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Memorandum

Date: August 22, 2013

Subject: Northwest Region Contingency Planning Overview

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To: David Corpron, Kelly Flint, Savage

Route to: Job No. A13.0267.00

INTRODUCTION

The purpose of the following discussion is to provide an overview of the regulatory framework designed to guide the response of the nation and the region to a spill. The summary below is based on publicly available information regarding the federal regulatory context for contingency planning, the Northwest Area Contingency Plan (NWACP),[1] and the Lower Columbia River Geographic Response Plan.[2]

The first National Oil and Hazardous Substances Pollution Contingency Plan (referred to as the National Contingency Plan or NCP) was developed and published in 1968 when U.S. officials developed a coordinated approach to cope with potential spills in U.S. waters. The 1968 plan provided the first comprehensive system of accident reporting, spill containment, and cleanup, and established a response headquarters, a national reaction team, and regional reaction teams (precursors to the current National Response Team [NRT] and Regional Response Teams [RRT]). Congress broadened the scope of the NCP over the years. As required by the Clean Water Act of 1972, the NCP was revised the following year to include a framework for responding to hazardous substance spills as well as oil discharges. Following the passage of Superfund legislation in 1980, the NCP was broadened to cover releases at hazardous waste sites requiring emergency removal actions. The latest revisions to the NCP were finalized in 1994 to reflect the oil spill provisions of the Oil Pollution Act of 1990. Figure 1 illustrates how these regulatory changes have been implemented over time, and identifies the primary federal regulations now directly applicable to the contingency planning efforts to be implemented by the Tesoro Savage Vancouver Energy Distribution Terminal (Facility), i.e., the Discharge of Oil

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[1] Northwest Area Contingency Plan 2012-2013, http://www.rrt10nwac.com/Files/NWACP/TOC%202012.pdf, accessed 8/11/2013.

[2] Northwest Area Committee, Lower Columbia River Geographic Response Plan, Washington State Department of Ecology, Publication 95-258, Revised November 2013.

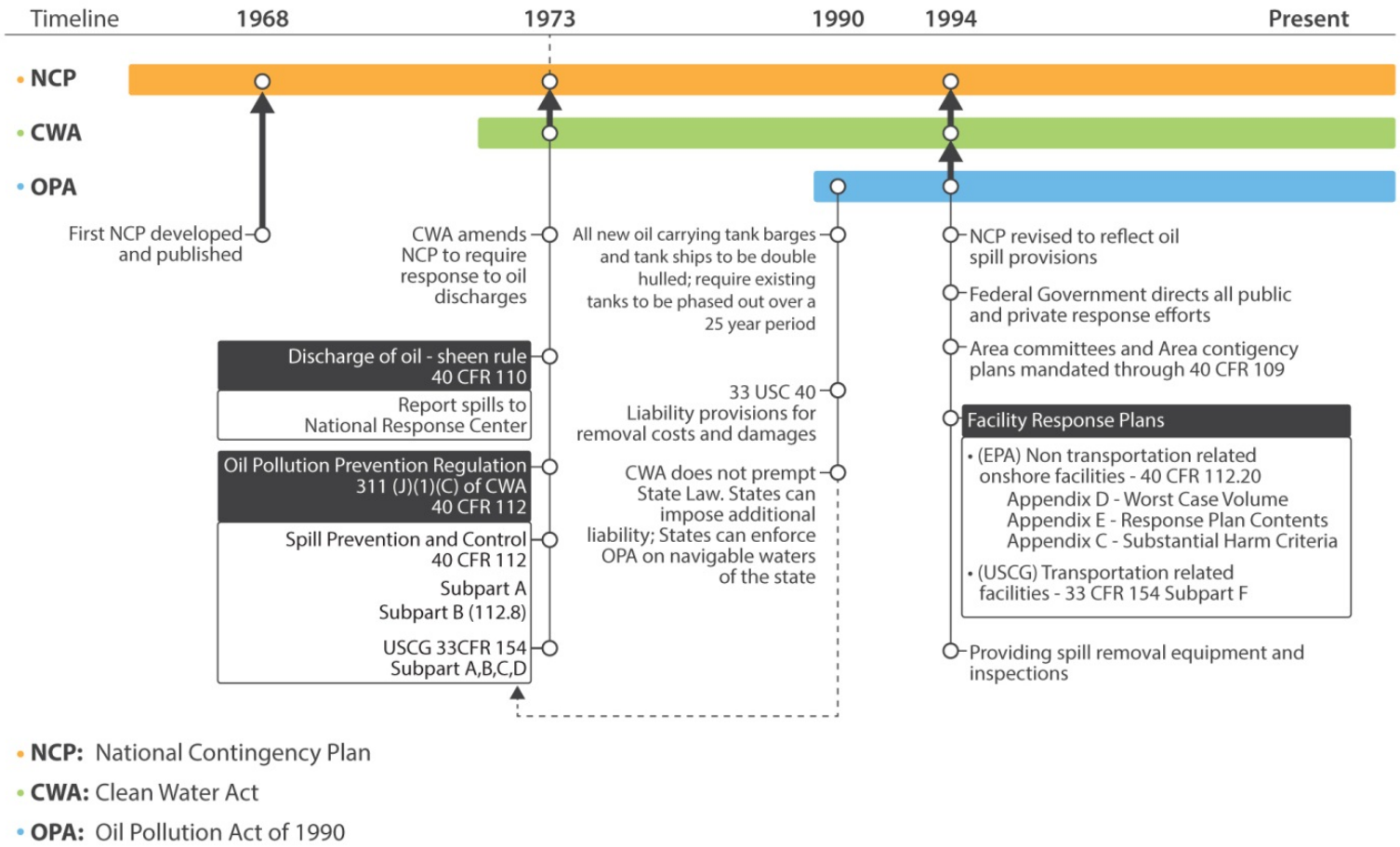

Figure 1. Evolution of Spill Prevention, Response and Contingency Planning Requirements since Inception of the National Contingency Plan

