



**FRONT OF PLAN**

i	<b>Cover Page</b>
ii	<b>Table of Contents</b>
iii	<b>Record of Changes</b>
iv	<b>Oregon Administrative Rules Contents</b>
v	<b>Washington Administrative Code Contents</b>
	<b>Plan Distribution List</b>

**CHAPTER ONE**

**INTRODUCTION AND GENERAL INFORMATION**

<b>1.</b>	<b>Introduction</b>
<b>1.1.</b>	<b>Regulatory Mandate</b>
<b>1.2.</b>	<b>MFSA Contingency Plan</b>
<b>1.3.</b>	<b>Procedures for Coverage Under the Plan</b>
1.3.1.	Vessel Details – MFSA Arrival Notice
1.3.2.	Vessel Trip Fee
1.3.3.	Field Guide
1.3.4.	Authority to Implement Plan
1.3.5.	Federal Vessel Response Plan (“Federal VRP”) and Qualified Individual (“QI”)
<b>1.4.</b>	<b>Relationship to Other Plans</b>
<b>1.5.</b>	<b>Vessels Covered by the Plan</b>
<b>1.6.</b>	<b>Area of Coverage</b>
1.6.1	Ocean Zone

**CHAPTER TWO**

**NOTIFICATION PROCEDURES**

<b>2.</b>	<b>Notification of Spill or Threat of Spill</b>
<b>2.1.</b>	<b>Field Guide</b>
<b>2.2.</b>	<b>Shipboard Required Notifications</b>
2.2.1.	Notification to MFSA
2.2.2.	Notification to USCG
2.2.3.	Notification to The States of Oregon and Washington
<b>2.3.</b>	<b>MFSA Notifications</b>
<b>2.4.</b>	<b>Initial Oil Spill Report – Notification Form</b>

- 2.5. Marking the Leading Edge of the Spill**
- 2.6. Estimating the Size of the Spill**
- 2.7. Follow-up Information**
- 2.8. Emergency Operations Flow Chart**

**CHAPTER THREE SHORE-BASED RESPONSE ACTIVITIES**

- 3. Shore-Based Response Activities**
  - 3.1. MFSA’s Responsibilities and Authority**
  - 3.2. Procedures for Transferring Responsibility of Directing Response Activities from the Vessel to MFSA**
  - 3.3. MFSA’s Initial Actions**
    - 3.3.1. Initial Response Activities
    - 3.3.2. Response Action Checklist
  - 3.4. Establishing Unified Command (“UC”)**
  - 3.5. Transition of Authority**
  - 3.6. National Incident Management System – Incident Command System (“ICS”)**
  - 3.7. Functions of the Spill Management Team (“SMT”)**
    - 3.7.1. Vessel Master or Authorized Representative
    - 3.7.2. Vessel’s QI
      - 3.7.2.1. Ocean Zone Resource Activation
    - 3.7.3. Incident Command or UC
      - 3.7.3.1. Command Staff –Information Officer
      - 3.7.3.2. Command Staff – Safety Officer
      - 3.7.3.3. Command Staff – Liaison Officer
    - 3.7.4. General Staff
      - 3.7.4.1. Operations Section
      - 3.7.4.2. Planning Section
      - 3.7.4.3. Logistics Section
      - 3.7.4.4. Finance/Administrative Section
  - 3.8. The Planning Process**
  - 3.9. Night Operations**
  - 3.10. Wildlife**
  - 3.11. Decontamination**

- 3.12. Disposal and Tracking of Recovered Volume**
  - 3.12.1. Disposal
  - 3.12.2. Tracking Recovered Volume
- 3.13. Shoreline Cleanup Operations**
- 3.14. Dispersants**
- 3.15. In Situ Burning**

**CHAPTER FOUR RESPONSE ACTION CHECKLIST**

- 4. Response Action Checklist**
  - 4.1 Notifications**
  - 4.2 Steps to Control Discharge**
  - 4.3 Initial Assessment**
  - 4.4 Safety of Response Personnel**
  - 4.5 Initial Response, Containment and Recovery**
  - 4.6 Additional Notifications**
  - 4.7 Continue Assessment, Containment and Recovery**
  - 4.8 Establish ICS Structure**
  - 4.9 Determine Recovery Equipment Requirements**
  - 4.10 Set Up Communications Network**
  - 4.11 Recovery Operations**
  - 4.12 Coordinate Interim and Permanent Disposal**
  - 4.13 Decontamination**
  - 4.14 Debrief**
  - 4.15 Transition of Authority**

**CHAPTER FIVE VESSEL INFORMATION AND LIST OF CONTACTS**

- 5. List of Vessel Information and Emergency Contacts**
- 5.1. Basic Vessel Information**
- 5.2. Detailed Vessel Information**
- 5.3. Local Agent**
- 5.4. SMT**
  - 5.4.1. Contracted SMT
  - 5.4.2. Public Affairs
  - 5.4.3. Primary Resposne Contractor
- 5.5. Salvage Fire Fighting and Lightering Resources**
  - 5.5.1. Fire Fighting and Explosion
  - 5.5.2. Commercial Salvage, Fire-fighting and Lightering Resources
- 5.6. Other Emergency Contacts**
  - 5.6.1. Search and Rescue
  - 5.6.2. Site Access Control and Security
  - 5.6.3. Wildlife Response
  - 5.6.4. Vessel(s) of Opportunity (VOO)

**CHAPTER SIX PLANNING STANDARDS**

- 6. Planning Standards**
- 6.1. Worst Case Discharge (“WCD”), and Types and Amounts of Oil**
- 6.2. Planning Standards Based on WCD**
- 6.3. Planning Standards for Response in the Ocean Zone**
- 6.4. Boom**
- 6.5. Minimum Recovery Rate**
- 6.6. Storage**
- 6.7. Transportation**
- 6.8. Non-Dedicated Workboats**

- 6.9.** **Aerial Surveillance**
  - 6.9.1.** **Six Hour Planning Standard**
  - 6.9.2.** **Twelve Hour Planning Standard**
  - 6.9.3.** **Trained Aerial Observers**
- 6.10.** **Equipment Maintenance**
- 6.11** **Group 5 Oils**
- 6.12** **Shoreline Cleanup**
- 6.13** **Cathlamet Staging Area – Alternate Planning Standard**
- 6.14** **Technical Manual**
- 6.15** **Vessels of Opportunity (VOO)**

**CHAPTER SEVEN PERSONNEL TRAINING, HEALTH AND SAFETY**

- 7.** **Personnel Training, Health and Safety**
  - 7.1.** **Training Requirements**
    - 7.1.1.** **General Training Requirements**
    - 7.1.2.** **Clean Rivers Cooperative Specific Training**
    - 7.1.3.** **Vessels of Opportunity (VOO) Specific Training**
  - 7.2.** **Training Records**
  - 7.3.** **Health and Safety**
  - 7.4.** **Volunteers**
  - 7.5.** **Personnel Training and Qualification List**

**CHAPTER EIGHT EXERCISES**

- 8.** **Exercises**
  - 8.1.** **Agency Required Exercises**
  - 8.2.** **Additional MFSA, CRC Exercises**

**CHAPTER NINE LOGISTICS**

- 9. Logistics**
- 9.1. Emergency Services**
- 9.2. Communications**
- 9.3. Command Posts and Accommodations**
- 9.4. Security**
- 9.5. River Access Points**
- 9.6. Catering**
- 9.7. Equipment Rental**
- 9.8. Medical Facilities**

**CHAPTER TEN ADMINISTRATION**

- 10. Administration**
- 10.1 Implementation Strategy**
- 10.2 Spill and Exercise Documentation and Review**
- 10.3 Updates and Amendments**
- 10.4 Periodic Reviews**

**APPENDICES**

<b>A</b>	<b>Field Guide</b>
<b>B</b>	<b>Transition of Authority</b>
<b>C</b>	<b>Equipment</b>
<b>D</b>	<b>Personnel</b>
<b>E</b>	<b>Communications</b>
<b>F</b>	<b>Empty</b>
<b>G</b>	<b>Decontamination</b>
<b>H</b>	<b>Disposal</b>
<b>I</b>	<b>Empty</b>
<b>J</b>	<b>Contracts, Letters of Intent, Mutual Aid Agreements</b>
<b>K</b>	<b>Glossary</b>
<b>L</b>	<b>Empty</b>
<b>M</b>	<b>MFSA Binding Agreement</b>
<b>N</b>	<b>Planning Standard Spreadsheets</b>
<b>O</b>	<b>Acknowledgment Letters</b>
<b>P</b>	<b>MFSA Emergency Call Sheet</b>
<b>Q</b>	<b>Site Safety Forms</b>
<b>R</b>	<b>Shipboard Response Actions</b>

**LIST OF FIGURES**

<b>1.a</b>	<b>Relationship of Federal, State and local Oil Spill Contingency Plans</b>
<b>1.b</b>	<b>Geographic Areas of Coverage</b>
<b>2.a</b>	<b>Emergency Response Operation Flow Chart</b>
<b>3.a</b>	<b>Transition of Authority During Typical Spill Response</b>
<b>3.b</b>	<b>ICS Organization Chart</b>
<b>3.c</b>	<b>The Planning Process</b>
<b>6.a</b>	<b>Products Handled</b>
<b>6.b</b>	<b>Oregon Planning Standards</b>
<b>6.c</b>	<b>Washington Planning Standards</b>
<b>7.a</b>	<b>General Training Requirements</b>
<b>8.a</b>	<b>Schedule of Exercises</b>
<b>9.a</b>	<b>Command Post Locations</b>
<b>9.b</b>	<b>Area Security Firms</b>
<b>9.c</b>	<b>Area Catering Services</b>
<b>9.d</b>	<b>Area Equipment Rental Services</b>
<b>9.e</b>	<b>Area Medical Services</b>
<b>B.1a</b>	<b>Acknowledgement of Relief</b>
<b>B.1b</b>	<b>Acknowledgement of Transfer</b>
<b>B.2</b>	<b>Transition Plan</b>
<b>C.1</b>	<b>Equipment List</b>
<b>D.1</b>	<b>SMT "Primary and Alternate" Roster</b>
<b>E.1</b>	<b>Communications Plan (ICS 205-OS Form)</b>
<b>G.1</b>	<b>Decontamination Kit Contents</b>
<b>G.2</b>	<b>Decontamination Station Layout</b>
<b>G.3</b>	<b>Site Work Zones</b>
<b>H.1</b>	<b>Disposal Matrix</b>
<b>J.1</b>	<b>Service Agreements</b>
<b>J.3</b>	<b>Mutual Aid Agreements</b>
<b>P.1</b>	<b>Emergency Call Sheet</b>
<b>P.2</b>	<b>Response Activation Call List</b>
<b>P.3</b>	<b>Determination of Substantial Threat of Spill</b>



# MFSA VESSEL RESPONSE PLAN RECORD OF CHANGES

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Section Revised	Date of Revision	Date DOE/DEQ Notified	Initials of Editor	Description of Revision:
Revision 06				
(ii)	03/18/2016	03/18/2016	HR	Updated Record of Changes
(v)	03/18/2016	03/18/2016	HR	Update plan distribution list
App D	03/18/2016	03/18/2016	HR	Update list of MFSA ISRCs
Revision 08				
(i)	1/14/2016	11/10/2015	HR	Update TOC.
(ii)	1/14/2016	11/10/2015	HR	Update Record of Changes.
(iv)	1/14/2016	11/10/2015	HR	Update WAC to include current phase in of HB1 186 requirements.
(v)	1/14/2016	11/10/2015	HR	Update plan distribution list.
Ch. 3	1/14/2016	11/10/2015	HR	Update and corrections regarding SMT.
Ch. 4	1/14/2016	11/10/2015	HR	Update to Response Action Checklist.
Ch. 6	1/14/2016	11/10/2015	HR	Modifications to meet new WAC requirements.
Ch. 7	1/14/2016	11/10/2015	HR	Modifications to meet new WAC requirements.
Ch. 8	1/14/2016	11/10/2015	HR	Modifications to meet new WAC requirements.
Ch. 9	1/14/2016	11/10/2015	HR	Update information on logistical resources.
App. B	1/14/2016	11/10/2015	HR	Modifications to forms for clarity of use.
App. C	1/14/2016	11/10/2015	HR	Update WRRL list.
App. D	1/14/2016	11/10/2015	HR	Update information and clerical changes.
App. F	1/14/2016	11/10/2015	HR	Remove.
App. H	1/14/2016	11/10/2015	HR	Update information on disposal resources.
App. J	1/14/2016	11/10/2015	HR	Update details on agreements and LOIs.
App. L	1/14/2016	12/14/2015	HR	Remove.
App. K	1/14/2016	11/10/2015	HR	Update definitions and abbreviations.
Revision 07				
(ii)	04/10/2015	04/10/2015	HR	Updated Record of Changes
Ch 2	04/10/2015	04/10/2015	HR	Update chapter with revised Field Guide references.
App A	04/10/2015	04/10/2015	HR	Corrected contact information and reformatted Field Guide.



## MFSA VESSEL RESPONSE PLAN RECORD OF CHANGES

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Page No.: 2 of 4  
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Revision 06				
(ii)	02/16/2015	02/16/2015	HR	Updated Record of Changes
(v)	02/16/2015	02/16/2015	HR	Update plan distribution list
App D	02/16/2015	02/16/2015	HR	Update list of MFSA ISRCs
Revision 05				
(i)	07/14/2014	07/14/2014	HR	Updated TOC
(ii)	07/14/2014	07/14/2014	HR	Updated Record of Changes
(iv)	07/14/2014	07/14/2014	HR	Updated WAC to include HB1186 requirements and to reflect administrative changes
Ch 1	07/14/2014	6/23/2014 / 6/12/2014	HR	Language changes due to changes with P&I club practices and to reflect administrative changes.
Ch 5	07/14/2014	6/23/2014 / 6/12/2014	HR	Update contact information.
Ch 6	07/14/2014	6/23/2014 / 6/12/2014	HR	Correct errors, update CRC facility address and add language on Shoreline Cleanup.
Ch 10	07/14/2014	6/23/2014 / 7/14/2014	HR	Update plan distribution practices.
App C	07/14/2014	6/23/2014 / 6/12/2014	HR	Update WRRL list.
App D	07/14/2014	6/23/2014 / 6/12/2014	HR	Update information and clerical changes.
App H	07/14/2014	6/23/2014	HR	Update contact information.
App I	07/14/2014	6/23/2014 / 6/12/2014	HR	Remove.
App J	07/14/2014	6/23/2014 / 6/12/2014	HR	Update details on agreements and LOIs.
App K	07/14/2014	6/23/2014	HR	Update definitions and abbreviations.
App O	07/14/2014	6/23/2014 / 7/14/2014	HR	Update plan distribution practices.
Revision 04				
(v)	04/07/2014	03/31/20014	HR	Update plan distribution list
App D	04/07/2014	03/31/20014	HR	Update list of MFSA ISRCs



# MFSA VESSEL RESPONSE PLAN RECORD OF CHANGES

**Changes: ii**  
Page No.: 3 of 4  
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Revision 03				
(v)	10/10/2013	10/2/2013	HR	Update plan distribution list
App D	10/10/2013	10/2/2013	HR	Update list of MFSA ISRCs
Revision 02				
(i)	07/14/2013	06/28/2013	HR	Updated TOC
(ii)	07/14/2013	06/28/2013	HR	Updated Record of Changes
(iv)	07/14/2013	06/28/2013	HR	Updated WAC to include HB1186 requirements
(v)	07/14/2013	06/28/2013	HR	NEW
Ch 1	07/14/2013	06/28/2013	HR	Addition of language on substantial threat of spill and inclusion of list of QIs.
Ch 2	07/14/2013	06/28/2013	HR	Clarification of Substantial Threat of Spill
Ch 3	07/14/2013	06/28/2013	HR	Clarification on Claims Process, clarification of role of MFSA ISRC as IC and clerical changes.
Ch 4	07/14/2013	06/28/2013	HR	Relocation of Vessel emergency scenarios to improve focus on ICs initial responses and clerical changes.
Ch 5	07/14/2013	06/28/2013	HR	Update information and clerical changes.
Ch 6	07/14/2013	06/28/2013	HR	Additional details on Products Handled, Aerial surveillance and Group 5 Oils.
Ch 9	07/14/2013	06/28/2013	HR	Update information and clerical changes.
App A	07/14/2013	06/28/2013	HR	Additional language on substantial threat of spill
App B	07/14/2013	06/28/2013	HR	Clerical changes
App D	07/14/2013	06/28/2013	HR	Update information and clerical changes.
App F	07/14/2013	06/28/2013	HR	Updated version of Wildlife Response Plan from NWACP
App I	07/14/2013	06/28/2013	HR	Modified to reflect updated binding agreement language
App J	07/14/2013	06/28/2013	HR	Updated information and clerical changes.
App K	07/14/2013	06/28/2013	HR	Added definition of Substantial Threat of Spill
App M	07/14/2013	06/28/2013	HR	Modified to reflect updated binding agreement language



## MFSA VESSEL RESPONSE PLAN RECORD OF CHANGES

**Changes: ii**  
Page No.: 4 of 4  
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Rev. No.: 9

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App O	07/14/2013	06/28/2013	HR	Added list of QIs at Ecology's request.
App P	07/14/2013	06/28/2013	HR	Clarification of Substantial Threat of Spill and clerical changes
App R	07/14/2013	06/28/2013	HR	New Appendix. Information on Vessel Emergencies formerly found in Chapter 4
Revision 01				
Apx I	10/26/11	10/26/11	MC	Addition of clarifying language.
Apx D	10/26/11	10/26/11	MC	Updates to response personnel.
(i)	10/26/11	10/26/11	MC	General updates to Table of Contents reflecting overall changes to Plan with updates.
Ch 1	10/26/11	10/26/11	MC	Clerical changes.
Ch 2	10/26/11	10/26/11	MC	Clerical changes.
Ch 4	10/26/11	10/26/11	MC	Clerical changes.
Ch 9	10/26/11	10/26/11	MC	Addition of medical service providers per DEQ request.
Apx A	7/25/11	10/26/11	MC	Addition of clarifying language addressing threat of a spill. Minor layout/clerical changes.
Apx M	10/26/11	10/26/11	MC	Addition of Submittal Agreement per DEQ request.
Apx O	7/29/11	10/26/11	MC	Addition of clarifying language to QI Acknowledgement Letter. ECY notified of change and reviewed during site visit 8/26/11.
Apx Q	10/26/11	10/26/11	MC	Addition of Appendix Q to include Toolbox Safety Meeting documents for response and vessel operations.



**MFSA VESSEL RESPONSE PLAN**  
**OARs CONTENT CROSS REFERENCE**

**OARs Content**  
Page No.: 1 of 1  
Date: 7/14/2014  
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<b>CROSS REFERENCE FOR OARs 340-141-0140</b>		
<b>340-141-140 Sub-chapter</b>	<b>MFSA Plan Chapter</b>	<b>MFSA Plan Page</b>
(1) Submittal Agreement	Chapter 1.2 Appendix M	Ch 1, pg 1 Appendix M
(2) Amendments	Chapter 10.3	Ch 10, pg 2
(3) Table of Contents	Table of Contents	i
(4) Purpose & Scope	Chapter 1	Ch 1, pg 1
(5) Updates	Chapter 10.3	Ch 10, pg 2
(6) Implementation Strategy	Chapter 1.3.4	Ch 1, pg 3
(7) Spill Response System	Chapter 3.3 – 3.8	Ch 3, pg 1-13
(8) Contractor Identification	Chapter 5.4.3	Ch 5, pg 3
(9) Relationship to other plans	Chapter 1.4	Ch 1, pg 3-5
(10) Spill Detection	Appendix A	Appendix A
(11) Notifications	Appendix A	Appendix A
(12) Response Personnel	Appendix D	Appendix D
(13) Equipment & Response Resources	Appendix C	Appendix C
(14) Communications	Chapter 9.2 Appendix E	Ch 9, pg 1 Appendix E
(15) Response Operation Sites	Chapter 9.3	Ch 9, pg 1
(16) Response Flow Chart	Chapter 2.8, Figure 2.a	Ch 2, pg 4-5
(17) Authorities	Chapter 1.3.4	Ch 1, pg 3
(18) Damage Control	Chapter 4	Chapter 4
(19) Containment	Chapter 3.3 Chapter 4	Ch 3, pg 1-3 Chapter 4
(20) Response Time	Chapter 6	Ch 6, pg 1-3
(21) Chemical Agents	Chapter 3.14	Ch 3, pg 17
(22) In Situ Burning	Chapter 3.15	Ch 3, pg 17-18
(23) Environmental Protection	Chapter 3.3, 3.10, 3.13 Chapter 4 Appendix F	Ch 3, pg 1-3, 14, 16 Chapter 4 Appendix F
(24) Interim Storage	Chapter 6.6	Ch 6, pg 5
(25) Health and Safety	Chapter 7	Chapter 7
(26) Post Spill Review	Chapter 10.2	Ch 10, pg 1-2
(27) Drills and Exercises	Chapter 8	Chapter 8
(28) Risk Variables	Chapter 3.3, 3.10, 3.13 Chapter 4	Ch 3, pg 1-3, 14, 16 Chapter 4
(29) Environmental Variables	Chapter 3.3, 3.10, 3.13 Chapter 4	Ch 3, pg 1-3, 14, 16 Chapter 4
(30) Logistical Resources	Chapter 9	Chapter 9
(31) Response Strategy & Outline	Chapter 3	Chapter 3
(33) Technical Terms and Glossary	Appendix K	Appendix K

**CROSS REFERENCE FOR WAC 173-182-110 to 730**

<b>Subchapter</b>	<b>MFSA Plan Chapter</b>	<b>MFSA Plan Page</b>
173-182-110 (4) - Authority to Submit contingency plan	Chapter 1.1, 1.2 & 1.3.4 Appendix M	Ch 1, pg 1 & 3 Appendix M
173-182-210 - Plan Format Requirements	Entire Plan	
173-182-220 - Binding Agreement	Appendix M	Appendix M
173-182-230 - Contingency Plan General Content	Entire Plan	
3(a) Federal and State Requirements	Chapter 1.1	Ch 1, pg 1
3(b)(ii) Worst Case Discharge	Chapter 6.1	Ch. 6, pg 1
3(c) Log of Revisions	ii	ii
3(d) Cross Reference Table	iv	iv
3(e) Primary Response Contractor Info	Chapter 5.4.3	Ch 5, pg 3
3(f) Procedures to Track Spill Volume	Chapter 2.5 Chapter 3.12.2	Ch 2, pg 3 Ch 3, pg 15
4(a)-(c) Facility Plan Content	N/A	N/A
5(a) Name of Each Vessel	N/A	N/A
5(b) Name, Location, Address of Owner/Operator	N/A	N/A
5(c) Official Number or Call Sign	N/A	N/A
5(d) Country of Registry	N/A	N/A
5(e) Area of Operations	Chapter 1.6	Ch 1, pg 3
5(f) Type of Oil by Group	Chapter 6.1	Ch 6, pg 2-3
5(g) Operations Covered by Plan	Chapter 1	Ch 1, pg 1-2
5(h) Vessel Diagrams	N/A	N/A
6(a) Umbrella Plan Member List	Chapter 1.3	Ch 1, pg 2-3
6(b) List of Types of Oils by Group & Volume	Chapter 1.3	Ch1, pg 2-3
7 Claims Process	Chapter 3.7.4.4	Ch 3, pg 12
173-182-232 – Agreements for Supplemental Resources	Chapter 1.6.1 Chapter 6.3	Ch 1, pg 6 Ch 6, pg 5
173-182-240 - Field Document	Appendix A	Appendix A
173-182-242 – Additional Requirements for Neah Bay	N/A	N/A
173-182-250 – Initial response actions	Chapter 3.3	Ch 3, pg 1-3
173-182-260 - Notifications	Chapter 2 Appendix P	Chapter 2 Appendix P
173-182-262 - Substantial Threat of Spill	Chapter 2 Appendix K Appendix P	Ch 2, pg 2 App K, pg 9 App P, Fig P.3
173-182-270 – Maintenance records	Chapter 6.10	Ch 6, pg 6
173-182-280 – Spill Mgt Teams	Chapter 3.6-3.8	Ch 3, pg 6-13

**CROSS REFERENCE FOR WAC 173-182-110 to 730**

<b>Subchapter</b>	<b>MFSA Plan Chapter</b>	<b>MFSA Plan Page</b>
173-182-310 – Planning Standards	Chapter 6 Appendix N	Chapter 6 Appendix N
173-182-315 – Nondedicated Boats	Chapter 6.8	Ch 6, pg 6
173-182-317 – Vessels of Opportunity	Chapter 6.15 Appendix J	Ch 6, pg 6 App J, pg 1
173-182-321 – Aerial Surveillance	Chapter 6.9	Ch 6, pg 6
173-182-324 – Group 5 Oils	Chapter 6.11	Ch 6, pg 7
173-182-325 – Dispersants	Chapter 3.14	Ch 3, pg 17
173-182-330 – In-Situ Burning	Chapter 3.15	Ch 3, pg 18
173-182-335 – Storage	Chapter 6.6	Ch 6, pg 5
173-182-345 – Effectiveness of Recovery systems	N/A	N/A
173-182-348 – Determining effective daily recovery capacity (EDRC)	Chapter 6.5	Ch 6, pg 5
173-182-349 – Technical Manuals	Chapter 6.14	Ch 6, pg 8
173-182-355 – Covered vessels at transfer sites	Chapter 6	Fig 6.c, pg, 4
173-182-415 – Cathlamet staging area	Chapter 6	Fig 6.c, pg, 4
173-182-420 – Vancouver	Chapter 6	Fig 6.c, pg, 4
173-182-430 – Tri-Cities	Chapter 6	Fig 6.c, pg, 4
173-182-510 – Response and Protection Strategies	Chapter 3.3	Ch 3, pg 1-3
173-182-522 – Vessel Planning Standards for shoreline cleanup	Chapter 6.12	Ch 6, pg 6
173-182-530 – Groundwater spills	N/A	N/A
173-182-540 – Planning standards for wildlife rescue and rehabilitation	Chapter 3.10 Appendix F	Ch 3, pg 14 Appendix F
173-182-610 - Plan Evaluation Criteria	Entire Plan	
173-182-630 - Process for Plan Approval	Chapter 10.4	Ch. 10, pg. 2
173-182-700 - Drill Participation, Scheduling and Evaluation	Chapter 8.1, 8.2	Ch. 8, pg 1-3
173-182-710 - Type and Frequency of Drills	Chapter 8.2, Figure 8.a	Ch. 8, pg 1-2
173-182-720 - Evaluation Criteria	Chapter 8.1 Chapter 10.2	Ch. 8, pg 1 Ch 10, pg 1-2
173-182-730 - Other Ways to Get Drill Credit	Chapter 8.1	Ch. 8, pg 1

**V****MFSA VESSEL RESPONSE PLAN****PLAN DISTRIBUTION LIST****Distribution: v**  
Page No.: 1 of 1

Date: 03/18/2016

Rev. No.: 9

**Plan Distribution List**

Printed copies of this plan are distributed as indicated below. Copies of the plan are available at the MFSA website ([www.mfsa.com](http://www.mfsa.com)).

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Clean Rivers Cooperative, Communications Trailer	1
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MFSA Response Go Kits (Documentation Unit)	1

## 1. INTRODUCTION

### 1.1. REGULATORY MANDATE

This plan follows the requirements set forth in the Clean Waters Act as amended by the Oil Pollution Act of 1990; Oregon Revised Statute (“ORS”) Chapter 468B, Division 300-400, Oregon Administrative Rules (“OAR”) Chapter 340, Division 141; and Washington's Administrative Code (“WAC”) Chapter 173, Division 182, Sections 010-930. These regulations require an oil spill response plan for vessels covered by the respective regulations that carry oil as fuel or cargo on the navigable waters of the states of Oregon and Washington.

### 1.2. MFSA CONTINGENCY PLAN

Maritime Fire & Safety Association (“MFSA”) is the nonprofit corporation providing oil spill response and contingency planning coverage under this MFSA Vessel Response Plan (the “Plan”). The Plan is an umbrella plan for vessels entering the Columbia River that enroll for coverage under the Plan. As used in the Plan, “Covered Vessel” includes a vessel that enrolls for coverage under the Plan, its Owners and Operators (as defined in Appendix K), their successors-in-interest, and all other owners and/or operators receiving services on behalf of the enrolled vessel under the Plan. Upon enrolling under the Plan, through both the Enrollment Agreement (defined below) and the MFSA Arrival Notice (defined below), which form a part of the Plan, each Covered Vessel authorizes MFSA to enter into a binding agreement on behalf of the Covered Vessel as required by WAC 173-182-220 (the “Binding Agreement”). A copy of the Binding Agreement is located in Appendix (M).

The Plan provides detailed information including:

- Procedures for early detection and timely notification;
- Guidance for identifying a substantial threat of spill;
- Response personnel organization, capability, and training;
- Equipment characteristics, location, and capability;
- Procedures to stop or reduce spilling;
- Communications procedures;
- Environmental protection;
- Provisions for disposal of recovered oil, oily water and oily debris;
- Drills and other methods to evaluate readiness; and
- Identification of environmental sensitivity and spill risk variables.

### 1.3. PROCEDURES FOR COVERAGE UNDER THE PLAN

A Covered Vessel through an Authorized Representative enrolls for coverage under the Plan by (i) entering into either a direct Vessel Enrollment Agreement (“Vessel Enrollment Agreement”) or a Blanket Enrollment Agreement (“Blanket Agreement”) with MFSA (either, an “Enrollment Agreement”), (ii) following the other enrollment procedures specified in the Enrollment Agreement and (iii)

paying the applicable vessel Trip Fee (defined below) for coverage under the Plan. By enrolling for coverage under the Plan, the Covered Vessel and the Owner agree to all of the terms and conditions of the Enrollment Agreement and agree to follow the provisions of the Plan. The Vessel Enrollment Agreement and Blanket Agreement are available on the MFSA website at <http://www.mfsa.com>. Enrollment is completed with submission to MFSA of the MFSA Arrival Notice at least 96 hours prior to the arrival of the Covered Vessel into the Area of Coverage, which begins 3 nautical miles out from the mouth of the Columbia River (as defined in 1.6. of the Plan), or if the voyage time is less than 96 hours from the port of departure, then prior to departure.

Covered Vessel information is available through a secure log-on for State and Federal regulators online at <http://www.mfsa.com>. Historical information can be made available for review by State and Federal regulators upon request at the offices of the Merchants Exchange. Information is provided by enrolling vessels as part of the Arrival Notice.

#### **1.3.1. VESSEL DETAILS – MFSA ARRIVAL NOTICE**

To complete enrollment of a Covered Vessel under the Plan, the Owner or an Authorized Representative must file with MFSA (through the Merchants Exchange of Portland) the MFSA Arrival Notice on the MFSA approved form, accurately providing all requested vessel details. The MFSA Arrival Notice is to be filed with MFSA at least 96 hours prior to arrival of the Covered Vessel into the Area of Coverage, which begins 3 nautical miles out from the mouth of the Columbia River (as defined in 1.6. of the Plan), or if the voyage time is less than 96 hours from the port of departure, prior to departure. The MFSA Arrival Notice form can be found on the MFSA website at <http://www.MFSA.com>, or submitted online at <http://www.pdxmex.com>.

#### **1.3.2. VESSEL TRIP FEE**

Each Covered Vessel must pay the appropriate fee (“Trip Fee”) for each transit in the Area of Coverage. MFSA’s current fee schedule and payment instructions are available from MFSA at <http://www.mfsa.com>.

#### **1.3.3. FIELD GUIDE**

Each Covered Vessel must carry on board an MFSA Shipboard Field Guide - Emergency Procedures Checklist (“Field Guide”) which must be available for use at all times when the Covered Vessel is in the Area of Coverage. The Field Guide must be placed on board the Covered Vessel by the Owner (or Authorized Representative) prior to the Covered Vessel’s arrival in the Area of Coverage. The Field Guide is available upon request to MFSA or can be found on the MFSA website at <http://www.MFSA.com> and is located in Appendix (A) of this Plan.

#### **1.3.4. AUTHORITY TO IMPLEMENT PLAN**

MFSA is provided authority to Implement the Plan by (a) the Enrollment Agreement, and (b) the MFSA Arrival Notice. This authority allows MFSA to carry out response actions under the Plan. MFSA is authorized to act as a limited agent on behalf of the Covered Vessel to mobilize, dispatch, and direct equipment and personnel of (i) the Primary Response Contractor (“PRC”) named in the Plan, and (ii) through the Qualified Individual (“QI”) named in the Covered Vessel’s Federal Vessel Response Plan (“Federal VRP”) as listed in the MFSA Arrival Notice, the Covered Vessel’s Ocean Zone Oil Spill Removal Organization (“Ocean Zone OSRO”) named in the MFSA Arrival Notice as contracted by the Covered Vessel. This Authority to Implement the Plan is effective for up to the first 24 hours following MFSA receiving Notification, by which time a Transition of Authority must occur as defined in Chapter (3) and Appendix (B) of the Plan.

#### **1.3.5. FEDERAL VESSEL RESPONSE PLAN AND QI**

The Covered Vessel (or Authorized Representative) will identify its QI in the MFSA Arrival Notice. The Covered Vessel authorizes the QI, through the Enrollment Agreement, to coordinate with MFSA in the use of Ocean Zone Resources (as defined in 1.6.1 and Appendix K of the Plan) through the Ocean Zone OSRO. The QI also coordinates with MFSA for the Transition of Authority (as defined in Chapter 3 and Appendix K of the Plan).

Each participating QI, except those who have also signed Enrollment Agreements, must execute the Acknowledgement Letter found in Appendix (O), which details and acknowledges the coordination process in the call out of Ocean Zone Resources. A list of participating QIs can be found in Appendix (O), current as of date of plan submission.

#### **1.4. RELATIONSHIP TO OTHER PLANS**

MFSA and its PRCs use this Plan in conjunction with other applicable response plans during spill responses and cleanup operations. Figure 1.a depicts the relationship between the Plan and other federal, state, and local response plans.

The National Oil and Hazardous Substances Pollution Contingency Plan (the “National Contingency Plan” or “NCP”) is the federal government’s plan for

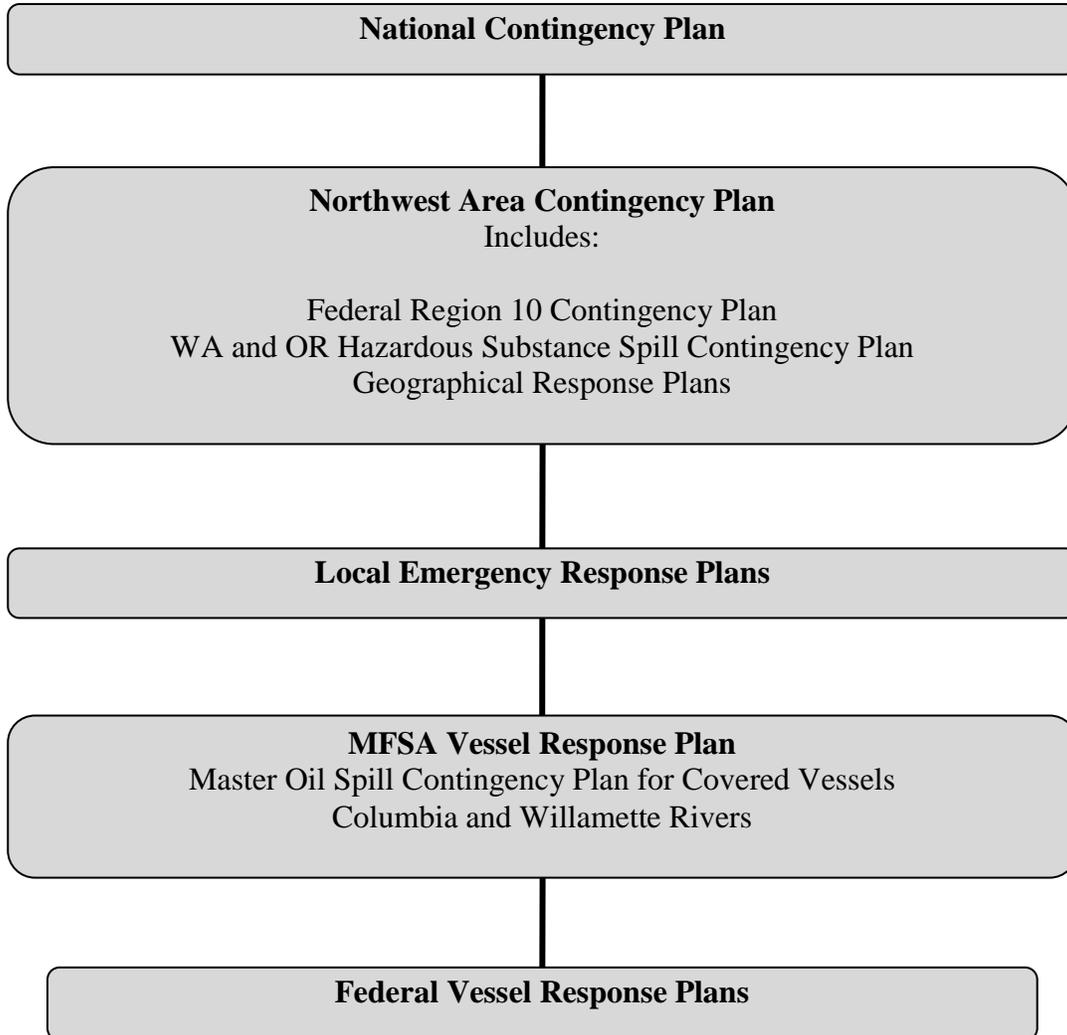
responding to oil spills and/or hazardous materials incidents. The NCP serves to promote overall coordination among the hierarchy of responders and contingency plans. It contains policies for Regional Response Teams (“RRT”) such as the Region 10 RRT, and area contingency plans such as the Northwest Area Contingency Plan (“NWACP”).

The NWACP contains response information and policies for the northwest region and includes guidance that state approved umbrella plans in the Northwest supersede Federal VRPs.

Local Emergency Planning Committees work closely with the RRT for consistency with the NWACP. In the event a spill involves a local emergency management agency, the local response plan will be referenced in conjunction with the NWACP.

**Figure 1.a**

**RELATIONSHIP OF FEDERAL, STATE, AND LOCAL  
OIL SPILL CONTINGENCY PLANS**



### **1.5. VESSELS COVERED BY THE PLAN**

Tank vessels and tank barges of any size as well as cargo and passenger, vessels over 300 Gross Tons (domestic) calling at ports in Oregon and Washington on the Columbia and Willamette Rivers are eligible for coverage. Typical ports of call include Longview, Kalama and Vancouver, Washington; and Portland and Astoria, Oregon. Enrollment Agreements are kept on file with the official records at the offices of MFSA. Enrollment information is maintained on the MFSA website <http://www.mfsa.com> in a secure location which is available to State and Federal agencies. Voyage information for Covered Vessels is kept in an electronic database maintained by the Merchants Exchange of Portland. Vessel information is provided by the Covered Vessel (or Authorized Representative) to MFSA, in the form of the MFSA Arrival Notice, and to the USCG, in the form of the USCG Notice of Arrival, at least 96 hours prior to the Covered Vessels arrival into the Area of Coverage.

### **1.6. AREA OF COVERAGE**

The geographic area covered by this Plan, as required under OAR 340-141-0140(4)(a) and WAC 317-10-050 (4)(a), consists of the Columbia River from its mouth (at river mile 0) up to the Glenn Jackson Bridge (I-205) at river mile 113, and the Willamette River from its confluence with the Columbia River up to Willamette Falls. Coverage may be extended to the Upper Columbia and Snake Rivers pursuant to separate Appendix to this Plan. The Area of Coverage also includes the area from the mouth of the river (at river mile 0) extending 3 miles into the Pacific Ocean (the "Ocean Zone"). Collectively, these areas are referred to as the "Area of Coverage," Figure 1.b displays the Area of Coverage.

#### **1.6.1. OCEAN ZONE**

The response equipment contracted by MFSA under the Plan does not meet all regulatory spill response equipment requirements for the Ocean Zone. The Ocean Zone includes (a) Oregon State waters that require open water capable response resources to meet regulatory planning standard requirements of OAR 340-141-0150(3)(f) – Covered Vessels Operating in the Open Ocean Zone; and (b) Washington State waters that require open water capable response resources to meet regulatory planning standard requirements of WAC 173182-415 – Cathlamet Staging Area, WAC 173-182-450 – Planning Standards for the Washington Coast, WAC 173-182-325 – Planning Standards for Dispersants and WAC 173-182-330 – Planning Standards for In Situ Burning. In order to meet these requirements, the Covered Vessel must rely on the Ocean Zone OSRO.

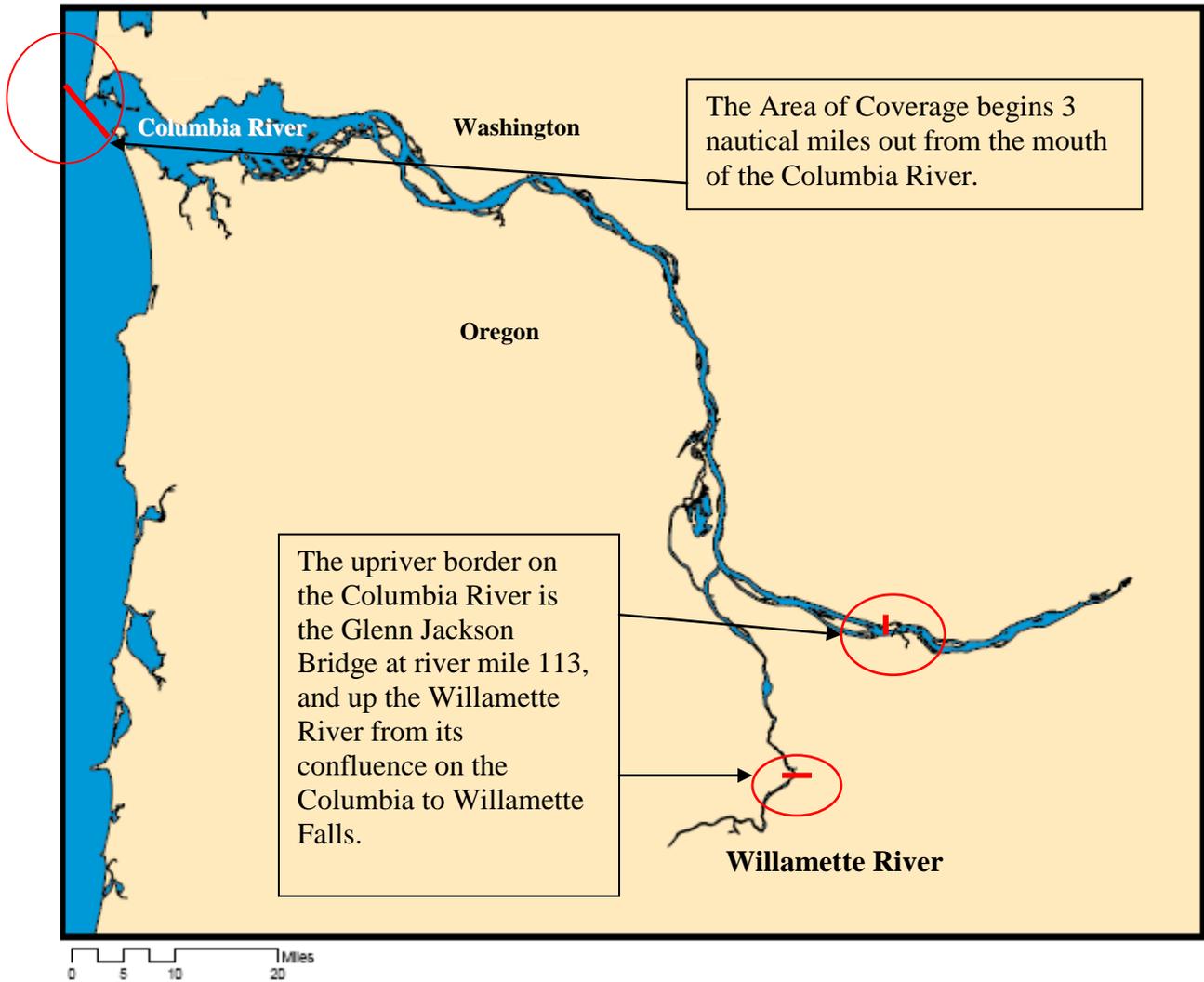
In order to comply with applicable regulations and complete enrollment, Covered Vessels must provide MFSA with the MFSA Arrival Notice for

each vessel call in the Area of Coverage. The MFSA Arrival Notice must specify the Covered Vessel's P&I Club, QI and the Ocean Zone OSRO. The Covered Vessel must rely on the response resources maintained by the Ocean Zone OSRO (the "Ocean Zone Resources") to meet the regulatory requirements for Oregon and Washington in response to spills in or affecting the Ocean Zone. The Covered Vessel's QI is an Authorized Representative with specific authority to call out Ocean Zone Resources. The QI will coordinate with the Spill Management Team to call out the Ocean Zone OSRO as depicted in Chapter (3) of the Plan.

If MFSA determines that the Ocean Zone OSRO does not satisfy the requirements for Ocean Zone Resources, MFSA will notify the vessel that enrollment in the Plan is denied and will advise the vessel of available courses of action, if any.

