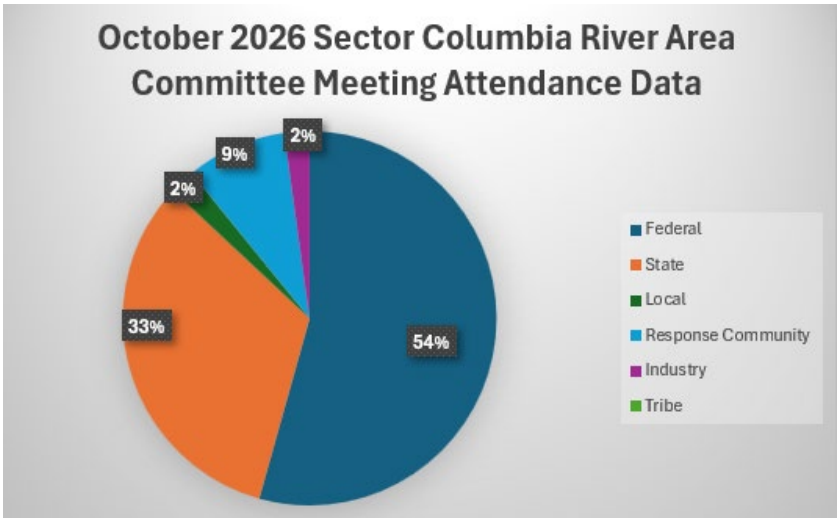
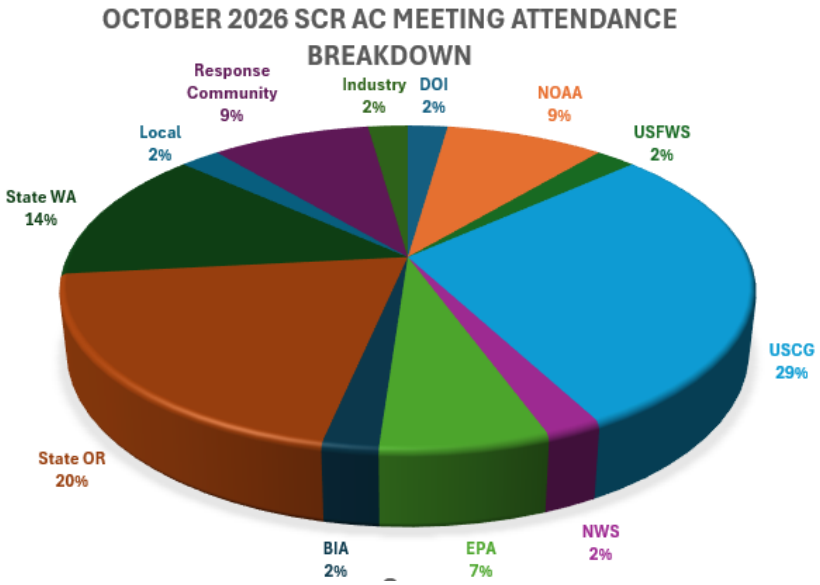
Sector Columbia River Area Committee Meeting – October 6, 2026

- Opening remarks – CAPT Migliorini
    - Thank you for the efforts on framework
- ECY – Matt Bissell
    - Echoes the monumental effort that was made to change the Contingency Planning Framework for the Northwest.
    - We understand that this will require transition time to align industry plans with the new framework and we're committed to helping industry along the way.
- ODEQ – Kyrion Gray (interim Emergency Response Manager)
    - ODEQ has some staffing gaps (one OSC out on paternity leave, others filling in
    - ODEQ is working on reviewing and will get final approval on behalf of all OR agencies
    - Echoed thanks for all those who worked on the ACP and RCP plans and thanks to those who provided comments.
    - Southern Coast GRPS are open for public comment until October 12; looking for CG input to look at it.
- Roll Call
    - See the Excel spreadsheet from constant contact sign in (used QR code & manual count) – 46 in attendance (in person and virtual).





Note 1: there was a ~25% margin of error between the Constant Contact Sign In data and manual count of personnel that attended part or all of the meeting. It appears that some attendees don't sign up or arrive late so they don't see the QR code and then did not pay attention to this during the breaks.

Note 2: There were no attendees representing Tribes this meeting.

- Operational Brief outs:
    - **SCR – MST2 Braydon Reasner**

IMD PDX

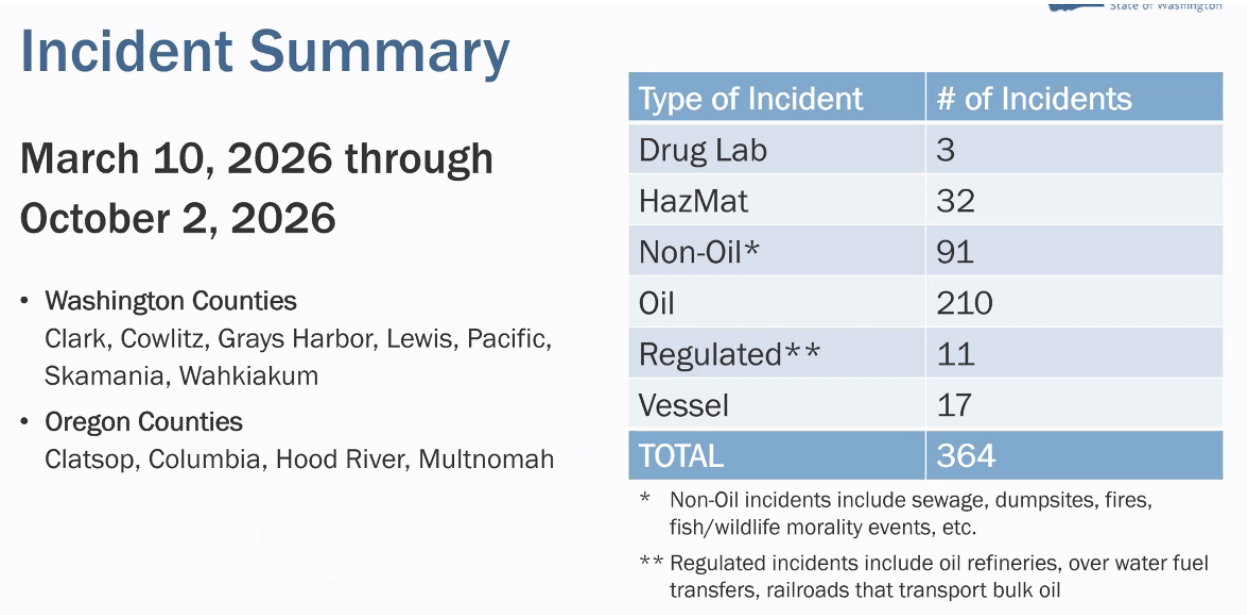
April 2026 - August 2026

Metric / Category	Volume / Count	Operational Details
Total Response Cases	84	Active incident responses
Enforcement Actions	12	Formal enforcement / administrative cases initiated
Oil Discharges	~758 gal	Petroleum product discharged to waterways
White Liquor Release	~900,000 gal	Major industrial chemical release
UN2796 Release	~100 gal	Sulfuric acid (<51%) / Battery fluid discharge

        - White liquor spill – SCR was the first federal agency to assess the waterway impact. Was FOSC initially and then EPA took it over. ESF10 was activated.

- UN2796 Release – 1000 gal of sulfuric acid spilled onto a road and some went into a storm drain. Haz substance reached RQ.
- GIUE – partnered with facilities shop. Conducted a GUIE in Vancouver WA. Evaluate if they make proper notifications, deploy equipment, etc. All objectives were met.

- **ECY – Geoff Baran (acting region supervisor for SW region)**
  - Have 8 responders out of Lacey and 2 out of Vancouver, WA.



- Nippon Dynawave Packaging incident – estimated 160,000 escaped storm system and went into ditches. It was a robust UC (EPA, USCG, ECY, 2 tribes, Cowlitz County, Nippon Dynawave). High level of media and political attention. The ACP provided a great framework; shed some light on areas where we need to include Haz mat. WA state doesn't have a specific Haz mat response account like we do for WA.
- Dredge Bayport grounding and oi spill – Occurred Aug 17 at mouth of CR. Dredge ran aground with dredge spoils. Damaged bow thruster. Incident happened at ~0400 and incident notifications didn't happen until later. Investigation in progress but navigation crewmember may have been distracted.
- Historic Contamination Discovery – A construction company was excavating a new fish passage an struck a pocket of historic petroleum contamination. Company worked with Cowlitz Tribe who was very forwarding leaning. Executed a strong response (even installed metal sheet piling to prevent egress of oil into the Columbia River. Notifications were done early which allowed for coordination between interest stakeholders (i.e. WDFW, University of Oregon, Ecology, etc.); worked together to get permitting for the project amended. Fish passage being rerouted.

- **ODEQ – Scott Smith**

  Corrosive Spills in OR – Three recent incidents have involved corrosive spills or discharges

        - Sulfuric acid spill (CG discussed) but will talk about the tail end of this – it's not 34,000 gals; it was 34,00 pounds of sulfuric acid (4000 gallons). This was an error on the NRC report, so lesson learned – always verify the unit of measurement during a spill or release. There were impacts to highway and stormwater. Lesson learned: when proof is sent digitally to verify that soil was neutralized; ensure contractors show the test strip next to the PH numbers on the bottle.

        - Johnson Creek Fish Kill – got a report as a foamy substance in the creek, then the next day, there was a report of a fish kill. There were delays in the response. Even happened on Thursday, ODFW went on scene and collected tissue samples for the fish kill, ODEQ didn't get on scene until Monday/Tuesday to get water samples. Sample analysis will take 45 days… thousands of fish were affected—'it stripped the biology out of a two-mile section of creek'. Approximately two weeks later, a facility in the area reported that they had a sodium hydroxide release which has a pH of 13.9. Lesson learned: there weren't parameters in the ACPs about how to test for Haz Mat releases like that (there's no definite guidance on how to collect samples).

- **Case Review: Astoria Pier 2 Incident – clean up lessons learned**

    - May 22-Jun 19 – SCR responded to an oil discharge at Port of Astoria Pier 2. Found that it was historic bunker oil.

    - A modified Unified Command was stood up (NOAA, CG, Port of Astoria, ODEQ) – collaborate to ensure appropriate clean up and no interruptions to the MTS.

    - They took samples (of product, leading edge, abutting shoreline for trailing edge).

        - 22 May – NRC report issued, Graymar arrived on scene; dive ops commenced

    - Description of work: Graymar provided a myriad of equipment (vac trucks, response boats, and mobile command post). Graymar did pipe removal (54' of pipe and transported across the pier to a nearby crane). They contained/secured the source. Graymar was subcontracted by Polaris. They had 3 shoreline treatment recommendations (removal oiled debris, removal of heavy oil vegetation, scrubbing oiled pier). All goals were met.



  - They identified 1,800 pilings; of those, 150 pilings were recommended for wiping.

