



# **MFSA VESSEL RESPONSE PLAN**

**Umbrella Oil Spill Contingency  
Plan for Covered Vessels –  
Columbia and Willamette Rivers**

**MARITIME FIRE &  
SAFETY ASSOCIATION**

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503-220-2055**



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Section Revised	Date of Revision	Date DOE/DEQ Notified	Initials of Editor	Description of Revision:
<b>Revision # 02</b>				
(ii)	04/10/2023	04/10/2023	HR	Updated Record of Changes
App A	04/10/2023	04/10/2023	HR	Updated phone number for USCG Sector Columbia River
<b>Revision # 01</b>				
(ii)	11/23/2022	11/23/2022	HR	Updated Record of Changes
(v)	11/23/2022	11/23/2022	HR	Updated Plan Distribution List
App C	11/23/2022	11/23/2022	HR	Added additional protection tasks to Checklist
App E	11/23/2022	11/23/2022	HR	Updated Equipment List
App F	11/23/2022	11/23/2022	HR	Updated MFSA SMT details. Simplified NRCES personnel list.
App G	11/23/2022	11/23/2022	HR	Updated information for Plan Activation Contacts





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## Plan Distribution List

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### Plan Distribution List

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Oregon Department of Environmental Quality	1
Merchants Exchange of Portland, Marine Operations Services	1
Clean Rivers Cooperative Communications Trailer	1
Clean Rivers Cooperative General Manager	1
Chad Thompson, MFSA ISRC	1
George Birch, MFSA ISRC	1
Ric Gerttula, MFSA ISRC	1
Jack Kyle, MFSA ISRC	1
MFSA Response Go Kits (Documentation Unit)	1



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## Plan Introduction

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## **1. PLAN 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; Revised Code of Washington ("RCW") Title 88, Chapter 46; and Washington's Administrative Code ("WAC") Chapter 173, Division 182. 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 Chapter (8).

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;
- Resources for conducting response to oiled wildlife;
- Provisions for disposal of recovered oil, oily water and oily debris;
- Special provisions for responding to non-floating oil;
- 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 (a) entering into either a direct Vessel Enrollment Agreement ("Vessel Enrollment Agreement") or a Blanket Enrollment Agreement ("Blanket Agreement") with MFSA (either, an "Enrollment Agreement"), (b) following the other enrollment procedures specified in the Enrollment Agreement and (c) 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 [www.mfsa.com](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 three (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 [www.mfsa.com](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) 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 three (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 [www.mfsa.com](http://www.mfsa.com), or submitted online at [www.pdxmex.com](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. Shipboard 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 [www.mfsa.com](http://www.mfsa.com) and is located in Appendix (B) of this Plan. As part of the process of completing the Arrival Notice, the Authorized Representative must confirm that the MFSA Shipboard Field Guide is onboard.

### **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 Federal VRP Oil Spill Removal Organization ("Federal VRP 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 twenty-four (24) hours following MFSA receiving Notification, by which time a Transition of Authority must occur as defined in Chapter (3) and Appendix (I) of the Plan.

### **1.3.5. Federal Vessel Response Plan ("Federal VRP") and Qualified Individual ("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 Supplemental Resources (as defined in 1.7 and Appendix (L) of the Plan) through the Federal VRP OSRO. The QI also coordinates with MFSA for the Transition of Authority (as defined in Chapter (3) and Appendix (L) of the Plan).

Each participating QI, except those who have also signed Enrollment Agreements, must execute the Acknowledgement Letter found in Chapter (8), which details and acknowledges the coordination process in the call out of Supplemental Resources. A list of participating QIs can be found in Chapter (8), current as of date of plan submission.