**Figure 1.b**

**GEOGRAPHIC AREAS OF COVERAGE**



## 2. NOTIFICATIONS OF SPILL OR SUBSTANTIAL THREAT OF SPILL

All spills or substantial threats of spills from a Covered Vessel into the Area of Coverage must be immediately reported to the States of Oregon and Washington as referenced in Chapter 1 of this Plan and in Section 2.2.3. below, in addition to the USCG in accordance with regulation 33 CFR 153.203 Procedures for the Notice of Discharge.

### 2.1. FIELD GUIDE

Each Covered Vessel must carry on board the Field Guide, which must be available for use at all times when the Covered Vessel is in the Area of Coverage. The Field Guide must be placed on board the Covered Vessel by the Owner (or Authorized Representative) prior to the Covered Vessel's arrival in the Area of Coverage. The Field Guide is available upon request to MFSA or can be found on the MFSA website at [www.mfsa.com](http://www.mfsa.com) and is located in Appendix (A) of this Plan.

### 2.2. SHIPBOARD REQUIRED NOTIFICATIONS

In the event of a spill or substantial threat of a spill, the Covered Vessel (or Authorized Representative) is required to make the notifications as listed in the Field Guide.

**DO NOT DELAY INITIAL REPORT**

If some items in the Field Guide spill reporting form are unknown, state in the report that this information will be provided when the facts are available.

#### 2.2.1. NOTIFICATION TO MFSA

In the event of a spill or substantial threat of a spill from the Covered Vessel, the Covered Vessel (or Authorized Representative) is to notify MFSA as soon as possible. MFSA Communications Center staff will document information received and make follow-up notifications. Notwithstanding MFSA's follow-up notifications, the Covered Vessel (or Authorized Representative) is still required to make the notifications as listed on the Field Guide.

The communication by the Covered Vessel (or Authorized Representative) to report a spill or substantial threat of a spill from the Covered Vessel (the "Notification"), triggers MFSA's Authority to Implement the Plan. Implementation of the Plan is the initiation of and continuation of oil spill response actions under the Plan, once Notification has occurred. MFSA will furnish an Incident Commander ("IC") to investigate the spill and manage the response actions.

Substantial threat of a spill is defined in the Glossary (Appendix K). In the case of a vessel emergency where it is uncertain if a substantial threat of spill exists, the vessel representative should review the specific incident details with the MFSA Representative to determine if it meets the definition.

If MFSA receives telephonic, radio or other communication from any person who is not an Authorized Representative of a Covered Vessel (including regulatory agencies) of a spill or substantial threat of a spill from an MFSA Covered Vessel, MFSA will contact the Covered Vessel (or its Authorized Representative) to confirm the existence of a spill or substantial threat of a spill. Based on the information received MFSA will then take the following steps:

- If a spill or substantial threat of a spill is confirmed, this confirmation is deemed a Notification from the Covered Vessel or its Authorized Representative.
- If the report of a spill or substantial threat of a spill is not confirmed, or a spill is confirmed but is reported as not coming from the Covered Vessel, MFSA will notify DEQ, Ecology and the USCG, and detail what information was provided to MFSA.

**Maritime Fire and Safety Association's  
24-hour contact number is (503) 220-2055**

### **2.2.2. NOTIFICATION TO USCG**

Initial reports by the vessel on any oil spill must be **immediately** reported to the USCG National Response Center.

The USCG National Response Center will accept the *IMO Vessel Oil Spill Incident Fax Reporting Form* as an alternative to a voice notification to report an oil spill incident. However, if the initial report to the USCG National Response Center is done by fax, the Covered Vessel (or Authorized Representative) must call by telephone to confirm receipt of the faxed notification by the USCG within 15 minutes of sending the fax.

### **2.2.3. NOTIFICATION TO THE STATES OF OREGON AND WASHINGTON**

The Covered Vessel (or Authorized Representative) must also report any spill or substantial threat of a spill into the waters of Oregon or Washington to the emergency response center for each state **immediately**, using the emergency response center numbers for each state listed in the Field Guide.

### **2.3. MFSA NOTIFICATIONS**

Upon Notification to MFSA of a spill or substantial threat of a spill from a Covered Vessel, the Communications Center will document the information received on the Emergency Call Sheet found in Appendix (P), Figure P.1 of the Plan. They will then use the Response Activation Call Sheet found in Appendix (P), Figure P.2 of the Plan to make the following notifications:

- a) the on-duty IC who will lead response efforts as per the duties and responsibilities outlined in Chapter (3) of the Plan;
- b) the on-duty Response Manager to provide incident information who will assess and make response recommendations to the IC;
- c) the USCG National Response Center;
- d) the States of Oregon and Washington;
- e) the Covered Vessel's Agent and QI; and
- f) the MFSA on-call representative.

The notifications to the USCG National Response Center and the States of Oregon and Washington are follow-up notifications only. The Covered Vessel is still required to make notifications as per the Field Guide. Follow-up notifications provide MFSA immediately with incident reporting numbers, and verify calls made and information exchanged.

### **2.4. INITIAL OIL SPILL REPORT - NOTIFICATION FORM**

Upon the discovery of a spill or substantial threat of a spill there will be a demand for as much information as possible, as quickly as possible. There must be a balance of timeliness and thoroughness of the information. However, never delay reporting. Report as much information as possible and then follow up with additional information as it becomes available. Appendix (A) includes an Initial Oil Spill Report notification form and should be filled out by the Covered Vessel (or Authorized Representative) as thoroughly as possible without delaying the information. The IC will collect the information recorded on this form when first contacting the Covered Vessel.

**2.5. MARKING THE LEADING EDGE OF THE SPILL**

The IC will, upon initial contact, assist the Covered Vessel in marking the leading edge of the spill. This may be achieved for example by throwing an absorbent pad or an orange into the water. MFSA can provide means for meeting this requirement once on-scene through the PRC, Clean Rivers Cooperative, Inc. ("CRC"). CRC maintains and trains in the use of tracking devices which can be deployed during the initial assessment phase of a spill. See PRC Application for additional information.

**2.6. ESTIMATING THE SIZE OF THE SPILL**

Estimating the size of the spill is as difficult as it is necessary. This information is critical during the initial Notification in order to determine the size of the response operation. The estimating will be performed immediately upon discovery by the Covered Vessel and/or by dispatched observation personnel. The size can be estimated by direct observations and through cargo operation transfer rates and/or soundings of the vessel's tanks.

**2.7. FOLLOW UP INFORMATION**

After the initial information has been reported there may be a need to provide additional details about the incident. This information may include additional details about the volume, type or spread of the incident. Other information that may be needed could include details on the status of the Covered Vessel and/or its crew.

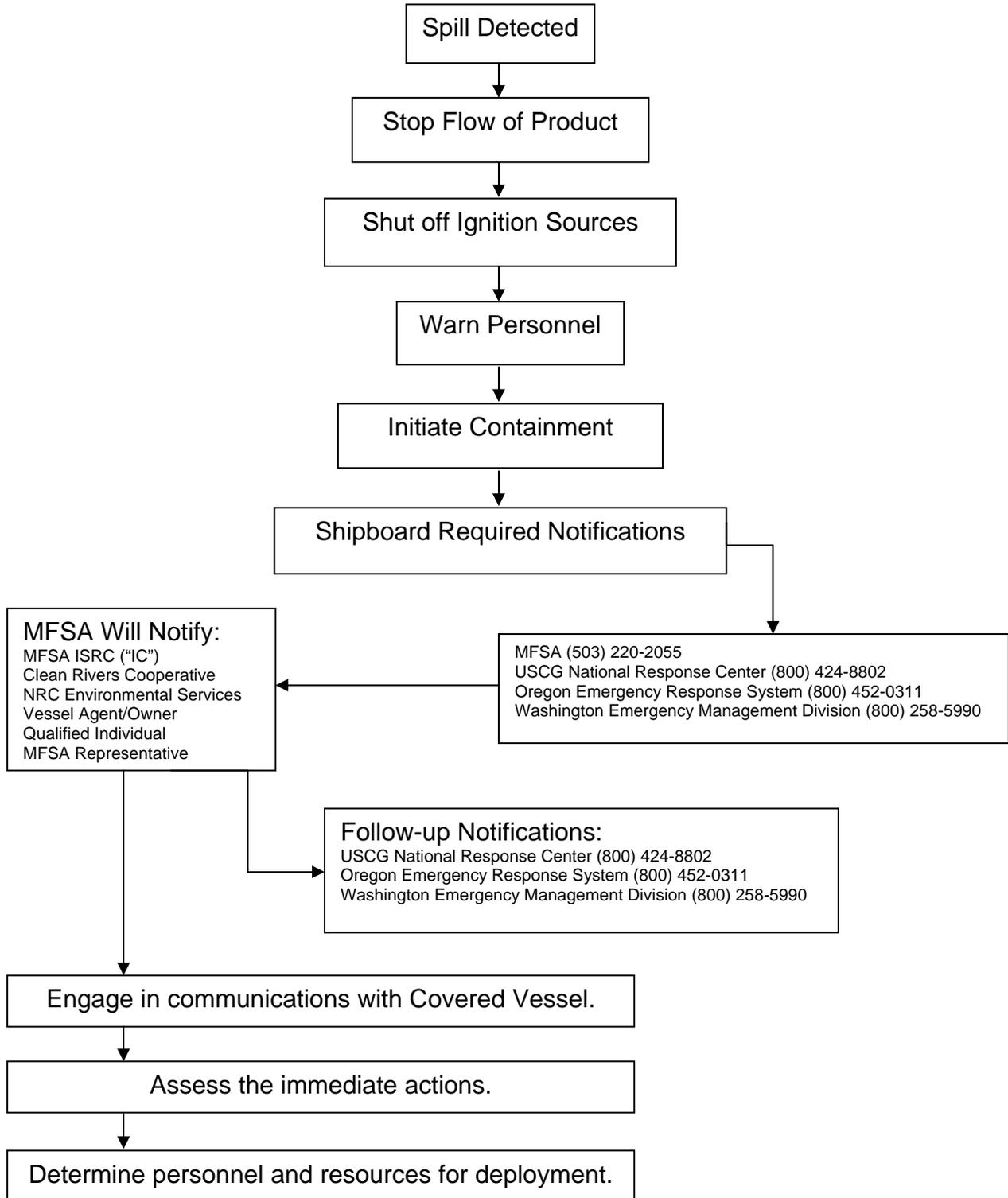
When significant changes to the initial information occur and a follow-up report is required, the IC should update the Initial Oil Spill Report and provide the updated information to the agencies notified on the Field Guide. The IC may discuss the contents of the Follow-up Report with the appropriate agencies onsite or by phone if applicable.

**2.8. EMERGENCY OPERATIONS FLOW CHART**

An efficient plan and a rapid response require all parties involved to know exactly how the operation will transpire. Figure 2.a depicts how the emergency response under this Plan will be managed.

**FIGURE 2.a**

**EMERGENCY RESPONSE OPERATIONS FLOW CHART**



### 3. SHORE-BASED RESPONSE ACTIVITIES

#### 3.1. MFSA's RESPONSIBILITIES AND AUTHORITY

This Plan is the umbrella plan for Covered Vessels calling the Columbia and Willamette Rivers and outlines the cleanup and containment responsibilities, as brought about by the OPA 90 and Oregon's and Washington's 1991 Oil Spill Prevention Bills (SB 242-A and HB 1027, respectively), and required by OAR 340-141 and WAC 173.182.

Upon receiving Notification of a spill or substantial threat of a spill from a Covered Vessel, MFSA will provide an Interim Spill Response Coordinator (ISRC) to fill the role as Incident Commander (IC) for a period of up to 24 hours or until the Responsible Party's ("RP") QI assumes duties as the IC; whichever occurs first.

#### 3.2. PROCEDURES FOR TRANSFERRING RESPONSIBILITY OF DIRECTING RESPONSE ACTIVITIES FROM THE VESSEL TO MFSA

The responsibility of spill response direction is transferred from the vessel to MFSA immediately upon Notification of a spill or substantial threat of a spill from a Covered Vessel.

#### 3.3. MFSA's INITIAL ACTIONS

Upon Notification, MFSA will Implement the Plan. This is the responsibility of the once notified. Initial actions primarily include, but are not limited to, equipment and personnel deployment in accordance with the Geographical Response Plans ("GRP"s) of the NWACP for the area of concern. The NWACP and associated GRPs are incorporated by reference into this Plan, including all risk and environmental variables identified. Recognizing that the priorities for booming and other response activities may change or require additional response measures outside of the GRPs, these strategies will be implemented at the discretion of the Unified Command ("UC"). Examples could include among others, air monitoring, alternative booming strategies, assessment measures, on-water recovery operations, and over flights.

##### 3.3.1. INITIAL RESPONSE ACTIVITIES

Upon Notification of a spill or substantial threat of a spill from a Covered Vessel, MFSA will assign an ISRC to act as IC to the incident. MFSA maintains a roster of ISRCs available for assignment to an incident as an IC who rotates through on-call duty status. Cellular phones and/or pagers are used to ensure that a constant stand-by status is maintained for assignment of an IC to an incident upon Notification. Current ISRCs are listed in Appendix (D), Figure D.1, of the Plan.

Upon Notification of a spill or substantial threat of a spill from a Covered Vessel, the IC will:

- a) contact the vessel to confirm the status of the steps taken to ensure safety of the crew and the Covered Vessel, and the steps being taken to contain and mitigate the spill;
- b) assess the immediate actions needed to be taken to maintain safety and to minimize environmental damage;
- c) determine the personnel and resources needed for deployment to the incident, and order deployment of those resources; and
- d) communicate and coordinate with State and Federal agencies.

The IC has authority to contract and utilize any resources necessary to accomplish these steps and to direct the spill response based on the IC's initial and follow up assessments.

The IC will strive to take the appropriate actions quickly on behalf of the Covered Vessel to minimize the incident's impact to safety, environment and economy. IC's are experienced in oil spill cleanup and will evaluate the spill and necessary cleanup actions. If the IC determines that the necessary actions are being taken to clean the spill or that the spill is not recoverable, the IC will not call in clean-up resources unnecessarily. However, if there is any doubt, the IC will take the prudent course of action, and call in response resources, including additional on-site assessment resources.

IC duties and responsibilities are described in Section 3.7.3. of the Plan.

The initial on-site assessment resources available to the IC, and the ones most commonly used by the IC, are the CRC's Response Manager, the Project Supervisor and the Response Crew.

- CRC's Response Manager – The On-Duty CRC Response Manager serves as the initial Operations Section Chief. The Response Manager can also provide a tracking device to mark the leading edge of the spill during low visibility situations.
- Project Supervisor – The Project Supervisor serves as the initial Division/Group Supervisor. The Project Supervisor works with the Operations Section Chief and directs assigned Strike Teams/Task Forces.

- Response Crew – The Response Crew serves as a Strike Team/Task Force or single resource. This crew, made up of two people, responds with a CRC response vessel equipped with a minimum of 1000 feet of oil spill containment boom.

When deployed to the incident, the IC, Response Manager and/or Project Supervisor will travel to the incident via landside with the response vessel traveling from the appropriate vessel moorage via water. Once on scene, on-site assessment will continue and the deployed personnel will begin initial containment and collection operations. The Response Manager and/or Project Supervisor will continue reporting to the IC who will determine the ongoing response needed. Additional equipment may be deployed as necessary depending on amount and type of product spilled or the ongoing level of threatened spill.

### **3.3.2. RESPONSE ACTION CHECKLIST**

The Response Action Checklist in Chapter (4) will be used during the response to all spills and will be provided to both the IC and the CRC Response Manager. The Response Action Checklist is not intended to limit their decisions and actions in any way. It is provided as a guide, as to the generally accepted spill response practices, and as a reminder during the early phases of a spill response. The Field Guide document remains the vessel's tool for responding. In addition to the use of the Response Action Checklist, it is the IC's responsibility to document initial response objectives and actions taken on an ICS 201 Form for each spill response.

### **3.4. ESTABLISHING UNIFIED COMMAND**

It is the IC's responsibility to establish contact with the Federal On-Scene Coordinator ("FOSC") and the State On-Scene Coordinator ("SOSC") to advise them or their designees of the proposed response. The IC, FOSC, and SOSC make up the initial Unified Command ("UC"). In addition, the IC will set up a schedule of update/strategy sessions with the FOSC and the SOSC either onsite or via conference call. These updates and strategy sessions will comply with common practices in accordance with the planning process established in the Incident Command System ("ICS"). Additional UC members will be identified and included in communications as necessary.

### **3.5. TRANSITION OF AUTHORITY**

MFSA's response organization is arranged to Implement the Plan through the first 24 hours of a response, including the identification, coordination and management of the appropriate initial spill response resources necessary to rapidly and aggressively respond to a spill or substantial threat of a spill, and

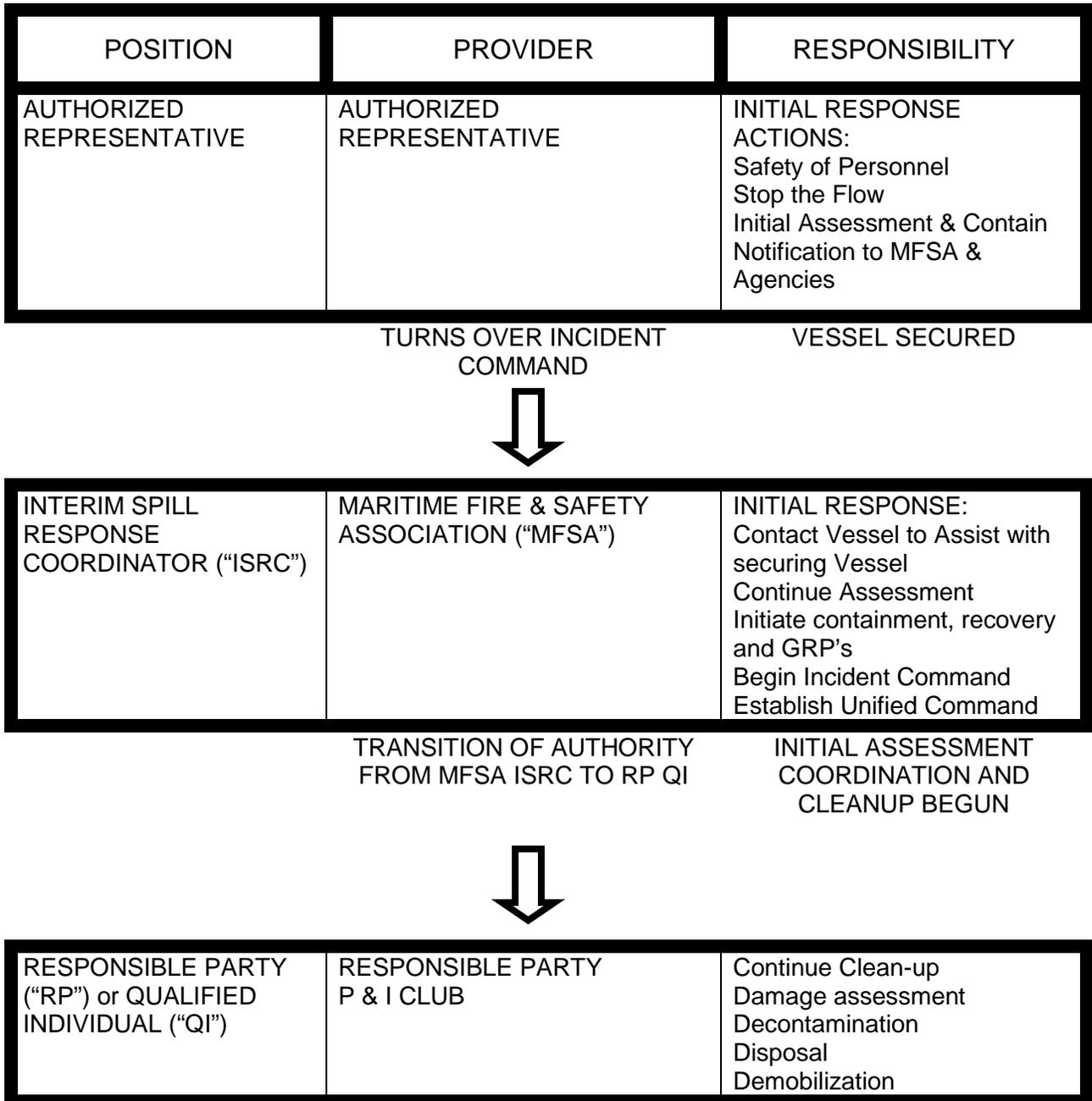
insure a smooth Transition of Authority with the RP's Spill Management Team ("SMT").

MFSA plans to use personnel and contractor resources under the direction of the PRC, which is CRC, to fill response team member positions in the initial stages of the incident. MFSA may also utilize its contracted SMT, Witt O'Brien's, to provide personnel to supplement staffing within the ICS. O'Brien's has a diversity of personnel trained in the various disciplines of the ICS (Operations, Planning, Logistics, and Finance). These individuals will continue to function in their designated operations until the RP is able to mobilize its own SMT.

MFSA, the PRC and the SMT will work with the incoming RP team members until a smooth and effective Transition of Authority can be assured. A diagram depicting the Transition of Authority during a typical spill is included in (Figure 3.a). The RP will relieve MFSA and their ISRC by completing the Acknowledgement of Transfer or Relief (Figure B.1) and the Transition Plan (Figure B.2) in Appendix (B). At that point, the RP will fill the role of IC. In the event the RP fails to relieve MFSA and the IC within 24 hours of Notification, MFSA will turn over responsibility to a governmental authority.

**Figure 3.a**

**TRANSITION OF AUTHORITY DURING TYPICAL SPILL RESPONSE**



**3.6. NATIONAL INCIDENT MANAGEMENT SYSTEM - ICS**

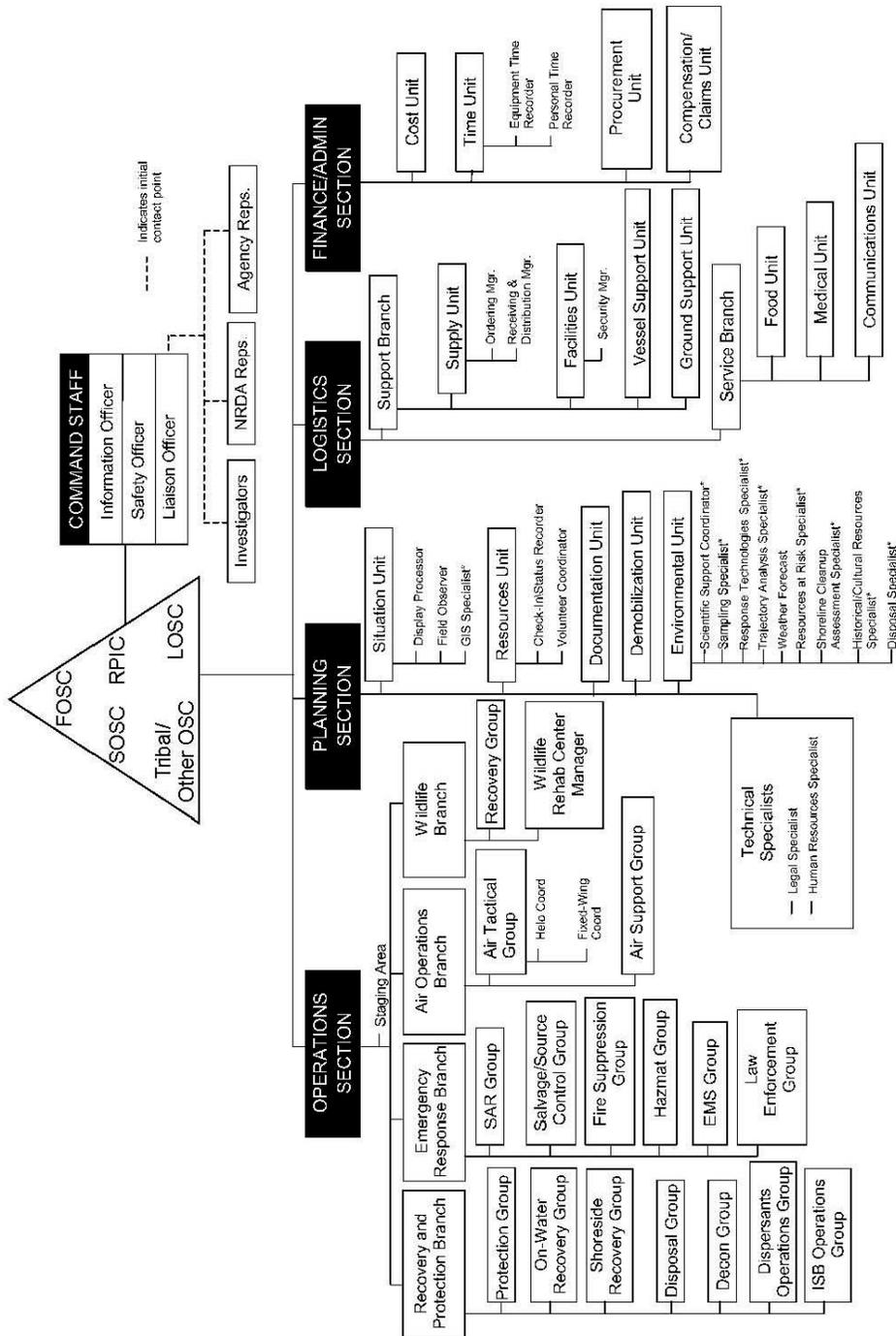
The IC will implement the National Incident Management System (NIMS) ICS in all response situations. NIMS ICS is a standardized response management system. It is an “all hazard – all risk” approach to managing crisis response operations, as well as non-crisis events. It is organizationally flexible and capable of expanding and contracting to accommodate responses or events of varying size or complexity.

Figure 3.b indicates the ICS organization chart typically used during a response. Detailed staffing information can be found in Section 3.7 and Appendix (D) of the Plan.

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS SHORE-BASED RESPONSE ACTIVITIES

Figure 3.b

### INCIDENT COMMAND SYSTEM ORGANIZATION CHART



\* Possible Assignment of Technical Specialists

**3.7. FUNCTIONS OF THE SPILL MANAGEMENT TEAM**

The following is a brief description of the roles and responsibilities of the members of the SMT. The position descriptions and staffing policies are consistent with the NWACP. Spreadsheets detailing MFSA's SMT can be found in Appendix (D) of the Plan.

**Note: More than one of the listed functions and responsibilities may be assigned to a single individual, especially in the event of a relatively small incident, but all functions and responsibilities must be addressed.**

**3.7.1. VESSEL'S MASTER OR AUTHORIZED REPRESENTATIVE**

The Master (also known as the Vessel's Captain) or the Authorized Representative of a Covered Vessel is responsible for Notification to MFSA of a spill or substantial threat from a Covered Vessel. Notification to MFSA provides MFSA the Authority to Implement the Plan. The IC will keep the Master and/or the Authorized Representative apprised of response actions during the first 24 hours of a response.

**3.7.2. VESSEL'S QUALIFIED INDIVIDUAL**

The QI is the individual or organization designated by an Owner or Operator in the Covered Vessel's Federal VRP with the full authority to respond to an incident on the Covered Vessel's behalf. As per the NWACP, and as outlined in Chapter 1 of the Plan, MFSA will coordinate with the QI in the call-out of Ocean Zone Resources and in the Transition of Authority.

When the Transition of Authority occurs from MFSA to the RP, it is often the QI to whom MFSA will transition the IC role. During the response, the IC will regularly communicate with the QI to keep the QI, who is the RP's Authorized Representative, apprised of the response and to ensure a smooth and effective transition.

**3.7.2.1. OCEAN ZONE RESOURCES ACTIVATION**

When the IC determines that activation of Ocean Zone Resources is necessary, the IC will contact the QI and request that the QI call-out the Ocean Zone OSRO named in the Covered Vessel's Federal VRP. QI and Ocean Zone OSRO information is obtained on the MFSA Arrival Notice submitted by the Covered Vessel. The QI will immediately contact the Ocean Zone OSRO, designating MFSA as authorized to direct these resources, and facilitate contact between the Ocean Zone OSRO and the Operations Section

Chief and IC. This process conforms to ICS practices and has been confirmed by all participating QI organizations through the QI Acknowledgement Letter in Appendix (O) of the Plan as well as all approved Ocean Zone OSROs.

### **3.7.3. INCIDENT COMMANDER OR UNIFIED COMMAND**

The IC or UC is responsible for all aspects of the response, including developing incident objectives and managing all incident operations. Unless specifically assigned to another member of the Command or General Staff, these responsibilities remain with the IC.

Some of the responsibilities include:

- Communicate with vessel to assist in implementing Field Guide to secure the vessel and stop the flow;
- Establish immediate priorities especially regarding the safety of responders, other emergency workers, bystanders, and people involved in the incident;
- Stabilize the incident by ensuring life safety.
- Manage resources efficiently and cost effectively;
- Determine incident objectives and strategy to achieve the objectives;
- Establish and monitor incident organization.
- Approve the implementation of the written or oral Incident Action Plan ("IAP");
- Ensure adequate health and safety measures are in place; and
- Provide technical assistance to the QI in managing the spill response.

Although a single IC normally handles the command function, depending on the specifics of each event, the ICS organization may be expanded into a UC. The UC may be used whenever multiple jurisdictions are involved in a response effort. These jurisdictions could be represented by:

- Geographic boundaries (such as two states, tribal lands);
- Governmental levels (such as local, state, federal);
- Functional responsibilities (such as fire-fighting, oil spill, emergency medical services);
- Statutory responsibilities (such as federal land or resource managers, RP under OPA or CERCLA); or
- Some combination of the above.

**3.7.3.1. COMMAND STAFF –INFORMATION OFFICER**

The Information Officer (“IO”) is responsible for developing and releasing information about the incident to the news media, to incident personnel, and to other appropriate agencies and organizations. Through its SMT, MFSA currently maintains a letter of agreement with NexusNW for public affairs and IO services.

As per the NWACP, the position should be filled by a qualified representative of a Federal, State, Tribal or local agency, if available. If no such agency representative is initially available, qualified or willing to be the IO, the MFSA IO from NexusNW may, upon the UC’s approval, fill that role. When selecting the IO, the UC should consider credibility with media and public, as well as previous experience in drills or spills, familiarity with the NWACP and policies, and with the Emergency Management Support Function.

**3.7.3.2. COMMAND STAFF - INCIDENT SAFETY OFFICER**

The Incident Safety Officer (“SO”) works as a support officer for the Incident Commander. The SO may have assistants, as necessary, and the assistants may also represent assisting agencies or jurisdictions.

**3.7.3.3. COMMAND STAFF - LIAISON OFFICER**

The Liaison Officer’s (“LO”) role is to serve as the point of contact for assisting and coordinating activities between the UC and various agencies and groups. This may include local government officials and investigators arriving on the scene.

As per the NWACP, the position should be filled by a qualified representative of a Federal, State, Tribal or local agency, if available. If no such agency representative is initially available, qualified or willing to be the LO, upon the UC’s approval, MFSA’s contracted SMT may provide personnel to fill that role.

**3.7.4. GENERAL STAFF**

The General Staff includes Operations, Planning, Logistics, and Finance/Administrative responsibilities. These responsibilities are handled by the IC until they are assigned to another individual. When the Operations, Planning, Logistics or Finance/Administrative

responsibilities are established as separate functions under the IC, they are delegated to separate individuals and managed by a Section Chief and can be supported by other functional units.

#### **3.7.4.1. OPERATIONS SECTION**

The Operations Section is responsible for all operations directly applicable to the primary mission of the response. The Operations Section Chief (“OSC”) activates and supervises organization elements in accordance with the IAP and directs its execution. The OSC also directs the preparation of the unit operational plans, requests or release resources, makes expedient changes to the IAP, as necessary, and reports such to the IC.

The Operations Section can be expanded as the incident warrants including adding the following branches and units:

- Staging Area(s) Manager
- Air Operations Branch
- Divisions/Groups Supervisor
- Strike Team/Task Force Leader

#### **3.7.4.2. PLANNING SECTION**

The Planning Section Chief (“PSC”) is responsible for the collection, evaluation, dissemination and use of information about the development of the incident and the status of resources. Information is needed to:

- Understand the current situation;
- Predict the probable course of incident events; and
- Prepare alternative strategies for the incident.

The Planning Section can be expanded to include the following units:

- Resource Unit Leader
- Situation Unit Leader
- Documentation Unit Leader
- Demobilization Unit Leader
- Environmental Unit Leader (per the NWACP)
- Technical Specialists

#### **3.7.4.3. LOGISTICS SECTION**

The Logistics Section Chief (“LSC”) is responsible for providing facilities, services, and material in support of the incident. The LSC participates in the development and

implementation of the IAP and activates and supervises the Branches and Units within the Logistics Section.

The Logistics Section can be expanded to include the following branches and units:

- Service Branch – Medical Unit and Food Unit.
- Support Branch – Distribution Unit, Facilities Unit, Ground Support Unit and Vessel Support Unit.

#### **3.7.4.4. FINANCE/ADMINISTRATIVE SECTION**

The Finance and Administrative Section is responsible for all financial, administrative, and cost analysis aspects of the incident including:

- Equipment and Personnel Time Recorder;
- Procurement Unit;
- Compensation/Claims Unit; and
- Cost Unit

The Finance/Administration Section will immediately communicate with the RP to establish appropriate claims procedures and determine the need for a Compensation/Claims Unit and staffing as necessary. The Unit will begin the process of tracking claims during the first 24 hours of an incident and will turn this information over to the QI who will formalize a claims process during the Transition of Authority.

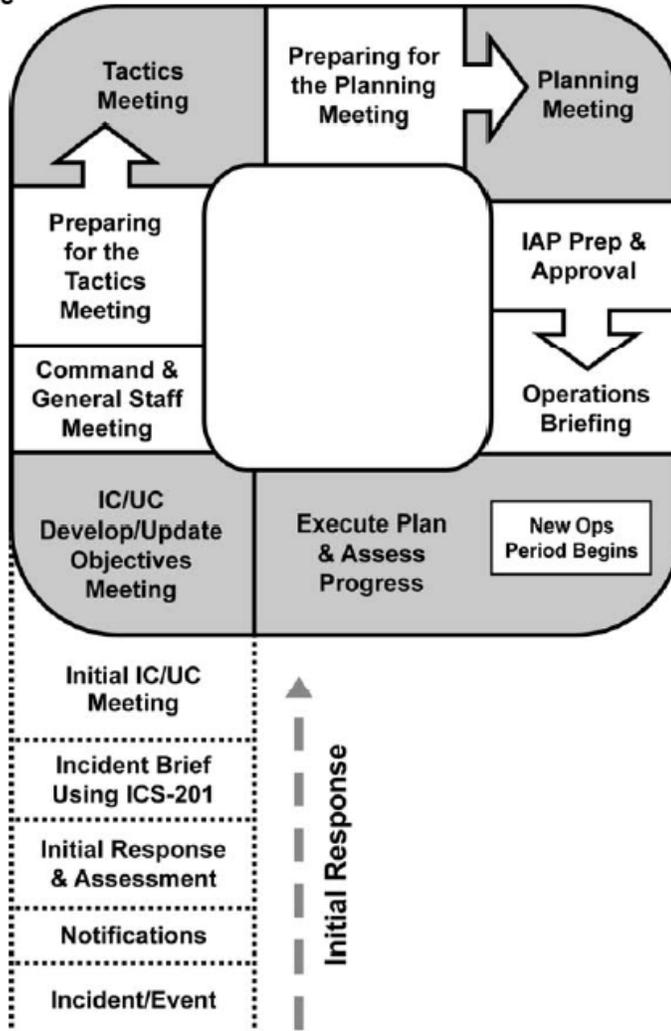
### **3.8. THE PLANNING PROCESS**

This Plan and the MFSA SMT will use the NIMS ICS Planning Process to ensure a safe, efficient and effective response. This planning process will allow the response organization to become proactive rather than reactive during the response and will provide the means to establish goals, objectives and tactics for future operational periods.

Figure 3.c

**THE PLANNING PROCESS**

The Planning "P"



**3.9. NIGHT OPERATIONS**

CRC and its contractors are prepared to respond at night to oil spills and to continue operations through hours of darkness. Operations will be modified as needed to preserve the safety of response personnel. Typical safety restrictions include limited shoreline operations to eliminate poor footing conditions. CRC response vessels are equipped with radar, GPS navigation, spot lights and deck lights to improve operation in low visibility conditions. CRC boat operators receive instruction specific to the navigation equipment on the vessels. All vessels are equipped with marine radios and have access to MFSA dedicated channels and towers along the lower Columbia and Willamette Rivers.

**3.10. WILDLIFE**

Every spill will be assessed for potential impacts to wildlife. The Wildlife Branch will be activated when the UC determines that an oil spill is in the vicinity of wildlife resources (mammals or birds), or has a trajectory that puts wildlife resources at risk. All responses to oiled wildlife shall be in accordance with the NWACP, Chapter 9310. CRC and MFSA maintain a contract with the International Bird Rescue (“IBR”) for professional wildlife rehabilitation services that includes search and rescue, veterinarians, specialists, and the manning of our 100 bird capable mobile wildlife rehabilitation trailer and equipment. Mobile resources necessary to manage wildlife issues have the capability to arrive on-scene within 24 hours of a spill.

In addition to the CRC/MFSA Wildlife assets, listed in Appendix C, CRC also has an agreement with Marine Spill Response Corporation (“MSRC”) for making mobile wildlife response equipment available to each entity on a pooled, mutual aid basis. The agreement specifies the shared equipment pool, usage requirements, staffing resources, costs, legal immunity issues, and other terms and conditions. This agreement automatically renews for one year periods unless either CRC or MSRC provide 120 day written notice to the contrary.

Contact information for call-out of these resources (IBR and MSRC) can be found in Chapter (5) of the Plan.

**3.11. DECONTAMINATION**

For all oil spill containment, recovery, and cleanup operations, the Operations Section Chief will monitor decontamination procedures to ensure compliance with 29 CFR 1910.120(k) standards.

A decontamination kit consisting of items listed in Appendix (G) will be made available by the PRC at each spill cleanup site. Appendix (G) also contains a

diagram which depicts a typical minimum decontamination layout and the delineation of site associated work zones. This model will be used to design all decontamination sites associated with a response.

### **3.12. DISPOSAL AND TRACKING RECOVERED VOLUME**

#### **3.12.1. DISPOSAL**

All recovered oil, oily water, oily debris, oiled sorbents and oiled personnel protective equipment will be disposed in accordance with a UC approved incident Disposal Plan.

The Disposal Plan will be developed in accordance with Chapter 9405 of the NWACP and regulations established in 40 CFR 260 through 265 and 302, or by Oregon and/or Washington State regulations if more stringent.

Oil-contaminated wastes will be characterized with respect to federal and state waste management regulations. Characterization will include a determination of whether the waste is a Resource Conservation and Recovery Act ("RCRA") listed hazardous waste (40 CFR 261.30), a RCRA characteristic hazardous waste (40 CFR 261.20) or a non-hazardous waste.

All wastes generated will be placed in approved and secure storage, transported by approved haulers and disposed in an approved manner and with respect to each waste's respective characterization.

The PRC manages this disposal function of a response. Additional information on disposal, including a sample Disposal Plan, waste profile forms and a matrix of disposal, recycling and transport facilities can be found in Appendix (H).

#### **3.12.2. TRACKING RECOVERED VOLUME**

In addition to the method to determine the size of the spill in Appendix A, Figure A.1, a mass balance technique will be used on all recovered oil. This will include estimates of the amount of oil contained in recovered oily water mixtures, estimates of oil contained in absorbent material and estimates of oil on recovered debris and will be used to calculate the Washington State Recovery Credit on behalf of the Covered Vessel. These records will be available for review upon request at the offices of MFSA.

### **3.13. SHORELINE CLEANUP OPERATIONS**

The ability to quickly mobilize the necessary resources to implement effective and timely shoreline cleanup operations is critical in successfully responding to oil spills in the Area of Coverage. Both Oregon and Washington shoreline planning standards are covered in Chapter 6. The response resources available to meet these standards are provided through CRC as the PRC and subcontractor NRC Environmental Services (“NRCES”) (also a PRC). The Ocean Zone OSRO and other contracted resources are also available to provide additional shoreline cleanup resources in the event of a spill.

Specific equipment, personnel, materials and other response resources used for shoreline cleanup are described and identified in this Plan and the Appendices. Skimmers, boom, oil storage capacity, sorbent materials, decontamination materials, and other resources are staged at many locations along the river system for shoreline cleanup operations.

Shoreline clean-up operations will be incorporated into the ICS as necessary during response to an oil spill along the Columbia River in the following planning and operational areas:

- Safety Plans
- Incident Action Plans
- Waste Disposal Plans
- Personnel Resources
- Shoreline Containment & Recovery
- Oil Storage Recovery
- Staging areas/river access points
- Logistics
- Spill Monitoring & Tracking
- Shoreline Cleanup Assessment Techniques (“SCAT”)
- Resource Tracking
- Decontamination
- Other

Spilled oil tends to move very quickly downstream, rapidly spreading with the currents and tides and impacting the shoreline. The IC and its response partners will swiftly mobilize shoreline response resources and initiate appropriate cleanup actions after a spill occurs to protect the public’s health & safety and minimize potential environmental impacts. These actions include:

- Mobilize shoreline cleanup personnel, equipment, supplies and materials;
- Develop site safety plans;

- Deploy protection/response strategies as per Chapter 5 of the Lower Columbia River GRPs;
- Establish shoreline cleanup divisions;
- Identify shoreline types and appropriate cleanup techniques (see Environmental Sensitivity Index maps for the Columbia River);
- Deploy SCAT Teams to identify initial shoreline impacts and adequacy of cleanup, as necessary;
- Collect/recover/store/dispose of oil;
- Gain access to both public and private shorelines for cleanup purposes;
- Set up staging areas for response resources;
- Provide aerial surveillance/spill tracking; and
- Provide logistical support.

Response crews will be deployed geographically along the Columbia and Willamette Rivers based on the circumstances of each oil spill. Initial response actions are described in more detail earlier in this chapter and other sections of the Plan. More response resources will be activated to provide further support on a case-by-case basis. It is not possible to describe how all oil spills will be cleaned up on the river shoreline due to the unique nature of every spill. Oil type, size, spill source (instantaneous, continuous), river conditions, location, weather, and other factors will determine the scope of response operations. However, all activities associated with shoreline cleanup work will be consistent with the objectives and operational plans developed by the UC. Additional useful information about shoreline cleanup techniques and other operational considerations can be found in the Shoreline Countermeasures Assessment Manual (Ch. 9420) of the NWACP.

Since a spill in the river can affect both Oregon and Washington shorelines, shoreline cleanup operations will be supported on both sides of the Columbia River as well as the Willamette River, if necessary, through PRC resources and those from its subcontractor and the Ocean Zone OSRO (as necessary), and other support contractors as described in the Appendices. These activities will be closely coordinated through the UC and other appropriate organizations.

#### **3.14. DISPERSANTS**

In the event UC chooses to use dispersants during a response, the IC may access dispersants as part of the available Ocean Zone Resources through the Covered Vessel's QI. The QI will coordinate with the SMT to activate and authorize direction of these resources as described earlier in this chapter. NWACP guidelines on dispersant use will be followed during a response.

**3.15. IN SITU BURNING**

In the event UC chooses to use in situ burning during a response, the IC may access in situ burning as part of the available Ocean Zone Resources through the Covered Vessel's QI. The QI will coordinate with the SMT to activate and authorize direction of these resources as described earlier in this chapter. NWACP guidelines on in situ burning will be followed during a response.

#### 4. RESPONSE ACTION CHECKLIST

This Response Action Checklist is not intended to limit the decisions and actions of the IC or the CRC Response Manager in any way. It is provided as a guide, as to the generally accepted response practices, and as a reminder during the early phases of a spill response.

Upon Notification of a spill or the substantial threat of a spill, and MFSA's Implementation of the Plan, the IC should ensure the following actions are undertaken and important actions are documented on an ICS 201 Form:

##### 4.1. NOTIFICATIONS

**NOTE:** The Merchants Exchange Communications Center is tasked with taking incident Notifications and recording initial incident information on the Emergency Call Sheet the form of which is located in Appendix (P), Figure P.1 of the Plan. They are also tasked with completing the Response Activation Call List in Appendix (P), Figure P.2 of the Plan.

- Obtain initial incident information as recorded in the Emergency Call Sheet from the Communications Center Specialist.
- Remind Communications Center Specialist to continue with notifications as per the Response Activation Call List.
- If additional notifications are required beyond what is listed in the Response Activation Call List, specify which notifications you would like made. Examples include emergency services (fire department, emergency medical services, etc.), MFSA's contracted SMT (Witt | O'Brien's), Information Officer/public affairs assistance (NexusNW), or wildlife response specialists IBR.
- Ask Communications Center Specialist to scan and email Emergency Call Sheet and Response Activation Call List to the IC onsite (or to another SMT representative). Advise Communications Center Specialist to confirm sending of Emergency Call Sheet and verbally relay incident reporting numbers.
- Contact on-duty CRC Response Manager, establish individual as OSC. Based on initial information, confirm assessment resources for deployment as necessary.
- Contact the Covered Vessel's QI to keep Owner/Operator apprised of current response and to ensure a smooth Transition of Authority. Also, coordinate with QI in call-out of Ocean Zone Resources as necessary. Agree to appropriate schedule for follow up communication – frequency, milestone, etc. This will depend on size and nature of response.