- Miles of piping system in the area. It's an ODEQ identified Area of Concern. The wooden support that was supporting the 50' of pipe broke.
- This is a very similar scenario to what happened in 2018 at the Cannery Hotel Pier.
- Gaps in documentation make it complex to determine who owns (owned/operated) those pipes last.
- SCAT teams were comprised of Port hired Graymar who subcontracted Polaris reps. This response overlapped with the Nippon Dynawave incident so there was low personnel availability.
- No oil left the impacted area. Containment went well.

- **Presentation on ACP & New Framework, Review the 96-hour plan, GRSs**
  - Completed Public Comment Review (130+ comments); this is in addition to the 98 comments received and reviewed from Tribes during an informal advanced review/comment period.
  - Talked about the background of why we are doing this work
  - USCG, OR and WA explained how this ACP fits into the whole frame work for each state and nationally.
  - Demonstrated how to find the plans on the RRT 10 website
  - Talked about the progress and timeline for implementation for regulated entities.
    - In WA, it will most likely be about a year for each contingency plan holder's annual renewal.

- **Round Robin**
  - WA: Ecology's Updates:
    Rulemaking - Industry Oil Spill Response Plan rules in Washington are currently being

updated. Rule development phase is ongoing through Spring 2027. Anticipated adoption in Fall of 2027. More info at WAC 173-182-186 - Washington State Department of Ecology

2026 Oiled Wildlife HAZWOPER Training – November 14 (Shoreline, WA). Every year we give our registered volunteers an 8-hour HAZWOPER refresher to ensure they remain ready and engaged.
For more, visit: Register Now – 2026 Oiled Wildlife Volunteer HAZWOPER Refresher Training – Oil Spills 101

- **Closing remarks**
    - ODEQ – great seeing and speaking with everyone.
    - ECY – thanks for a good agenda.
    - SCR – thank you to all those folks who brought the ACP restructure project over the finish line. We know this is a living, continuing process. We look forward to getting continued feedback and improving our plans.
    - Next meeting is Spring 2027 (actual date TBD).

Sector Columbia River Area Committee Meeting

- MARCH 10, 2026

0900-1200

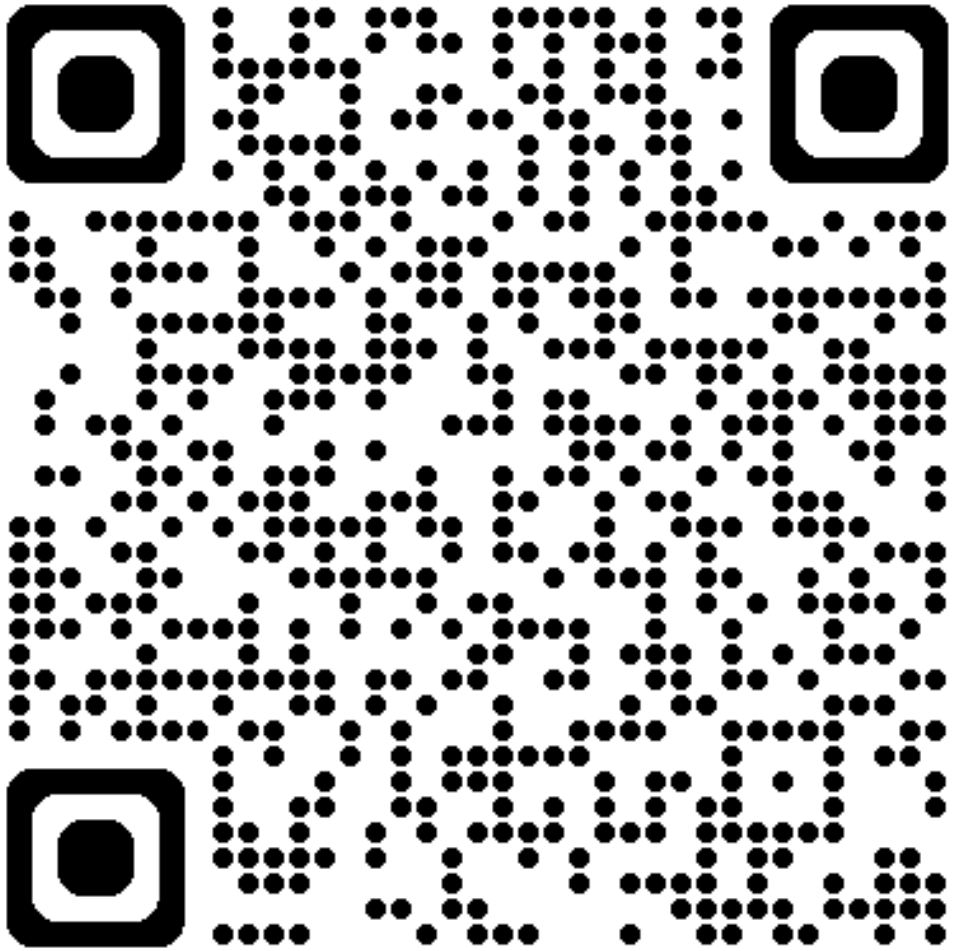
DEPARTMENT OF ECOLOGY
State of Washington

U.S. COAST GUARD SECTOR COLUMBIA RIVER

DEQ
State of Oregon Department of Environmental Quality

Agenda (1000-1245)

- Roll Call & Check-In
- Opening Remarks
- Operational Brief Outs
- Networking Break
- Port of Astoria Pier 2 Heavy Oil Incident
- Networking Break
- ACP Restructure Completion and Presentation
- 96-hour plan and GRSs
- Round Robin/Agency Updates
- Closing Remarks



