve health and safety issues; and preparation of report and records. Duties include:

- Participate in Logistics Section/Service Branch planning activities
- Establish the Medial Unit
- Prepare the Medical Plan (ICS-206)
- Provide any relevant medical input into the planning process for strategy development
- Coordinate with SOFR, Operations, Hazmat Specialists, and others on proper personnel protection procedures for incident personnel
- Prepare procedures for major medical emergency
- Develop transportation routes and methods for injured incident personnel
- Ensure incident personnel patients are tracked as they move form origin, care facility and disposition
- Provide continuity of medical care for incident personnel
- Declare major medical emergency as appropriate
- Provide or oversee medical and rehab care delivered to incident personnel
- Monitor health aspects of incident personnel including excessive incident stress
- Respond to requests for medical aid, medical transportation, and medical supplies
- In conjunction with Finance/Admin Section, prepare and submit necessary authorizations, reports, and administrative documentation related to injuries, compensation, or death of incident personnel
- Coordinate personnel and mortuary affairs for incident personnel fatalities
- Provide oversight and liaison as necessary for incident victims among emergency medical care, medical examiner, and hospital care
- Provide for security and proper disposition of incident medical records

Additional information regarding this position can be found in Chapter 10 of the USCG Incident Management Handbook
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

5320.1 Medical Facilities

Medical facilities will be determined based on location of incident under the Logistics section.

5320.2 Ambulance/EMS Services

Ambulance/EMS services will be determined based on the location of the incident under the logistics section.

5400 Communications

The Communications Unit is responsible for developing plans for the effective use of incident communications equipment and facilities; installing and testing communications equipment; supervision of the Incident Communications Center; distribution of communications equipment to incident personnel; and maintenance/repair of communications equipment. Duties include:

- Determine Unit personnel needs
- Prepare and implement the Incident Radio Communications Plan (ICS-205)
- Ensure the Incident Communications Center and the Message Center is established
- Establish appropriate communications distribution/maintenance locations within the Base
- Ensure communications systems are installed and tested
- Ensure an equipment accountability system is established
- Ensure personal portable radio equipment from cache is distributed per Incident Communications Radio Plan
- Provide technical information as required on:
    - Adequacy of communications systems currently in operation
    - Geographic limitation on communications systems
    - Equipment capabilities/limitations
    - Amount and types of equipment available
    - Anticipated problems in the use of communications equipment
- Supervise Communications Unit activities
- Maintain records on all communications equipment as appropriate
- Ensure equipment is tested and repaired
- Recover equipment from Units being demobilized

See the USCG Incident Management Handbook ICS Position Job Aids and the found in HOMEPORT for additional information. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

5410 Communications Plan

An incident Communications Plan (ICS-205) is critical to avoid confusion and ensure effective communication during incident response. The ICS-205 includes all radio frequency assignments, telephone numbers and other communication methods for each operational period.

The ICS-205 is included in the Incident Action Plan and applicable contact numbers will be listed on Assignment List (ICS-204).

5410.1 Incident Communications

This section identifies the radio frequencies that will be used for inter-agency communication during response operations. Most of the frequencies are VHF-FM marine band.

For an effective response, a continuous and effective communications plan must be in use. The primary method of communication at the Unified Command Post (if possible) is telephone, cellular telephone, VHF-FM radio, facsimile, and computer telecommunications. All agencies have a Communication Plan that should be used until ICS-205 is customized to incident.

VHF-FM Channel 21A (157.05Mhz) - ground communication between the Unified Command and USCG units on-scene. Secondary frequency for communication between the Unified Command and local agencies on-scene.

RP primary and secondary frequencies will be determined as needed.

Local government agencies such as police, fire, county sheriffs, and environmental health departments have frequencies and communications systems established. It is not the intent of this plan to interfere with or change those established systems.

USCG Working Frequencies

Channel 23A USCG primary working frequency for communication between USCG units and other USCG personnel who are part of the FOSC staff, security, and SAR operations.

Channel 81A is the secondary working frequency.

5410.2 Communications Support

The Coast Guard Pacific Strike Team possesses a cache of programmable hand-held VHF-FM radios and a computer which can tune those radios to any frequency. The Strike Team also owns several portable repeaters, which can be tuned to a desired frequency and deployed wherever necessary.

Coast Guard Deployable Communications Force supports CONUS/OCONUS missions within 6-hours of notification. These teams reside in Novato, CA and Chesapeake, VA. They are comprised of highly skilled technicians and subject matter experts who operate advanced command, control and communication assets.

Deployable Communications Force asset request is available through the Coast Guard Portal.

5410.3 Communication Facilities

Sector Columbia River Command Center is the FOSC's primary communication facility. It has a system of high sites along the coast designated to provide VHF-FM and UHF coverage of the entire coast called Rescue 21. Rescue 21 provides the communications infrastructure for Search

and Rescue, Marine Safety, Law Enforcement, Environmental Protection, and Homeland Security Missions. Sector Columbia River Command Center: (503)-861-6212.

5500 Reserved

5600 Reserved

5700 Reserved

5800 Reserved

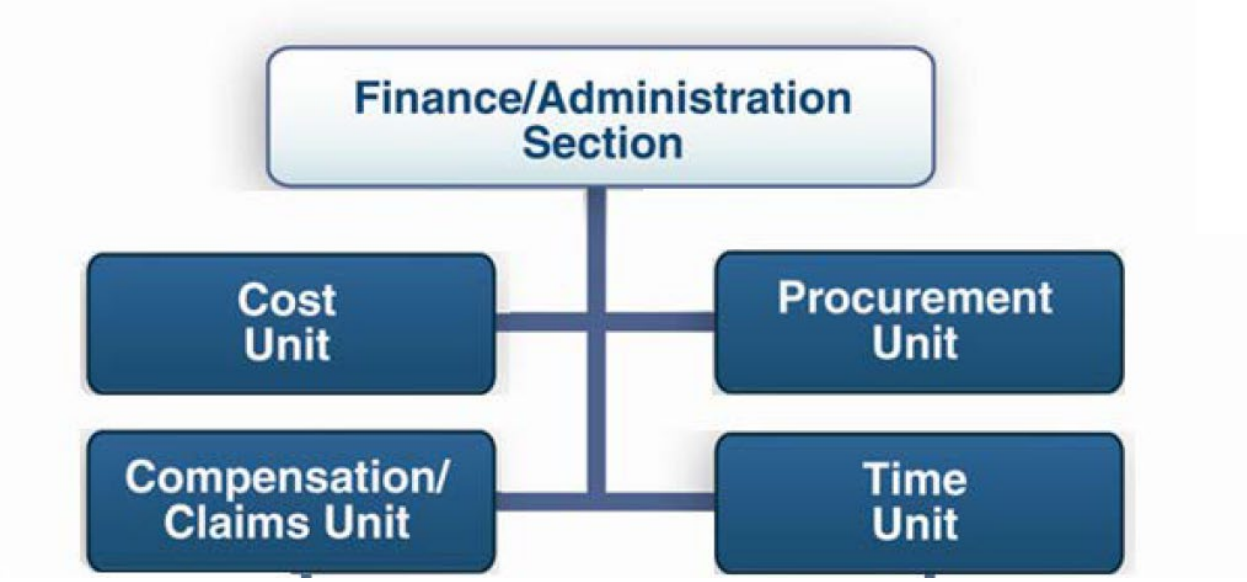
5900 Reserved for Area/District

6000 Finance/Administration

The Finance/Administrative Section is responsible for all administrative and financial considerations on an incident. This includes Time Unit, Procurement Unit, Compensation/Claims Unit, and Cost Unit. The IC/UC will determine the need for a Finance/Admin Section and designate a qualified individual to fill the role of Finance Section Chief (FSC). The Finance/Admin Section is generally set up for any incident which may require on-site financial management.

Additional information regarding this position can be found in Chapter 11 of the USCG Incident Management Handbook. https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

6100 Finance/Administrative Section Organization



6200 Fund Access

Responsible parties are liable for damage claims and removal costs resulting from discharges or substantial threats of discharges of oil into or upon the navigable waters of the U.S. For cases where the responsible party is either unknown, or is unable or unwilling to meet this obligation, the Oil Spill Liability Trust Fund (OSLTF) will pay for removal costs and claims. The OSLTF is administered by the Coast Guard's National Pollution Funds Center (NPFC) in Washington, D.C. whose concurrent missions are to provide FOSCs with the financial resources to ensure timely and effective response, to ensure legitimate damage claims are liquidated expeditiously, and to ensure proper documentation of expenditures to facilitate cost recovery from responsible parties.

Oil Spill Liability Trust Fund

The OSLTF was established by section 311 (k) of the FWPCA and is administered by the USCG. Title 33 Code of Federal Regulations (CFR) subchapter M provides regulatory information on state access to the OSLTF, claims procedures, financial responsibility for vessels, and other topics. Additional information on the OSLTF can be found in "Oil Spill Liability Trust Fund (OSLTF) Funding for Oil Spills" (NPFCPUB 16465.2) and in Chapter 7 of the USCG Marine Safety Manual, Volume VI (COMDTINST M16000.11).

In the event of an oil spill, the FOSC, states, claimants, and trustees can obtain access to federal funds. FOSCs can obtain immediate access to a funding account and ceiling for incident response by accessing the Ceiling and Number Assignment Processing System online at: https://npfc.uscg.mil/canaps/

The following funding limitations exist in accessing the OSLTF:

- The maximum, per case, is $1 billion, or the balance in the OSLTF, whichever is less.
- Removal funding (including response to a substantial threat) and initiate request funding are limited to the funds available in the OSLTF Emergency Fund.
- There is a maximum of $500 million per case to satisfy Natural Resource Damage claims and assessments.
- Initiation of Natural Resource Damage Assessment (NRDA) costs may be paid out of the Emergency Fund, subject to its availability and the process through which funding was requested.
- The discharge (or substantial threat of discharge) must impact navigable waters of the United States (including the 200-mile Exclusive Economic Zone).

Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) Fund
A Memorandum of Understanding (MOU) between the USCG and the United States Environmental Protection Agency (EPA) allows the USCG to access the Hazardous Substance Response Trust Fund when the USCG undertakes response activities pursuant to CERCLA, Executive Order 12316, and the provisions of Subpart E of the NCP. When EPA provides the On-Scene Coordinator (OSC), the OSC has the authority to spend up to $200,000 in emergency situations. The EPA Regional Administrator has authority to approve Trust Fund expenditures not to exceed $6,000,000. Expenditures exceeding $6,000,000 must be approved by EPA Headquarters. When the USCG provides the OSC, the USCG OSC has authority to approve Trust Fund expenditures not to exceed $50,000. USCG OSCs can receive approval for CERCLA Trust Fund expenditures up to $250,000 through the Commander, Thirteenth Coast Guard District. For additional expenditures, approval from the EPA Office of Land and Emergency Management is necessary. To access the fund, an account number must be obtained from EPA Headquarters.

Other federal agencies have authority to expend Trust Fund money in accordance with Interagency Agreements (IAGs) and MOUs with EPA. Agency expenditures will be reimbursed in accordance with the procedures specified in these IAGs and MOUs. The CERLCA statute allows state access to Superfund monies only through a Cooperative Agreement between EPA and the state.

In accordance with 40 CFR 300.415(b)(2), the Trust Funds may be used to undertake immediate removal actions when the agency providing the OSC determines that such action will prevent or mitigate immediate and significant risk of harm to human life or health or to the environment from such situations as:

- Human, animal, or food chain exposure to acutely toxic substances
- Contamination of a drinking water supply
- Fire and/or explosion
- Similar acute situations

In the event of a hazardous substance release or imminent threat of a release, the FOSC can obtain access to federal funds through CERCLA.

The FOSC determines if federal funds are required and requests a spending ceiling and CERCLA Project Number from the NPFC Case Officer/Regional Manager. The FOSC can fund USCG resources contracts, other government agencies, and contractor costs through the CERCLA Project Number (NPFC User Reference Guide, Chapter 3).

CERCLA Access Criteria and Limitations:

- The release or substantial threat of a release of a hazardous substance, pollutant, or contaminant must impact the environment. “Environment” is defined in CERCLA as waters of the United States, other surface waters, ground water, drinking water supply, land surface or subsurface, or ambient air.
- Removal funding is limited to no more than $2,000,000 or 12 months duration. EPA may grant incident specific waivers to this requirement.
- FOSCs may only obligate less than $250,000 for an incident without an approved Action Memorandum. (See NPFC User Reference Guide, Chapter 3, Section entitled “EPA Superfund Removal Procedures-Action memorandum Guidance.”)
- There is no provision for state access.
- There is no provision for funding pre-assessment phase activities of NRDA.
- Compensation to claimants damaged by hazardous substances is not available.
- The substance must not be oil as defined by 33 United States Code Section 2701(23) (NPFC User Reference Guide, Chapter 3)

6210 Federal On-Scene Coordinator (FOSC) Access

When responding to an oil pollution incident, and when deemed appropriate, the FOSC assigns a Federal Project Number (FPN) and assigns a dollar ceiling to the amount to be used from the Oil Spill Liability Trust Fund (OSLTF) which is maintained by the National Pollution Fund Center (NPFC). As removal activities proceed, if it appears costs will exceed the original ceiling the FOSC requests an increase to the ceiling.

Each contractor or government agency is responsible for keeping track of their costs during the removal and for staying within the limits designated by the FOSC or requesting more if needed. FOSC’s do not document or report costs for the assessment phase, except for "out of pocket" costs. "Assessment phase" is defined as the phase between notification of a discharge and substantial threat of a discharge, by whatever means, and the determination by the FOSC that further action or presence is required. Even when "out of pocket" assessment phase costs are documented and reported, it is to support charges to the OSLTF, and not for cost recovery from the Responsible Party.

The costs of all purchases, contracts, services, and authorizations of activity are applied against the ceiling. Each contractor or government agency is responsible for keeping track of their costs during the removal and for staying inside the limits given to them by the FOSC or requesting an increase in the established ceiling.

6220 State Access

The Oil Pollution Act of 1990 (OPA) allows state governors to request payments of up to $250,000 from the OSLTF for removal costs required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of a discharge, of oil. Requests are made directly to the FOSC, who will determine eligibility. If a state anticipates the need to access the fund, it must advise the NPFC in writing of the specific individual who is designated to make requests. The designation must include the person's name, title, address, telephone number, and the capacity in which they are employed. FOSCs will provide initial coordination of the request and subsequent coordination and oversight.

Eligibility for State Access to the Oil Spill Liability Trust Fund

The following eligibility considerations will be evaluated by the FOSC when contacted by the state requesting OSLTF monies:

1. Is the incident eligible for immediate removal under the Clean Water Act, as amended by the OPA?
2. Is the substance discharged/threatening discharge oil?
3. Did the incident occur after August 18, 1990?
4. Is the aggregate amount of the request equal to or less than $250,000?
5. Are the proposed actions consistent with the NCP (including the requirement in 40 CFR 300.305 (c) that a reasonable effort was voluntarily made by the discharger to promptly perform removal actions)?
6. Are the proposed level of response, proposed actions, and amounts requested appropriate for the circumstances?
7. Does the state have the means to complete immediate removal?
8. The FOSC will then notify the state and the NPFC Director of their decision.

State Access to the CERCLA Fund

Expenditures of Trust Fund money by a state must be performed in accordance with a contract or cooperative agreement between EPA and that state.

6230 Trustee Access

Section 6002 (b) of the OPA provides that the OSLTF Emergency Fund is available "to initiate the assessment of natural resource damages" (Initiate/Initiation). For the purpose of this agreement, Initiate activities have been defined as the Pre-assessment activities as outlined in 15 CFR 990, Subpart D.

Executive Order 12777 limits funding for Initiation to the Federal Trustees, who are as follows:

- United States Department of the Interior
- United States Department of Commerce
- United States Department of Agriculture
- United States Department of Defense
- United States Department of Energy

Executive Order 12777 introduced the Federal Lead Administrative Trustee (FLAT) concept to provide a focal point for addressing natural resource issues associated with a specific incident. The NPFC will only accept requests for Initiation from, and normally works directly with, the FLAT. State and Tribal Trustees must work through a FLAT. State and Tribal Trustees acting in the event of a spill may join with the designated Federal Trustees to name a FLAT.

Criteria for Initiation
Initiation of a NRDA must be performed in response to an OPA incident, i.e., a discharge or substantial threat of a discharge of oil into or upon the navigable waters or the adjoining shorelines or the Exclusive Economic Zone of the United States.

6300 Cost

Cost Unit is responsible for providing for cost reporting of labor, materials, and supplies used during the incident. The Cost Unit will:

- Coordinate with agency headquarters on cost reporting procedures
- Collect and record all cost data
- Develop incident cost summaries
- Prepare resources-use cost estimates for the Planning Section
- Make cost-saving recommendation to the FSC
- Ensure all cost documents are accurately prepared
- Maintain cumulative incident cost records
- Complete all records prior to demobilizing
- Provide reports to the FSC

Additional information regarding this position can be found in Chapter 11 of the USCG Incident Management Handbook
https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/job-aids

6310 Cost Documentation Procedures, Forms & Completion Report

Through Executive Orders, the President has delegated certain functions and responsibilities vested to him by the FWPCA and CERCLA to the EPA and the USCG. Under CERCLA, the Hazardous Substance Response Trust Fund has been set up to fund federal responses to hazardous substances, pollutants, or contaminants, as defined by CERCLA that may present an imminent or substantial threat to public health or the environment. Responses to discharges of petroleum products are specifically excluded from CERCLA. Section 311 of the Clean Water Act, as amended by the OPA, established the OSLTF for response to discharges of petroleum products Response includes conducting NRDAs and paying claims for removal costs or damages. EPA and the USCG have access to both funds through MOUs established between both agencies. Only costs incurred during containment, countermeasures, cleanup, and disposal (Phase III) during a federal response to an oil pollution incident are recoverable from the Pollution Fund (311 (k)) and must be certified as Phase III costs by the FOSC. The NCP contains information and procedures with regard to both the FWPCA and CERCLA and contains sections dealing with documentation and cost recovery for both acts. USCG Commandant Instruction 16465.1 defines documentation for enforcement and cost recovery. The instruction is incorporated into this plan by reference.

Letters

- Notice of Federal Interest for an Oil Pollution Incident (Form CG-5549)
- Notice of Federal Assumption
- Letter of Designation of Source
- Authorization to Proceed

The OSC is responsible for notifying the NPFC of the source of a discharge, actual or potential. The NPFC must also be notified if the source is not identified. Notification may be made by letter, or message Situation Report- Pollution (SITREP-POL). The NPFC should be contacted for guidance on procedures, or with any questions relating to this.

- Administrative/Directive Order (To be distributed under separate cover).

Reports

- FOSC Reports will be submitted as determined necessary by the RRT for a particular incident.

- SITREP -POLS shall be submitted for the coastal zone in accordance with the requirements outlined in Volume VI, Chapter 7.B.5.b of the Marine Safety Manual. The Pollution Report (POLREP) format can be found in Volume VII of the Marine Safety Manual. In the inland zone, POLREPS shall follow the format outlined in EPA's Superfund Removal Procedures: Removal Response Reporting guidance.

6400 Time

The accurate reporting of time for personnel and equipment shall be conducted in the following manner:

Personnel:

- Establish and maintain a file for personnel time reports within the first operational period. Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period. Maintain a log of excessive hours worked and give to the Time Unit Leader daily.
- Ensure that all personnel identification information is verified to be corrected on the time report.
- Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents.
- Ensure that time reports are signed. Close out time documents prior to personnel leaving the incident. Distribute all time documents according to agency policy.

Equipment:

- Advise Ground Support Unit, Facilities, and Air Support Group of the requirement to establish and maintain a file of daily records for equipment time reports. Assist units in establishing a system for collection these equipment time reports.
- Post all equipment time tickets within four hours after the end of each operational period.
- Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at the incident.
- Submit data to Time Unit Leader for cost effectiveness analysis.
- Maintain current posting on all charges or credits for fuel, parts, services, and commissary.
- Verify all time data and deductions with owner/operator of equipment.
- Complete all forms according to agency specifications. Close out forms prior to demobilization. Distribute copies per agency and incident policy.
- The Logistics Section of the ICS can arrange to have meals purchased from local establishments (e.g., supermarket deli box lunch) and charge to the fund. All USCG that are TAD at the spill site must have these meals annotated on their orders.

6500 Compensation/Claims

The Compensation/Claims Unit Leader (COMP) is responsible for the overall management and direction of all administrative matters pertaining to compensation for injury and claims related activities (other than injury) for an incident.

6510 Claims Against the OSLTF

Claimants (individuals, corporations, and government entities) can submit claims for uncompensated removal costs or certain damages (natural resources, real/personal property,

loss of profits, loss of subsistence use of natural resources, loss of government revenues, and increased cost of government services) caused by an oil spill to the NPFC if the Responsible Party for the discharge does not satisfy their claim. This is in addition to the response cost recovery procedures covered in sections 6200 and 6300. The NPFC adjudicates claims and pays those with merit. The Responsible Party can submit claims to the NPFC provided that:

- The total of all response costs and damage claims exceed the Responsible Party's statutory limit of liability
- The spill was solely caused by a third party, an Act of God, or an Act of War
- The categories of uncompensated losses covered by the OSLTF are:
  - Removal costs
  - Real or personal property damages
  - Loss of profits or earning capacity
  - Loss of subsistence
  - Loss of government revenues
  - Cost of increases public services
  - Damages to natural resources

Generally, claims for all costs and damages resulting from an oil pollution incident must be presented first to the Responsible Party or its guarantor. The guarantor is typically the Responsible Party's insurer. Reimbursements are limited to $250,000 per hazardous substance response. In addition, reimbursement must not supplant local government funds normally provided for emergency response. States are not eligible for reimbursement and no state may request reimbursement on its own behalf or on behalf of political subdivisions within the state. The NPFC Claimant's Guide can be found at:
https://www.uscg.mil/Mariners/National-Pollution-Funds-Center/Claims/

6520 Compensation for Injury Specialist (INJR)

Under the supervision of the COMP, the Compensation for Injury Specialist is responsible for administering financial matters resulting from serious injuries and fatalities occurring on an incident. Close coordination is required with the Medical Unit. The major responsibilities of the INJR are:

- Co-locate Compensation for Injury Specialist with the Medical Unit when possible
- Establish procedure with Medical Unit Leader on prompt notification of injuries or fatalities
- Obtain a copy of Incident Medical Plan (ICS 206-CG).
- Provide written authority for persons requiring medical treatment
- Ensure that correct agency forms are being used
- Provide correct billing forms for transmittal to doctor and/or hospital
- Coordinate with MEDL to keep informed on status of injured and/or hospitalized personnel
- Obtain all witness statements from SOFR and/or MEDL and review for completeness

- Maintain a log of all injuries occurring at the incident
- Coordinate/handle all administrative paperwork on serious injuries or fatalities
- Coordinate with appropriate agency(s) to assume responsibility for injured personnel in local hospitals after demobilization
- Maintain Unit Log (ICS 214-CG)

6530 Claims Specialist (CLMS)

Under the supervision of the COMP, the CLMS is responsible for managing all claims-related activities (other than injury) for an incident. The major responsibilities of the CLMS are:

- Develop and maintain a log of potential claims
- Coordinate a claims prevention plan with applicable incident functions
- Initiate an investigation on all claims other than personnel injury
- Ensure that site and property involved in an investigation are protected
- Coordinate with the investigation team as necessary
- Obtain witness statements pertaining to claims other than personnel injury
- Document any incomplete investigations
- Document follow-up action needs by the local agency
- Keep the COMP advised on the nature and status of all existing and potential claims
- Ensure the use of correct agency forms

6600 Procurement

6610 Contracting Officer Authority

The preferred Coast Guard method of contracting is through the placement of orders against Basic Ordering Agreements (BOAs) using a time and materials pricing arrangement. However, other methods of contracting can be used when appropriate. During the initial stages of an incident, On-Scene Coordinators (OSCs) may verbally authorize a contractor to commence performance of oil or hazardous substance cleanup services against existing BOAs up to $50,000.00 per incident. Within 24 hours of the verbal authorization, OSCs shall issue a written Authorization to Proceed (ATP) which shall include, at a minimum: (1) the Federal Project Number; (2) the BOA number; (3) maximum dollar value of the commitment; (4) cognizant point of contact; (5) accounting office address; (6) contractor's name, address, point of contact, and signature; and (7) name and signature of the OSC." In the event the OSC determines an initial Authorization to Proceed requires an increase that will exceed $50,000.00, the cognizant Contracting Officer shall be contacted and can authorize issuance of an ATP at a higher value based on the incident circumstances. In addition, if the cognizant Contracting Officer cannot be contacted in a timely manner, Coast Guard OSCs are authorized to issue purchase orders for non-BOA supplies or services on an emergency basis only, not to exceed $50,000 per incident. See Coast Guard Acquisition Procedures, Chapter 3017 for more guidance.