**4.2. STEPS TO CONTROL DISCHARGE**

NOTE: The IC should contact the vessel to verify the proper use of the MFSA Field Guide and discuss shipboard safety procedures.

Vessel emergency scenarios and their associated recommended response actions are typically vessel specific and the vessel crew will follow their on-board response guides. Typical response steps to common vessel emergencies can be found in Appendix R.

**DO NOT** use dispersants on the oil spill.

To do so without governmental approval will result in fines and/or imprisonment.

**4.3. INITIAL ASSESSMENT**

- Contact on-duty CRC Response Manager.
  - Discuss initial incident information, location, access, etc.
  - Discuss status of shipboard mitigation procedures (see Appendix R)..
  - Determine initial assessment resources and possible response tactics.

**4.4. SAFETY OF RESPONSE PERSONNEL**

- Initiate site safety procedures (tailgate or toolbox safety meetings are appropriate).
- Determine the extent of the Safety Zone based on air monitoring.
- Refer to MSDS for hazard information.
- Don PPE as required.
- Secure Safety Zone to all unauthorized personnel.
- Enforce site safety procedures inside the zone as necessary.
- Assign a Safety Officer, as appropriate.

**4.5. INITIAL RESPONSE, CONTAINMENT AND RECOVERY**

- Assess: spill volume, spill movement, weather, and current conditions.
- Initiate action to contain or divert as necessary on dock, land, or water with boom and sorbent.
- DO NOT CONTAIN products lighter than #2 Diesel.
  - Divert as needed (refer to NWACP section 3320.1).
- Consider marking leading edge of spill with tracking device.
- Initiate action to recover product to prevent shoreline impacts.
- Identify local environmentally sensitive areas and initiate protective measures (refer to NWACP GRPs).

**4.6. ADDITIONAL NOTIFICATIONS**

- Mobilize SMT
  - MFSA response personnel and internal SMT.
  - Contracted SMT, Witt | O'Brien's.
  - Information Officer, NexusNW (for Public Affairs).
- Call out additional personnel as necessary.
  - Additional response contractors, agencies, etc.

**4.7. CONTINUE ASSESSMENT, CONTAINMENT AND RECOVERY**

- Continue containment and recovery actions.
- Continue deployment of equipment based on GRP strategies.
- Schedule recon over flight ASAP.
- Assign a surface vessel to monitor movement of oil.
- Consider activating Vessels of Opportunity (VOO).
- Include considerations regarding potential for spilled product to sink (see NWACP section 9412).

**4.8. ESTABLISH INCIDENT COMMAND SYSTEM STRUCTURE**

- Establish Unified Command, as appropriate. Involve FOSC and applicable SOSCs, depending on location and size of spill.
  - Initial discussions with other Spill Coordinators, likely via phone.
  - Coordinate initial faceo-to-face meeting, time and location.
  - Coordinate creation of unified ICS 201.
  - Schedule Initial Command Meeting, time and location.
- Establish command post.
  - Command post type and location should be considered based on the size of the spill. Options include tailgate command post, Command & Communications Trailer or other command post's as identified in Chapter (9) of the Plan.
- Establish ICS organization.
  - Conduct briefing with responders and establish positions and task assignments. Spills range in size and complexity. Staff as appropriate.
  - Command; You may typically establish UC members (in person or over the phone), and others as necessary.
  - Operations Section: Assign an OSC, a Division/Group Supervisor, a Task Force, and others as necessary.
  - Planning Section: Assign the Planning Section Chief and others as necessary. Consider assigning a scribe to the UC.
- Develop an ICS Form 201.
  - Include Initial Incident map, appropriately labeled
  - Develop Objectives (see NWACP section 9703)
  - Document current actions and organization.
  - List resources ordered and on-site.
  - Develop Incident Action Plan if multiple operational periods require.

- Post and maintain charts and status boards/displays.
- Monitor current and future manpower requirements.
- Place reserve personnel on standby as appropriate.
- Anticipate logistics requirements (subsistence catering, re-supply, water, toilet facilities, first aid, administrative staff, etc....).
- Documentation
  - Establish master file of all field activity logs.
  - Establish master file of all personnel and equipment records (daily cost sheet) of PRC.
  - Establish master file of all personnel and equipment records (daily cost sheet) of subcontractors.
  - Establish and update incident objectives.
  - Establish and maintain site safety plan, medical plan, communications plan, decon plan, Natural Resources Damage Assessment ("NRDA") plan, and disposal plan as necessary.
- Finance/Administration
  - Establish billing procedures for all contractors and subcontractors for the response. (Who bills who and when).
  - Establish claims procedure and provide information to JIC.
  - Sign any individual work order agreements for contractors and subcontractors.

#### **4.9. DETERMINE RECOVERY EQUIPMENT REQUIREMENTS**

- Monitor current and future equipment requirements.
- Place reserve equipment on standby as appropriate.
- Identify the need to call-out Ocean Zone Resources from the Covered Vessels Ocean Zone OSRO via the Responsible Party's QI.

#### **4.10. SET UP COMMUNICATIONS NETWORK**

- Determine communications requirements.
- Assign radio frequencies and call signs as necessary.
- Establish Communications Plan and process for implementing. See Appendix (E).

#### **4.11. RECOVERY OPERATIONS**

- Maximize skimmer utilization.
- Call in vacuum truck service as necessary.
- Apply sorbent as appropriate.
- Set up oil and contaminated material recovery and storage sites.
- Establish downstream recovery sites.

**4.12.COORDINATE INTERIM AND PERMANENT DISPOSAL**

- Identify liquid wastes requiring disposal.
- Identify solid wastes requiring disposal.
- Determine appropriate disposal sites. See Appendix (H).
- Coordinate Disposal Plan approval with UC.

**4.13.DECONTAMINATION**

- Establish decontamination facilities for personnel at each clean-up site. See Appendix (G).
- Establish decontamination facilities for equipment at each clean-up site.

**4.14.DEBRIEF**

Conduct a debrief with key response personnel onsite. Include response processes that went well and areas for improvement. List these findings here:

Positive Response Processes

- + \_\_\_\_\_  
\_\_\_\_\_
- + \_\_\_\_\_  
\_\_\_\_\_
- + \_\_\_\_\_  
\_\_\_\_\_

Areas for Improvements

- Δ \_\_\_\_\_  
\_\_\_\_\_
- Δ \_\_\_\_\_  
\_\_\_\_\_
- Δ \_\_\_\_\_  
\_\_\_\_\_

\*Attach an additional sheet if necessary.

**4.15. TRANSITION OF AUTHORITY**

At the conclusion of a response or when a continuing response requires a Transition of Authority, the MFSA ISRC should utilize the Transition of Authority documents in Appendix (B).

- No further Plan Implementation required.** The vessel representative certifies that the incident response is complete and no further Plan Implementation or response actions are required. Complete the Acknowledgement of Relief (Appendix (B), Figure B.1a) and demobilize response resources.

*OR*

- Continued MFSA Plan implementation is required.** The IC and UC representatives will work with the RP's QI in the Transition of Authority for continued Implementation of the Plan. Complete the Transition Plan (Appendix (B), Figure B.2) in addition to the Acknowledge of Transfer (Appendix (B), Figure B.1b). The Transition Plan identifies the necessary response actions or processes that must be carried through the Transition of Authority.

## 5. LIST OF VESSEL INFORMATION AND EMERGENCY CONTACTS

### 5.1. BASIC VESSEL INFORMATION

Voyage information for Covered Vessels is kept in an electronic database maintained by the Merchants Exchange of Portland. This basic vessel information includes the identification of the Owner/Operator, vessel name, flag, Agent information, QI, Ocean Zone OSRO, etc. Information regarding vessels currently enrolled in the Plan can be obtained 24 hours per day through the MFSA operations center at the number below.

**24-HOUR TELEPHONE: 503-220-2055**  
**FAX: 503-295-3660**

### 5.2. DETAILED VESSEL INFORMATION

Detailed ship specific information is obtained by contacting MFSA's 24-hour number and requesting the 24-hour number of the vessel's Agent. The Agent will in turn call the vessel Owner/Operator 24-hour contact number and make the request for detailed vessel information.

Detailed information that should be available on a 24-hour basis through each vessel's Agent should include: general arrangement plan, midship section plan, lines of plan or table of offsets, tank tables, load line assignment, light ship characteristics, and procedure for obtaining damage stability and residual strength calculations. These are also typical documents kept in each ship's office.

### 5.3. LOCAL AGENT

MFSA maintains a list of all Agents of Covered Vessels. All Agents can be contacted through MFSA's 24-hour contact number.

### 5.4. SPILL MANAGEMENT TEAM

The IC will activate the internal and/or contracted SMT if deemed necessary for a response. MFSA maintains a 24-hour on-call duty schedule of all qualified ICs who can be assigned as IC upon Notification of a spill or substantial threat of a spill from a Covered Vessel. ICs can be contacted during the course of a response for which the Plan has been Implemented on a 24-hour per day basis through the MFSA operations center at the number noted above. All other MFSA communications should take place with the on-call MFSA Representative. A full list of available personnel to fill internal and/or contracted SMT duties is included in the personnel lists of Appendix (D) and an abbreviated list of command and general staff posting is included in Figure 3.b

**5.4.1. CONTRACTED SPILL MANAGEMENT TEAM**

Witt | O'Brien's LLC is the contracted SMT that will provide Command and General Staff as needed to augment the SMT of MFSA. A list of their personnel available and dedicated to spill response is included in Appendix (D). The agreement with Witt | O'Brien's is available for review upon request at the MFSA office.

**Witt | O'Brien's LLC**  
**2929 E. Imperial Highway, Suite 290**  
**Brea, CA 92821**  
**985-781-0804 (24-Hour)**

**5.4.2. PUBLIC AFFAIRS**

Nexus Northwest is the contracted Public Affairs organization that will provide an Information Officer or Joint Information Center staff as needed to augment the SMT of MFSA. This is provided as part of the SMT contracted resources detailed in 5.4.1.

**Nexus Northwest**  
**6932 37<sup>th</sup> Ave. SW**  
**Seattle, WA 98126**

**Susan Lagoni, Partner**

Phone: (206) 790-9784

Email: [suzanne@nexusnorthwest.com](mailto:suzanne@nexusnorthwest.com)

**Joan McCoy, Partner**

Phone: (206) 473-2663

Email: [joan@nexusnorthwest.com](mailto:joan@nexusnorthwest.com)

**5.4.3. PRIMARY RESPONSE CONTRACTOR**

The PRC for this Plan is Clean Rivers Cooperative (CRC), in Portland, Oregon. A list of their personnel and equipment is included in Appendix (D). CRC relies on several affiliated response contractors to meet all the planning standards required under federal and state law. Currently NRCES, with offices located in Portland and Astoria, Oregon; and Seattle/Tacoma, Pasco, Spokane, and Longview, Washington; is a sub-contractor to the PRC. A list of their personnel is also included in Appendix (D). The agreements with CRC and NRCES are available for review upon request at the offices of the Merchants Exchange.

**PRC**

Clean Rivers Cooperative  
200 SW Market Street, Suite 190  
Portland, OR 97201  
503-220-2040 (24-Hour)

**Sub-Contractor**

NRC Environmental Services  
6211 N. Ensign Street  
Portland, OR 97217  
503-283-1150 (24-Hour)

**5.5. SALVAGE, FIRE FIGHTING, LIGHTERING RESOURCES****5.5.1. FIRE FIGHTING AND EXPLOSION**

Marine fire fighting on the Columbia River is provided by the Fire Protection Agencies Advisory Council ("F-PAAC") mutual aid members. F-PAAC is an organization that was formed to set forth a comprehensive system to ensure effective response to vessel fire incidents in the lower Columbia River Region. The F-PAAC is currently comprised of twelve fire agencies located throughout the Columbia and Willamette Rivers. These agencies voluntarily contribute both staff time and equipment costs for participation in meetings, drills and other training exercises. In addition they have mutual aid agreements with each other for marine fire responses.

MFSA keeps a comprehensive list of these agencies with their respective 24-hour contact numbers at its operations center. MFSA's initial contact upon receiving notice of a marine fire will be to the agency with primary jurisdiction over the location of the fire incident. Agencies can be reached 24-hours per day through MFSA. This is the same number as in Chapter 2.2.

**24-HOUR TELEPHONE: 503-220-2055**

**5.5.2. COMMERCIAL SALVAGE, FIRE FIGHTING AND LIGHTERING RESOURCES**

A vessel's contracted salvage and marine fire fighting resources are listed in their Federal Vessel Response Plan.

Local resources for diving, salvage and lightering are listed below.

**Local Diving & Salvage Resources**

Advanced American Construction, Inc.  
8444 NW St. Helens Road  
Portland, OR 97231  
503-445-9000 (24-Hour)

Ballard Diving & Salvage dba NW Underwater Construction  
727 S. 27<sup>th</sup> Street  
Washougal, WA 98671  
866-270-1114 (24-Hour)

Fred Devine Diving & Salvage  
6211 N Ensign Street  
Portland, OR 97217  
503-283-5285 (24-Hour)

Global Diving & Salvage  
3840 W Marginal Way SW  
Seattle, WA 98106  
800-441-3483 (24-Hour)

**Local Lightering Resources**

Olympic Tug & Barge  
7900 NW St. Helens Road  
Portland, OR 97210  
503-737-0124

Sause Bros.  
3710 NW Front Avenue  
Portland, OR 97210  
503-222-1811

Tidewater Barge Lines  
6305 NW Lower River Road  
Vancouver, WA 98660  
503-281-0081

**5.6. OTHER EMERGENCY CONTACTS****5.6.1. SEARCH AND RESCUE**

Should a response involve missing persons, either as a result of a fire, explosion or as a result of the response, the IC will immediately call 911. The IC will initiate search and rescue activities within the capabilities and training of contractor personnel on scene. Depending on the circumstances of the emergency either the Coast Guard, local Sheriff's Office or local fire department will initiate a response and management of the search and rescue event.

**5.6.2. SITE ACCESS CONTROL AND SECURITY**

Shoreside site access will typically be controlled by a combination of contracted security guards and local law enforcement authorities. Waterside security is typically controlled by the USCG and local sheriff's departments. These agencies can be contacted by dialing 911.

**5.6.3. WILDLIFE RESPONSE**

International Bird Rescue (“IBR”) is the contracted wildlife response organization that will provide professional wildlife rehabilitation services that includes search and rescue, veterinarians, specialists, and the manning of our 100 bird capable mobile wildlife rehabilitation trailer and equipment.

**International Bird Rescue**  
**444 W. Ocean Boulevard, Suite 777**  
**Long Beach, California 90802**  
**888-447-1743 (24-Hour)**

Additional agency contact information for wildlife response activities is as follows:

**US Fish and Wildlife Service**  
24-Hour Response Coordinator: 360-971-6000

**NOAA National Marine Fisheries Service**  
NW Regional Stranding Coordinator: 206-526-6150

**Oregon Emergency Response System**  
24-Hour: 800-452-0311

**Washington Emergency Management**  
Oiled Wildlife Reporting Number: 800-258-5990

**Washington Dept. of Fish & Wildlife**  
24-Hour Oil Spill Response Team: 360-534-8233  
Lacey, WA Spill Specific Wildlife Activity: 360-754-9440

## 6. PLANNING STANDARDS

Equipment and personnel standards have been developed by MFSA and CRC in accordance with OARS 340-141 and WAC 173-182. These planning standards are designed to maximize the effectiveness and ensure the readiness of equipment and personnel for spill response activities. A complete list of this equipment is maintained on the Western Response Resource List (“WRRL”) website and can be found at: <http://www.wrri.us>. In addition, an equipment list is provided in Appendix (C).

### 6.1. WORST CASE DISCHARGE, AND TYPES AND AMOUNTS OF OIL

In order to establish the criteria for developing the worst case discharge (“WCD”) size, to meet Oregon Department of Environmental Quality (“DEQ”) and Washington Department of Ecology (“ECY”) requirements, MFSA looked at the historical data reported on the MFSA Arrival Notices for vessels transiting the Lower Columbia and Willamette Rivers and found that the maximum amount of product to be carried was approximately 280,000 bbls of a 400,000 bbl tanker. The amount of product carried on the river is limited due to channel depth. Therefore, the worst case scenario for a tank vessel or tank barge traveling to the Vancouver/Portland area would be approximately 300,000 bbls (12,600,000 gallons) including fuels and lubes carried for vessel operation. For bunkering operations, the approximate worst case discharge is 28,000 bbls (1,176,000 gallons). Bunkering operations could potentially take place at various anchoring points on the river.

The average most probable discharge is established by OAR 340-141-0005(1) as 50 bbls. MFSA planning standards are calculated for a WCD of 300,000 bbls. In order to accommodate a WCD of greater than 300,000 bbls, the planning standards would need to be re-evaluated and additional equipment addressed. Vessels transiting the Columbia River with WCD greater than 300,000 bbls cannot be enrolled under the Plan.

The types of oil products handled by vessels covered under this Plan include crude oils, bunker fuels (Bunker C and IFO derivatives), diesel oil, gasoline, and lube oils. MSDSs for these products are carried on the vessels. Properties of these products are presented on their respective MSDSs. A set of generic MSDSs, from the USCG Chemical Data Guide for Bulk Shipment by Water, for typical products transported within the area of MFSA coverage can be found in the office of the PRC.

It is assumed that the entire cargo of a vessel could contain one of these products or a combination of them.

Figure 6.a

**PRODUCTS HANDLED**

Product Name	Density (kg/m3)	Specific Gravity	API	Group #	Sulfur
Gasoline	700 - 800	0.7 – 0.8	70.6 – 45.4	I	Not avail.
(synonyms: RUL, subgrade, unlead)					
Jet Fuel	800	0.8	45.4	I	Not avail.
(synonyms: JetA1, avgas)					
Diesel	810	0.8	45.4	I	< 15 ppm
(synonyms: HSFO, LSDF, ULSD)					
Lubes	846	0.85	35	I	Not avail.
Crude Oil	700 – 950	0.7 – 0.95	70.6 – 17.5	I/II	0 – 0.1%
(synonyms: Bakken, Black Wax Crude)					
Bunkers	880 – 1010	0.88 – 1.01	29.3 – 8.6	IV/V	0 – 4.5%
(synonyms: IFO380, hsvgo, hsfo, cbfs, hco)					

*NOTE: Information provided on products handled obtained from a study of vessel traffic over the past two years, based on the information provided by the vessel's agent during enrollment and MSDS that are publicly available. The information is not intended to be specific to any particular product or shipment.*

**6.2. PLANNING STANDARDS BASED ON WCD**

The tables on the next page represent the required planning standards based on the worst case discharge of 300,000 bbls. Spreadsheets confirming MFSA's ability to meet these planning standards can be found in Appendix (N) of the Plan.

Figure 6.b

**OREGON PLANNING STANDARDS**

<b>Hours</b>	<b>Vessel Columbia River</b> Includes following sub zones: <b>Astoria:</b> river mile (rm) 0-40 <b>Rainier:</b> rm 40-85 <b>Portland:</b> rm 85 to Bonneville Dam & Willamette River to Willamette Falls	<b>Vessel Coastal Bay Zone</b>	<b>Vessel Open Ocean Zone</b> * Provided through QI
1	X	X	X
2	<ul style="list-style-type: none"> <li>● <b>Booming initiated</b> If appropriate @1000' on-site, 4x vessel length available.</li> <li>● <b>Start Initial Assessment</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Booming initiated</b> If appropriate @1000' on-site, 4x vessel length available.</li> <li>● <b>Start Initial Assessment</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Over-flight assessment</b></li> <li>● <b>Booming initiated</b> If appropriate @ 4x vessel length available.</li> <li>● <b>Start Initial Assessment</b></li> </ul>
6	<ul style="list-style-type: none"> <li>● <b>Boom</b> 10,000 feet available</li> <li>● <b>Recovery</b> 2% WCD 6,000 barrels</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> 6,500 feet available</li> <li>● <b>Recovery</b> 2% WCD 6,000 barrels</li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> 10,000 feet available</li> <li>● <b>Recovery</b> 2% WCD 6,000 barrels</li> </ul>
12	<ul style="list-style-type: none"> <li>● <b>Boom</b> 40,000 feet available</li> <li>● <b>Recovery</b> 5% WCD 15,000 barrels within 24 hours.</li> <li>● <b>Assess</b> Wildlife and shoreline impacts.</li> <li>● <b>Storage**</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> 9,500 feet available*</li> <li>● <b>Recovery</b> 5% WCD 15,000 barrels within 24 hours*</li> <li>● <b>Assess</b> wildlife and shoreline impacts</li> <li>● <b>Storage**</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> 40,000 feet available</li> <li>● <b>Recovery</b> 5% WCD 15,000 barrels within 24 hours.</li> <li>● <b>Assess</b> Wildlife and shoreline impacts.</li> <li>● <b>Storage**</b></li> </ul>
24	<ul style="list-style-type: none"> <li>● <b>Boom</b> Additional amount &amp; type as dictated by response to protect sensitive areas.</li> <li>● <b>Recovery</b> 12% WCD 36,000 within 24 hours.</li> <li>● <b>Storage**</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> 14,000' available*</li> <li>● <b>Recovery</b> 12% WCD 36,000 within 24 hours.</li> <li>● <b>Storage**</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> Additional amount &amp; type as dictated by response to protect sensitive areas.</li> <li>● <b>Recovery</b> 12% WCD 36,000 barrels within 24 hours.</li> <li>● <b>Storage**</b></li> </ul>
48	<ul style="list-style-type: none"> <li>● <b>Boom</b> Additional amount &amp; type as dictated by response to protect sensitive areas.</li> <li>● <b>Recovery</b> 17% WCD 51,000 barrels within 24 hours.</li> <li>● <b>Storage**</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> Additional amount &amp; type as dictated by response to protect sensitive areas.</li> <li>● <b>Recovery</b> 17% WCD 51,000 barrels within 24 hours.</li> <li>● <b>Storage**</b></li> </ul>	<ul style="list-style-type: none"> <li>● <b>Boom</b> Additional amount &amp; type as dictated by response to protect sensitive areas.</li> <li>● <b>Recovery</b> 17% WCD 51,000 barrels within 24 hours.</li> <li>● <b>Storage**</b></li> </ul>

\*Equipment may be from adjacent zone

\*\* Sufficient to support oil removal operations

Figure 6.c

**WASHINGTON PLANNING STANDARDS**

<b>Tesoro/NuStar Vancouver - (Transfer Sites)</b>			
<b>Hours</b>	<b>Boom</b>	<b>Minimum Recovery Rate</b>	<b>Storage</b>
6	10,000'	12,500 bbls	25,000 bbls (32,500 on land)* (8,750 on water)
12	30,000'	36,000 bbls	72,000 bbls (93,600 on land)* (25,200 on water)
24	50,000'	48,000 bbls	144,000 bbls (187,200 on land)* (50,400 on water)
48	As Necessary	60,000 bbls	As Necessary
<b>Cathlamet Staging Area</b>			
2	1,000'		
3	3,000'		
4 <sup>†</sup>	200'		94 bbls
6	10,000' (4200' calm water)	9,000 bbls (at least 900 bbls in shallow water < 10')	9000 bbls (11,700 on land)* (3,150 on water)
12	30,000' (5,000' calm water)	30,000 bbls (7,500 bbls in shallow water < 10') (7,500 bbls in open water)	45,000 bbls (58,500 on land)* (15,750 on water)
24	50,000' (10,000 calm water)	42,000 bbls (10,500 bbls in open water)	84,000 bbls (109,200 on land)* (29,400 on water)
48	As Necessary	60,000 bbls	As Necessary
<b>Vancouver</b>			
2	1,000'		
3	3,000'		
6	9,000' (3000' calm water)	9,000 bbls (at least 900 bbls in shallow water < 10')	9000 bbls (11,700 on land)* (3,150 on water)
12	29,000' (5,000' calm water)	30,000 bbls (7,500 bbls in shallow water < 10')	45,000bbls (58,500 on land)* (15,750 on water)
24	49,000 (10,000 calm water)	42,000 bbls	84,000 bbls (109,200 on land)* (29,400 on water)
48	As necessary	60,000 bbls	As Necessary
* Non-dedicated land side storage required to be doubled to meet requirements.			
† Alternate planning standard described in 6.13			

### **6.3. PLANNING STANDARDS FOR RESPONSE IN THE OCEAN ZONE (Supplemental Resources)**

In order to meet the regulatory spill response equipment requirements for the Ocean Zone as defined in Chapter (1) of the Plan, the Covered Vessel must rely on the Ocean Zone OSRO as also defined in Chapter (1) of the Plan. The Covered Vessel's agreement(s) with an Ocean Zone OSRO gives the Covered Vessel access to Ocean Zone Resources that meet the open ocean capable recovery, storage, in situ burn and dispersant resources that meet the planning standard requirements of Oregon and Washington (OAR 30-141-0150(3)(f) – Covered Vessels Operating in the Open Ocean Zone, WAC 173-182-415 – Cathlamet Staging Area, WAC 173-182-450 – Planning Standards for the Washington Coast, WAC 173-182-325 – Planning Standards for Dispersants, Planning Standards for additional Aerial Surveillance Assets, WAC 173-182-321(3) and WAC 173-182-330 – Planning Standards for In Situ Burning). The Ocean Zone Resources are accessed through the Covered Vessel's QI as discussed in Chapter (1) and Chapter (3).

### **6.4. BOOM**

Oil spill response containment boom is located in a variety of locations in the Area of Coverage and includes several strategic locations as listed in the WRRL for MFSA's PRC, CRC. The entire inventory of boom amounts to over 62,000 feet and initial deployment can occur anywhere in the Area of Coverage within two hours. For spills requiring additional boom, there are many sources throughout the region and then throughout the United States and can be brought into the area by a variety of transportation means. MFSA also has, by contract, access to all of NRCES's equipment and boom as listed in the WRRL.

### **6.5. MINIMUM RECOVERY RATE**

The minimum daily recovery rate of all equipment was established by using the criteria laid out in WAC 173-182-348 and in Title 33, Part 155, Appendix B, Section 6 of the Code of Federal Regulations. The current recovery rates for CRC and NRCES are found in the WRRL.

### **6.6. STORAGE**

Storage is based on WAC 173-182-335. Sixty-five percent of the WCD is provided by shore side storage facilities. These facilities are listed with all other response equipment and storage on the WRRL website. An additional thirty-five percent of the WCD is provided by on-water storage equipment and includes both CRC owned barges and equipment, and contracted or listed barges. Details of this equipment can be found in Appendix (J) of the Plan.

**6.7. TRANSPORTATION**

All transportation standards for boom, storage and recovery capability are based on 35 miles per hour on-land and 5 knots per hour on-water for most equipment. However, CRC has been granted faster water travel times for specific equipment by the ECY. CRC and MFSA have an agreement with Tidewater Barge Lines for dedicated on-water storage barges. These barges have also been granted faster travel times by ECY. These alternate travel speed approvals are kept on file at CRC.

**6.8. NON-DEDICATED WORKBOATS**

Non-dedicated workboats are provided through a letter of intent with several qualified providers as listed in Appendix (J).

**6.9. AERIAL SURVEILLANCE****6.9.1. SIX HOUR PLANNING STANDARD**

The planning standard for aerial surveillance in WAC 173-282-321(1) is met through MFSA's PRC, CRC. Pre-identified resources, including specific details on assets, is available in CRC PRC Application.

**6.9.2. TWELVE HOUR PLANNING STANDARD**

In the event the UC requests activation of the second aerial surveillance asset identified in WAC 173-182-321(3), the IC may access it as part of the available Ocean Zone Resources through the Covered Vessel's QI. The QI will coordinate with the vessel owner/operator and their SMT to activate and authorize direction of these resources as described earlier in this chapter for response to a spill within the MFSA area of coverage as defined under Section 1.6 of the MFSA Vessel Response Plan.

**6.9.3. TRAINED AERIAL OBSERVERS**

Members of CRC's staff have received training that meets 33 CFR 155.1050 (l)(2)(iii). Names and contact information is available in CRC's PRC application

**6.10. EQUIPMENT MAINTENANCE**

Contingency plans and PRCs are required to maintain response equipment in a state of constant readiness, and in accordance with manufacturer specifications. Contingency plans and PRCs that own equipment shall develop schedules, methods, and procedures for equipment maintenance. Maintenance records shall be kept for at least five years and made available if requested by ECY. All equipment is maintained in accordance with the CRC maintenance program as described in the CRC PRC Approval. All maintenance records are kept on file at the CRC Maintenance Facility located at 5882 NW St. Helens Road, Portland, Oregon 97231.

**6.11.GROUP 5 OILS**

The planning standard for Group 5 Oils in WAC 173-282-324 is met through MFSA's PRC, CRC. Details are available in CRC PRC Application.

**6.12.SHORELINE CLEANUP**

The planning standard for Shoreline Cleanup in WAC 173-282-522 is met through MFSA's PRC, CRC. Details are available in CRC PRC Application.

**6.13.CATHLAMET STAGING AREA (WAC 173-182-415) – Alternative Planning Standard**

The MFSA has contracted with Global Diving and Salvage for access to a NOFI Harbour Buster for the Cathlamet Staging area. The alternative includes the following system to meet the 4-hour planning standard.

**Boom** – The planning standard requires an additional 200 feet of boom available at the 4-hour mark in the Cathlamet staging area. The Harbour Buster comes with approximately 136 feet of boom in a V-configuration (length of deployed unit approximately 88 feet), plus what makes up the temporary storage tank. Although additional boom could be attached, the Cathlamet area of the Lower Columbia River includes islands and bends in the river better suited to the shorter overall length of this unit. If being used in more open regions, the extra boom would be added at the direction of the Operations Section.

**Storage** – The Harbour Buster has a storage capacity of approximately 94 barrels (15 m3). To bring the overall system up to the planning standard requirement of 196 barrels, a Shallow Water Barge will be deployed and used in conjunction with a support vessel. This would bring the total volume of storage up to 194 barrels. The support vessel would use a disk skimmer and transfer pump to transfer the oily water to the storage barges. The efficiency of the skimmer will result in better separation of oil and water, and therefore require less storage capacity than otherwise would be needed.

**Fast water** – The Harbour Buster is rated to operate in current up to 3 knots. This exceeds the planning standard.

In summary, the alternative system more appropriately addresses the needs of the local operating environment and offers equal or greater protection compared to the defined standard for the area. Detailed description of the system components and method of deployment can be found in CRC's Technical Manual.

Supplemental Resources: Additionally, MFSA enrolled vessels that maintain a contract with MSRC have access to a Current Buster #4 system that fully meets the capability standard of 200 ft of boom and 196 bbls of storage. The equipment is staged in Astoria and dedicated to oil spill response. The MFSA alternative planning standard, and the supplemental resources available under contract to the enrolled vessel meet or exceed the 4 hour planning standard requirements in the Cathlamet Planning Standard Area. Further, the process for activation of supplemental resources is described in section 1.3.5 of the MFSA plan.

#### **6.14. TECHNICAL MANUAL**

The planning standard for Technical Manual in WAC 173-282-349 is met through MFSA's PRC, CRC. Details are available in MFSA/CRC Cathlamet Technical Manual. The manual is available for review upon request.

#### **6.15. VESSELS OF OPPORTUNITY (VOO)**

The planning standard for Vessels of Opportunity (VOO) in WAC 173-282-317 is met through MFSA's contractor, NRCES. Details are available in NRCES' PRC Application, including information on training, equipment and vessels..

The NRC PRC Application includes a list of the vessels contracted for Region 4 – Lower Columbia River. This vessel listing includes the vessel name, vessel type, vessel home base, and the tactics the VOO could be used to support. These vessels are also listed in the [oilspill101.wa.gov](http://oilspill101.wa.gov) database maintained by the WA Department of Ecology.

NRC contracts for Tier I VOO are maintained in the NRC offices and are available to Ecology upon request.

In the event of a need for VOO, MFSA would request activation of these vessels by NRC under the contract agreement with NRC. Under the agreement, activation of VOO may be accomplished by MFSA contacting NRC to activate the VOO resource. The VOO would likely be requested by MFSA through direction from the IC or Unified Command.

MFSA commits to working with NRC to involve Tier I VOO in drills specific to the tactics the VOO may support.

## 7. PERSONNEL TRAINING, HEALTH AND SAFETY

The safety and efficiency of all responses depends on a robust training program. MFSA relies on its own internal training program for its staff, but relies on the PRC, subcontractors and federal and state agencies to provide training and qualification standards for individuals sent on a response while under their respective organization's supervision.

### 7.1. TRAINING REQUIREMENTS

#### 7.1.1. GENERAL TRAINING REQUIREMENTS

All personnel responding to a spill under this Plan must meet the training requirements in (Figure 7.a) before performing such duties. Most employees receive this training in their first few weeks of hire. Exceptions may be given for those individuals working in remote office support locations and/or individuals in other support roles who will not come into contact with the spill site (e.g., galley support, message couriers not at the spill site, etc.).

**Figure 7.a**

<b>Position</b>	<b>HAZWOPER</b>	<b>ICS</b>	<b>Plans</b>	<b>Other</b>
Incident Commander	<ul style="list-style-type: none"> <li>• 24-Hour HAZWOPER</li> <li>• 8-Hour Annual Refreshers</li> </ul>	100-400	<ul style="list-style-type: none"> <li>• GRPs</li> <li>• NWACP</li> <li>• MFSA Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment and River Familiarization</li> <li>• Oil Spill Response Basics</li> <li>• Others as required</li> </ul>
Command Staff (IO, LO, SO)	<ul style="list-style-type: none"> <li>• 24-Hour HAZWOPER</li> <li>• 8-Hour Annual Refreshers (if applicable)</li> </ul>	100-300	<ul style="list-style-type: none"> <li>• GRPs</li> <li>• NWACP</li> <li>• MFSA Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment and River Familiarization</li> <li>• Oil Spill Response Basics</li> <li>• Media Training (if applicable)</li> <li>• Others as required</li> </ul>
General Staff (OSC, PSC, LSC, FSC)	<ul style="list-style-type: none"> <li>• 24-Hour HAZWOPER</li> <li>• 8-Hour Annual Refreshers (if applicable)</li> </ul>	100-300	<ul style="list-style-type: none"> <li>• GRPs</li> <li>• NWACP</li> <li>• MFSA Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment and River Familiarization</li> <li>• Oil Spill Response Basics</li> <li>• Others as required</li> </ul>
Group Supervisors	<ul style="list-style-type: none"> <li>• 24-Hour HAZWOPER</li> <li>• 8-Hour Annual Refreshers (if applicable)</li> </ul>	100-300	<ul style="list-style-type: none"> <li>• GRPs</li> <li>• NWACP</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment and River Familiarization</li> <li>• Oil Spill Response Basics</li> <li>• Others as required</li> </ul>
Task Forces, Strike Teams, Others	<ul style="list-style-type: none"> <li>• 24-Hour HAZWOPER</li> <li>• 8-Hour Annual Refreshers (if applicable)</li> </ul>	100-200	<ul style="list-style-type: none"> <li>• GRPs</li> </ul>	<ul style="list-style-type: none"> <li>• Equipment and River Familiarization</li> <li>• Oil Spill Response Basics</li> <li>• Others as required</li> </ul>

**7.1.2. CLEAN RIVERS COOPERATIVE SPECIFIC TRAINING**

CRC maintains a robust training program for its personnel and its subcontracted personnel. The initial training program focuses on CRC equipment operations, equipment locations and MFSA Plan Implementation. It also covers familiarization with the NWACP, its associated GRPs, and their implementation. This initial training is followed up with an annual eight hour equipment refresher. If new equipment is placed into service by CRC, then all CRC and subcontracted personnel will receive specific training on that piece of equipment.

CRC completes regularly scheduled monthly training with subcontracted personnel for an eight hour day. This monthly training is held at various locations in the Area of Coverage. The training includes, but is not limited to, boom and skimmer deployment in accordance with specific GRPs, and radar and GPS navigation training. CRC also completes joint field training with the USCG, MSRC, and state agencies.

**7.1.3. VESSEL OF OPPORTUNITY (VOO) SPECIFIC TRAINING**

NRCES, through their agreement with the MFSA, performs necessary training of Tier I VOO crew members as needed to comply with WAC 173-182-317. Details are available in NRC's PRC Application.

**7.2. TRAINING RECORDS**

MFSA and CRC maintain a list of training levels attained by their personnel. This list is regularly updated as personnel receive additional training. All CRC affiliated contractors maintain their own training programs and are required to provide MFSA with their personnel training records. If any significant changes occur with the personnel and training levels of the affiliated contractors that would affect their ability to meet the planning standards under this Plan, they are required to report this to MFSA and CRC immediately upon discovery.

Training records for VOO crew members are maintained by NRC

### **7.3. HEALTH AND SAFETY**

During any response, a SO will be assigned by the IC and will be responsible for conducting site safety evaluations and for writing a site safety plan appropriate to the incident. In addition, the SO may direct special instructions for various Groups, Strike Team and Task Force elements responding to an incident.

CRC maintains four gas monitors on each of its moored response vessels to verify and monitor levels of airborne contamination as at the spill scene and during response activities. The model used by CRC is an Industrial Scientific ATX 612 Multi Gas Meter. The meters are equipped with a continuous air pump which simultaneously monitors O<sub>2</sub>, LEL, CO and H<sub>2</sub>S.

### **7.4. VOLUNTEERS**

As per the NWACP Volunteer Policy, volunteers will normally be used in low risk activities and only after receiving safety training appropriate for their designated activities.

It is MFSA's policy, during the first 24 hours of a response, for the IC to determine and monitor the need for volunteers. Volunteer requests, if any, will be tracked and this information turned over to the QI who will establish next steps during the Transition of Authority.

### **7.5. PERSONNEL TRAINING AND QUALIFICATION LIST**

Appendix (D) contains a list of MFSA, CRC, NRCES and Witt O'Brien's personnel and their individual training levels.

## 8. EXERCISES

### 8.1. AGENCY REQUIRED EXERCISES

MFSA and its PRC will participate in exercises and drills to ensure the readiness of all Plan elements. Exercises will be conducted in accordance with OARS 340-141, WAC 173-182 and National Preparedness for Response Exercise Program (“NPREP”) Guidelines. MFSA will make updates and/or changes as necessary following testing of the Plan during drills and exercises. To ensure that all partner agencies are given full opportunity to design and evaluate these drills and exercises, they will be scheduled on the RRT/NW Area Committee exercise calendar at: <https://fortress.wa.gov/ecy/naces/>.

Figure 8.a depicts the Schedule of Exercises. Credit for exercise requirements may be gained through actual spill responses. These responses must afford DEQ and ECY the opportunity to participate and evaluate the performance of MFSA and its PRC. Request for credit must be made no later than 60 days after the response. After action and lesson learned reports must be submitted within 90 days of the response.

Figure 8.a

**SCHEDULE OF EXERCISES**

<b>Type of Exercise</b>	<b>Frequency</b>	<b>Prior Notice to Agency</b>	<b>Scope &amp; Objectives</b>	<b>Records &amp; Reports</b>
Internal Call Out	Every 90 days	N/A	Test communications, call up procedures, personnel availability, and the ability to mobilize & assess.	No reqs for notice. Retain records/reports 3 years for all exercises
Table Top	1/year	60 days	Ensure Command & General Staff can use ICS. One per 3/yrs must be Worst-Case Discharge & req's 90 day notice	Submit report 60 days after exercise to State Agencies
Equipment Deployment	2/year	30 days	Test deployment of each type of equip in inventory, combination of owned & contractor equip; ensure personnel can operate equip & use of GRPs	Retain records/reports 3 years
Unannounced	As necessary by agency	N/A	To ensure adequacy of Plan.	Retain records/reports 3 years
Vessels of Opportunity (VOO)	One per 3/years	N/A	Each Tier 1 VOO will participate in a deployment drill at least once per 3/years.	Retain records/reports 3 years
			MFSA will involve VOO in tabletop exercises as appropriate.	Retain records/reports 3 years

**8.2. ADDITIONAL MFSA, CRC EXERCISES**

CRC conducts monthly no-notice call out drills for its contractor. The contractor must arrive at a designated site in the area of interest within two hours with a CRC response vessel manned by the contractor's crew which includes an operator and a deckhand. A contractor Response Manager must also arrive by vehicle within two hours.

CRC staff and its contractor attend several CRC member company drills in the area of interest and throughout the northwest each year.

**9. LOGISTICS**

Logistic support is a critical element of an effective cleanup. The Logistics Section is encouraged to think creatively in identifying and accessing resources, including identifying resources through phone book and Internet searching. The information listed below is not considered an exhaustive list, nor could it be.

**9.1. EMERGENCY SERVICES**

Emergency services for police, fire and ambulance for the entire Area of Coverage for this Plan can be reached by dialing 911. 911 requests dialed on cell phones will be transferred to the nearest 911 dispatch center.

**9.2. COMMUNICATIONS**

An initial communications plan, in the form of an ICS 205-OS, has been developed and is included as Appendix (E). It includes equipment, radio frequencies and channels established for use by MFSA and the USCG. It also includes organizational telephone numbers for the primary response agencies. As individual responders report to the incident, their cellular and landline telephone numbers will be added to the ISC 205-OS.

**9.3. COMMAND POST LOCATIONS AND ACCOMMODATIONS**

Command posts and accommodations will be located as close to the spill site as practically possible while affording the safety and infrastructure needed to manage the response. The incident command structure will be as large as necessary to manage the spill. It could be comprised of anything from a command trailer up to a convention center depending on the size and complexity of the spill. In Figure 9.a below is a list of possible command posts, but should not be considered exhaustive.

**MFSA VESSEL RESPONSE PLAN**  
**COLUMBIA AND WILLAMETTE RIVERS**  
**LOGISTICS**

Chapter: 9  
Page No.: 2 of 7  
Date: 1/14/2016  
Rev. No.: 8

**Figure 9.a**

**COMMAND POST LOCATIONS**

<b>Astoria</b>	<b>Longview</b>	<b>Portland/Vancouver</b>
MERTS Center 6550 Liberty Lane Astoria, OR 97103 503-325-7962	Cowlitz Co. Expo Center 1900 7th Avenue Longview, WA 98632 360-577-3121	Double Tree – Lloyd Center 1000 NE Multnomah Street Portland, OR 97232 503-281-6111
Tongue Point 37573 Old US Hwy 30 Astoria, OR 97103 503-325-2131 (operations support only)	Monticello Hotel 1405 17th Avenue Longview, WA 98632 360-425-9900	Marine Safety Unit Portland 6767 North Basin Avenue Portland, OR 97217 503-240-9310
Camp Rilea 91204 Rilea-Oregon Rd Warrenton, OR 97416 503-861-4000	Red Lion Inn 510 Kelso Drive Kelso, WA 98626 360-636-4400	Navy Reserve Portland 6735 N Basin Avenue Portland, OR 97217 503-285-4566
US Coast Guard Sector Columbia River 2185 SE 12th Place Warrenton, OR 97416 503-861-6211	Longview Public Schools 2715 Lilac Longview, WA 98632 360-575-7000	NW Regional Training Ctr. 11606 NE 66 <sup>th</sup> St, Suite 103 Vancouver, WA 98662 360-397-2100
CCC Main Campus 1651 Lexington Ave. Astoria, OR 97103 503-338-2411		Red Lion – Jantzen Beach 909 N. Hayden Island Dr. Portland, OR 97217 503-283-4466

#### 9.4. SECURITY

Protecting the public from dangerous environments and keeping the command post and associated support areas is an essential part of an effective response. The IC or the UC, if formed, will determine the need for and the scope of water and land side security measures.

The Coast Guard and Coast Guard Auxiliary, and local County Sheriff's Department are sources for waterside security. In Figure 9.b below, there are numerous private landside security firms in the coverage area of this plan that can be contracted to provide security services.

**Figure 9.b**

#### AREA SECURITY FIRMS

	Securitas Security Services USA 129 SW 4 <sup>th</sup> Avenue Portland, OR 97204 877-773-7389 503-243-1620
Metro Watch 4501 NE Minnehaha Street Vancouver, WA 98661 800-559-2824 360-883-3333	Knighthawk Protection 11779 SE HWY 212, Suite 206 Clackamas, OR 97015 877-487-4238 503-723-5180
Reliant Security Services 9221 SW Barbur Blvd, #310 Portland, OR 97219 503-452-1050	
On-Water Security  Pacific River 6300 NE St. James Rd. Vancouver, WA 98663 360-696-1002	

**9.5. RIVER ACCESS POINTS**

There are numerous access points to the Columbia and Willamette Rivers. A few of these sites include:

Aldrich Point	Ilwaco Basin
Bayport Marina	James Gleason Ramp
Brownsmeade (Private)	John Day
Cathlamet Marina	Kalama
Chinook	Larson's Landing
County Marine Science Center (Private)	Longview
Clifton (Private)	Rainer
Donaldson Marine	Ryan Point
East End Mooring Basin, Astoria	Skamokawa
Fort Canby	St. Helens
Fred's Marina	Tide Point
Goble	Tongue Point (3 Ramps)
Hammond	Warrenton
Hayden Island	Westport
	Young's Bay Fish Pens (Private)

This list should not be considered as complete. Other sources for this information are contained in the Evergreen Pacific River Cruising Atlas for the Columbia, Snake and Willamette Rivers, various yacht cruising guides and the Geographic Response Plans of the NWACP. The following websites are probably the best sources for this information:

Columbia River Trail website at: <http://www.columbiawatertrail.org/watertrail>.

Oregon State Marine Board at: [www.oregon.gov/osmb](http://www.oregon.gov/osmb)

Washington State Recreation and Conservation Office:  
Boating Facilities Maps Intro Page at <http://www.rco.wa.gov/maps/boat.htm>.