Roll Call & Check-In

Opening Remarks

- USCG – CAPT ANTHONY MIGLIORINI
- ECY – MR. MATT BISSELL
- OQEQ – MR. KYRION GRAY

OSC Report Outs

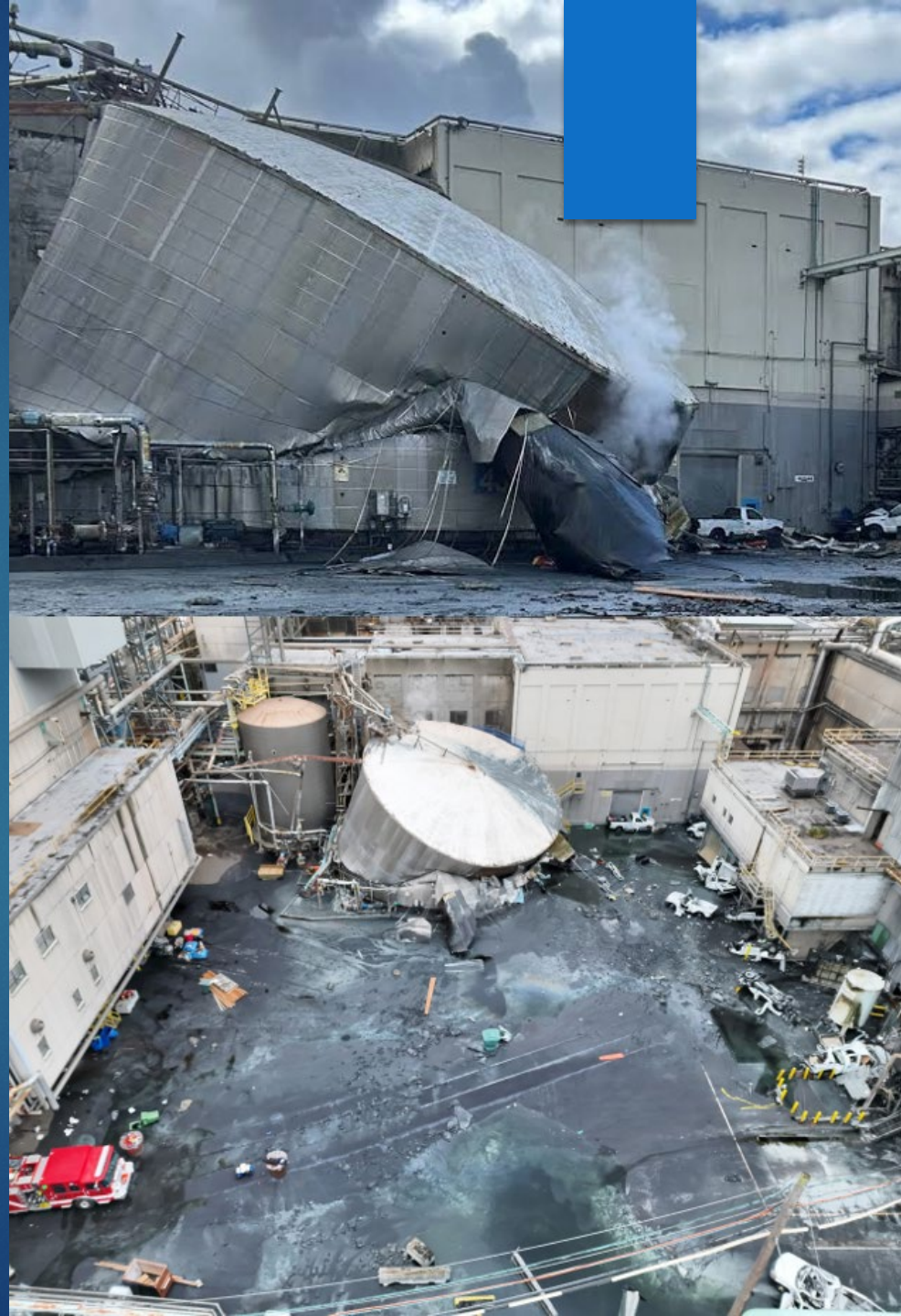
- USCG – MST2 REASNER
- ECY – MR. GEOFF BARAN
- ODEQ – MR. SCOTT SMITH

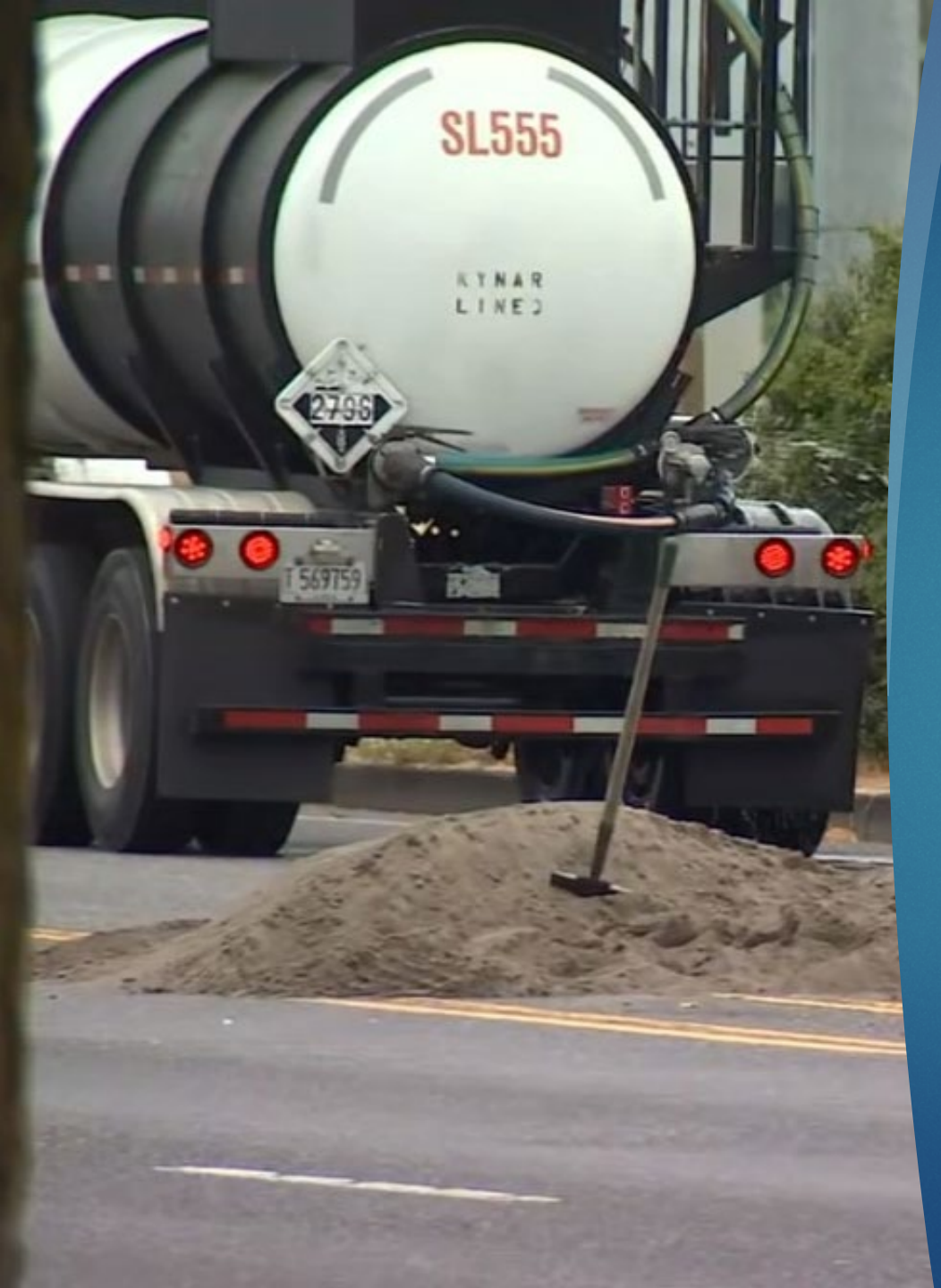
USCG- Overview

Metric / Category	Volume / Count	Operational Details
Total Response Cases	84	Active incident responses
Enforcement Actions	12	Formal enforcement / administrative cases initiated
Oil Discharges	~16,758 gal	Petroleum product discharged to waterways
White Liquor Release	~900,000 gal	Major industrial chemical release
UN2796 Release	~100 gal	Sulfuric acid (<51%) / Battery fluid discharge

White Liquor Spill

On 26 May 2026, USCG IMD was the first federal agency on-scene to assess waterway impacts following a 900,000-gallon white liquor release from a 1.0M-gallon tank, which resulted in multiple fatalities and casualties. IMD integrated into a Unified Command with EPA, Washington Department of Ecology, Cowlitz County, Longview Fire Department, and facility representatives, supported by the NOAA Scientific Support Coordinator (SSC). With EPA designated as the Federal On-Scene Coordinator (FOSC) and Emergency Support Function #10 (ESF #10) activated, the USCG provided key operational support throughout this high-visibility, nationally covered response.





UN2796 Release

- On 10 August 2026 at approximately 0530 PDT, a commercial tanker truck suffered a catastrophic pipe failure along Interstate 5 in Portland, Oregon, discharging approximately 5,000 gallons of sulfuric acid (UN2796). The released material spilled onto the roadway surface, with an estimated 100 gallons entering a municipal storm drain leading to a U.S. navigable waterway. The discharge exceeded the 1,000-pound statutory Reportable Quantity (RQ) for sulfuric acid with direct waterway impact,

Government Initiated Unannounced Exercise

- On 30 June 2026 Sector Columbia River personnel conducted a GIUE in Vancouver, WA to test their FRP and response capabilities for an AMPD. The scenario was a 220 gallon spill of diesel at the fueling dock into the Columbia River. Facility personnel made the proper notifications, used their Spill Management Team(SMT) to conduct containment and clean up. The SMT conducted all response actions within the required timeframe and deployed all necessary equipment. The Facility satisfactorily met all exercise objectives and regulatory requirements as observed from the GIUE team.











OUR MISSONS

While IMD Portland's primary mission is responding to oil and hazardous material releases, our unit also operates UAVs, completes advanced technical training, and conducts workforce outreach to educate future Coast Guard personnel.



Washington Response Update

Sector Columbia River Area Committee Meeting

Geoff Baran

October 6, 2026


Bellingham
Padilla Bay
Northwest Region
Central Region
Shoreline
Manchester Laboratory
Spokane
Eastern Region
8
Lacey
Southwest Region
Union Gap
Richland
2
Vancouver

Incident Summary

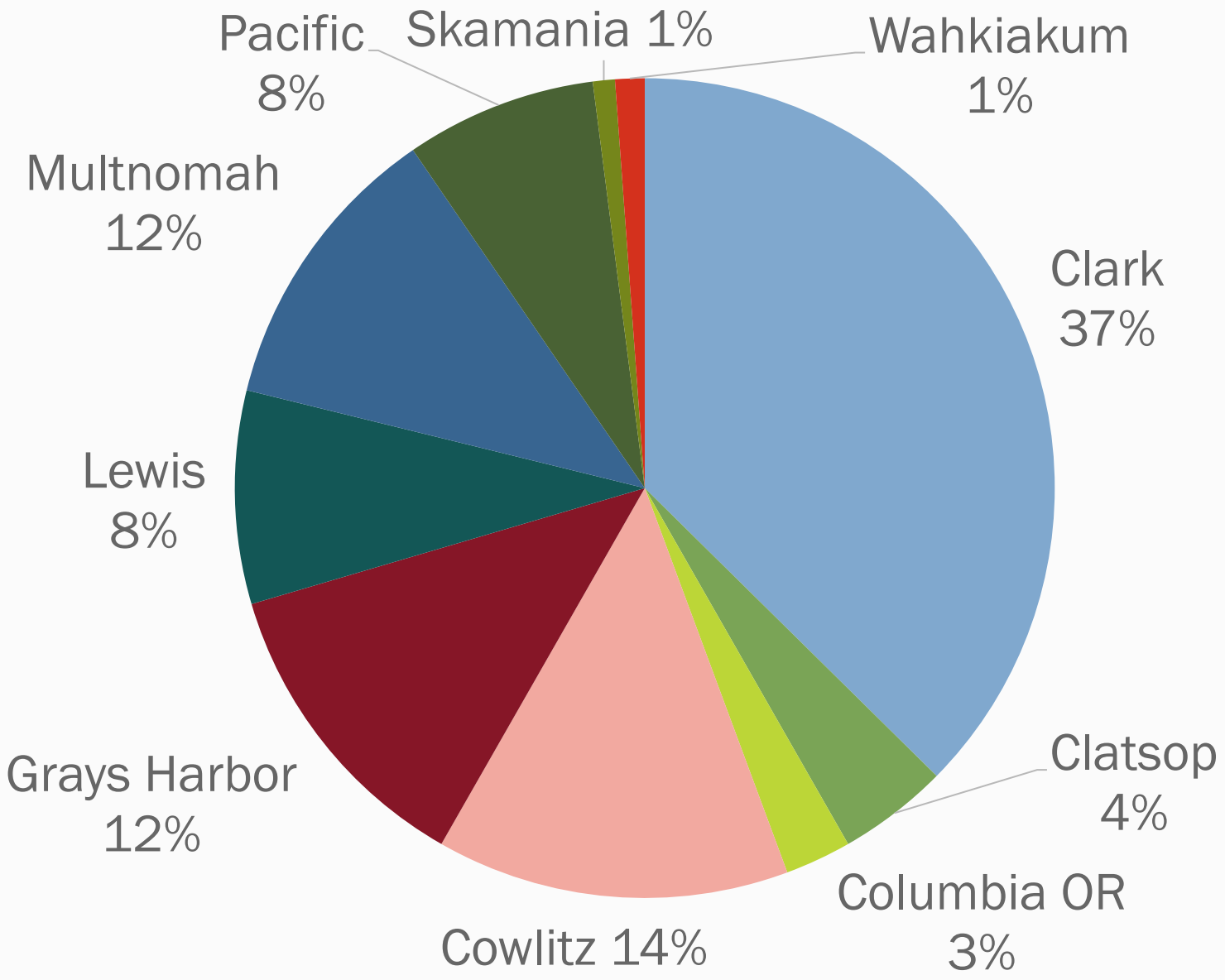
March 10, 2026 through October 2, 2026

- **Washington Counties**
  Clark, Cowlitz, Grays Harbor, Lewis, Pacific, Skamania, Wahkiakum
- **Oregon Counties**
  Clatsop, Columbia, Hood River, Multnomah

Type of Incident	# of Incidents
Drug Lab	3
HazMat	32
Non-Oil*	91
Oil	210
Regulated**	11
Vessel	17
TOTAL	364

* Non-Oil incidents include sewage, dumpsites, fires, fish/wildlife morality events, etc.

** Regulated incidents include oil refineries, over water fuel transfers, railroads that transport bulk oil


Pacific
8%
Skamania 1%
Wahkiakum
1%
Multnomah
12%
Clark
37%
Lewis
8%
Clatsop
4%
Grays Harbor
12%
Columbia OR
3%
Cowlitz 14%

Nippon Dynawave Packaging

- **Date:** 5/26/2026
- **Location:** Longview, WA
- **Incident:** A storage tank failed at an industrial paper mill, resulting in 900,000 gallons of corrosive white liquor to spill to the facility and resulted in employee fatalities. 160,000 gallons of corrosive liquid escaped into nearby flood control ditches killing over 2,900 fish.
- **Takeaways**
  - Unified Command comprised of EPA, Washington State, Yakama Nation, Cowlitz Indian Tribe, Longview Fire, Cowlitz County Fire and Nippon Dynawave Packaging
  - High level of media and political attention required IMT resources
  - Area Plan would benefit from additional hazmat recommendations
  - Unlike oil, Washington State does not have a dedicated hazardous materials response account



Dredge *Bayport* grounding and oil spill

- **Date:** 8/17/2026
- **Location:** North Jetty, Columbia River
- **Incident:** During dredging operations, the 303 ft. M/V *Bayport* ran aground near the North Jetty at the mouth of the Columbia River, damaging the bow thruster. An estimated 95 gallons of hydraulic oil spilled to the thruster void space, and 25 gallons escaped to the Columbia River.
- **Takeaways**
  - Notification occurred hours after the initial grounding
  - Ecology's Prevention Section conducted investigation and vessel inspection



Historic Contamination Discovery

- **Date:** 9/2/2026
- **Location:** Skamania County
- **Incident:** A construction company was excavating a new fish passage channel and struck a pocket of historic petroleum contamination. Sorbents, sheet piles, and plastic liners were installed to prevent oil from migrating into the Columbia River.
- **Takeaways:**
  - Cowlitz Tribe advised rapid deployment of containment measures, effectively preventing the spread of oil
  - Immediate notification enabled rapid coordination with stakeholders





Thank you

Questions?