6700 Reserved

6800 Reserved

6900 Reserved for Area/District

7000 Hazardous Substances

While the basic Incident Command System (ICS)/Unified Command is unchanged whether the response is to an oil discharge or hazardous substance release, including a weapon of mass destruction (WMD) incident, there are a number of factors that are unique to hazardous substance releases. The purpose of this chapter is to provide Sector Columbia River Area Contingency Plan (SCR ACP) users with information specific to response to hazardous substance releases, including weapons of mass destruction incidents.

Many Region 10 RRT / Northwest Area Committee member agencies have specific responsibilities during and following a hazardous substances incident, including weapons of mass destruction (WMD) or other terrorist act (chemical, biological, or radiological). This document is a general guide for interagency coordination and resources during a response to any type of oil or hazardous substances incident. When an incident is large enough in scope to trigger the National Response Framework (NRF), hazardous substance response will be conducted under Emergency Support Function 10 and may use this plan as a guide. For more information on federal disaster and homeland security planning, see the Chapter 1000, “Introduction” of the NWACP.

See Section 7000 of the NWACP or the 96 hour toolkit posted on the RRT10 website for additional guidance.

8000 Salvage & Marine Fire Fighting

8000.1 Introduction

Marine fires are complex events that can become extremely hazardous and involve a myriad of agencies and organizations. Even though the number of vessel and waterfront facility fires has been extremely reduced over the past few decades, they still have the potential to cause significant loss of life and personal injury to the vessel’s crew, facility employees, and surrounding communities where the fire is located. They also have the potential to damage property, the environment, and the regional economy.

Because of these significant consequences, should one of these rare events occur, it is imperative that all organizations involved have a clear understanding of each other’s roles, responsibilities, jurisdictions, capabilities, and preparedness levels.

This plan discusses these roles, responsibilities, and capabilities and gives a general overview of operational, planning, logistical, and financial considerations critical to a successful outcome of such an event in the Sector Columbia Captain of the Port (COTP) zone. It does not address the tactical level of fire response, as each incident is vastly different and should be addressed in each vessel's or facility's emergency response plan or during the development of an Incident Action Plan within an Incident Command or Unified Command Structure.

8000.2 Definitions and Responsibilities

Commander, United States Coast Guard District Thirteen (CCGD13): The United States Coast Guard (USCG) District Commander (Admiral) who exercises operational and administrative control over all USCG units assigned to the district (with some few exceptions) and acts as a direct representative of the Commandant.

USCG District Thirteen: The USCG District Thirteen's area comprises Washington, Oregon, Idaho, and Montana and extends out into the Pacific Ocean 200 nautical miles.

USCG Group/Air Station: Group Commands are established to provide coordination and efficiency of achievement of the basic missions by all operating units in their geographical area.

USCG Sector Columbia River: USCG Sector Columbia River is responsible for administering and directing all USCG activities relating to applicable navigation, shipping, transportation, and environmental laws and regulations within the COTP. In addition, the Sector Commander provides coordination and efficiency of achievement of the basic missions by all operating units in their geographical area.

Captain of the Port (COTP): The Commander, Sector Columbia River is designated as COTP. The COTP is responsible for administering and directing all USCG activities relating to Port Safety and Security, Marine Environmental Response, and Waterway Management functions.

Federal On-Scene Coordinator (FOSC): The federal official predesignated by the United States Environmental Protection Agency (EPA) or USCG to coordinate and supervise federal responses under the National Contingency Plan.

Industry: It is the responsibility of a vessel owner, agent, master, operator, or person in charge, in accordance with 46 Code of Federal Regulations (CFR) Subpart 4.05, to immediately notify the nearest USCG Sector Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty after addressing the immediate resultant safety concerns. Marine causalities include an occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power-generating equipment, or bilge-pumping systems (46 CFR 4.05-1(a)(4)).

Incident Commander: The person who is directly responsible for coordinating and directing a comprehensive response to the emergency. Designated by the responsible party or Lead Agency.

Lead Agency: A government agency responsible for ensuring adequate fire response. Normally a local fire agency.

Marine Inspector: Officer at Sector Columbia River responsible for on-scene execution of COTP Marine Firefighting support responsibilities.

On-Scene Commander: Designation per the National Search and Rescue (SAR) Plan. Prosecutes the SAR mission on scene and has operational control of all SAR response units on scene. This is not to be confused with the National Incident Management System definition for "Incident Commander," who is the person responsible for all aspects of an emergency response, including quickly developing incident objectives, managing all incident operations, application of resources, and having responsibility for all persons involved.

Primary Resource Provider: A resource provider listed in the vessel response plan as the principal entity contracted for providing specific salvage and/or marine firefighting services and resources, when multiple resource providers are listed for that service, for each of the COTP zones in which a vessel operates. The primary resource provider will be the point of contact for the plan holder, the FOSC and the Unified Command in matters related to specific resources and
services as required in 155.4030(a).

Resource Provider: An entity that provides personnel, equipment, supplies, and other capabilities necessary to perform salvage and/or firefighting services identified in the vessel response plan.

Search and Rescue Mission Coordinator: Designation per the National SAR Plan. Responsible for planning and operational coordination and control of SAR missions. This position has overall responsibility for execution of SAR responsibilities normally designated by the Commander of the cognizant USCG Sector or CCGD13.

Waterfront Facility: All piers, wharves, docks, and similar structures to which vessels may be secured; areas of land, water, or land and water under and in immediate proximity to them; buildings on such structures and equipment; and materials on or in such buildings.

8000.3 United States Coast Guard Authority

The USCG has no specific statutory responsibility to fight marine fires. Traditionally, the USCG has been responsible for saving life and property upon the waters of the United States and

typically will respond to a marine fire in some manner. To this extent, various statutes are used to establish USCG authority to respond to marine fires.

8000.4 The Statutes

United States Code 88(b): The USCG must render aid to save life and property, within the capabilities of available resources, when a marine emergency occurs. This may include marine fires.

Clean Water Act: The Clean Water Act, as amended by the Oil Pollution Act of 1990 (33 USC 1251 et seq.), states that whenever a marine disaster occurs in a Navigable Waterway or in the Exclusive Economic Zone of the United States and creates a substantial threat of pollution because of a discharge or an imminent discharge of large quantities of oil or hazardous substance from a vessel, the USCG may coordinate and direct all public and private efforts to remove or eliminate such a threat and summarily to remove and destroy such a vessel if necessary. This act mandates that the USCG develop and maintain an Area Contingency Plan, which should include a listing of firefighting equipment within each port.

United States Code 1471, et seq.: Per 33 United States Code (USC) 1471, the USCG has authority to take similar preemptive or corrective action on the high seas. It specifically authorizes the Commandant of the USCG to take necessary measures on the high seas to prevent, mitigate, or eliminate grave and imminent danger to the coastline or related interests from pollution or threat of pollution, following a maritime casualty or acts related to such a casualty that may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant.

The Ports and Waterways Safety Act (33 United States Code 1221, et seq.): The Ports and Waterways Safety Act charges the USCG's local COTP with responsibility for safe vessel operations, safety of waterfront facilities, and protection of the marine environment within the COTP's area of jurisdiction. This authority allows the COTP to:

a. Direct anchoring, mooring, or movement of a vessel;
b. Specify times of vessel entry, movement, and departure to, from, or through ports, harbors, or other waters;
c. Restrict vessel operation in hazardous areas; or
d. Direct the handling, loading, discharge, storage, and movement, including emergency removal, control, and disposition of explosives or other dangerous cargo/substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

United States Code 1856–1856(d): 42 USC 1856 allows an agency charged with providing fire protection for any property of the United States to enter into reciprocal agreements with state and

local firefighting organizations to provide mutual aid. This statute further provides that emergency assistance may be rendered in the absence of a reciprocal agreement when it is determined by the head of that agency to be in the best interest of the United States.

The USCG cannot delegate its statutory authorities and shall not delegate mission responsibilities to state or local agencies. A sector shall not be party to any agreement that relinquishes USCG authority, evades USCG responsibility, or places military personnel under the command of any person(s) who is/are not part of the federal military establishment. USCG forces will not be subject to any authority other than that of their superiors in their chain of command. Within the
USCG, the COTP will delegate authority as necessary.

8010 USCG Policy

The USCG follows federal policy established in the Federal Fire Prevention and Control Act of 1974 (Public Law 93-498). It states that fire prevention and control is, and should remain, a state and local responsibility and that the federal government must help to reduce fire loss. However, the ultimate responsibility is always with the vessel or facility owner and operator.

Additionally, provisions of the Oil Pollution Act of 1990 require tank vessels to maintain response plans, (33 CFR 155 Subpart I). These regulations clarify the responsibilities and enhance the preparedness of tank vessel owners and operators in regards to marine fires. They establish planning criteria requiring the identification of specific resources and specific time frames that these resources are brought to the scene of an incident. Navigation and Inspection Circular 01-05 (NVIC 01-05) outlines similar voluntary standards for non-tank vessels.

The presence of local firefighters who respond to marine fires does not relieve the vessel's Master command of, or transfer the Master's responsibility for overall safety of the vessel. However, the Master should not normally countermand any orders given by the local firefighters on board the vessel, unless the action taken or planned clearly endangers the safety of the vessel or crew.

The USCG has traditionally provided firefighting equipment and training to protect its own vessels and property. COTPs are also called upon to provide assistance at major fires on board other vessels and waterfront facilities. Although the USCG clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary firefighting utilities in United States ports and harbors. The USCG renders assistance as available, based on the availability of resources and level of training. The Commandant intends to maintain this traditional "assistance-as-available" posture without conveying the impression that the USCG is prepared to relieve local fire agencies of their responsibilities.

Paramount in preparing for vessel or waterfront fires is the need to integrate

USCG planning and training efforts with those of other responsible organizations, particularly local fire departments and port authorities. COTPs shall work closely with the municipal fire agencies, vessel and facility owners and operators, mutual aid sectors, and other interested organizations. The COTP shall develop a firefighting contingency plan that addresses firefighting in each port in the COTP zone.

It is the Commandant's policy that USCG personnel shall not actively engage in firefighting. The exceptions to this policy include the following:

- Individuals whose primary duty is firefighting
- Isolated units located where there are no municipal fire agencies, and the commanding officer determines that a fire brigade is necessary to carry out the mission of that unit
- In order to save a life
- In the early stages of a fire that can be extinguished using a portable fire extinguisher

8020 State Policy

Washington State Fire Services Resource Mobilization Plan

The Washington State Fire Services Resource Mobilization Plan has been developed in support of Revised Code of Washington (RCW) 38.54, the State Fire Services Mobilization Act. In implementing this act, consistency will be sought with:

- RCW 76.04, which governs the Washington State Department of Natural Resources
- RCW 43.43 and 38.52, which govern fire protection services and emergency management
- RCW 52, which governs fire districts
- RCW 35, which governs cities and towns

Authorization of state fire resources mobilization may be requested when (1) all local and mutual aid resources have been expended in attempting to control an emergency incident presenting a clear and present danger to life and property or (2) a non-stabilized incident or simultaneous incidents presenting a clear and present danger to life and property and requiring in addition to local resources and mutual aid, the deployment of additional resources as established by the Region Fire Defense Plan approved by the State Fire Defense Committee.

Washington State law includes notification and response requirements for handling potential spill threats under the following provisions of law:

- RCW 88.46, which governs vessel oil spill prevention and response
- RCW 90.56, which governs oil and hazardous substance prevention and response

State law requires the Washington State Department of Ecology to take all actions necessary to respond to a substantial threat of a discharge of oil or hazardous substances into the waters of

the state. The Washington Department of Ecology Spills Program is responsible for these response activities and considers any disabled vessel situation involving significant marine firefighting or salvage operation as a potential spill and would participate in the Unified Command.

Oregon State Fire Services Resource Mobilization Plan
The Oregon State Fire Services Resource Mobilization Plan is developed in support of Oregon Revised Statutes (ORS) 476.510-.610 and 476.990(4), the Emergency Conflagration Act. This plan establishes operating procedures for the most practical utilization of state firefighting resources for emergencies that are beyond the capabilities of the local fire service resources. It assumes the prior existence of mutual aid agreements that organize district and regional firefighting forces to cope with local emergencies. Fire services may also be mobilized under powers of the Governor and the Office of Emergency Management under authority of ORS 401.055-.155 and ORS 401.260-.535, respectively.

The primary purpose of mutual aid is to supplement resources of a fire agency during a time of critical need. Mutual aid is based on reciprocal, non-reimbursed contributions for services rendered and is contingent upon a responding fire chief's approval. Mutual aid is given only when equipment and resources are available, and dispatch will not jeopardize local firefighting capabilities. Under the Emergency Conflagration Act, local firefighting forces will be mobilized when the state fire marshal believes that a fire is causing, or may cause, undue jeopardy to life and/or property and the act is invoked by the governor. For purposes of this plan, Oregon has been divided into fire defense districts. The Emergency Conflagration Act fire suppression resources of each fire defense district include the county, city, and rural fire protection agencies and districts, as well as any other resources available through mutual aid agreements.

8030 Local Response Policy

- **Aberdeen Fire Department:** The Aberdeen Fire Department responds to all fires at waterfront facilities and aboard vessels moored to those facilities. The local fire departments of Hoquiam, Cosmopolis, and Westport will also respond to waterfront fires. All four fire departments have entered into a mutual aid agreement and will pool their resources in the event of a significant emergency.

- **Astoria Fire Department:** The Astoria Fire Department will respond to all fires along the waterfront, as well as aboard ships. Firefighting personnel have received specialized training and equipment for shipboard firefighting from the Maritime Fire & Safety Association (MFSA). The fire department is an active participant in the MFSA.

- **Clark County Fire District 6:** Clark County Fire District 6 (CCFD6) responds to and supports land-based marine firefighting but has no on water capability. Current staffing of 58 career and 20 volunteer firefighters are available to be utilized in execution of MFSA mutual aid agreements. There are a number of waterfront facilities within

neighboring jurisdictions and automatic response exists to provide fire protection. CCFD6 is a member of Fire Protection Agency Advisory Council (FPAAC) and has a mutual aid agreement with all other member agencies. CCFD6 will respond when requested if resources are available.

- **Clark County Fire and Rescue:** Clark County Fire and Rescue responds to all fires within its established boundaries, which include most waterfront facilities in and around the Port of Ridgefield and the 11 miles of Columbia River shoreline within the county (river miles 86–97). While Clark County Fire and Rescue has limited on-water emergency rescue and support capabilities, it does not currently have a fireboat. It has a mutual aid agreement with other FPAAC agencies that have fireboat capabilities. The fire district is an active participant in the MFSA and has 40 paid and 60 volunteer firefighters available upon request.

- **Clatskanie Rural Fire Protection District:** The Clatskanie Rural Fire Protection District responds to fire within the district's boundary, from the Clatsop County Line to approximately where the Bonneville power lines cross the Columbia River. Firefighting personnel have received MFSA specialized training and equipment for shipboard firefighting. The fire district is an active participate in the MFSA.

- **Columbia River Fire & Rescue:** Columbia River Fire & Rescue responds to and supports land-based marine firefighting but has no on water capability. Current staffing of 40 paid and 50 volunteer firefighters are available to be utilized in execution of MFSA mutual agreements. River frontage protected by Columbia River Fire & Rescue runs from its Southern Boundary, Scappoose Bay, to its Northern Boundary, Lord Island.

- **Coos Bay and North Bend Fire Departments:** The Coos Bay and North Bend Fire Departments will respond to all fires along the waterfront and aboard ships. Both fire departments have entered into a mutual assistance agreement with each other.

- **Cowlitz County Fire District #5:** The Kalama area has four major waterfront facilities: the Steelscape Terminal, Kalama Export Grain Terminal, Emerald Kalama Chemical, and Harvest States Cooperative Grain Terminal. No terminals are within the city limits; however, they have agreements with Cowlitz County Fire District #5 for fire protection of the facility. This fire district does not have the capability to respond to shipboard fires. Cowlitz County Fire District #5 is an active participant in MFSA and FPAAC, receiving training as well as equipment to assist in shipboard fires. The terminals are within the fire district's normal jurisdiction, and as a member of MFSA/FPAAC, FPAAC and jurisdictional mutual aid agreements that the fire district has signed are in effect should a fire occur there.

- **Longview Fire Department:** The Longview Fire Department responds to fires within the city limits of Longview. This jurisdiction includes all of the Port of Longview piers.

However, a number of waterfront facilities are not within the city limits, and special agreements are required and exist to provide fire protection. The jurisdiction of the Longview Fire Department ends at the Port of Longview pier 7, so vessels are not provided fire protection automatically. The Longview Fire Department has a contract template, which a Master or agent must sign prior to receiving firefighting assistance. The contract specifies the cost of services and states that the expense will be paid by the vessel's owner/ agent. The Longview Fire Department has mutual aid and inter-local agreements with Cowlitz 2 Fire & Rescue and Cowlitz County Fire District #5 and has mutual aid agreements with all FPAAC agencies. These mutual aid agreements allow the signatory agencies to respond to areas within the jurisdictional boundaries of the department requesting assistance. The inter-local agreement allows signatory departments to respond to facilities that are not within the agency's jurisdiction. The inter-local agreement includes provisions for fire departments that respond to these facilities to be reimbursed for costs incurred.

- **Newport Fire Department:** The Newport Fire Department, with the assistance of the USCG Station Yaquina Bay, responds to all marine fires in the local area. Newport has a mutual assistance agreement with Toledo, Oregon.

- **Portland Airport Fire and Rescue:** The Portland International Airport Fire Department responds to waterfront, mid-stream, and shipboard fires on the Columbia River between the Interstate 5 Bridge and Washougal. The department maintains a rescue boat with limited firefighting capabilities that can be requested for mutual aid outside of the specified service area. The department also maintains a large amount of Aqueous Film Forming Foam that can be requested by agencies in the event of large flammable or combustible fuel fires. Additionally, the department is a member of FPAAC and has a mutual aid agreement with all other member agencies.

- **Portland Fire and Rescue:** The Portland Fire Bureau responds to all fires within the established boundaries of the city of Portland, Oregon. This area includes the Port of Portland piers/docks and most waterfront facilities. Facilities located in the "Rivergate" area have been annexed by the city and are now covered by Portland Fire Bureau protection. Sauvie Island now has a volunteer fire agency that falls under Multnomah County Fire District 30. Hayden Island is covered by the Portland Fire Bureau, except the area west of the railroad bridge. The lower Willamette River, North Portland Harbor, and the Columbia River from the shore to the center of the navigable channel constrained by the city's east/west boundary area are covered by the Portland Fire Bureau. Vessels moored to piers in protected areas are also provided firefighting services. Portland Fire and Rescue has mutual aid agreements with all other FPAAC agencies.

- **Scappoose Rural Fire District:** The Scappoose Rural Fire District responds to all fire within the district's boundaries. This area includes the Multnomah Channel tributary of

the Columbia River from the area adjacent to the intersection of US Highway 30 and Cornelius Pass Road, to the Santosh Slough. The Scappoose Rural Fire District has signed mutual aid agreements with Columbia and Clatsop County Fire Agencies, Sauvie Island Fire District 30 in Oregon and Cowlitz County fire agencies in Washington. The district is currently working on a mutual aid agreement with Multnomah County fire agencies. The Columbia River from shore to center of the navigable channel, within the jurisdiction boundaries of these agencies, is covered by the Scappoose Rural Fire District. The Scappoose Rural Fire District has a signed agreement with the Port of St Helens to provide a marine security presence to Port property along the Columbia River from river mile 44 to 96. The district is an active member of the MFSA.

- **Vancouver Fire Department:** The Vancouver Fire Department responds to fires within the city limits and surrounding areas, which includes most waterfront facilities. Vessels moored to piers at the Port of Vancouver are provided fire protection. Vancouver has a mutual aid agreement with Portland and all other FPAAC agencies to provide additional staffing power and equipment. Vancouver Fire operates a 52-foot fireboat with 3,500 GPM firefighting capability, purchased with Port Security Grant Program funds and subject to direction from the USCG COTP, and works in concert with fireboats from other agencies on the Columbia and Willamette Rivers. Vancouver's fireboat also has significant personnel and equipment transport capabilities to support shipboard firefighting operations when shore-based firefighting is not feasible.

8040 Maritime Fire & Safety Association (MFSA)

The purpose of the MFSA is to put into place a system to ensure an adequate, timely, and well-coordinated response to shipboard fires over the entire 110-mile channel of the Lower Columbia River. The MFSA established the FPAAC to coordinate this effort.

Multiple jurisdictions are involved: two states, seven counties, 14 cities, seven port districts, and 12 local fire agencies. These 12 agencies make up FPAAC. Compounding the complexity are the fire agency boundaries, in both Oregon and Washington. All members have agreed to work and train together, so that when an incident occurs, each fire agency will be familiar with the resources and capabilities of other fire agencies and can rely on their assistance through mutual aid agreements between all FPAAC agencies.

No single entity has responsibility for fighting marine fires on and along the river. While the USCG is commonly thought to be responsible for such fires, its authority and responsibility are not comprehensive and its resources are limited.

MFSA, through FPAAC, has developed a *Shipboard Fire Operations Guide,* which can be found on the MFSA website, http://www.mfsa.com/. It is a detailed guide used to coordinate fire response efforts among all the MFSA/FPAAC members along the Lower Columbia River. This document is possible due to mutual aid agreements between these fire agencies. It also serves

as a resource guide for fire response efforts occurring within the MFSA's FPAAC agencies jurisdictional boundaries.

8040.1 Fire Protection Agency Advisory Council

The mission of the FPAAC is to set forth a comprehensive system that ensures fast, well-coordinated, and effective response to vessel fire incidents in the Lower Columbia Region. This council also serves to protect and enhance the quality of life of the citizens within the region and to safeguard the health, safety, and welfare of the users of the waterway through agency coordination and loss prevention.

8050 Vessel / Facility Policy

A variety of federal regulations and USCG policies establish fire protection, detection, and response standards for waterfront facilities and vessels entering into the COPT zone. These requirements may be found in 33 CFR parts 154 and 155, 33 USC 13219(j)(5)(D), the USCG and Marine Transportation Act of 2004 and the implementation of NVIC 01-05 Change 1. Vessels and facilities in the COTP zone are to be in compliance with these policies and regulations and are to respond in accordance with their individual fire and response plans.

Facilities that transfer hazardous materials or oil in bulk are required by 33 CFR 154 to maintain a USCG approved Operations Manual. 33 CFR part 154.310 includes a comprehensive list of the contents of the Operations Manual. Some of the items required include: instructions for the safe handling of the cargo, the appearance and hazards of the cargo, a list of firefighting procedures and extinguishing agents effective with fires involving the cargo, and the name and telephone numbers of agencies that may be called in an emergency.

33 CFR 155 part 4035 requires tank vessel pre-fire plans to be in accordance with the National Fire Protection Association 1405 or another internationally recognized standard such as the requirements found in the Safety of Life at Sea Chapter II-2, Regulation 15. Additionally, 33 CFR Part 155, Subpart I requires tank vessel response plans (VRPs) to list Primary Resource Providers and other Resource Providers that can respond to the location of a vessel fire within specific timeframes. NVIC 01-05 requires similar planning standards for non-tank vessels. These references also require the respective response plans to indicate how commercial salvors and commercial firefighters would be incorporated into a response organization with local, state, and federal agencies.