## **1.4. Relationship to Other Plans**

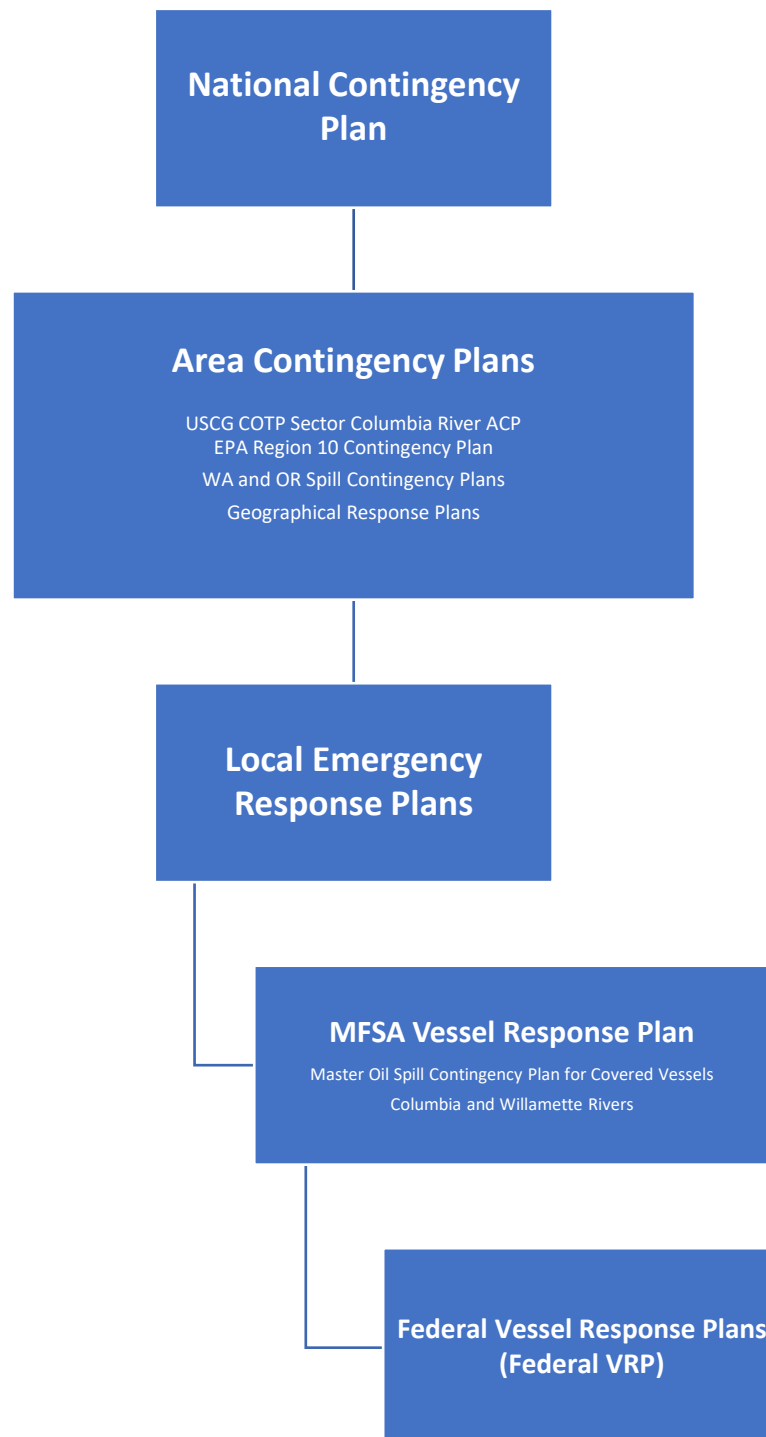
MFSA and its PRCs use this Plan in conjunction with other applicable response plans during spill responses and cleanup operations. Figure 1.a depicts the relationship between the Plan and other federal, state, and local response plans.

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 USCG Sector Columbia River Area Plan ("SCR ACP") and 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, Columbia County 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 [www.mfsa.com](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. 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.

### **1.5.1. Basic Vessel Information**

Voyage information for Covered Vessels is kept in an electronic database maintained by the Merchants Exchange. This basic vessel information includes the identification of the Owner/Operator, vessel name, flag, Agent information, QI, SMT, Federal VRP 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.