Rule (40 CFR 110), the Oil Pollution Prevention Regulation (40 CFR 112, 33 CFR 154 Subparts A through D), and requirements for facility response plans (40 CFR 112.20 and 33 CFR 154, Subpart F).[3]

This summary is not a comprehensive review of all of the regulatory requirements that apply to the Facility. It is only intended to provide an overview of the comprehensive systems currently in place that the Facility will participate in and be supported by.

NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN

The Federal Water Pollution Control Act (33 USC 1321 et seq.) and the Comprehensive Emergency Response Compensation and Liability Act (CERCLA or Superfund) address the development of a national planning and response system. The NCP is the federal government's blueprint for responding to oil spills and hazardous substance releases. Per sections 311(c)(1) and 502(7) of the Clean Water Act, the NCP is implemented through 40 CFR 300, and applies to, and is in effect for, discharges of oil into or on the navigable waters of the United States, on the adjoining shorelines, the waters of the contiguous zone, into the waters of the Exclusive Economic Zone, or that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States, and releases into the environment of hazardous substances and pollutants or contaminants, which may present an imminent and substantial danger to public health or welfare of the United States. The NCP provides the broad, national priorities and framework to ensure efficient, coordinated, and effective action to minimize the effects of oil and chemical spills. The NCP is published by the U.S. Environmental Protection Agency (EPA) in consultation with the NRT, which consists of 16 federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents.

The NCP establishes and implements a unified command structure for managing responses to discharges through coordinated personnel and resources of the federal government, the state government, and the responsible party. The National Response System 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 responsible party during a response.

The EPA serves as chair of the NRT and the U.S. Coast Guard as vice-chair, except when activated for a specific incident, when the lead response agency representative serves as chair. The NRT is primarily a national planning, policy, and coordination body and does not respond

[3] Regulations were also implemented for rolling stock (i.e., truck and rail); however, these do not apply to the Facility and are not further discussed in this memorandum.

directly to incidents. The NRT provides policy guidance prior to an incident and assistance as requested by a FOSC via an RRT during an incident. NRT assistance usually takes the form of technical advice, access to additional resources/equipment, and/or coordination with RRTs.

REGIONAL AND AREA CONTINGENCY PLANS

Thirteen regional contingency plans (RCPs) are modeled after the NCP and add information specific to each region. The NCP also establishes RRTs and defines their roles and responsibilities in the National Response System, including coordinating preparedness, planning, and response at the regional level. There are 13 RRTs, one for each of the 10 federal regions and Alaska, the Caribbean, and the Pacific Basin. Each RRT consists of a standing team made up of representatives of each federal agency that is a member of the NRT, as well as state and local government representatives, and also an incident-specific team made up of members of the standing team that is activated for a response. The RRT also provides oversight and consistency review for area plans within a given region. The RRT operating in the Northwest Area has agreed to use the NWACP as the RCP.

Pursuant to the NCP (40 CFR 300), area committees have also been established for each area of the United States that has been designated by the President. The area committees are composed of personnel from federal and state agencies who coordinate response actions with tribal and local governments and with the private sector. Area committees, under the coordinated direction of the 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.

Designating areas, appointing area committee members, determining information to be included in, and reviewing area contingency plans, have been delegated by Executive Order 12777 of 22 October 1991, to the Commandant of the Coast Guard (through the Department of Homeland Security) for the coastal zone, and to the Administrator of the EPA for the inland zone. 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 EPA and the Coast Guard have defined the jurisdictional boundary separating the coastal and inland zones. All waterways that mark the boundary between two states (e.g., the Columbia and Snake rivers separating portions of Washington and Oregon) are also the joint, shared responsibility of both bordering states. Spills affecting, or with the potential to affect, shared water must be reported to both states and both states will normally participate in the unified response.

Figure 2 illustrates the interrelationship of national, regional, and area contingency plans, and how facility response plans (FRPs) (i.e., facility contingency plans) are connected to this overall

structure. As noted in Figure 2, vessels carrying oil and hazardous materials are also required to prepare and implement response plans in coordination with the applicable ACPs of the area they frequent and the FRPs of the facilities where they load or unload product.