8060 Captain of the Port Considerations and Areas of Responsibility

8060.1 Coordinated Marine Firefighting Considerations

With any fire, the quickness and effectiveness of the initial response is the key to fire suppression. Today's fires may be very complex as they increasingly involve a number of hazardous materials ranging from bulk liquids to toxic solids. A closely coordinated effort is an essential factor in an effective marine firefighting response. The response organization will vary

depending on the location of the fire and its severity. The level of USCG involvement will range from providing input on an advisory level to, if necessary, taking charge as the FOSC. The possibility of a spill of some type of pollutant always exists due to firefighting water runoff. The COTP will invariably be involved, especially if the USCG has to step in as On-Scene Commander. The following sections discuss some of the complexities involved in a coordinated response and provide guidelines for proper organization and action.

8060.2 Area of Responsibility

The level of USCG firefighting response will depend largely on the location of the fire within the Pacific Northwest region. For this reason, a discussion of the various areas of responsibility is in order.

The Sector Columbia River COTP zone is described in 33 CFR 3.65-15.

The Sector Columbia River SAR zone includes the navigable waters of the Willamette River from the mouth to river mile 183.2 (Eugene area). It also includes the Columbia River from river mile 48 to river mile 335 (Richland, Washington) and between the mouth of the Snake River and the Ice Harbor Lock and Dam (Snake River mile 9.7). Sector Columbia River has SAR responsibility on the lower Columbia River and portions of southern Washington, including Grays Harbor, and the northern Oregon coast. The remainder of the SAR zone along the Oregon coast is the responsibility of Sector North Bend.

The Sector Columbia River COTP zone for response to a pollution incident is described elsewhere in this plan. It is possible that a fire with resulting pollution could occur where EPA has pollution response responsibilities. If this were to occur, it is possible that the Sector would respond to and assist with the fire and pollution response efforts at least until the EPA representative arrived on scene.

8060.3 Sensitive Areas

Maps and descriptions in the NOAA Environmental Sensitivity Indexes (ESIs) identify environmentally sensitive areas throughout the COTP zone. Oregon and Washington have additional GIS information on environmentally sensitive areas and the GRPs/GRS for the COPT zone provide narrative information and maps about sensitive habitats and species.

8070 Jurisdiction

8070.1 USCG Action in a Fire Department Jurisdiction within Sector Columbia River's Captain of the Port Jurisdiction

The response action to be taken in any fire agency jurisdiction in Sector Columbia River's COTP zone follows:

a. Upon the receipt of a report of fire, the USCG Command Center watch stander shall notify the Command Duty Officer (CDO), who shall complete the Vessel Fire Action Checklist.
b. The CDO shall notify designated personnel on the appropriate quick response card (QRC).
c. USCG personnel shall respond as directed by the COTP.
d. The appropriate fire bureau shall be contacted if they have not already been advised of the fire. Communications shall be established on Channels 16 or 22A between the responding small boats (if dispatched) and the fireboats.
e. If the fire occurs in the jurisdictional area of a fire agency that does not have a fireboat, it should be determined whether the local fire agency has sought any outside assistance. If no outside assistance has been sought, the options available should be presented to the local fire agency, and a plan of action should be coordinated with the USCG if necessary.
f. Unless involved in a serious SAR case, the CDO shall dispatch a boat to the scene immediately. This should occur regardless of whether or not the fire department requests USCG assistance. The boat crew should be rapidly briefed concerning the extent of the fire. For cases in Sector North Bend, coordinate dispatch of small boat with Sector North Bend Command Center.

g. FOSCRs shall be dispatched to meet with the Fire Agency Incident Commander in charge of shore side operations. This will provide a communications link between the COTP and the Fire Agency. Orders for coordination of USCG firefighting activities at the scene shall be passed through the USCG FOSCR. Communications shall be established between the FOSCR, the Sector, and the small boats, on Channel 83 VHF-FM, or by cellular telephone.
h. Issue a safety broadcast, or Urgent Marine Information Broadcast to advise the maritime community of the fire and presence of waterborne firefighting units on scene.
i. Although the Coast Guard clearly has an interest in fighting fires involving vessels or waterfront facilities, primary responsibility for maintaining necessary firefighting capabilities in U.S. ports and harbors lies with local authorities. The Coast Guard renders assistance as available, based on the level of personnel training and the adequacy of equipment. Coast Guard units do not normally have advanced firefighting capabilities. Firefighting requires technical expertise and a long-term training program to be done safely. Maritime firefighting is particularly hazardous on vessels due to closed compartments, HAZMAT, etc.
j. If a fire is reported to be ashore at or on a ship at a grain elevator or oil terminal, the following actions will be taken:

    1. Unaffected vessels moored to the facility are to be moved immediately, with or without tugs and pilots, depending upon circumstances and prudent seamanship. A COTP order may be required.

2. Movement of other vessels in the area will be considered based upon degree of risk.
3. Pilots and tugs are to be deployed as early as possible.
4. Vessels moored at other types of facilities involved in a fire may be moved based upon the degree of danger to the vessel.
5. USCG personnel may board and/or communicate by other means with all vessels in a fire area, as conditions permit and inform the Senior Deck Officer, Security Officer or Master to secure ship operations and be prepared to get underway.
6. Local agents will be informed of vessels involved in the incident and any anticipated movement of the vessels.
7. Vessels to be moved are to be directed to a harbor, anchorage, or another dock away from the fire area.
8. If appropriate, a safety zone will be established for the protection of vessels, water, and shore areas.

8070.2 Considerations during Initial Notifications and Communications

a. The fire agency dispatcher should immediately call the Sector Columbia River Communication Center concerning any waterfront fire or incident. The communications watch stander shall alert the CDO and other appropriate personnel.
b. The first notification to the USCG may not originate from the fire agency dispatcher, as that person is often unable to complete all the notifications until additional help arrives. In those cases, the first notification may come from the fire boat en route to the scene via Channel 16.
c. Firefighting is the primary responsibility of the city government, operating through the fire department. Overall firefighting control will be under the direction of the shore-based fire Incident Commander on scene. Responding USCG small boats will have direct communications with all responding fire boats via Channels 16 or 22A. The USCG FOSCR, who is usually positioned with the shore-based Battalion Chief, will maintain communications with USCG small boats via Channel 83.

8070.3 United States Coast Guard Action for Grays Harbor, Coos Bay and Newport.

a. Upon notification of a waterfront fire, verify the report and ensure the appropriate fire agency has been notified.
b. Complete the Vessel Fire QRC.
c. USCG SAR forces on scene shall:
    1. Keep Sector Columbia River COTP informed of the situation in accordance with CCGD13 standard operating procedure.
    2. Provide transportation for Sector personnel to the vessel, if necessary.
    3. Assess the situation as to potential water pollution threat. Gather pertinent information and pass to the Incident Management Department for action and creation of a Pollution Report.
    4. Report to the senior fire agency official and establish communications.

5. Keep a log of times and key events of the incident.

8070.4 Fire Occurring Outside a Fire Agency's Jurisdiction but within Sector Columbia River Captain of the Port Zone

There are numerous fire agencies and fire districts along the lower Columbia and Willamette Rivers. There are also a great number of districts along the coastal regions of the Sector Columbia River COTP zone. However, it is still possible that a vessel fire could occur in an area not within any fire agency's jurisdiction. (The jurisdiction of some fire agencies ends at the end of the dock or the high-water line).

If a vessel fire occurs outside one of these jurisdictions (i.e., upper Columbia and Snake Rivers, coastal waters, and certain portions of the lower Columbia River), it is possible that the Sector Columbia River COTP could assume FOSC responsibilities. The COTP would direct USCG resources and coordinate the response effort with other fire and emergency response agencies.

Under special circumstances, fire agencies that have boats may be dispatched to an area outside of their normal firefighting jurisdiction to assist other agencies. Requests for such assistance should normally be directed to the agency with the closest jurisdiction and the most capable resources. A strong argument for the Portland Fire Bureau's involvement in the lower Columbia River exists because of the capabilities of their fire boats and the drastic impact a blockage of that area would have on the Port of Portland.

Each fire agency will consult with its appropriate leader and governance structure to secure permission to respond. Additional means of obtaining equipment or assistance from one area of Oregon and providing it to another area would be accomplished by the invocation of the "State Conflagration Act" (ORS 476-510-476.610), which may be invoked by the Governor (Contact the Oregon State Emergency Services, at 1-800-452-0311).

8080 Command and Control

The person in charge of a fire response must be quickly identified and must be decisive in coordinating the response efforts. As a matter of maritime law and common practice, the Master of a vessel is presumed to be in charge of, and capable of, onboard ship operations, including shipboard firefighting. Merchant vessels are inspected to ensure the crew's competency, and seamen are required to be specially trained to respond to a shipboard fire. Only at the specific request of the Master, or when it becomes obvious that the vessel's condition threatens the port's safety or environment that relieving the Master of responsibility to conduct fire response operations should be considered. In cases where it is determined that the Master cannot or will not effectively take charge, the person in charge will be determined based on the area jurisdiction in which the fire occurs. For example, if a fire occurs in the Portland Fire Bureau's jurisdiction, then an official from the Portland Fire Bureau shall designate the Incident Commander. In the event that a marine fire occurs outside a fire agency's jurisdictional area, the highest ranked Coast Guard member will serve as the Incident

Commander until relieved by higher authority. It is likely that, as the event unfolds and becomes more complex, a Unified Command will be needed.

USCG response personnel shall be organized under the Incident Command System (ICS). This is the system utilized by most local fire agencies and is well suited for events involving a multi-agency response.

USCG personnel shall not be under the command of a non-USCG Incident Commander. Orders from such an Incident Commander shall be passed through and evaluated by the COTP, who is also the Commanding Officer for USCG Sector Columbia River. Only orders that will not create unwarranted risk for USCG personnel and equipment shall be executed. It should be noted that the relationships among involved parties may change as the firefighting efforts progress. It should also be noted that regardless of who is in charge of the firefighting efforts, the COTP will carry out the duties as the FOSC.

8080.1 Command Inter-relationships

The ICS is the accepted organization system used by most federal, state, and local agencies mitigating emergency situations and is designed to expand and contract to meet the needs of the incident. The USCG response organization is designed to be interactive with the ICS. The organizational structure for any given incident will be based upon the management needs of that incident.

8080.2 Command Structure – Unified Command

During incidents that involve several jurisdictions or in which several agencies have significant management interest, responsibility, and/or capabilities, a Unified Command with a lead agency designation may be more appropriate than a single command response organization. During these events, the lead agency within the Unified Command may change several times as the incident transitions from one phase to another.

8080.3 Federal On-Scene Coordinator's Representative and Marine Inspector

The FOSCR and/or the Duty Marine Inspector will serve as the primary on-scene liaison with the response organization during a marine fire. The Duty Marine Inspector usually has advanced understanding of shipboard fire suppression systems, fire control boundaries and closures and the ability to read detailed fire control plans. The FOSCR usually has advanced understanding of ICS and experience in incident management and oil spill response. These individuals are generally chosen from a cadre of active duty personnel. The specific selections will depend on the availability of personnel and the skill set required for that specific incident. The Sector Columbia River Marine Transportation Recovery and Salvage Specialist is the local USCG point of contact for development and coordination of marine firefighting and salvage planning, training, and exercises.

8080.4 Command Posts

When a fire breaks out aboard a vessel in port or if a decision is made to allow a burning vessel into port there is an immediate need for a coordinated/integrated firefighting effort. If this occurs, a Command Post will be established on scene by the responding fire agency. The USCG FOSC, FOSCR, or Marine Inspector should be on hand and maintain communications with the USCG resources involved. Other key personnel that may be on hand at the on-scene Command Post include the Marine Transportation Recovery and Salvage Specialist, vessel's officers or facility operators, the owner's representative, salvage and cleanup companies, a marine chemist, and port officials. The representatives present should have authority to make decisions to facilitate rapid and proper response.

8080.5 The National Incident Management System

Local fire agencies use the National Incident Management System for their response system, and the USCG has also adopted this system on a national level. The USCG typically refers to this as the ICS. Standard ICS forms can be found at https://homeport.uscg.mil/missions/incident-management-and-preparedness/incident-management/incident-management-ics/forms

8090 OPERATIONS

8090.1 Emergency Notifications

The USCG COTP, Sector Columbia River, Oregon, is charged with ensuring the safety of vessels, waterfront facilities, bridges, and waterways for all coastal ports and waterways in the state of Oregon, those in Washington south of Queets, Washington (including Grays Harbor and Willapa Bay), and the Columbia-Willamette River system. Any fires that threaten the safety of vessels, waterfront facilities, bridges, or the navigable waterways within this area shall be immediately brought to the attention of the COTP through the following methods:

a. Fire agencies, upon receiving notification of a fire that meets the conditions above, are requested to relay the report to the nearest USCG unit. The report is requested even when no USCG assistance is required or needed. This is necessary because the COTP has duties that extend beyond firefighting. Any USCG unit that has a command center consistently monitors VHF Channel 16. USCG Sector Columbia River maintains a 24- hour command center, which can be reached via telephone at 503-861-2242.
b. USCG units, upon receiving notification of a marine fire, shall immediately relay the information to Sector Columbia River in accordance with CCGD13 standard operating procedure. All units shall work closely with local fire agencies to maintain communication links and facilitate inter-agency coordination.

Sector Columbia River would typically be notified at the Command Center. The CDO will complete the QRC. It is extremely important to get sufficient accurate information about the incident. However, this should be balanced with the urgency of the situation. If the notifying party is actually involved in the incident, one should understand their urgency to respond to the

fire. Questions to the notifying party should be relevant and sensitive to the situation. Relevant information includes name, type and location of vessel/facility, extent of fire, available firefighting equipment, hazardous material, amount of oil on board, response action taken so far, number of crewmembers or facility personnel, injuries/fatalities, vessels and/or facilities nearby, and what other parties have been notified.

8090.2 Activation of the Vessel's Response Plan

When a fire is discovered on a vessel, its VRP should be immediately activated by the crew. Each tank and non-tank vessel is required by 33 CFR 155 Subpart I and NVIC 01-05 CH-1, respectively, to develop a VRP. In addition to emergency procedures to be taken by the crew, these VRPs require the listing of resources that can be brought to the vessel's location within specific time frames. For tank vessels, the requirements cover distances out to 50 miles from shore. Non-tank vessels must identify a company with firefighting capabilities that will respond to vessel fires within 24 hours to the port nearest to where the vessel operates. These resources may be commercial, municipal, or a combination of the two. However, the VRP must indicate how these resources will be organized within a cooperative response management system.

8090.3 Burning Vessel Movement Considerations

A crucial decision that must be made by the COTP is whether or not a burning vessel should be allowed to enter or move within the port. Types of vessel movements that may be required in an emergency include movement from sea to an anchorage or a pier; from an anchorage to a pier; from a pier to an anchorage; grounding a vessel; or scuttling a vessel offshore. These vessel movements should be thought out in advance and rehearsed as often as possible to ensure a rapid and considered response in the event of a real incident.

8090.4 Decision to Allow a Burning Vessel to Enter Port or Move within the Port

Due to the limited resources available to fight an offshore fire, the COTP may be forced to consider allowing a burning vessel to enter port. The numerous considerations that are part of this decision can be found below, as well as in Volume VI, Chapter 8, of the Marine Safety Manual (MI6000.11). Additionally, the Northwest Area Committee/ Regional Response Team (RRT) is developing a "Places of Refuge" decision matrix to serve as additional guidance while making these complex decisions. When it is completed, it will be placed in Section 9410, "Places of Refuge."

The amount of information and number of considerations may seem too complicated to resolve in an emergency, but it is important that an analysis of all major risks be conducted. A burning vessel is only a small part of all the resources and infrastructure (other ships, ports, facilities, personnel, and marine environment) that must be protected. The COTP should approach such an incident by considering the navigable waterways as a system used by various parties for transportation, recreation, and commerce. The most important consideration must be how the overall system functions. A burning vessel must be considered as only a single element within

that system. The COTP must not jeopardize the other elements to save a single vessel if the risk to the system is too great. The possibility of having a ship sink in a key navigation channel, thus blocking it, or spreading the fire to a waterfront facility, must be evaluated.

There are numerous considerations that the COTP should evaluate when faced with the decision of whether to allow a burning vessel to enter or move within a port. The following information should be gathered and considered prior to making such a decision:

- Location and extent of fire
- Status of vessel's structure, general emergency and shipboard firefighting equipment
- Class and nature of cargo (e.g., does it contain hazardous materials?)
- Possibility of explosion
- Possibility of vessel sinking/capsizing
- Hazard to crew or other resources where vessel is present
- Forecasted weather (including bar conditions if applicable)
- Maneuverability of the vessel (i.e., is it a dead ship, etc.)
- Availability (and willingness) of assist tugs
- Effect on bridges under which the vessel must transmit
- Potential for the fire to spread to the pier or pier structures
- Firefighting resources available ashore and offshore
- Consequences/alternatives if the vessel is not allowed to enter or move
- Potential for pollution
- Adequacy and availability of the firefighting and salvage resources contained in the VRP per paragraph 8022.2.

The above considerations should be discussed by the Unified Command before the vessel is allowed to move or enter into port. If a Unified Command has not yet formed, this information should be considered by the respective jurisdictional fire agency chief and COTP prior to any movement. The COTP should make a decision only after consultation with the Unified Command. The Unified Command will typically be composed of the respective Fire Agency Chief; Port Director; local government officials (i.e., Mayor, Director of Emergency Services, etc.); vessel owner's agent; and other experts depending on the circumstances.

Entry to port or movement <u>may be permitted</u> when:

- The fire is already contained or under control
- There exists little likelihood that the fire would spread
- A greater possibility exists that fire could and would be readily Extinguished with available equipment in port before encountering any secondary hazards of explosion or spread of fire

- All relevant parties consulted

Entry to port or movement may be denied when:

- There is a greater danger that the fire will spread to other port facilities or Vessels
- The likelihood of the vessel sinking or capsizing within a navigation Channel, and becoming an obstruction exists
- The vessel might become a derelict
- Unfavorable weather conditions preclude either the safe movement of the Vessel under complete control or would hamper firefighting (look for high winds, fog, strong currents, etc.)
- Risk of a serious pollution incident by oil or hazardous substances exists; the COTP, in conjunction with Thirteenth USCG District and the RRT, shall assess the pollution risks and determine whether they are to be ordered to proceed to sea to reduce the pollution hazards
- If the resources or services listed in the VRP per paragraph 8023.3 are not adequate or available.

Additional considerations:

  - Safety broadcast and Notice to Mariners,
  - Ordering the movement of other vessels or cargo that may be impacted, and
  - Locating the vessel to best facilitate the use of available resources.

8090.5 Offshore Firefighting Considerations

In addition to the problems associated with any shipboard fire, an offshore incident may be further complicated by the poor flow of information and difficulties in supplementing the vessel's firefighting resources. Reports from the vessel may be confusing due to the language difficulties or the fact that the crew is too busy fighting the fire to provide detailed information. Until additional resources can be brought to bear, the vessel's firefighting equipment and crew will be the only resources available.

Additional resources in the form of public or private vessels may not be close enough to respond in a timely manner and may be ill equipped to provide significant assistance, or the VRP and its listed resource may fail to perform as expected. Therefore, the farther offshore a burning vessel is, the less external aid it is likely to receive, but the less impact it has on vessel traffic and port operations. The closer to shore or a port a burning vessel is, the more aid it is likely to receive, while its impact on vessel traffic and port operations is greater. In both cases, SAR would be the USCG's most common initial response.

8090.6 Coast Guard Offshore Resources

During an offshore fire, ships and aircraft become important resources. Aircraft may provide a timely source of information during the early stages of a response and can be used for personnel or equipment transfers. USCG vessels are limited in their ability to assist in a shipboard fire, but are much better equipped than commercial vessels and have damage control teams that are drilled regularly in shipboard firefighting. In addition to improving communications, larger USCG vessels with flight decks can be used to stage equipment flown to the scene. Strike

Force personnel and equipment can be useful in firefighting and dewatering evolutions. All requests for USCG equipment (including ships and aircraft) and supplies should be directed to the Thirteenth District Command Center.

8090.7 Department of Defense Offshore Resources

Firefighting equipment may be available from various Department of Defense (DOD) sources. From transportation capabilities to, aircraft and vessels that can be invaluable in an offshore fire situation for the same reasons discussed for USCG assets. The possibility of Naval or Army Corps of Engineers vessels operating in the vicinity which can assist should not be overlooked. All requests for DOD assistance should be made to the DOD representative on the RRT, via the Thirteenth USCG District.

8090.8 Other Offshore Resources

Any ship becomes a valuable resource during an offshore vessel fire, even those with small crews and minimal firefighting capability. At a minimum, another vessel can provide a means of escape for a burning vessel's crew should their efforts to control the fire fail. Vessels in the area may be notified of a situation via the Automated Mutual Assistance Vessel Rescue System, the Automated Information System, or with a Broadcast Notice to Mariners. Tug companies in the vicinity may assist in fighting the fire, moving a dead ship, or transporting equipment. While few vessel operators would be reluctant to assist in a life-threatening situation, vessel owners may not be willing to respond to a firefighting situation that could risk their vessels or crew to protect a ship or cargo once the crew is safe.

8090.9 Offshore Scuttling Area Selection

If a vessel cannot be safely moved to a port, and it is possible that the vessel and cargo could be lost (either intentionally or not) the vessel should be moved to an area where environmental damage will be minimized. The information in this section should be reviewed to identify the best area to move the vessel. The EPA should also be consulted on any decision concerning scuttling of a vessel. Scuttling must be conducted in accordance with COMDTINST 16451.5 and 40 CFR 229.3.

8090.10 Positioning a Vessel for Firefighting

No vessel on fire should be moved without the permission of the COTP, except under the most urgent conditions. The success or failure of a shipboard fire response effort will, in large part, be determined by the vessel's location. The likelihood of successfully fighting a fire on a remotely located vessel is small compared to a vessel located near sufficient sources of firefighting resources

8090.11 Fire Suppression Berths

Several considerations must be considered when selecting piers as locations for fire suppression berths:

- Proximity of populated areas
- Cargo composition and wind direction
- The combustibility/flammability of pier structures and contiguous facilities
- Availability of high-pressure water
- Access to response boats and vehicles
- Minimizing risk of impeding navigation
- Risk to nearby vessels and facilities.

Much of the information needed to determine the suitability of a facility can be found in Section 9410, "Places of Refuge"

8090.12 Anchorage and Grounding Site Selection

When choosing anchoring or grounding locations, some of the same factors must be considered as for the selection of piers for fire suppression berths, including the location's effect on navigation. The possibility of the vessel sinking or becoming a derelict is very real and could prove a greater harm to the marine system than the loss of the single vessel. Other important considerations are:

- **Bottom material:** must be soft enough so that the ship's hull will not be ruptured;
- **Water depth:** must be shallow enough so that the vessel could not sink below the main deck level, yet deep enough so that fire boats, salvage barges, and tugs can approach; tides and other river level fluctuations must be considered;
- **Area weather:** do not choose areas known to have strong winds or currents that could hamper firefighting or salvage efforts.

The location and suitability of boat ramps and piers to be used as staging areas must also be evaluated when considering grounding or anchorage sites. Close consultation with Bar and River Pilots should be considered when selecting any anchoring or grounding site in the Columbia River system.

8090.13 Response Actions

The initial assessment is one of the first actions taken in response to a marine fire. This involves evaluation of available facts and probabilities. The initial assessment consists of six steps to rapidly form a deliberate plan of action:

- Gather facts
- Assess probabilities
- Determine resources
- Apply basic firefighting principles
- Decide a course of action
- Formulate a plan of operations

Pertinent facts might include location of fire, location of crew/personnel, acquiring the VRP, the general arrangement plan, fire control plant, vessel/facility condition, vessel stability issues, type and condition of cargo, and response equipment available.