<p><b>24-HOUR TELEPHONE: (503) 220-2055</b> <b>FAX: (503) 295-3660</b></p>
--

### **1.5.2. 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, aboard the vessel.

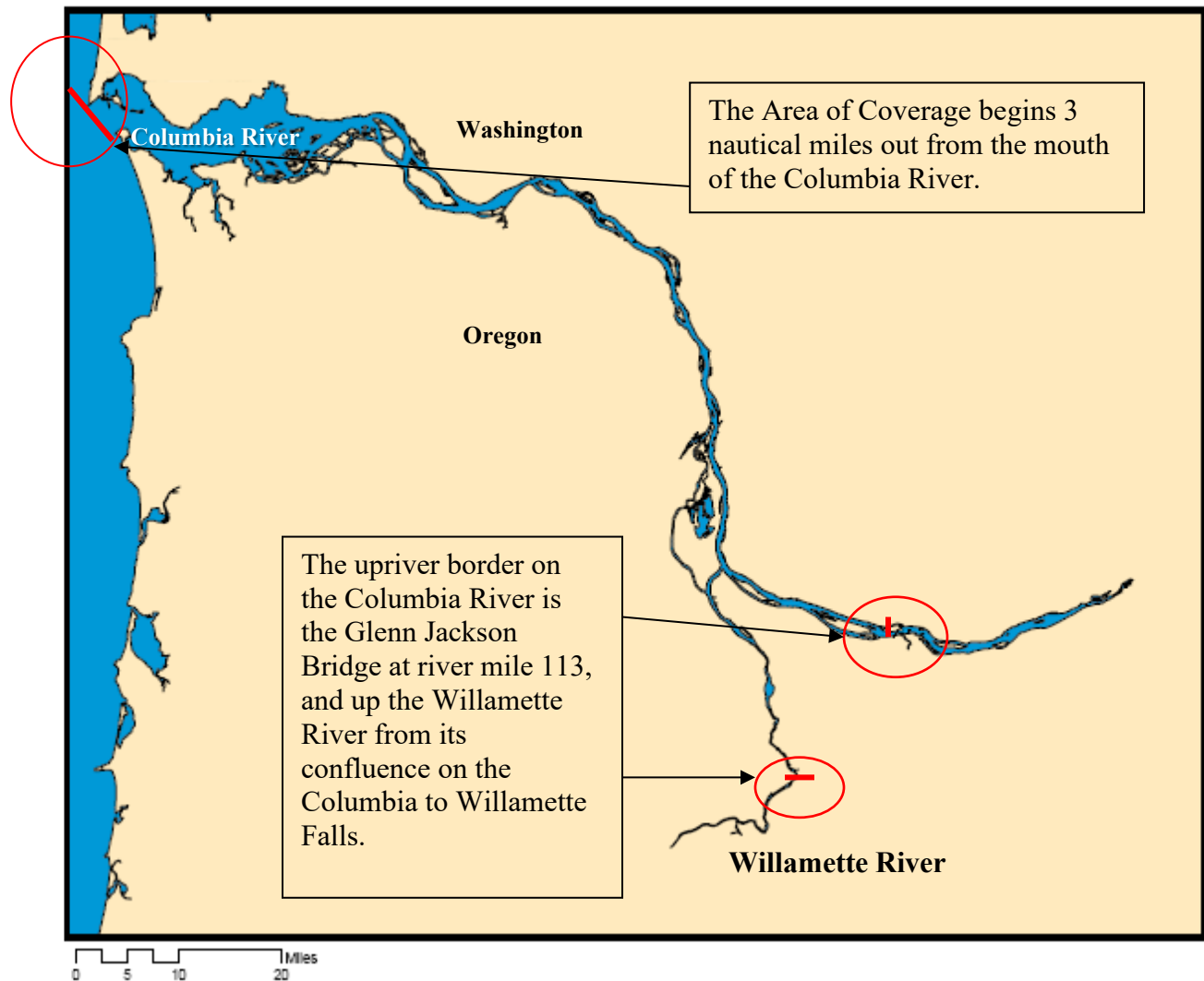
### **1.5.3. Local Agent**

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

## **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. The Area of Coverage also includes the area from the mouth of the river (at river mile 0) extending three (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.