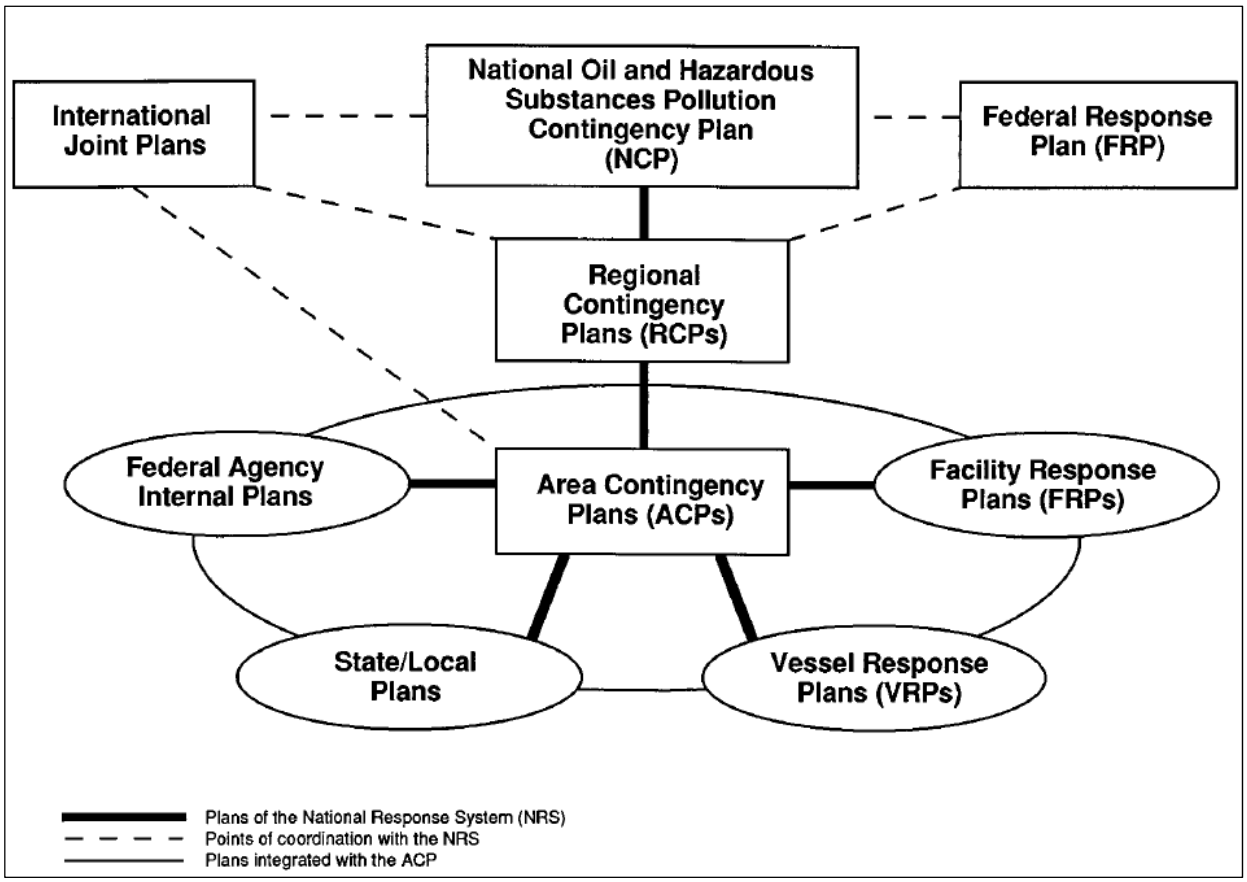

Figure 2. Interrelationship of national, regional, and area contingency plans

In the Northwest Area (defined as the coastal and inland zones of Idaho, Oregon, and Washington), the regional and area groups have joined together to accomplish all planning and preparedness activities and jointly publish the NWACP. To ensure all impacts of a potential release are understood and responded to, a wide variety of organizations participate in the preparation of the NWACP, including regulatory agencies, Tribes, non-governmental organizations, industry and response contractors. Figure 3 is an excerpt from the Region 10 RRT/Northwest Area Committee 2005 Strategic Plan, illustrating the multiple agencies and committee members that participate in the area planning effort.[4]

[4] Regional Response Team/Northwest Area Committee 2005 Strategic Plan (revised February 28, 2008), http://www.rrt10nwac.com/Files/StrategicPlan/090306015646.pdf, accessed August 22, 2013.