The COTP is responsible for USCG response efforts to a vessel fire. The COTP has overall control of all USCG forces and equipment involved in the response to a marine fire. However, a vessel fire may be initially treated as an SAR case under control of the assigned SAR Mission Controller until a determination of the situation has been made by on-scene forces as to the status of the vessel and its crew, the extent of the fire, ongoing response efforts, fire agency and other agency involvement, and other pertinent information. At this time, the Sector Columbia River COTP may assume the duties of FOSC and carry out their responsibilities accordingly.

The choice among courses of action delineated below is based upon where the incident occurs with respect to the limits of the various fire agency jurisdictions, the COTP area of responsibility, the Sector Columbia River SAR zone, and the USCG policy as described in the Marine Safety Manual.

8090.14 Safety Zones

To secure the safety of waterfront facilities and vessels, the COTP may find it helpful to control or restrict traffic in the affected areas.

COMDINST 3170.3 describes the characteristics of limited access areas, including safety zones, security zones, restricted areas, and regulated navigation areas. Authority is granted to the COTP to establish safety zones by the Ports and Waterways Safety Act (33 USC 1221 et seq.). A safety zone could be established around a burning vessel to facilitate access for fire or rescue units and to protect uninvolved persons or vessels, or it could be used to ensure the safer transit of a vessel carrying a dangerous cargo. They should be established on a temporary, and usually, emergency basis to deal with a situation beyond the scope of normal safety and security measures.

8090.15 Stability

Vessel stability can be defined as a vessel's ability to right itself from an inclining position. During firefighting, excess water on board can create flooding and free surface effect. This could prove disastrous for the vessel, leading to list and even sinking. Calculations regarding damage stability for oil tankers and barges are required to be accessible 24 hours a day per 33 CFR Part 155.240. Additionally, 33 CFR Part 155.4030(b) requires that stability assessments on these vessels must begin no later than 3 hours after initial notification. NVIC 01-05 also provides similar voluntary guidance for non-tank vessels.

If this information is not provided by the vessel's Primary Resource Provider or other Resource Provider, the FOSCR or Marine Inspector is typically the USCG officer who would provide this advice with assistance from the USCG Salvage Engineering Response Team. Additionally, local naval architects, engineers, or a maritime service firm may be available for such advice. At a minimum, one should refer to National Fire Protection Agency 1405, Guide for Land-Based Fire Fighters Who Respond to Marine Vessel Fires. More detailed information regarding vessel stability issues during marine fires can be found in the International Fire Service Training Association manual, Marine Firefighting for Land Based Fire Fighters.

8100 Planning

USCG policy advocates extensive use of contingency plans as tools to assist local commanders in accomplishing their many tasks. However the development of an Incident Action Plan in an Incident or Unified Command environment will usually be necessary to plan for and implement specific firefighting tactics to meet the actual demand of specific incidents.

8110 UC and Initial Response Strategy

8110.1 Objectives

Some specific objectives of contingency planning are:

a. To prevent loss of life or personal injury, damage, and destruction of vessels, cargoes, structures, and facilities in United States ports and waterways, and damage to the marine environment, by reason of accidental, intentional means, or natural phenomena
b. To maintain safe, secure, and orderly continuation of marine traffic and the acceleration of such traffic, if so required by national interests, in the face of accidental, intentional, or natural disasters
c. To maintain adequate training through planning prior to a marine incident
d. To maintain continual contact with local agencies having interest in or responsibilities for a specific event and maintain a check on their resource capabilities and limitations
e. To outline Unit capabilities and limitations with respect to available resources through all phases of the event

8110.2 Exercises / Drills

Because of the complexity and potential consequences of a major marine fire, it is critical that agencies and Primary Resource Providers understand each other's authorities, jurisdictions, capabilities, and limitations. Ample opportunities exist to develop this understanding through coordination of exercises and drills as required by the National Response Exercise Program for vessels and facilities, new requirements under 33 CFR 155.4052, state and local agency requirements, and those coordinated by the Marine Fire and Safety Association.

Regardless of the initializing requirement or agency the COTP should strive for at least one multiagency firefighting exercise per year. The results of these exercises should be used to further update and fine tune this plan.

8110.3 Training

Part of every effective contingency plan is the development and implementation of a training program. Few USCG personnel have extensive experience responding to actual fires, and few municipal fire agencies have extensive experience responding to vessel fires. Therefore, to overcome inexperience and apprehension, and to develop expertise, a systematic training program is essential.

There are some resident marine firefighting training providers in the Pacific Northwest. For certain USCG personnel, the following courses are particularly appropriate: Fremont Maritime in Seattle, Washington, provides classes ranging from one-day orientations to five-day advanced classes certified by the USCG and International Maritime Organization for ship's crews. Classes include a balance of classroom and simulation exercises. The USCG written exam for licensed officers is required in order to pass the five-day advanced course. These classes are relatively inexpensive and especially appropriate for USCG personnel.

Washington State's North Bend Marine Firefighting Center in North Bend, Washington, is a similar training provider with more extensive simulation facilities. This center is frequently used by fire agency personnel.

Southwestern Oregon and Clatsop Community Colleges both offer training in firefighting techniques that may be helpful to both USCG and fire agency personnel. For a catalog, including course and fee information, contact:

- Southwestern Oregon Community College
  Paul Reynolds, Director Fire Services
  1988 Newmark Ave. Coos Bay, OR 97420
  Phone (541) 888-7296

- Clatsop Community College
  Fire Response & Research Center MERTS Campus
  6550 Liberty Lane Astoria, OR 97103

Toni Middleton 503-325-7962
Phone (503) 338-7670

Additionally, there are numerous private and public training facilities and organizations that teach marine firefighting outside the Pacific Northwest. Examples of these include Texas A & M and Resolve Maritime Academy. Various Navy units throughout the United States offer advanced fire training, which is usually available to USCG personnel. In the past, this training has most often been reserved for ships' crews; however, there is clearly value in training Sector personnel as well. The quality of the schools is excellent, and they generally provide extensive practical experience. Navy courses would be especially appropriate for personnel serving as the senior FOSCR, Marine Inspector, or at the Sector Columbia River Command Center. This helps ensure appropriate USCG actions and direction to other response agencies. This is important, considering that one of the USCG's roles in marine fire response is to advise local fire agencies of the peculiarities of marine fire response as opposed to land-based fires.

The FPAAC offers training to member agencies covering Marine Fire Fighter Awareness, Operations, Technician, and Technician/Instructor levels. Training may occur annually, bi-annually, semi-annually, or when considered necessary by the FPAAC Planning Section. Agencies may also submit requests for training, which will be reviewed by the FPAAC Planning Section for approval. It will be the responsibility of the requesting agency to coordinate the dates and logistical requirements of the training.

Finally, there is a marine safety training guide for the FOSCR. This position is typically filled by a USCG marine safety officer from Sector Columbia River. A variety of individuals are available to serve in this capacity. The individual selected for specific FOSCR duties depends on personnel availability and the specifics of the incident. The FOSCR generally completes the training guide by studying reference material and completing certain tasks via on-the-job training. Additional resident training is strongly recommended for this assignment.

8200 Logistics

Equipment lists and contact points for various port areas are included in this document. Equipment lists can also be found at:
http://www.wrrl.us/fmi/iwp/res/iwp_auth.html;jsessionid=025B0EF5327FC24212786E69.wpc1
(It is recommended that response team members print the equipment lists that pertain to their areas.)

8210 Communications

Communication between response team members and other agencies is critical. Mobile phone numbers and radio channels must be pre-assigned and periodically confirmed and tested during exercises. Consideration should be given to steel hulls inhibiting radio transmission with alternated communications planned ahead of time.

The Federal Communications Commission has assigned 154.126, 154.260, and 154.290 megahertz (MHz) as the Fire Mutual Aid Radio Systems frequencies for multi-agency response to a common incident.

Spare batteries, recharging capability, spare radios, and mobile phones should be available in case the incident lasts longer than anticipated or the number of response personnel is greater than expected.

8300 Finance

In general, funding for USCG firefighting activities must come from USCG Operating Expense funds. The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) Trust Fund, and the Oil Spill Liability Trust Fund may be available to reimburse firefighting expenses. CERCLA and Oil Spill Liability Trust Fund funds are only authorized for pollution related activities.

8400 Resources

8410 Fire Boat Fueling

In the event that a Fire Boat is on an MFSA incident and is unable to fuel at its normal fueling facilities, use the following guidelines:

Foss Maritime Corporation, McCall Oil Company, and Wilcox and Flegel Oil Company will provide fueling services.

- Astoria
  Wilcox and Flegel Oil Company
  (503) 325-3122
  Hours of availability: 24 hours

- Foss Maritime Corporation
  (800) 882-4143
  (Make all requests for fueling through their dispatch office)
  Hours of availability: 24 hours

- Longview
  Wilcox and Flegel Oil Company
  (360) 423-3300
  (Dockside only)
  Hours of availability: 24 hours
  Fueling location: The Port of Longview Berth

- Portland
  Foss Maritime Corporation

(503) 286-0631 or (800) 882-4143
(Make all requests for fueling through their dispatch office)
Hours of availability: 24 hours

8420 Maritime Fire & Safety Association Specialized Equipment Location and Activation Procedures

For more information on MFSA visit their website at www.mfsa.com

Foam Pods.
It is MFSA policy to activate both foam pods unless it is specifically requested to activate only one. The closest pod and support team will be activated first. The specialized foam team for the second pod will not be activated unless requested by the initiating fire agency.

- Foam Pod Locations
    1. Portland – Portland Fire & Rescue – (Foam Pod at Logistics Yard) Portland Fire & Rescue – Station 24 – Foam Unit
    2. Kalama - Cowlitz County Fire District #5 (Port of Kalama – North Port Dock)
- Foam Pod Activation:
  Portland or Kalama. The Chief on scene will contact MFSA (503) 220-2055, and MFSA will contact:
    1. NRC Environmental Services – 24 hours – (503) 283-1150
    2. Portland – Portland Fire & Rescue (floor supervisor) (503) 823-1901 to dispatch station 24., or
    3. Kalama – Cowlitz Co. Fire Dist. #5 911, (360) 577-3090 will page District Duty Officer

Carbon Dioxide (CO2)/Slice Tool MFSA Response Units

- CO2/Slice Tool Locations:
  Portland Fire & Rescue – Station 24
  Longview Fire Department

- Activation within the Portland area:
  The Chief on scene will contact 911
  911 will contact Station 24 for dispatch
  911 will contact MFSA (503) 220-2055

- Activation outside of the Portland area:
  The Chief on scene or area 911 will contact MFSA (503) 220-2055.
  MFSA will contact either Portland Fire & Rescue or Longview Fire Department, depending on which is closer to the incident.
  MFSA will call the Portland Fire Department (Floor Supervisor) at 911 or (503) 823-1901 or Longview Fire Department at (360) 44258.
  Trained personnel will respond with equipment.

8430 Fire Agency Contact Information and Boat Capabilities

Astoria Fire Department
555 30th Street Astoria, OR 97103
Columbia River Mile 12
(503) 325-2345
Emergency Number – 911

The Astoria Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Clark County Fire District #6
8800 N.E. Hazel Dell Avenue
Vancouver, WA 98665
Columbia River Mile 105
(360) 576-1195
Emergency Number – 911

Clark County Fire District #6 participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Clark County Fire & Rescue
911 N. 65th Avenue
Ridgefield, WA 98642
Columbia River Mile 91
(360) 887-4609
Emergency Number – 911
Clark County Fire & Rescue maintains two boats:

- *Alamar:*19 feet, top speed 30 knots, portable water pump with 1-inch hand line, Emergency Medical Services (EMS) equipment capable of basic life support (BLS)
- *Willy Predator*: 21 feet, top speed 40 knots, portable water pump with 1- inch hand line, EMS equipment capable of BLS.

Clark County Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Clatskanie Rural Fire Department
280 S.E. 3rd Street
Clatskanie, OR 97016
Columbia River Mile 50
(503) 728-2025
Emergency Number – 911

The Clatskanie Rural Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Columbia River Fire & Rescue
270 Columbia Blvd
St. Helens, OR 97051
Columbia River Mile 86
(503) 325-4411
Emergency Number – 911

Columbia River Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Cowlitz 2 Fire & Rescue
701 Vine Street
Kelso, WA 98626
River Mile 65
(360) 578-5218
Emergency Number – 911

Cowlitz 2 Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Cowlitz County Fire District #5
382 N.E. Frontage Road
Kalama, WA 98625
River Mile 70 – 80
(360) 673-2222
Emergency Number – 911

Cowlitz County Fire District #5 participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Longview Fire Department
740 Commerce Avenue
Longview, WA 98632
River Mile 65
(360) 442-5503
Emergency Number – 911
The Longview Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Portland Airport Fire and Rescue

5250 NE Marine Drive
Portland, OR 97218
Columbia River Mile 110
(503) 460-4600
Emergency Number – 911
Portland Airport Fire and Rescue maintains one boat:

- 34 feet, top speed 43 knots, fire monitor at 400 gallons per minute (gpm) with foam capability, EMS equipment capable of advanced life support.

Portland Airport Fire and Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Portland Fire & Rescue
55 S.W. Ash Street
Portland, OR 97204
River Mile 105
(503) 823-3700
Emergency Number: 911
Portland Fire & Rescue maintains three boats:

- *Fire Boat Campbell:* 87.5 feet with a draft of 6.5 feet, top speed 14 knots, three fire monitors with total capability of 14,000 gpm; foam capable.
- *Fire Boat 17 (Buss):* 42 feet, 4.8-foot draft, top speed of 20 knots, two fire monitors with a total capacity of 4900 gpm; Aqueous Film Forming Foam capable with 50-gallon tank, EMS equipment capable of BLS.
- *Fire Boat Williams:* 40 feet, 3-foot draft, top speed 28 knots, two fire monitors with a total capability of 1,500 gpm, foam capable with 30 gallons on board, EMS equipment capable of BLS.

Portland Fire & Rescue participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Scappoose Rural Fire District
52751 Columbia River Hwy
Scappoose, OR 97056
Columbia River Mile 93
(503) 543-5026
The Scappoose Rural Fire District maintains one boat:

- 27 feet, top speed 15 knots; fire pump on boat at 1,500 gpm, no foam, EMS equipment capable of BLS or, with notice of medical emergency, advanced life support.

The Scappoose Rural Fire District participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

Vancouver Fire Department
7110 N.E. 63rd Street
Vancouver, WA 98661
River Mile 105
(360) 487-7212
Emergency Number – 911
The Vancouver Fire Department maintains one boat:

- *Almar:* 17 feet, top speed 11 knots, no firefighting capacity, EMS capability BLS.

The Vancouver Fire Department participates in mutual aid agreement with FPAAC. See the FPAAC Shipboard Operations Guide for a full listing of mutual aid resources.

8500 Miscellaneous Resources

Please reference Section 8026.4 of the NWACP for list of resources.

8600 Radio Frequencies / VHF Channels

Please reference Section 8026.5 and 8026.6 for additional information.

9000 Appendices

This Section is where responders will find the most applicable tools for routine pollution cases. It includes checklists, contact lists, agreements, response references, etc. These tools are designed to further simplify response actions.

9100 Emergency Notification

Responder and Spiller Notification Phone List			
Agency	**Phone**	**When to Contact/Notify**	**Spiller Notification Requirement**
REQUIRED NOTIFICATIONS			
National Response Center	1-800-424-8802 1-202-267-2675	Any discharge or release into navigable waters as defined by the Clean Water Act.	**Spiller Notification Required**
Sector Columbia River	1-503-861-2242	Any spill or Marine Casualties (defined by 46CFR4.03) occurring in coastal navigable waters of the Columbia River, the Oregon Coast, and the Washington Coast south of the Queets River	
Sector Puget Sound	1-206-217-6001	Any oil discharge, hazardous substance release, or Marine Casualty in navigable waters of Puget Sound, Strait of Juan de Fuca, and WA coast north of Queets River.	

WA Emergency Management Division (EMD)	1-800-258-5990	Any oil discharge into WA waters must be reported. Any emergency that results in a discharge or threat of discharge must be reported within 1-hour of the onset of that emergency.	**Spiller Notification Required**
WA Department of Ecology (DOE)	NW: 1-206-594-0000 SW: 1-360-407-6300 C: 1-509-575-2490 E: 1-509-329-3400	Any oil discharge or hazardous substance release into WA waters must be reported.	**Spiller Notification Required**
Oregon Emergency Response System (OERS)	1-800-452-0311 1-800-OILS911	Any oil discharge or hazardous substance release that meets the reportable quantity. (any visible sheen in water/over 42gl barrel on land) HAZMAT see OAR 340-142-0050	**Spiller Notification Required**
OR Department of Environmental Quality DEQ	1-888-849-2727 1-800-452-0311	Any oil discharge or hazardous substance release into OR waters must be reported.	**Spiller Notification Required**
Idaho Office of Emergency Management / Emergency Medical Services	1-800-632-8000 1-208-846-7610 (outside Idaho)	Any oil discharge or hazardous substance release.	**Spiller Notification Required**
Washington State Historic Preservation Office	1-360-586-3065 1-360-480-6922	Notify for Incidents which may impact or disturb historical and/or cultural resources.	[redacted]
Oregon State Historic Preservation Office	1-503-986-0674 1-541-738-2125	Notify for Incidents which may impact or disturb historical and/or cultural resources.	
EPA Seattle	1-206-553-1263	Any oil discharge or hazardous substance release in inland waters of WA, OR, and ID.	
EPA San Francisco / Denver	SF: 1-800-300-2193 Den: 1-303-293-1788	Contact if the Seattle EPA office is not reachable by telephone, notifications	
National Infrastructure Coordination Center	202-282-9201	Chemical release involving any chemical listed in Appendix A 6CFR27 must be reported as a chemical facility anti-terrorism standards related incident.	
Department of the Interior	503-326-2489 503-720-1212 Cell	Any oil discharge greater than 500gl or all major potential impacts such as vsl groundings. (for spills less than 500gl, FOSC should exercise best judgment in determining whether the incident has the potential to impact trust resources)	

Secretary of Commerce - NOAA Emergency Response Division SSC	206-455-1760 206-526-6322	Required to notify NOAA SSC for any oil discharge greater than 500gl (or potential for 500gl+ such as vsl groundings), release or discharge that threatens endangered species or sensitive areas, potential impacts to The Olympic Coast National Marine Sanctuary; Padilla Bay National Estuarine Research Reserve; and South Slough National Estuarine Research Reserve.
Tribes - Bureau of Indian Affairs BIA	503-720-1212 DOI 206-220-7235 Tribal Liaison	Release or discharge impacting, or has the potential to impact Indian Lands, shellfish areas, or cultural sites.
U.S. Army Corp of Engineers (USACE)	503-808-4341	Oil discharge or hazmat release whose flow is controlled by USACE dams
Department of Defense (Navy OSC)	360-396-0026	Provides FOSC when HazMat release is on, or the sole source of the HazMat release is from any facility or vessel under DOD jurisdiction, custody or control. Oil/HazMat incident requires additional response resources, and base commander agrees to provide support.
US Navy Supervisor of Salvage and Diving SUPSALV	202-781-0731 Duty 202-781-0534	Provides salvage/search and recovery equipment and expertise.
U.S. Fish & Wildlife Service (USFWS)	503-231-6121 503-720-1212	FOSC requests support for assessing or mitigating risks to fish or wildlife habitat.
National Parks Service (NPS)	503-861-2471 415-623-2100 Pacific Regional Office	Any oil discharge or hazmat release that impacts NPS lands.
National Marine Fisheries Service	503-230-5400	
EPA ERT	732-321-6660	Emergency response capabilities
USCG/DHS		
D13 DRAT	206-499-6213	Highly-skilled team with expertise in spill management, response equipment, and response techniques. DRAT's main responsibility is to provide support to the Federal On-Scene Commander (FOSC) during oil spills and HAZMAT releases.
National Strike Force Coordination Center	(252) 267-3458 (252) 331-6000	

Pacific Strike Team	(415) 559-9908 (415) 883-3311		[redacted]
Sec Col Rvr Command Center	503-861-6211		
Station Grays Harbor	360-268-0121		
Station Cape Disappointment	360-642-2382		
Station Tillamook Bay	503-322-3531		
IMD Portland	503-240-9370		
D13 Command Center	206-220-7001		

9110 Initial Assessment Check-off List

Pollution Response and Investigation Checklist	
Part I Complete for notifications	
Discharge / Release Details PR Name: _____ Date/Time: _____ Source: _____ Location:_____ Body of Water:_____ Latitude/Longitudes/MM:_____ Material/RQ:_____	Quantity/Max Potential:_____ Reporting Party Name/Contact #: _____ Cause of discharge/release:_____ _____ Does the incident meet a data entry exemption? Y / N Exemption: Outside jurisdiction, erroneous report, mystery spill, unmet RQ, NPDES discharge/release **(If no, proceed to Part II)**
Part II Complete when the preliminary investigation data entry exemptions are not met	
Preliminary Assessment & Initiation of Action ☐ Consult with ACP and Annexes (GRS/GRPs) ☐ Ensure activation of FRP/VRP ☐ Identify Hazards/PPE ☐ Identify RP:_____ ☐ Classify the spill category (Minor, Medium, Major) ☐ Ensure the NRC is called (1-800-424-8802) ☐ Identify and coordinate internal/external notifications per the Emergency Contact Notification List located in 9200 of the ACP.	**Investigation and Response Efforts** ☐ Conduct initial assessment on scene, identify hazards, verify pollution report details & ensure source secured ☐ Issue NOFI ☐ Obtain on-scene data (weather, etc…) Wind Speed: _____ Wind Direction: _____ Tide:_____ Sunset/Rise:_____

☐ Notify IO Shop (commercial vessels & credentialed mariners) ☐ Initiate Consultation (ESA Section 7) if needed Date: _____ Time:_____ POC:_____ **Contact District Thirteen DRAT before starting to use the following options:** ☐ Dispersant ☐ In-Situ Burn ☐ Decanting ☐ Surface Washing Agent Date/Time DRAT was contacted:_____ Who is the DRAT POC:_____	Precipitation:_____ ☐ Brief command and provide a recommended course of action ☐ Determine if further assistance is needed: (FOSCR/DRAT/IMT/District Legal/Other Agencies) ☐ Determine appropriate response actions ○ Physical Containment ○ Product Recovery ☐ Determine if a Site Safety Plan is necessary ☐ Determine if Dive Plan/Salvage Plan is necessary ☐ Determine if a shoreline cleanup assessment is necessary ☐ Complete a 201 & SITREP/POL ☐ Collect evidence (documentation, physical, oil samples, photos) to support five elements ☐ Interview witness ☐ Consider other USCG tools (Admin Orders, COTP Orders) ☐ Forecast the product trajectory through SSC *Identify safe distance when dealing with Haz Sub, and reevaluate as weather changes.

