



As the Coast Guard and EPA Regional Response Team 10 (RRT10) Co-Chairs, we'd like to report on the progress of implementing the [Pacific Northwest Oil and Hazardous Substances Spill Contingency Planning Framework](#).

Since the Region-Wide Planning Committee (RWPC) was established in July 2024, planners from the Coast Guard, Environmental Protection Agency, States of Washington, Oregon and Idaho, Makah Tribe, and Confederate Tribes of the Coos, Lower Umpqua and Siuslaw Indians have dedicated significant time reviewing and reorganizing our suite of spill contingency plans. As a result of their hard work, and decisions by Regional and Area leadership, the following milestones have been accomplished:

1. Content from the existing Northwest Area Contingency Plan (NWACP) has been identified for inclusion in one or more of the two coastal and one inland Area Contingency Plans (ACPs), the *new* Northwest Regional Contingency Plan (NWRCP), or a new part of the RRT10/Northwest Area Committees website called "[Tools and Resources](#)." This site will contain documents such as best management practices, quick response guides, checklists, and job aids and will be referenced by all plans to which the document applies. For example, the Abandoned and Derelict Vessel Best Management Practices could be incorporated by reference by all three ACPs, but not necessarily the NWRCP.
2. The Sector Puget Sound Area Committee is about 50% complete with their adaptation to the Coast Guard mandated ACP architecture. The Sector Columbia River Area Committee is about 50% complete as well. An initial draft of the *new* NWRCP, which still requires substantial formatting and other editorial work, is under review by the RWPC. As the *new* NWRCP is being drafted, the Area Committees will continue to consider content from the former NWACP for incorporation into ACPs.
3. The first combined Area and Regional Leadership meeting was held in March 2025 in conjunction with the RRT10 meeting in Neah Bay, Washington. This meeting is a useful platform for area and regional leadership engagement to discuss concerns and goals for coordinated spill contingency planning across the Pacific Northwest. The next Area and Regional Leadership meeting will be held on the afternoon of September 23rd in conjunction with the RRT10 meeting the following day, September 24th in Spokane, Washington. Agendas coming soon.
4. EPA along with our State and Tribal partners is in the process of establishing the Northwest Inland Area Committee. This group will focus on planning and preparedness activities unique to the inland zone such as risks from rail, pipeline, roadway and fixed facility sources. The first meeting of the Northwest Inland Area Committee will be held on September 23rd in Spokane, WA.
5. The December public meeting, formerly known as the Planning Summit, is being reformulated as a joint meeting of the now three distinct Area Committees (Sector Puget



Sound, Sector Columbia River and Northwest Inland); it is now called the Joint Area Committees meeting and it is dual purpose. First, it is an opportunity for Area Committee leadership to collaborate and share best practices that may apply across area boundaries, throughout the region. Second, it will be an opportunity for the public to provide input on future Regional and Area planning needs, including potential development of task forces and working groups. We have tentatively planned this Joint Area Committees meeting for December 4, 2025, in Seattle and this year's planned focus will be on prioritizing known areas of concern for future plan updates. With all four Pacific Northwest spill contingency plans still under significant revision, there is not sufficient capacity for new topic proposals. Rather, we plan to ask for public input to help us prioritize pre-identified areas of work over the coming year. A final decision on whether to hold this public forum meeting will be made in September and will be announced to the Pacific Northwest response community.

6. On June 3, 2025, NuStar Energy conducted a worst-case discharge exercise that included a notification to the Coast Guard RRT10 Co-Chair, Mr. Brian Meier, for the coastal zone. The Unified Command (UC) notified him of the event, gave a situational update, and discussed whether an RRT activation or informational update was warranted. The UC, in coordination with the Coast Guard RRT10 Co-Chair, decided an informational update was most appropriate. This update was provided via the Coast Guard Alert Warning System, and an email was sent from the Coast Guard RRT Coordinator.

Our work is far from complete, but we, the RRT10 Co-Chairs, are incredibly proud of the work being accomplished throughout the region to make our oil and hazardous substance contingency plans the best in the nation and continue our commitment to rapid and coordinated response to pollution incidents.

Thanks again for your continued support of RRT10.

Best regards,
Beth and Brian

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