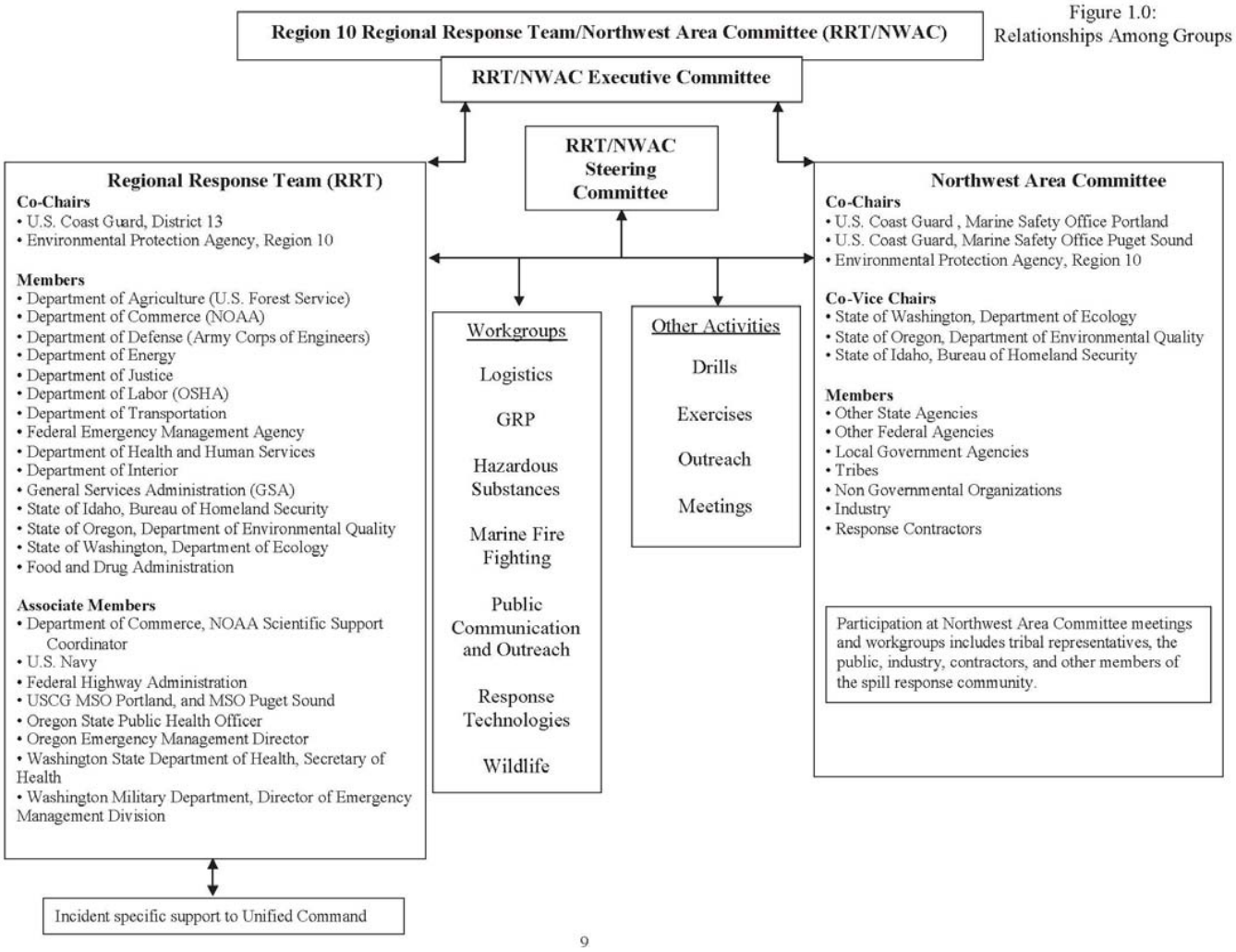

Figure 3. Organization of groups responding to Region 10 incidents

WASHINGTON CONTINGENCY PLANNING

Multiple state agencies also participate in various aspects of spill contingency planning and response. The complexity and jurisdictional characteristics of an incident will determine the level of involvement of federal, state, local, tribal, responsible party, and other responders. The authority for primary response to spills is attributed to the primary state agencies as follows:

- Washington State Department of Ecology (Ecology): Oil spills
- Washington State Patrol (WSP) or other designated local agency per RCW 70.136: HazMat Spills
- Department of Health: Biological and radiological spills
- Emergency Management Division: Disasters

The remainder of this discussion focuses on response to oil spills.

The NWACP has also been adopted as the state's oil and hazardous substance spill prevention and response plan, as required by statute (see Chapter 90.56.060 RCW). This plan applies to the activities of all state and local agencies involved in managing oil and hazardous substance spills where federal, state, and local agencies respond to a spill or potential spill of oil or hazardous substances.

Ecology is designated as the state's lead agency "to oversee prevention, abatement, response, containment, and cleanup efforts with regard to an oil or hazardous substance spill to waters of the state." Washington state law has established Ecology as the predesignated SOSC for all oil and hazardous substance spills in state waters. As such, Ecology is also responsible for supporting federal response actions. In this role, Ecology effectively represents all state agencies and the interests of the state and its citizens. Ecology will respond to any significant discharge or threatened discharge. Ecology will provide local geographic and environmental information; identify and prioritize vulnerable resources in consultation with other resource agencies through the Environmental Unit; fund orphan oil spills through the Oil Spill Recovery Act; and coordinate with other state agencies. The state has devised parallel statutes on water pollution and marine transportation safety that meet, or in some cases exceed, the standards set forth in federal legislation.

The Washington State Emergency Response system is designed to provide coordinated state agency response, in cooperation with federal agencies for effective cleanup of oil or hazardous substance spills. Ecology acts as 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 Yakima that provide round-the-clock response service to emergencies that pose an immediate threat to human health and the environment.

Ecology confirms emergency notifications; determines the source and cause of an incident; identifies the responsible party for an oil spill or hazardous substance release; assumes responsibility for incident management and cleanup if the responsible party 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 the National Incident Management System model of the Incident Command System (ICS); establishes a Joint Information Center (JIC) with involved agencies and the responsible party to provide current and accurate information to the community; conducts on-site inspections of commercial vessels and oil handling facilities; investigates the cause of commercial vessel and oil handling facility spills; provides maritime expertise, such as advice on salvage operations; leads, activates, and coordinates the Natural Resource Damage Assessment (NRDA) team; participates in the activities of the Wildlife Branch of the Operations Section of the ICS; and notifies the appropriate resource trustee agency of injury to fish, shellfish, habitat, and other wildlife.

Under the Washington State Emergency Response system, the 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 jurisdictions as designated Incident Commander; coordinates and maintains liaison with other state agencies involved with an incident; 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; and provides 24-hour, statewide communications support.

The Washington Military Department's Emergency Management Division (EMD) maintains capabilities to make 24-hour notifications to Ecology, WSP, and other appropriate local, tribal, state, and federal agencies. The EMD also activates the state Emergency Operations Center when required; coordinates state agency response activities within the state Emergency Operations Center, including procurement of state resources, as requested; provides public information officer support to JICs or Incident Command Posts; and provides communication links on an ongoing basis.