General Contacts to Consider	
Federal Contacts	
National Pollution Funds Center	(202) 795-6003
NPFC 24-Hour Contact	(202) 494-9118
NPFC Regional Manager: Mr. Greg Buie	 (202) 795-6073
West Coast Case Manager Mr. Steven Natale Mr. Freddie Bizzell	 (202) 795-6087 (202) 795-6067
PAC Strike Team	(415) 559-9908
Environmental Protection Agency	(206) 553-1200
ESA Section Seven	1-800-344-9453
State Contacts	
WA State Department of Ecology	800-258-5990 Emergency Management
OR Department of Environmental Quality	(800) 452-0311 Emergency Response
State Historical Preservation Office	See Section 9200
Local Contacts	
County Emergency Management	See Section 9200
County Sheriff's Office	See Section 9200
City Emergency Management	See Section 9200
Tribal Contacts	
Council	See Section 9200

Tribal Historical Preservation Officer	See Section 9200

Notes:

9200 Stakeholders and Services Directory			
9210 Federal Resources/Agencies			
Entity	Point of Contact	Phone Number	Last Verified
National Response Center (NRC) - The NRC is the U.S. federal government's national communications center. The NRC is the single federal point of contact for reporting all hazardous substances and oil spills.	National Response Center Call Center	800-424-8802	23-Jan-2023
Pacific Northwest Regional Response Team (RRT) - The RRT is comprised of members from state and federal agencies committed to working efficiently to minimize the adverse effects of oil and chemical incidents that affect safety, human health and the environment.	USCG RRT Coordinator and Steering Committee Co-Chair: Kara Pinetti	206-220-7284	23-Jan-2023
	USCG RRT Co-Chair: Bob McFarland	206-220-4662	23-Jan-2023
	USCG RRT Alternate Co-Chair: CAPT	206-220-7256	23-Jan-2023
	EPA RRT Coordinator and Steering Committee Co-Chair: Lori Muller	206-553-2967	23-Jan-2023
	EPA RRT Co-Chair: Calvin Terada		

	EPA RRT Alternate Co-Chair: Beth Sheldrake	206-553-0220	23-Jan-2023
	Washington State RRT Rep: Carlos Clements	360-763-2038	23-Jan-2023
	Washington State RRT Alternate Rep: Matt Bissell	360-280-7061	23-Jan-2023
	Oregon State RRT Rep: Wes Risher	503-229-5092	23-Jan-2023
	Oregon State RRT Alternate Rep: Don Pettit	503-229-5373	23-Jan-2023
	Idaho State RRT Rep: Dean Ehlert	208-373-0416	21-Jan-2023
	Idaho State RRT Alternate Rep: Bryce Devries	208-258-6549	23-Jan-2023
	NOAA RRT Member: Marla Steinhoff	206-526-6402	23-Jan-2023
	NOAA RRT Alternate Member: LCDR Faith Knighton	206-526-6322	23-Jan-2023
	DOI RRT Member: Allison Hall	503-326-2489	23-Jan-2023
	U.S. Army COE RRT Member: Patti Williams	503-808-3897	23-Jan-2023
	U.S. Army COE RRT Alternate Member: Ken Duncan	503-808-4323	23-Jan-2023
	FEMA RRT Member: Lon Biasco	425-487-4570	23-Jan-2023
	FEMA RRT Alt Member: Phil Bakke	425-487-4572	23-Jan-2023
	FEMA ESF #13 RRT Alt Member: Terry Alverson	206-816-4426	23-Jan-2023
	Dept of Energy RRT Member: Bob Hildebrand	509-376-8519	23-Jan-2023
	Dept of Energy RRT Alt Member: Anthony McKarns	509-376-8981	23-Jan-2023
	DOJ Environmental & Natural Resources RRT Member: Laurie Dubriel	202-616-7349	23-Jan-2023
	DOJ Bureau of Alcohol, Tobacco and Firearms RRT Alt. Member: Brian Kutz	206-713-1905	23-Jan-2023

	OSHA RRT Member:	206-757-6677 206-757-6700	23-Jan-2023
	OSHA RRT Alternate Member:	206-757-6675	23-Jan-2023
	U.S. Forest Service RRT Member: Julie Creed	503-808-2526	23-Jan-2023
	ATSDR RRT Member: Rhonda Kaetzel	206-553-0530	23-Jan-2023
	ATSDR RRT Alternate Member: CAPT Arthur Wendel	206-553-0454	23-Jan-2023
	Dept of State RRT Member: Van Reidhead	202-647-3947	23-Jan-2023
	Dept of State USCG Liaison RRT Alternate Member: LCDR Greenwood	202-647-3946	23-Jan-2023
	FAA RRT Member: David Lutes	425-227-1514	23-Jan-2023
	GSA RRT Member: John Fitzgibbon	253-931-7079	23-Jan-2023
Environmental Protection Agency (EPA) - It is an agency of the United States federal government whose mission is to protect human and environmental health.	Region 10 Spill Response:	206-553-1263	23-Jan-2023
	Washington Operations office:	360-753-9437	23-Jan-2023
	Oregon Operations office:	503-326-3250	23-Jan-2023
	Environmental Response Team:	732-321-6660	23-Jan-2023
	RCRA/CERCLA Hotline:	800-424-9346	23-Jan-2023
	Public Affairs:	206-553-1203	23-Jan-2023
United States Coast Guard (USCG) - The USCG is the coastal defense, search and rescue, and maritime law enforcement branch of the United States Armed Forces and one of the country's eight uniformed services.	National Response Center Call Center	800-424-8802	23-Jan-2023
	District 13 Command Center:	206-220-7001	23-Jan-2023
	District 13 DRAT:	206-499-6213	23-Jan-2023
	District 13 Tribal Liaison:	206-220-7235	23-Jan-2023
	National Strike Force Coordination Center:	252-267-3458	23-Jan-2023
	Pacific Strike Team:	415-883-3311	23-Jan-2023
	Sector Columbia River Command Center:	503-861-6211	23-Jan-2023

National Oceanic and Atmospheric Administration (NOAA) - An agency in the Department of Commerce that maps the oceans and conserves their living resources; predicts changes to the earth's environment; provides weather reports and forecasts floods and hurricanes and other natural disasters related to weather.	Scientific Support Coordinator (SSC): LCDR Faith Knighton	206-526-6322 Cell: 206-348-2429	23-Jan-2023
	*Required for spills greater than 500 gals, threatens Endangered Species or sensitive areas, vessel groundings, or impacts to a Marine Sanctuary		23-Jan-2023
	Emergency Response Division	206-526-4911	23-Jan-2023
	Primary: Western ROC: Secondary: NWS Portland: 503-326-3720	801-524-7907	23-Jan-2023
	National Marine Fisheries Service:	503-230-5400	23-Jan-2023
Department of Interior (DOI) - The United States federal department charged with conservation and the development of natural resources.	Regional Environmental Officer:	503-720-1212	23-Jan-2023
	*Required for spills greater than 500 gals and vessel groundings		23-Jan-2023
	*DOI can coordinate with several other agencies including: US Geological Survey, Bureau of Land Management, Bureau of Safety and Environmental Enforcement, National Parks Service, Bureau of Indian Affairs (BIA), and US Fish and Wildlife Service		23-Jan-2023
	ACOE Portland: Jon Gornick	503-808-4341	23-Jan-2023

U.S. Army Corps of Engineers (ACOE) - The ACOE is a federal agency under the Department of Defense that primarily oversees dams, canals and flood protection in the United States, as well as a wide range of public works throughout the world.	ACOE Bonneville Dam: Control Room	541-374-8338	23-Jan-2023
U.S. Department of Health and Human Services (HHS) - The United States government's principal agency for "protecting the health of all Americans and providing essential human services.	Regional Administrator:	206-615-2010	23-Jan-2023
	Agency for Toxic Substances and Diseases (ATSDR):	206-553-0454	23-Jan-2023
	-Office:	206-553-0530	23-Jan-2023
	-Mobile:	206-471-2443	23-Jan-2023
Federal Emergency Management Agency (FEMA) - FEMA is a United States government agency with the purpose to coordinate aid and respond to disasters around the nation when local resources are insufficient.	FEMA Region 10 Regional Response Coordination Center:	425-487-4600	23-Jan-2023
Department of Defense (DOD) - The federal department responsible for safeguarding national security of the United States.	Navy OSC:		
	-Heather Parker:	360-396-0222	23-Jan-2023
	-Mike Tucker:	360-396-0153	23-Jan-2023
U.S. Navy Supervisor of Salvage and Diving (SUPSALV) - DOD diving and salvage specialists.	SUPSALV Duty:		
	SUPSALV Main:	202-781-1731 x 2	23-Jan-2023
	USFWS:	360-753-9440	23-Jan-2023

U.S. Fish and Wildlife Service (USFWS) - Agency dedicated to the management of fish, wildlife, and natural habitats.	USFWS alternate: DOI: Allison O'Brien	503-720-1212	23-Jan-2023
Department of Energy (DOE) - Department concerned with the United States' policies regarding energy and safety in handling nuclear material.	DOE Main Switchboard:	202-586-5000	23-Jan-2023
	DOE Bonneville Power Administration:	503-230-3000	23-Jan-2023
	DOE Richland Operations Office:	509-376-7411	23-Jan-2023
	DOE PNW Site Office: COMMS Officer Admin: -4005	509-372-4365/ 4005	23-Jan-2023
National Parks Service (NPS) -Agency that manages all national parks, many national monuments, and other conservation and historical properties with various title designations.	Regional Office:	503-861-2471	23-Jan-2023
	Pacific Regional Office:	415-623-2100	23-Jan-2023
Pipeline and Hazardous Materials Safety Administration (PHMSA) - Responsible for developing and enforcing regulations for the safe, reliable, and environmentally sound operation of the US' 2.6 million mile pipeline transportation.	24hr Duty Officer:	202-366-4595	23-Jan-2023
9220 Oregon State Resources/Agencies Contacts			
Entity Notified	Point of Contact	Phone Number	Last Verified
Oregon Department of Environmental Quality (ODEQ) - The chief regulatory agency of the	Duty: (reached 24/7 VIA OERS)	800-452-0311	09-SEP-2022
	Portland Headquarters: Kimberlee VanPatten	971-563-8034	09-SEP-2022

government of the U.S. state of Oregon responsible for protecting and enhancing the state's natural resources and managing sanitary and toxic waste disposal.	Northwest Oregon OSC: Kevin Chan	971-563-8034	09-SEP-2022
	Western Oregon OSC: Geoff Brown	541-501-2145	09-SEP-2022
	Eastern Oregon OSC: Jamie Collins	541-321-3124	09-SEP-2022
Oregon Emergency Response System (OERS) - Coordinates and manages state resources in response to natural and technological emergencies and civil unrest involving multi-jurisdictional cooperation between all levels of government and the private sector.	OERS Call Center:	800-452-0311	09-SEP-2022
	OERS Alternate number:	503-378-6377	23-Jan-2023
Oregon State Police (OSP) - Law enforcement agency of the U.S. state of Oregon.	Oregon State Police NW HQ:	503-378-3387	23-Jan-2023
	Oregon State Police NW HQ front desk:	503-378-3720	23-Jan-2023
Oregon State Fire Marshal - Conducts fire investigations to determine fire origin and cause, and determine if the fire was the result of carelessness or intent.	Oregon State Fire Marshal: *Capable Regional HAZMAT Teams and Incident Management	503-378-3473	23-Jan-2023
Oregon Department of Fish and Wildlife (ODFW) - Agency responsible for programs protecting Oregon fish and wildlife resources and their habitats.	ODFW:	503-947-6000	23-Jan-2023
	Natural Resource Damage Assessment (NRDA): John Germond	503-947-6088	23-Jan-2023
	Habitat/NRDA: John Germond Cell	503-383-6908	23-Jan-2023
	Marine Issues		23-Jan-2023
Oregon State Parks - Stewards of state lands	Oregon Parks and Recreation:	503-986-0707	23-Jan-2023

managed by the state of Oregon.	North Coast District Manager: Justin Parker	503-440-4219	23-Jan-2023
	*Jurisdiction is from S Jetty Columbia River to Nestucca Spit		
	Fort Stevens Beach and Trail Ranger: Tate Pyle	503-861-3170	23-Jan-2023
	*Jurisdiction is from S Jetty Columbia River to Seaside "Cove"		
	Nehalem Bay Beach and Trail Ranger: Eric Crumb	800-551-6949	23-Jan-2023
	*Jurisdiction is from Tillamook Head to Barview Jetty		
	Cape Lookout Beach and Trail Ranger: Lisa Stevenson	503-440-8924	23-Jan-2023
	*Jurisdiction is from Bayocean Spit to Nestucca Spit		
	Central Coast District Manager: Preson Phillips	541-270-4232	23-Jan-2023
	*Jurisdiction is from Porter Point to N Bank Umpqua River		
	Devil's Lake, Beverly Beach & South Beach and Trail Ranger: Doug Sestrich	541-999-0688	23-Jan-2023
	Devil's Lake, Beverly Beach & South Beach and Trail Ranger: Ryan Parker	541-270-7995	23-Jan-2023
	*Jurisdiction is from Porter Point to Yachats County Line		
	Honeyman Beach and Trail Ranger: Jason Hennessey	541-999-0703	23-Jan-2023
	*Jurisdiction is from Neptune to N Bank Umpqua River		
	South Coast District Manager: Larry Becker	541-252-7082	23-Jan-2023

	*Jurisdiction is from S. Bank Umpqua River to CA/OR border		
	Sunset Bay/Umpqua Beach and Trail Ranger: RJ Rapelje	541-294-0644	23-Jan-2023
	*Jurisdiction is from S. Bank Umpqua River to S. Cove Cape Arago		
	Bullards Beach and Trail Ranger: Robbie Brazie	541-294-5036	23-Jan-2023
	*Jurisdiction is from Sacchi Beach to S. New River RMA		
	Cape Blanco Beach and Trail Ranger: Pete Hockett	541-751-5649	23-Jan-2023
	*Jurisdiction is from Floras Lake to N Jetty Rogue River		
	Harris Beach and Trail Ranger:	541-415-8363	23-Jan-2023
	*Jurisdiction is from S Jetty Rogue River to CA/OR border		
Oregon State Historic Preservation Office (SHPO) - Manages and administers programs for the protection of the state's historic and cultural resources.	State Historic Preservation Office: Jamie French or John Pouley	503-979-7580 503-480-9164	09-SEP-2022
Oregon Department of Health - Oversees most of Oregon's health-related programs including behavioral health, public health, Oregon State Hospital for individuals requiring secure residential psychiatric care, and the state's Medicaid program called the Oregon Health Plan.	Oregon Department of Health:	971-246-1789	21-Jun-21

Oregon Department of Transportation (ODOT) - Department of the state of Oregon responsible for systems of transportation.	ODOT:	888-275-6368	23-Jan-2023
Oregon Commission on Indian Services - Created by statute in 1975 to improve services to Indians in Oregon.	Oregon Commission on Indian Services: Branch Director Mitch Sparks	503-986-1067	23-Jan-2023
Oregon Department of Energy - The chief regulatory agency of the state of Oregon responsible for matters related to energy production, conservation and related safety and environmental impact.	Oregon Department of Energy:	503-378-4040	23-Jan-2023
Oregon Department of Agriculture - Agency of the state of Oregon responsible for promoting and regulating food production and safety.	Shellfish Program:	503-986-4726	23-Jan-2023
	Pesticide Analytical Response Center:	503-986-6470	23-Jan-2023
Oregon Occupational Safety and Health Division - Agency that regulates workplace safety and health in the state of Oregon.	Duty Officer:		
Oregon Department of State Lands - Responsible for the management of lands under state ownership.	Department State Lands:	503-986-5224	23-Jan-2023
Oregon Office of Environmental Public	Oregon Public Health 24 hr Duty Officer:	971-246-1789	23-Jan-2023

Health and Radiation Protection Services - Works to promote the health and safety of the people in Oregon by protecting them from unnecessary exposure to radiation.	Oregon Pesticide/Poison Prevention: Crystal Weston	971-673-3285	23-Jan-2023
	Oregon State Toxicologist:	971-673-0971	23-Jan-2023
	Drinking Water Program:	971-673-0405	23-Jan-2023
	Drug Lab Program: Brent Sherry	971-673-0442	23-Jan-2023
	Radiation Protection Services:	971-673-0490	23-Jan-2023
9230 Washington State Resources			
Entity Notified	Point of Contact	Phone Number	Last Verified
Washington Department of Ecology - The chief environmental regulatory agency for the State of Washington.	DOE Duty: After hours Emer. Hotline	800-258-5990	23-Jan-2023
	DOE Southwest Regional Office:	360-407-6300	23-Jan-2023
Washington State Patrol (WSP) - The state police agency for the U.S. state of Washington.	WSP District 5 (Clark, Cowlitz, Skamania):	360-578-4147	23-Jan-2023
	WSP District 8 (Pacific, Wahkiakum):	360-473-0319	23-Jan-2023
Washington Department of Fish and Wildlife (WDFW) - Tasked with responsibly preserving, protecting, and perpetuating wildlife in the state, while maximizing hunting opportunities for all residents.	WDFW:	360-902-2200	23-Jan-2023
	WDFW Oil Spill Response Team: Don Noviello	360-280-9376	23-Jan-2023
Washington Department of Natural Resources (DNR) - Manage state trust lands for the people of Washington in addition to working to remove derelict vessels.	Washington DNR:	360-902-2628	12-Sep-2022
	Washington DNR outside business hours: Tom Gorman	360-701-7692	12-Sep-2022
Washington State Parks - State parks owned by the	Washington State Parks:	360-902-8844	23-Jan-2023
	Willapa Bay zone:		

state government of Washington.	Cape Disappointment State Park	360-642-3078	23-Jan-2023
	Fort Canby State Park	888-226-7688	23-Jan-2023
	Loomis Lake State Park		
	Pacific Pines State Park	360-642-3078	23-Jan-2023
	Willapa National Wildlife Refuge	360-642-3860	23-Jan-2023
	Leadbetter State Park	360-642-3078	23-Jan-2023
	Westport Zone:		
	South Beach State Park	541-867-7451	23-Jan-2023
	Grayland Beach State Park	360-267-4301	23-Jan-2023
	Twin Harbors State Park	360-268-9717	23-Jan-2023
	Westport Light State Park		
	Westhaven State Park		
	Grays Harbor Zone:		
	Damon Point State Park	360-914-3780	23-Jan-2023
	Ocean City State Park	360-289-3553	23-Jan-2023
	Copalis Beach Zone:		
	Griffiths-Priday Ocean State Park	360-902-8844	23-Jan-2023
	Pacific Beach State Park	360-276-4297	23-Jan-2023
	Copalis Rock National Wildlife Refuge		
Washington Department of Archaeology and Historic Preservation (SHPO) - Washington's primary agency for historic preservation.	Washington SHPO: Allison Brooks	360-480-6922	23-Jan-2023
Washington Department of Health - Protects and improves the health of people in Washington State.	Duty Officer:	360-888-0838	23-Jan-2023
9240 Oregon Local Resources			
Entity Notified	Point of Contact	Phone Number	Last Verified
Emergency Dispatch Centers	Baker County	541-523-6415	23-Jan-2023
	Benton County	541-766-6911	23-Jan-2023
	Clackamas County	503-655-8911	23-Jan-2023

	Clatsop County (Astoria)	503-325-4411	23-Jan-2023
	Clatsop County (Seaside)	503-738-6311	23-Jan-2023
	Columbia County	503-397-1521	23-Jan-2023
	Coos County	541-396-2106	23-Jan-2023
	Crook County	541-416-0853	23-Jan-2023
	Brookings	541-469-1165	23-Jan-2023
	Curry County	541-247-6661	23-Jan-2023
	Deschutes County	541-693-7911	23-Jan-2023
	Douglas County	541-440-4471	23-Jan-2023
	Gilliam County	541-384-2080	23-Jan-2023
	Grant County	541-575-0195	23-Jan-2023
	Harney County	541-573-6028	23-Jan-2023
	Hood River County	541-386-2711	23-Jan-2023
	Jackson County	541-776-7206	23-Jan-2023
	Jefferson County	541-384-2080	23-Jan-2023
	Jefferson County (Warm Springs)	541-553-1171	23-Jan-2023
	Josephine County	541-471-2667	23-Jan-2023
	Klamath County	541-884-2152	23-Jan-2023
	Lake County	541-947-2345	23-Jan-2023
	Lane County (Central) Eugene/Sheriff	541-344-2211	23-Jan-2023
	Lane County (South)	541-942-9145	23-Jan-2023
	Lane County (West)	541-997-3515	23-Jan-2023
	Lincoln County (Toledo)	541-336-5555	23-Jan-2023
	Lincoln County (Willamette Valley)	503-585-8910	23-Jan-2023
	Linn County	541-967-3911	23-Jan-2023
	Malheur County	541-473-5125	23-Jan-2023
	Marion County	503-588-5032	23-Jan-2023
	Morrow County	541-676-5317	23-Jan-2023
	Multnomah County	503-760-6911	23-Jan-2023
	Polk County	503-585-8910	23-Jan-2023
	Sherman County	541-384-2080	23-Jan-2023
	Tillamook County	503-815-3911	23-Jan-2023
	Umatilla County (Milton-Freewater)	541-938-5511	23-Jan-2023
	Umatilla County	541-966-3651	23-Jan-2023

	Union County	541-963-5112	23-Jan-2023
	Wallowa County	541-426-8206	23-Jan-2023
	Wasco County	541-298-5508	23-Jan-2023
	Washington County	503-629-0111	23-Jan-2023
	Wheeler County	541-384-2080	23-Jan-2023
	Yamhill County (Newberg)	503-538-8321	23-Jan-2023
	Yamhill County (Yamhill)	503-434-6500	23-Jan-2023
Local and Tribal Emergency Managers	Baker county	541-523-8200	23-Jan-2023
	Benton county	541-766-6365	23-Jan-2023
	Benton-Corvallis	541-766-6527	23-Jan-2023
	Clackamas	503-655-8911	23-Jan-2023
	Coos	541-396-7790	23-Jan-2023
	Crook	541-447-6398	23-Jan-2023
	Curry	541-247-3208	23-Jan-2023
	Clatsop	503-791-7060	23-Jan-2023
	Columbia	503-366-3934	23-Jan-2023
	Deschutes	541-617-3303	23-Jan-2023
	Deschutes-City of Bend	541-322-6315	23-Jan-2023
	Douglas	541-440-4448	23-Jan-2023
	Gilliam	541-384-2851	23-Jan-2023
	Grant	541-575-0990	23-Jan-2023
	Harney	541-573-2443	23-Jan-2023
	Hood River	541-386-1213	23-Jan-2023
	Jackson: Holly Powers 541-841-2843	541-774-6790	23-Jan-2023
	Jackson-Medford	541-774-2322	23-Jan-2023
	Jefferson	541-475-6520 x4345	23-Jan-2023
	Josephine	541-474-5300	23-Jan-2023
	Klamath	541-851-3741	23-Jan-2023
	Lake	541-947-6027 x1204	23-Jan-2023
	Lane	541-682-6799	23-Jan-2023
	Lane-Eugene	541-682-5664	23-Jan-2023
	Lane-Springfield	541-736-1026	23-Jan-2023
	Lincoln	541-265-4199	23-Jan-2023
	Lincoln-Lincoln City	541-996-1229	23-Jan-2023

	Lincoln-Newport	541-265-5332	23-Jan-2023
	Linn	541-812-2272	23-Jan-2023
	Linn-Albany	541-917-7725	23-Jan-2023
	Malheur	541-473-5120	23-Jan-2023
	Marion	541-473-5126	23-Jan-2023
	Marion-Salem	503-589-2139	23-Jan-2023
	Morrow	541-676-5317	23-Jan-2023
	Multnomah	503-988-6700	23-Jan-2023
	City of Portland	503-823-4375	23-Jan-2023
	Polk	503-831-3495	23-Jan-2023
	Sherman	541-565-3100	23-Jan-2023
	Umatilla	541-966-3600	23-Jan-2023
	Union	541-963-1009	23-Jan-2023
	Wallowa	541-426-4543 x165	23-Jan-2023
	Wasco	541-506-2580	23-Jan-2023
	Washington	503-846-7581	23-Jan-2023
	Wheeler	541-763-4101	23-Jan-2023
	Yamhill	503-474-6300	23-Jan-2023
	Burns Paiute Tribe: Main: 541-573-8016	541-573-5562	23-Jan-2023
	Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians: Illeana Alexander (Tribal Response Program Specialist)	541-888-7513	08-Sep-2022
	Coquille Indian Tribe: Darek Mollier: 541-808-4116	541-756-0904 x1264	23-Jan-2023
	Confederated Tribes of Grand Ronde	503-879-1823	23-Jan-2023
	Klamath Tribes	541-783-2219 x183	23-Jan-2023
	Confederated Tribes of Siletz Indians	541-444-8253	23-Jan-2023
	Confederated Tribes Of The Umatilla Indian Reservation	541-429-7606	23-Jan-2023
	Cow Creek Band of Umpqua Tribe of Indians	541-677-5575	23-Jan-2023