### 9.6. CATERING

It is important that crews be fed during the response to a spill incident. The American Red Cross is an excellent source for this service. The yellow pages and the internet are also excellent sources for commercial caterers. Past experience indicates that the businesses listed in Figure 9.c below are reliable caterers.

**Figure 9.c**

#### AREA CATERING SERVICES

Astoria	Longview	Portland
Stephanie's Cabin 12 W Marine Drive Astoria, OR 97103 503-325-7181	Stuffy's II 804 Ocean Beach Hwy Longview, WA 98632 360-423-6356	Intallinas Box Lunch 2833 SE 15 <sup>th</sup> Ave Portland, OR 97202 503-233-9400
Silver Salmon Grill 1105 Commercial Street Astoria, OR 97103 503-338-6640	Subway 1328 Washington Way Longview, WA 98632 360-425-1147	Rivers Edge Café 200 SW Market Street Suite 102 Portland, OR 97201 (503) 222-0232
Rollin' Thunder BBQ 77 11 <sup>th</sup> Street, Suite C Astoria, OR 97103 503-325-5936	Lynn's Catering 1133 14 <sup>th</sup> Avenue, Suite C Longview, WA 98632 360-577-5656	C & L Catering 2854 NE 65 <sup>th</sup> Avenue Suite D Vancouver, WA 98661 360-694-3608
Subway 11 W Marine Drive Astoria, OR 97103 503-325-3322	Wild Currant 201 S 1 <sup>st</sup> Street St. Helens, OR 97051 503-366-9099	Tommy O's 801 Washington Vancouver, WA 98660 360-694-5107

### 9.7. EQUIPMENT RENTAL

The best largest source for information on equipment rental is the yellow pages and the internet. However, the following sources in Figure 9.d below are included for ready reference:

**Figure 9.d**

#### AREA EQUIPMENT RENTAL SERVICES

United Rentals 2525 Highway 101 N. Seaside, OR 97138 (503) 738-7368	United Rentals 1002 Tennant Way Longview, WA 98632 (360) 425-2350
JL Storedahl & Sons Inc. 2233 Talley Way Kelso, WA 98626 (360) 636-2420	United Rentals 5111 NE 82 <sup>nd</sup> Ave. Portland, OR 97220 (503) 224-2000 1-800-334-1235
Precision Hydraulics 2715 NW Saint Helens Rd. Portland, OR 97210 (503) 228-7133	CCS – A Division of PNE Corp. 55 International Way Longview, WA 98632 (360) 423-6316
Watkins Tractor & Supply Co. 501 S. Pacific Ave. Kelso, WA 98626 (360) 423-7220	Don's Rentals 2274 Columbia Blvd. St Helens, OR 97051 (503) 397-0585
S & I Equipment Rental 6710 NE 219th St. Battle Ground, WA 98604 (360) 574-1034	Ostrander Rock & Construction Co. 6150 Ocean Beach Hwy. Longview, WA 98632 (360) 636-4430
Hertz Rental 330 S.W. Pine Street Portland, OR 97204 (503) 249-5727	Tidewater Barge Lines 6305 NW Old Lower River Rd. Vancouver, WA 98660 (360) 693-1491

### 9.8. MEDICAL FACILITIES

The best largest source for information on potential medical services is the yellow pages and the internet. However, the following sources in Figure 9.e below are included for ready reference:

**Figure 9.e**

#### AREA MEDICAL SERVICES

<b>Astoria</b>	<b>Longview</b>
Columbia Memorial Hospital 2111 Exchange Street Astoria, OR 97103 503-325-4321	St. John Medical Center 1615 Delaware Street Longview, WA 98632 360-414-2000
Urgent Care NW 2120 Exchange Street, Suite # 111 Astoria, OR 97103 503-325-0333	Legacy Urgent Care 500 North Columbia River Highway St. Helens, OR 97051 503-397-7119
CMH Urgent Care 2265 Exchange Street Astoria, OR 97103 503-338-4050	
Ocean Beach Hospital 174 First Avenue N Ilwaco, WA 98624 360-642-3181	
<b>Vancouver</b>	<b>Portland</b>
Legacy Salmon Creek Hospital 2211 NE 139 <sup>th</sup> Street Vancouver, WA 98686 360-487-1000	Oregon Health and Science University 3181 Southwest Sam Jackson Park Road Portland, OR 97239 503-494-8311
Southwest Washington Medical Center 400 NE Mother Joseph Place Vancouver, WA 98664 360-256-2000	Legacy Emanuel Medical Center 2801 North Gantebein Avenue Portland, OR 97227 503-413-2200
Family Care & Urgent Medicine 406 SE Mill Plain Blvd, A101 Vancouver, WA 98685 360-253-2822	Urgent Care Express 4160 NE Sandy Blvd Portland, OR 97212 503-249-9000

\*Emergency medical attention may be obtained by dialing 911.

**10. ADMINISTRATION**

This Plan shall be maintained and updated in accordance with OARs 340-141-0130, 0210 and 0220, and WAC 173-182-140, 145 and 150.

**10.1. IMPLEMENTATION STRATEGY**

All spills and exercises will be conducted in accordance with this Plan. To maximize use of this Plan, all Covered Vessels will be provided with the Field Guide which contains the "Oil Spill Response -- Emergency Procedures" and "Initial Oil Spill Report" prior to entry into the Area of Coverage. During the enrollment process, Covered Vessels are instructed about their obligation to have the Field Guide on board. This information is detailed in the Enrollment Agreements and on the MFSA Arrival Notice.

The following persons/entities are provided with a complete copy of this Plan and any revisions thereto:

- ISRCs;
- Spill Response Managers;
- Primary Response Contractors;
- Spill Management Team; and
- Owners of Covered Vessels that directly enroll in the Plan.

A Plan summary document, focusing on initial response roles and responsibilities will be provided to the following persons/entities, explaining how to access the Plan:

- QIs;
- Agents of Covered Vessels;
- P & I Club representatives;
- MFSA staff and Spill Management Team participants; and
- All contractors named in this Plan (as listed in Chapter (5)).

Additionally, all QIs are given a copy of the "Response Action Checklist" found in Chapter (4) of the Plan.

All of the above-named recipients of this Plan are required to acknowledge receipt of the Plan and agreement for acting in accordance with Plan procedures. Acknowledgements will be made available for review by regulators upon request at the offices of MFSA. The Plan summary document and a description of the process for official acknowledgement are included in Appendix (O).

The Plan is located in full on the [MFSA website](#) for access by any interested party. MFSA uses annual meetings, committee meetings, periodic newsletters, memos, the website and correspondence with interested parties as well as the enrollment process as a means of instruction about a Covered Vessel's obligations under the Plan.

#### **10.2.SPILL AND EXERCISE DOCUMENTATION AND REVIEW**

The major events of each major exercise and spill in which a UC is established will be captured by the Documentation Unit. Using this documentation, and the experiences of those individuals who participated, a review of this Plan will be conducted. This review process will take place in an open forum with debriefs provided by all participating agencies and organizations. Any inaccuracies, omissions, deficiencies or other opportunities for improvement will be identified and made during this review process. These items may also be used to update or improve the Plan.

#### **10.3.UPDATES AND AMENDMENTS**

A record of all amendments and updates will be maintained in the front of this Plan. DEQ and ECY will be notified in writing within 24 hours of amendments or updates that could significantly affect the ability to respond in accordance with this Plan (e.g., changes in equipment or personnel). Written changes to the Plan will be distributed to DEQ and ECY within 30 days.

#### **10.4.PERIODIC REVIEWS**

Administrative reviews of this Plan for general content and accuracy will be conducted annually. If any changes are required, DEQ and ECY will be notified within 24 hours of the changes and be given copies of the changes within 30 days. In addition, if no changes are required a letter to that fact will be sent to DEQ and ECY.

Every five years the Plan will be resubmitted to DEQ and ECY for approval. If there are no significant changes MFSA will request that they review the existing Plan on file.

**A**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVERS  
SHIPBOARD FIELD GUIDE**

**Appendix: A**  
Page No.: 1 of 4  
Date: 4/10/2015  
Rev. No.: 7

The following pages of Appendix A contain the Shipboard Field Guide documents used during the notifications as described in Chapter (2).

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# MARITIME FIRE & SAFETY ASSOCIATION FIELD GUIDE

## COLUMBIA AND WILLAMETTE RIVERS, STATES OF OREGON AND WASHINGTON

*Keep this checklist where it can always be located by vessel personnel*



**ATTENTION:** This “Field Guide” - Emergency Procedures Checklist must be on board the vessel prior to entering the States of Oregon and Washington, which begins 3 nautical miles out from the mouth of the Columbia River, and posted at all times. This document replaces all prior “on-board” field guide documents. The vessel Owner or operator, as the Responsible Party (“RP”), must follow this Field Guide in the event of a spill or substantial threat of a spill

The notifications required in this Field Guide should be made by an “Authorized Representative” which is the individual authorized by the Owner to act on the Owner’s behalf with respect to the Plan, including the Master, the Agent, the QI and the P&I Club representative or another person specifically authorized by the Owner.

### **OIL SPILL RESPONSE – EMERGENCY PROCEDURES**

**EVERY SPILL OR SUBSTANTIAL THREAT OF A SPILL MUST BE REPORTED**

Fines and/or imprisonment for failure to report oil spills are possible.

#### 1. RP ACTIONS:

<b>Stop Flow of Product:</b> Quickly close valves and secure.
<b>Notifications:</b> Designate Authorized Representative to make RP REQUIRED NOTIFICATIONS (see Section 2 below) and immediately continue with RP ACTIONS, or designate vessel personnel to continue RP ACTIONS and immediately make RP REQUIRED NOTIFICATIONS.
<b>Shut Off Ignition Sources:</b> Kill motors, electrical circuits, open flames, etc.
<b>Warn Personnel:</b> Enforce safety and security.
<b>Initiate Containment:</b> Deploy on the deck and/or in the water – oil boom or sorbents.



**DO NOT** use dispersants on the oil spill. To do so without governmental approval will result in fines and/or imprisonment.

#### 2. RP REQUIRED NOTIFICATIONS - An Authorized Representative must make the following calls:

<b>MFSA:</b> Dial MFSA’s 24-Hour Emergency Line, 503-220-2055 or hail MFSA on radio channels VHF 16 (156.8) or VHF 18A (156.9) using call sign “WHW 656”. MFSA will ask a series of questions regarding incident information.
<b>US Coast Guard National Response Center:</b> 800-424-8802 or 202-267-2675
<b>Oregon Emergency Response System (“OERS”):</b> 800-452-0311 or 503-378-6377
<b>Washington Emergency Management Division (“WEMD”):</b> 800-258-5990

#### 3. MFSA REQUIRED NOTIFICATIONS - MFSA will make the following calls:

<b>Incident Commander:</b> Responsible for leading all aspects of the response. (MFSA designated IC will serve until relieved by the RP Authorized Representative, up to first 24 hours).
<b>Primary Response Contractor:</b> Provides immediate response under direction of IC with pre-staged equipment, vessels, and personnel for containment, recovery, cleanup and disposal.
<b>Agent:</b> Reminder of vessel liability & responsibility to have RP Authorized Representative assume IC role within 24 hours.
<b>QI:</b> To keep RP apprised of current response, ensure a smooth transition, and coordinate call out of OSRO resources named in Federal VRP as necessary

# INITIAL OIL SPILL REPORT (NOTIFICATION)

*NOTE: It is not necessary to wait for all information before making initial notifications.*

Reported by (name, title, telephone number, or monitored radio frequency):

Vessel name, size, type, country of registry, official number, and call sign (if applicable):

Towing vessel (if applicable):

Date / time of incident:

Date / time reported:

Date / time of next report:

Location of incident (by name or river and mile):

Course, speed, and intended track of vessel:

Type and quantity of oil onboard:

Estimate of oil discharged or threat of discharge; details of pollution or potential:

Nature of incident (e.g. grounding, collision, etc.), and extent of defects / damage:

Weather and sea conditions on scene:

Current condition of the vessel:

Injuries or fatalities:

ASSISTANCE REQUIRED:

Other pertinent information (continue on reverse side / extra page, if necessary):

## NOTIFICATIONS COMPLETED

Date / Time:	Reported To:	Notes / Report #:
	MFSA / Incident Commander	
	USCG NRC 800-424-8802 or 202-267-2675	
	OERS / ODEQ 800-452-0311 or 503-378-6377	
	WEMD / WDOE 800-258-5990 or 360-407-6300	
	QI	

*per 33 CFR 155.1040(b) [OPA-90 / VRP], and 33 CFR 151.26(b)(3) [SOPEP] - IMO Telex Form Accepted*

SPILL QUANTITY ESTIMATION		
<b>Has the flow been stopped?</b> Yes / No		
If no, estimate the current rate of release:		
Size of Slick (length x width):		
Describe the appearance and color of oil slick (circle one):	Barely visible	Bright color bands
	Silvery sheen	Dull brown
	Faint colors	Dark brown
Coverage (estimate % of oil vs. water in the slick area):		
ALTERNATE QUANTITY ESTIMATIONS (for low light situations)		
Gauge tanks after spill and subtract from pre spill volume:		
Volume Loss = (Pump rate)(elapsed time) + Static line and hose contents		

**NOTE:** When significant changes to the initial information occur a follow report is required per WAC 173-182-250(4). Indicate the changes on the report form or separate page and follow up with the parties listed in required notifications on page one.

### SUBSTANTIAL THREAT OF SPILL DETERMINATION

Substantial Threat of Spill: Or a "vessel emergency" as described by Washington State, a substantial threat of pollution originating from a vessel, including loss or serious degradation of propulsion, steering, means of navigation, primary electrical generating capability, and seakeeping capability.

The following are examples of events that could result in a substantial threat of spill:

- Tank vessel grounding.
- Non-tank vessel grounding outside the channel.
- Loss of propulsion (main) or loss of steering (primary) while underway, for a prolonged period.
- A marine casualty that results in unintended anchoring or safe harbor/berth of convenience (exclude crew issues that are unrelated to seaworthiness of vessel).

***It is the responsibility of the enrolled vessel to determine if a vessel emergency constitutes a substantial threat of spill. If further clarification is necessary on the definition of substantial threat of spill, please contact the MFSA Representative at 503-220-2055.***

# B

## **MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS TRANSITION OF AUTHORITY**

**Appendix: B**  
Page No.: 1 of 6  
Date: 1/14/2016  
Rev. No.: 8

The following pages of Appendix B contain the Transition of Authority documents used during the transfer of command as described in Chapter (3) or at the conclusion of a response; (1) Figure B.1a, the Acknowledgement of Relief, (2) Figure B.1b, the Acknowledgement of Transfer, and (3) Figure B.2, the Transition Plan.

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## Figure B.1a ACKNOWLEDGEMENT OF RELIEF

This Acknowledgement of Relief relieves the Maritime Fire & Safety Association (“MFSA”) of its authority as the Incident Commander (“IC”) for an oil spill or substantial threat of spill incident. (This form must be used at the conclusion of a response). Capitalized terms not defined herein are defined in the MFSA Vessel Response Plan (the “Plan”).

Covered Vessel:	
Owner/Operator:	
Qualified Individual (“QI”):	
Incident Date and Time:	
Incident Location:	

At the above noted date and time, MFSA received Notification of an incident from an Authorized Representative of the Covered Vessel. As required, MFSA implemented the plan.

**No further Plan Implementation required.** The QI certifies on behalf of the Responsible Party that the incident response is complete and no further Plan Implementation or response actions are required. MFSA is relieved of its responsibilities for Plan Implementation and responsibilities as the IC, and the Responsible Party will demobilize response resources, if any, as necessary.

**Relief of Plan Implementation from MFSA effective:** \_\_\_\_\_  
Date / Time

MARITIME FIRE & SAFETY ASSOCIATION	QUALIFIED INDIVIDUAL FOR COVERED VESSEL
Signature	Signature
Printed Name	Printed Name
Title	Company / Title

## Figure B.1b ACKNOWLEDGEMENT OF TRANSFER

This Acknowledgement of Transfer relieves the Maritime Fire & Safety Association (“MFSA”) of its authority as the Incident Commander (“IC”) for an oil spill or substantial threat of spill incident. (This form must be used at the Transition of Authority from MFSA to the Responsible Party (“RP”)). Capitalized terms not defined herein are defined in the MFSA Vessel Response Plan (the “Plan”).

Covered Vessel:	
Owner/Operator:	
Qualified Individual (“QI”):	
Incident Date and Time:	
Incident Location:	

At the above noted date and time, MFSA received Notification of an incident from an Authorized Representative of the Covered Vessel. As required by the NWACP, MFSA implemented the plan.

**Continued MFSA Plan Implementation is required.** The undersigned is prepared to take responsibility for further spill response, containment and cleanup as the Responsible Party, for continued Implementation of the MFSA Plan and such other Incident Action Plan(s) approved by the Unified Command in accordance with the NWAC Plan. *The Transition Plan of Figure B.2 identifies the necessary response actions or processes that the RP will take in the Transition of Authority.* Execution of this acknowledgment certifies that the Federal On-Scene Coordinator and State On-Scene Coordinators have been notified of the Transition of Authority and Transition Plan, and that the RP has obtained any necessary approvals. In accepting and acknowledging Transition of Authority, the RP does not waive any rights, limitations or defenses available to it under Washington, Oregon or United States law. At the time and date set forth below, the RP relieves MFSA from further responsibility for organizing, managing or implementing spill or incident response under the Enrollment Agreement or Plan.

**Transfer of Plan Implementation from MFSA to RP effective:** \_\_\_\_\_  
Date / Time

MARITIME FIRE & SAFETY ASSOCIATION	QUALIFIED INDIVIDUAL FOR COVERED VESSEL
Signature	Signature
Printed Name	Printed Name
Title	Company / Title
<b>UNIFIED COMMAND:</b>	<b>UNIFIED COMMAND:</b>
Signature	Signature
Printed Name	Printed Name
Agency / Title	Agency / Title
<b>UNIFIED COMMAND:</b>	<b>UNIFIED COMMAND:</b>
Signature	Signature
Printed Name	Printed Name
Agency / Title	Agency / Title



## 2. Command and General Staff Meeting

At the Command and General Staff Meeting, IC/UC will present their decisions and Transition Plan to the Command and General Staff Members. Discussion should also include topics like roles and responsibilities, section management, and process, flow and communication. Officers and Section Chiefs should then individually discuss these items with their respective successors.

### Transition Checklist

- Ensure Sufficient Staff
- Update ICS Form 203/207
- Ensure Adequate Command Post Location. Relocate if necessary

*\*If necessary, new location information:*

\_\_\_\_\_ Location \_\_\_\_\_ Phone \_\_\_\_\_

- Review and Approve Current Site Safety Plan
- Review and Approve Salvage Plan
- Review and Approve Finance/Administration Procedures
- P & I Club/Insurer Representative Established

*P&I Representative contact information:*

\_\_\_\_\_ Name and Company \_\_\_\_\_ Phone \_\_\_\_\_

- Review Response Contracts:

All response related billing and invoicing from Plan implementation up until the Transition of Authority will be billed as follows:

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All response related billing and invoicing from the Transition of Authority up until the completion of all response activities (or until changed by UC/Finance & Administration) will be billed as follows:

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- Review Claims, Provide QI with Claims Information.
- Review Media Releases, Press Briefing transcripts and Joint Information Center procedures.



# C

## **MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT**

**Appendix: C**  
Page No.: 1 of 10  
Date: 1/14/2016  
Rev. No.: 8

A complete list of equipment under the direct control of CRC and immediately available for spill response, is maintained on the WRRL. This list can be found on the WRRL website at: <http://www.wrrl.us>. An current matrix, as of the date of this revision, can be found in the following pages of Figure C.1.

In addition, MFSA and its contractor can request additional equipment from private, non-profit or government organizations. See Appendix (J) for a complete list of service agreements, contracts, letters of intent and mutual aid agreements. Much of the equipment available under these agreements can also be viewed at <http://www.wrrl.us>.

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 2 of 10  
Date: 1/14/2016  
Rev. No.: 8

Figure C.1 Equipment List

wrrID	Resource	KindType	Indentification	Specifications	EDRC	Liquid Storage	Boom	Staging
29135	Boom	B2	20" Boom	American Marine	0	0	5000	53' Trailer (312-35)
29137	Boom	B2	20" Boom	American Marine	0	0	400	Scappoose Fire Bureau
29125	Boom	B2	20" Boom	American Marine	0	0	5000	Trailer (302-35), Tongue Point
29126	Boom	B2	20" Boom	American Marine	0	0	3900	Trailer (303-35) Tongue Point
29127	Boom	B2	20" Boom	American Marine	0	0	5000	Trailer (304-35) Port of Vancouver
29129	Boom	B2	20" Boom	American Marine	0	0	4200	Trailer (309-35) Weyerhaeuser
29130	Boom	B2	20" Boom	American Marine	0	0	5000	Trailer (313-35) Georgie Pacific Facility
29131	Boom	B2	20" Boom	American Marine	0	0	5000	Trailer (307-35) Weyerhaeuser
29138	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29176)	0	0	2500	28' Trailer (306-35), Vista Park
29139	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29180)	0	0	5000	Boise Cascade (Boom Trailer 310-35)
29140	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29185)	0	0	5000	Boom Trailer (308-35), PGE Beaver
29141	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29031)	0	0	1000	FRV Protector (Dillard's Marina)
29142	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29033)	0	0	1100	OSRV Mark O. Hatfield (Fred's Marina)
29143	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29032)	0	0	1000	OSRV HW Zarlring (Sause Bros)
29144	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29035)	0	0	1000	OSRV Clean Rivers 1 (Foss Dock)
29145	Boom	B2	20" Boom	American Marine (includes WRRIL ID 29034)	0	0	1000	MFSA 1 (Elochoman Marina)
29181	Boom	B2	20" Boom	American Marine	0	0	4000	Trailer (338-35) Portland Base
30051	Boom	B2	20" Boom	American Marine	0	0	2000	20' Connex box on chassis, Tidewater Facility in Boardman, Oregon.
29153	Boom	B2	28" Fast Water Boom	American Marine (Tongue Point Boom Trailer)	0	0	700	Boom Trailer 303-35 (Tongue Point)

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 3 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrID	Resource	KindType	Indentification	Specifications	EDRC	Liquid Storage	Boom	Staging
29169	Boom	B2	30" Boom	American Marine (Tongue Point Boom Trailer)	0	0	400	Trailer 303-35 (Tongue Point)
31774	Boom	B2	Boom (Current Buster 2)	NOFI Current Buster 2	0	94	136	Portland Base
29133	Boom	B3	12" Boom	American Marine	0	0	3000	Owens Corning(on barge) at Dock
29134	Boom	B3	12" Boom	American Marine	0	0	2000	Spill Response Trailer (316-40)
29136	Boom	B3	12" Boom	American Marine (includes WRRL ID 29060)	0	0	2000	SWB 109-29 (PFR Fire Station 6)
29146	Boom	B3	12" Boom	American Marine (includes WRRL ID 29050)	0	0	400	SWRB 105-29 (Tesoro Facility)
29147	Boom	B3	12" Boom	American Marine (includes WRRL ID 29057)	0	0	400	SWRB 106-29 (Weyerhaeuser)
29148	Boom	B3	12" Boom	American Marine (includes WRRL ID 29053)	0	0	400	SWRB 102-29 (Weyerhaeuser)
29149	Boom	B3	12" Boom	American Marine (includes WRRL ID 29052)	0	0	400	SWRB 103-29 (Weyerhaeuser)
29150	Boom	B3	12" Boom	American Marine (includes WRRL ID 29054)	0	0	400	SWRB 101-29 (Tongue Point)
29151	Boom	B3	12" Boom	American Marine (includes WRRL ID 29055)	0	0	400	Columbia Pacific Bio-Refinery (SWRB 100-29)
29154	Boom	B3	12" Boom	American Marine (include WRRL ID 29029)	0	0	2000	FRV Columbia Responder (Dillards, St.Helens Marina)
29171	Boom	B3	12" Boom	American Marine (includes WRRL ID 29176)	0	0	1000	Skamokawa, WA (Trailer 306-35)
29132	Boom	B3	14" Boom	American Marine (includes WRRL ID 29030)	0	0	1500	FRV Independence (Jack Fowler's Marina)
29152	Boom	B3	14" Boom	American Marine (includes WRRL ID 29176)	0	0	500	Skamokawa, WA (Boom Trailer 306-35)
29172	Equipment	COM	Command & Communications Trailer	53' Specialty Trailer - Command & Communications	0	0	0	Portland Base
29196	Equipment	PTP	Float-O-Pump	100 gpm	0	0	0	Portland Base (InTrailer 346-40)
29197	Equipment	PTP	Float-O-Pump	100 gpm	0	0	0	Portland Base (Trailer 346-40)
29198	Equipment	PTP	Float-O-Pump	100 gpm	0	0	0	Portland Base (Trailer 346-40)
29193	Equipment	SR0	CounterVac 3315	21' pull on 3" hose	4457	5	0	Portland Base
29194	Equipment	SR0	CounterVac 3315	21' pull on 3" hose	0	12	0	Tidewater Barge # 4

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 4 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrlID	Resource	KindType	Indentification	Specifications	EDRC	Liquid Storage	Boom	Staging
29195	Equipment	SR0	CounterVac 3315	21' pull on 3" hose	0	12	0	Tidewater Barge # 2
29199	Equipment	SR0	Desmi DOP 160	Hydraulic Power Unit (160)	0	0	0	Portland Base
29200	Equipment	SR0	Desmi DOP 160	Hydraulic Power Unit (160)	0	0	0	Portland Base
29189	Equipment	SR0	Generator Trailer	25kw Generator	0	0	0	Portland Base
29190	Equipment	SR0	Generator Trailer	35kw Generator	0	0	0	Portland Base
31772	Equipment	SR0	Boom Vane	1.0 M Boom Vane	0	0	0	Portland Base
30950	Equipment	Truck/Suv	Work Truck/Pickup	1 Ton Ford 350 Super Duty 2008	0	0	0	Portland Base
29047	Equipment	VH0	1 Ton Service Truck	2008 GMC	0	0	0	Portland Base
29159	Equipment	VH0	4X4 Pick-up	2003 Ford F-350	0	0	0	Portland Base
29160	Equipment	VH0	4X4 SUV	2014 Ford Explorer	0	0	0	Portland Base
29082	Equipment	VH0	Boat Trailer	Trailer (16' Skiff 013-58)	0	0	0	Portland base (WB 013-58)
29083	Equipment	VH0	Boat Trailer	Trailer (16' Skiff 014-58)	0	0	0	Portland Base (WB 014-58)
29086	Equipment	VH0	Boat Trailer	Trailer (Liz Furse 005-26)	0	0	0	Portland Base (WB 005-26)
29048	Equipment	VH0	Boom Trailer	53' Trailer (includes boom from WRRl ID 29169, 29153 and 29126)	0	0	0	Tongue Point
29049	Equipment	VH0	Boom Trailer	45' Trailer (includes boom from WRRl ID 29127)	0	0	0	Port of Vancouver
29161	Equipment	VH0	Boom Trailer	53' Trailer	0	0	0	Portland Base
29174	Equipment	VH0	Boom Trailer	48' Trailer	0	0	0	Tongue Point
29176	Equipment	VH0	Boom Trailer	28' Trailer (miscellaneous boom)	0	0	0	Vista Park
29177	Equipment	VH0	Boom Trailer	48' Trailer	0	0	5000	Weyerhaeuser
29178	Equipment	VH0	Boom Trailer	42' Trailer	0	0	0	Georgia Pacific
29179	Equipment	VH0	Boom Trailer	48' Trailer	0	0	0	Weyerhaeuser

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 5 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrlID	Resource	KindType	Identification	Specifications	EDRC	Liquid Storage	Boom	Staging
29180	Equipment	VH0	Boom Trailer	48' Trailer	0	0	0	Boise Cascade
29184	Equipment	VH0	Boom Trailer	53' Trailer	0	0	0	Tongue Point
29185	Equipment	VH0	Boom Trailer	48' Trailer	0	0	0	Columbia Pacific Bio-Refinery
29192	Equipment	VH0	Boom Trailer	53' Trailer	0	0	0	Tongue Point
30052	Equipment	VH0	Connex Box	20' container on chassis	0	0	0	Tidewater Facility in Boardman, Oregon
29071	Equipment	VH0	Equipment Trailer	48' Trailer w/ lift gate	0	0	0	Weyerhaeuser
29187	Equipment	VH0	Equipment Trailer	30' Trailer (contains misc. spill response equipment)	0	0	0	Columbia Pacific Bio-Refinery
29165	Equipment	VH0	Flatbed Crane Truck	1980 GMC	0	0	0	Portland Base
29164	Equipment	VH0	Flatbed Trailer	48' Flatbed Trailer	0	0	0	Portland Base
29188	Equipment	VH0	Spill Response Trailer	34' Trailer	0	0	0	Portland Base
29167	Equipment	VH0	Tractor	2001 Freightliner	0	0	0	Portland Base
29168	Equipment	VH0	Tractor	1993 International	0	0	0	Tongue Point
30948	Equipment	VH0	Tractor	2007 Freightliner	0	0	0	Portland
29035	OSRV	OSRV3	OSRV Clean Rivers 1	34' Kvichak w/ Marco Belt Skimmer (includes boom from WRRl ID 29144)	3720	24	0	Sause Bros.
29032	OSRV	OSRV3	OSRV HW Zarling	34' Kvichak W/ Marco Belt skimmer (includes boom from WRRl ID 29143)	3720	24	0	Foss Dock
29033	OSRV	OSRV3	OSRV Mark O. Hatfield	34' Kvichak W/ Marco Belt skimmer (includes boom from WRRl ID 29142)	3720	24	0	Elochoman Marina
29034	OSRV	OSRV3	OSRV MFSA 1	34' Kvichak W/ Marco Belt Skimmer (includes boom from WRRl ID 29145)	3720	24	0	Fred's Marina
29050	OSRV	OSRV3	Shallow Water Recovery Barge	30' Kvichak w/ Lori Skimmer (includes boom from WRRl ID 29146)	2473	100	0	Tesoro Facility
29052	OSRV	OSRV3	Shallow Water Recovery Barge	30' Kvichak w/ Lori Skimmer ((includes boom from WRRl ID 29149)	2473	100	400	Tongue Point

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 6 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrID	Resource	KindType	Identification	Specifications	EDRC	Liquid Storage	Boom	Staging
29053	OSRV	OSRV3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt Skimmer (includes boom from WRRID 29148)	3588	100	400	Portland Base
29054	OSRV	OSRV3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt Skimmer (includes boom from WRRID 29150)	3588	100	400	Portland Base
29055	OSRV	OSRV3	Shallow Water Recovery Barge	30' American Eagle w/ Lori Skimmer (includes boom from WRRID 29151)	2473	100	400	Columbia Pacific Bio-Refinery
29057	OSRV	OSRV3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt Skimmer (includes boom from WRRID 29147)	3588	100	400	Weyerhaeuser
29182	Shoreline	TR0	Shoreline Cleanup Trailer		0	0	0	Portland Base
29041	Skiff	WB5	14' Skiff	14' Skiff w/15 hp	0	0	0	Portland Base (Trailer 315-40)
29042	Skiff	WB5	14' Skiff	14' Skiff w/15 hp	0	0	0	Trailer 316-40
29043	Skiff	WB5	14' Skiff	14' Skiff w/15 hp	0	0	0	Trailer 346-40
29191	Skiff	WB5	14' Skiff	14' Skiff with 5 hp Outboard	0	0	0	Portland Base (Trailer 316-40)
29044	Skiff	WB5	16' Skiff	16' Skiff w/25 hp	0	0	0	Portland Base Trailer (333-40) Linnton Kinder Morgan
29045	Skiff	WB5	16' Skiff	16' Skiff w/ 25hp	0	0	0	Columbia PacificBio-Refinery: Trailer (332-40)
29089	Skimmer Portable	SK2	Desmi Terminator 250	Hydraulic Power Unit (250) (57-251)	3017	0	0	Portland Base
29090	Skimmer Portable	SK2	Desmi Terminator 250	Hydraulic Power unit (250) (57-252)	3017	0	0	Portland Base
29115	Skimmer Portable	SK2	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (503-56) (WRRID 29194)	4457	0	0	Tidewater Barge Atlas
29117	Skimmer Portable	SK2	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (504-56) (WRRID 29193)	4457	0	0	Portland Base
29118	Skimmer Portable	SK2	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (504-56) (WRRID 29193)	4457	0	0	Portland Base
29155	Skimmer Portable	SK3	12" Drum Skimmer (Flotation Unit ID 548-56)	Yanmar Diesel Hydraulic Power Unit (804-58) and 3" Hydraulic Diaphragm Transfer Pump (ID 640-57)	891	0	0	Portland Base
29156	Skimmer Portable	SK3	12" Drum Skimmer (Flotation Unit ID 549-56)	Yanmar Diesel Hydraulic Power Unit (ID 805-58) and 3" Hydraulic Diaphragm Transfer Pump (ID 641-57)	891	0	0	Portland Base

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 7 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrID	Resource	KindType	Indentification	Specifications	EDRC	Liquid Storage	Boom	Staging
29121	Skimmer Portable	SK3	36" Coated Drum Skimmer (Unit ID 544-56)	Yanmar Diesel Hydraulic Power Unit (ID 800-58) and 3" Hydraulic Diaphragm Transfer Pump (636-57)	891	0	0	Portland Base
29122	Skimmer Portable	SK3	36" Coated Drum Skimmer (Unit ID 545-56)	Yanmar Diesel Hydraulic Power Unit (ID 801-58) and 3" Hydraulic Diaphragm Transfer Pump (ID 637-56)	891	0	0	Portland Base
29123	Skimmer Portable	SK3	36" Coated Drum Skimmer (Unit ID 546-56)	Yanmar Diesel Hydraulic Power Unit (ID 802-58) and 3" Hydraulic Diaphragm Transfer Pump (ID 638-57)	891	0	0	Portland Base
29124	Skimmer Portable	SK3	36" Coated Drum Skimmer (Unit ID 547-56)	Yanmar Diesel Hydraulic Power Unit (ID 803-58) and 3" Hydraulic Diaphragm Transfer Pump (ID 639-57)	891	0	0	Trailer (330-40) Weyerhaeuser
29087	Skimmer Portable	SK3	API Drum Skimmer	Hydraulic Power Unit and Drum Attachment	2400	0	0	Trailer (ID 330-40) at Weyerhaeuser in Longview, WA
29088	Skimmer Portable	SK3	API Drum Skimmer	Hydraulic Power Unit (56-454) (in Trailer 29187)	2400	0	0	Columbia Pacific Bio-Refinery
29091	Skimmer Portable	SK3	Douglas 18000 Skim Pak (Unit ID 520-56)	3" Yanmar Diesel (Unit ID 613-57) 300 GPM	2057	0	0	Portland Base
29100	Skimmer Portable	SK3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (502-56)	4457	0	0	Tidewater Barge # 2
29101	Skimmer Portable	SK3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (502-56)	4457	0	0	Tidewater Barge # 2
29102	Skimmer Portable	SK3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (503-56)	4457	0	0	Tidewater Barge Atlas
29103	Skimmer Portable	SK3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (503-56)	4457	0	0	Tidewater Barge Atlas
29104	Skimmer Portable	SK3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (504-56)	4457	0	0	Portland Base
29105	Skimmer Portable	SK3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (504-56)	4457	0	0	Portland Base
29107	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 507-56)	3" Yanmar Diesel (Unit ID 608-57) 300 GPM	2057	0	0	Tongue Point
29106	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 508-56)	3" Yanmar Diesel (Unit ID 607-57) 300 GPM	2057	0	0	Tongue Point
29097	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 509-56)	3" Yanmar Diesel (Unit ID 609-57) 300 GPM	2057	0	0	Tongue Point

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 8 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrlID	Resource	KindType	Identification	Specifications	EDRC	Liquid Storage	Boom	Staging
29095	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 510-56)	3" Yanmar Diesel (Unit ID 606-57) 300 GPM	2057	0	0	Tongue Point
29094	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 513-56)	3" Yanmar Diesel (Unit ID 615-57) 300 GPM	2057	0	0	Weyerhaeuser
29096	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 514-56)	3" Yanmar Diesel (Unit ID 616-57) 300 GPM	2057	0	0	Weyerhaeuser
29098	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 515-56)	3" Yanmar Diesel (Unit ID 617-57) 300 GPM	2057	0	0	Weyerhaeuser
29108	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 517-56)	3" Yanmar Diesel (Unit ID 610-57) 300 GPM	2057	0	0	Portland Base
29092	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 518-56)	3" Yanmar Diesel (Unit ID 611-57) 300 GPM	2057	0	0	Portland Base
29093	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 519-56)	3" Yanmar Diesel (Unit ID 612-57) 300 GPM	2057	0	0	Portland Base
29099	Skimmer Portable	SK3	Douglas 18000 Skim-Pak (Unit ID 521-56)	3" Yanmar Diesel (Unit ID 614-57) 300 GPM	2057	0	0	Portland Base
29109	Skimmer Portable	SK3	Douglas 4200 Skim-Pak	2" Yanmar Diesel (601-57) Diaphragm	480	0	0	Portland Base
29110	Skimmer Portable	SK3	Douglas 4200 Skim-Pak (524-56)	2" Yanmar Diesel (600-57) Diaphragm	480	0	0	Portland Base
29112	Skimmer Portable	SK3	Douglas 4200 Skim-Pak (526-56)	2" Yanmar Diesel (602-57) Diaphragm	480	0	0	Portland Base
29111	Skimmer Portable	SK3	Douglas 4200 Skim-Pak (527-56)	2" Yanmar Diesel (603-57) Diaphragm	480	0	0	Columbia Pacific Bio-Refinery
29113	Skimmer Portable	SK3	FRV Columbia Responder	2" Yanmar Diesel (604-57) Peristaltic	480	0	0	Portland Base
29116	Skimmer Portable	SK3	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (502-56) (WRRl ID 29195)	1714	0	0	Tidewater Barge # 2
29119	Skimmer Portable	SK3	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (504-56) (WRRl ID 29193)	1714	0	0	Portland Base
29120	Skimmer Portable	SK3	Slickbar "Manta Ray"	For use with CounterVac (504-56) (WRRl ID 29193)	1028	0	0	Portland Base
29114	Skimmer Portable	SK4	Ro-Clean Rope Mop Skimmer	Hatz Diesel	30	0	0	Portland Base

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 9 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrID	Resource	KindType	Indentification	Specifications	EDRC	Liquid Storage	Boom	Staging
31773	Skimmer Portable	SKP	Portable Skimmer	13/30 Coated Disc Skimmer	1440	0	0	Portland Base
29068	Storage	PS4	1000 gal. Bladder	American Marine	0	23	0	Tongue Point
29074	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29075	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29076	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29077	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29078	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29079	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Shoreline Clean-up Trailer (346-40)
29080	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Wildlife Transport Trailer(350-66)
29081	Storage	PS4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Wildlife Transport Trailer (350-66)
29072	Storage	PS4	1000 gal. Portable Storage Tanks	FastTanks Storage Tank	0	24	0	Portland Base
29073	Storage	PS4	1000 gal. Portable Storage Tanks	FastTanks Storage Tank	0	24	0	Portland Base
31675	Storage	PS4	2000 gal. Portable Storage Tank	Fast Tank Storage Tank	0	47	0	Portland Base
31676	Storage	PS4	2000 gal. Portable Storage Tank	Fast Tank Storage Tank	0	47	0	Portland Base
29063	Storage	PS4	2500 gal. Towable Bladder	American Marine	0	60	0	Portland Base
29064	Storage	PS4	2500 gal. Towable Bladder	American Marine	0	60	0	Portland Base
29065	Storage	PS4	2500 gal. Towable Bladder	American Marine	0	60	0	Portland Base
29066	Storage	PS4	2500 gal. Towable Bladder	American Marine	0	60	0	Portland Base
29067	Storage	PS4	2500 gal. Towable Bladder	American Marine	0	60	0	Portland Base
29069	Storage	PS4	500 gal. Bladder	American Marine	0	11	0	Tongue Point
29051	Storage	TB4	Shallow Water Barge	30' American Eagle	0	100	0	Portland Base Trailer#321-40

# C

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS EQUIPMENT

Appendix: C  
Page No.: 10 of 10  
Date: 1/14/2016  
Rev. No.: 8

wrrlID	Resource	KindType	Identification	Specifications	EDRC	Liquid Storage	Boom	Staging
29056	Storage	TB4	Shallow Water Barge	30' American Eagle	0	100	0	Weyerhaeuser
29058	Storage	TB4	Shallow Water Barge	30' American Eagle	0	100	0	Portland Base Trailer# 320-40
29059	Storage	TB4	Shallow Water Barge	30' American Eagle	0	100	0	Portland Base
29060	Storage	TB4	Shallow Water Barge	30' Kvichak (includes boom from WRRl ID 29136)	0	110	0	Portland Fire & Rescue Station #6 Moorage
29029	Vessel	WB3	FRV Columbia Responder	32' Kvichak (includes boom from WRRl ID 29154)	0	0	0	West Mooring Basin, Port of Astoria
29030	Vessel	WB3	FRV Independence	32' Browns (includes boom from WRRl ID 29132)	0	0	0	Jack Fowler's Marina
29031	Vessel	WB3	FRV Protector	34' Munson (includes boom from WRRl ID 29141)	0	0	0	Dillard's, St. Helens Marina
30499	Vessel	WB4	18' Skiff	18' Skiff w/ 25hp	0	0	0	Portland Base (Trailer 348-40)
30500	Vessel	WB4	18' Skiff	18' Skiff w/ 25hp	0	0	0	Portland Base (Trailer 349-40)
29039	Vessel	WB4	20' Workboat	20' Alumaweld I w/115 hp	0	0	0	Portland Base Trailer (331-40)
29157	Vessel	WB4	20' Workboat	20' Alumaweld II w/90 hp	0	0	0	Portland Base Trailer (342-40)
31080	Vessel	WB4	20' Workboat	20' Alumaweld III w/90hp	0	0	0	Portland Base Trailer# 352-40
29038	Vessel	WB4	21' Workboat	21' Boston Whaler w/150 hp	0	0	0	Portland Base Trailer (341-40) Linnton Kinder Morgan
29040	Vessel	WB4	Elizabeth Furse	27' Allday	0	0	0	Portland Base Trailer (329-40) Linnton Kinder Morgan
29046	Wildlife	WRO	Wildlife Rehabilitation Shelter	19' x 35' Western Shelters Gatekeeper 1935	0	0	0	Portland Base (Wildlife Rehabilitation Trailer 300-38)
29170	Wildlife	WRO	Wildlife Rehabilitation Trailer	48' Specialty Trailer - Wildlife Rehabilitation	0	0	0	Portland Base Linnton Kinder Morgan
29163	Wildlife	WRO	Wildlife Transport Trailer	32' Climate Control Cargo Trailer	0	0	0	Portland Base Linnton Kinder Morgan

# D

## **MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS PERSONNEL**

**Appendix: D**  
Page No.: 1 of 12  
Date: 3/18/2016  
Rev. No.: 9

Excel spreadsheets and matrices of personnel training and qualifications for MFSA, CRC, Witt | O'Brien's, and NRCES effective as of the date of this revision, follow this page.

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# D

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS PERSONNEL

Appendix: D  
Page No.: 2 of 12  
Date: 3/18/2016  
Rev. No.: 9

**Figure D.1 SPILL MANAGEMENT TEAM “PRIMARY & ALTERNATE” ROSTER**

The following table displays primary and alternate personnel to serve in MFSA’s SMT. Details of training and experience can be found on additional Excel spreadsheets for MFSA, CRC, NRCES, and Witt O’Brien’s personnel in this Appendix.

<b>Incident Commander</b>	
Training Required: 24-Hour HAZWOPER, ICS-400, NWACP, MFSA Plan, GRPs, Oil Spill Response Basics, River and Equipment Familiarization	
Jerry Holmes, MFSA	Jack Kyle, MFSA
George Birch, MFSA	Ric Gerttula, MFSA
Richard Arrasmith, MFSA	
<b>Information Officer (“IO”)</b>	
Training Required: ICS-300, NWACP, MFSA Plan, GRPs, Oil Spill Response Basics, Media Training	
Note: This position, as per the NWACP, is to be filled by a State or Federal representative; however, MFSA maintains individuals to participate in the Joint Information Center and in the IO role if an agency representative is not available, qualified or willing.	
<i>Primary</i>	<i>Alternate</i>
Joan McCoy, O’Brien’s	Suzanne Lagoni, O’Brien’s
<b>Safety Officer</b>	
Training Required: ICS-300, NWACP, MFSA Plan, GRP’s, Oil Spill Response Basics, Health & Safety Training	
<i>Primary</i>	<i>Alternate</i>
Corey Sippel, NRCES	Jerry Popovice, O’Brien’s
<b>Liaison Officer (“LO”)</b>	
Training Required: ICS-300, NWACP, MFSA Plan, GRP’s, Oil Spill Response Basics	
Note: This position, as per the NWACP, is to be filled by a State or Federal agency representative; however, MFSA maintains individuals to participate in the LO role if an agency representative is not available, qualified or willing.	
<i>Primary</i>	<i>Alternate</i>
Suzanne Lagoni, O’Brien’s	Joan McCoy, O’Brien’s

# D

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS PERSONNEL

Appendix: D  
Page No.: 3 of 12  
Date: 1/14/2016  
Rev. No.: 8

<b>Operations Section Chief</b>	
Training Required: 24-Hour HAZWOPER, ICS-300, NWACP, MFSA Plan, GRP's, Oil Spill Response Basics, River and Equipment Familiarization	
<i>Primary</i>	<i>Alternate</i>
Ernie Quesada, CRC	Ed Stanton, O'Brien's
<b>Planning Section Chief</b>	
Training Required: ICS-300, NWACP, MFSA Plan, GRP's, Oil Spill Response Basics	
<i>Primary</i>	<i>Alternate</i>
Cheryl Surface, O'Brien's	Jim Morris, O'Brien's
<b>Logistics Section Chief</b>	
Training Required: ICS-300, NWACP, MFSA Plan, GRP's, Oil Spill Response Basics	
<i>Primary</i>	<i>Alternate</i>
Dan Sobieski, O'Brien's	Cheryl Surface, O'Brien's
<b>Finance Section Chief</b>	
Training Required: ICS-300, NWACP, MFSA Plan, GRP's, Oil Spill Response Basics	
<i>Primary</i>	<i>Alternate</i>
Chann Noun, MFSA	Rory Dabney, O'Brien's

This list is not meant to be exhaustive or limit the use of other available qualified response personnel identified in this Appendix. The SMT is activated as the incident requires, through the IC.