During oil spills, the Washington Department of Fish and Wildlife coordinates activities for the rescue and rehabilitation of wildlife injured during oil and hazardous substance spills and releases; assists in identification of fish and wildlife protection needs; and assists in reconnaissance and NRDA efforts.

The state Department of Health is responsible for handling environmental spills and releases involving radioactive substances and biological agents. The department assists in determination of public health impacts to fish and shellfish harvesting and consumption.

The state Department of Natural Resources assists in the identification of aquatic habitat/state lands protection needs. The state Office of Archaeology and Historic Preservation assists in the identification of historic/archaeological resource protection needs. The state Parks and Recreation Commission assists in response activities involving state park lands and property.

Local jurisdictions are usually the first responders to oil and hazardous substance spills and releases. Under the Washington State Emergency Response System, local jurisdictions must designate a local Incident Command agency, usually a fire department, or they may delegate that responsibility to the WSP. Under the Superfund Amendments and Reauthorization Act (SARA), Title III, Local Emergency Planning Committees may be involved with planning, training, and assisting with interagency coordination. They may also activate their local Emergency Operations Center to support on-scene operations, make notifications, and respond to requests for resources and other assistance.

GEOGRAPHIC RESPONSE PLANS

Geographic response plans (GRPs) are an annex to the NWACP and a key element of both facility and vessel contingency plans. GRPs are the final tier in the regional planning effort. GRPs provide a description of sensitive biological, cultural, and economic resources. From an operational perspective, GRPs guide responders in the first 12 to 24 hours of an oil spill by providing prioritized lists of tactical response strategies to be implemented during the early hours of an oil spill (usually before the formation of unified command), and by providing detailed information for booming strategies that could be used to minimize impacts to predetermined sensitive resources. Because the GRPs are the primary tool used during an initial phase of the response and fairly broad in their scope, they are not intended to minimize impacts to all possible sensitive areas that could be affected by an oil spill. Likewise, the GRPs are not intended to be an exhaustive list of all of the tactical strategies that could, or should, be implemented during a spill.

Development of GRPs in the Northwest is a collaborative process. GRPs are developed through workshops and fieldwork involving federal, state, and local oil spill emergency response experts, representatives from tribes, local governments, industry, ports, environmental organizations, pilots, and response contractors. Workshop participants identify resources, develop operational strategies, help prioritize the strategies, and pinpoint logistical support. It is important to involve local governments and local communities in the process of developing a GRP. Fieldwork is conducted to visit the selected sites, confirm the existence of the resource at risk, and further refine the operational strategies. GRP strategies are tested during drills and spills or during the plan development process.

The Washington GRP specifically addresses response activities in the Lower Columbia River.[5] As addressed in the GRP, the Lower Columbia River includes the portion of the river from Bonneville Dam to the estuary at its mouth, a distance of approximately 145 miles, and the lower Willamette River from Willamette Falls to its confluence with the Columbia, a distance of approximately 26 miles. The Lower Columbia portion of the GRP specifically addresses the vicinity of the Port of Vancouver (Port) where the Facility will be located.

The Lower Columbia GRP addresses the specific characteristics of the area to be considered in response activities (including physical features, hydrology, current and tides, winds, climate and risk assessment), provides river booming strategy maps, protection and collection strategies, identifies shoreline characteristics and sensitive resources, and describes the logistical support available in the event of a release. Figures 4 and 5a and 5b are excerpts from the GRP, and illustrate the geographical area-specific planning applicable to the vicinity of the Port. Figure 4 illustrates the current proposed booming strategies along the Willamette and Columbia rivers. Figure 5a identifies the sensitive wildlife resources and their seasonal presence in the vicinity of the Port. Figure 5b identifies the location of sensitive species use areas in the vicinity of the Port. The GRP would be reviewed to take into account the presence of the new Facility, and additional resources for spill control established as they were determined necessary by local, state, and federal responders, as they have been when other new facilities have been established in the Lower Columbia.

[5] Northwest Area Committee, Lower Columbia River Geographic Response Plan (GRP), November 2003, Washington State Department of Ecology Publication No. 95-258 (Revised 11-03), http://www.ecy.wa.gov/programs/spills/preparedness/GRP/ColumbiaRiver/LowerColumbiaRiver.htm, accessed August 22, 2013.