	Confederated Tribes of Warm Springs	541-553-1161	23-Jan-2023
Ports/Harbormasters	Warrenton Harbormaster	503-791-3770	23-Jan-2023
	Astoria Harbormaster	503-468-8516	23-Jan-2023
	Port of Garibaldi	503-322-3292	11-Jan-2023
	City of Depoe Bay	541-765-2361	11-Jan-2023
	Port of Newport	541-265-3690 541-406-0461	11-Jan-2023
	Port of Siuslaw	541-997-3426	11-Jan-2023
	Salmon Harbor	541-271-3407	11-Jan-2023
	Port of Coos Bay	541-267-7678	11-Jan-2023
Hospitals	Level I Hospitals:		
	Legacy Emanuel Hospital – Portland, OR	503-413-2200	23-Jan-2023
	Oregon Health Sciences University – Portland, OR	503-494-8311	23-Jan-2023
	Level II Hospitals		
	Good Samaritan Hospital – Corvallis, OR	541-768-5111	23-Jan-2023
	Sacred Heart Medical Center – Springfield, OR	503-648-6656	23-Jan-2023
	Columbia Memorial Hospital – Astoria, OR	503-325-4321	23-Jan-2023
	Level III Hospitals		
	Providence Portland Medical Center – Portland, OR	503-215-1111	23-Jan-2023
	St. Vincent Medical Center – Portland, OR	503-216-1234	23-Jan-2023
	Tillamook County General Hospital – Tillamook, OR	503-842-4444	23-Jan-2023
	Bay Area Hospital Coos Bay – Coos Bay, OR	541-269-8184	23-Jan-2023
	Level IV Hospitals		
	Samaritan North Lincoln Hospital – Lincoln City, OR	541-994-3661	23-Jan-2023
	Lower Umpqua Hospital – Reedsport, OR	541-271-2171	23-Jan-2023
	Willapa Harbor Hospital – South Bend, WA	360-875-5526	23-Jan-2023

9250 Washington Local Resources			
Entity	Point of Contact	Phone Number	Last Verified
Emergency Dispatch Centers	Adams County	509-659-1122	23-Jan-2023
	Asotin County	509-332-2521	23-Jan-2023
	Benton County	509-786-5710	23-Jan-2023
	Clark County	360-397-2211	23-Jan-2023
	Columbia County	509-382-2518	23-Jan-2023
	Cowlitz County	360-577-3090	23-Jan-2023
	Franklin County	509-545-3510	23-Jan-2023
	Garfield County	509-843-3494	23-Jan-2023
	Grant County	509-762-1160	23-Jan-2023
	Grays Harbor County	360-533-8765	23-Jan-2023
	Kittitas County	509-925-9811	23-Jan-2023
	Klickitat County	509-773-4545	23-Jan-2023
	Pacific County	360-875-9397	23-Jan-2023
	Pierce County	253-798-4722	23-Jan-2023
	Skamania County	509-427-9490	23-Jan-2023
	Thurston County	360-786-5500	23-Jan-2023
	Wahkiakum County	360-795-3242	23-Jan-2023
	Walla Walla County	509-527-3265	23-Jan-2023
	Whitman County	509-332-2521	23-Jan-2023
	Yakima County	509-248-2103	23-Jan-2023
Local Emergency Managers	Adams County	509-488-3704	23-Jan-2023
	Asotin County	509-243-2088	23-Jan-2023
	Benton County	509-628-8092	23-Jan-2023
	Clark County	360-992-6285	23-Jan-2023
	Columbia County	509-382-3928	23-Jan-2023
	Cowlitz County	360-577-3130	23-Jan-2023
	Franklin County	509-545-3546	23-Jan-2023
	Garfield County	509-843-3494	23-Jan-2023

	Grant County	509-766-5014	23-Jan-2023
	Grays Harbor County	360-580-2281	23-Jan-2023
	Kittitas County	509-962-7525	23-Jan-2023
	Klickitat County	509-773-0582	23-Jan-2023
	Lewis County	360-740-1151	23-Jan-2023
	Mason County	360-427-7535	23-Jan-2023
	Pacific County	360-875-9338	23-Jan-2023
	Pierce County	253-798-2214	23-Jan-2023
	Skamania County	509-427-8076	23-Jan-2023
	Thurston County	360-867-2800	23-Jan-2023
	Wahkiakum County	360-795-3242	23-Jan-2023
	Walla Walla County	509-524-2902	23-Jan-2023
	Whitman County	509-397-5606	23-Jan-2023
	Yakima County	509-967-0249	23-Jan-2023
Ports/Harbormasters	Port of Grays Harbor	360-580-0134	23-Jan-2023
	Port of Kalama	360-673-2325	23-Jan-2023
	Port of Longview	360-425-3305	23-Jan-2023
	Port of Vancouver	360-693-3611	23-Jan-2023
Hospitals	Level I Hospitals:		
	Harborview Medical Center – Seattle, WA	206-744-3000	23-Jan-2023
	Capital Medical Center – Olympia, WA	360-754-5858	23-Jan-2023
	Level II Hospitals		
	Grays Harbor Community Hospital – Aberdeen, WA	360-532-8330	23-Jan-2023
	Level III Hospitals		
	Providence St. Peter – Olympia, WA	360-491-9480	23-Jan-2023
	St. John Medical Center – Longview, WA	360-636-4818	23-Jan-2023
	Level IV Hospitals		
	Ocean Beach Hospital – Ilwaco, WA	360-642-3181	23-Jan-2023

	Lourdes Medical Center – Pasco, WA	509-547-7704	23-Jan-2023
	Legacy Salmon Creek Hospital – Vancouver, WA	360-487-1000	23-Jan-2023
	Southwest Medical Center – Vancouver, WA	360-514-2745	23-Jan-2023
	Klickitat Valley Health – Goldendale, WA	509-773-4022	23-Jan-2023
	Willapa Harbor Hospital – South Bend, WA	360-875-5526	23-Jan-2023
9260 Private Resources			
Entity	Point of Contact	Phone Number	Last Verified
Oil Spill Response Organizations (OSRO) - Approved by the USCG as capable oil spill responders.	Ballard Marine – Washoughal, WA	360-695-5163	23-Jan-2023
	Clean Rivers CO-OP – Portland, OR	503-220-2040	23-Jan-2023
	Pacific Northern Environmental Corp – Longview, WA	360-423-6316	23-Jan-2023
	Global Diving and Salvage, INC. – Seattle, WA	925-439-7227	23-Jan-2023
	NRC Environmental Services – Alameda, WA	206-730-3993	23-Jan-2023
	Tidewater Environmental Service – Vancouver, WA	503-289-5621	23-Jan-2023
Inspected Facilities - Federally inspected oil, grain, etc. terminals.	Oregon Facilities:		
	Ash Grove Cement-Portland	503-784-3463	23-Jan-2023
	BP West Coast Products	503-369-0839	23-Jan-2023
	"Cal Portland (Glacier Cement)"		
	Caruthers Landing	971-563-0792	23-Jan-2023
	Cascade General Inc. T-3		23-Jan-2023
	Chevron Willbridge		

	Columbia Grain International-T-5		
	Columbia Pacific Bio-Refinery (CPBR)		
	J.R. Simplot	503-200-0712	23-Jan-2023
	Kinder Morgan Linnton	503-209-9488	23-Jan-2023
	Kinder Morgan Willbridge		
	LD Commodities - O-Dock		
	McCall Oil		
	NuStar Logistics LP (Portland)	503-969-4550	23-Jan-2023
	Ocean Terminals Co.	541-297-0198	23-Jan-2023
	Pacific Ethanol		
	Pacific Terminals Steve Politeo		
	Phillips 66		
	Portland Bulk Terminals, LLC -T5 (formerly Kinder Morgan T-5)		
	Roseburg Forest Products	541-404-9441	23-Jan-2023
	Schnitzer International Terminal	503-720-3759	23-Jan-2023
	Tidewater Boardman	509-727-1768	23-Jan-2023
	Tidewater Snake River	509-430-4508	23-Jan-2023
	Tidewater Umatilla	509-430-4508	23-Jan-2023
	Tidewater Wilma		
	Michael Walter Dan Tassel	541-252-9448 541-290-7076	23-Jan-2023
	Vigor Industrial, LLC	503-247-1761	23-Jan-2023
	Washington Facilities:		
	Marathon Petroleum	509-543-6110	23-Jan-2023
	503-425-8400	503-425-8400	23-Jan-2023
	Emerald Kalama	360-673-2550	23-Jan-2023
	Imperium Grays Harbor Lilith Deloe	360-300-6109	23-Jan-2023
	Kalama Export Company LLC	360-673-3900	23-Jan-2023
	Kinder Morgan Bulk Terminals –Vancouver		

	Millennium Bulk Terminals		
	360-696-0901	360-696-0901	23-Jan-2023
	Temco LLC – Irving		
	Temco, Kalama	360-673-2011	23-Jan-2023
	Tesoro Logistics Operations LLC		
	United Grain Corporation (formerly United Harvest, Vancouver)	360-431-7280	23-Jan-2023
	BWL Terminals	360-593-9073	23-Jan-2023
	Paper Co. Terminal Brian Wood	360-425-2150	23-Jan-2023
Media	Television Stations:		
	KATU – Portland, OR	503-231-4222	23-Jan-2023
	KOIN – Portland, OR	503-464-0600	23-Jan-2023
	KPTV – Seaside/ Astoria, OR	503-906-1249	23-Jan-2023
	Radio Stations:		
	K283BT – Astoria, OR	1-800-241-8123	23-Jan-2023
	Oregon Public Radio – Portland, OR	1-800-241-8123	23-Jan-2023
	Newspapers:		
	The Daily Astoria – Astoria, OR	503-325-3211	23-Jan-2023
	Seaside Signal – Seaside, OR	503-325-3211	23-Jan-2023
	Portland Tribune – Portland, OR	503-620-9797	23-Jan-2023

9270 State Historic and Tribal Contacts

Entity	Point of Contact	Phone Number	Last Verified
State Historic Preservation Officers (SHPO) - Play a critical role carrying out many responsibilities in historic preservation.	Washington SHPO: Allison Brooks	360-480-6922	23-Jan-2023
	Oregon State Historic Preservation Office:	503-986-0674	23-Jan-2023
	Oregon State Historic Preservation Office 24 hrs:	503-986-0690	23-Jan-2023

Tribes - Federally recognized Native American governments.	Oregon Tribes:		
	Confederated Tribes of Coos Lower Umpqua & Siuslaw Indians – Coos Bay, OR	541-888-9577	23-Jan-2023
	Columbia River Inter-Tribal Fish Commission	503-238-0667	23-Jan-2023
	Cow Creek Band of Umpqua Indians – Roseburg, OR	503-276-4587	23-Jan-2023
	Confederated Tribes of Grand Ronde	503-879-5215	23-Jan-2023
	Klamath Reservation – Chiloquin, OR	503-783-2219	23-Jan-2023
	Siletz Reservation – Siletz, OR	503-444-2513	23-Jan-2023
	Umatilla Reservation – Pendleton, OR	541-276-3165	23-Jan-2023
	Warm Springs Reservation – Warm Springs, OR	503-553-1161	23-Jan-2023
	Washington Tribes:		
	Chehalis Reservation – Oakville, WA	360-709-1851 360-273-1628	23-Jan-2023
	Shoalwater Bay Reservation – Tokeland, WA	360-267-6766	23-Jan-2023
	Quinault Reservation – Taholah, WA	360-276-8211	23-Jan-2023

9280 Waste Disposal Facilities

Waste Disposal Companies	Location	Phone	Services Offered
PNE Corp/Cowlitz Clean Sweep	Longview, WA	(360) 562-0938	Hazardous Waste Management/Disposal at Various Sites on West Coast
ACT Enviro	Portland, OR	(971) 279-6780	Hazardous Waste Management/Disposal Brokerage & Shipment
Clean Harbors Environmental	Clackamas, Eugene, Pasco, OR	(503) 785-0404	Hazardous Waste Management/Disposal Brokerage & Shipment

NRC Environmental Services	Portland, OR	(503) 283-1150	Hazardous Waste Management/Disposal Brokerage & Shipment
Veolia	Portland/Vanc, OR/WA	(909) 614-2709	Hazardous Waste Management/Disposal at Various Sites on West Coast
Chemical Waste Management of the Northwest	Arlington, OR	(541) 454-2030	RCRA/TSCA Subtitle C Landfill + HW Treatment (Stabilization/Solidification/Microencapsulation)
Columbia Ridge Recycling and Landfill	Arlington, OR	(541) 454-2030	RCRA Subtitle D Landfill
Tualatin Valley Waste Recovery	Hillsboro, OR	(503) 640-9427	ACM (Friable and Non-Friable), C&D Wastes, Asphalt, Metals, Debris Scrap Metal
Riverbend Landfill and Recycling Center	McMinnville, OR	(503) 472-8788	Recycling of Electronic Wastes, Batteries, Metals
MetroMetals Northwest, Inc.	Portland, OR	(503) 287-8861	Metals Recycling
Schnitzer Steel	Eugene, OR	(541) 686-0515	Recycling of Electronic Wastes, Batteries, Metals
Far West Recycling	Portland Metro (multiple locations), OR	(503) 255-2299	Metal, Glass, Electronics, Styrofoam
Rivergate Scrap Metals, Inc.	North Portland, OR	(503) 283-3324	Metals Recycling
ORRCO	Portland, Klamath Falls, OR + regional collection terminals	(800) 367-8894	Used Oil, Antifreeze, Spent Filters/Adsorbents, Oily Wastewater, Contaminated Fuels Recycling
Clean Harbors (ThermoFluids)	Clackamas, OR	(800) 350-7565	Used Oil, Antifreeze, Industrial Wastewater, Oily Wastewater, Contaminated Fuels Recycling
Safety-Kleen	Springfield, OR	(541) 688-0609	Used Oils Recycling, Hazardous Waste Management
Petroleum Contaminated Soils Disposal Sites	**Location**	**Phone**	**Service**

Finley Buttes Regional Landfills	Boardman, WA	(360) 965-4858	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Baker Sanitary Landfill	Baker City, OR	(541) 523-2626	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Burns-Hines Disposal Site	Burns, OR	(541) 573-6441	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Coffin Butte Landfill	Corvallis, OR	(541) 745-2018	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Columbia Ridge Landfill and Recycling Center	Arlington, OR	(541) 454-2030	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Crook County Landfill	Prineville, OR	(541) 447-6555	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Dry Creek Landfill	Eagle Point, OR	(541) 779-4161	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Hillboro Landfill	Hillsboro, OR	(503) 640-9427	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Klamath Falls Landfill	Klamath Falls, OR	(541) 891-1608	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Knott Landfill	Bend, OR	(541) 317-3163	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Lake County Landfill	Lakeview, OR	(541) 947-6048	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Lytle Boulevard Landfill	Vale, OR	(541) 473-5186	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Riverbend Landfill	McMinnville, OR	(503) 472-8788	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Roseburg Landfill	Roseburg, OR	(541) 440-4526	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes

Short Mountain Landfill	Eugene, OR	(541) 682-4120	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes
Wasco County Landfill	The Dalles, OR	(541) 296-4082	Landfill Disposal of Petroleum Contaminated Soils and Other Solid Wastes

9300 Draft Incident Action Plan (IAP)

1. Incident Name	2. Operational Period to be covered by IAP (Date/Time) From: To:	CG IAP COVER SHEET

3. Approved by Incident Commander(s):

ORG	NAME

INCIDENT ACTION PLAN

The items checked below are included in this Incident Action Plan:

- ☐ ICS 202-CG (Incident Objectives)
- ☐ ICS 202A-CG (Command Direction)
- ☐ ICS 203-CG (Organization List) – OR – ICS 207-CG (Organization Chart)
- ☐ ICS 204-CGs (Assignment Lists)
  One Copy each of any ICS 204-CG attachments:
- ☐ ICS 205-CG (Communications Plan)
- ☐ ICS 206-CG (Medical Plan)
- ☐ ICS 208-CG (Site Safety Plan) or Note SSP Location
- ☐ Map / Chart
- ☐ Weather Forecast / Tides/Currents

Other Attachments

- ☐ _____
- ☐ _____
- ☐ _____

4. Prepared by: **Date/Time**

9400 Area Planning Documentation

This appendix of the ACP was developed by Sector Columbia River and is based on an assessment of all potential sources of discharges in this area, meeting the provisions of 40 CFR 300.210(c) of the NCP. At a minimum, this appendix addresses the following area planning elements:

- Oil spill discharge and hazardous substance release history.
- A risk assessment of potential sources of discharge with the area.
- A description of planning assumptions describing a realistic assessment of the nature and size of possible threat and resources at risk.
- Planning scenarios that provide for a Worst Case Discharge (WCD), a Maximum Most Probable Discharge (MMPD), and Average Most Probable Discharge (AMPD) from a vessel, onshore facility, pipeline, or rail operating in the area as applicable.

9410 Discharge and Release History

Three historically significant spills have occurred in the Sector Columbia River AOR.

- On March 19, 1984, the fully loaded 618-foot-long United States tankship SS MOBILOIL experienced a steering gear malfunction and grounded in the Columbia River on the right ascending bank about one mile upstream from Saint Helens, Oregon. Five cargo tanks and the forepeak tank were ruptured, and more than 170,000 gallons of oil polluted the river and its shores. While a significant amount of oil remained on the surface and moved rapidly downstream, sub-surface oil also moved downstream within a meter of the bottom. Mid-water oils rose to the surface in the area of seawater intrusion.
    - https://www.osti.gov/biblio/5742109-marine-accident-report-grounding-united-states-tankship-ss-mobiloil-columbia-river-near-saint-helens-oregon-march
- On December 22, 1988, the tug, Ocean Service, collided with the barge, NESTUCCA, which spilled more than 230,000 gallons of No. 6 fuel oil into the Pacific Ocean near Grays Harbor, Washington. The resulting oil slick dispersed over 800 square miles from Grays Harbor north to Vancouver Island, British Columbia, Canada and south to Oregon. Shorelines were oiled within Grays Harbor and along 110 miles of the Washington State coast north of Grays Harbor and into the Strait of Juan de Fuca. Oil washed ashore on portions of Oregon State and Vancouver Island, British Columbia coasts. More than 13,000 oiled seabirds were collected by wildlife rescue and rehabilitation operations conducted during the spill. Estimates of actual migratory bird mortality from the spill ranged from four to six times greater than that collected.
    - https://www.cerc.usgs.gov/orda_docs/CaseDetails?ID=961
- On February 4, 1999, the 640-foot-long freighter NEW CARISSA grounded on near Coos Bay, Oregon during a major winter storm. The vessel was carrying nearly 400,000 gallons of fuel oil and diesel. After four days in the heavy surf, the NEW CARISSA began leaking oil. On February 11, the NEW CARISSA broke in half and

discharged an estimated 70,000 to 140,000 gallons of fuel oil and diesel into the Pacific Ocean. According to Oregon Fish & Wildlife, 2,453 seabirds and 672 shorebirds were injured or killed by the spill.

- https://www.fws.gov/oregonfwo/Contaminants/Spills/NewCarissa/

The average spill in the Sector Columbia River AOR is less than 100 gallons. Table 9410.1 lists recent significant spills in the Sector Columbia River AOR by year. The majority of oil spills and hazmat releases are from commercial fishing and recreational vessels (including derelict and abandoned vessels) and abandoned drums containing unknown hazardous substances and oil.

Table 9410.1: Data identified in Coast Guard MISLE Database

Significant Oil Spills by Year				
Date	Location	Source	Product	Amount
2015	Cape Blanco, OR	Fishing Vessel	Diesel/Marine Gas	3000 Gallons
2016	Grays Harbor, WA	Fishing Vessel	Diesel/Marine Gas	2965 Gallons
2017	Goble, OR	Vessels and Barges	Diesel/Marine Gas	39,100 Gallons
2018	Astoria, OR	Submerged Tank	Bunker C Oil	1000 Gallons
2019	Ilwaco, WA	Fishing Vessel	Diesel/Marine Gas	500 Gallons

9420 Risk Assessment

The Columbia River Bar has a well-deserved reputation as the most dangerous continuously navigated stretch of water in the United States. Since 1792, it has claimed approximately 2,000 vessels and 700 lives. Despite this danger, the Columbia River is the nation's number one wheat export gateway and number two for corn and soybean exports. It is the third largest grain export gateway in the world, as well as the West Coast's leader in dry bulks, mineral bulk, wood exports, and auto imports and exports. An estimated 50 million tons of cargo, valued at $24 billion, crosses the Columbia River Bar annually.
(http://columbiariverbarpilots.com/columbiariverbarpilots_safety.html; https://www.crsoa.net/)

The 2018 Northwest Area Committee Hazardous Materials Risk Task Force identified the top three hazard classes shipped in the Pacific Northwest:

- Class 3 – Flammable Liquids (85.4%)
- Class 2 – Gases (6.4%)
- Class 8 – Corrosives (4.9%)

Vessel Risk

Each year, approximately 180 oil tankers, tugs towing oil barges, and articulated barges (a tug pushing a mechanically attached barge) enter the Columbia River to deliver more than a billion gallons of refined products such as gasoline and jet fuel to Washington and Oregon. Crude oil is

moved by rail to the Portland area then loaded onto ships that transit down the Columbia River for export. Over 240 tugs with tank barges a year carry refined petroleum products from the Portland, Oregon / Vancouver, Washington area up the river to eastern Washington, Oregon, and Idaho. In addition, roughly 1,300 cargo ships (e.g., post-Panamax size Container Ships, Panamax size Bulk Carriers, Car Carriers, Log Carriers) transit the Columbia River each year carrying commodities such as grain, logs, cement, steel, chemicals, and automobiles. Cruise Ships, other passenger vessels, recreational boats, and fishing vessels also use the Columbia River waterway system.
(Columbia River Vessel Traffic Evaluation and Safety Assessment (CRVTSA), Publication #17-08-019; https://colrip.com/about/)

The largest tank vessel transiting the Sector Columbia River AOR is an American Class Tanker. This tanker class with 339,600 barrels of cargo capacity is considered the largest and most modern in the industry (https://www.kindermorgan.com/pages/business/terminals/apt.aspx). This tanker class can carry both "dirty" (black oil and crude oil) and "clean" (refined products such as gasoline, kerosene, jet fuels, or chemicals) cargoes. An example of an American Class Tanker is the T/V AMERICAN FREEDOM, which has a WCD of 339,600 barrels or 14,238,000 gallons.

There are measures in place that dramatically reduce the risk of oil discharges from tankers, tank-barges, and other vessels. After the Exxon Valdez oil spill in 1989, the Oil Pollution Act of 1990 required all new tankers and tank-barges be built with double hulls. In addition, single-hull tankers were required to be phased out. As of January 1, 2015, single-hull tankers are no longer allowed to operate in U.S. waters. The double-hull structure of tankers and tank-barges reduces the risk of oil discharges when these vessels are involved in grounding and collisions. On the other hand, container ships, freighters, and other types of vessels are still built with a single hull and carry large amounts of oil (https://response.restoration.noaa.gov/about/media/final-farewell-oil-tankers-single-hulls.html). Vessels transiting across the Columbia River Bar and up and down the Columbia River are required to be piloted by the Columbia River Bar Pilots and Columbia River Pilots. This applies to all U.S. vessels sailing under registry and for all foreign vessels. This rule does not apply to U.S. vessels not subject to inspection and foreign vessels under 100 feet in length and under 250 gross tons international (http://columbiariverbarpilots.com/columbiariverbarpilots_pilotage.html). In addition, all commercial vessels greater than 300 gross tons and tank vessels of any size carrying petroleum oil are required to have a state-approved oil spill contingency plan. In Washington and Oregon, each company may have their own vessel plan, or they may enroll their vessels in a Washington or Oregon state-approved multi-vessel contingency plan for the state they are operating in. The Marine Fire & Safety Association (MFSA) provides this coverage for vessels transiting on the Lower Columbia River and Lower Willamette River. The Washington State Maritime Cooperative (WSMC) and National Response Corporation (NRC) provide this coverage in the navigable waterways of Washington State, excluding the Columbia River system. Importantly, a vessel should only be enrolled in one contingency plan per geographic location. When a company enrolls a vessel in one of the multi-vessel contingency plans, the master, as the

company representative, is responsible to ensure the plan is followed. The master should become familiar with the plan, including notification procedures and initial response actions.

Facility Risk
Sector Columbia River has 30 waterfront facilities and 18 mobile facilities that transfer oil and hazardous materials in bulk as defined in 33 CFR 154. Nearly 90 percent of these facilities are oil facilities, and most are located in the Portland, Oregon / Vancouver, Washington metro area.