**Figure 1.b**  
**Geographic Areas of Coverage**



## **1.7. Supplemental Resources**

In order to meet certain state requirements, the MFSA Plan relies on the Covered Vessel's Federal VRP OSRO. The Covered Vessel must rely on the response resources maintained by the Federal VRP OSRO to meet these regulatory requirements for Oregon and Washington as detailed below. These resources are referred to as Supplemental Resources. The Covered Vessel's QI is an Authorized Representative with specific authority to call out Supplemental Resources. The QI will coordinate with the Spill Management Team to activate Federal VRP OSRO as depicted in Chapter (3) of the Plan.

Section 1.3.5 states that the MFSA Arrival Notice must specify the Covered Vessel's P&I Club, QI and the Federal VRP OSRO. If MFSA determines that the Federal VRP OSRO does not satisfy the requirements for Supplemental 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.

### **1.7.1. Planning Standards for 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 173-182-450*.

### **1.7.2. Planning Standards for Cathlamet Staging Area**

Cathlamet Staging Area (Columbia River mile 36 to 42) planning standard is met using Alternative Planning Standard as detailed in 6.11 of the Plan. In addition, vessels that maintain a contract with MSRC as their Federal VRP OSRO can access additional capabilities to assist in meeting the regulatory planning standard requirements of *WAC 173-182-415*.

### **1.7.3. Planning Standards for Dispersant Use**

Planning Standards for Dispersant Use within the entire Area of Coverage (*WAC 173-182-325*) will be met through a Covered Vessel's Federal VRP OSRO and implemented according to the NWACP.

**1.7.4. Planning Standards for In-Situ Burning**

Planning Standards for In-situ Burning within the entire Area of Coverage (*WAC 173-182-330*) will be met through a Covered Vessel's Federal VRP OSRO and implemented according to the NWACP.

**1.7.5. Planning Standards for Wildlife**

Wildlife planning standards are met through contracts with Primary Response Contractors. In addition, vessels can access additional wildlife resources can be made available through a Covered Vessel Federal VRP OSRO to meet the regulatory requirements of *WAC 173-182-540(2)* that relate to whale reconnaissance and deterrence and *WAC 173-182-540(3)*.

**1.7.6. Planning Standards for Aerial Surveillance**

An additional aerial surveillance asset to be made available within the entire Area of Coverage for the twelve-hour planning standard to meet the regulatory requirements of *WAC 173-182-321(3)*.





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## 2. PLAN ACTIVATION

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. Shipboard Field Guide

Each Covered Vessel must carry on board the current version of the MFSA Shipboard Field Guide, which must be available for use at all times when the Covered Vessel is in the Area of Coverage. The Shipboard 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 Shipboard 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 (B) 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 Shipboard Field Guide.

**DO NOT DELAY INITIAL REPORT**

If some items in the Shipboard 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. Notifications 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. The Merchants Exchange Marine Operations Services staff will receive the call and document information received and make follow-up notifications on behalf of the MFSA and the Covered Vessel. Notwithstanding MFSA's follow-up notifications, the Covered Vessel (or Authorized Representative) is still required to make the notifications as listed on the Shipboard 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"), available to be on-site within six (6) hours, to investigate the spill and manage the response actions.

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

### **2.2.2. Notifications to USCG**

Initial reports by the vessel of any oil spill must be **immediately** reported to the USCG National Response Center (NRC).

Per *33CFR*, any person in charge of a vessel shall, as soon as they have knowledge of any discharge of oil notify the NRC.

### **2.2.3. Notifications to 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 Shipboard Field Guide.

Notification to the states must be made within one (1) hour of the discharge or threat of spill, or as soon as feasible without endangering the vessel or personnel.

### **2.2.4. Determination of Substantial Threat of Spill**

Substantial Threat of Spill: a "vessel emergency" is defined as 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:

- Total loss of propulsion, vessel adrift.
- Total loss of steering, vessel adrift or unable to maintain course.
- Vessel grounding, while transiting or at anchor.
- Partial propulsion loss, steering loss, electricity loss, or loss of navigational equipment that results in a vessel being unable to maintain its intended track clear of hazards or other vessels without assistance.
- Fire or flooding on the vessel.
- Collision with another vessel.
- Allision of an unusual/unplanned occurrence (other than normal docking activities).
- Vessel sinking or potential sinking.
- Vessel instability.
- Vessel structural damage or failure that could result in flooding or sinking.
- Explosion resulting in a major vessel structural damage or failure, or a breach of tank containing oil.
- A broken tow wire between a towing vessel and a tank barge that results in a drifting tank barge.