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**Witt | O'Brien's  
Staffing for the Marine Fire and Safety Association's  
Contingency Plan**

All are contactable 24/7 via the  
O'Brien's Command Center at (985) 781-0804

Name	Position
<b>Jim Morris</b>	Incident Commander, Planning Section Chief, Environmental Unit, Liaison, Logistics
<b>Brendan Geraghty</b>	Incident Commander, Planning Section Chief, Operations, Logistics
<b>Cheryl Surface</b>	Incident Commander, Planning Section Chief, Environmental Unit, Liaison, Logistics, Operations
<b>Dan Sobieski</b>	Incident Commander, Planning Section Chief, Environmental Unit, Liaison, Logistics
<b>Ed Stanton</b>	Incident Commander, Operations, Planning
<b>Jack Kyle</b>	Incident Commander, Operations, Planning, Safety
<b>Greg LeBeau</b>	Incident Commander, Planning Section Chief, Operations, Logistics
<b>Diane Rush</b>	Incident Commander, Planning Section Chief, Operations, Logistics
<b>Ray Perry</b>	Incident Commander, Operations, Planning, Safety
<b>Jerry Popovice</b>	Incident Commander, Operations, Planning, Safety
<b>Pam Chelgren-Koterba</b>	Incident Commander, Planning, Logistics, Resource Unit, Environmental Unit, Situation Unit
<b>Tom Haug</b>	Incident Commander, Operations, Planning
<b>Bill Hutmacher</b>	Incident Commander, Operations, Planning
<b>Preston Sleeper</b>	Incident Commander, Planning, Environmental Unit
<b>Lou Herrick</b>	Incident Commander, Planning, Logistics, Resource Unit, Environmental Unit, Situation Unit
<b>Rory Dabney</b>	Documentation, Finance, Logistics
<b>Suzanne Lagoni</b>	Public Information Officer, Liaison Officer
<b>Joan McCoy</b>	Public Information Officer, Liaison Officer
<b>Jan Fisher</b>	Public Information Officer, Liaison Officer

**PORTLAND FULL TIME**

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Almanza	Jorge	Driver	A-NX	40	12/2/2014		
Claeys	Chris	Driver	A-N	40	2/21/2015		
Clark	Tanner	Technician I		24	5/14/2015		
Coppage	Dale	ER Supervisor I		40	1/22/2016		
Dawson	Dale	Technician I	A-NX	24	3/16/2016	3/16/2015	
Gilbertsen	Rex	Mechanic	A-N	40	9/11/2016		
Gilfillan	Aaron	Project Supervisor II	A-NX	80	3/16/2016	3/16/2015	
Groesback	Dean	Transportation Supv.	A-NX	80	3/16/2016	3/16/2015	300
Jackman	Mark	Marine Technician	B	40	3/30/2016		
Jensen	Ray	Marine Operator	A-NX	40	2/21/2015		
Kiggins	John	ER Supervisor	C	80	5/14/2016		
Legler	Randy	ER Manager		80	12/10/2015	7/26/2012	
Leiva	Frank	Technician I		40	2/14/2015		
Miltenberger	Jason	Project Supervisor	A-NX	80	5/15/2016	1/28/2011	
Miltenberger	Jeff	PNW Business Mgr	A-NX	80	6/14/2014	1/28/2011	700
Mosqueda	Everardo	Driver	A	80	2/21/2015		
Potts	Collin	ER Supervisor	B	80	3/16/2016	3/16/2015	
Quaife	Harvey	Project Supervisor I	C	40	3/16/2016	3/16/2015	
Ransdell	Robert	Operations Manager	B-NX	40	4/10/2016	1/28/2011	300
Raymond	Dale	Project Manager		40	3/16/2016	3/16/2015	
Shipman	Robert	Driver		40	8/14/2016		
Sippel	Corey	Health & Safety Mgr		40	12/10/2015		
Stayton	Perry	Project Supervisor I	B-X	90	6/29/2016		
Velazquez	Antonio	Tech III	C	40	3/16/2016	3/16/2015	

**PORTLAND STANDBY**

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Bay	Robert	Marine Operator		24	6/8/2016		
Bock	Gene	Captain - Responder	A	40	1/18/2015		
Bridges	Eva	Deckhand		40	1/19/2016		
Britt	Ronald	Marine Operator	A	24	1/19/2016		
Bruner	Bryan	Driver		80	1/19/2016		
Buckendahl	Tim	Deckhand		40	3/16/2016	3/16/2015	
Budnick	Martin	Marine Operator					
Clark	Todd	Marine Operator			12/10/2014		
Clingman	Daniel	Marine Operator		24	3/16/2016	3/16/2015	
Coover	Don	Marine Operator		24	3/20/2016		
Cox	Ron	Deckhand	C	24	3/16/2016	3/16/2015	
Cox	Lisa	Deckhand		24	1/19/2016		
Crookshanks	Darren	Deckhand	C	24	3/1/2015		

**PORTLAND STANDBY (cont.)**

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Cunningham	Mike	Technician III	B		3/18/2015		
Dyer	Donell	Marine Operator-Lic					
Fleming Jr.	Doug	Deckhand		24	1/19/2016		
Ford	Jeremiah	Deckhand		40	3/1/2015		
Forsberg	Vern	Marine Operator	C	40	3/1/2015		200
Galloway	Tom	Deckhand	C	24	3/16/2016	3/16/2015	
Gaunt	Dylan	Marine Operator					
Gaunt	Scott	Deckhand		40	10/15/2014		300
Glad	David	Marine Operator-Lic		24	6/18/2014		
Grocott	John	Marine Operator-Lic	A	24	1/19/2016		
Groesbeck	Ryan	Marine Operator		40	12/10/2014		
Harding	Griffin	Marine Operator-Lic	C	40	1/3/2013		
Harding	Tyler	Marine Operator		24	2/15/2016		
Hartley	Matthew	Marine Operator		24	1/3/2016		
Hartley	Mike	VO/DH/Tech		40	2/21/2016		
Hartley	Tom	VO/DH/Tech		40	1/13/2014		
Holmes	Derek	Tech/Deckhand		40	1/19/2016		
Holzgraf	Jamie	Marine Operator-Lic		24	3/16/2016	3/16/2015	200
Johnson	Greg	Deckhand	C	24	11/6/2014		
Jolma	Bruce	Deckhand	A	40	3/16/2016	3/16/2015	400
Jolma	Roger	Deckhand	C	40	3/16/2016	3/16/2015	
Kallunki	John	Deckhand	C	40	1/19/2016		
King	Tim	VO/DH/Tech		24	2/8/2016		200
Koertge	Jason	Marine Operator					
Lindblom	Kelly	Deckhand		40	8/28/2015		
Marsch	Tad	Marine Operator-Lic		24	3/16/2016	3/16/2015	
Miltenberger	Zachary	Deckhand		80	7/17/2014		
Mustola	Greg	Deckhand	C	24	1/19/2016		
Mustola	Ryan	Deckhand		40	1/19/2016		
Olson	Gary	Deckhand		24	3/16/2016	3/16/2015	
Opdyke	Keith	Marine Operator			1/19/2016		
Radonski	Dan	Deckhand	C	24	3/6/2010		
Scheehean	Mark	Technician I		80	1/6/2016		
Stone	Jeff	Deckhand		40	3/16/2016	3/16/2015	
Tarabochia	John	Deckhand		24	1/23/1901		
Wall	Randy	Deckhand	C	24	6/7/2016		
Wall	Brenda	Deckhand	C	24	3/1/2015		
Wehe	Nathaniel	Marine Operator		24	2/18/2016		

**SEATTLE FULL TIME LAND**

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Alexander	Brian	Senior Project Manager		80	4/21/2013	1/18/2011	300
Allen	Eric	ER Supervisor		80	4/10/2016	4/10/2015	300
Artley	James	Driver/Tech II	A-TX	80	2/23/2016		
Barnes	Connor	Technician I		40	11/19/2015		
Baza	Kyle	Technician I		40	5/7/2016		
Baza	Lance	Project Supervisor	B	80	4/10/2016	4/10/2015	
Blair	Jason	ER Manager		80	4/10/2016	4/10/2015	800
Cruz	Joaquin	Technician I		40	8/29/2016		
Doherty	Neil	Operations Manager		40	4/10/2016	4/10/2015	300
Gibson	Mark	Tech III		80	11/8/2015		
Guerrero	Richard	Project Supervisor		80	4/10/2016	4/10/2015	300
Heatherly	Jake	Dispatcher		80	4/10/2016	4/10/2015	300
Koppler	Ken	Director of EH&S	C	80	12/10/2015	1/18/2011	300
Leiataua	Al	Driver	A	40	10/8/2015		
Morgan	Russell	Project Manager		40	4/8/2016	4/8/2015	300
Moynihan	John	Technician I		40	10/10/2015		
Muck	Dale	Driver	A-X	40	2/23/2016		
Palermo	Frank	Tech III	A-HN	80	2/23/2016		300
Pollock	Charles	Dispatcher		40	4/8/2016	4/8/2015	300
Potts	Jason	ER Services Manager		80	12/10/2015	1/18/2011	800
Ranahan	Mark	Driver	A-TN	40	2/23/2016		200
Richardson	Todd	Resource Manager		40	4/8/2016	4/8/2015	
Shcherbina	Aleksey	Warehouse Technician	A-P1TX	40	2/23/2016		200
Vasquez	Jesus	Technician II		80	2/23/2016		200
Wilkinson	Adam	ER Supervisor		80	4/10/2016	4/10/2015	300
Ziller	Bill	Driver	A-N	40	2/23/2016		200

**SEATTLE FULL TIME MARINE**

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Allen	Sean	Deckhand		40	10/9/2016		
Blattner	George	Deckhand		24	2/26/2015		
Crosby	Becky	Project Supervisor II		80	2/23/2016	3/11/2011	300
Davis	Thom	Sr. Project Manager		40	4/8/2016	4/8/2015	700
DePoe	Ronald	Vessel Engineer	B M/C3	40	7/25/2016		200
Dodson	Bart	Special Projects Manager	M/C3	80	4/8/2016	4/8/2015	300
Foss	C.	Marine Operator		24	5/3/2015		
Gallo	Tiffany	Project Manager		80	4/8/2016	4/8/2015	400
Hadley	Terry	Asst. Vessel Manager		24	6/10/2016		200
Hallgren	Tom	Project Supervisor II	B	80	4/10/2016	4/10/2015	300
Hemstad	Christopher	Asst. Vessel Manager		24	10/13/2016		
Holmes	Timothy	Licensed Marine Operator		40	3/25/2016		300
Macham	Allen	Licensed Marine Operator		40	2/23/2016		
Manly	Daniel	Marine Mechanic		40	5/4/2016	4/8/2015	

**SEATTLE FULL TIME MARINE (cont.)**

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
<b>Manly</b>	<b>David</b>	Fleet Maint. Supervisor	B M/C7 N	40	10/9/2016	4/8/2015	300
<b>Mardesich</b>	<b>Matthew</b>	Marine Operator		24	5/4/2016		200
<b>Munson</b>	<b>Gregory</b>	Marine Operator		24	2/21/2016		
<b>Petersen</b>	<b>Craig</b>	Project Manager		24	8/15/2016		400
<b>Peth</b>	<b>Jay</b>	Marine Operator		24	5/3/2016		200
<b>Petrich</b>	<b>Jonathan</b>	Supv/Marine Operator		40	5/3/2016		100
<b>Petrich</b>	<b>Peter (Tom)</b>	Marine Operator		24	6/17/2016		
<b>Ramsdell</b>	<b>Larry</b>	Marine Operator		24	5/3/2016		
<b>Riedel</b>	<b>Jim</b>	Regional Account Manager	M/C3	40	4/10/2016	4/10/2015	700
<b>Rose</b>	<b>Doug</b>	Deckhand		24	7/10/2016		
<b>Simonis</b>	<b>Paul</b>	Marine Operator-Lic	A-TN	40	5/1/2016		
<b>Sollid</b>	<b>Bjorn</b>	Marine Operator		40	10/14/2015		
<b>Sparrow</b>	<b>Jacob</b>	Marine Operator		40	4/10/2016	4/10/2015	200
<b>Sparrow</b>	<b>Kyle</b>	Marine Ops Supv I		80	4/10/2016	4/10/2015	300
<b>Swain</b>	<b>John</b>	Technician III		80	6/22/2016		200
<b>Walker</b>	<b>William</b>	Safety Engineer		40	4/8/2016	4/8/2015	300

## SEATTLE STANDBY

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Atchley	Justin	OPL - Deckhand		24	9/1/2016		
Bass	Steve	Marine Operator	B	24	5/4/2016		300
Bilof	Randy	Licensed Marine Operator		24	5/2/2015		
Boyd	Angela	OPL - Deckhand			11/22/2015		
Boyd	Season	OPL - Deckhand			11/22/2015		
Breckenridge	Heidi	Deckhand		24	5/4/2016		
Breckenridge	Peter (Tony)	Marine Operator			5/4/2016		
Bukovnik	Bryan	Marine Operator		24	7/25/2016		
Burrows	Al	Deckhand		40	7/12/2015		
Campbell	Leslie	Resource & Logistics Supv		40	5/4/2016	1/19/2011	300
Clendenen	Paul	Licensed Marine Operator		40	11/22/2015		300
Davis	Deborah	Field Runner		24	10/9/2016		
Deane	Richard	Marine Operator		24	7/26/2015		
DePoe	Patrick	Licensed Marine Operator		40	7/25/2016		
Dodson	Allison	OPL - Deckhand		40	8/28/2016		
Edgbert	Jay	OPL - Deckhand		40	2/16/2016		
Elwell	Doug	Licensed Marine Operator		40	11/22/2015		
Espinoza	Zacarias	Deckhand		24	7/25/2016		
Esposito	Jason	Deckhand		24	5/16/2015		
Fryberg	Jason	Driver I	B-X	80	11/6/2015		
Fyler	David	Deckhand		24	11/22/2015		
Gatchet	Jonas	Deckhand		24	11/22/2015		300
Gilden	Gene	Licensed Marine Operator		24	5/4/2016		
Grandt	Torey	Project Supervisor		40	11/22/2015	1/19/2011	300
Gunn	Helen	Deckhand		24	7/25/2016		
Haines	Joseph (Jose)	Licensed Marine Operator		24	5/4/2016		200
Hardy	Richard	Marine Operator	A	40	11/7/2015		
Harsila	David	Marine Operator		24	11/22/2015		
Hart	Brian	Marine Operator	A-T	40	7/18/2016		
Hartford	Erin	Marine Operator			5/2/2016		
Hatton	Kevin	Marine Operator		40	7/25/2016		
Haws	Virtus "Paul"	Licensed Marine Operator		24	11/22/2015		
Hayes	Joe	Marine Operator		24	11/23/2014		
Heckathorn	Jim	Licensed Marine Operator		24	11/22/2015		
Hill	Christopher	Deckhand		24	11/22/2015		
Hindman	Allwyn	Responder		24	6/10/2016		
Hollingsworth	David	Marine Operator		24	7/25/2016		
Horchover	Bob	Licensed Marine Operator		24	11/22/2015		
Karlsen	Jostein	Licensed Marine Operator		24	12/21/2015		
Klaja	Zachary	Deckhand	B-M/C3 P1	40	10/9/2016		300
Knutson	Jerad	Deckhand			5/2/2015		
Knutson	Nathan	Deckhand		24	7/13/2014		
Konrad	Adam	Deckhand		24	8/16/2016		
Konrad	Matthew	Deckhand		40	11/22/2015		
LaChapelle	Michael	Licensed Marine Operator		40	10/9/2016		
Lang	Donald	Licensed Marine Operator		40	6/6/2015		
Lessen	Jerry	OPL - Deckhand		24	9/26/2016		
Lewis	John	Marine Operator		80	10/9/2016		
Liberio	Dominick	Deckhand		24	10/4/2014		

## SEATTLE STANDBY (cont.)

Last Name	First Name	Position	Driver License Type	Hours of Hazwoper Training Achieved	8 Hour Refresher Due (Annual)	Hazwoper Supervisor Training Completed	ICS Level
Linder	David	Marine Operator		24	5/4/2016		
Lindsay	Dennis	Marine Operator		40	5/4/2016		
Lockhart	Chuck	Deckhand		24	7/25/2016		
Lowery	Dale	Deckhand			5/4/2016		
Macham	Mike	Marine Operator		24	5/4/2016		
Macham	Sander	Marine Operator		80	5/4/2016		
Martin	Tynan	Deckhand		40	5/3/2014		
McKellar	Jamison	Marine Operator		24	7/26/2015		300
Mullan	Kris	Marine Operator		24	11/22/2015		
Mullan	Scott	Licensed Marine Operator		24	10/9/2016		
Nelson	Frank	Deckhand		24	6/30/2015		
Nelson	Robert	Marine Operator		24	11/23/2014		
Nichols	Theodore	Responder		24	6/3/2016		
O'Connor	Michael	Deckhand		24	7/18/2016		
Ogden	Fred	Marine Operator		24	10/9/2016		
Ortiz	Dioscoro	Marine Operator		24	7/18/2016		
Overa	Ken	Licensed Marine Operator		24	5/2/2015		
Parker	Rick	Licensed Marine Operator		24	7/25/2016		
Pierson	Steve	OPL Marine Operator		24	10/9/2016		
Polizzi	Frank "Tony"	Marine Operator		24	10/9/2016		
Potts	Autumn	Technician I		80	11/19/2015		100
Prater	Dan	Deckhand		40	10/9/2016		
Ramsdell	Ross	Deckhand		24	5/2/2016		
Reed	Tim	Deckhand		24	10/3/2015		
Reeves	Dan	Marine Operator		40	7/18/2016		
Rigney	Casey	Deckhand		24	5/6/2016		
Ruggles	Gary	Marine Operator		24	7/25/2016		
Sanford	David	Marine Operator		24	5/1/2016		
Sanford	Dustin	Deckhand		24	7/26/2015		
Saul	Bryan	Licensed Marine Operator		24	11/22/2015		
Shapansky	Joe	Deckhand		24	7/18/2016		
Simmons	Donald	Marine Operator		40	7/25/2016		
Skeffington	Paul	Licensed Marine Operator		24	10/9/2016		
Smith	Colin	Deckhand			11/22/2015		
Solberg	Reidar	Marine Operator		24	5/4/2016		
Street	David	Marine Operator		24	5/4/2016		
Strom	Luke	Technician I		24	10/22/2015		300
Tackett	Lon	Marine Operator		40	7/18/2016		
Taylor	Wayne			40	10/9/2016		
Tovrea	Phil	Marine Operator		24	11/22/2015		

**E**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVERS  
COMMUNICATIONS**

**Appendix: E**  
Page No.: 1 of 3  
Date: 6/17/2011  
Rev. No.:

Communications plans will be developed using ICS 205-OS. The following ICS 205-OS contain both radio and telephone contacts. Additional contact information will be added as individuals report to the command post during an incident.

**Figure E.1 COMMUNICATIONS PLAN (ICS 205-OS FORM)**

<b>1. Incident Name</b>		<b>2. Operational Period (Date / Time)</b> From: _____ To: _____		<b>INCIDENT RADIO COMMUNICATIONS PLAN</b> <b>ICS 205-OS</b>	
<b>3. BASIC RADIO CHANNEL USE</b>					
SYSTEM / CACHE	CHANNEL	FUNCTION	FREQUENCY	ASSIGNMENT	REMARKS
CRC/MFSA	Spill Command	Command Use	RX 150.98000 TX158.445000 Tone TX 100.0	For use by Command and General Staff & CRC/MFSA management.	Functional from Portland to Astoria. A portable repeater is assigned to this channel.
CRC/MFSA	Spill Tact 1	Tactical	RX159.48000 TX154.85000 Tone RX 100.0	Supervisors and field personnel.	Functional in the area of the Portland/Vancouver harbor. A portable repeater is assigned to this channel.
CRC/MFSA	Spill Tact 2	Tactical	RX159.48000 TX154.85000 Tone RX 100.0 TX 127.3	Supervisors and field personnel.	Functional through Columbia River Miles 70-120. A portable repeater is assigned to this channel.
CRC/MFSA	Spill Tact 3	Tactical	RX159.48000 TX154.85000 Tone RX 100.0 TX141.3	Supervisors and field personnel.	Functional through Columbia River Miles 30-70.
CRC/MFSA	Spill Tact 4	Tactical	RX159.48000 TX154.85000 Tone RX 100.0 TX151.4	Supervisors and field personnel.	Functional through Columbia River Miles 0-30.
CRC/MFSA	Clean Rivers	Working Channel, Private	158.4450	CRC management and field use.	Line of sight use.
USCG	VHF 80	Working Channel, Public	157.0250	As needed.	Line of sight use.
USCG	VHF 81A	Working Channel, Public	RX 161.675000 TX157.075000	As needed.	Fixed repeater is assigned to this channel for public use.
USCG	VHF 16	Hailing & Emergency Channel, Public	156.8000	For hailing and emergency use only.	
<b>4. Prepared by: (Communications Unit)</b>					
MFSA/CRC			Date / Time: 6/17/2011		
<b>INCIDENT RADIO COMMUNICATIONS PLAN</b>					<b>ICS 205-OS</b>

<b>1. Incident Name</b>	<b>2. Operational Period (Date / Time)</b> From: _____ To: _____	<b>INCIDENT PHONE COMMUNICATIONS PLAN</b> <b>ICS 205-OS</b>
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**3. TELEPHONE NUMBERS OF RESPONSE ORGANIZATION**

SYSTEM / CACHE	CHANNEL	FUNCTION	FREQUENCY	ASSIGNMENT	REMARKS
MFSA		Command	503-220-2055	Command Staff	Initial Contact Number
USCG – Sector Columbia River		Command	503 861-6211	Command Staff	Initial Contact Number can also be used for emergency events within the response.
USCG - NRC		Notification	202-267-2675 800-424-8802	Command Staff	Initial Contact Number
OR DEQ/OERS		Command	503-378-6377 800-452-0311	Command Staff	Initial Contact Number
WA ECY/WEMD		Command	253-912-4904 800-258-5990	Command Staff	Initial Contact Number

<b>4. Prepared by: (Communications Unit)</b> MFSA/CRC	<b>Date / Time:</b> 6/17/2011
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**F**

**MFSA VESSEL RESPONSE PLAN**

**Appendix: F**

Date: 1/14/2016  
Rev. No.: 8

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# G

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVER DECONTAMINATION

Appendix: G  
Page No.: 1 of 4  
Date: 6/17/2011  
Rev. No.:

### G.1. CLEAN RIVERS DECONTAMINATION PLAN

Crews will be assigned to set up and manage personnel decontamination stations. The primary concern will be the health and safety of all responders and to assure that contaminants remain in the exclusion and contamination reduction zones. It is not acceptable to allow oil contamination to spread into the support zone and beyond. Health monitoring requirements of personnel in decontamination will be determined by the Safety Officer. Decontamination will be in accordance with the requirements of 29 CFR 1910.

Decontamination kits are stocked and staged along the river system by CRC and MFSA. They are supplied to meet the needs of small to medium size spills. They are to be re-supplied and augmented with larger stations as dictated by the needs of responders. All wastes generated in the decontamination process will be containerized, labeled, transported with proper shipping papers and disposed in accordance with the disposal plan approved by the UC and in accordance with State and Federal regulations.

# G

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVER DECONTAMINATION

Appendix: G  
Page No.: 2 of 4  
Date: 6/17/2011  
Rev. No.:

**Figure G.1 DECONTAMINATION KIT CONTENTS**

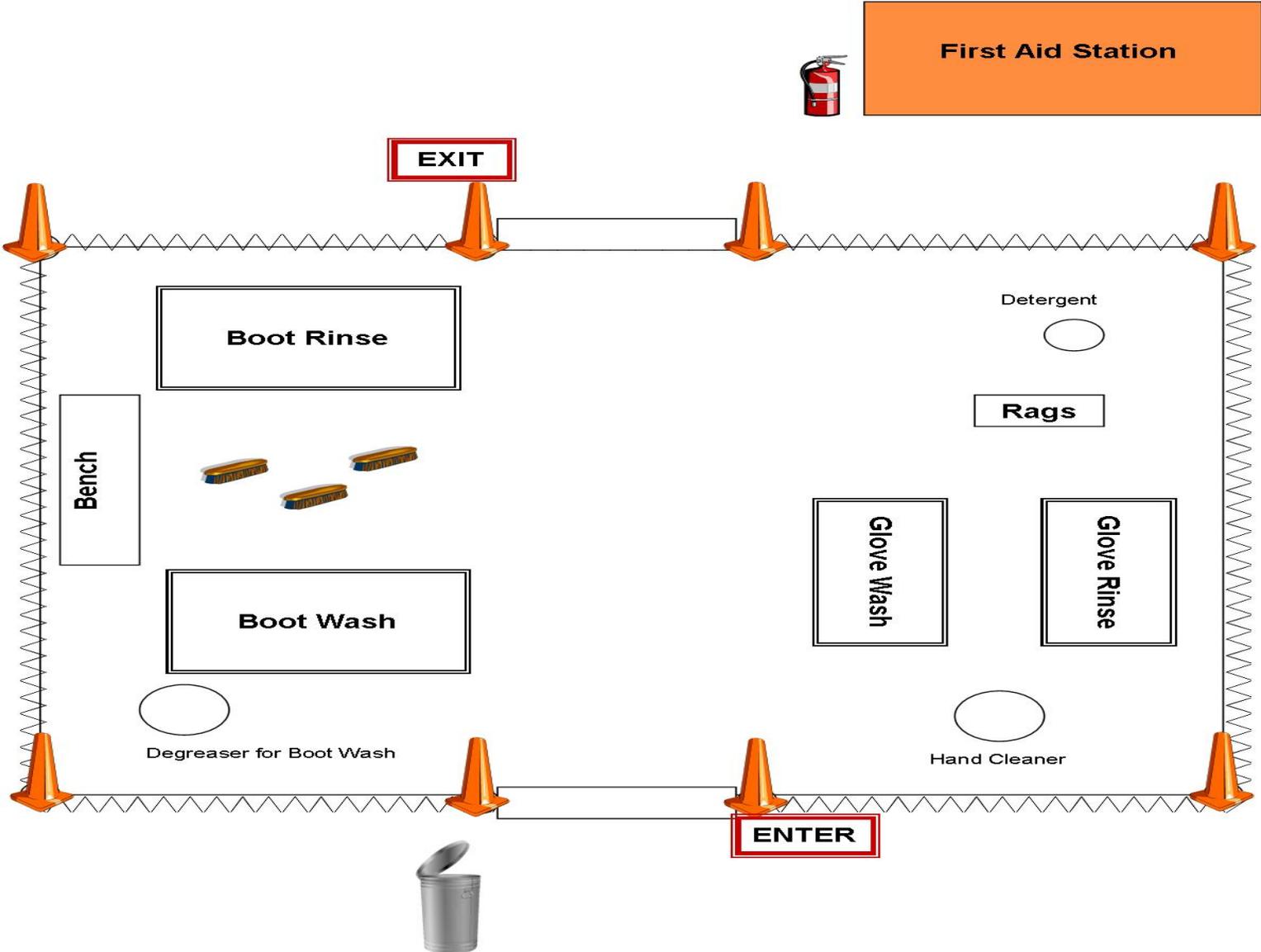
Quantity	Unit	Item
1	Box	Rags (5 lbs)
1	Gallon	Waterless Hand Cleaner
1	Each	Pop-up Garbage Can, 60 gallons
1	Roll	Barricade Tape
1	Roll	Visqueen (20'x 20')
1	Roll	Sorbent Blanket
2	Each	Wash Tubs
2	Each	Scrub Brushes
1	Gallon	Degreaser – Big O
1	Each	Water Cooler, 5 gallons
1	Each	Enter/Exit Sign
2	Roll	Duct Tape
1	Box	Plastic Bags
1	Each	Air Horn
1	Quart	Detergent
2	Set	Decon Frame and Inserts
1	Each	Storage Box
1	Each	Aluminum Bench
1	Set	Decon Personnel PPE

**G**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVER  
DECONTAMINATION**

**Appendix: G**  
Page No.: 3 of 4  
Date: 6/17/2011  
Rev. No.:

**Figure G.2 DECONTAMINATION STATION LAYOUT**



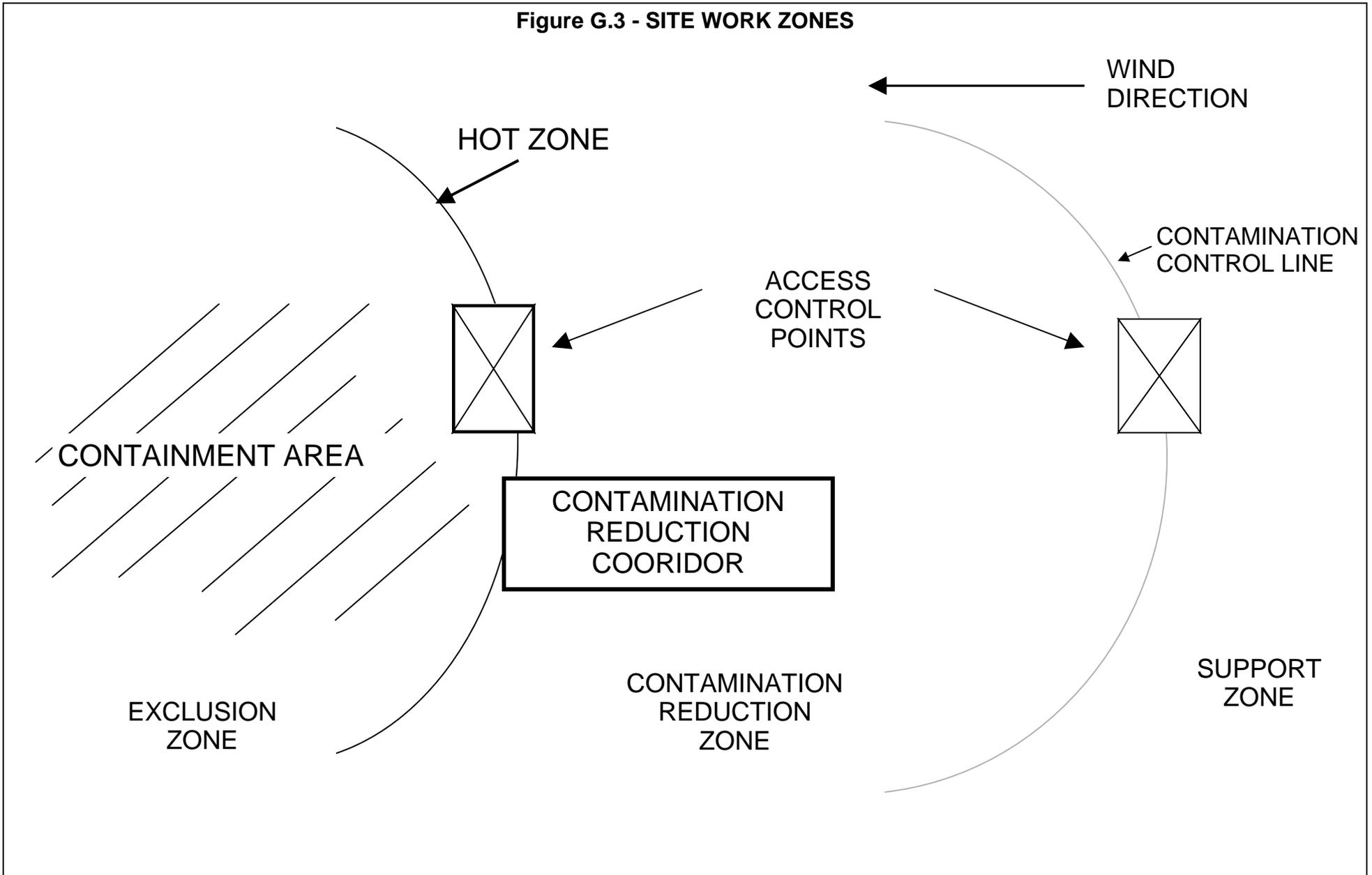
Note: Layout may vary depending on each individual response and space available for set-up.

**G**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVER  
DECONTAMINATION**

**Appendix: G**  
Page No.: 4 of 4  
Date: 6/17/2011  
Rev. No.:

**Figure G.3 - SITE WORK ZONES**



# H

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS DISPOSAL

Appendix: H  
Page No.: 1 of 9  
Date: 1/14/2016  
Rev. No.: 8

**Figure H.1 DISPOSAL MATRIX**

The table below summarizes the available sites for waste disposal and the type of material accepted by them. The Primary Response Contractor will choose a site best suited for the material collected during a response. More than one site may be used during a single response.

	<b>HAZARDOUS</b>	<b>NON-HAZARDOUS</b>
<b>LIQUID</b>	<b>Clean Harbors</b> 12402 SE Jennifer St, Ste 160 Clackamas, OR 97015 800-645-8265 503-785-0404  <b>PSC Environmental Services</b> 625 South 32 <sup>nd</sup> St. Washougal, WA 98671 800-547-2436 360-835-8594	<b>Cascade General</b> 5555 North Channel Ave Building 71 Portland, OR 97217 503-285-1111  <b>ORRCO</b> 4150 N Suttle Road Portland, or 97217 800-367-8894 503-286-2352  <b>Thermo Fluids</b> 12533 SE Carpenter Dr. Clackamas, OR 97015 800-350-7565 503-788-4612
<b>SOLID</b>	<b>Clean Harbors</b> 12402 SE Jennifer St, Ste 160 Clackamas, OR 97015 800-645-8265 503-785-0404  <b>PSC Environmental Services</b> 625 South 32 <sup>nd</sup> St. Washougal, WA 98671 800-547-2436 360-835-8594  <b>Waste Management</b> 7227 NE 55th Avenue Portland, OR 97218 (503) 331-2221	<b>Republic Services</b> 10239 NE Marx Portland, OR 97220 503-253-5656  <b>Republic Services</b> 10295 SW Ridder Rd. Wilsonville, OR 97070 (503) 682-0336

A sample Incident Disposal Plan, per the NWACP, and hazardous material profiles sheets from approved companies are contained in the following pages.

**Preliminary DISPOSAL PLAN**

"Incident Name"

**Responsible Party:**  
**Spilled Material:**  
**Spill Volume (estimate):**  
**Spill Location:**  
**Spill Date/Time:**

*Disposal Plan Authorization*

***This plan is written at the request of the Responsible Party ("RP"), US Coast Guard ("USCG") and/or US Environmental Protection Agency ("EPA"), the Oregon Department of Environmental Quality ("DEQ") and/or Washington State Department of Ecology ("ECY"). The RP will recover the maximum feasible amount of oil spilled during the above named incident. In addition, an unknown quantity of oily waste debris (including plastics, sands, etc.) will be recovered. When disposing of this material, the RP will abide by all applicable state, local and federal laws and regulations. Disposed material will be tracked to provide an accurate means of estimating total oil recovered. Each section of this incident specific disposal plan addresses and corresponds with the waste disposal "Guideline" found in Section 9405 of the Northwest Area Contingency Plan ("NWACP").***

***This plan may be amended as necessary to ensure compliance with all applicable laws and regulations. Amendment may occur only upon mutual agreement of the responsible party, the Federal On Scene Coordinator ("FOSC") (USCG/EPA), and the State On Scene Coordinator ("SOSC") (DEQ/ECY).***

Submitted By: \_\_\_\_\_ Date: \_\_\_\_\_

Approved By SOSC: \_\_\_\_\_ Date: \_\_\_\_\_

Approved By SOSC: \_\_\_\_\_ Date: \_\_\_\_\_

Reviewed by FOSC: \_\_\_\_\_ Date: \_\_\_\_\_

Approved by Responsible Party: \_\_\_\_\_ Date: \_\_\_\_\_

Approved by other Local Government  
Representative(s): \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_ Date: \_\_\_\_\_

**SECTION I WASTE HANDLERS**

The following licensed transporters and approved treatment and disposal facilities are to be used for waste handling and disposition unless otherwise directed by the Unified Command (“UC”). All waste handlers have read and are working in accordance with this plan.

<b>Name of Company</b>	<b>Disposal Functions</b>	<b>Company Representative Signature</b>
NRC Environmental Services	Storage/Transport	
	Transport/Disposal	
	Final Disposition	
	Final Disposition	

**SECTION II DESIGNATION**

The spilled material was deemed (non-) dangerous waste based on the following:

The spilled oil was reviewed as per WAC 173-303 and based on chemical info from the vendor/manufacturer, is not a dangerous waste. The spilled oil is a solid waste and will be disposed of in compliance with RCW 70.95

**SECTION III INTERIM STORAGE, SEGREGATION, and TRACKING**

**A. INTERIM STORAGE OF SOLID MATERIAL**

Interim storage sites will be located at:

<b>Site Designation (ex: Interim Storage #1, Div A, etc.)</b>	<b>Site Address/Lat&amp;Long</b>

All interim storage sites will be lined with plastic tarps and or visqueen prior to receiving loose and bagged debris.

All interim storage sites will be set up to accommodate waste collected from additional cleanup area as needed. These sited will be set up, as those above, so as to prevent the contact of oil with the subsequent absorption by the soil.

**B. SEGREGATION OF WASTE**

Segregate as follows:

- Oil collected from sources other than state waters/shorelines (e.g. on vessels or pier).
- Oil and oil/water mixtures recovered from state waters/shorelines.
- Oiled organic debris: wood, aquatic vegetation... Debris will be placed in clear plastic bags and kept with similar items as best as possible.
- Oiled sorbent materials: snare, pads, and booms.
- PPE and other non-sorbent materials.

### **C. WASHINGTON STATE OIL RECOVERY CREDIT FOR NATURAL RESOURCE DAMAGES**

Detail measurements will be taken of all oily waste collected in the first 24 hours from on water and kept separate from waste collected after the first 24 hour period. The measurements will be taken at regular intervals during the operational period with representatives of UC. These actions will be taken to ensure segregation as per oil spill recovery credit. See Washington Department of Ecology document "Compensation Schedule Credit for Oil Recovery, RDA Committee Resolution 96-1".

### **D. TRACKING**

All waste will be tracked on the attached "Waste Management Tracking Form".

### **E. DECANTING**

See attached form if applicable and approved.

**SECTION IV DECONTAMINATION**

All equipment and personnel will be decontaminated prior to demobilization. Oiled PPE and decon waste will be segregated from recovery wastes.

**SECTION V ANIMAL CARCASSES**

All Animal Carcasses will be collected by special designated teams and will follow the NWACP guidelines.

**SECTION VI WASTE DISPOSITION and FINAL DISPOSAL**

**ICS Form 209 Final Waste Status Summary**

Type	Recovered	Stored	Disposed of
Oil (bbl)			
Oily Liquids (bbl)			
Oily Solids (tons)			
Solids (tons)			

Include copies of waste tracking forms for final disposal if used. Also include copies of receipts from disposal facilities.

**A. RECOVERABLE OIL**

Oil recovered will be transported by \_\_\_\_\_ to \_\_\_\_\_.

Company names, contact, and number:

---

---

---

**B. BURNABLE MATERIAL**

Burnable material includes oily wood, debris, PPE, sorbents, and other suitable organic material collected during cleanup operations. The debris will be transported from the interim storage site by \_\_\_\_\_ to \_\_\_\_\_.

Transporter(s)	Facility

**C. OTHER MATERIAL**

This material may consist of sand and tar balls and other assorted material that has been collected from the cleanup effort and has been stored at interim storage sites. All of this material will be transported to a licensed facility

<b>Transporter(s)</b>	<b>Facility</b>

Attached (when applicable):

- 1: Waste Management Tracking Forms
- 2: Decanting Form

# NON-HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No.  
.....

Manifest Document No.  
.....

2. Page 1 of

3. Generator's Name and Mailing Address

4. Generator's Phone ( )

5. Transporter 1 Company Name

6. US EPA ID Number  
.....

A. Transporter's Phone

7. Transporter 2 Company Name

8. US EPA ID Number  
.....

B. Transporter's Phone

9. Designated Facility Name and Site Address

10. US EPA ID Number  
.....

C. Facility's Phone

11. Waste Shipping Name and Description

12. Containers  
No. Type

13. Total Quantity

14. Unit Wt/Vol

a.

b.

c.

d.

D. Additional Descriptions for Materials Listed Above

E. Handling Codes for Wastes Listed Above

15. Special Handling Instructions and Additional Information

16. **GENERATOR'S CERTIFICATION:** I certify the materials described above on this manifest are not subject to federal regulations for reporting proper disposal of Hazardous Waste.

Printed/Typed Name

Signature

Month Day Year  
. . .

17. Transporter 1 Acknowledgement of Receipt of Materials

Printed/Typed Name

Signature

Month Day Year  
. . .

18. Transporter 2 Acknowledgement of Receipt of Materials

Printed/Typed Name

Signature

Month Day Year  
. . .

19. Discrepancy Indication Space

20. Facility Owner or Operator: Certification of receipt of waste materials covered by this manifest except as noted in Item 19.

Printed/Typed Name

Signature

Month Day Year  
. . .

GENERATOR

TRANSPORTER

FACILITY

ORIGINAL - RETURN TO GENERATOR

EX-0292-000130-TSS

MINI DATA FORM 6A-73N

**BILL OF LADING**

**STRAIGHT BILL OF LADING - SHORT FORM - ORIGINAL - NOT NEGOTIABLE**

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available, on request, the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

DESIGNATE WITH AN (X)  
**BY - TRUCK**  **FREIGHT**

**FROM**

**AT**  
 ON COLLECT ON DELIVERY SHIPMENTS, THE LETTERS "C.O.D." MUST APPEAR BEFORE CONSIGNEE'S NAME - OR AS OTHERWISE PROVIDED IN ITEM 430, SEC. 1.

DATE	SHIPPER'S NO.
<b>CARRIER</b>	CARRIER'S NO.
	BY _____ (SCAC)
ROUTE	DELIVERING CARRIER
CAR OR VEHICLE INITIALS & NO.	

CONSIGNEE AND DESTINATION \_\_\_\_\_

\_\_\_\_\_

(Mail or street address of consignee - For purposes of notification only.)

No. Units	* H/M	KIND OF PACKAGE, DESCRIPTION OF MATERIALS, SPECIAL MARKS, AND EXCEPTIONS	* WEIGHT (Sub. to Cor.)	Class or Rate	Ck. Col.	Subject to Section 7 of Conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:  The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.  _____ (Signature of Consignor)  If charges are to be prepaid write or stamp here, "To be Prepaid."

EX-0292-0001  
 Required fees to apply in payment of the charges on the property described hereon.