The largest facility in the Sector Columbia River AOR is in the Portland area on the Willamette River. Products handled at the facility include fuel oils, ethanol, gasolines, diesel, biodiesel, ethanol, lube oil, and crude oils. The facility has a total capacity of 53,525,639 gallons in 31 tanks. The WCD for this facility is 4,200,000 gallons.

Railroad Risk
Rail lines along the Columbia River transport a variety of oil and hazardous cargoes. Some of these trains are considered high-hazard flammable trains (HHFT). According to 49 CFR 171.8, a HHFT means a single train transporting 20 or more loaded tank cars of a Class 3 flammable liquid in a continuous block or a single train carrying 35 or more loaded tank cars of a Class 3 flammable liquid throughout the train consist (e.g., Bakken crude oil, other crude oils, acetone, ethanol, and ethyl methyl ketone). Other oil and hazmat cargoes carried by rail lines include Canadian Tar Sands, Diluted Bitumen, Anhydrous Ammonia, Chlorine, Sodium Hydroxide, Propane, and Corrosives. Individual tank cars can contain just over 30,000 gallons of crude oil or other petroleum products. Trains can carry 3,000,000 gallons of oil in a unit train of 100 tank cars; at 42 gallons per barrel that equates to 71,428 barrels. Train locomotives themselves typically hold several thousand gallons of diesel fuel plus large quantities of lube and motor oils. Individual tank cars can contain just over 30,000 gallons of crude oil or other petroleum products. Trains can carry 3,000,000 gallons of oil in a unit train of 100 tank cars; at 42 gallons per barrel that equates to 71,428 barrels. There are several rail crossings on the Lower Columbia and Willamette Rivers. They are as follows:

On the Columbia:
- · BNSF Railroad Bridge (downstream of I-5)

On the Willamette:
- · BNSF Railroad Bridge (University Park)
- · Steel Bridge (Highway 99)
- · Tillicum Bridge (Light Rail)
- · Lake Oswego Railroad Bridge (from Lower Columbia River GRS/GRP)

On June 3, 2016, a west-bound Union Pacific 96-car unit train carrying Bakken crude oil derailed in Mosier, Oregon. Sixteen cars came off the tracks approximately 600 feet from the Columbia River. An estimated 47,000 gallons of crude oil was discharged into the environment with a

minimal amount entering the Columbia River. While this incident was in the EPA Inland Zone, it demonstrates the risk to the Columbia River.
(https://nrt.org/sites/58/files/Mosier Oil Train Derailment - R. Franklin.pdf)

Pipeline Risk
The pipeline operated by BP Pipelines North America is connected to several facilities located on the Columbia River; it terminates in Portland. It carries a range of petroleum products including gasoline, diesel, and aviation turbine fuel. South of Portland is the Kinder Morgan pipeline that connects the city to Eugene OR carrying gasoline and diesel.12 Also located in Portland is Kinder Morgan's Portland Airport Pipeline. This pipeline transits commercial jet fuel 8.5 miles through the city from the terminals on the western bank of Willamette to Portland International Airport.13 If a pipeline were to leak or rupture, impact to sensitive resources in the area could be significant, (from Lower Columbia River GRS/GRP).

There is a proposal to extend the Ruby Pipeline (south-central Oregon) to the proposed Jordan Cove facility in Coos Bay, Oregon.

Non-floating Oil Risk
Some heavy oils are denser than water and may sink when spilled or may sink after natural weathering. The salt water/freshwater interface on the river is a primary factor in the potential to encounter non-floating oils on the Columbia River. A review of the operations within the Columbia River identified the following oil types transferred, stored, or handled on the river as having potential non-floating properties based on the oil-to-water density and river waterbody characteristics:

- Crude oils
- Heavy fuel oils
- Vacuum gas oil
- Used and waste oils
- Asphalt

Oil Spill Risk
Risk is a measure of probability and consequences. The majority of our discharges occur from commercial fishing vessels and recreational vessels. These spills are usually caused by a bilge pump failure that results in a vessel sinking. Many of these vessels are unregulated derelict and abandoned which further complicates responses to these spills. In addition, many of the spills occur in remote areas where response resources are not staged. Thus, it can take a long time to get adequate resources on scene to effectively respond to the oil discharge. In terms of potential spill volume, the oil handling facilities, commercial vessels, pipelines and railroads discussed above pose a risk of infrequent though higher consequence spills.

9430 Planning Assumptions - Background Information

The following assumptions are made for the WCD planning scenarios:

- The ability to respond to a WCD will be beyond the ability of the Sector Columbia River Area Committee, the local community, and local spill response resources.
- A Unified Command will be established as soon as possible.
- Responders will be adequately trained in oil/hazardous substance response and will operate within the level of their training, expertise, and capabilities as described in 29 CFR 1910.120.
- The applicable Facility/Vessel/Pipeline/Rail response plan will be implemented.
- A WCD scenario will draw major media, government, and Tribal interests.

9440 Planning Scenarios

As required by the Federal Water Pollution Control Act (FWPCA) Section 311(j), Area Contingency Plans, when implemented with the National Contingency Plan, shall be adequate to remove a WCD and to mitigate or prevent a substantial threat of such a discharge, from a vessel, offshore facility, or onshore facility. There are no offshore facilities in the Sector Columbia River AOR. See the table below for WCD amounts in the SCR AOR.

Worst Case Discharges for SCR ACP Grays Harbor Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount (gallons)	Product
MTR Facility	Fixed Facility	Hoquiam, WA	2,190,000	Biodiesel
Vessel	Tank Vessel	Aberdeen, WA	14,700,000	Group I – G IV oils
Rail	Rail Tankers	Hoquiam, WA	3,014,794	Diesel /Mineral oil

Worst Case Discharges for SCR ACP Vancouver Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount (gallons)	Product
MTR Facility	Fixed Facility	Vancouver, WA	4,599,378	Jet A
Pipeline	Fixed Pipeline	Vancouver, WA	224,742	Gas/JP5-8/Diesel
Vessel	Tank Vessel	Vancouver, WA	14,700,000	Crude/diesel/ other
Rail	Rail Tankers	Vancouver, WA	531,000	Crude/Gas/Diesel

Worst Case Discharges for SCR ACP Portland Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount (gallons)	Product
MTR Facility	Fixed Facility	Portland, OR	11,787,300	Diesel/fuel oil
Pipeline	Fixed Pipeline	Portland, OR	224,742	Gas/JP-5/Diesel
Vessel	Tank Vessel	Portland, OR	14,700,000	Group I – G V oils
Rail	Rail Tankers	Portland, OR	300,000	Crude Oil

Worst Case Discharges for SCR ACP Clatskanie Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount (gallons)	Product
MTR Facility	Fixed Facility	Clatskanie, OR	3,800,000	Renewable Diesel
Vessel	Tank Vessel	Clatskanie, OR	14,700,000	Group I – G V oils
Rail	Rail Tankers	Clatskanie, OR	300,000	Renewable Diesel

Worst Case Discharges for SCR ACP Astoria Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount (gallons)	Product
MTR Facility	Fixed Facility	Astoria, OR	33,516	Diesel
Vessel	Tank Vessel	Astoria, OR Anchorage	14,700,000	Crude/Diesel/ other

Worst Case Discharges for SCR ACP Coos Bay Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount	Product
MTR Facility	Mobile facility	Coos Bay	8,900	diesel/fuel oil
Vessel	Motor Vessel	Coos Bay	775,026	Group I – G IV oils
Rail	Not in service	Coos Bay	N/A	N/A

Worst Case Discharges for SCR ACP OR Offshore Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount	Product
Vessel	Tank Vessel	Offshore OR	14,700,000	Group I – G V oils

Worst Case Discharges for SCR ACP WA Offshore Area				
Type	Owner/Operator Vessel/Facility Name	Location	Amount	Product
Vessel	Tank Vessel	Offshore WA	14,700,000	Group I – G V oils

Worst Case Discharge

As defined by section 311(a)(24) of the FWPCA, the definition of a WCD in the case of a vessel means a discharge in adverse weather conditions of its entire cargo. In the case of an offshore facility or onshore facility, the WCD means the largest foreseeable discharge in adverse weather conditions. See tables above for WCD amounts throughout the SCR AOR.

Vessel WCD Scenario: Tank Vessel Grounding South Jetty, Columbia River

During a heavy storm, a fully-laden, inbound tank vessel lost propulsion while crossing the Columbia River Bar. The tank vessel is pushed by the winds into the South Jetty and sustains heavy hull damage. The vessel is grounded on the South Jetty and sustains more damage from two days in the heavy surf. The vessel begins to break apart and discharges approximately 14 million gallons of crude oil discharges into the environment.

- Location: South Jetty, mouth of the Columbia River, OR (46.23344 N, -124.05959 W)
- Amount: Approximately 14,000,000 gallons is discharged.
- Securing Source: None possible
- Areas at Risk: Salmonids, waterfowl, foraging shorebirds and seabirds, wetland habitat, marshlands, public lands/facilities, recreation use areas, State Parks, National Parks. Based on historic spills, the oil spill is expected to impact over 800 square miles from the mouth of the Columbia River north to Vancouver Island, British Columbia, Canada and south along the coasts of Oregon and Northern California. Grays Harbor, Northern Puget Sound and the Straits of Juan de Fuca are also impacted.
- Time of Year: January
- Weather: The weather is 41 degrees F, winds ESE at 17mph with gusts up to 45mph. The weather is cloudy with heavy rain.

Vessel MMPD Scenario: Bulk Ship Grounding near Skamokawa
A fully-laden bulk carrier was outbound on the Columbia River carrying 300,000 gallons of fuel oil when it suffered a failure of a main engine cooling jacket that initiated an automatic reduction in engine speed and the eventual loss of steering. The vessel eventually runs aground near Skamokawa, WA. As a result of the grounding, the vessel suffers damage to the hull which breaches a fuel tank resulting in the discharge of 30,000 gallons of fuel oil.

- Location: IVO Skamokawa, WA (46.27216, -123.46813)
- Amount: Approximately 30,000 gallons is discharged.
- Securing Source: None possible
- Areas at Risk: Welch Island, Grassy Island, Clifton Channel, critical habitat for bald eagles, migratory birds, and 11 species of fish. The Astoria anchorage area and other areas upstream and downstream could be impacted due to the tide cycle.
- Time of Year: December
- Weather: 42 degrees F, winds ESE at 9mph. The weather is cloudy with periods of light rain and light drizzle.

Vessel AMPD Scenario: Facility to Vessel Transfer Operation
A towing vessel was conducting a diesel fuel transfer from a Marine Transfer Facility in Vancouver, Washington. During the transfer, the tankerman misaligned the fuel transfer and transferred fuel to a tank that was at full capacity. In the time it took the tankerman to secure the transfer, approximately 222 gallons of diesel fuel discharged into the Columbia River.

- Location: The vessel is moored at Tidewater in Vancouver, WA (45.64975, -122.74612).
- Amount: Approximately 222 gallons of diesel is discharged.
- Securing Source: The source is secured mechanically.
- Areas at Risk: Freshwater Wetland – Vancouver National Historic Reserve, fish habitat for 10 species, bald eagle habitat, economic resources.
- Time of Year: July
- Weather: 78 degrees F, winds NNW at 9mph. The weather is mostly cloudy with no precipitation.

Facility WCD Scenario: Facility to Vessel Transfer Operation (Willamette River, Portland)
During a transfer operation with a tank vessel, a catastrophic rupture occurred on the transfer piping system. The emergency shutoff valve failed, and the Person in Charge is unable to shut down the transfer. The entire contents of the tank and transfer lines discharged approximately 4,200,000 gallons of diesel into the Willamette River.

- Location: St. Helens Road, Portland, OR (45.59068 N, -122.77685 W)
- Amount: Approximately 4,200,000 gallons is discharged.
- Securing Source: None possible

- Areas at Risk: bird rookeries, marine mammal haul outs, wildlife refuges, state parks, freshwater drainages, Swan Island Lagoon, Multnomah Channel, downstream resources
- Time of Year: March
- Weather: The weather is 52 degrees F, winds NNW at 7mph. The weather is mostly sunny.

Facility MMPD Scenario: Facility to Barge Transfer Operation
During a nighttime transfer operation between a barge and tank barge, the Person in Charge (PIC) fell asleep. When the PIC awoke from a strong fuel smell, he immediately engaged the emergency shutdown switch. An estimated 50,400 gallons of diesel discharged into the Willamette River during that time.

- Location: St. Helens Road, Portland, OR (45.59068 N, -122.77685 W)
- Amount: Approximately 50,400 gallons is discharged.
- Securing Source: None possible
- Areas at Risk: bird rookeries, marine mammal haul outs, wildlife refuges, state parks, freshwater drainages, Swan Island Lagoon, Multnomah Channel, downstream resources
- Time of Year: September
- Weather: 66 degrees F, winds S at 18mph with gusts up to 29mph. The weather is mostly cloudy with periods of light rain.

Facility AMPD Scenario: Facility to Barge Transfer Operation
During a transfer operation between a barge and tank barge, a dock-side valve failed. In the time it took the facility Person in Charge to secure the transfer, an estimated 2100 gallons of diesel discharged into the Willamette River.

- Location: The vessel is moored at Tidewater in Vancouver, WA (45.64975, -122.74612).
- Amount: Approximately 222 gallons of diesel is discharged.
- Securing Source: The source is secured mechanically.
- Areas at Risk: Freshwater Wetland – Vancouver National Historic Reserve, fish habitat for 10 species, bald eagle habitat, economic resources.
- Time of Year: July
- Weather: 78 degrees F, winds NNW at 9mph. The weather is mostly cloudy with no precipitation.

Rail WCD Scenario:
Catastrophic failure of the BNSF bridge as Rail car totaling two engines with minimum 17 tank cars carrying crude transiting across the bridge heading south from Vancouver to Portland derails and falls into the Columbia River discharging entire contents into the waterway.

- Location: BNSF bridge Lat: 45 37 N Long:-122 41.46 W
- Amount: 531,000 gallons of crude oil

- Areas at Risk: Port of Vancouver, Port of Portland, numerous sloughs and riparian habitats.
- Time of year: December
- Weather: 39 degrees F, winds NW 12mph gusting 18mph. Cloudy with precipitation.

Rail MMPD Scenario:
Rock levy failure due to track mud slide causes part of tank car to derail and inter the Columbia river at river mile marker 129 discharging 53,100 gallons of oil into the waterway

- Location: River mile marker 129 Lat: 45 32.49N Long: -122 18.81W
- Amount: 53,100 gallons of diesel
- Areas at risk: Cultural resources. Critical habitats along shoreline. Flag Island, Gary Island, Sandy River Delta.
- Time of year: March
- Weather: 55 degrees F, winds SW 6mph. Cloudy with precipitation

Pipeline WCD Scenario:
Pipeline suffered catastrophic rupture due anchor drag of vessel on the Multnomah Channel discharging gasoline into the waterway.

- Location: Multnomah Channel
- Amount: 224,742 gallons of gas
- Areas of risk: Downstream Suave Island National Refuge, On water housing community, Wapato access to WIllamette River Greenway, Sand Island Marine Park, St. Helens
- Time of year: May
- Weather: 57 degrees F, winds 3mph, Sunny no precipitation

9500 List of Agreements

EPA & USCG:
MOU between EPA & USCG on Assessment of Civil Penalties for Discharges of Oil and Designated Hazardous Substances
MOU between EPA & USCG Concerning the Mitigating of Damage to the Public Health or Welfare caused by a Discharge of a Hazardous Substance Under Section 311 of the Clean Water Act (33 USC 1321)
MOU between EPA & USCG Procedures for USCG Access to Superfund to Support Coast Guard Implementation of CERCLA
MOU between EPA & USCG (with respect to the prevention of oil discharges from vessels and onshore and offshore facilities)

NOAA & USCG:

MOU between NOAA & USCG on coordination and funding for the Environmental Response Management Application (ERMA) as a Common Operating Picture (COP)

EPA, NIOSH, OSHA, & USCG:
MOU between EPA, NIOSH, OSHA, & USCG Guidance for Workers Protection During Hazardous Waste Site Investigations and Clean Up and Hazardous Substance Emergencies

DOT, DOD, DOC, DOI, USDA, USDT, & EPA:
MOU between DOT, DOD, DOC, DOI, USDA, USDT, & EPA Regarding the Interagency Committee on the Marine Transportation System (ICMTS)

EPA, GSA, & USCG:
MOU between EPA, USCG, & GSA Pertaining to the Federal Response under the National Oil Hazardous Substances Pollution Contingency Plan (NCP)

EPA, USCG, DOC, DOI, USDA, DOD, DOE, & DOJ:
MOU between EPA, USCG, DOC, DOI, USDA, DOD, DOE, & DOJ Concerning the Exercise of Authority under Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act

FWS & USCG:
IAA between the FWS & USCG for Participation in Pollution Incidents

DOI & DOT (USCG):
MOU between DOI & DOT Concerning Respective Responsibilities under the National Oil and Hazardous Substances Pollution Contingency Plan

USCG, EPA, DOI, FWS, & NOAA:
MOA between USCG, EPA, DOI, FWS, & NOAA Regarding Oil Spill Planning and Response Activities under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act

NCB & USCG:
MOU between USCG & NCB Regarding the Safe Carriage and Stowage of Hazardous Materials

DoD & USCG:
MOA between DOMS & USCG for Aerial Application of Dispersants during Oil Spill Cleanup and Recovery Operations
MOA between the DOD & DOT on the use of USCG Capabilities and Resources in Support of the National Military Strategy
MOU between U.S. Navy & USCG on the Marine Safety Manual
MOA between U.S. Army & DOT on the Marine Safety Manual

MOA between U.S. Army & USCG on Responses to Marking and Removal of Sunken Vessels and Other Obstructions to Navigation
MOA between USCG & USACE to Establish a Cooperative Working Relationship to Provide Short Range Aids to Navigation Data for the Production of National River Authority Inland Electronic Navigational Charts Thereby Promoting Public Safety
IAA between USACE & USCG to Promote the Effective Utilization of Respective Resources While Engaged in Surveillance and Enforcement of Federally Contracted Ocean Dumping Activities Associated with Federal Navigation Projects

FEMA & USCG:
MOU between USCG & FEMA Regarding Support for Operations outside the Scope of the Stafford Act

FEMA & EPA:
Policy Guidance between FEMA& EPA for use on all ESF #10 Mission Assignments

DCPA & USCG:
MOU between DCPA & USCG to Identify and Fix by Agreement the Responsibilities, Functions, and Working Relationships of the USCG and DCPA

MISNA & USCG:
MOA between USCG and MISNA to Improve the Communications and Working Relationship between Parties to Address Common Goals of Sharing and Disseminating Information that Impacts the MTS and MDA

DOT & USCG:
MOA between DOT & USCG to Expedite Requests for Rulings of the Coastwise Transportation Laws during Environmental Response Activities

International Agreements:
MOU between USCG & Canada Concerning Research and Development Cooperation in Spill Response Technology (Update)
MOU between USCG & Canada Concerning Research and Development Cooperation in Spill Response Technology
MOU between USCG, Mexico, & Canada on the Exchange of Information Related to Maritime Safety, Security, and Pollution Prevention

State/Local Governments/Partnerships:
MOU between DOT (USCG) & Washington State on the Development of a Long-Term Oil Spill Risk Management Plan for the North Puget Sound Area

9600 Conversions

Conversions are located at: http://www.conversiontables.info/.

CONVERSIONS AND EQUIVALENTS

AREA s=statute, n=nautical		
Multiply	by	to derive
meters²	10.76	feet²
feet²	0.0929	meters²
kilometers²	0.386	s. miles²
s. miles²	2.59	kilometers²
s. miles²	0.7548	n. miles²
n. miles²	1.325	s. miles²
kilometers²	0.2916	n. miles²
n. miles²	3.43	kilometers²

VOLUME		
Multiply	by	to derive
barrels	42	gallons
barrels	5.615	feet³
barrels	158.9	liters
barrels	0.1589	meters³
feet³	7.481	gallons
gallons	3.785	liters

TEMPERATURE	
Calculate	To derive
5/9(°F-32°)	°C
9/5°C+32°	°F

WEIGHT		
Multiply	by	to derive
kilograms	2.205	pounds
metric tons	0.984	long tons
metric tons	1,000	kilograms
metric tons	2,205	pounds
long tons	1,016	kilograms
long tons	2,240	pounds
short tons	907.2	kilograms
short tons	2,000	pounds

DENSITY ESTIMATIONS

	Barrels/Long Ton	
	Range	Average
Crude Oils	6.7 - 8.1	7.4
Aviation Gasolines	8.3 - 9.2	8.6
Motor Gasolines	8.2 - 9.1	8.7
Kerosenes	7.7 - 8.3	8.0
Gas Oils	7.2 - 7.9	7.6
Diesel Oils	7.0 - 7.9	7.5
Lubricating Oils	6.8 - 7.6	7.2
Fuel Oils	6.6 - 7.0	6.8
Asphaltic Bitumens	5.9 - 6.5	6.2

Notes:
- 1 Long Ton equals 2,240 pounds
- As a general approximation, use 7 barrels (300 U.S. gallons) per metric ton of oil.
- 6.4 barrels/long ton is neutrally buoyant in fresh water.
- 6.21-6.25 barrels/long ton range is generally neutrally buoyant in open ocean.

- Specific Gravity of 1 or an API of 10 equals the density of fresh water.
- Specific Gravity < 1 or an API > 10 indicates product is lighter than fresh water.
- API Gravity = (141.5/Specific Gravity) - 131.5

Weight of Fresh Water: 8.3 pounds/gallon
Weight of Sea Water: 8.5 pounds/gallon

Note: Exact weight depends upon temperature and salinity.

OIL THICKNESS ESTIMATIONS

Standard Terminology	Approx. Oil Thickness microns		Approx. Volume of Oil US gallons per square mile	
	Low	High	Low	High
Sheen (S)	0.04	0.3	27	205
Rainbow (R)	0.3	5	205	3421
Metallic (M)	5	50	3421	34210
Transitional Dark (or True) (T)	50	200	34210	136840
Dark (or True) (D)	>200		>136840.495	
Emulsified (E)	Thickness range is very similar to dark oil			

For calculating volume: (Length) x (width) x (% distribution) x (% of standard term) x (thickness value)
For calculating total volume, add together volumes for each standard term

OIL WEATHERING PROCESS CONVERSION

Weathering Process	Conversion/ Information	Time Scale
Evaporation	Evaporation at 59°F: Gasoline:100% | Diesel:80% Lt crude:40% | Heavy crude:20% | Bunker C:5-10%	2-5 days
Emulsification	ncreases pollutant volume by 2-4 times. Slows other processes.	Rapidly w/wave action; onset can be delayed.
Dispersion	Moves oil from surface to water column.	<5 days
Dissolution	Most water-soluble oil components are toxic.	<5 days
Biodegredation	Rate depends on oil type & amount, temperature, nutrients, & oxygen. Consult NOAA.	Weeks - Months
Tarball formation	Tarballs are hard to detect, so slick only appears to go away.	Days - Weeks

COMMONLY-USED EQUATIONS

CIRCLE
Area = 3.14 x radius²
Circumference = 3.14 x diameter

SPHERE/TANK
Area = 4 x 3.14 x radius²
Volume = 1.33 x 3.14 x radius³

CYLINDER/PIPE/TANK
Volume = 3.14 x radius² x length

RECTANGLE/SQUARE
Area = length x width

CUBE/BLOCK/TANK
Volume = length x width x height

9700 List of Response References

Reserved

9710 Relevant Statute/Regulations/Authorities List

Federal Water Pollution Control Act

Comprehensive Environmental Response, Compensation, and Liability Act, Section 105 of CERCLA

National Oil and Hazardous Substance Pollution Contingency Plan, 40 Code of Federal Regulation (CFR) 300

Superfund Amendments and Reauthorization ACT (SARA Title III)

National Marine Sanctuaries Act

Endangered Species Act of 1973

Robert T. Stafford Disaster and Emergency Assistance Act

Historical Preservation Act of 1966

9720 Relevant Instructions/Guidelines/Standard Procedures and Practices List

U.S. Coast Guard Marine Environmental Response and Preparedness Manual, COMDTINST M16000.14A

Special Monitoring of Applied Response Technologies (SMART) Tactics, Techniques, and Procedures (TTP), CGTTP 3-75.1

Marine Environmental Response (MER) Administrative Orders Tactics, Techniques, and Procedures (TTP), CGTTP 3-75.3

Marine Environmental Response (MER) Pollution Response Tactics, Techniques, and Procedures (TTP), CGTTP 3-75.4

Marine Environmental Response (MER) Oil Sampling Tactics, Techniques, and Procedures (TTP), CGTTP 3-75.6

9730 Geographic Response Strategies

The Geographic Response Strategies are developed and maintained along with the RRT. The RRT/NWACP refers to the Strategies as the Geographic Response Plans. Each plan covers a specific geographic area and contains information meant to aid the response community in

managing the incident through, and as necessary beyond, the initial phase of the response. Information contained in the plans include: site descriptions, reference maps, recommended response strategies, shoreline information, resource at risk details, and logistical information. The plans are located on the RRT/NWACP site: https://rrt10nwac.com/Geographic Response Plan/Default.aspx.