The Covered Vessel or Authorized Representative will make this determination based on the specific details of the incident and take into account factors such as weather, known river characteristics in the area, if a pilot is onboard, etc. The Shipboard Field Guide in Appendix (B) includes guidance based on state regulations for their use in making this determination.

### **2.3. MFSA Notifications**

Upon Notification to MFSA of a spill or substantial threat of a spill from a Covered Vessel, the Merchants Exchange Marine Operations Services Department will document the information received on the Emergency Call Sheet found in Appendix (A) of the Plan. They will then use the Response Activation Call List of the Plan to document the following notifications:

- the on-duty MFSA ISRC who will lead response efforts as per the duties and responsibilities for the IC outlined in Chapter (3) of the Plan;
- the on-duty PRC Response Manager to provide incident information who will assess and make response recommendations to the IC;
- the USCG National Response Center;
- the States of Oregon and Washington;
- the Covered Vessel's Agent and QI; and
- 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 Shipboard 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 (B) 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. Leading Edge of the Spill**

The IC will, upon initial contact, assist the Covered Vessel in marking the leading edge of the spill. MFSA can provide means for meeting this requirement once on-scene through the PRC, Clean Rivers Cooperative, Inc. The PRC 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.

MFSA Shipboard Field Guide found in Appendix (B) includes some examples of methods of estimation.

## **2.7. Follow Up Information**

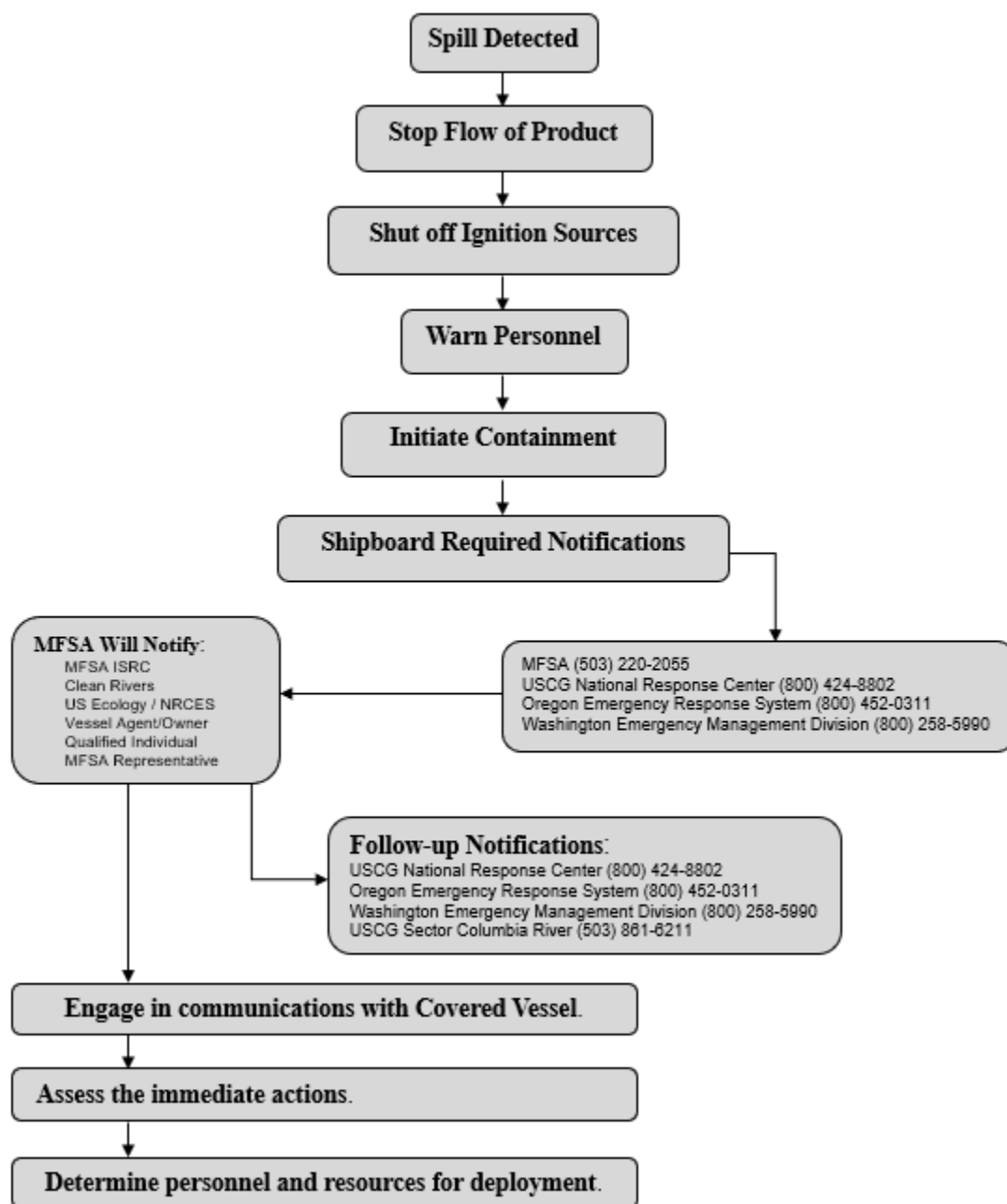
After the initial information has been reported there may be a need to provide additional details about the incident. This information may include additional details about the volume, type or spread of the incident. Other information that may be needed could include details on the status of the Covered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