Requested Disposal Facility \_\_\_\_\_ Profile Number \_\_\_\_\_  
 Renewal for Profile Number \_\_\_\_\_ Waste Approval Expiration Date \_\_\_\_\_

**A. Waste Generator Facility Information (must reflect location of waste generation/origin)**

- 1. Generator Name: \_\_\_\_\_
- 2. Site Address: \_\_\_\_\_
- 3. City/ZIP: \_\_\_\_\_
- 4. State: \_\_\_\_\_
- 5. County: \_\_\_\_\_
- 6. Contact Name/Title: \_\_\_\_\_
- 7. Email Address: \_\_\_\_\_
- 8. Phone: \_\_\_\_\_
- 9. FAX: \_\_\_\_\_
- 10. NAICS Code: \_\_\_\_\_
- 11. Generator USEPA ID #: \_\_\_\_\_
- 12. State ID# (if applicable): \_\_\_\_\_

**B. Customer Information  same as above**

P. O. Number: \_\_\_\_\_

- 1. Customer Name: \_\_\_\_\_
- 2. Billing Address: \_\_\_\_\_
- 3. City, State and ZIP: \_\_\_\_\_
- 4. Contact Name: \_\_\_\_\_
- 5. Contact Email: \_\_\_\_\_
- 6. Phone: \_\_\_\_\_ FAX: \_\_\_\_\_
- 7. Transporter Name: \_\_\_\_\_
- 8. Transporter ID # (if appl.): \_\_\_\_\_
- 9. Transporter Address: \_\_\_\_\_
- 10. City, State and ZIP: \_\_\_\_\_

**C. Waste Stream Information**

1. DESCRIPTION

- a. Common Waste Name: \_\_\_\_\_ State Waste Code(s): \_\_\_\_\_
- b. Describe Process Generating Waste or Source of Contamination: \_\_\_\_\_
- c. Typical Color(s): \_\_\_\_\_
- d. Strong Odor?  Yes  No Describe: \_\_\_\_\_
- e. Physical State at 70°F:  Solid  Liquid  Powder  Semi-Solid or Sludge  Other: \_\_\_\_\_
- f. Layers?  Single layer  Multi-layer  NA
- g. Water Reactive?  Yes  No If Yes, Describe: \_\_\_\_\_
- h. Free Liquid Range (%): \_\_\_\_\_ to \_\_\_\_\_  NA(solid)
- i. pH Range:  ≤2  2.1-12.4  ≥12.5  NA(solid)  Actual: \_\_\_\_\_
- j. Liquid Flash Point:  < 140°F  ≥ 140°F  NA(solid)  Actual: \_\_\_\_\_
- k. Flammable Solid:  Yes  No
- l. Physical Constituents: List all constituents of waste stream - (e.g. Soil 0-80%, Wood 0-20%):  (See Attached)

Constituents (Total Composition Must be ≥ 100%)	Concentration %	Constituents (Total Composition Must be ≥ 100%)	Concentration %
1. _____	_____	4. _____	_____
2. _____	_____	5. _____	_____
3. _____	_____	6. _____	_____

2. ESTIMATED QUANTITY OF WASTE AND SHIPPING INFORMATION

- a.  Event  Base/Ongoing (Check One)
- b. Estimated Annual Quantity: \_\_\_\_\_  Tons  Cubic Yards  Drums  Gallons  Other (specify): \_\_\_\_\_
- c. Shipping Frequency: \_\_\_\_\_ Units per  Month  Quarter  Year  One Time  Other
- d. Is this a U.S. Department of Transportation (USDOT) Hazardous Material? (If yes, answer e.)  Yes  No
- e. USDOT Shipping Description (if applicable): \_\_\_\_\_

3. SAFETY REQUIREMENTS (Handling, PPE, etc.): \_\_\_\_\_



**D. Regulatory Status (Please check appropriate responses)**

- 1. Is this a USEPA (40 CFR Part 261)/State hazardous waste? If yes, contact your sales representative.  Yes  No
2. Is this waste included in one or more of categories below (Check all that apply)? If yes, attach supporting documentation.  Yes  No
- Delisted Hazardous Waste  Excluded Wastes Under 40 CFR 261.4
- Treated Hazardous Waste Debris  Treated Characteristic Hazardous Waste
3. Is the waste from a Federal (40 CFR 300, Appendix B) or state mandated clean-up? If yes, see instructions.  Yes  No
4. Does the waste represented by this waste profile sheet contain radioactive material?  Yes  No
a. If yes, is disposal regulated by the Nuclear Regulatory Commission?  Yes  No
b. If yes, is disposal regulated by a State Agency for radioactive waste/NORM?  Yes  No
5. Does the waste represented by this waste profile sheet contain concentrations of regulated Polychlorinated Biphenyls (PCBs)?  Yes  No
a. If yes, is disposal regulated under TSCA?  Yes  No
6. Does the waste contain untreated, regulated, medical or infectious waste?  Yes  No
7. Does the waste contain asbestos?  Yes  No If Yes,  Friable  Non Friable
8. Is this profile for remediation waste from a facility that is a major source of Hazardous Air Pollutants (Site Remediation NESHP, 40 CFR 63 subpart GGGGG)?  Yes  No
If yes, does the waste contain <500 ppmw VOHAPs at the point of determination?  Yes  No

**E. Generator Certification (Please read and certify by signature below)**

- By signing this Generator's Waste Profile Sheet, I hereby certify that all:
1. Information submitted in this profile and all attached documents contain true and accurate descriptions of the waste material;
2. Relevant information within the possession of the Generator regarding known or suspected hazards pertaining to this waste has been disclosed to WM/the Contractor;
3. Analytical data attached pertaining to the profiled waste was derived from testing a representative sample in accordance with 40 CFR 261.20(c) or equivalent rules; and
4. Changes that occur in the character of the waste (i.e. changes in the process or new analytical) will be identified by the Generator and disclosed to WM (and the Contractor if applicable) prior to providing the waste to WM (and the Contractor if applicable).
5. Check all that apply:
- Attached analytical pertains to the waste. Identify laboratory & sample ID #'s and parameters tested: \_\_\_\_\_ # Pages: \_\_\_\_\_
- Only the analyses identified on the attachment pertain to the waste (identify by laboratory & sample ID #'s and parameters tested). Attachment #: \_\_\_\_\_
- Additional information necessary to characterize the profiled waste has been attached (other than analytical). Indicate the number of attached pages: \_\_\_\_\_
- I am an agent signing on behalf of the Generator, and the delegation of authority to me from the Generator for this signature is available upon request.
- By Generator process knowledge, the following waste is not a listed waste and is below all TCLP regulatory limits.

Certification Signature: \_\_\_\_\_ Title: \_\_\_\_\_
Company Name: \_\_\_\_\_ Name (Print): \_\_\_\_\_
Date: \_\_\_\_\_

**FOR WM USE ONLY**

Management Method:  Landfill  Bioremediation Approval Decision:  Approved  Not Approved
 Non-hazardous solidification  Other: \_\_\_\_\_ Waste Approval Expiration Date: \_\_\_\_\_
Management Facility Precautions, Special Handling Procedures or Limitation on approval:
 Shall not contain free liquid
 Shipment must be scheduled into disposal facility
 Approval Number must accompany each shipment
 Waste Manifest must accompany load
WM Authorization Name / Title: \_\_\_\_\_ Date: \_\_\_\_\_
State Authorization (if Required): \_\_\_\_\_ Date: \_\_\_\_\_

**I**

**MFSA VESSEL RESPONSE PLAN**

**Appendix: I**

Date: 7/14/2014  
Rev. No.: 5

This appendix intentionally blank.

# J

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS SERVICE AGREEMENTS, LOI's AND MUTUAL AID AGREEMENTS

Appendix: J  
Page No.: 1 of 4  
Date: 1/14/2016  
Rev. No.: 8

### J.1. SERVICE AGREEMENTS

All signed agreements are confidential, but available for review by government agencies at the offices of MFSA.

Provider	Description	Effective Date	Expiration/ Renewal Date
Clean Rivers Cooperative (CRC)	MFSA maintains an ongoing agreement with CRC for PRC services on behalf of its Covered Vessels, and sharing and listing of mutually owned equipment.	10/1/1994	None
NRC Environmental Services (NRCES)	MFSA and CRC have entered into a 5 year agreement with NRCES. In accordance with this agreement, NRCES will provide sub-contractor services to the MFSA on behalf of its Covered Vessels in the area of interest, with CRC remaining the Primary Response Contractor. NRCES is an approved OSRO and a Washington State PRC.	10/1/2012	10/1/2017
NRC Environmental Services (NRCES)	MFSA has entered into an addendum to the above agreement. In accordance with this addendum, NRCES will provide Vessel of Opportunity (VOO) services to the MFSA.	10/1/2015	9/30/2018
International Bird Rescue (IBR)	Through CRC, MFSA pays a retainer fee to maintain IBR services including oiled wildlife rescue, rehabilitation and documentation services on an assured response basis.	1/1/2007	None

# J

## **MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS SERVICE AGREEMENTS, LOI's AND MUTUAL AID AGREEMENTS**

**Appendix: J**  
Page No.: 2 of 4  
Date: 1/14/2016  
Rev. No.: 8

<b>Provider</b>	<b>Description</b>	<b>Effective Date</b>	<b>Expiration/ Renewal Date</b>
Global Diving & Salvage (GDS)	MFSA has entered into an agreement with GDS for the rental and use of a Current Buster, and accessories. This equipment is additional response resources to what is listed in the CRC PRC application.	11/1/2015	11/1/2016
Tidewater Barge Lines	MFSA has an agreement with Tidewater Barge Lines for dedicated use of certain emergency oil spill response equipment and services available to Covered Vessels. Equipment includes Grade "D" tank barges.	10/22/2001	None
Witt   O'Brien's	MFSA maintains an agreement with Witt   O'Brien's for 6 hour Incident Commander response, and 6 -12 hour Spill Management Team Response.	12/1/2004	None
NexusNW	Crisis communications response during the incident. Lead or support to a joint information center. Serves as spokesperson support, media relations, community relations, etc.	6/9/2014	None
Tri-County HAZMAT	Access to pre-packaged spill response trailers on response by convenience basis. Either Tri-County or MFSA can deploy the equipment.	10/22/2009	None

# J

## **MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS SERVICE AGREEMENTS, LOI's AND MUTUAL AID AGREEMENTS**

**Appendix: J**  
Page No.: 3 of 4  
Date: 7/14/2014  
Rev. No.: 5

### **J.2. LETTERS OF INTENT**

Clean Rivers maintains Letters of Intent with various organizations for the response resources listed below. Details can be found in CRC's PRC application.

- Salvage Resources
- Workboats
- Vacuum Trucks
- Tank Barges
- Portable Storage
- Shoreside storage
- Aerial Surveillance

All signed Letters of Intent are confidential, but available for review by government agencies at the offices of Clean Rivers Cooperative.

# J

## MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS SERVICE AGREEMENTS, LOI's AND MUTUAL AID AGREEMENTS

Appendix: J  
Page No.: 4 of 4  
Date: 7/14/2014  
Rev. No.: 5

### J.3. MUTUAL AID AGREEMENTS

Agreement & Type	Description
MSRC	CRC has entered into a mutual aid agreement with MSRC commencing on July 21, 2009 for making mobile wildlife response equipment available to each entity on a pooled, mutual aid basis.
Coos Bay Response Cooperative	MFSA maintains a mutual assistance agreement with Coos Bay Response Cooperative, the purpose of which is to define equipment and resources each may utilize in responding to oil spills.

The following is a list of abbreviations and definitions that are commonly used in spill response scenarios and throughout the MFSA Vessel Response Plan:

### **K.1 ABBREVIATIONS**

ACP	Area Contingency Plan
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
COTP	Captain of the Port (USCG)
CRC	Clean Rivers Cooperative
CRSOA	Columbia River Steamship Operators Association
CWA	Clean Water Act (Federal)
DEQ	Oregon Department of Environmental Quality
ECY	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
ERT	Emergency Response Team
FEMA	Federal Emergency Management Administration
FOSC	Federal On-Scene Coordinator
F-PAAC	Fire Protection Agencies Advisory Counsel
GRP	Geographic Response Plan
HAZWOPER	Hazardous Waste Operations and Emergency Response
IAC	Incident Action Plan
IBR	International Bird Rescue
IC	Incident Commander
ICS	Incident Command System
IMO	International Maritime Organization
ISRC	Interim Spill Response Coordinator
IO	Information Officer
JIC	Joint Information Center
LO	Liaison Officer
LOI	Letter of Intent
LOSC	Local On Scene Coordinator
LRT	Local Response Team
LSC	Logistics Section Chief
MFSA	Maritime Fire & Safety Association
MOU	Memoranda of Understanding
MSDS	Material Safety Data Sheet
MSRC	Marine Spill Response Corporation
NCP	National Contingency Plan
NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration
NRC	National Response Center (USCG)
NRCES	National Response Corporation Environmental Services
NRDA	National Resources Damage Assessment

NRT	National Response Team
NTVRP	Non-Tank Vessel Response Plan
NWAC	Northwest Area Committee
NWACP	Northwest Area Contingency Plan
OAR	Oregon Administrative Rule (State)
OEMD	Oregon Emergency Management Division
OPA	Oil Pollution Act (of 1990)
ORM	O'Brien's Response Management
ORS	Oregon Revised Statute (State)
OSC	Operations Section Chief
OSHA	Occupational Safety and Health Administration
OSRO	Oil Spill Removal Organization
PIO	Public Information Officer
P&I Club	Property and Indemnification (Association of Insurers for Vessel coverage)
PPE	Personal Protective Equipment
PRC	Primary Response Contractor
PSC	Planning Section Chief
QI	Qualified Individual
RCRA	Resource Conservation and Recovery Act
RM	Response Manager
RP	Responsible Party
RPOSC	Responsible Party On Scene Coordinator
RRT	Regional Response Team
SAR	Search and Rescue
SMT	Spill Management Team
SERO	Shipboard Emergency Response Organization
SCAT	Shoreline Cleanup Assessment Technique
SO	Safety Officer
SOPEP	Shipboard Oil Pollution Emergency Program
SOSC	State On-Scene Coordinator
SPCC	Spill Prevention, Control and Countermeasure Plan
SRT	Spill Response Team
UC	Unified Command
USCG	U.S. Coast Guard
VOO	Vessel(s) of Opportunity
VRP	Vessel Response Plan
WAC	Washington Administrative Code (State)
WCD	Worst Case Discharge
WEMD	Washington Emergency Management Division (State)
WRRL	Western Response Resource List

**K.2 DEFINITIONS**

Agent: The local representative who acts as a liaison among ship Owners, local port authorities, terminals and supply/service companies, handling all details for getting the ship into port; having it unloaded and loaded; inspected and out to sea quickly.

Area of Coverage: The geographic areas covered by this Plan as detailed in Chapter 1.6.

Authority to Implement Plan: The authority granted to MFSA by (a) the Enrollment Agreement, and (b) the MFSA Arrival Notice to implement the Plan and carry out response actions under the Plan, which is triggered by a Notification. This authority is effective for up to the first 24 hours following MFSA receiving Notification, by which time a Transition of Authority must occur as defined in Chapter 4 and Appendix B.

Authorized Representative: The individual authorized by the Owner to act on the Owner's behalf with respect to the Plan, including the Master, the Agent, the QI, and P&I Club representative or another person specifically authorized by the Owner.

Best Achievable Protection: The highest level of protection that can be achieved through the use of the best achievable technology and those staffing levels, training procedures, and operational methods that provide the greatest degree of protection available.

Binding Agreement. That agreement required pursuant to WAC 173-182-220 to be entered into between a vessel Owner and Ecology, which for Covered Vessels is in the form set forth in Appendix M and signed by MFSA as an authorized designee for the Owner.

Blanket Agreement: The Blanket Enrollment Agreement by which a member of CRSOA can enroll multiple vessels.

Bulk: Material that is stored or transported in a loose, unpackaged liquid, powder, or granular form capable of being conveyed by a pipe, bucket, chute, or belt system.

Clean-up: For the purposes of this document, clean-up refers to the removal and/or treatment of oil, hazardous substances, and/or the waste or contaminated materials generated by the incident. Clean-up includes restoration of the site and its natural resources.

Command: The act of directing, ordering, and/or controlling resources by virtue of explicit legal, agency, or delegated authority. May also refer to an IC or to the UC.

Contingency Plan: A document used by (1) federal, state, and local agencies to guide their planning and response procedures regarding spills of oil, hazardous substances, or other emergencies; (2) a document used by industry as a response plan to spills of oil, hazardous substances, or other emergencies occurring upon their vessels or at their facilities.

Covered Vessel: A vessel that enrolls for coverage under the Plan, its Owners and operators, their successors- in- interest, and all other owners and/or operators receiving services on behalf of the enrolled vessel under the Plan.

Decontamination: The removal of hazardous substances from personnel and their equipment necessary to prevent adverse health effects.

DEQ: The Oregon Department of Environmental Quality.

Discharge: Any spilling, leaking, pumping, pouring, emitting, emptying, or dumping.

Division/Group Supervisor: The supervisor of an organizational level established to divide the incident into functional areas of operation. Groups are composed of resources assembled to perform a special function not necessarily within a single geographic division. A Group is located between Branches (when activated) and Resources in the Operating Section.

Ecology: State of Washington Department of Ecology.

Enrollment Agreement – either the Vessel Enrollment Agreement or the Blanket Enrollment Agreement.

Environmentally Sensitive Area: A delicate or sensitive natural resource that requires protection in the event of a pollution incident.

**Facility:** (a) Any structure, group of structures, equipment, pipeline, or device, other than a vessel, located on or near the navigable waters of the state that transfers oil in bulk to or from a tank vessel or pipeline, that is used for producing, storing, handling, transferring, processing, or transporting oil in bulk. (b) Does not include any of the following: (i) railroad car, motor vehicle, or other rolling stock while transporting oil over the highways or rail lines of the state; (ii) underground storage tank regulated by the department or a local government under chapter 90.76 RCW; (iii) a motor vehicle motor fuel outlet; (iv) a facility that is operated as part of an exempt agricultural activity as provided in RCW 82.04.330; or (v) a marine fuel outlet that does not dispense more than three thousand gallons of fuel to a ship that is not a covered vessel, in a single transaction.

**Federal VRP:** Vessel Response Plan required under federal law.

**Federal On-Scene Coordinator:** The pre-designated Federal On-Scene Coordinator operating under the authority of the National Contingency Plan (NCP). USCG for coastal waters; EPA for inland waters and lands.

**Field Guide:** The MFSA Shipboard Field Guide - Emergency Procedures, which is required to be carried on board the vessel when the vessel is in the Area of Coverage, the form of which is located in Appendix (A).

**General Staff:** The group of incident management personnel reporting to the UC and are comprised of: OSC, PSC, LSC, and FSC. They may each have a deputy/deputies.

**Geographic Response Plans:** Maps and descriptions of sensitive natural and cultural resources, used to identify strategies to minimize damage to those resources, and set priorities for various spill scenarios. They act as the first priorities until real time information and decision making begins to occur in a spill response.

**Implement or Implementation:** The initiation of and continuation of oil spill response actions under the Plan, once Notification has occurred.

**Incident:** An event that results in a spill or threat of a spill or release of oil or hazardous materials.

**Incident Command Agency:** The government agency that assumes the lead for directing and/or monitoring response activities.

**Incident Commander:** The person responsible for coordinating and directing all phases and functional components of a spill response. Also the on-scene representative of the Incident Command Agency.

Incident Command System: A standardized on-scene emergency management concept specifically designed to allow its users to adopt an integrated organizational structure equal to the complexity and demands of the situation without being hindered by jurisdictional boundaries.

Inland Waters: State waters not considered coastal waters, including lakes, rivers, ponds, streams, underground water, etc.

Interim Spill Response Coordinator: An Individual designated by MFSA to fill the role of Incident Commander and advise the covered vessel on response in the, assist the spill management team and response contractors, and coordinate the response and/or assistance required with the authorities, the operator, and all response resources deployed or otherwise involved during up to the first 24 hours..

Interim Storage Site: A site used to temporarily store recovered oil or oily waste until the recovered oil or oily waste is disposed of at a permanent disposal site. Interim storage sites include trucks, barges, and other vehicles used to store waste until the transport begins.

Navigable Waters of the State: Waters of the state, and their adjoining shorelines, that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use to transport intrastate, interstate, or foreign commerce.

MFSA: Maritime Fire & Safety Association is the nonprofit corporation providing oil spill response and contingency planning overage under the Plan.

MFSA Arrival Notice: The notice which must be provided to MFSA at least 96 hours prior to the vessel's arrival in the Area of Coverage, or if the voyage time from the departure port is less than 96 hours, prior to departure, the form of which can be found on the MFSA website at <http://www.MFSA.com>.

MFSA Representative: The individual authorized to represent MFSA with respect to its role under the Plan. The MFSA designated IC is not the MFSA Representative.

Notification: Communication by the Covered Vessel or its Authorized Representative to MFSA of a spill or threat of a spill from the Covered Vessel.

Ocean Zone: The area from the mouth of the Columbia River (at river mile 0) extending 3 miles into the Pacific Ocean. This area includes (a) Oregon State waters that require open water capable response resources to meet regulatory planning standard requirements of OAR 340-141-0150(3)(f) – Covered Vessels Operating in the Open Ocean Zone; and (b) Washington State waters that require open water capable response resources to meet regulatory planning standard requirements of WAC 173-182-415 – Cathlamet Staging Area, WAC 173-182-450 – Planning Standards for the Washington Coast, WAC 173-182-325 – Planning Standards for Dispersants and WAC 173-182-330 – Planning Standards for In Situ Burning.

Ocean Zone OSRO: The OSRO named in the Covered Vessel's Federal Vessel VRP and approved by Ecology and DEQ as meeting planning standards for response in the Ocean Zone.

Ocean Zone Resources: The open water capable recovery, storage, in situ burn and dispersant resources that are available through the vessels Ocean Zone OSRO(s) meeting the planning standard requirements of (OAR 340-141-0150(3)(f) – Covered Vessels Operating in the Open Ocean Zone, WAC 173-182-415 – Cathlamet Staging Area, WAC 173-182-450 – Planning Standards for the Washington Coast, WAC 173-182-325 – Planning Standards for Dispersants, WAC 173-182-330 – Planning Standards for In Situ Burning).

Oil or Oils: Naturally occurring liquid hydrocarbons at atmospheric temperature and pressure coming from the earth, including condensate and natural gasoline, and any fractionation thereof, including, but not limited to, crude oil, petroleum gasoline, fuel oil, diesel oil, oil sludge, oil refuse, and oil mixed with wastes other than dredged spoil.

Oil Spill Removal Organization: Oil Spill Removal Organization (OSRO) is an entity that provides oil spill response resources. For use in contingency plans, response contractors must be approved by the U.S. Coast Guard OSRO Program.

Oily Waste: Oil contaminated waste resulting from an oil spill or oil spill response operations.

On-Scene Coordinator: The person responsible for the spill response activities of a single entity, or a group of agencies. This person is responsible for coordinating that entity's or agency's activities with those of other OSC's. There may be more than one OSC at a spill.

Onshore facility: Any facility, as defined in this Plan, located in, on, or under any land of the state, other than submerged land, that, because of its location, could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the navigable waters of the state or the adjoining shorelines.

Operations Section Chief: The chief of the section responsible for all operations directly applicable to the primary missions. Directs the preparation of Branch, Division and/or Unit operational plans, requests or releases resources, makes expedient changes to the IAP as necessary and reports such to the IC.

Owner or Operator: (i) in the case of a vessel, any person owning, operating, or chartering by demise, the vessel; (ii) in the case of an onshore or offshore facility, any person owning or operating the facility; and (iii) in the case of an abandoned vessel or onshore or offshore facility, the person who owned or operated the vessel or facility immediately before its abandonment. *Note: "Operator" does not include any person who owns the land underlying a facility if the person is not involved in the facility's operations.*

Plan: This oil spill response contingency plan developed and maintained by MFSA, referred to as the MFSA Vessel Response Plan, which is an umbrella plan covering eligible vessels entering the Columbia River that enroll for coverage.

Primary Response Contractor: For the purposes of this Plan the Primary Response Contractor (PRC) is the Clean Rivers Cooperative, Inc.. The PRC has contracted directly with the plan holder to provide equipment and/or personnel for the containment or cleanup of spilled oil. For use in contingency plans, response contractors must be approved by the Washington State Department of Ecology PRC Program.

Project Supervisor: Organizational title for individuals supervising projects. For the purposes of the Plan, a Project Supervisor fills the initial response role of Division/Group Supervisor.

Qualified Individual: An individual designated by an Owner or Operator on the vessel's Federal Vessel Response Plan who has full authority to implement clean up strategies, commit the financial resources necessary, communicate with the appropriate Federal officials and the persons providing personnel and equipment for the spill, and ensure the response resources arrive in a timely manner.

Responsible Party: The Owner or Operator of a Covered Vessel who is primarily responsible for an oil spill.

Spill: An unauthorized discharge of oil or hazardous substances into the waters of the state.

Spill Management Team: The professional teams with expertise in spill management engaged for responding to an oil spill.

Spill Response: All actions taken in carrying out responsibilities to spills of oil and hazardous materials, i.e., receiving and making notifications; information gathering and technical advisory phone calls; preparation for and travel to and from spill sites; direction of clean-up activities; damage assessments; report writing, enforcement investigations and actions; cost recovery; and program development.

Spill Response Team: Vessel, CRC and contractor personnel that may be activated in the event of an oil spill. The composition and level-of-effort of these component entities is dependent upon spill location, size, severity, potential hazards, and type and extent of assistance required.

Spill Response Personnel: Federal, state, local agency, and industry personnel responsible for participating in or otherwise involved in spill response. All spill response personnel will be pre-approved on a list maintained in each region.

State On-Scene Coordinator: Regional spill responder responsible for spills of oil and hazardous substances occurring in the state.

Strike Team: Are specified combinations of the same Kind and Type of resources with common communications and a leader.

Substantial Threat of Spill: Or a "vessel emergency" as described by Washington State, a substantial threat of pollution originating from a vessel, including loss or serious degradation of propulsion, steering, means of navigation, primary electrical generating capability, and seakeeping capability.

The following are examples of events that could result in a substantial threat of spill:

- Tank vessel grounding.
- Non-tank vessel grounding outside the channel on the Lower Columbia River.
- Loss of Propulsion (main) or Loss of Steering (primary) while underway on the LCR, for prolonged time.
- A marine casualty that results in unintended anchoring or safe harbor/berth of convenience (exclude crew issues that are unrelated to seaworthiness of vessel).

Task Forces: A group of resources with common communications and a leader assembled for a specific mission.

Transition of Authority. Transition of the IC role, the process for which should involve use of the documents in Appendix B.

Trip Fee. The fee paid to MFSA as part of a vessel's enrollment in the Plan for each trip in the Columbia River, the fee schedule for which is set forth on MFSA's website at <http://www.MFSA.com>.

Unified Command: An application of ICS used when there is more than one agency with incident jurisdiction or when incidents cross political jurisdictions. Agencies work together through the designated members of the Unified Command to establish their designated Incident Commanders at a single ICP and to establish a common set of objectives and strategies and a single Incident Action Plan. This is accomplished without losing or abdicating authority, responsibility, or accountability.

Vessel(s) of Opportunity: Nondedicated vessels and operating personnel, including fishing and other vessels, available to assist in spill response when necessary.

Vessel Enrollment Agreement: The Vessel Enrollment Agreement used by individual vessels and also incorporated into the Blanket Agreement for enrollment under the Plan.

Western Response Resource List: An Oil Spill Response Equipment Inventory Database maintained by regional equipment owners and hosted by Genwest Systems, Inc.

Worst Case Spill: (a) In the case of a vessel, a spill of the entire cargo and fuel of the vessel complicated by adverse weather conditions; and (b) in the case of an onshore facility, the entire volume of the largest above ground storage tank at a covered facility site complicated by adverse weather conditions.

**L**

**MFSA VESSEL RESPONSE PLAN**

**Appendix: L**

Date: 1/14/2016  
Rev. No.: 8

This appendix intentionally blank.

**M**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVERS  
BINDING AGREEMENT**

**Appendix: M**  
Page No.: 1 of 3  
Date: 7/14/2013  
Rev. No.: 2

MFSA Vessel Response Plan – Binding Agreement  
MFSA Vessel Response Plan – Submittal Agreement

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**Re: MFSA Vessel Response Plan - Binding Agreement**

Maritime Fire & Safety Association (“**MFSA**”) is the nonprofit corporation providing oil spill response and contingency plan coverage under the MFSA Vessel Response Plan (the “**Plan**”), an umbrella plan for vessels entering the Columbia River that enroll for coverage under the Plan. Upon enrolling under the Plan, through both the Enrollment Agreement and the MFSA Arrival Notice, which form a part of the Plan, each vessel and its owner/operator (collectively “**Covered Vessel**”), makes the following binding agreement pursuant to WAC 173-182-220 and authorizes MFSA to make this binding agreement on behalf of the Covered Vessel as part of the Plan:

- Verifies acceptance of the Plan and commits to a safe and immediate response to spills or substantial threats of spills in Washington;
- Commits to having an incident commander in the state within six hours after notification of a spill or substantial threat of spill;
- Commits to the implementation and use of the Plan during a spill or substantial threat of spill, and to the training of personnel (through MFSA) to implement the Plan;
- Commits to working in unified command within the incident command system; to ensure that all personnel and equipment resources necessary to the response will be called out; and
- Verifies authority and capability of the plan holder to make necessary and appropriate expenditures in order to implement plan provisions.

MFSA hereby verifies acceptance of the Plan and commits to (a) training of personnel to implement the Plan and (b) Implementation of the Plan upon Notification, including: (i) a safe and immediate response to spills or substantial threats of spills in Washington; (ii) having an Incident Commander in the state within six hours after Notification; and (iii) the authority and capability to make the necessary and appropriate expenditures in order to implement Plan provisions. The individual signing this Agreement on behalf of MFSA does so in a representative capacity only, and assumes no personal liability in an individual capacity on behalf of Covered Vessels or the MFSA, which liability is expressly disclaimed and denied. Capitalized terms not otherwise defined in this letter have the meaning defined in the Plan.

**Submitting Party Information**

<b>Umbrella Plan Holder:</b> Maritime Fire & Safety Association	
<b>Contact Name:</b> Elizabeth Wainwright, Executive Director	
<b>Address:</b> 200 SW Market Street, Suite 190, Portland, OR 97201	
<b>Phone Number:</b> (503) 228-4361; (503) 220-2091	<b>Fax Number:</b> 503-295-3660
<b>Email:</b> wainwright@pdxmex.com	<b>Website:</b> www.mfsa.com

**Maritime Fire & Safety Association**, as authorized designee with authority to bind Covered Vessels

By:   
Elizabeth Wainwright, Executive Director

June 27, 2013  
Date

**Maritime Fire & Safety Association**, as the umbrella plan holder

By:   
Elizabeth Wainwright, Executive Director

June 27, 2013  
Date



Columbia and Willamette Rivers · Oregon and Washington

**Re: MFSA Vessel Response Plan - Submittal Agreement**

Maritime Fire & Safety Association (“**MFSA**”) is the nonprofit corporation providing oil spill response and contingency plan coverage under the MFSA Vessel Response Plan (the “**Plan**”), an umbrella plan for vessels entering the Columbia River that enroll for coverage under the Plan (each a “**Covered Vessel**”). The owner or operator of a Covered Vessel or a person with authority to bind the corporation that owns or operates a Covered Vessel has signed an Enrollment Agreement, which forms a part of the Plan. Through the Enrollment Agreement, each owner or operator of a Covered Vessel:

- Verifies acceptance of the Plan;
- Commits to execution of the Plan; and
- Verifies authority for the plan holder to make appropriate expenditures in order to execute Plan provisions.

Evidence of a Covered Vessel’s coverage under the Plan is maintained by MFSA on an ongoing basis as each Covered Vessel enrolls in the Plan and can be provided to the Oregon Department of Environmental Quality upon request.

**Submitting Party Information:**

<b>Umbrella Plan Holder:</b> Maritime Fire & Safety Association	
<b>Contact Name:</b> Elizabeth Wainwright, Executive Director	
<b>Address:</b> 200 SW Market Street, Suite 190, Portland, OR 97201	
<b>Phone Number:</b> (503) 228-4361; (503) 220-2091	<b>Fax Number:</b> 503-295-3660
<b>Email:</b> wainwright@pdxmex.com	<b>Website:</b> www.mfsa.com

This Submittal Agreement is incorporated in the Plan in accordance with OAR 340-141-0140(1).

**Maritime Fire & Safety Association**, submitting party as umbrella plan holder

By:   
Elizabeth Wainwright, Executive Director

June 27, 2013  
Date

**N**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVERS  
PLANNING STANDARD SPREADSHEETS**

**Appendix: N**  
Page No.: 1 of 7  
Date: 6/17/2011  
Rev. No.:

Excel spreadsheets of equipment and resources used to meet the Washington State Planning Standards of WAC 173-182 follow this page.

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**Washington State Department of Ecology  
WAC 173-182 Planning Standard Calculations**

**WAC 173-182-420 Vancouver planning standard.** Those covered vessel and facility plan holders that transit or operate on the Columbia River between statute mile 99 and statute mile 107.

**NOTE:** Planning standard calculations shown indicate resources listed on the WRRL and information provided through the Primary Response Contractor applications as of plan approval (conditional) date. This information is subject to change as equipment is acquired and relocated.

**NOTE:** This equipment does not necessarily represent the equipment that would be deployed in the event of a spill. This is not a response standard, this is only a representation of equipment that would be available based on the guidelines set forth in WAC 173-182 for planning standards, determining effectiveness of recovery systems, documenting compliance with planning standards, and plan evaluation criteria. Actual times and performance will depend on traffic, weather, safety considerations, and operator discretion.

**NOTE:** WAC 173-182-335 Planning standards for storage: For freshwater environments, shoreside storage can be identified to meet sixty-five percent of the storage requirements in the planning standards if the plan holder can demonstrate that recovered oil can be transported to the shoreside storage. Access to fixed temporary storage is verified through plan review, letters of intent between companies, and primary response contractor applications.

Plan Holder: **Marine Fire & Safety Association (MFSA)**

PRC: **Clean River Cooperative (CRC)**

Worst Case Volume: **300,000 bbis [PRODUCT]**

Mutual Aid: **N/A**

Shoreside storage available: **PRC dependant**

**Category Definitions**

Mobilization Times	Boom Type
Dedicated, plan holder owned = 30 mins	<b>B1:</b> boom > 42"
Dedicated, PRC owned = 1 hour	<b>B2:</b> boom between 18" and 42"
Non-Dedicated = 3 hour	<b>B3:</b> boom < 18"

**Planning Transit Distance** = [(hour benchmark - mobilization time) x transit speed]

**Distance to Planning Standard** = miles/nautical miles from staging area to the applicable planning standard.

Distance to Planning Standard <1m: The equipment is staged within the planning standard area.

**Product:** oil group(s) in which skimmers can be effective. Definition - 33CFR155.1020

Assets in italics are available for a response however no transportation or dedicated support platform is associated.

**Benchmark Calculations**

<b>Hr 2</b> A safety assessment of the spill by work boat with trained crew and appropriate air monitoring, with 1000 feet of boom could have arrived													
Organization	Asset	Home Base	Mobilization Time	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product Type (I,II, III, IV, V)	Storage (BBLS)	People
CRC	40' Trailer (35-112)	Port of Vancouver	1	n/a	< 1	-	4,100	-	-	-	-	-	-
CRC	16' Boston Whaler w/40hp	Portland, OR	1	35 m	10 m	-	-	-	-	-	-	-	2
<b>Hr 3</b> Additional 2000 feet of boom, or four times the length of the largest vessel whichever is less, to be used for containment , protection or recovery could have arrived													
Organization	Asset	Home Base	Mobilization Time	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product Type (I,II, III, IV, V)	Storage (BBLS)	People
CRC	40' Trailer (35-112)	Port of Vancouver	1	n/a	< 1	-	3,100	-	-	-	-	-	-
<b>Hr 6</b>	<b>Boom:</b> Additional 6000 feet of boom with at least 3000 feet of boom being calm water - current capable, for containment, protection or recovery could have arrived					<b>6,000' boom including 3,000' calm water/ current capable</b>							
	<b>Recovery:</b> Capacity to recover the lesser of 3% of worst case spill volume or 12,000 barrels within 24-hr period could have arrived. 10% must be able to working in shallow water environments - depth of 10 feet or less.					<b>9,000 bbis on water recovery required</b>							
	<b>Storage:</b> 1 times the EDRC (65% on water).					<b>4,050 bbis on water storage required.</b>							
Organization	Asset	Home Base	Mobilization Time	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product Type (I,II, III, IV, V)	Storage (BBLS)	People
CRC	40' Trailer (35-112)	Port of Vancouver	1	n/a	< 1	-	1,100	-	-	-	-	-	-
CRC	Shallow Water Recovery Barge (29-233)	Tesoro Vancouver	1	n/a	< 1	-	-	400	2,473	-	-	100	2
TBL	Tidewater Barge 4 (57-302)	Tidewater, Vancouver	1	n/a	< 1	-	-	-	-	-	-	12,958	3
CRC	22' Boston Whaler w/150 hp	Portland, OR	1	105 m	10 m	-	-	-	-	-	-	-	2
CRC	20' Alumaweld w/115 hp	Portland, OR		105 m	10 m	-	-	-	-	-	-	-	2
CRC	Douglass 18000	Tidewater Barge 4	1	n/a	< 1	-	-	-	2,057	-	-	-	-
CRC	Douglass 18000	Tidewater Barge 4	1	n/a	< 1	-	-	-	2,057	-	-	-	-
CRC	CounterVac 3315	Tidewater Barge 4	1	n/a	< 1	-	-	-	4,457	-	-	12	1
CRC	Slickbar "High Capacity Oil Skimmer"	Tidewater Barge 4	1	n/a	< 1	-	-	-	1,714	-	-	-	-
CRC	OSRV HW ZARLING (22-202)	Fred's Marina, Portland	1	110 nm	4 nm	-	1,000	-	3,720	-	-	24	2
CRC	OSRV MFSA 1 (20-200)	Chevron Dock, Portland	1	110 nm	7 nm	-	1,000	-	3,720	-	-	24	2
CRC	Trailer	A-1 Moorage	3	105 m	14 m	-	-	3,000	-	-	-	-	-
CRC	Trailer, (41-50)	Portland Base	3	105 m	12 m	-	-	2,000	-	-	-	-	-
CRC	Trailer (29-235)	PFB Fire Station 6	3	105 m	15 m	-	-	2,000	-	-	-	-	-
<b>6 Hour Totals:</b>						<b>-</b>	<b>3,100</b>	<b>7,400</b>	<b>20,198</b>	<b>0</b>	<b>0</b>	<b>13,118</b>	<b>14</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 3-6 hour planning standards.**

**Washington State Department of Ecology  
WAC 173-182 Planning Standard Calculations**

<b>Hr 12</b>	<b>Boom:</b> Additional 20,000 feet of boom with at least 5,000 feet of boom being calm water - current capable, for containment, protection or recovery could have arrived					<b>20,000' additional boom</b>							
	<b>Recovery:</b> Capacity to recover the lesser of 10% of worst case spill volume or 36,000 barrels within 24-hr period could have arrived. 25% must be able to working in shallow water environments - depth of 10 feet or less.					<b>21,000 bbls additional on water recovery including 5,250 bbls shallow water recovery</b>							
	<b>Storage:</b> 1.5 times the EDRC (65% on water).					<b>16,200 bbls additional on water storage required</b>							
Organization	Asset	Home Base	Mobilization Time	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product Type (I,II, III, IV, V)	Storage (BBLs)	People
Available equipment remaining from 6 hour requirements:						-	100	4,400	11,198	-	-	9,068	-
CRC	SWRB (29-227)	Longview, WA	3	105 m	45 m	-	-	400	2,473	-	-	100	2
CRC	SWRB (29-226)	Longview, WA	3	105 m	45 m	-	-	400	2,473	-	-	100	2
CRC	SWB (29-230)	Longview, WA	3	105 m	45 m	-	-	0	-	-	-	100	-
CRC	FRV Columbia Responder	Longview, WA	1	45 nm	35 nm	-	-	-	-	-	-	-	2
CRC	Boom, 48' Trailer (35-105) 8x12	Longview, WA	3	105 m	45 m	-	4,200	-	-	-	-	-	-
CRC	Boom, 48' Trailer (35-107) 8x12	Longview, WA	3	105 m	45 m	-	5,300	-	-	-	-	-	-
CRC	20' Work Boat	Portland, OR	3	105 m	10 m	-	-	-	-	-	-	-	2
CRC	Elizabeth Furse	Portland, OR	3	105 m	10 m	-	-	-	-	-	-	-	2
CRC	14' Skiff	Portland, OR	3	105 m	10 m	-	-	-	-	-	-	-	2
CRC	14' Skiff	Portland, OR	3	105 m	10 m	-	-	-	-	-	-	-	2
NRCES	SRV 6035, Munson 25'	Rainier, FMC	1	125 nm	35 nm	-	600	-	-	-	-	50	2
NRCES	Marco skimmer, 6160??????	Rainier, FMC	3	105 m	45 m	-	-	-	1,740	-	-	43	2
NRCES	Boom, American Marine 8x12	Trailer 6168, Rainier, OR	3	105 m	46 m	-	1,300	-	-	-	-	-	-
NRCES	FRV #6028	Portland, Moorage	1	125 nm	12 nm	-	1,000	-	-	-	-	-	2
NRCES	Boom, Kepner 8x12	Portland Base	3	105 m	12 m	-	700	-	-	-	-	-	-
NRCES	Marco skimmer, 6160	Portland Base	3	105 m	12 m	-	-	-	1,740	-	-	43	2
NRCES	Boom, Kepner 8x12	Portland Base	3	735 m	12 m	-	2,300	-	-	-	-	-	-
CRC	Shallow Water Recovery Barge (29-235)	Portland Base	3	105 m	12 m	-	-	400	2,473	-	-	100	2
CRC	Shallow Water Barge (29-234)	Portland Base	3	105 m	12 m	-	-	-	-	-	-	100	-
CRC	Shallow Water Barge (29-232)	Portland Base	3	105 m	12 m	-	-	-	-	-	-	100	-
CRC	Shallow Water Barge (29-228)	Portland Base	3	105 m	12 m	-	-	-	-	-	-	100	-
CRC	Sause Bro's (LOI) - Barge Alesa Bay	Columbia River	3	LOI	LOI	-	-	-	-	-	-	45,000	-
<b>12 Hour Totals:</b>						<b>0</b>	<b>15,500</b>	<b>5,600</b>	<b>22,097</b>	<b>-</b>	<b>0</b>	<b>54,904</b>	<b>24</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 12 hour planning standards.**

<b>Hr 24</b>	<b>Boom:</b> Additional 20,000 feet of boom with at least 10,000 feet of boom being calm water - current capable, for containment, protection or recovery could have arrived					<b>20,000' additional boom</b>							
	<b>Recovery:</b> Capacity to recover the lesser of 14% of worst case spill volume or 48,000 barrels within 24-hr period could have arrived.					<b>12,000 bbls additional recovery required</b>							
	<b>Storage:</b> 2 times the EDRC (65% on water).					<b>17,550 bbls additional on water storage required</b>							
Organization	Asset	Home Base	Mobilization Time	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product Type (I,II, III, IV, V)	Storage (BBLs)	People
Available equipment remaining from 12 hour requirements:						-	1,100	-	1,097	-	-	38,704	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	400	-	-	-	-	-	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	4,400	-	-	-	-	-	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	1,000	-	-	-	-	-	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	500	-	-	-	-	-	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	1,000	-	-	-	-	-	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	400	-	-	-	-	-	-
NRCES	Boom, American Marine 8x12	Portland Base	3	735 m	12 m	-	1,200	-	-	-	-	-	-
NRCES	Boom, American Marine 12x24	Portland Base	3	735 m	12 m	-	2,200	-	-	-	-	-	-
CRC	14' Skiff	Portland, OR	3	735 m	10 m	-	-	-	-	-	-	-	2
CRC	16' Skiff	Portland, OR	3	735 m	10 m	-	-	-	-	-	-	-	2
CRC	16' Skiff	Portland, OR	3	735 m	10 m	-	-	-	-	-	-	-	2
CRC	FRV Independence	Astoria, OR	1	575 nm	85 nm	-	-	-	-	-	-	-	2
CRC	Douglass 18000	Tidewater Barge 1728	1	168 nm	38 nm	-	-	-	2,057	-	-	-	-
CRC	CounterVac 3315	Tidewater Barge 1728	1	168 nm	38 nm	-	-	-	4457	-	-	12	-
CRC	Douglass 18000	Tidewater Barge 1728	1	168 nm	38 nm	-	-	-	2,057	-	-	-	-
CRC	Slickbar "High Capacity Oil Skimmer"	Tidewater Barge 1728	1	168 nm	38 nm	-	-	-	1,714	-	-	-	-
NRCES	Monark 6018	Portland, OR	3	735 m	12 m	-	-	-	-	-	-	-	2
NRCES	Munson 6035	Portland, OR	3	735 m	12 m	-	-	-	-	-	-	-	2
NRCES	"Sea Kite" 6604	Portland, OR	3	735 m	12 m	-	-	-	-	-	-	-	2
NRCES	LUND skiff 6461	Portland, OR	3	735 m	12 m	-	-	-	-	-	-	-	2
NRCES	"Raider" 6028	Portland, OR	3	735 m	12 m	-	-	-	-	-	-	-	2
TBL	Tidewater Barge 1728	Wauna, OR	1	168 nm	38 nm	-	-	-	-	-	-	5,356	3
CRC	OSRV Mark O. Hatfield, 20" boom	Cathlamet, WA	1	105 nm	40 nm	-	1,000	-	3720	-	-	24	2
CRC	OSRV Clean Rivers 1	Rainier, FMC	1	105 nm	35 nm	-	-	-	3720	-	-	24	2
CRC	48' Trailer (35-102), 20" boom	Astoria, OR	3	735 m	88 m	-	3,800	-	-	-	-	-	-
CRC	48' Trailer (35-103), 20" boom	Astoria, OR	3	735 m	88 m	-	4,100	-	-	-	-	-	-
CRC	Sause Bro's (LOI) - Barge Monterey Bay	Columbia River	3	LOI	LOI	-	-	-	-	-	-	45,000	-
<b>24 Hour Totals:</b>						<b>0</b>	<b>21,100</b>	<b>0</b>	<b>18,822</b>	<b>-</b>	<b>0</b>	<b>89,120</b>	<b>25</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 24 hour planning standards.**

**Washington State Department of Ecology  
WAC 173-182 Planning Standard Calculations**

Hr 48	Boom: More boom as necessary for containment, recovery or protection					as needed							
	Recovery: Capacity to recover the lesser of 25% of worst case spill volume or 60,000 barrels within 24-hr period could have arrived.					18,000 bbls additional recovery required							
	Storage: More as necessary to not slow the response.					as needed							
Organization	Asset	Home Base	Mobilization Time	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product Type (I,II, III, IV, V)	Storage (BBLs)	People
Available equipment remaining from 24 hour requirements:						-	1,100	-	6,822	-	-	71,570	-
CRC	48' Trailer (35-109), 20" boom	Wauna, OR	3	1575 m	38 m	-	6,300	-	-	-	-	-	-
CRC	48' Trailer (35-101), 40" boom	Astoria, OR	3	1575 m	88 m	-	1,000	-	-	-	-	-	-
CRC	48' Trailer (35-101), 20" boom	Astoria, OR	3	1575 m	88 m	-	5,100	-	-	-	-	-	-
CRC	Shallow Water Recovery Barge (29-231)	Astoria, OR	3	1575 m	88 m	-	-	-	2,473	-	-	100	2
CRC	Shallow Water Recovery Barge (29-229)	Astoria, OR	3	1575 m	88 m	-	-	-	2,473	-	-	100	2
NRCES	MARCO 1C	Seattle, WA	3	1575 m	178 m	-	-	-	3,678	-	-	43	2
CRC	API Drum Skimmer	Portland, OR	3	1575 m	11 m	-	-	-	1,800	-	-	-	-
CRC	API Drum Skimmer	Portland, OR	3	1575 m	11 m	-	-	-	1,800	-	-	-	-
<b>48 Hour Totals:</b>						<b>0</b>	<b>13,500</b>	<b>0</b>	<b>19,046</b>	<b>0</b>	<b>0</b>	<b>71,813</b>	<b>6</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 48 hour planning standards.**

**Washington State Department of Ecology  
Planning Standard Calculation  
- DRAFT -**

**WAC 173-182-415 Cathlamet planning standard.** Those covered vessel and facility plan holders that transit or operate on the Columbia River between statute mile 36 and statute mile 42. The resource to meet the two and three hour planning standards must be resident.