Oregon DEQ



Corrosive Spills in Oregon

3 recent incidents have all involved corrosive spills or discharges:

- August 10th, Sulfuric Acid Tanker Truck failed valve
- September 17th, foamy water in Johnson creek and fish kill
- September 28th, release from a tote on a truck at a shipping facility

No PH numbers on bottle

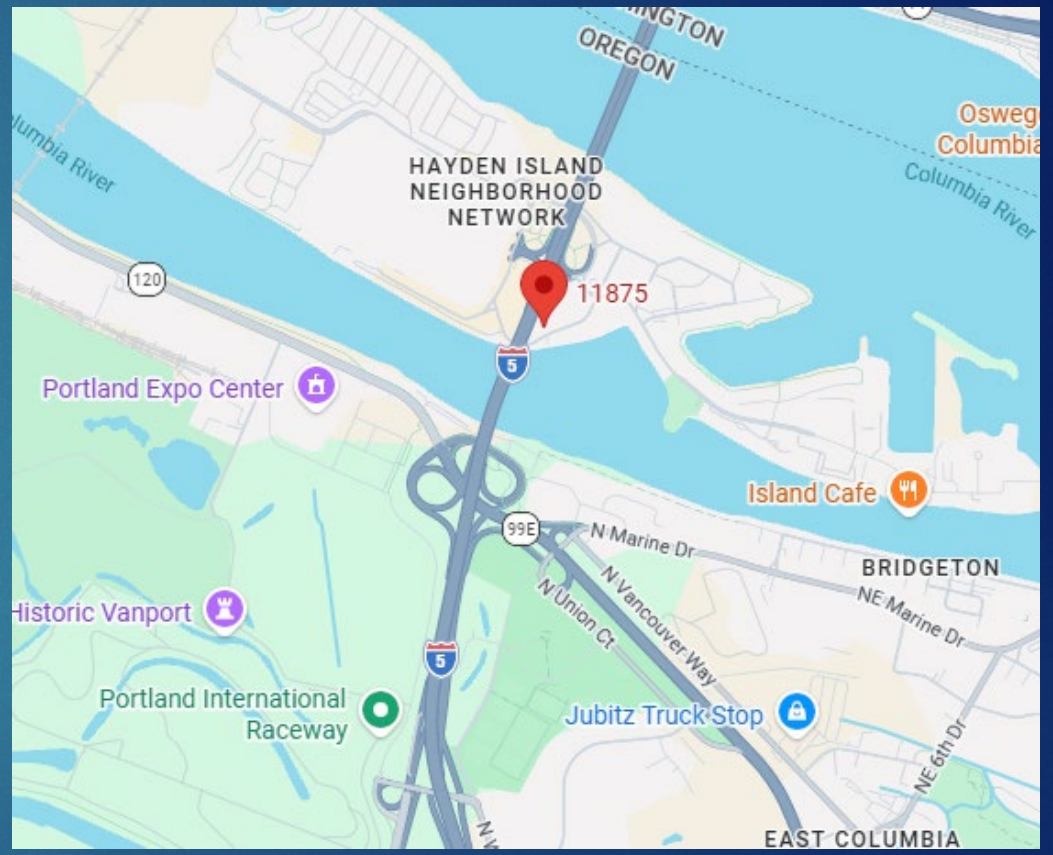
Key in shade, test strip in sun

Shady picture, far away

Blurry

August 10 Sulfuric Acid Tanker

- Sulfuric Acid
  - Occurred 8/10/2026
  - Reported as 34,000 gallons sulfuric acid from tanker truck.
  - Impacts to highway, street and stormdrains
- Lessons Learned
  - No tanker holds 34,000 gallons
  - Need to require conclusive testing results for high Ph incidents



Examples of Test Strip Failed Pictures



No PH numbers on bottle



Key in shade, test strip in sun



Shady picture, far away



Blurry

Johnson Creek Fish Kill

- Reported as a foamy substance in the creek
- ODFW and DEQ responded to take samples, but likely too late to be definitive.
- 1000's of fish reported deceased.
- Sample analysis at DEQ to take at least 45 days.
- Likely caused by corrosive discharge with a PH of 13.9 of Sodium Hydroxide (NaOH)

Video from unk location, Aug 17, 2026



OR Coastal GRP status update



Networking Break

- PLEASE BE BACK AT 1010

Roll Call & Check-In

Port of Astoria Pier 2 Recovery Review

LT NORTON, USCG SCR IMD

ZAC DOLL,

GRAYMAR ENVIRONMENTAL SERVICES

Patrick F. Norton, LT USCG

Port of Astoria Bunker Oil Discharge



SEMPER PARATUS

Table of Contents

Port of Astoria Bunker Oil Discharge

1. Case Introduction
2. Description of Work
3. STR Overview
4. Summary

Port of Astoria Bunker Oil Discharge

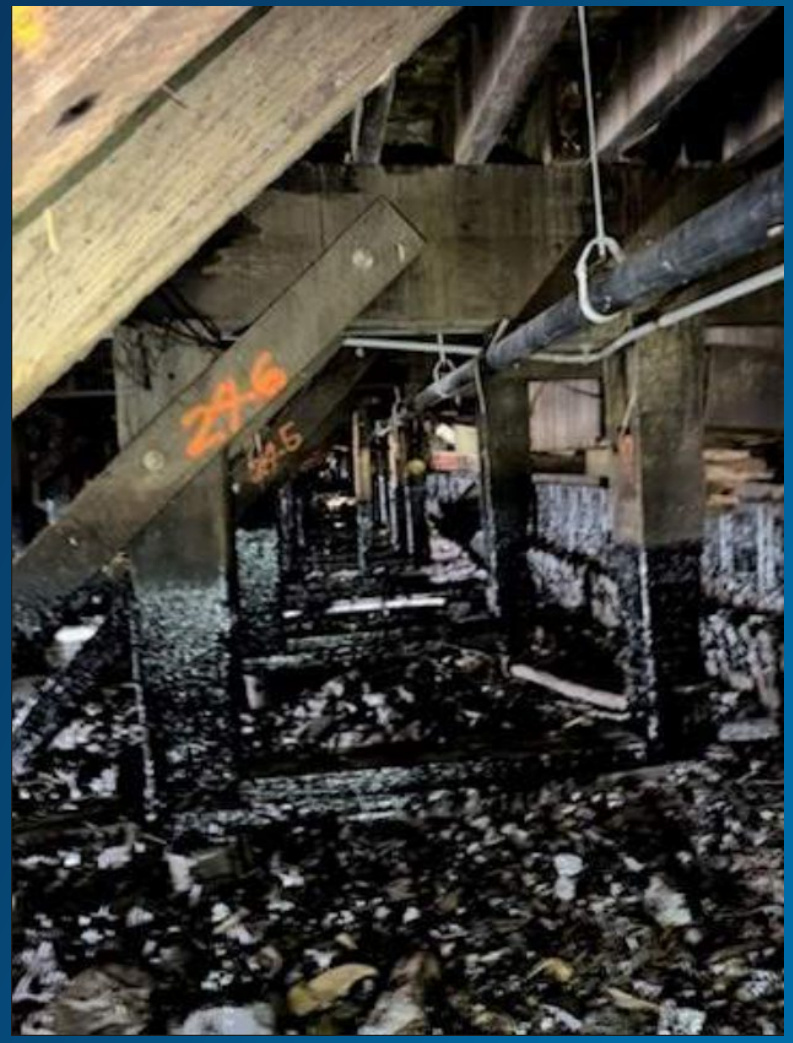
Case Introduction

Case Introduction

Between 22 May and 19 Jun 2026, Sector Columbia River (SCR) Incident Management Division (IMD) responded to an oil discharge originating at Port of Astoria Pier 2 impacting the Columbia River (NRC #1463161). The source of the discharge was determined to be a 12-inch diameter pipe of 54 ft in length.

A modified U/C was stood up between the US Coast Guard, Oregon Department of Environmental Quality, and NOAA for managing the incident.

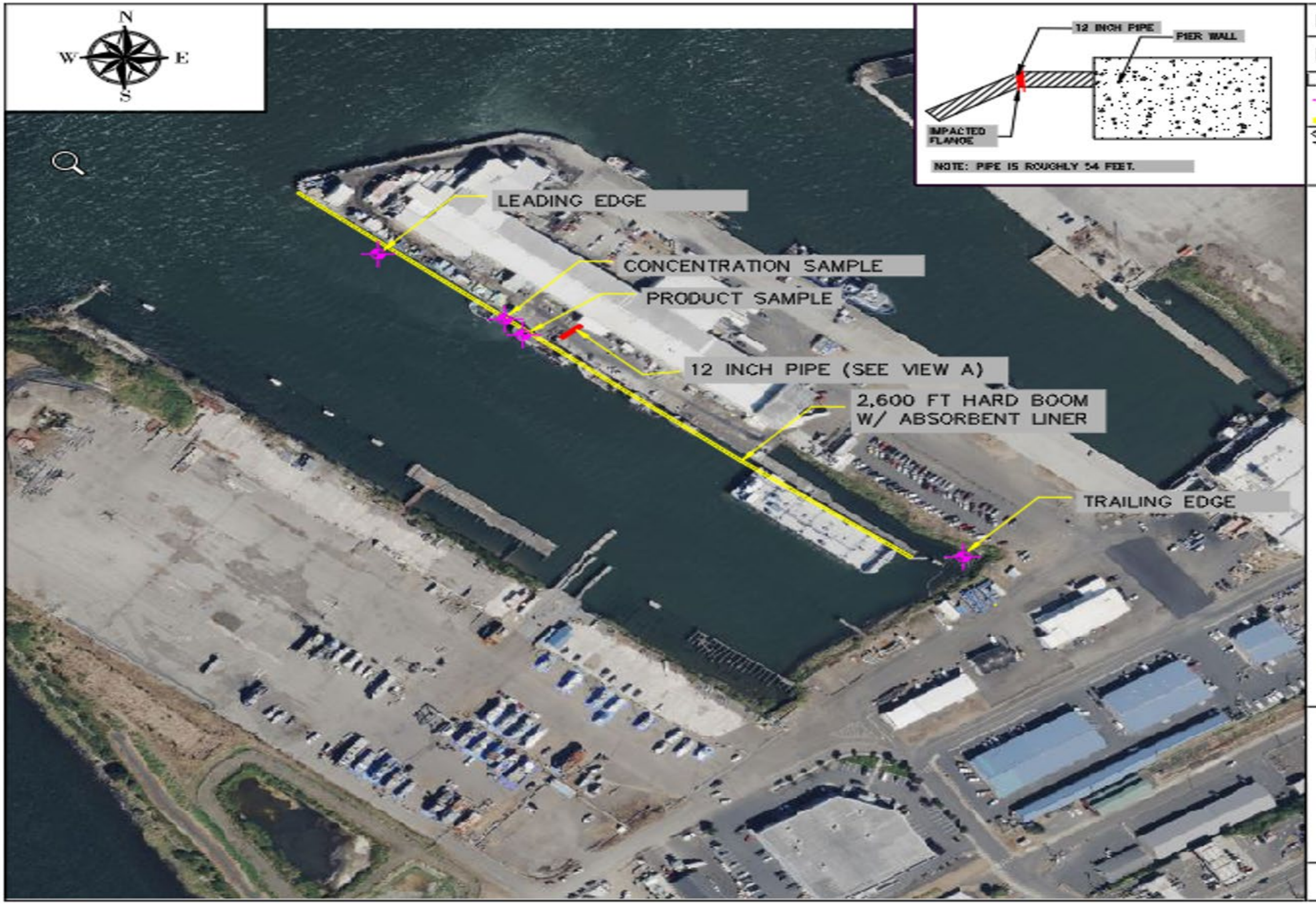
Initial containment and pipe sealing were achieved; however, follow-up site assessments identified a substantial accumulation of legacy World War II-era bunker oil coating the pier substructure.