9740 Technical References List

CANAPS

Corporation for National and Community Service

Endangered Species

Endangered Species Act (ESA) Section 7 Resources

Endangered Species Act Consultation on Pre-Spill Planning Response Tool Template

Environmental Response Management Application (ERMA)

FOSC Financial Management Checklist

FOSC Guide to NOAA Scientific Support

FOSC Guide to Environmental Response

Incident Management Handbook (Incident Management Handbook)

National Historic Preservation Act Compliance Guide

National Preparedness Resource Library

National Preparedness for Response Exercise Program (NPREP) Guidelines

National Response Framework

NPFC Technical Operating Procedures

NPFC User Reference Guide

NRT Use of Volunteers Guidelines for Oil Spills

Occupational Safety and Health Guidance Manual for Hazardous Waste Site Activities

OSLTF Claim Form

Pollution Removal Funding Authorization

SCAT Forms

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

USCG Response Resource Inventory System (RRI)

USCG Basic Ordering Agreement (BOA) Library

USCG Incident Management Software System

USCG Social Media Field Guide

USDA APHIS Wildlife Service

USDOT Federal Aviation Administration

USFWS - Best Practices for Migratory Bird Care during Oil Spill Response

Volunteering In America

9740.1 NCP Product Schedule

The EPA prepares and maintains the NCP Product Schedule, which lists dispersants and other chemical and biological agents that may be authorized for use on oil spills. The Product Schedule contains five product categories:

- Dispersants
- Surface washing agents
- Surface collecting agents
- Bioremediation agents
- Miscellaneous oil spill control agents

Sinking agents and sorbents are not listed on the Product Schedule. Burning agents are addressed within the NCP but are not listed on the Schedule. The updated Product Schedule is located at:
https://www.epa.gov/emergency-response/ncp-product-schedule-products-available-use-oil-spills

9740.2 Catalog of Crude Oil and Oil Product Properties

The National Institute for Occupational Safety and Health (NIOSH) Pocket Guide

Emergency Response Guide, 2016

9740.3 Chemical Hazards Response Information System (CHRIS) Manual

The Chemical Hazards Response Information System (CHRIS) is designed to provide information needed for decision-making by responsible Coast Guard personnel during emergencies that occur during the water transport of hazardous chemicals. CHRIS also provides much information that can be used by the Coast Guard in its efforts to achieve better safety procedures and so prevent accidents.

CHRIS consists of a handbook or manual, a hazard assessment computer system (HACS), and technical support personnel located at Coast Guard headquarters. These components and their relations to one another are described in Section 2 of this manual.

https://www.dco.uscg.mil/Portals/9/DCO%20Documents/National%20Strike%20Force/foscr/ASTFOSCRSeminar/References/CHRISManualIntro.pdf?ver=2017-09-15-105040-973

9750 Sector Columbia River Crosswalk by Section

Sector Columbia River Crosswalk by Section

This cross walk can be used to identify sections of this ACP that were derived from the 2019 and 2020 versions of the NWACP.

SCR ACP	NWACP	SPS	SCR	SCR ACP	NWACP	SPS	SCR
1000				2300		x	
1100	1000		x	2310		x	
1200	1320		x	2320		x	
1300				2330			x
1310		x	x	2400			x
1320		x	x	2410			x
1330			x	2420			x
1400				2430			x
1410	1410, 1430			2440		x	x
1420	1430			2450	2250		
1430	1440			3000			
1430.1	1440		x	3100			x
1440	1440	x	x	3110			x
1450	1440	x	x	3200		x	
1460		x	x	3210		x	

1470		x		3210.1		x	x
1500	1500, 1442, 1435			3220		x	
1610		x		3220.1		x	
1620		x		3220.2		x	
1630		x		3230		x	
1640	4610, 4615			3230.1	3360		
1650	4617			3230.2		x	
1660	4623	x		3230.3		x	
1670			x	3240	3370		
1680			x	3240.1		x	
1690.1		x		3240.2	9411		
1690.2		x		3240.3		x	
1700				3250		x	
1800				3250.1		x	
1900				3260	4610		
2000				3260.1	3350		
2100	2210		x	3260.2		x	
2110.1		x		3260.3	4614		
2110.2		x		3260.4	9406	x	
2110.3		x		3260.5	4616		
2120		x	x	3260.6		x	
2130		x		3270	4617		
2200	2230, 9203		x	3270.1		x	
2210			x	3270.2	9407	x	
SCR ACP	NWACP	SPS	SCR	SCR ACP	NWACP	SPS	SCR
3270.3	9407			3630.1		x	x
3270.4			x	3630.2		x	x
3280	4313, 4314,4623			3630.3		x	x
3300		x		4000			
3310		x		4100		x	x
3310.1			x	4110		x	x
3320			x	4200		x	x
3320.2		x		4220		x	x
3320.3		x		4230		x	x
3320.4		x		4240			x
3320.5	3390			4250		x	x
3330			x	4260			x
3340	7100			4300			x
3340.1	7231, 7232			4310			x
3340.2		x		4310.1		x	

3340.3			x	4320	4326.3		
3340.4		x	x	4320.1			x
3350		x		4320.2			x
3350.1			x	4320.3			x
3360		x		4320.4		x	x
3360.1		x	x	4400		x	
3360.2		x	x	4410			x
3400		x	x	4420			x
3410		x		4500		x	x
3410.1		x		4510			x
3410.2			x	4600	4213.1, 4213.3		x
3410.3	3305			4610.1			x
3410.4	9301.3.2, 9301.3.3			4610.2			x
3420		x		4610.3			x
3420.1			x	4610.4			x
3500		x		4610.5			x
3510		x		4610.6			x
3520			x	4610.7			x
3600	9310			4610.8			x
3610	9310			4610.9			x
3620		x		4610.10			x
3620.1		x		4610.11			x
3620.2		x	x	4610.12			x
3620.3		x	x	4700		x	x
3630		x	x	4720.5		x	
SCR ACP	NWACP	SPS	SCR	SCR ACP	NWACP	SPS	SCR
4810		x		6610			x
4820		x		7000		x	x
4830		x		8000	8015-8023.3		
4840		x		8010	8015-8023.4		
4850		x	x	8020	8015-8023.5		
4860	4314,9404	x	x	8030	8015-8023.6		
4870			x	8040	8015-8023.7		
4880		x	x	8040.1	8015-8023.8		
4890	4612, 9411			8050	8015-8023.9		
5000				8060	8015-8023.10		
5100		x		8060.1	8015-8023.11		
5200			x	8060.2	8015-8023.12		
5210			x	8060.3	8015-8023.13		
5210.1			x	8070	8015-8023.14		

5220			x	8070.1	8015-8023.15		
5220.1			x	8070.2	8015-8023.16		
5220.2			x	8070.3	8015-8023.17		
5220.5		x		8070.4	8015-8023.18		
5220.6			x	8080	8015-8023.19		
5220.7			x	8080.1	8015-8023.20		
5230			x	8080.2	8015-8023.21		
5230.1		x		8080.3	8015-8023.22		
5240			x	8080.4	8015-8023.23		
5300			x	8080.5	8015-8023.24		
5310			x	8090	8015-8023.25		
5320			x	8090.1	8015-8023.26		
5400			x	8090.2	8015-8023.27		
6000		x		8090.3	8015-8023.28		
6100		x		8090.4	8015-8023.29		
6200	6320			8090.5	8015-8023.30		
6210		x		8090.6	8015-8023.31		
6220	6420, 6421, 6450			8090.7	8015-8023.32		
6230		x		8090.8	8015-8023.33		
6300		x	x	8090.9	8015-8023.34		
6310		x		8090.1o	8015-8023.35		
6400			x	8090.11	8015-8023.36		
6500			x	8090.12	8015-8023.37		
6510			x	8090.13	8015-8023.38		
6520			x	8090.14	8015-8023.39		
6530			x	8090.15	8015-8023.40		
SCR ACP	NWACP	SPS	SCR	SCR ACP	NWACP	SPS	SCR
8100	8015-8023.41			9600		x	
8110	8015-8023.42			9700			x
8110.1	8015-8023.43			9710			x
8110.2	8015-8023.44			9720			x
8110.3	8015-8023.45			9730		x	x
9000			x	9740			x
9100		x		9740.1		x	
9110			x	9740.2		x	
9200			x	9740.3		x	
9210			x	Glossary		x	
9230			x	Acronyms			x
9240			x	Survey			x
9250			x				

9260			x				
9270			x				
9300		x					
9400		x	x				
9410			x				
9500			x				

9800 Reserved

9900 Reserved for Area/District

Glossary

The definitions and acronyms utilized throughout this plan are taken from the National Contingency Plan (40 CFR Part 300.5), CERCLA, OPA 90, or the CWA, as amended by OPA 90.

ACTIVATION - Means notification by telephone or other expeditious means to the appropriate state and local officials, or to the regional or district office of participating agencies.

ADVERSE WEATHER - Means the weather conditions that will be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height, ice, temperature, weather-related visibility, and currents within the Captain of the Port (COTP) zone in which the systems or equipment are intended to function.

AVERAGE MOST PROBABLE DISCHARGE (facilities) - Means a discharge of the lesser of 50 barrels or l percent of the volume of the WCD.

AVERAGE MOST PROBABLE DISCHARGE (vessels) - Means a discharge of 50 barrels of oil from the vessel.

COASTAL WATERS - Generally means U.S. waters which are navigable by deep-draft vessels, including the contiguous zone and parts of the high seas to which this plan is applicable, and other waters subject to tidal influence.

CONTIGUOUS ZONE - Means the zone of the high seas, established by the United States under Article 24 of the Convention on the Territorial Sea and Contiguous Zone, which is contiguous to the territorial sea and which extends nine miles seaward from the outer limit of the territorial sea.

DISTRICT RESPONSE GROUP (DRG) – The DRG provides the framework within which the USCG District to organize resources for all-hazard response operations. This framework helps to ensure that all assets residing in the District can be brought to bear in the most efficient manner, to assist the Incident Commander in responding to an incident.

DISTRICT RESPONSE ADVISORY TEAM (DRAT) – The DRAT is a readily accessible, deployable team which provides technical and logistical support for the Sector Commanders within the USCG District. Their explicit responsibility is to enhance all-hazard response preparedness for each port within the District, and to provide expertise and technical assistance to the FOSC during oil spills or chemical releases. In addition to this team, there are personnel identified as Expanded DRAT members co-located at the District that bring additional capabilities to bear as needed.

EXCLUSIVE ECONOMIC ZONE - Means the zone contiguous to the territorial sea of the United States extending to a distance up to 200 nautical miles from the baseline from which the breadth of the territorial sea is measured.

FEDERAL ON-SCENE COORDINATOR (FOSC) – The federal official pre-designated by the USEPA or the USCG to coordinate responses under subpart D of the NCP (40 CFR Part 300) or the government official designated to coordinate and direct removal actions under subpart E of the NCP. A FOSC can also be designated as the Incident Commander.

INCIDENT MANAGEMENT TEAM - A NIMS/ICS compliant overhead organization that can effectively manage an incident by developing and implementing appropriate strategies and tactics to accomplish incident objectives.

INLAND WATER - For the purposes of classifying the size of discharges, means those waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.

MAJOR DISCHARGE - Means a discharge of more than 10,000 gallons of oil to the inland waters; or a discharge to the coastal waters of more than 100,000 gallons of oil; or a discharge of a hazardous substance that poses a substantial threat to the public health or welfare, or results in critical public concern (40 CFR Part 117).

MARINE TRANSPORTATION-RELATED FACILITY (MTR facility) - Means an onshore facility, including piping and any structure used to transfer oil to or from a vessel, subject to regulation under 33 CFR Part 154 and any deep-water port subject to regulation under 33 CFR Part 150.

MAXIMUM EXTENT PRACTICABLE (facility) - Means the planning values derived from the guidelines for determining and evaluating the required response resources for facility response plans per 33 CFR 154 Appendix C.

MAXIMUM EXTENT PRACTICABLE (vessel) - Means the planning values derived from the guidelines for determining and evaluating the required response resources for vessel response plans per 33 CFR 155.1050, 155.1052, 155.1230 or 155.2230, as appropriate.

MAXIMUM MOST PROBABLE DISCHARGE (facility) - Means a discharge of the lesser of 1,200 barrels or 10 percent of the volume of a WCD.

MAXIMUM MOST PROBABLE DISCHARGE (vessel) - Means a discharge of up to 2,500 barrels of oil for vessels with an oil cargo capacity equal to or greater than 25,000 barrels; or 10% of the vessels oil cargo capacity for vessels with a capacity of less than 25,000 barrels.

MEDIUM DISCHARGE - Means a discharge of 1,000 to 10,000 gallons of oil to the inland waters or a discharge of 10,000 to 100,000 gallons of oil to the coastal waters. A discharge of a

hazardous substance equal to or greater than a reportable quantity as defined by regulation (40 CFR 117).

MINOR DISCHARGE - Means a discharge to the inland waters of less than 1,000 gallons of oil; or a discharge to the coastal waters of less than 10,000 gallons of oil; or a discharge of a hazardous substance in a quantity less than that defined as reportable by regulation (40 CFR 117).

NON-PERSISTENT OR GROUP I OIL - Means a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions - At least 50% of which by volume, distill at a temperature of 340 degrees C (645 degrees F); and at least 95% of which by volume, distill at a temperature of 370 degrees C (700 degrees F).

NON-PETROLEUM OIL - Means oil of any kind that is not petroleum based. It includes, but is not limited to, animal and vegetable oils.

PERSISTENT OIL - Means petroleum-based oil that does not meet the distillation criteria for non-persistent oils. For the purposes of this document, persistent oils are further classified based on specific gravity as follows:

- Group II - Specific gravity less than .85 (e.g. gasoline, kerosene, Nigerian Light Crude).
- Group III - Specific gravity between .85 and less than .95 (e.g. Arabian and Kuwait Crude).
- Group IV - Specific gravity between .95 to and including 1.0 (e.g. Bunker C, #6 Fuel Oil).
- Group V - Specific gravity greater than 1.0 (e.g. Carbon Black).

QUALIFIED INDIVIDUAL (S) - Means an English-speaking representative(s) of the facility identified in the plan, located in the United States, available on a 24-hour basis, familiar with implementation of the facility response plan, and trained in their responsibilities under the plan.

RESPONSE RESOURCES - Means the personnel, equipment, supplies, and other capability necessary to perform the response activities identified in a response plan.

SPILL OF NATIONAL SIGNIFICANCE (SONS) - is defined as a spill which greatly exceeds the response capability at the local and regional levels and which, due to its size, location, and actual or potential for adverse impact on the environment is so complex, it requires extraordinary coordination of federal, state, local and private resources to contain and clean up. Only the Commandant of the Coast Guard or the Administrator of the USEPA can declare a SONS.

SUBSTANTIAL THREAT OF A DISCHARGE (facility) - Means any incident or condition involving a facility that may create a risk of discharge of fuel or cargo oil. Such incidents include but are not

limited to storage tank or piping failures, above ground or underground leaks, fires, explosions, flooding, spills contained within the facility, or other similar occurrences.

SUBSTANTIAL THREAT OF A DISCHARGE (vessel) - Means any incident involving vessel that may create a significant risk of discharge of fuel or cargo oil. Such incidents include, but are not limited to groundings, standings, collisions, hull damage, fire, explosion, flooding, on-deck spills, loss of propulsion, or other similar occurrences.

TRUSTEE – means an official of a federal natural resources management agency designated in subpart G of the NCP or a designated state official or Indian Tribe or, in the case of discharges covered by OPA, a foreign government official, who may pursue claims for damages under section 107(f) of CERCLA or section 1006 of the OPA.

VESSELS CARRYING OIL AS A PRIMARY CARGO - Means all vessels carrying bulk oil cargo that have a Certificate of Inspection issued under 46 CFR Subchapter D (except for dedicated response vessels), Certificate of Compliance, or Tank Vessel Examination Letter.

VESSELS CARRYING OIL AS A SECONDARY CARGO - Means vessels carrying oil pursuant to a permit issued under 46 CFR Subchapter D (30.01-5), 46 CFR Subchapter H (70.05-30), or 46 CFR Subchapter I (90.05-35), an International Oil Pollution Prevention (IOPP) or Noxious Liquid Substance (NLS) certificate required by 33 CFR 151.33 or 151.35, a dedicated response vessel operating outside a response area, or any uninspected vessel that carries bulk oil cargo.

WORST CASE DISCHARGE (facilities) - Means:

- For facilities with above ground storage, not less than –
    - Loss of the entire capacity of all tank(s) at the facility not having secondary containment; plus
    - Loss of the entire capacity of any single tank within a second containment system or
    - The combined capacity of the largest group of tanks within the same secondary containment system, whichever is greater; and
- For facilities with below-ground storage supplying oil to or receiving oil from the MTR portion means
    - The cumulative volume of all piping carrying oil between the marine transfer manifold and the non-transportation-related portion of the facility. The discharge of each pipe is calculated as follows:
- The maximum time to discover the release from the pipe in hours, plus the maximum time to shut down flow from the pipe in hours (based on historic discharge data or the best estimate in the absence of historic discharge data for the facility) multiplied by the maximum flow rate expressed in barrels per hour (based on the maximum daily capacity of the pipe) plus the total line marine manifold and the non-transportation related portion of the facility.

WORST CASE DISCHARGE (vessel) - Means a discharge in adverse weather conditions of a vessel's entire oil cargo.

Acronyms

AC	Area Committee
ACP	Area Contingency Plan
AMSP	Area Maritime Security Plan
AOR	Area of Responsibility
ATSDR	Agency for Toxic Substance Disease Registry
AST	Atlantic Strike Team (USCG)
AVO	Affiliated Volunteer Organization
BIA	Bureau of Indian Affairs
BOA	Basic Ordering Agreement
BBL	Barrel (42 U. S. gallons)
BSEE	Bureau of Safety and Environmental Enforcement
CAC	Crisis Action Center
CANUSLAK	Canadian/ U.S. Lakes Annex to the Joint Marine Pollution Contingency Plan
CBRNE	Chemical Biological Radiological Nuclear Explosive
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation & Liabilities Act
CHRIS	Chemical Hazardous Information Response System
CGHQ	Coast Guard Headquarters
CO	Commanding Officer
COMMCEN	Communications Center
COTP	Captain of the Port (USCG)
CFR	Code of Federal Regulations
CWA	Clean Water Act
DLE	Division Law Enforcement
DOC	U. S. Department of Commerce
DOCL	Document Unit Leader
DOD	U. S. Department of Defense
DOE	U. S. Department of Energy
DOI	U. S. Department of the Interior
DOL	U. S. Department of Labor
DRAT	District Response Advisory Team
DRG	District Response Group
EFH	Essential Fish Habitat
EOC	Emergency Operations Center
ERMA	Environmental Response Management Application
ERT	Environmental Response Team (USEPA)
EU	Environmental Unit
FAA	Federal Aviation Administration
FLAT	Federal Lead Administrative Trustee
FOSC	Federal On-Scene Coordinator (USCG)
FINCEN	Coast Guard Finance Center

FWPCA	Federal Water Pollution Control Act
33 USC 1321	U. S. Code Title 33, Part 1321 (Codified version of the FWPCA)
GAL	Gallon
GLWQA	Great Lakes Water Quality Agreement
GRP	Geographic Response Plan (Note: USCG term is GRS Geographic Response Strategy)
GSA	General Services Administration
ICS	Incident Command Structure
ICS-AC	Area Command
IMAT	Incident Management Action Team
IMH	Incident Management Handbook
ISB	In-Situ Burn
JIC	Joint Information Center
JOC	Joint Operations Center
LOFR	Liaison Officer
LSC	Logistics Section Chief
MFSA	Maritime Fire & Safety Association
MIPR	Military Interdepartmental Purchase Request
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MSM	Marine Safety Manual (USCG)
MSST	Marine Safety and Security Team
MTSRU	Marine Transportation System Recovery Unit
NCP	National Contingency Plan
NIC	National Incident Commander
NICa	Alternate National Incident Commander
NIMS	National Incident Management System
NIOSH	National Institute for Occupational Safety and Health
NMFS	National Marine Fisheries Service
NOAA	National Oceanographic and Atmospheric Administration
NPFC	National Pollution Fund Center
NPS	National Park Service
NRC	National Response Center
NRDA	Natural Resource Damage Assessment
NRDAR	Natural Resource Damage Assessment and Restoration Program
NRF	National Response Framework
NRS	National Response System
NRT	National Response Team
NSF	National Strike Force
NSFCC	National Strike Force Coordination Center (USCG)
OPA 90	Oil Pollution Act of 1990
OSC	On-Scene Coordinator (USEPA)
OSHA	Occupational Safety and Health Administration

OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
PA	Programmatic Agreement on Protection of Historic Properties during Emergency Response under the National Oil and Hazardous Substances Pollution Contingency Plan
PAO	Public Affairs Officer
PHMSA	Pipeline and Hazardous Materials Safety Administration
PIAT	Public Information Assist Team (USCG)
POLREP	Pollution Report in Message Format
PREP	National Preparedness for Response Exercise Program
PRFA	Pollution Removal Funding Authorization
PRP	Potentially Responsible Party (CERCLA)
QWR	Qualified Wildlife Rehabilitator
RAR	Resources at Risk
RCP	Regional Contingency Plan
RCRA	Resource Conservation and Recovery Act of 1976
RESL	Resource Unit Leader
RP	Responsible Party
RRC	Regional Response Center
RRI	Response Resource Inventory
RRT	Regional Response Team
SDS	Safety Data Sheet
STAM	Staging Area Manager
SOFR	Safety Officer
SONS	Spill of National Significance
SSC	Scientific Support Coordinator (NOAA)
SUPSALV	Supervisor of Salvage (USN)
THSP	Technical Specialist
UAC	Unified Area Command
UCS	Unified Command System
USACOE	U. S. Army Corps of Engineers
USC	U. S. Code
USDOT	U. S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U. S. Fish and Wildlife Service
USCG	U. S. Coast Guard
USGS	U. S. Geological Survey
USN	U. S. Navy

Sector Columbia River Area Contingency Plan User Survey

Submitters Details

Name Click or tap here to enter text.

Email: Click or tap here to enter text.

Company/Agency: Click or tap here to enter text.

Phone Number (Optional): Click or tap here to enter text.

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1) Overall, how would you rate the Area Contingency Plan (1-10 with 10 being the highest mark): Choose an item.

2) How you rate the overall usability of the Area Contingency Plan (1-10 with 10 being the highest mark): Choose an item.

3) Which areas of the Area Contingency Plan are most important to you?

   Click or tap here to enter text.

4) Which areas of the Area Contingency Plan are least important to you?

   Click or tap here to enter text.

Recommended Changes

ACP Section(s): Click or tap here to enter text.

Comments:

Click or tap here to enter text.

Email this survey to: D13-SMB-SecColRvr-AreaCommittee@uscg.mil