**NOTE:** Planning standard calculations shown indicate resources listed on the WRRL and information provided through the Primary Response Contractor applications as of plan approval (conditional) date. This information is subject to change as equipment is acquired and relocated.

**NOTE:** This equipment does not necessarily represent the equipment that would be deployed in the event of a spill. This is not a response standard, this is only a representation of equipment that would be available based on the guidelines set forth in WAC 173-182 for planning standards, determining effectiveness of recovery systems, documenting compliance with planning standards, and plan evaluation criteria. Actual times and performance will depend on traffic, weather, safety considerations, and operator discretion.

**NOTE:** WAC 173-182-335 Planning standards for storage: For freshwater environments, shoreside storage can be identified to meet sixty-five percent of the storage requirements in the planning standards if the plan holder can demonstrate that recovered oil can be transported to the shoreside storage. Access to fixed temporary storage is verified through plan review, letters of intent between companies, and primary response contractor applications.

**NOTE:** Distances in this spreadsheet were calculated using multiple web-based mapping tools. Ecology will allow +/- 5 miles/nautical miles for planning standard distance calculations.

Plan Holder: **Maritime Fire & Safety Association (MFSA)**  
 PRC: **Clean River Cooperative (CRC)**  
 Worst Case Volume: **300,000 bbls**  
 Mutual Aid: **Mutual aid available through CRC member agreement**  
 Shoreside storage available: **PRC dependent**

**Category Definitions**

Mobilization Times	Boom Type
Dedicated, plan holder owned = 30 mins	<b>B1:</b> boom > 42"
Dedicated, PRC owned = 1 hour	<b>B2:</b> boom between 18" and 42"
Non-Dedicated = 3 hour	<b>B3:</b> boom < 18"

**Planning Transit Distance** = [(hour benchmark - mobilization time) x transit speed]

**Distance to Planning Standard** = miles/nautical miles from staging area to the applicable planning standard.

Distance to Planning Standard <1m: The equipment is staged within the planning standard area.

**Product:** oil group(s) in which skimmers can be effective. Definition - 33CFR155.1020

Assets in italics are available for a response however no transportation or support platform is associated to be counted toward the planning standards.

**Benchmark Calculations**

**Hr 2** A safety assessment of the spill by work boat with trained crew and appropriate air monitoring, with 1,000 feet of boom could have arrived.

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
CRC	OSRV Mark O. Hatfield (8"x12")	Cathlamet, WA	1	22 nm	< 1 nm	-	1,000	-	3,720	-	-	24	2
<b>2 Hour Totals</b>						<b>0</b>	<b>1,000</b>	<b>0</b>	<b>3,720</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>2</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 2 hour planning standards.**

**Hr 3** Additional 2,000 feet of boom, or 4 times the length of the largest vessel whichever is less, to be used for containment, protection or recovery could have arrived.

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 2 hour requirements:						-	-	-	3,720	-	-	24	-
TBL	TBL Barge 1728	Wauna, OR	n/a		< 1 nm	-	-	-	-	-	-	12,958	3
CRC	Douglas 18000	TBL Barge 1728	n/a		< 1 nm	-	-	-	2,057	-	-	-	-
CRC	Douglas 18000	TBL Barge 1728	n/a		< 1 nm	-	-	-	2,057	-	-	-	-
CRC	Slickbar High Cap Skimmer	TBL Barge 1728	n/a		< 1 nm	-	-	-	1,714	-	-	-	-
CRC	Trailer (35-109)	Wauna, OR	1		< 1 m	-	6,300	-	-	-	-	-	-
CRC	FRV Columbia Responder (8"x12")	Longview, WA	1	33 nm	20 nm	-	1,000	-	-	-	-	-	2
<b>3 Hour Totals</b>						<b>0</b>	<b>7,300</b>	<b>0</b>	<b>9,548</b>	<b>0</b>	<b>0</b>	<b>12,982</b>	<b>5</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 3 hour planning standards.**

**Hr 6** Additional 7,000 feet of boom with at least 4,200 feet of boom being calm water - current capable for containment, protection or recovery could have arrived. **7,000 feet of boom required**

Capacity to recover the lesser of 3% of worse case spill volume or 12,000 barrels within 24-hour period could have arrived. 10% must be able to work in shallow water environments - depth of 10 feet or less. **9,000 bbls recovery required including 900 bbls shallow water capable.**

1 times the EDRC **3,150 bbls on water storage required**

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 3 hour requirements:						-	5,300	-	9,548	-	-	12,982	-
CRC	Trailer A-1 Moorage (6"x6")	Portland, OR	3 hr	105 m	75 m	-	-	3,000	-	-	-	-	-
CRC	BPF Fire Station Trailer (6"x6")	Portland, OR	3 hr	105 m	75 m	-	-	2,000	-	-	-	-	-
CRC	FRV Independence (6"x6")	Astoria, OR	1 hr	45 nm	36 nm	-	-	2,000	-	-	-	-	2
CRC	SWRB (29-226) (6"x6")	Longview, WA	3 hr	105 m	24 m	-	-	400	2,473	-	-	100	2
NRCES	WB Monarch 6185	Portland, OR	3 hr	105 m	75 m	-	-	-	-	-	-	-	2
CRC	SWRB (29-227) (6"x6")	Longview, WA	3 hr	105 m	24 m	-	-	400	2,473	-	-	100	2
CRC	14' skiff (28-212)	Portland, OR	3 hr			-	-	-	-	-	-	-	2
NRCES	WB Monarch 6016	Portland, OR	3 hr	105 m	75 m	-	-	-	-	-	-	-	2
NRCES	WB Monarch 6020	Portland, OR	3 hr	105 m	75 m	-	-	-	-	-	-	-	2
<b>6 Hour Totals</b>						<b>0</b>	<b>5,300</b>	<b>7,800</b>	<b>14,494</b>	<b>0</b>	<b>0</b>	<b>13,182</b>	<b>14</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able to meet the 6 hour planning standards.**

**Washington State Department of Ecology  
Planning Standard Calculation  
- DRAFT -**

<b>Hr 12</b>	Additional 20,000 feet of boom with at least 5,000 feet of calm water - current capable for containment, protection or recovery could have arrived.					<b>20,000 feet of boom required</b>							
	Capacity to recover the lesser of 10% of worse case spill volume or 36,000 barrels within 24-hour period could have arrived. At least 25% of the skimming capability must be able to work in shallow water environments - depth of 10 or less and 25% must be open water capable.					<b>21,000 bbls additional recovery required including 7,500 bbls open water</b>							
	1.5 times the EDRC					<b>12,600 bbls additional on water storage required</b>							
<b>Organization</b>	<b>Asset</b>	<b>Home Base</b>	<b>Mobilization Time (hr)</b>	<b>Planning transit distance</b>	<b>Distance to Planning Standard</b>	<b>Boom Type B1 (feet)</b>	<b>Boom Type B2 (feet)</b>	<b>Boom Type B3 (feet)</b>	<b>EDRC (BPD) shallow / calm capable</b>	<b>EDRC (BPD) open water capable</b>	<b>Product (Group II, III, IV, V)</b>	<b>On Water Storage (BBLS)</b>	<b>People</b>
Available equipment remaining from 6 hour requirements:						-	3,500	3,600	5,494	-	-	9,132	-
CRC	Boom Utility Trailer (6"x6")	Portland, OR	3 hr	105 m	75 m	-	-	2,000	-	-	-	-	-
TBL	TBL Barge 1?	Vancouver, WA	1 hr	88 nm	57 nm	-	-	-	-	-	-	5,356	3
CRC	Douglas 18000	TBL Barge 1?	1 hr	-	-	-	-	-	2,057	-	-	-	-
CRC	Douglas 18000	TBL Barge 1?	1 hr	-	-	-	-	-	2,057	-	-	-	-
CRC	Slickbar High Cap Skimmer	TBL Barge 1?	1 hr	-	-	-	-	-	1,714	-	-	-	-
CRC	16' boston whaler	Portland, OR	3 hr	105 m	75 m	-	-	-	-	-	-	-	2
CRC	SWB (29-230)	Longview, WA	3 hr	-	-	-	-	-	-	-	-	100	-
CRC	22' Boston Whaler w/150 hp	Portland, OR	3 hr	105 m	75 m	-	-	-	-	-	-	-	2
CRC	Trailer (8"x12")(35-110)	St. Helens, WA	3 hr	315 m	-	-	5,100	-	-	-	-	-	-
CRC	20' Alumaweld w/115 hp	Portland, OR	3 hr	105 m	75 m	-	-	-	-	-	-	-	2
CRC	Trailer (8"x12")(35-112)	Vancouver, WA	3 hr	315 m	-	-	4,100	-	-	-	-	-	-
CRC	48' Trailer (8"x12")(35-105)	Longview, WA	3 hr	-	-	-	4,200	-	-	-	-	-	-
CRC	48' Trailer (8"x12")(35-107)	Longview, WA	3 hr	-	-	-	5,300	-	-	-	-	-	-
NRCES	32' FRV #7 (8"x12")	Aberdeen, WA	1 hr	275 nm	153 nm	-	1,000	-	-	-	-	-	2
NRCES	Lamor/OPC2 w/ LiquidTote o/b FRV 7	Aberdeen, WA	1 hr	275 nm	153 nm	-	-	-	-	3,019	-	8	-
NRCES	Trailer Seattle, Lamor Brush Skimmer, tank	Kent, WA	1 hr	-	-	-	-	-	-	3,019	-	8	-
NRCES	FRV 1 (8"x12")	Rainier, OR	1 hr	125 nm	20 nm	-	1,000	-	-	-	-	-	2
<b>12 Hour Totals:</b>						<b>0</b>	<b>24,200</b>	<b>5,600</b>	<b>11,322</b>	<b>6,038</b>	<b>0</b>	<b>14,604</b>	<b>13</b>
Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, <b>plan holder is able/unable</b> the 12 hour planning standards.													
<b>Hr 24</b>	Additional 20,000 feet of boom with at least 10,000 feet of boom being calm water - current capable for containment, protection or recovery could have arrived.					<b>20,000 feet of boom required</b>							
	Capacity to recovery to the lesser of 14% of worse case spill volume or 48,000 barrels within 24-hour period could have arrived. At least 25% must be open water capable.					<b>12,000 bbls additional recovery required including 3,000 open water capable.</b>							
	2 times the EDRC					<b>13,650 bbls additional on water storage required</b>							
<b>Organization</b>	<b>Asset</b>	<b>Home Base</b>	<b>Mobilization Time (hr)</b>	<b>Planning transit distance</b>	<b>Distance to Planning Standard</b>	<b>Boom Type B1 (feet)</b>	<b>Boom Type B2 (feet)</b>	<b>Boom Type B3 (feet)</b>	<b>EDRC (BPD) shallow / calm capable</b>	<b>EDRC (BPD) open water capable</b>	<b>Product (Group II, III, IV, V)</b>	<b>On Water Storage (BBLS)</b>	<b>People</b>
Available equipment remaining from 12 hour requirements:						-	9,200	600	-	-	-	2,004	-
CRC	28' Trailer (35-106) (20)	Skamokawa, WA	3	-	4	-	2,500	-	-	-	-	-	-
CRC	SWRB ( Tongue Point) (29-229)(12")	Astoria, OR	-	-	-	-	-	400	2,473	-	-	100	-
CRC	16" Skiff (28-211)	Portland, OR	3	-	-	-	-	-	-	-	-	-	2
NRCES	WB JETCRAFT 6464	Portland, OR	3	-	-	-	-	-	-	-	-	-	2
CRC	SWRB ( Tongue Point) (29-231) (12")	Astoria, OR	3	-	-	-	-	400	2,473	-	-	100	-
NRCES	WB 6461	Portland, OR	3	-	-	-	-	-	-	-	-	-	2
CRC	16" Skiff (28-210)	Portland, OR	3	-	-	-	-	-	-	-	-	-	2
NRCES	Spokane Trailer	Spokane, WA	3	-	-	-	-	1,000	-	-	-	-	-
NRCES	Pasco Trailer	Pasco, WA	3	-	-	-	-	1,000	-	-	-	-	-
CRC	48' Trailer (35-101) (20")	Astoria, OR	3	-	-	-	5100	-	-	-	-	-	-
CRC	48' Trailer (35-102) (20")	Astoria, OR	3	-	-	-	3800	-	-	-	-	-	-
CRC	48' Trailer (35-103) (20")	Astoria, OR	3	-	-	-	4100	-	-	-	-	-	-
CRC	OSRV HW Zarlina (20")	Portland, OR	1	-	-	-	1000	-	3,720	-	-	24	2
NRCES	SEA KITE 6604	Portland, OR	1	-	-	-	-	-	-	-	-	-	2
CRC	MFSA 1 (20")	Portland, OR	1	-	-	-	1000	-	3,720	-	-	24	2
NRCES	RAIDER # 6028 (20")	Portland, OR	1	-	-	-	1000	-	-	-	-	-	2
NRCES	Munson SRV #6035, (12")	Portland, OR	1	-	-	-	-	600	-	-	-	-	2
CRC	48' Trailer (35-101) (40")	Astoria, OR	3	-	-	-	1000	-	-	-	-	-	-
LOI	non-dedicated barge	Columbia River	3	-	-	-	-	-	-	-	-	25,000	-
CRC	WB ELIZABETH FURSE	Portland, OR	3	-	-	-	-	-	-	-	-	-	2
<b>24 Hour Totals:</b>						<b>0</b>	<b>28,700</b>	<b>4,000</b>	<b>12,386</b>	<b>0</b>	<b>-</b>	<b>27,252</b>	<b>20</b>
Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, <b>plan holder is able</b> the 24 hour planning standards.													
<b>Hr 48</b>	More boom as necessary for containment, recovery or protection					<b>as needed</b>							
	Capacity to recover the lesser of 25% of worst case spill volume or 60,000 barrels within 24-hour period could have arrived.					<b>18,000 bbls additional recovery required</b>							
	More as necessary to now slow the response.					<b>as needed</b>							
<b>Organization</b>	<b>Asset</b>	<b>Home Base</b>	<b>Mobilization Time (hr)</b>	<b>Planning transit distance</b>	<b>Distance to Planning Standard</b>	<b>Boom Type B1 (feet)</b>	<b>Boom Type B2 (feet)</b>	<b>Boom Type B3 (feet)</b>	<b>EDRC (BPD) shallow / calm capable</b>	<b>EDRC (BPD) open water capable</b>	<b>Product (Group II, III, IV, V)</b>	<b>On Water Storage (BBLS)</b>	<b>People</b>
Available equipment remaining from 24 hour requirements:						-	3,700	-	3,386	-	-	14,022	-
NRCES	Marco Class X1	Richmond, CA	3	-	-	-	-	-	-	24,000	-	-	2
LOI	non-dedicated barge w/Tug	Columbia River	3	-	-	-	-	-	-	-	-	25,000	-
NRCES	SEA HAWK 6479	South Park, WA	3	-	-	-	-	-	-	-	-	-	2
NRCES	43" Inflatable Abasco (18"x25")	Astoria, OR	3	-	-	-	2500	-	-	-	-	-	-
NRCES	42" Containment Systems (18"x24")	Astoria, OR	3	-	-	-	2000	-	-	-	-	-	-
NRCES	American Marine (20")	Astoria, OR	3	-	-	-	1800	-	-	-	-	-	-
NRCES	Versatek Inflatable Boom (12"x18")	Astoria, OR	3	-	-	-	1000	-	-	-	-	-	-
NRCES	SEA FALCON 6602	South Park, WA	3	-	-	-	-	-	-	-	-	-	2
NRCES	WS 4	Seattle, WA	3	-	-	-	-	-	-	-	-	-	2
NRCES	WS 5	Seattle, WA	3	-	-	-	-	-	-	-	-	-	2
<b>48 Hour Totals:</b>						<b>0</b>	<b>11,000</b>	<b>0</b>	<b>3,386</b>	<b>24,000</b>	<b>0</b>	<b>39,022</b>	<b>10</b>
Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, <b>plan holder is able</b> the 48 hour planning standards.													

**Washington State Department of Ecology  
Planning Standard Calculations**

**DRAFT**

**WAC 173-182-450 Planning standards for the Washington coast.** These standards apply to covered vessels that enter Washington waters at the Columbia River, Gray's Harbor or the Strait of Juan de Fuca, and offshore facilities.

**NOTE:** Planning standard calculations shown indicate resources listed on the WRRL and information provided through the Primary Response Contractor applications as of approval (conditional) date. This information is subject to change as equipment is acquired and relocated to meet the planning standards.

**NOTE:** This equipment does not necessarily represent the equipment that would be deployed in the event of a spill. This is not a response standard, this is only a representation of equipment that would be available based on the guidelines set forth in WAC 173-182 for planning standards, determining effectiveness of recovery systems, documenting compliance with planning standards, and plan evaluation criteria. Actual times and performance will depend on traffic, weather, safety considerations, and operator discretion.

**NOTE:** WAC 173-182-335 Planning standards for storage: For marine environments, shoreside storage can be identified to meet fifty percent of the storage requirements in the planning standards if the plan holder can demonstrate that recovered oil can be transported to the shoreside storage. Access to fixed temporary storage is verified through plan review, letters of intent between companies, and primary response contractor applications.

**NOTE:** Distances in this spreadsheet were calculated using multiple web-based mapping tools. Ecology will allow +/- 5 miles/nautical miles for planning standard distance calculations.

Plan Holder: **Maritime Fire and Safety Association**

PRC: **CRC**

Worst Case Volume: **300,000 bbls**

Mutual Aid: n/a

Available shoreside storage: **PRC Dependent**

**Category Definitions**

Mobilization Times	Boom Type
Dedicated, plan holder owned = 30 mins	<b>B1:</b> boom > 42"
Dedicated, PRC owned = 1 hour	<b>B2:</b> boom between 18" and 42"
Non-Dedicated = 3 hour	<b>B3:</b> boom < 18"

**Planning Transit Distance** = [(hour benchmark - mobilization time) x transit speed]

**Distance to Planning Standard** = miles/nautical miles from staging area to the applicable planning standard.

Distance to Planning Standard <1m: The equipment is staged within the planning standard area.

**Product:** oil group(s) in which skimmers can be effective. Definition - 33CFR155.1020

Assets in italics are available for a response however no transportation or support platform is associated to be counted toward the planning standards.

**Plan holders shall be capable of sustaining a worst case spill response and shall develop and addendum specific to Washington's coast including;**

(1) The capability, if applicable, for in-situ burning, dispersant, and mechanical recovery;	PRC dependent
(2) Surveillance equipment (including fixed wing, helicopters and low visibility equipment) to provide for aerial assessment of spill within six hours of spill awareness;	Reference Oil Spill Contingency Plan
(3) Time frames and mechanisms to cascade in equipment and other resources for up to seventy-two hours.	See below

Hr 12	10,000' of boom appropriate for shoreline protection, containment <b>and/or</b> 10,000' of open water boom for enhanced skimming, containment or other use to arrive within twelve hours.	20,000' boom for shoreline protection and open water skimming and /or containment
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Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
CRC	SWRB 29-231, 12" boom	Astoria, OR	3	105 m	< 1 m	-	-	400	2,473	-	-	100	2
CRC	SWRB 29-229, 12" boom	Astoria, OR	3	105 m	< 1 m	-	-	400	2,473	-	-	100	2
CRC	48' Trailer (35-101), 40" boom	Astoria, OR	3	315 m	< 1 m	-	1,000	-	-	-	-	-	-
CRC	48' Trailer (35-102), 20" boom	Astoria, OR	3	315 m	< 1 m	-	3,800	-	-	-	-	-	-
CRC	48' Trailer (35-103), 20" boom	Astoria, OR	3	315 m	< 1 m	-	4,100	-	-	-	-	-	-
CRC	FRV INDEPENDENCE, 12" boom	Astoria, OR	1		< 1 nm	-	-	2,000	-	-	-	-	2
CRC	OSRV Mark O. Hatfield, 20" boom	Cathlamet, WA	1		17 nm	-	1,000	-	3720	-	-	24	2
NRCES	Trailer 3054, 20" boom, 30" boom	Astoria, OR	3	315 m	< 1 m	-	2,800	-	-	-	-	-	-
NRCES	FRV 1 (8"x12") boom	Astoria, OR	1	275 nm	< 1 nm	-	1,000	-	-	-	-	-	-
NRCES	Trailer, 42" boom	Portland, OR	3	315 nm	100 m	-	2,200	-	-	-	-	-	-
NRCES	FRV#6028, 20" boom	Portland, OR	1	275 nm	84 nm	-	1,000	-	-	-	-	-	2
NRCES	WB RAIDER	Portland, OR	1		84 nm	-	-	-	-	-	-	-	2
NRCES	Container 3065, 30" boom	Rainier, OR	3	315 nm	48 m	-	3,500	-	-	-	-	-	-
NRCES	FRV BEAVER, 30" boom	Westport, WA	1	275 nm	43 nm	-	1,000	-	-	-	-	-	2
NRCES	Spill Trailer, 30" boom	Aberdeen, WA	3	315 nm	84 m	-	4,000	-	-	-	-	-	-
NRCES	FRC #7, 20" boom	Aberdeen, WA	1	275 nm	53 nm	-	1,000	-	-	-	-	-	2
NRCES	SRV Munson 6035, 20" boom	Rainier, OR	1		55 nm	-	1,000	-	-	-	-	-	2
<b>12 Hour Totals:</b>						<b>0</b>	<b>27,400</b>	<b>2,800</b>	<b>8,666</b>	<b>0</b>	<b>0</b>	<b>224</b>	<b>18</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able meet the 12 hour planning standards**

Hr 24	20,000' of boom appropriate for containment, protection or recovery to arrive within twenty-four hours.	20,000' of boom required
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Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 12 hour requirements:						-	10,200	-	-	-	-	-	-
CRC	A-1 Moorage	Portland, OR	3			-	-	3,000	-	-	-	-	-
CRC	Boom UtilityTrailer (41-50)	Portland, OR	3			-	-	2,000	-	-	-	-	-
CRC	PFB Fire Station 6 (29-235)	Portland, OR	3			-	-	2,000	-	-	-	-	-
NRCES	Container #3073, 30" boom	Milton, WA	3			-	3,000	-	-	-	-	-	-
<b>24 Hour Totals:</b>						<b>0</b>	<b>13,200</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Based on location of contracted assets, mobilization time, transit distance, and distance to planning standard, **plan holder is able meet the 24 hour planning standards**

**Based on resources referenced in the MFSA oil spill contingency plan, primary response contractor applications, and response equipment referenced on the Western Response Resource List (WRRL), MFSA can plan to cascade in equipment and other resources for up to seventy-two hours. The capability, if applicable, for in-situ burning, dispersant, and surveillance equipment (including fixed wing, helicopters and low visibility equipment) will be tested during drills.**

**Washington State Department of Ecology  
Planning Standard Calculations**

**WAC 173-182-430 Tri Cities Planning Standard. Those covered vessel and facility plan holders that transit or operate on the Columbia River between statute mil 316 and statue mile 322 must meet the following standards.**

**NOTE:** Planning standard calculations shown indicate resources listed on the WRRL and information provided through the Primary Response Contractor applications as of plan approval (conditional) date. This information is subject to change as equipment is acquired and relocated.

**NOTE:** This equipment does not necessarily represent the equipment that would be deployed in the event of a spill. This is not a response standard, this is only a representation of equipment that would be available based on the guidelines set forth in WAC 173-182 for planning standards, determining effectiveness of recovery systems, documenting compliance with planning standards, and plan evaluation criteria. Actual times and performance will depend on traffic, weather, safety considerations, and operator discretion.

**NOTE:** WAC 173-182-335 Planning standards for storage: For freshwater environments, shoreside storage can be identified to meet 45% percent of the storage requirements in the planning standards if the plan holder can demonstrate that recovered oil can be transported to the shoreside storage. Access to fixed temporary storage is verified through plan review, letters of intent between companies, and primary response contractor applications.

**NOTE:** Distances in this spreadsheet were calculated using multiple web-based mapping tools. Ecology will allow +/- 5 miles/nautical miles for planning standard distance calculations.

Plan Holder: **Maritime Fire and Safety Association**

PRC: **CRC, Tidewater**

Worst Case Volume: **14,474 gallons (345 bbls) diesel**

Mutual Aid: n/a

Shoreside storage available: **shoreside storage as available**

**Category Definitions**

Mobilization Times	Boom Type
Dedicated, plan holder owned = 30 mins	<b>B1:</b> boom > 42"
Dedicated, PRC owned = 1 hour	<b>B2:</b> boom between 18" and 42"
Non-Dedicated = 3 hour	<b>B3:</b> boom < 18"

**Planning Transit Distance** = [(hour benchmark - mobilization time) x transit speed]

**Tidewater Barge Lines has been granted at 45 mph alternate travel speed over land.**

**Distance to Planning Standard** = miles/nautical miles from staging area to the applicable planning standard.

Distance to Planning Standard <1m: The equipment is staged within the planning standard area.

**Product:** oil group(s) in which skimmers can be effective. Definition - 33CFR155.1020

Assets in italics are available for a response however no transportation or support platform is associated to be counted toward the planning standards.

**Benchmark Calculations**

**Hr 2** A safety assessment of the spill by work boat with trained crew and appropriate air monitoring, with 1,000 feet of boom could have arrived

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
TBL	28' LAMPLIGHTER	Pasco, WA	0.5	67.5 m	< 1 m	-	-	-	-	-	-	-	2
TBL	Pasco Trailer (8"x12")	Pasco, WA	0.5	67.5 m	< 1 m	-	1,200	-	-	-	-	-	-

Based on location of contracted assets, mobilization time, transit distance and distance to planning standard, **plan holder is able to meet the 2 hour planning standard.**

**Hr 3** Additional 2000 feet of boom, or four times the length of the largest vessel whichever is less, to be used for containment, protection or recovery could have arrived

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 2 hour requirements:						-	200	-	-	-	-	-	-
TBL	Pasco Trailer (8"x12")	Pasco, WA	.5 hr	112.5	< 1 m	-	600	-	-	-	-	-	-
TBL	15' Boom Boat	Pasco, WA	.5 hr	112.5	< 1 m	-	-	-	-	-	-	-	2
TBL	Response Trailer, Boom (8"x12")	Tidewater Terminal, Pasco	.5 hr	112.5	< 1 m	-	1,200	-	-	-	-	-	-
<b>3 hour totals:</b>						-	<b>800</b>	-	-	-	-	-	<b>2</b>

Based on location of contracted assets, mobilization time, transit distance and distance to planning standard, **plan holder is able to meet the 3 hour planning standard.**

<b>6 HR</b>	<b>Boom:</b> Additional 8,000 feet of boom with at least 4,800 feet of boom being calm water - current capable for containment, protection or recovery could have arrived.	<b>8,000 feet additional boom required</b>
	<b>Recovery:</b> Capacity to recover the lesser of 3% of worst case spill volume or 12,000 barrels within a 24-hr period could have arrived. 10% must be able to work in shallow water environments - depth of 10 feet or less.	<b>10 bbls on water recovery required</b>
	<b>Storage:</b> 1 times the EDRC (45% on water)	<b>5 bbls on water storage required</b>

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 3 hour requirements:						-	-	-	-	-	-	-	-
TBL	14' Boat	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 m	-	-	-	-	-	-	-	2
TBL	14 Boat	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 m	-	-	-	-	-	-	-	2
TBL	Tank Barge #1	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 nm	-	-	-	-	-	-	25,083	-
TBL	Response Trailer, Boom (8"x12")	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 m	-	600	-	-	-	-	-	-
TBL	Response Trailer, Port-a-tank	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 m	-	-	-	-	-	-	29	-
TBL	Douglas 2" Skim Pak	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 m	-	-	-	480	-	-	-	-
TBL	Douglas 2" Skim Pak	Tidewater Terminal, Pasco	.5 hr	247.5 m	< 1 m	-	-	-	2,059	-	-	-	1
NRCES	Trailer, (6"x6")	Spokane, WA	1	225 m	136 m	-	-	1,000	-	-	-	-	-
NRCES	Trailer, (6"x6")	Pasco, WA	1	225 m	3 m	-	-	1,000	-	-	-	-	-
NRCES	Trailer 3196, Lund Skiff 6548	Pasco, WA	1	225 m	3 m	-	-	-	-	-	-	-	2
NRCES	Trailer 6447, Lund Skiff 6547	Pasco, WA	1	225 m	3 m	-	-	-	-	-	-	-	2
NRCES	Trailer 6599, WS 1, 6606	Pasco, WA	1	225 m	3 m	-	-	-	-	-	-	-	2
TBL	Response Trailer, Boom (8"x12")	Umatilla, OR	3 hr	135 m	36 m	-	600	-	-	-	-	-	-
TBL	Response Trailer, Port-a-tank	Umatilla, OR	3 hr	135 m	36 m	-	-	-	-	-	-	29	-
TBL	Storage, Boom (8"x12")	Umatilla, OR	3 hr	135 m	36 m	-	1,200	-	-	-	-	-	-
TBL	Douglas 2" Skim Pak	Umatilla, OR	3 hr	135 m	36 m	-	-	-	480	-	-	-	-
TBL	15' Boom Boat	Umatilla, OR	3 hr	135 m	36 m	-	-	-	-	-	-	-	2
CRC	Connex Box (8"x12") Connex Box	Boardman, OR	3 hr	135 m	61 m	-	2,000	-	-	-	-	-	-

**Washington State Department of Ecology  
Planning Standard Calculations**

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
TBL	Response Trailer, Boom (8"x12")	Boardman, OR	3 hr	135 m	61 m	-	600	-	-	-	-	-	-
TBL	Response Trailer, Douglas 2" Skim Pak	Boardman, OR	3 hr	135 m	61 m	-	-	-	480	-	-	-	-
TBL	Response Trailer, Port-a-tank	Boardman, OR	3 hr	135 m	61 m	-	-	-	-	-	-	29	-
TBL	15' Boom Boat	Boardman, OR	3 hr	135 m	61 m	-	-	-	-	-	-	-	2
TBL	Response Trailer, Douglas 2" Skim Pak	Little Goose Dam, OR	3 hr	135 m	70 m	-	-	-	480	-	-	-	-
TBL	Response Trailer, Boom (8"x12")	Little Goose Dam, OR	3 hr	135 m	70 m	-	600	-	-	-	-	-	-
TBL	Response Trailer, Port-a-tank	Little Goose Dam, OR	3 hr	135 m	70 m	-	-	-	-	-	-	29	-
TBL	15' Boom Boat	Little Goose Dam, OR	3 hr	135 m	70 m	-	-	-	-	-	-	-	2
TBL	TBL Barge (8"x12")	Columbia River	3 hr	-	-	-	1,200	-	480	-	-	-	-
<b>6 Hour Totals:</b>						<b>0</b>	<b>6,800</b>	<b>2,000</b>	<b>4,459</b>	<b>0</b>	<b>0</b>	<b>25,199</b>	<b>17</b>

Based on location of contracted assets, mobilization time, transit distance and distance to planning standard, **plan holder is able to meet the 6 hour planning standard.**

<b>12 HR</b>	<b>Boom:</b> Additional 20,000 feet of boom with at least 5,000 feet of boom being calm water - current capable, for containment, protection, ore recovery could have arrived.	<b>20,000 feet additional boom required</b>
	<b>Recovery:</b> Capacity to recover the lesser of 10% of worst case spill volume or 36,000 barrels within 24-hr period could have arrived. At least 25% of the skimming capability must be able to work in shallow water environments - depth of 10 feet or less.	<b>25 bbls additional on water recovery required</b>
	<b>Storage:</b> 1.5 times the EDRC (45% on water)	<b>18 bbls additional on water storage</b>

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 6 hour requirements:						-	800	-	4,449	-	-	24,321	-
TBL	Response Trailer, Boom (8"x12")	Hood River, OR	3 hr	405 m	155 m	-	600	-	-	-	-	-	-
TBL	Response Trailer, Douglas 2" Skim Pak	Hood River, OR	3 hr	405 m	155 m	-	-	-	480	-	-	-	1
TBL	Response Trailer, Port-a-tank	Hood River, OR	3 hr	405 m	155 m	-	-	-	-	-	-	29	-
TBL	15' Boom Boat	Hood River, OR	3 hr	405 m	155 m	-	-	-	-	-	-	-	2
CRC	Boom Utility Trailer (6"x6")	Portland, OR	3 hr	405 m	216 m	-	-	2,000	-	-	-	-	-
CRC	BPF Fire Station Trailer (6"x6")	Portland, OR	3 hr	405 m	216 m	-	-	2,000	-	-	-	-	-
CRC	16' Work Boat	Portland, OR	3 hr	405 m	216 m	-	-	-	-	-	-	-	2
CRC	SWRB (29-235)	Portland, OR	3 hr	405 m	216 m	-	-	400	2,473	-	-	100	2
CRC	20' Work Boat	Portland, OR	3 hr	405 m	216 m	-	-	-	-	-	-	-	2
CRC	SWRB (29-227)	Longview, WA	3 hr	405 m	257 m	-	-	400	2,473	-	-	100	2
CRC	22' Work Boat	Portland, OR	3 hr	405 m	216 m	-	-	-	-	-	-	-	2
CRC	SWRB (29-226)	Longview, WA	3 hr	405 m	257 m	-	-	400	2,473	-	-	100	2
CRC	Elizabeth Furse	Portland, OR	3 hr	405 m	216 m	-	-	-	-	-	-	-	2
CRC	SWRB (29-233)	Vancouver, WA	3 hr	405 m	216 m	-	-	400	2,473	-	-	100	2
CRC	Trailer A-1 Moorage (6"x6")	Portland, OR	3 hr	405 m	216 m	-	-	3,000	-	-	-	-	-
TBL	Response Trailer, Boom (8"x12")	Troutdale, OR	3 hr	405 m	201 m	-	600	-	-	-	-	-	-
TBL	Response Trailer, Douglas 2" Skim Pak	Troutdale, OR	3 hr	405 m	201 m	-	-	-	480	-	-	-	1
TBL	Response Trailer, Port-a-tank	Troutdale, OR	3 hr	405 m	201 m	-	-	-	-	-	-	29	-
TBL	15' Boom Boat	Troutdale, OR	3 hr	405 m	201 m	-	-	-	-	-	-	-	2
CRC	40' Trailer (35-112) (8"x12")	Vancouver, WA	3 hr	405 m	221 m	-	4,100	-	-	-	-	-	-
CRC	48' Trailer (35-107) (8"x12")	Longview, WA	3 hr	405 m	257 m	-	5,300	-	-	-	-	-	-
CRC	48' Trailer (35-105) (8"x12")	Longview, WA	3 hr	405 m	257 m	-	4,200	-	-	-	-	-	-
<b>12 Hour Totals:</b>						<b>0</b>	<b>15,600</b>	<b>8,600</b>	<b>15,301</b>	<b>0</b>	<b>0</b>	<b>24,779</b>	<b>22</b>

Based on location of contracted assets, mobilization time, transit distance and distance to planning standard, **plan holder is able to meet the 12 hour planning standard.**

<b>24 HR</b>	<b>Boom:</b> Additional 20,000 feet of boom with at least 10,000 feet of boom being calm water - current capable for boom containment, recovery or protection could have arrived.	<b>20,000 feet additional boom required</b>
	<b>Recovery:</b> Capacity to recover the lesser of 14% of worst case spill volume or 48,000 barrels within 24-hr period could have arrived.	<b>13 bbls additional on water recovery required</b>
	<b>Storage:</b> 2 times the EDRC (50% on water)	<b>20 bbls additional on water storage required</b>

Organization	Asset	Home Base	Mobilization Time (hr)	Planning transit distance	Distance to Planning Standard	Boom Type B1 (feet)	Boom Type B2 (feet)	Boom Type B3 (feet)	EDRC (BPD) shallow / calm capable	EDRC (BPD) open water capable	Product (Group II, III, IV, V)	On Water Storage (BBLs)	People
Available equipment remaining from 12 hour requirements:						-	600	3,600	-	-	-	21,269	-
NRCES	WB RAIDER (6"x6")	Portland, OR	1 hr	945 m	216 m	-	-	1,000	-	-	-	-	2
NRCES	Container 6167 (4"x4")	Portland, OR	3 hr	945 m	216 m	-	-	400	2,473	-	-	100	-
NRCES	Container 6174 (6"x6")	Portland, OR	3 hr	945 m	216 m	-	-	600	-	-	-	-	-
NRCES	Monark 6018	Portland, OR	3 hr	945 m	216 m	-	-	-	-	-	-	-	2
NRCES	Monark 6019	Portland, OR	3 hr	945 m	216 m	-	-	-	-	-	-	-	2
NRCES	Response 1 Boom (6"x6")	Seattle, WA	3 hr	945 m	227 m	-	-	1,000	-	-	-	-	-
CRC	FRV Independence (6"x6")	Astoria, OR	1 hr	945 m	305 m	-	-	2,000	-	-	-	-	2
CRC	SWRB (29-229) (6"x6")	Astoria, OR	3 hr	945 m	305 m	-	-	400	2,473	-	-	100	2
NRCES	Monarch 6024	Portland, OR	3 hr	945 m	216 m	-	-	-	-	-	-	-	2
CRC	SWRB (29-231) (6"x6")	Astoria, OR	3 hr	945 m	305 m	-	-	400	-	-	-	-	2
NRCES	Monarch 6184	Portland, OR	3 hr	945 m	216 m	-	-	-	-	-	-	-	2
NRCES	WCMC	Portland, OR	3 hr	945 m	216 m	-	1,500	-	-	-	-	-	-
NRCES	Box on Dock	Portland, OR	3 hr	945 m	216 m	-	1,200	-	-	-	-	-	-
NRCES	Container #3094	Portland, OR	3 hr	945 m	216 m	-	1,000	-	-	-	-	-	-
CRC	42" Trailer (35-113)	Port Westward, OR	3 hr	945 m	275 m	-	3,300	-	-	-	-	-	-
CRC	48' Trailer (35-102)	Astoria, OR	3 hr	945 m	305 m	-	3,800	-	-	-	-	-	-
<b>24 Hour Totals:</b>						<b>0</b>	<b>11,400</b>	<b>9,400</b>	<b>4,946</b>	<b>0</b>	<b>0</b>	<b>21,469</b>	<b>16</b>

Based on location of contracted assets, mobilization time, transit distance and distance to planning standard, **plan holder is able to meet the 24 hour planning standard.**

**Washington State Department of Ecology  
Planning Standard Calculations**

<b>48 HR</b>	<b>Boom:</b> More boom as necessary for containment, recovery or protection.					<b>as needed</b>							
	<b>Recovery:</b> Capacity to recover the lesser of 25% of worst case spill volume or 60,000 barrels within 24-hr period could have arrived.					<b>38 bbls additional on water recovery required</b>							
	<b>Storage:</b> More storage as necessary to not slow the response.					<b>as needed</b>							
<b>Organization</b>	<b>Asset</b>	<b>Home Base</b>	<b>Mobilization Time (hr)</b>	<b>Planning transit distance</b>	<b>Distance to Planning Standard</b>	<b>Boom Type B1 (feet)</b>	<b>Boom Type B2 (feet)</b>	<b>Boom Type B3 (feet)</b>	<b>EDRC (BPD) shallow / calm capable</b>	<b>EDRC (BPD) open water capable</b>	<b>Product (Group II, III, IV, V)</b>	<b>On Water Storage (BBLs)</b>	<b>People</b>
Available equipment remaining from 24 hour requirements:						-	800	-	-	-	-	17,667	-
CRC	48' Trailer (35-101)	Astoria, OR	3 hr	2025 m	305 m	-	5,100	-	-	-	-	-	-
CRC	48' Trailer (35-103)	Astoria, OR	3 hr	2025 m	305 m	-	4,100	-	-	-	-	-	-
NRCES	JETCRAFT 6464 (#9)	Portland, OR	3 hr	2025 m	216 m	-	-	-	-	-	-	-	2
NRCES	Monarch 6016	Portland, OR	3 hr	2025 m	216 m	-	-	-	-	-	-	-	2
<b>48 Hour Totals:</b>						<b>0</b>	<b>10,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,667</b>	<b>4</b>
Based on location of contracted assets, mobilization time, transit distance and distance to planning standard, <b>plan holder is able to meet the 48 hour planning standard.</b>													

# O

## **MFSA VESSEL RESPONSE PLAN**

**COLUMBIA AND WILLAMETTE RIVERS**

**PLAN ACKNOWLEDGEMENTS**

**Appendix: O**  
Page No.: 1 of 8

Date: 7/14/2014  
Rev. No.: 5

This Appendix contains

- A Plan Summary document, as detailed in Chapter (10), to aid various interested stakeholders in how to navigate the Plan.
- The general acknowledgement for Plan recipients, as detailed in Chapter (10), to indicate receipt of plan (electronic or paper);
- A specific acknowledgement for all participating QIs; and
- A list of QI companies who have agreements in place as of the date the plan was issued.



Columbia and Willamette Rivers • Oregon and Washington

MFSA Vessel Response Plan Summary - The MFSA Plan is accessible at [www.mfsa.com](http://www.mfsa.com).

The following table describes the Chapters and Appendices of the plan and indicates which sections will be of most interested to various parties.

Affected parties	Plan Section	Description
QIs Agents P&I Clubs	Chapter 1 – Introduction	Explains the regulations and authorities, details the process for enrollment, descriptions the rea of coverage and relationship to other plans.
QIs Agents	Chapter 2 – Notifications	Details notification process. Refers to Field Guide in Appendix A.
	Chapter 3 – Response Activities	Explains how MFSA stands up an immediate response, the adherence to the NIMS ICS system and Area Contingency Plan.
QIs Contractors	Chapter 4 – Response Checklist	Detailed checklist for responders.
QIs Contractors	Chapter 5 – Contacts	Contact information for contractors and other service providers.
	Chapter 6 – Planning Standards	Explanation of how the MFSA Plan meets state requirements.
Contractors	Chapter 7 – Safety & Training	Describes training.
Contractors	Chapter 8 – Exercises	How the plan is exercised.
QIs Contractors	Chapter 9 – Logistics	Lists service providers that might be used in an incident.
	Chapter 10 – Administration	
QIs Agents	Appendix A – Field Guide	All vessels must have a Field Guide onboard. This covers notification requirements under the plan.
QIs P&I Clubs	Appendix B – Transition of Authority	Document to transition from MFSA managing the incident to the vessel’s designated representative.
QIs Contractors	Appendix C – Equipment	List of Clean Rivers’ equipment.
QIs Contractors	Appendix D – Personnel	List of staff on contract to participate in spill management team.

Affected parties	Plan Section	Description
	Appendix E – Communications	Pre-filled ICS 205.
	Appendix F – Wildlife	NWACP Wildlife section.
Contractors	Appendix G – Decontamination	
Contractors	Appendix H – Disposal	Disposal service providers and sample disposal plan.
QIs Contractors	Appendix J – Agreements	Lists the agreements with service providers.
	Appendix K – Glossary	Includes common abbreviations and definitions of industry terms.
	Appendix L – Up River Zone	Currently inactive.
QIs Agents	Appendix M – Binding Agreement	
	Appendix N – Planning Standards	Detailed representation of how the MFSa plan would be implemented in a response in various locations within the AOR.
	Appendix O – Acknowledgements	
QIs Agents	Appendix P – Emergency Call Sheet	Shows the information that the Merchants Exchange Communications Center staff gathers and notifications they make when plan is activated.
Contractors	Appendix Q – Site Safety	Site Safety Plan and forms.
	Appendix R – Shipboard Response	A checklist that goes through standard shipboard responses to various types of emergencies. Not intended to replace vessel specific procedures.