What is Bunker Oil

- Bunker oil is a World War II historical fuel oil that was used back in the 1940s primarily for maritime vessel propulsion.
- Bunker Oil is a thick, highly viscous residual oil left over from the crude oil refining process. It was used almost exclusively as fuel for large maritime vessels, such as container ships, cruise liners, and tankers. Because it is so heavy and dense, it must be heated onboard a ship before it can flow through the pipes and burn in the engine.





LT PATRICK NORTON

DATE: 27MAY2026

LEGEND:

SAMPLE LOCATION

HARD BOOM

SCALE:

NOT TO SCALE

FIGURE 1.0: PIER II ASTORIA MAP

Case Timeline



22-28 MAY 2026

NRC Report 1463161 filed regarding a discharge of an unknown substance.

Graymar Environmental arrives on scene and conducts site assessment of the 30ft pipe and underneath the pier.

Contractors observe significant amounts of bunker oil impacted manmade and natural structures.

Dive operations commenced for pipe survey.

IMD Personnel collected 04 confirmatory samples for MSL analysis.

30-31 MAY 2026

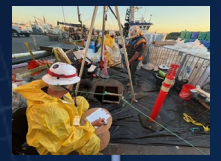
2,600 ft of boom deployed.

Vessel DECON active in the port.

SCAT surveys conducted along abutting shorelines local to the pier.

Dive operations commenced. Pipe successfully cut and capped with a flange.





01-03 June 2026

Graymar continue manual recovery utilizing sorbents.

Vessel escorts into the pier continue.

SCAT Completed. STRs drafted.

Pipe lifted with seabags and transported to local marina.

Debris removal operations completed.

Vegetation cutting commenced.

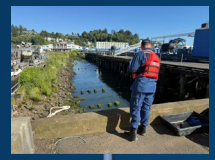
Plan being made to conduct manual scrubbing of piling.



04-05 June 2026

Vegetation trimming and extraction completed.

Scrubbing of piling cross sections continues



09-15 June 2026

All STRs completed.

IMD Astoria conducted two follow-on inspections of the site and have determined that STR efficacy was adequate.

Case closed.

Port of Astoria Bunker Oil Discharge

Description of Work

Graymar Environmental Services
Contracted Services







Pipe Removal and Flange Installment





Pipe DECON and Flange Installment



Before



After

Shoreline Cleanup Assessment Technique (SCAT)

- Graymar Environmental subcontracted Polaris Applied Sciences to conduct SCAT.
- SCAT was perfomed on 1.5 miles of shoreline.
- Based on the results, three areas were specified of in need of treatment; 1) South abutting shoreline, 2) SE abutting shoreline, 3) Underneath the Pier (SCAT not conducted)
- The SCAT evaluations concluded with three shoreline treatment recommendations (STRs):

  - STR-01: Removal of Loose



STR-01: Removal of Loose Organic and Inorganic Oiled Debris Material

Objective: Remove visible organic and inorganic oiled debris and LIMITED scraping/wiping of oil splatters on substrate.

Area of Cleanup: Highlighted in red on the map. Roughly 1.5 m X 200 m with sporadic oiled debris and intermittent splatters of fresh transferable oiling on substrate. The area subject to the cleanup is identified in red on the map.

Cleanup recommendation: using a crew of two people, with plastic disposal bags, sorbent pads, and light hand tools (hoe, small rakes, or shovels).

Endpoint: No loose debris with transferable oiling AND no oiling greater than coat on substrate.

On 22JUN2026, USCG IMD conducted an evaluation of the abutting shorelines identified in the map above. IMD did not observe any signs of floating oil, sheening, or impacted material at the time of the eval. The treatment appeared to be effective. No further action was needed.









STR-02 Removal / Trimming of Oiled Vegetation

Objective: Removal of heavily oiled vegetation and LIMITED scraping/wiping of oil splatters on substrate.

Area of Cleanup: Highlighted in red on the map. Roughly 1.5 m X 100 m with clumps of heavily oiled vegetation and intermittent splatters of fresh transferable oiling on substrate.

Cleanup recommendation: manual cutting of heavy oiled vegetation using weed eater or hand clippers above the substrate then disposing of the impacted material immediately.

Endpoint: No oiled vegetation with transferable oiling AND no oiling greater than coat on substrate. Transferable being defined as any oiling that can easily come off on contact with latex or sorbent swipes.

On 22JUN2026, USCG IMD conducted an evaluation of the south shoreline identified in the map above. IMD did not observe any signs of floating oil, sheening, or impacted material at the time of the eval. The treatment appeared to be effective. No further action was needed.









STR-03: Removal of Heavy Oil from Wooden Pilings and Support Braces

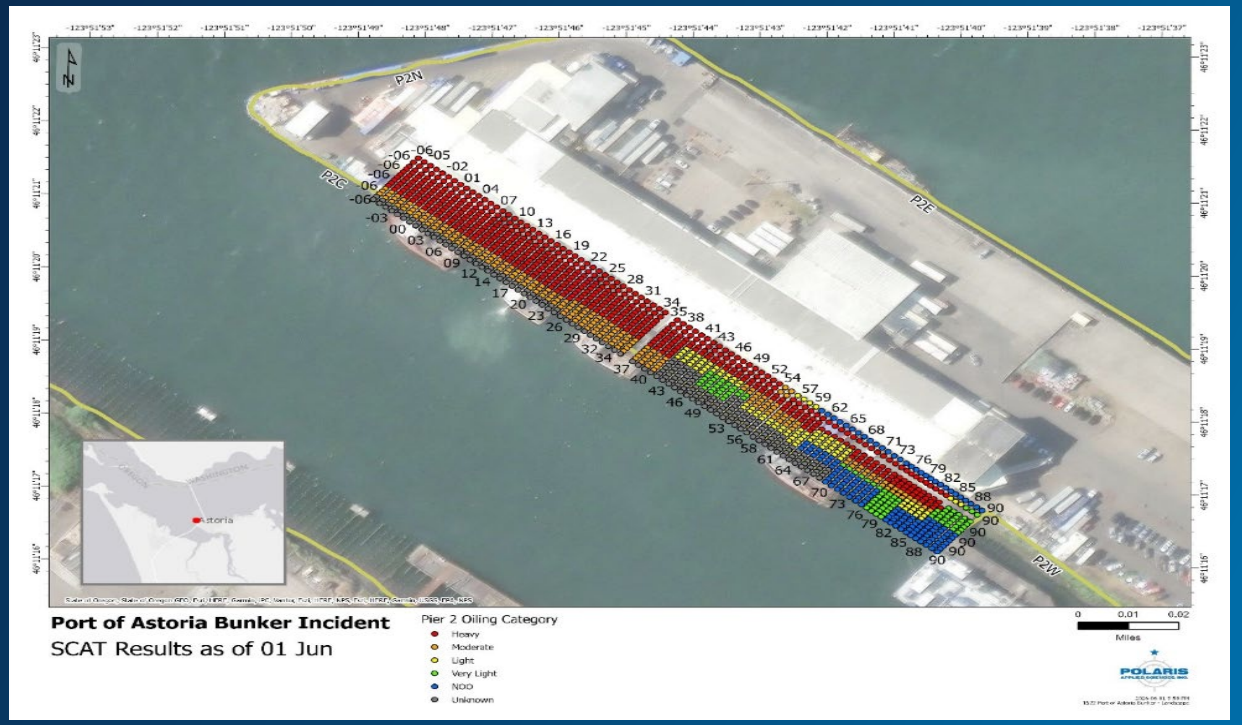
Objective: Removal of heavily oiled bunker oil coating wooden pilings, support braces, and any type of tubing/conduit material under Pier 2 deemed operationally feasible.

Area of Cleanup: Identified in the map. Roughly 290 m X 25 m area under Pier 2 with an estimated 1,800 pilings, of which 70% are heavily or moderately oiled and may benefit from treatment. In total 155 cross sections of pilings were recommended for wiping.

Cleanup recommendation: manual wiping of pilings, support braces, and tubing/conduit. Field tests by operations have demonstrated that by wiping wooden pilings with pompoms and possibly sorbent pads, oilings levels on wooden support structures were significantly reduced.

Endpoint: Reducing oiling concentrations as much as reasonably practicable given the restrictions of the work environment to promote weathering and accelerate natural attenuation.

On 22JUN2026, USCG IMD conducted an evaluation of the pier to determine any residual sheening from result of on scene tides washing against the impacted areas. IMD did notice an old gray sheen, but no indications of fresh sheening.