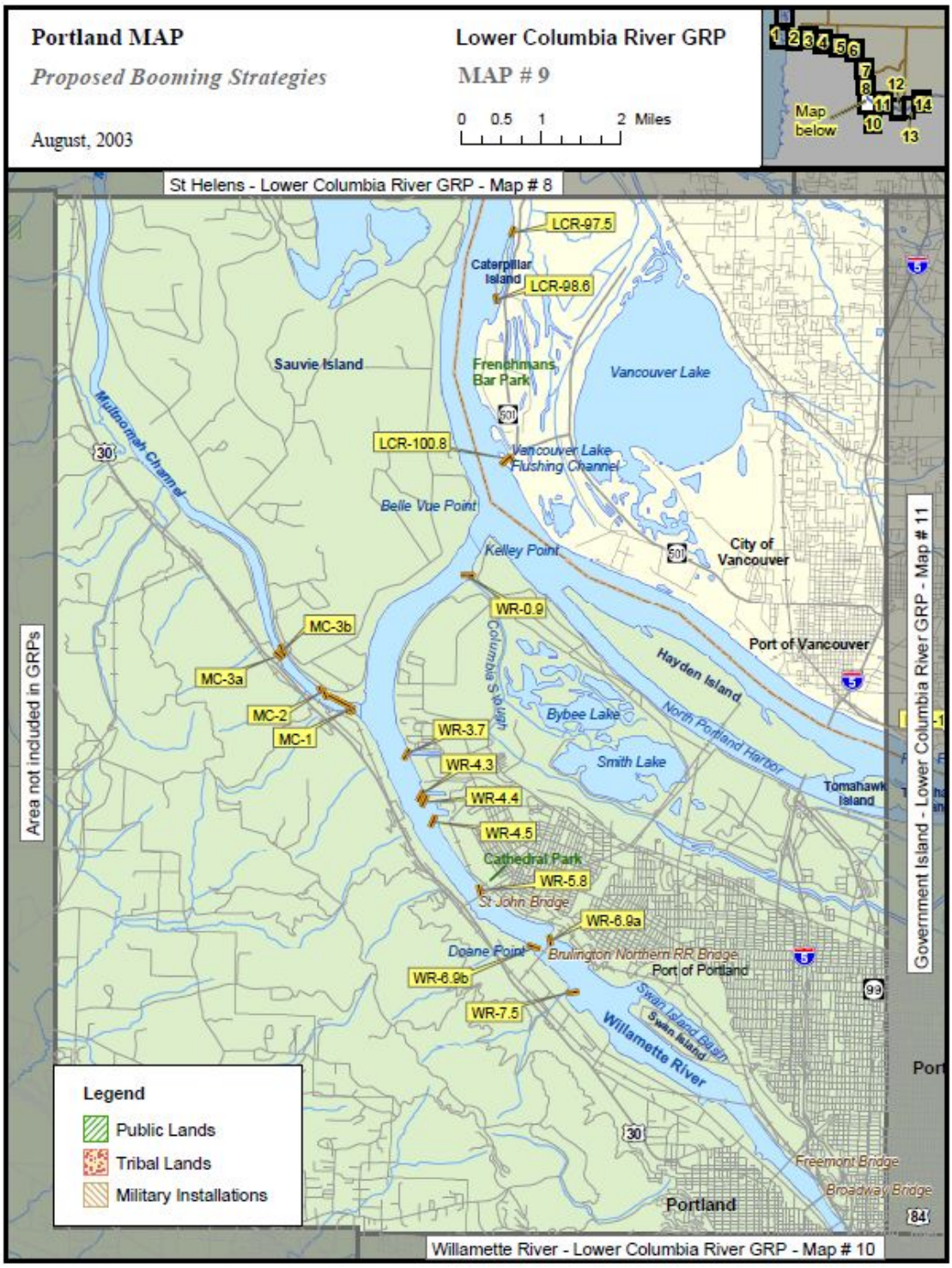

Figure 4. Booming strategies in the vicinity of the Port of Vancouver

LOWER COLUMBIA RIVER WILDLIFE RESOURCES

River Mile 104-110																				
Code	Location	Seabird Colony	Seabird Conc	Waterfowl Conc	Marine Mammal Haulout	Sensitive Nesting Species	Shorebird conc	Flight Exclusion	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
WLC-12	West of Lieser Point					**Yes**		**Yes**												
WLC-13	Tomahawk Island					**Yes**		**Yes**												

*** FLIGHT AND GROUND ENTRY RESTRICTIONS**

Flights below 1000 feet require clearance

Sensitive season – Minimize overflight disturbance

Figure 5a. Sensitive wildlife resources and their seasonal presence in the vicinity of the Port of Vancouver