***For any questions on the MFSa Plan, please contact:***

Holly Robinson  
MFSa Oil Contingency Program Manager

**MARITIME FIRE AND SAFETY ASSOCIATION**  
200 SW Market Street, Suite 190  
Portland, OR 97201  
503.220.2099 / 503.964.7161 Cell / 503.295.3660 Fax  
[robinson@mfsa.com](mailto:robinson@mfsa.com)



O

## MFSA VESSEL RESPONSE PLAN

COLUMBIA AND WILLAMETTE RIVERS

PLAN ACKNOWLEDGEMENTS

Appendix: O  
Page No.: 5 of 8

Date: 7/14/2014  
Rev. No.: 5



Columbia and Willamette Rivers · Oregon and Washington

«Date»

«First» «Last»

«Company»

«Address»

«City», «State» «ZipPostal\_Code»

Dear «Last»:

Oregon and Washington state laws require tank vessels of any size and commercial vessels over 300 gross tons entering state waters to be covered by an oil spill contingency plan that meets the regulatory requirements of both states. This plan is in addition to the Federal Vessel Response Plan ("Federal VRP") required under U.S. federal law. Maritime Fire & Safety Association ("MFSA") is the nonprofit corporation providing oil spill response and contingency plan coverage through the MFSA Vessel Response Plan (the "MFSA Plan") for vessels entering the Columbia River that enroll for coverage under the MFSA Plan. The MFSA Plan is also required by Oregon and Washington regulation to cover three miles out from the mouth of the Columbia River into the Pacific Ocean (the "Ocean Zone"). Specifically, the Ocean Zone is regulated by the following regulations:

OAR 340-141-0150(3)(f) – Covered Vessels Operating in the Open Ocean Zone  
WAC 173-182-415 – Cathlamet Staging Area  
WAC 173-182-450 – Planning Standards for the Washington Coast  
WAC 173-182-325 – Planning Standards for Dispersants  
WAC 173-182-330 – Planning Standards for In Situ Burning

### Required Ocean Zone Resources

To meet these regulations, vessels must have access under contract to a State approved Primary Response Contractor ("PRC") with open water capable response equipment meeting these planning standards (the "Ocean Zone Resources"). MFSA and the PRC under the MFSA Plan, Clean Rivers Cooperative ("CRC"), do not have direct contracted access to equipment that meets these recently enhanced requirements. MFSA has defined procedures in the revised MFSA Plan for accessing Ocean Zone Resources already on contract to enrolled vessels through the Oil Spill Removal Organization ("OSRO") identified in the vessels' Federal VRP. This method enables MFSA to meet Oregon and Washington regulations, without equipment duplication or added costs that would result in higher trip fees to vessels.

Under the revised MFSA Plan, which is pending approval by the State of Washington Department of Ecology ("Ecology") and the State of Oregon Department of Environmental Quality ("DEQ"), MFSA would access Ocean Zone Resources of an OSRO through the vessel's Qualified Individual, as identified in the vessel's Federal VRP. As such, in order for a vessel to be enrolled for coverage under the MFSA Plan, the vessel must have listed in its Federal VRP an

**MFSA VESSEL RESPONSE PLAN**

COLUMBIA AND WILLAMETTE RIVERS

PLAN ACKNOWLEDGEMENTS

Appendix: O  
Page No.: 6 of 8Date: 7/14/2014  
Rev. No.: 5«Company»  
Page 2May 2, 2013  
QI Acknowledgement Letter

OSRO that is approved by Ecology and DEQ as meeting the planning standards for the Ocean Zone (an "Ocean Zone OSRO"). At this writing, MFSA understands that the Marine Spill Response Corporation ("MSRC") and National Response Corporation ("NRC") are both acceptable by DEQ and Ecology. It will be the vessel's responsibility to secure access to these resources and ensure that an Ocean Zone OSRO is listed in its Federal VRP.

As a regular provider of QI services, we are writing to inform you about this Plan requirement in the event a vessel for which you act as QI experiences an oil spill or threat of an oil spill in or potentially affecting the Ocean Zone.

**Coordination with QI for Ocean Zone Response**

In order to meet the regulatory requirements of Oregon and Washington, the MFSA Plan will contain the following statements of procedure which we bring to your attention:

1. Prior to the arrival of a vessel enrolling for coverage under the MFSA Plan into the Area of Coverage (as defined in the MFSA Plan), which starts 3 miles out from the mouth of the Columbia River into the Pacific Ocean, the vessel's operator or agent will provide an MFSA Arrival Notice informing MFSA of the identity of both the QI for the vessel and the OSRO listed in the vessel's Federal VRP. If the vessel identifies an OSRO that is not an Ocean Zone OSRO, the vessel will be denied enrollment under the MFSA Plan.
2. The Northwest Area Contingency Plan states that vessels enrolled with MFSA "are expected to follow the approved umbrella contingency plan throughout the duration of the spill response."
3. Upon notification to MFSA of a spill or threat of a spill by an authorized representative of a Covered Vessel, MFSA will assign an Incident Commander ("IC"). The MFSA designated IC will hold that position for a period of up to 24 hours or until the Responsible Party's ("RP") representative (e.g. the QI) assumes duties as the IC; whichever occurs first.
4. If the QI did not act as the vessel's authorized representative in contacting MFSA, MFSA will notify the QI of the spill or threat of a spill as soon as practicable.
5. If the IC determines that a response by an Ocean Zone OSRO in the Ocean Zone is required, the IC will require the QI to (a) immediately contact the pre-designated Ocean Zone OSRO on behalf of the vessel, and (b) under his or her authority as QI, direct that OSRO to deploy its services as requested within the established incident command structure under the direction of the IC.

Both MSRC and NRC are aware of this required structure and have agreed that if authorized by the QI, each will operate within the established incident command structure under the direction of the IC, including any MFSA designated IC until relieved by an IC appointed by the RP.

O

## MFSA VESSEL RESPONSE PLAN

COLUMBIA AND WILLAMETTE RIVERS

PLAN ACKNOWLEDGEMENTS

Appendix: O  
Page No.: 7 of 8

Date: 7/14/2014  
Rev. No.: 5

«Company»  
Page 3

May 2, 2013  
QI Acknowledgement Letter

### Acknowledgement and Agreement of QI

As part of the approval process for the MFSA Plan, Ecology has asked MFSA to obtain confirmation from persons or entities that regularly serve as QIs in the Columbia River area of their understanding of the above described procedure for spills or threats of spills in the Ocean Zone and their agreement to act in accordance with such procedure under the MFSA Plan.

We would appreciate your signing the QI Statement of Acknowledgement and Agreement below and returning the signed copy of this letter in the enclosed envelope prior to August 8<sup>th</sup>. Per the requirements imposed by the regulators for approval of the MFSA Plan, if you fail to timely sign and return this QI Statement of Acknowledgement and Agreement, we will be unable to enroll any vessel for which you are listed as the QI in their Federal VRP for coverage under the MFSA Plan.

Please feel free to call us with any questions.

Sincerely,  
Maritime Fire & Safety Association

Elizabeth Wainwright,  
Executive Director

### QI Statement of Acknowledgement and Agreement

The undersigned acknowledges the above-described procedure and agrees to act in accordance with such procedure and the MFSA Plan, in the event a vessel for which the QI is the listed QI in such vessel's Federal VRP, experiences an oil spill or threat of an oil spill.

«Company»

By: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: \_\_\_\_\_

**LIST OF QI COMPANIES WITH  
ACKNOWLEDGEMENTS ON FILE WITH MFSA  
(as of date of plan submittal)**

- Alaska Tanker
- Chevron Shipping
- Compliance systems Inc.
- ECM Maritime Services
- Foss Maritime
- Gallagher Marine Systems Inc.
- Hudson Marine Management Services
- Kirby Offshore Marine
- Norwegian Marine Services
- OSG Shipping
- Polar Tanker
- Seacoast Maritime Services, LLC
- SeaRiver Maritime, Inc.
- The Meredith Management Group, Inc.
- US Shipping Partners, LP
- Witt | O'Briens

**LIST OF COMPANIES WITH FULL  
ENROLLMENT AGREEMENTS WHO ACT AS QI  
(as of date of plan submittal)**

- Crowley Marine
- Olympic Tug & Barge
- Sause Bros.

**P**

**MFSA VESSEL RESPONSE PLAN  
COLUMBIA AND WILLAMETTE RIVERS  
EMERGENCY CALL SHEET**

**Appendix: P**  
Page No.: 1 of 4  
Date: 7/14/2013  
Rev. No.: 2

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**EMERGENCY CALL SHEET (Figure P.1)  
VESSEL SPILL – MARITIME FIRE & SAFETY ASSOCIATION**

**Emergency Number: (503) 220-2055 / ER LD Code: 333**

CALL INFO

**Date:** \_\_\_\_\_ **Time:** \_\_\_\_\_ **Call Taken by:** \_\_\_\_\_

**Type of Call:**  Spill -or-  Drill -or-  Threat of Spill (see Figure P.3)

\*If drill, specify:  Internal -or-  WA State Notification Drill -or-  Other:

**Notes:** \_\_\_\_\_

VESSEL INFO

**MFSA Covered Vessel?**  Yes -or-  No

**Vessel Name:** \_\_\_\_\_

**Vessel's Current Location:** \_\_\_\_\_

REPORTED BY

**Reporting Party (Name):** \_\_\_\_\_

**Company:** \_\_\_\_\_

**Phone Number(s):** \_\_\_\_\_

**Affiliation with Vessel:** \_\_\_\_\_

**Confirm Reporting Person is an Authorized Representative:**  Yes -or-  No

Does Reporting Party want copy of Call Sheet? If yes, send to: \_\_\_\_\_

\*An Authorized Representative is an individual authorized by the Owner to act on the Owners behalf with respect to the Plan, including the Master/Captain, the Agent, the QI and the P&I Club representative or another person specifically authorized by the Owner.

AGENT/QI

**Vessel Agent Name / Company:** \_\_\_\_\_

**Agent Phone Number:** \_\_\_\_\_

**Vessel QI Name / Company:** \_\_\_\_\_

**QI Phone Number:** \_\_\_\_\_

SPILL DETAILS

**Were materials released into the water?**  Yes -or-  No

\*If so, how much? \_\_\_\_\_

**Type of Product:** \_\_\_\_\_

Columbia River WA Side  Columbia River OR Side  Willamette River

**River Mile of Spill/Approximate Location:** \_\_\_\_\_

**Has the release been controlled or stopped?**  Yes -or-  No

**When did this spill occur?** \_\_\_\_\_

**What caused this spill?** \_\_\_\_\_

**Is a Material Data Safety Sheet (MSDS) Available?**  Yes -or-  No

**RESPONSE ACTIVATION CALL LIST (Figure P.2)**

**Emergency Number: (503) 220-2055 / ER LD Code: 333**

Call List	Phone No.	✓	Person Notified	Date / Time	Incident Reporting No.
Incident Commander (IC)	See Schedule				
CRC on-duty Response Manager	See On-Duty List				
National Response Center (NRC)	(800) 424-8802				
If placed on hold, hang up and complete call after others have been made.					
Oregon Emergency Response System (OERS)	(800) 452-0311				
Washington Emergency Management Division (WEMD)	(800) 258-5990				
Vessel Agent	See Arrival Notice				
Vessel QI	See Arrival Notice				
US Coast Guard – Sector Columbia River	(503) 240-9311				
MFSA on-call Representative	See On-Duty List				
<b>Note:</b> NRC Environmental Services (NRCES) is <u>only</u> to be called at the direction/request of the on-duty Response Manager or IC.	(503) 283-1150				

\*See Chapter (5) and Chapter (9) for additional contact information if requested by the IC.

\*In the event you need additional assistance completing the Emergency Procedures, please contact the on-call MFSA Representative.

**Additional Information:**

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## Determination of Substantial Threat of Spill (Figure P.3)

If a vessel representative calls with a vessel emergency and is uncertain if it meets the definition of a **substantial threat of spill** walk through the following checklist with them. ***It is the vessel representative (master, agent, QI) that makes the determination.***

- Tank vessel grounding anywhere in within the Plan's Area of Coverage –  
ACTIVATE MFSA PLAN
- Broken tow wire between a towing vessel and tank barge that results in barge breaking free – ACTIVATE MFSA PLAN
- Any vessel grounding outside the channel on the Lower Columbia River –  
ACTIVATE MFSA PLAN
- Loss of main propulsion (LOP) or loss of primary steering (LOS) while underway on the Lower Columbia River, for prolonged time. – ACTIVATE MFSA PLAN
  - o If immediately regained full control of vessel – DOCUMENT CALL, NOTIFY MFSA REPRESENTATIVE.
- A catastrophic event at an adjacent property that puts the vessel at risk. –  
ACTIVATE MFSA PLAN
- A marine casualty that results in unintended anchoring or safe harbor/berth of convenience (exclude crew issues that are unrelated to seaworthiness of vessel) – ACTIVATE MFSA PLAN.
  - o Examples may include: uncontrolled fire or flooding, sinking, unplanned allisions, etc.
  - o This will be a judgment call by the vessel representative

Other emergencies may occur that, depending on location, vessel status and other conditions, may not reach level of significant threat of spill. It is always the responsibility of the vessel to decide. DOCUMENT CALL, NOTIFY MFSA REPRESENTATIVE. Some examples are:

- LOP/LOS while approaching or departing dock on the Lower Columbia River with assist tug in immediate vicinity.
- Non-tank vessel going aground while at anchor on the Lower Columbia River.
  - o If soft aground due to tide or shoaling and able to safely refloat without assistance.
- Soft grounding while underway, in the channel, on the Lower Columbia River. This will be a judgment call by the vessel representative.
  - o Is a pilot onboard? Is this area known to have issues with shoaling?

Additional Information – to determine the significance of an event it is important to know volumes of oil onboard that could potentially spill:

Petroleum as cargo:

Fuel onboard:

Although these events may not result in implementation of the MFSA Plan, the vessel still must make any required USCG notifications.

# SAFETY MEETING REPORT FORM



Response Manager: \_\_\_\_\_ Date/Time: \_\_\_\_\_

Project Name: \_\_\_\_\_

### I. Incident Information

Type of Incident: \_\_\_\_\_ Location: \_\_\_\_\_

### II. Hazard Identification

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Flammable Liquids      | <input type="checkbox"/> Compressed Gas Cylinder(s) | <input type="checkbox"/> Biohazard/Needles | <input type="checkbox"/> Confined Space         |
| <input type="checkbox"/> Flammable Gas          | <input type="checkbox"/> Noise                      | <input type="checkbox"/> Poisonous Gas     | <input type="checkbox"/> Heat/Cold (temp _____) |
| <input type="checkbox"/> Explosive              | <input type="checkbox"/> Oxygen Deficiency          | <input type="checkbox"/> Corrosives        | <input type="checkbox"/> Slip/Trip/Fall         |
| <input type="checkbox"/> Poison                 | <input type="checkbox"/> Working On or Near Water   | <input type="checkbox"/> Oxidizers         | <input type="checkbox"/> Flammable Solid        |
| <input type="checkbox"/> Animals                | <input type="checkbox"/> Radioactive                | <input type="checkbox"/> Petroleum Spill   | <input type="checkbox"/> Chemical Spill         |
| <input type="checkbox"/> Cuts/Lacerations       | <input type="checkbox"/> Pinch Points               | <input type="checkbox"/> Overhead Hazards  | <input type="checkbox"/> Collision              |
| <input type="checkbox"/> Vacuum Trucks          | <input type="checkbox"/> Pressure Washer            | <input type="checkbox"/> LEL (_____)       |   |
| <input type="checkbox"/> Other (specify): _____ |   |  |   |

### III. Personal Protective Equipment and Working Precautions

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Hard Hat         | <input type="checkbox"/> Safety Glasses         | <input type="checkbox"/> Gloves          | <input type="checkbox"/> Tyvek                    |
| <input type="checkbox"/> Rain Gear        | <input type="checkbox"/> Ear Plugs              | <input type="checkbox"/> Steel Toe Shoes | <input type="checkbox"/> Rubber Boots (Steel Toe) |
| <input type="checkbox"/> Safety Vest      | <input type="checkbox"/> Buddy System           | <input type="checkbox"/> Goggles         | <input type="checkbox"/> Respirator               |
| <input type="checkbox"/> Face Shield      | <input type="checkbox"/> Fall Protection        | <input type="checkbox"/> Chemical Suit   | <input type="checkbox"/> Heavy Equipment          |
| <input type="checkbox"/> Flotation Device | <input type="checkbox"/> Other (specify): _____ |  |   |

### IV. Medical and Other:

Closest Safety Shower: \_\_\_\_\_ Closest Eye Wash: \_\_\_\_\_

Decon Station(s): \_\_\_\_\_

In case of emergency: \_\_\_\_\_

Closest Medical Facility or Hospital: \_\_\_\_\_

Other: \_\_\_\_\_

### V. Meeting Summary:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### VI. Signatures:

<u>Print Name</u>	<u>Signature</u>	<u>Print Name</u>	<u>Signature</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____



**NRCES DAILY MARITIME SAFETY MEETING  
PRE-POST BOOMING OPERATIONS FROM WORK BOATS**



Vessel Name \_\_\_\_\_ Date: \_\_\_\_\_

Vessel Master: \_\_\_\_\_ Project/Marine Supervisor: \_\_\_\_\_

Vessel Number: \_\_\_\_\_ Designated Safety Officer: \_\_\_\_\_

**ACCIDENTS / INCIDENTS / INJURIES / NEAR MISS / PROPERTY DAMAGE / CREW SUGGESTIONS  
Phone Safety Manager to report incidents regardless of severity**

**Before Shift** (write in "none" if 0 to report)

**Vessel Master signature acknowledging** \_\_\_\_\_

**After Shift:** (write in "none" if 0 to report)

**Vessel Master signature acknowledging** \_\_\_\_\_

#	TASK	HAZARD	CONTROL
1	Embark/disembark work boat	Slip / fall / drown	Three point contact - PFD
2	Load / unload boom from trucks	Strain / struck by	Stay clear of equipment
3	Load /unload from vessel -crane	Struck by / suspended load	PPE/Clear of suspended load/tag line
4	Attach /Remove magnet from bow and stern [Seattle /Tacoma]	Strain / struck by	Proper lifting procedure / PPE
5	Attach /Remove anchors	Strain / open water / overhead hazards	PPE/Proper body position
6	Boom towing	Towline parting	Line condition & size; engine RPMs; PPE
7	Radio communication between vessels	Lack of communication	Designated working channel, Verify comms
8	Boom cleaning	High pressure spray & debris	Proper PPE

**HAZARD COMMUNICATION - / CHEMICAL HAZARDS**

Call Safety Manager for separate chemical response / contact safety plan

Task #	<b>*PPE (mark each box if required)</b>			
<b>2, 3, &amp; 4</b>	<input checked="" type="checkbox"/> Hard Hat / strap	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> PFD with Strobe	<input type="checkbox"/> coveralls
	<input checked="" type="checkbox"/> L.S. Shirt / Pants	<input checked="" type="checkbox"/> Gloves	<input checked="" type="checkbox"/> Safety toe footwear	
	<input type="checkbox"/> Hard Hat / strap	<input type="checkbox"/> Safety Glasses	<input type="checkbox"/> PFD	<input type="checkbox"/> coveralls
	<input type="checkbox"/> L.S. Shirt / Pants	<input type="checkbox"/> Gloves	<input type="checkbox"/> Safety toe footwear	
	<input type="checkbox"/> Hard Hat / strap	<input type="checkbox"/> Safety Glasses	<input type="checkbox"/> PFD with Strobe	<input type="checkbox"/> coveralls
	<input type="checkbox"/> L.S. Shirt / Pants	<input type="checkbox"/> Gloves	<input type="checkbox"/> Safety toe footwear	

**PRE-DEPARTURE CHECKLIST ITEMS**

- Horn    Marine Radio, Designated Chnl \_\_\_\_\_    Fire Extinguisher (charged/inspected)  
 PFDs / strobes    Weather forecast    Bilge check    Pike pole    Navigation Lights  
 \_\_\_\_\_

**\*NRCES PNW SAFETY MANAGERS\***

(only personnel authorized to downgrade PPE/ Action Levels)

PNW: Ken Koppler: (971) 285-0450

Bill Walker: (206) 719-3739



**NRCS DAILY MARITIME SAFETY MEETING**  
**PRE-POST BOOMING OPERATIONS FROM WORK BOATS**  
 Vessel Name \_\_\_\_\_ Date: \_\_\_\_\_



**PHYSICAL HAZARDS / Job Hazard Analysis (JHA)**  
**Check Hazard Category / Write specific hazard and prevention**

HAZARD CATEGORY	DESCRIBE SPECIFIC HAZARD(s)	PREVENTION
<input checked="" type="checkbox"/> Unsafe Conditions / Injuries		• Report to vessel operator/master
<input checked="" type="checkbox"/> Climbing into / out of boats	<b>Damaged ladders / pilings, wave action, slip/trip</b>	• 3-point contact; deck & pier surface awareness
<input type="checkbox"/> Slips / Trips / Falls on deck, rocks / shoreline	<b>Overall site conditions, oily rocks and waves, uneven terrain; cleats on deck; wet decks</b>	• Proper footwear and body positioning • Use caution when transiting
<input type="checkbox"/> Ladders / deck elevations	<b>Fall</b>	• Caution onboard, 3-pt contact; ladder secured; fall prevention
<input type="checkbox"/> Fall into Water	<b>Drowning/hypothermia</b>	• PFDs and proper clothing
<input type="checkbox"/> Handling tools	<b>Puncture/laceration, pike poles, scrapers</b>	• Caution/proper handling procedures
<input type="checkbox"/> Pinch Points	• <b>Trailer hitches,</b> • <b>retrieval lines</b> • <b>boat to boat on dock</b>	• use fenders between boats and boat to dock • Caution where placing hands
<input type="checkbox"/> Heat stress / Engine Room (on vessel > 100')	<b>Heat illness</b>	• Cooling devices; breaks, drink fluids
<input type="checkbox"/> Confined Space entry	• <b>access / egress</b> • <b>slip / trip / fall / unsafe atmosphere</b>	• Contact Safety Manager • Rescue plan for non entry removal of personnel
<input type="checkbox"/> Overhead Hazards	<b>Pier structure, ship's hull</b>	• Hardhat / proper PPE
<input type="checkbox"/> Cutting line	<b>Laceration</b>	• Appropriate knife; use with caution, cut away from body
<input type="checkbox"/> Collision	<b>Vessel Traffic i.e. vessel to vessel</b> <b>Multiple radio channels</b>	• USCG Navigation Rules of the Road • monitor channel 16 VHF for USCG
<input type="checkbox"/> Weather	<b>Storm / Gale Warnings</b> <b>Extreme tide / current</b>	• Safe booming matrix
<input type="checkbox"/>		

**EMERGENCY PROCEDURES**

<http://www.hospitallink.com>

NRC Emergency Numbers			
Hospital Name / Address and Phone			
Location of Emergency . Equipment:	First Aid Kit:	Fire Extinguisher:	Eye Wash:

**DAILY SAFETY MEETING ATTENDANCE SIGNATURES:**

I understand the topics outlined on pages 1 and 2 and will follow all the required safety rules.  
 \*\*I am aware that I am to sign in at the beginning of the shift and sign out at the end of my shift.  
 I must notify the on site supervisor of any injury /accident/ near miss that I had during my shift or that I observed\*\*

PRINT NAME	SIGNATURE IN	DATE	SIGNATURE - SHIFT END <i>I have no incident or injuries to report</i>	DATE

\*NRCS PNW SAFETY MANAGERS\*  
 (only personnel authorized to downgrade PPE/ Action Levels)  
 PNW: Ken Koppler: (971) 285-0450 Bill Walker: (206) 719-3739



**NRCES DAILY MARITIME SAFETY MEETING**  
**PRE-POST BOOMING OPERATIONS FROM WORK BOATS**  
 Vessel Name \_\_\_\_\_ Date: \_\_\_\_\_



HASP / DAILY SAFETY MEETING / MSDS	CORRECT	QUESTIONABLE	COMMENTS
1. Operation or Site Specific Safety Plan? / In use?			
2. Daily Safety Meeting held/documented-Revision ____			
3. JHA for all tasks / crew has reviewed them?			
4. MSDS Available / Employees Have Access			
PERSONAL PROTECTIVE EQUIPMENT	CORRECT	QUESTIONABLE	COMMENTS
5. Hearing Protection (e.g. Ear Plugs)			
6. Head Protection (e.g. Hard Hat)			
7. Eye Protection (e.g. Safety Glasses)			
8. Protective Clothing / Minimum Long Sleeves			
9. Hand Protection (e.g. Gloves)			
10. Foot Protection (e.g. Rubber Safety-toed Boots)			
11. Respiratory Protection / Fit Test Certificates			
12. Reflective Vest / High Visibility Clothing			
13. Type III PFD for each person			
14. Personal Appearance			
BODY USE AND POSITIONING	CORRECT	QUESTIONABLE	COMMENTS
15. Correct Body Use and Positioning When Lifting / Pushing / Pulling / Bending			
16. Unguarded Pinch / Scrape Point / Sharp Objects / Moving Equipment / Vessels			
LADDERS & STAIRS	CORRECT	QUESTIONABLE	COMMENTS
17. Mounts/Dismounts Using 3-Point Stance?			
18. Ladders properly secured? In good condition?			
19. Stairs non-skidded and free of slipping hazards?			
WORK ENVIRONMENT/PROCESS	CORRECT	QUESTIONABLE	COMMENTS
20. Dock / Pier / Deck walk-ways free of tripping hazards?			
21. Onboard / on-site Housekeeping / Storage / Accessibility?			
22. Vessel equipment properly functioning? (e.g. Engine, Radio, Nav. Lights, Horn)			
23. Decon area defined / functional?			
24. Communications between vessels? Line of sight during operations?			
CONFINED SPACE / FALL PROTECTION	CORRECT	QUESTIONABLE	COMMENTS
25. Confined Space Supervisor / Permits / Retrieval gear?			
26. Fall Protection plan? / harness available			
AIR MONITORING	CORRECT	QUESTIONABLE	COMMENTS
27. Meters Available / Correct Type / Calibrated?			
28. Results Documented / Reviewed With Crew?			
TOOLS / OTHER EQUIPMENT	CORRECT	QUESTIONABLE	COMMENTS
29. Hand Tool Selection, Condition & Use			
30. Power Tool Selection, Condition & Use			
31. Equipment (inc heavy) Sel / Cond / Use			
32. GFCI for all Power Cords (if used)			
DESIGNATED SAFETY OFFICER	CORRECT	QUESTIONABLE	COMMENTS
33. Designated Employee? / aware of duties ?			
34. DSO did pre-inspection? During ops frequency?			
35. Fire Extinguishers checked? / Accessible? / Inspected?			
36. Interviewed DSO? / Safety Comments?			
37. Review / Revise HASP / JHA / Daily Safety Meeting?			

**\*NRCES PNW SAFETY MANAGERS\***  
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**NRCES DAILY MARITIME SAFETY MEETING**  
**PRE-POST BOOMING OPERATIONS FROM WORK BOATS**  
 Vessel Name \_\_\_\_\_ Date: \_\_\_\_\_



ENGINE	CORRECT	QUESTIONABLE	COMMENTS
38. Fuel - indicate amount of fuel in tank			
39. Oil - checked reservoir			
40. Is there spare oil on board?			
41. Is the tool kit readily available?			
42. Bilge pumps – Fore and Aft?			
43. Belts - Good condition? - Spare Belt?			
44. Batteries – charged and covered?			
45. Fuel shut offs – where located?			
46. Transmission fluid – checked?			
47. Engine coolant – checked?			
48. Fire extinguisher system?			
49. Pollution / oil placards mounted?			
50. Ventilation / bilge blower checked?			
NAVIGATION GEAR	CORRECT	QUESTIONABLE	COMMENTS
51. Are the charts / GRP's on board?			
52. Is the navigation kit on board?			
53. Are the binoculars on board?			
54. Is a compass on board?			
55. Check radar for operation			
56. Check GPS for operation			
57. Is Depth Sounder operational?			
58. Is the tide table on board?			
59. Are the nav rules on board?			
SKIFF	CORRECT	QUESTIONABLE	COMMENTS
60. Identify 2 stroke / 4 stroke engine?			
61. Are the nav lights working?			
62. Check the condition of the prop?			
63. Is the air horn on board?			
64. Is the tool kit on board?			
65. Kill switch lanyard on board?			
66. Are there magnets on board?			
67. Is there extra oil on board?			
68. Is there a radio on board?			
69. Fuel level - ½ tank or more?			
70. Check engine oil?			
71. Are there anchors on board?			
72. Anchor line?			
73. Poly line?			
74. Is the life ring on board? Throw bag on board?			
75. Are there tethers on board?			
76. Is there a pike pole on board?			
77. Is there a first aid kit on board?			
78. Noticeable damage to skiff?			
79. Inspect fire extinguisher			
BOAT GEAR	CORRECT	QUESTIONABLE	COMMENTS
80. Are there sufficient Anchors (2 min.)			
81. What is the length of the Anchor rode? ____ FT			
82. Are there mooring lines?			

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**NRCES DAILY MARITIME SAFETY MEETING**  
**PRE-POST BOOMING OPERATIONS FROM WORK BOATS**  
 Vessel Name \_\_\_\_\_ Date: \_\_\_\_\_



BOAT GEAR CONT.	CORRECT	QUESTIONABLE	COMMENTS
83. Are there sufficient Fenders?			
84. Is there a Horn/Loudhailer?			
85. Is there a Bell?			
86. Is a Pike pole available on deck?			
87. Cleanliness of boat?			
88. Radios are operational?			
89. Working channel: _____ Alternative channel: _____			
90. Inspect mooring cleats?			
91. Inspect tow bit?			
92. Is there an alternate means of bailing?			
93. Is there a spotlight on board?			
94. Are there flash lights on board?			
95. Is there noticeable damage to vessel? Is it noted in the log?			
96. Is there a minimum of 2 fire extinguishers?			
97. Is there a first aid kit on board?			
98. Are PFDs available of sufficient quantity for all personnel on board?			
99. Is the life ring available?			
100. Is the throw bag on board?			
101. Are visual distress signals available?			
102. Are nav. lights operating properly?			
103. Are tow lights appropriate?			
104. Are there spare bulbs on board?			
105. Electrical system condition			
106. Are there spare fuses on board?			
107. Boat phone turned on?			
108. All logs and safety sheets on board?			
109. Does crew have knife in sheath or folding blade?			
110. Are there safety glasses on board?			
111. Are there nitrile gloves on board?			
112. Is there hearing protection on board?			
113. Is there raingear on board?			
114. Are there sorbents on board?			
115. Is towing line faked out on deck?			
116. Are tow bridles available on deck?			
117. Are there sufficient tethers on board?			
118. Are there boom lights on board?			

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**SHIPBOARD SAFETY OF PERSONNEL**

- Warn all personnel in the immediate area.
  - Sound alarm.
  - Notify vessel's Master by radio, phone or any other means available.
- Eliminate ignition sources.
- Initiate evacuation of all non-essential personnel, vessels, or other equipment if applicable.
- Characterize initial hazards (consult Material Safety Data Sheet ("MSDS")).
- Don Personal Protective Equipment ("PPE") as required.

In the event of a spill or threat of a spill the vessel should take immediate and decisive action to stop or prevent the flow of oil or hazardous material, and prevent any free product on the deck of the vessel, its bilges or any other space from entering the water.

The following guides contain "action checklists" which vessels may use to ensure that they are taking effective action to mitigate oil spill or hazardous material incidents. The IC should walk the vessel through these guides if applicable.

**PRIORITY CONSIDERATIONS – ALL CASUALTIES**

- Isolate damaged tanks.
- Alter course so that the vessel is upwind of the spilled product and to reduce personnel exposure to toxic vapors if necessary.
- Eliminate all potential sources of fire and explosion.
- Close non-essential air intakes.
- Carry out detailed inspection, to include a visual inspection and bunker tanks sounded, with caution and regard for potential loss of buoyancy; and all outboard compartments/tanks inspected/sounded.
- Eliminate all possible sources of ignition and take action to prevent toxic vapors or flammable vapors entering accommodation and engine room spaces.
- Provide stress/stability data.
- In conjunction with the appropriate shore authorities, consider moving the ship to a more suitable location in order to facilitate emergency repair work or lightening operations; or to reduce the threat posed to a particularly sensitive shoreline area if necessary.

**SPILLS CAUSED BY EQUIPMENT IN MACHINERY SPACES**

If operational oil spills are caused by a failure of equipment in machinery spaces, any further operations of this equipment should be stopped immediately or measures are to be taken to avoid an oil spill (e.g. oily-water separating equipment, valves in pipes connecting ballast / bilge systems, stern tubes, rudder, glands/fittings).

**TANK OVERFLOWS**

- Stop all handling pumps and shut down all valves to stop the transfer. Operations should not be restarted until the fault has been rectified and all hazards from the released oil have been eliminated.
- Clean-up team will wear appropriate protective clothing, masks and /or breathing apparatus.

- If spilled oil is contained on-board, use sorbents and permissible solvents to clean-up spill.
- Prepare portable pumps for transfer of bunkers into empty or slack tank.
- Consider whether to stop air intake into accommodation or non-essential air intake into engine room.
- Transfer the oil from the overflow area to a sludge tank or drum.
- Retain the recovered oil and the used clean-up material on-board in proper containment units until it can be counted and discharged to a reception facility.

**TRANSFER SYSTEM LEAKS**

- Stop all handling pumps and shut down all valves to stop the product flow. If alongside, implement emergency stop procedure as agreed with loading Master.
- If a leakage occurs from a hydraulic pipeline, stop operations immediately.
- Clean-up team will wear appropriate protective clothing, masks and/or breathing apparatus.
- Consider whether to stop air intake into accommodation or non-essential air intake into engine room.
- Isolate defective pipe sections. Drain down affected sections to an available empty or slack tank. Prepare portable pumps where it is possible to transfer spilled oil into a slack or empty tank.
- If the source of the leakage is located in the pump room at the sea valves, take necessary measures to relieve the pressure from the relevant section of the pipeline.
- Activate the procedure to reduce, eliminate, evacuate and collect/disperse the polluted oil.
- Retain the recovered oil and the used clean-up material on-board in proper containment units until it can be counted and discharged to a reception facility.

**SUSPECTED TANK OR HULL LEAK**

If oil is noticed on the water near the vessel during bunkering operations and cannot be accounted for, the possibility of hull leakage should be considered. Measures to be implemented immediately:

- Stop bunkering operations and close manifold valves.
- Sound the emergency alarm and initiate emergency response procedures.
- Inform terminal/loading master/bunkering personnel about the incident.
- Consider whether to stop air intake into accommodation or non-essential air intake into engine room.
- When the source of leak is identified:
  - Reduce the head of bunker oil by dropping or pumping oil into an empty or slack tank, or if berthed, discharge ashore in suitable barges/ tanks.
  - Consider possibility of pumping water into the leaking tank to create a water cushion to prevent further loss of oil.
  - If the leakage source cannot be located on-board, use a diver/helmet diver to search for the leakage from the bottom.
- Take all appropriate actions while paying consideration to the effect the actions can have on the ship's stability and hull stress.
- Repair the leak, if practicable.

**PROCEDURES TO REDUCE OR STOP OUTFLOW OF OIL**

The IC should assess the possibility of damage to the environment and whatever action can be taken to reduce further damage from an oil release, such as:

- Transfer the tank(s) internally provided shipboard piping system if in operational condition.
- If the damage is fairly limited and restricted, i.e., to one or two tanks, consider transfer of bunkers internally from the damaged tank(s), taking into account the impact on the ship's overall stress and stability.
- Isolate damaged / penetrated tank(s) hermetically to ensure that hydrostatic pressure in tanks remains intact during tidal changes.
- Evaluate possibility of pumping water into a damaged tank in order to form a water bottom stopping the outflow of oil.
- Evaluate the necessity of transferring bunkers to barges or other ships and request such assistance accordingly.
- Evaluate the possibility of additional release of oil.
- If there is a possibility of the released oil vapors entering accommodation or an engine room intake, quickly take appropriate preventive steps.

**CONTAINMENT SYSTEM FAILURE**

- Determine full extent of any containment failures.
- Assess pump-over capabilities – i.e. are there any empty tanks onboard that can be used to stow the leaking product. Can liquid levels be reduced to below the height of the breach?
- Assess consequences of leaking product – reaction with other containment systems, e.g., sulfuric acid in mild steel spaces.
- Assess discharge requirements of the secondary containment system if applicable.
- Assess the cleaning requirements of the secondary containment system if applicable.
- Consider that leakage of oil into DB or cofferdams may allow vapor release due to differing vapor control systems.
- If leaking outboard, consider that spillage may taken into engine room sea water intakes.
- Consider that it may be necessary to steam astern.

**HULL DAMAGE / FAILURE**

In case of immediate danger of sinking or capsizing:

- Send out the distress signal.
- Evacuate the ship immediately.

In case of less imminent danger of sinking or capsizing:

- Determine the extent of the damage. Can the vessel maneuver on its own?
- If the ship has a list due to loss of ballast, bunker or buoyancy, is it necessary and possible to rearrange the bunker or ballast by internal transfer operation in order to bring the ship to an even keel?
- Is there an abnormal change in the ship's stability and stress situation?
- Can the change in the ship's stability and stress situation be monitored and calculated on board? If not, the Master should seek assistance from the Company's Technical Dept.
- Does the ship need assistance or escort to nearest port of refuge or repair port?
- Might it be prudent to salvage part of the crew members in case the situation should worsen, or is it necessary to abandon the ship totally?

#### **EXTENSION OF HULL DAMAGE**

- Check for visible oil along the hull or in the wake of the ship during day light. At night, a stick with white cloth (sorbent) around it may be lowered into the water alongside the ship to check for oil leakages.
- Take soundings of all ballast / bunker / bilge oil / sludge tanks (ullage). Take soundings of all other compartments which may have contact with the sea to ensure that they are intact.
- Take soundings of all other compartments which may have contact with the sea to ensure that they are intact.
- Compare soundings of tanks with last soundings to check for possible leaks.
- Take sounding around the ship to establish the ship's position on the grounding area.
- When the ship is aground, due regard should be given to the indiscriminate opening of ullage plugs, sighting ports, etc., as loss of buoyancy could be the result of such actions.
- Note any list of the ship and include in the report for assistance.

#### **FIRE AND / OR EXPLOSION**

- Sound the GENERAL ALARM. Further actions should be in accordance with the ship's Muster List.
- Prioritize actions to rescue lives.
- Promptly locate the point where the fire/explosion originated.
- Determine the extent of the damage. Try to prevent environmental pollution.
- If there is a possibility of the released oil vapors entering accommodation or an engine room intake, quickly take appropriate preventive steps.
- Distribute the members of the ship's Emergency Team in the locations deemed most expedient to combat the fire.
- Use all means available to combat the fire.
- Try to minimize the fire and to prevent the spread to other parts of the ship.
- Call 911 if the vessel can no longer fight the fire. Utilize F-PAAC mutual aid if necessary.

**HAZARDOUS VAPOR RELEASE**

The release of hazardous vapors could put at risk the safety and health of the crew and others. It is very important that the IC discuss with the Master and immediately inform the authorities in order to protect and safeguard the health of all persons.

- Raise the general alarm.
- Stop all pumps and close all vents.
- If alongside, inform the loading Master and implement emergency stop procedures as agreed.
- If at sea, steer to avoid toxic gases to come close to the accommodation spaces.
- Assess if there are any casualties.
- Stop ventilation and close all unnecessary air intakes in order to stop toxic gases from entering accommodation and engine room.
- Ensure all personnel wear gas masks fitted with suitable filters if they have potential for exposure.
- Keep firefighting equipment ready.

**GROUNDING / STRANDING / TOUCHING BOTTOM**

- Obtain detailed information about the damages sustained by the ship.
- If there is a possibility of the released oil vapors entering accommodation or an engine room intake, take appropriate preventive steps.
- Take soundings around the vessel to determine the nature and gradient of the seabed.
- Check differences in tidal ranges at the grounding site.
- Take soundings of all ballast and bunker tanks and check all other compartments adjacent to hull: ullage plugs should not be opened indiscriminately as loss of buoyancy could result.
- Should the damage which the ship has sustained be of such an extent that the stability cannot be computed on board; seek assistance from the Company's Technical Manager.
- Minimize the risk of fire by removing all ignition sources.

**REFLOATING BY OWN MEANS**

The IC should evaluate the question of refloating the vessel by own means. Before such an attempt is made, it must be determined:

- Whether the ship is damaged in such a way that it may sink, break up or capsize after getting off.
- Whether the ship, after getting off, may have maneuvering problems upon leaving the dangerous area by own means.
- Whether machinery, rudder or propeller area damaged due to grounding or may be damaged by trying to get off ground by own means.
- Whether the ship may be trimmed or lightened sufficiently to avoid damage to other tanks in order to reduce additional pollution from oil spillage.
- Weather evaluation: whether there is time/reason to await improvements in weather or tide.

**SECURING THE SHIP**

If the risk of further damage to the ship is greater by attempting to refloat the ship by own means rather than remaining aground until professional assistance has been obtained, the IC should have the ship's Master secure the ship as much as possible by:

- Trying to prevent the ship from moving from present position.
- Dropping anchors (adequate water depth and anchor ground provided).
- Taking ballast into empty tanks, if possible.
- Trying to reduce longitudinal strain on hull by transferring ballast and/or bunkers internally.
- Reducing fire risk by removing all sources of ignition. If there is a possibility of the released oil vapors entering accommodation or an engine room intake, appropriate preventive steps must be taken quickly.

**COLLISION (WITH FIXED OR MOVING OBJECT)**

- Obtain detailed information about the damages sustained by the ship.
- Are any tanks penetrated above or below the waterline?
- If ships are dead in the water and interlocked, what is most prudent – to stay interlocked or separate?
- Is there any oil spill at present – small or large? Will a separation of the interlocked ships create a larger oil spill than if the ships stay interlocked?
- If there is an oil spill, will the separation of the ships cause sparks that can ignite the spilled oil or other flammable substances leaked out from the ship?
- Are the ships creating a greater danger to other traffic in the area if they are interlocked than if separated?
- Is there a danger to either ship of sinking after being separated?
- If the ships are separated, how is the maneuverability of their own ship?
- If separation of the ships takes place, alter course to bring own ship windward of any oil slick, if possible.
- Shut down all non-essential air intakes. If there is a possibility of the released oil vapors entering accommodation or an engine room intake, appropriate preventive steps must be taken quickly.
- Isolate damaged/penetrated tank(s) by hermetically closing the tank(s), if possible.
- When it is possible to maneuver, the Master, in conjunction with the appropriate shore authorities, should consider moving his ship to a more suitable location in order to facilitate emergency repair work or lightening operations, or to reduce the threat posed to any sensitive shoreline areas.

**EXCESSIVE LIST**

Ascertain cause of list. Examples include failure of hull plating; failure of a bulkhead between compartments; erroneous stowage of fuels, excessive number of slack tanks; flooding of the engine room where free surface can cause list; damage through grounding or collision; incorrect operations procedure.

- Sound GENERAL ALARM.
- Stop all ballast and/or bunker operations.

# R

## MFSA VESSEL RESPONSE PLAN

COLUMBIA AND WILLAMETTE RIVERS

SHIPBOARD RESPONSE ACTIONS

Appendix: R  
Page No.: 7 of 7

Date: 7/14/2013  
Rev. No.: 2

- Soundings/ullage to be taken in all tanks.
- Bunker and ballast pumps to be made ready.
- Act with the balance tanks in order to correct the situation, if listing occurs during loading or unloading or ballasting operations.
- Consider corrective actions: manual sounding of all tanks; internal transfers to press-up tanks and equalize distribution of bunkers; effect of the wind and sea conditions; effect on main propulsion and auxiliary equipment.
- If bunkering: Change to corrective tanks for rectifying the situation. If ballasting / de-ballasting: Change to corrective tanks for rectifying the situation.
- If necessary, determine assistance needed tugs/salvage/navy/rescue.
- If the ship's crew is in jeopardy, prepare the lifeboats for launching and notify authorities.

### SUBMERGED / FOUNDERED

- If the ship is wrecked to the extent that it or part of it is submerged, take all measures to evacuate all persons on board.
- Avoid contact with any spilled oil. If there is a possibility of the released oil vapors entering accommodation or an engine room intake, appropriate preventive steps must be taken quickly.
- Place a Mayday, Urgency or Safety call via GMDSS equipment to alert other ships and/or the nearest coastal state for assistance in rescuing lives and the ship, as far as possible.
- Consider salvage requirements.
- Assess damages and determine whether breached space(s) can be isolated, and reserve buoyancy re-captured.
- Assess vessel's floating situation, and determine whether vessel can be listed or trimmed to minimize flooding. Carry out onboard assessment.
- If time and position allows – attempt to strand vessel. Consider nature of coast line and prevailing weather at this time.
- If time and position allows, bring vessel to shallow water for sinking to facilitate future bunker recovery. Consider nature of coast line and prevailing weather at this time.
- If vessel is likely to submerge, abandon ship.
- Engine room onto high sea suction.

### WRECKED / STRANDED

In event that the wreck is still manned, assess exposure of crew to environmental hazards, and to exposure of any released oils.

- Consider abandoning vessel.
- Assess damages to vessel.

In the event of stranding – determine water depths around vessel. Consider further ballasting down of vessel to prevent further movement of vessel.

- Determine likely drift of a floating wreck, and likely destination.
- Engine room to high sea suction.
- Consider salvage requirements.