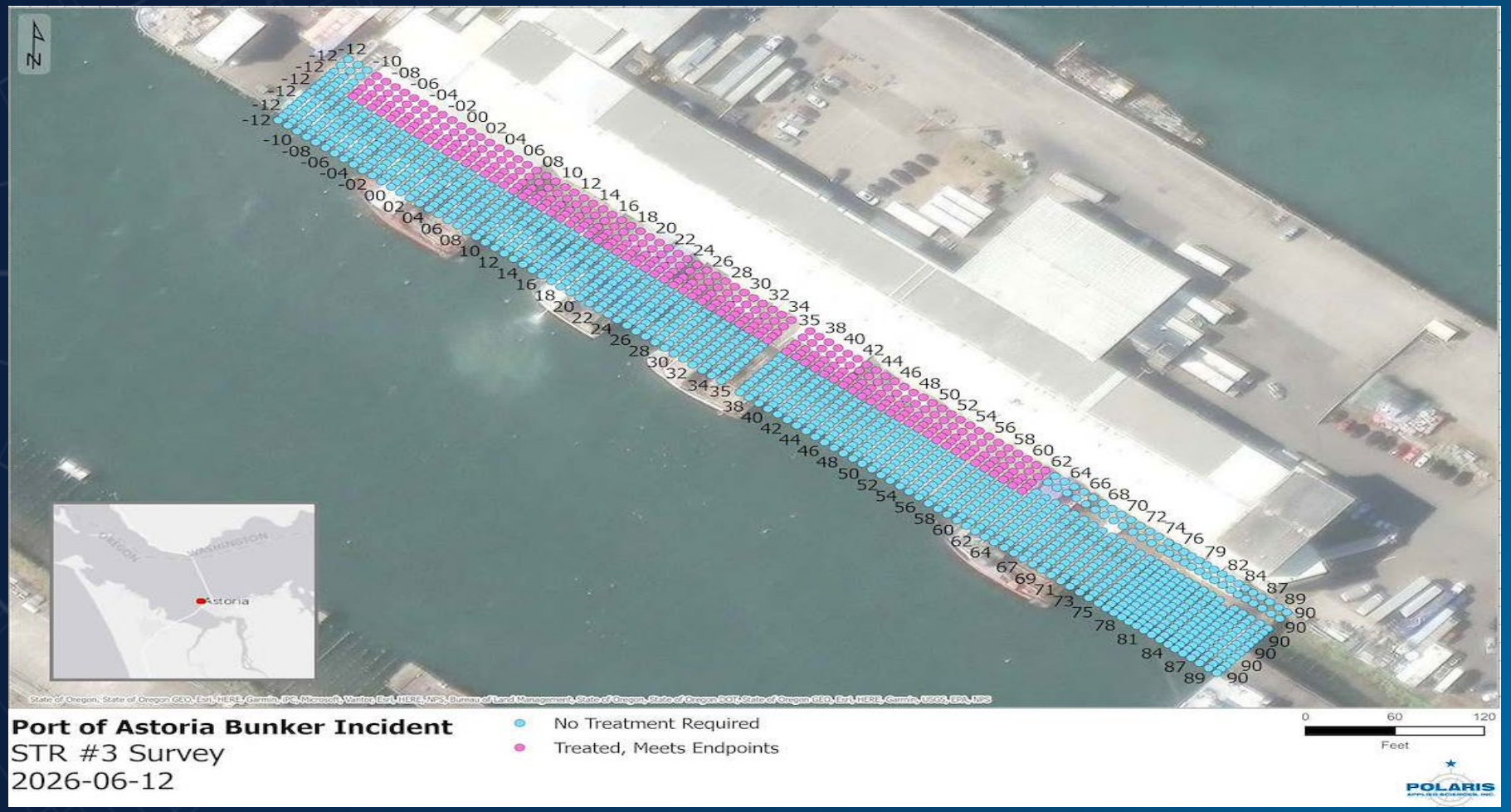








STR-03: Removal of Heavy Oil from Wooden Pilings and Support Braces (cont.)



STR-03: Removal of Heavy Oil from Wooden Pilings and Support Braces (cont.)



Before



After

Port of Astoria Bunker Oil Discharge

Case Summary

Case Summary

- Between 22MAY2026 and 09JUN2026, response agencies and contractor Graymar Environmental responded to an oil discharge from a legacy 12-inch decommissioned pipeline beneath Pier 2 at the Port of Astoria, releasing residual World War II-era bunker oil into the Columbia River.

- A modified Unified Command (USCG, OR DEQ, Port of Astoria) managed containment, source securing/pipeline extraction, shoreline cleanup, and wildlife recovery in compliance with the National Contingency Plan (NCP).

- As of 15JUN2026, all active cleanup operations have been successfully finalized. Source containment, debris removal, and shoreline vegetation treatments are complete, and manual wiping across all piling cross-sections concluded with satisfactory follow-up inspections.





SEMPER PARATUS



If you have not done so, please sign in using the QR code above.

Networking Break

- PLEASE BE BACK AT 1125



Sector Columbia River Area Contingency Plan:

The New Framework

Karen Denny / Jon Alexander / Don Pettit

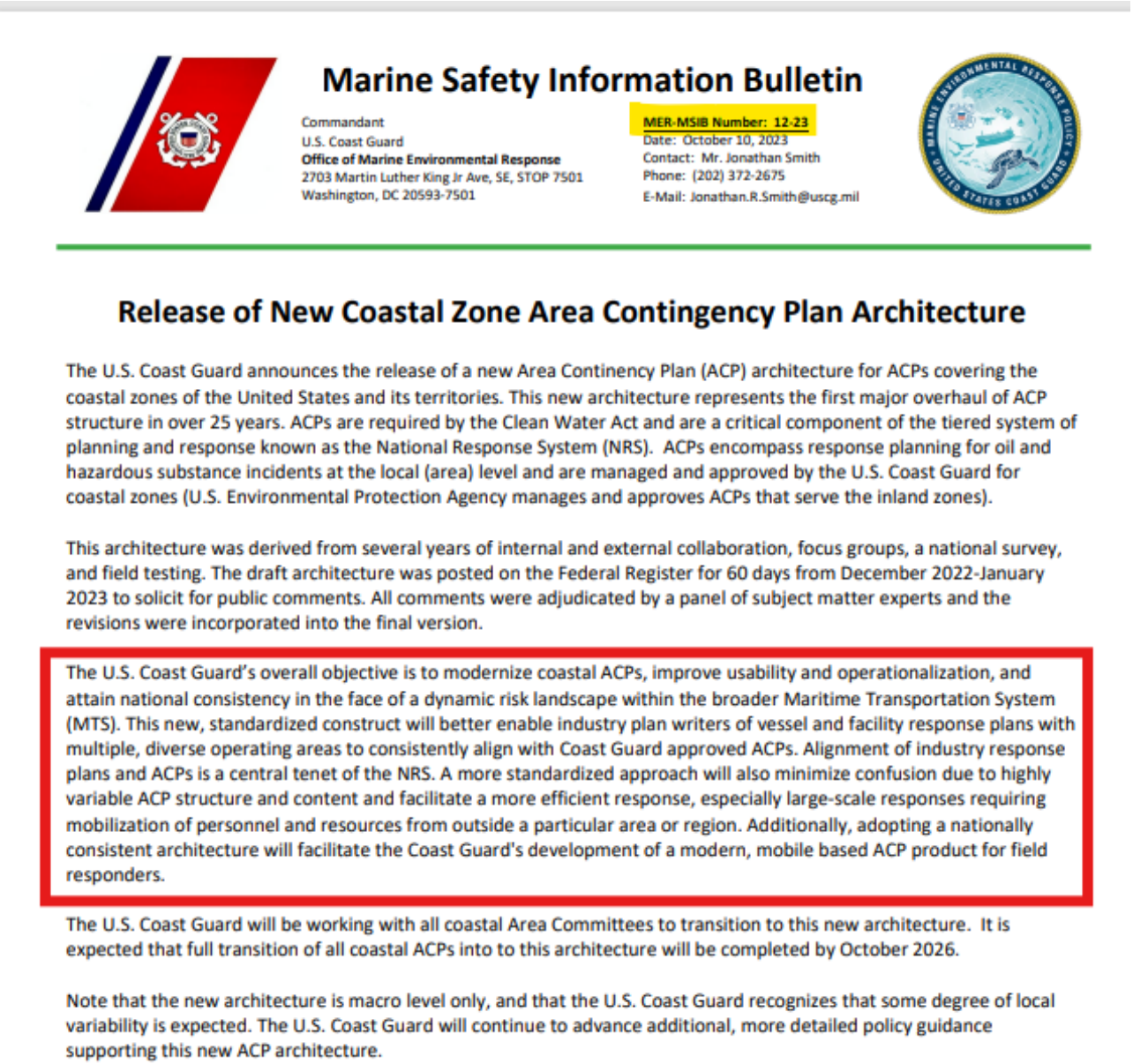
Objectives

- Overview of the ACP Restructure Project
- New RRT 10 Plan framework
- Importance to the USCG, WA, and OR
- How this ACP can be accessed
- 96-hour plan & GRP access refresher
- Moving forward

Overview of the Restructure Project

Per MSIB 12-23, the Coast Guard:

- Established requirements for all coastal ACPs to meet a certain architecture to promote standardization throughout ACPs nationally.
- Deadline for ACPs to restructure: October 2026.
- Region 10 has two coastal ACPs (Sector Puget Sound and Sector Columbia River).



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Office of Marine Environmental Response
2703 Martin Luther King Jr Ave, SE, STOP 7501
Washington, DC 20593-7501

MER-MSIB Number: 12-23
Date: October 10, 2023
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Release of New Coastal Zone Area Contingency Plan Architecture

The U.S. Coast Guard announces the release of a new Area Continency Plan (ACP) architecture for ACPs covering the coastal zones of the United States and its territories. This new architecture represents the first major overhaul of ACP structure in over 25 years. ACPs are required by the Clean Water Act and are a critical component of the tiered system of planning and response known as the National Response System (NRS). ACPs encompass response planning for oil and hazardous substance incidents at the local (area) level and are managed and approved by the U.S. Coast Guard for coastal zones (U.S. Environmental Protection Agency manages and approves ACPs that serve the inland zones).

This architecture was derived from several years of internal and external collaboration, focus groups, a national survey, and field testing. The draft architecture was posted on the Federal Register for 60 days from December 2022-January 2023 to solicit for public comments. All comments were adjudicated by a panel of subject matter experts and the revisions were incorporated into the final version.

The U.S. Coast Guard's overall objective is to modernize coastal ACPs, improve usability and operationalization, and attain national consistency in the face of a dynamic risk landscape within the broader Maritime Transportation System (MTS). This new, standardized construct will better enable industry plan writers of vessel and facility response plans with multiple, diverse operating areas to consistently align with Coast Guard approved ACPs. Alignment of industry response plans and ACPs is a central tenet of the NRS. A more standardized approach will also minimize confusion due to highly variable ACP structure and content and facilitate a more efficient response, especially large-scale responses requiring mobilization of personnel and resources from outside a particular area or region. Additionally, adopting a nationally consistent architecture will facilitate the Coast Guard's development of a modern, mobile based ACP product for field responders.

The U.S. Coast Guard will be working with all coastal Area Committees to transition to this new architecture. It is expected that full transition of all coastal ACPs into to this architecture will be completed by October 2026.

Note that the new architecture is macro level only, and that the U.S. Coast Guard recognizes that some degree of local variability is expected. The U.S. Coast Guard will continue to advance additional, more detailed policy guidance supporting this new ACP architecture.

ACP Architecture

- Excerpt of the Architecture matrix provided by the U.S. Coast Guard to standardize ACPs across the nation.