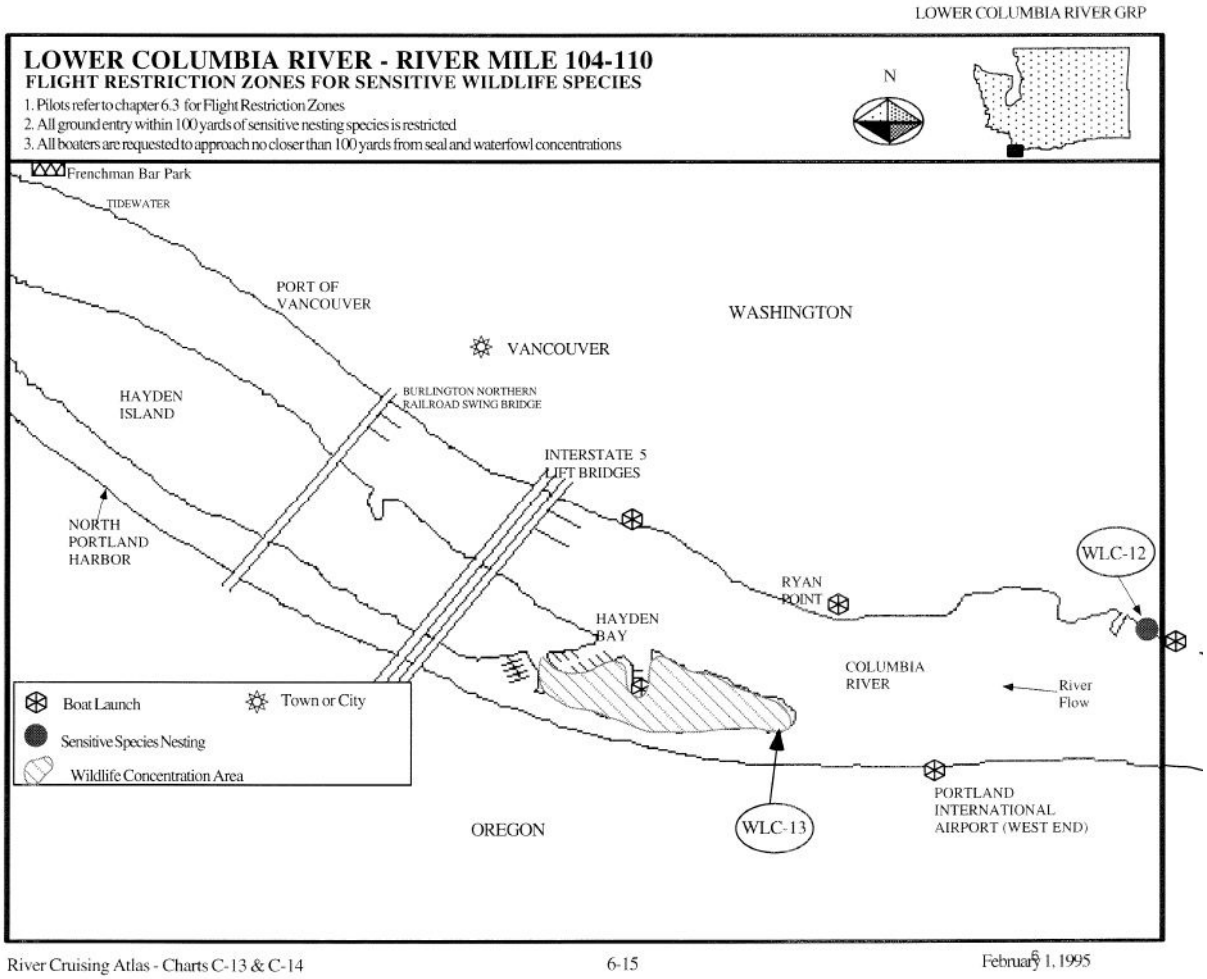

Figure 5b. Location of sensitive species use areas in the vicinity of the Port of Vancouver

LOCAL PLANS

Local emergency response plans are produced by the Local Emergency Planning Committees; the members of these committees are drawn from government agencies, including local fire, police, emergency managers, industry, citizens, and other interested parties. These plans guide local efforts in responding to an oil or hazardous materials spill.

FACILITY RESPONSE PLANS

Facility response plans and vessel response plans comprise the final tier of plans. These are required for oil cargo handling facilities or vessels. These plans detail pollution response action plans for the specific vessel or facility, and must be submitted to Ecology and the Coast Guard/EPA for review or approval, depending on the threat to the environment.

Each owner or operator of a tank vessel or facility required by OPA to submit a response plan does so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements for the coastal zone, are located in 33 CFR Parts 154 and 155, respectively. Facility response plan regulations for the inland zone are located in 40 CFR Part 112. Each party responsible 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, adjoining shorelines, or the Exclusive Economic Zone of the United States, is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP and the RCP.

The Facility will develop an FRP in consultation with all potential spill responders, and in consideration of the existing response infrastructure that could be called into action in the event of a spill. Through this process, agencies would make a determination as to whether additional regional spill response capability is needed, and where it should be stationed.

INDUSTRY ASSOCIATIONS AND PRIVATE RSPSONSE CONTRACTORS

In addition to the resources made available by local, state, and federal agencies, two private organizations provide emergency and spill response services to the Lower Columbia River area: the Marine Fire and Safety Association (MFSA)[6] and the Clean Rivers Cooperative (CRC).[7] Both of these organizations are financially supported by the industries they serve. Marine vessels berthing at the Facility to load crude oil would take part in the MFSA, whereas the Facility would become a member of the CRC. Together, these two organizations provide all the equipment needed to respond to Group 2, 3, 4 crude oil spills (as defined in WAC 173-182-030), such as product that would be handled by the Facility.

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[6] http://www.mfsa.com, accessed August 22, 2013.
[7] http://www.cleanriverscooperative.com, accessed August 22, 2013.

MFSA

The MFSA was established in November 1983. Membership is currently made up of 25 ports and private facilities along the Lower Columbia and Willamette rivers. The members have tasked themselves with developing a system to ensure an adequate, timely, and well-coordinated response to shipboard fires along the 110-mile shipping channel, which includes two states, seven counties, 14 cities, seven port districts, and over 20 fire agencies. MFSA's shipboard fire program is directed by the Fire Protection Agencies Advisory Council (F-PAAC), made up of 12 participating public fire agencies, including the Vancouver Fire Department, Clark County Fire District No. 6, and Clark County Fire & Rescue; Clatskanie Rural Protection Fire District; Columbia River Fire & Rescue; Cowlitz County Fire District No. 1; Cowlitz County Fire District No. 5; Cowlitz 2 Fire & Rescue; Longview Fire Department; Portland Fire & Rescue; Scappoose Rural Fire District; Portland Fire & Rescue and the U.S. Coast Guard - Sector Portland. The MFSA currently provides services to 97 barges, 51 tankers, and 1351 cargo vessels.