5000 Response	5100	Initial Reporting, Notification, and Preliminary Assessment Procedures
	5110	Preliminary Assessments
	5120	Cleanup Assessment Protocol
	5200	Emergency Consultations
	5210	ESA
	5220	Section 106
	5300	General Hierarchy of Response Priorities
	5310	Safety
	5320	Priority Identification and Protection Strategies
	5330	Risk Assessment for Sensitive Area Prioritization
	5340	Environmentally Sensitive Areas
	5350	Wildlife Rescue & Recovery
	5360	Aligning of NRDA with Response
	5400	National Incident Management System (NIMS)
	5410	Unified Command (UC)
	5420	FOSC Decision Authority
	5430	Responsible Party
	5440	Common Operating Picture (COP)
	5450	Incident Command Post (ICP)
	5460	Public Information
	5500	Oil Spill Containment and Cleanup
	5510	Containment
	5520	Shoreline Protection Options
	5530	On-water Recovery
	5540	Non-floating Oil Recovery and Protection
	5550	Shore-side Recovery and Natural Collection Points
	5560	Shoreline Cleanup
	5570	Decontamination
	5580	Waste Management and Disposal
	5590	Terminating Cleanup Operations
	5595	Non-Standard / Unconventional Emergency Removal Action Scenarios
	5600	Oil Spill Response Funding and Cost Recovery
	5610	FOSC Access to OSTLF
	5620	Funding Authorizations for Other Agencies (MIPRs, PRFAs, WAFs)
	5630	Trustee Agency Access to the OSLTF
	5700	Hazardous Substance Spill Response
	5710	Introduction
	5720	Environmental Support to the FOSC
	5730	State Policy
	5800	Hazardous Substance Spill Response Funding and Cost Recovery
	5810	FOSC Access to CERCLA funding
	5820	Funding Authorizations for Other Agencies (MIPRs, PRFAs, WAFs)
	5830	Trustee Agency Access to CERCLA
	5900	Response Documentation Requirements
	5910	Incident Action Plans
	5920	Consultation Documentation and other Decision Memos
	5930	Cost Recovery Documentation and Claims
	5950	Post Spill Consultation

How does the SCR ACP fit?

- It's one of three ACPs for Region 10

SCR ACP, SPS ACP, and Northwest Inland ACP are here for Region 10

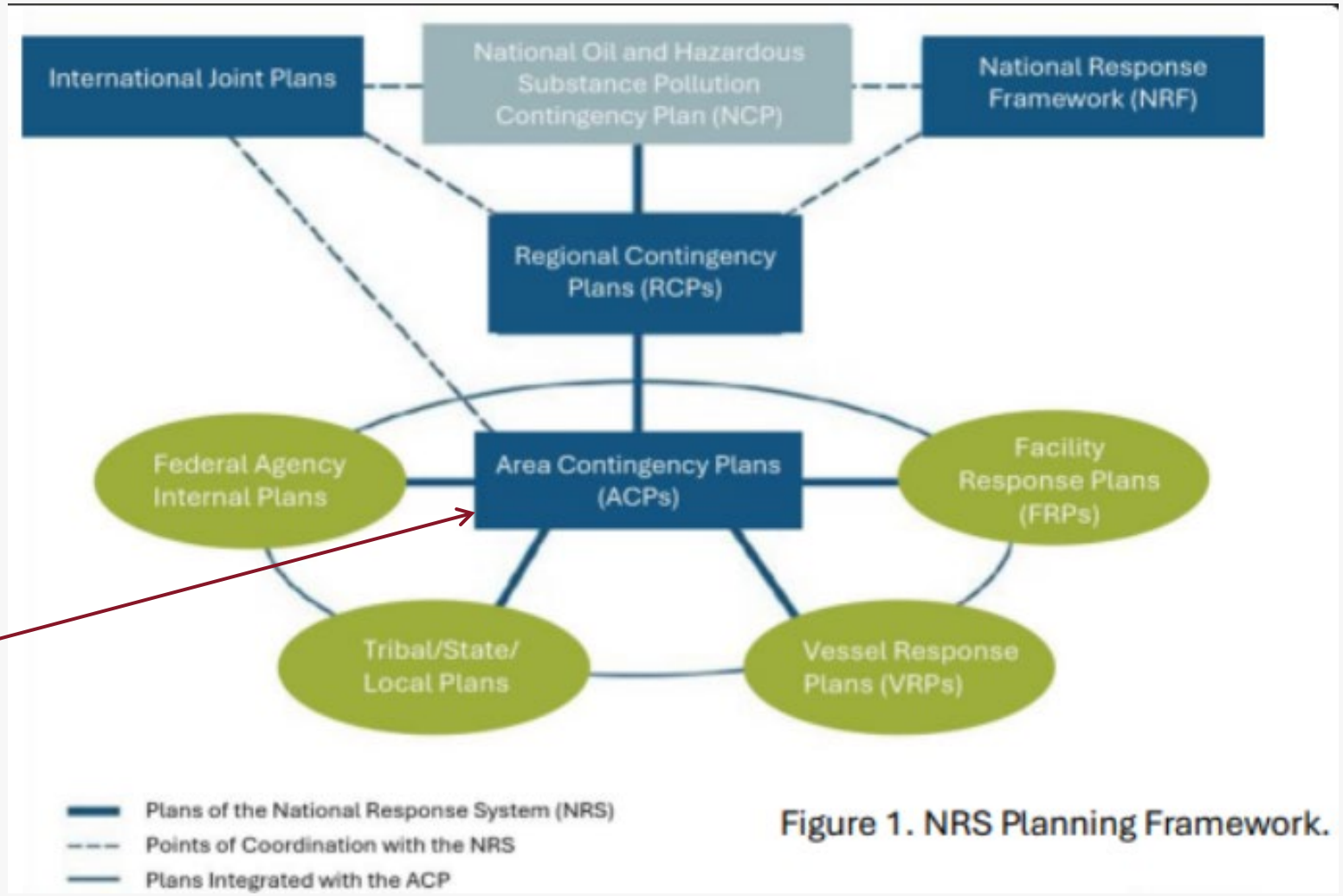
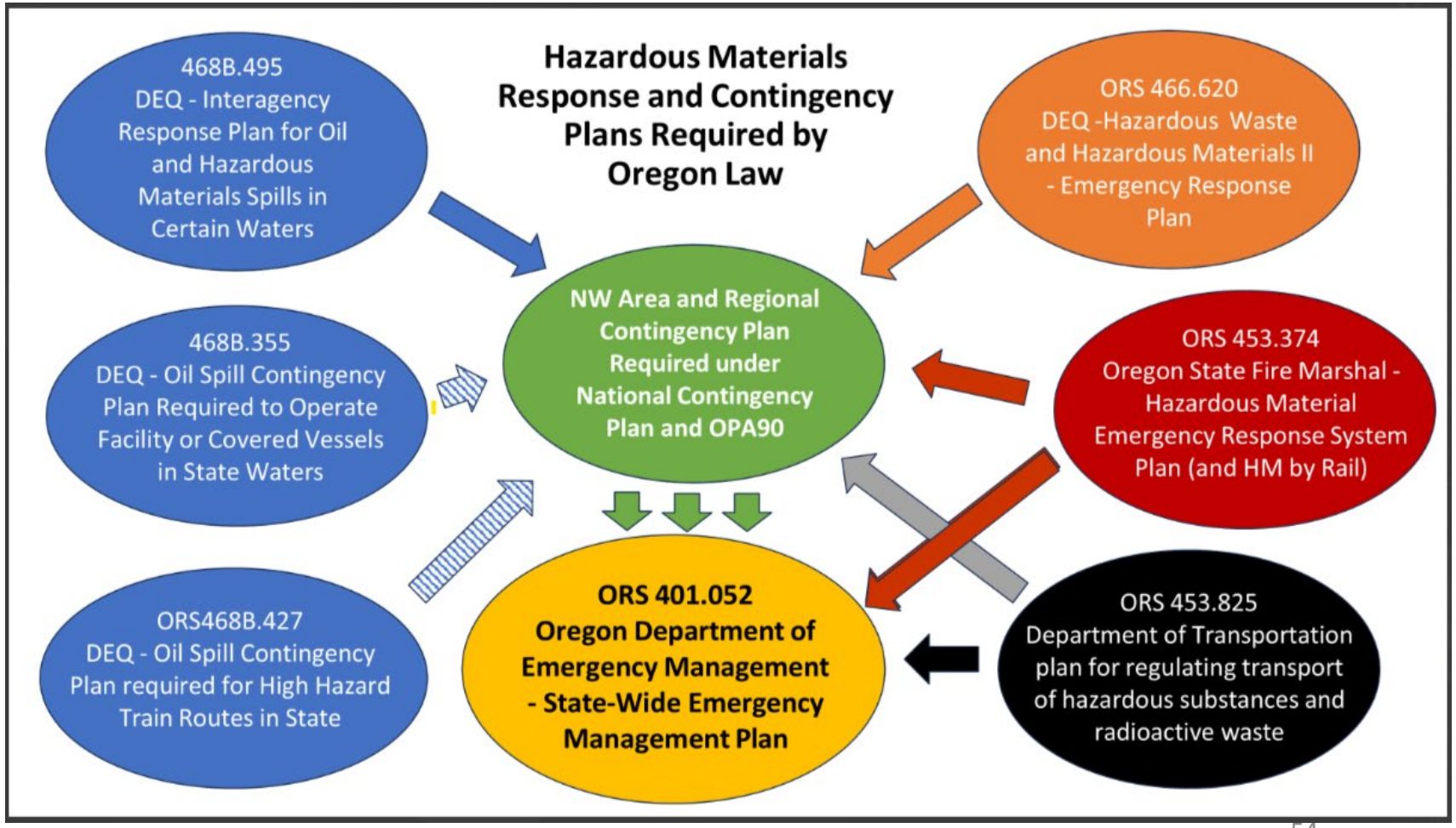