In 1991, in response to the Oil Pollution Act of 1990, Oregon and Washington enacted requirements that all commercial vessels over 300 gross tons have an oil spill contingency plan. In order to comply, vessels must either enroll in an umbrella plan covering the Lower Columbia and Willamette rivers, or have their own approved oil spill contingency plan on file with the states. Plans must specify a response contractor and adequate equipment to effectively respond to the worst-case discharge identified in the plan. MFSA developed and maintains a state approved vessel response plan (known as the MFSA plan). Members representing all phases of the maritime industry from both Oregon and Washington participated in the preparation of this plan.

To meet the state requirements, MFSA and CRC joined forces through a memorandum of understanding executed in 1992. The MFSA/CRC partnership makes available the largest inventory of dedicated spill response resources and allows plan coverage for vessels transiting the Lower Columbia and Willamette rivers. As part of this agreement, MFSA contributes financially to co-own response equipment provided by private contractors. MFSA has established a comprehensive network of firefighting and communications equipment located for response activities throughout the Lower Columbia. Table 1 summarizes the MFSA firefighting and communications equipment that is available and spill response equipment co-owned with CRC.

Table 1 - MSFA Emergency Response Equipment

Shipboard Firefighting	Microwave Communications System	Spill Response
• Handheld radios • Generators • Breathing air compressor systems • Gas monitors • Hose • Smoke generators • Ics kits • Booster pumps for cascade systems • Petrogen torch • Smoke ejectors • Life line • Breathing apparatus • Foam (afff-atc) • Slice packs • Co2 equipment • Technical response equipment • Incident commanders' radio interface	• Command and control microwave • Repeater system using simulcast • Technology with continuous VHF FM • Radio coverage between Astoria and Portland/Vancouver	• Regional foam supply & equipment (2 trailers) • Oil containment boom • Wildlife response & rehabilitation unit and equipment • Oil recovery skimmers • Portable radios & repeater systems • Mobile command unit • DP 160 & 250 offloading pumps • Fleet of over 30 vessels

CRC

Founded in 1971 as a non-profit oil spill response organization, CRC was created to provide mutual aid to companies with a vested interest in maintaining an efficient and rapid response to marine spills. CRC has become the region's foremost marine spill solution, with over $ 3 million of equipment dedicated to members and their operations in Oregon and Washington.

CRC is a member-based, not-for-profit dedicated to professional spill response and the prevention of maritime petroleum spills. CRC stages equipment at 14 locations along the Columbia and Willamette rivers, focused especially on environmentally sensitive areas. Table 2 summarizes this equipment.

Table 2 - CRC, Inc. Spill Response Equipment Staged along Columbia and Willamette Rivers

Equipment	Description
Containment Boom	Oil spill containment boom is a floating barrier used to contain oil spilled into water. CRC has 11,400 feet of 12-inch boom, 1,000 feet of 40-inch boom, 45,400 feet of 20-inch boom, and 700 feet of 30-inch boom, totaling 62,600 feet of oil spill containment boom on the Columbia and Willamette rivers.
Workboats	Workboats are functional vessels used to support oil spill response operations. CRC maintains three fast response vessels (FRVs) for rapid response to spills. The vessels are often used in deploying containment boom and assist water recovery operations. CRC also maintains four additional workboats, two large skiffs and three small support skiffs
Oil Spill Response Vessels (OSRVs)	CRC maintains four 34-foot OSRVs outfitted with skimming systems and storage capability for oil spill recovery operations. Each OSRV provides an estimated daily recovery capacity (EDRC) of 3,270 barrels per day.

Equipment	Description
Portable Skimmers	Portable skimmers are mechanical skimming systems used to remove oil from water, maximizing the amount of oil to water recovered. Oil skimmers come in three common types: weir, oleophilic, and drum. CRC maintains 39 portable skimming systems with a total EDRC of 75,545 barrels per day.
Storage Capacity	CRC has six shallow water recovery barges equipped with Lori skimmers having an EDRC of 2,473 barrels per day per barge. In addition, CRC has five shallow water barges, seven 2,500-gallon towable bladders, and 10 1,000-gallon portable fast tanks to store spilled product. In addition, CRC has by agreement two large, 12,000-barrel storage barges and fixed facility storage tanks along the Columbia and Willamette rivers.
Wildlife Response and Rehabilitation System	CRC's state-of-the-art wildlife care equipment is made up of a response & rehabilitation unit, transport unit and rehabilitation shelter. IBR serves as CRC's wildlife response contractor, with experts in wildlife rescue and rehabilitation.
Command and Communications Unit	CRC also maintains a 53-foot trailer outfitted with today's newest technologies, for use as a mobile command post and communications center anywhere on the Columbia and Willamette rivers. The unit is equipped with a conference room that includes whiteboards, teleconference and projection capability, a workspace with computers, satellite phone and internet connections, and a radio communications room equipped with UHF, VHF, and air/ground frequencies among others.

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 be provided only by private contractors. Many of these contractors have signed commitments with facility and/or vessel operators that, if released to another spill, would place them out of compliance with their federal or state/provincial-approved spill contingency plan. The members of the Pacific States/British Columbia Oil Spill Task Force are the primary state and provincial spill prevention and response agencies for Alaska, British Columbia, Washington, Oregon, California, and Hawaii. In an effort to expedite and enhance the response to major West Coast spills, the members of the task force approved and signed the 1993 mutual aid agreement which will be activated by the unified command if additional resources are needed. The purpose of this pre-approved agreement is to specify conditions whereby contingency plan holders may be allowed to meet temporarily reduced response standards in order that their response equipment may be available for mutual aid. This agreement thereby assures that most of the spill response equipment on the West Coast will be available to respond rapidly in the event of a major spill.

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