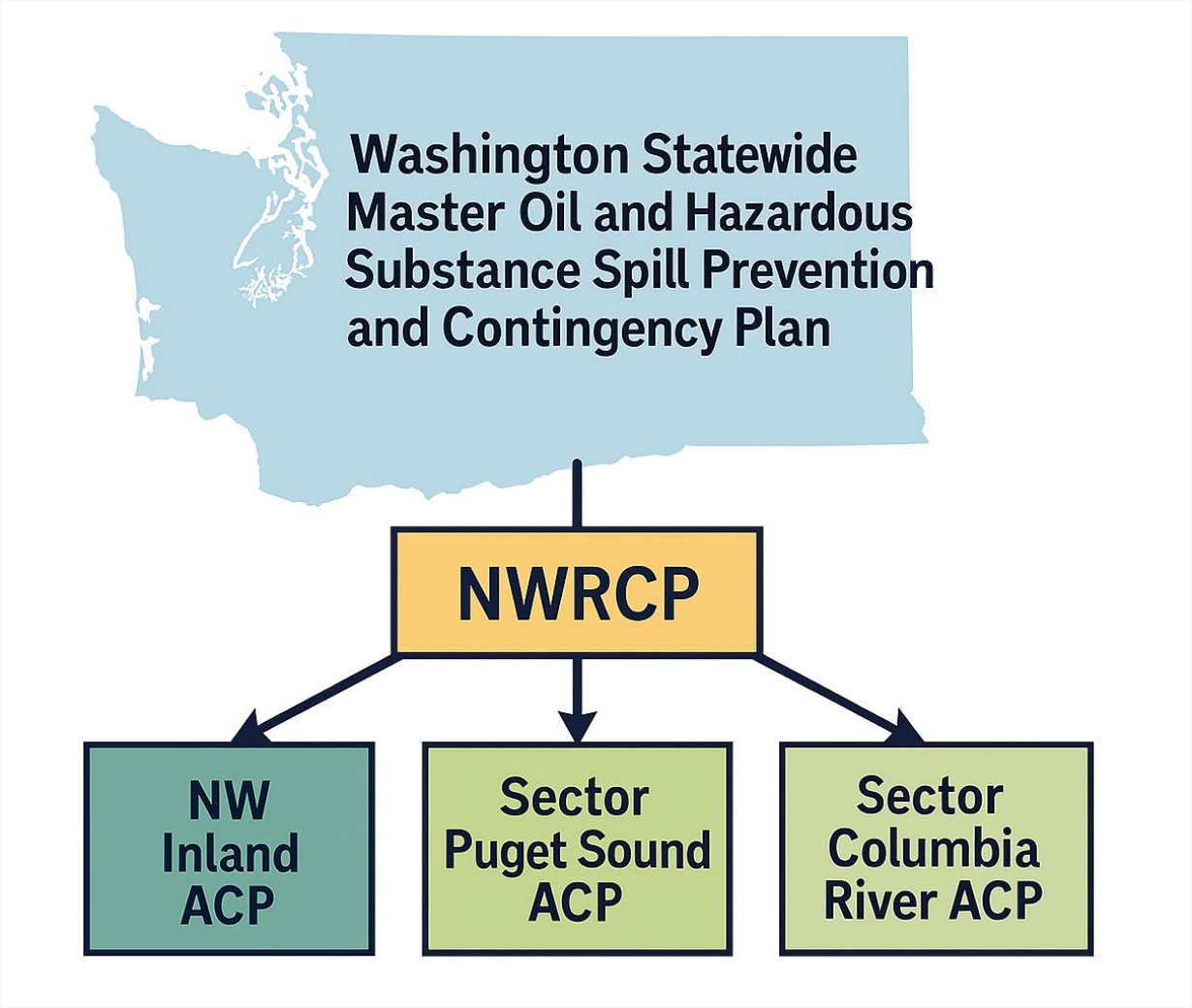
Figure 1. NRS Planning Framework.

SCR ACP Significance to Oregon



SCR ACP Significance to Washington

- Previously, Washington State adopted the Northwest Area Contingency Plan (NWACP) as the Statewide master oil and hazardous substance spill prevention and contingency plan as referenced in numerous WACs and RCWs.
- Now, Washington will adopt the suite of plans including the NWRCP, and the three ACPs within Region 10 that overlap the state's jurisdictional boundaries.



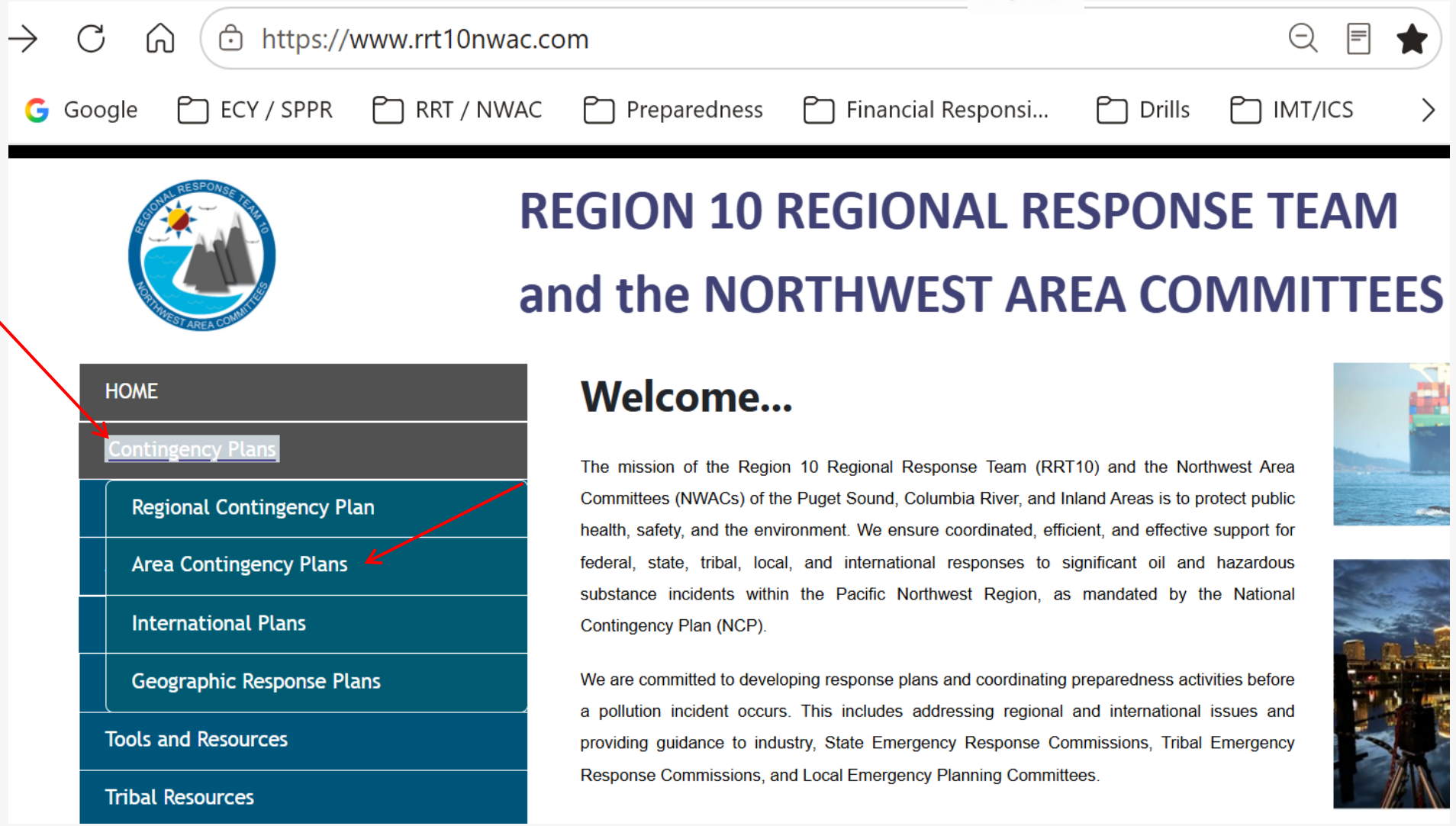
How the SCR ACP can be accessed…

Home Page for the RRT10NWAC Website



How the SCR ACP can be accessed…

On the left-hand side, hover over Contingency Plans, and choose the plan you want.



How the SCR ACP can be accessed...

REGION 10 REGIONAL RESPONSE TEAM and the NORTHWEST AREA COMMITTEES

- HOME
- Contingency Plans
- Interactive Mapping
- Meetings and Meeting Summaries
- Members and Contact Information
- RRT Subcommittees and Workgroups
- Tools and Resources
- Tribal Resources
- Cultural Resources

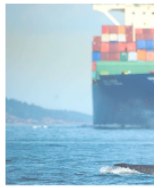
Area Contingency Plans

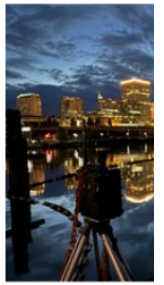
Many contingency plans are provided in .PDF format. We recommend saving files and opening them in an Adobe program for optimal viewing. You may download Adobe Reader at no cost here.

Columbia River Area Contingency Plan (ACP)

Puget Sound Area Contingency Plan (ACP)

Puget Sound ACP Quick Response Guide Supplement







Refresher on 96-hour Plan and GRPs

Moving Forward…

- This was a major accomplishment to split apart a plan which had been 30 years in the making while maintaining the integrity of region-specific priorities and policies.
- There's more work to be done…



Thank you

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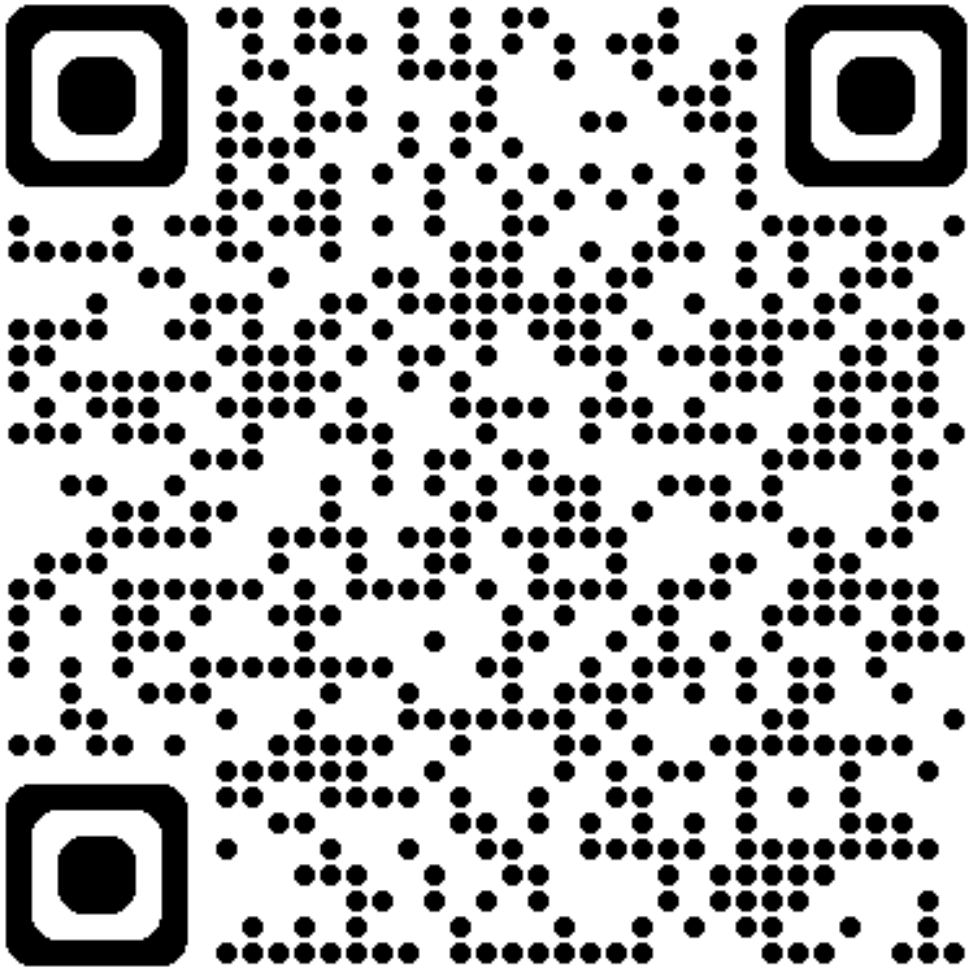
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Round Robin / Agency Updates

Closing Remarks

- OQEQ – MR. KYRION GRAY
- ECY – MR. MATT BISSELL
- USCG – CAPT ANTHONY MIGLIORINI



SCR Area Committee Survey

- PLEASE HELP US MAKE THESE MEETINGS AS USEFUL TO YOU AS POSSIBLE. PROVIDE INPUT USING THE SURVEY ON THIS QR CODE:

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