## Response Organization

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### **3. RESPONSE ORGANIZATION**

#### **3.1. MFSA's Responsibilities and Authorities**

This Plan is the umbrella plan for Covered Vessels calling the Columbia and Willamette Rivers and outlines the cleanup and containment responsibilities 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 MFSA ISRC once notified. Initial actions primarily include, but are not limited to, equipment and personnel deployment in accordance with the Geographical Response Plans ("GRPs") 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 of additional response measures could include among others, air monitoring, alternative booming strategies, assessment measures, on-water recovery operations, and over flights. These initial actions are also detailed in checklists in Appendix (C).

### **3.3.1. Initial Response Management 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 the IC who rotate through on-call duty status. Cellular phones are used to ensure that a constant stand-by status is maintained for assignment of an ISRC to an incident and to ensure that they can be on-site within six (6) hours. Current ISRCs are listed in Appendix (F), of the Plan.

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

- 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;
- Assess the immediate actions needed to be taken to maintain safety and to minimize environmental damage;
- Determine the personnel and resources needed for deployment to the incident, and order deployment of those resources; and
- Communicate and coordinate with State and Federal agencies.

The IC has authority to contract and utilize any available 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. ICs are experienced in oil spill response 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 activate clean-up resources unnecessarily. However, if there is any doubt, the IC will take the prudent course of action, and activate response resources, including additional on-site assessment resources.

IC duties and responsibilities are described in Section 3.6.3. of the Plan.

### **3.3.2. Initial Assessment Activities**

The initial on-site assessment resources available to the IC, and the ones most commonly immediately deployed by the IC, are the Clean Rivers Cooperative PRC Response Manager, the Project Manager and the Response Crew.

- PRC Response Manager – The On-Duty PRC 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 Manager – The Project Manager serves as the initial Division/Group Supervisor. The Project Manager 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 PRC 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 Manager 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 Manager 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.

### **3.3.3. Response Checklists**

The Response Checklists in Appendix (C) are intended to guide the MFSA IC and the PRC Response Manager during the response to all spills. The Response Checklists are 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 Shipboard Field Guide document remains the vessel's tool for responding. In addition to the use of the Response Checklists, it is the Response Manager and IC's responsibility to document initial response objectives and actions taken on an ICS 201 and/or ICS 214a for each spill response.

### **3.4. Establishing Unified Command ("UC")**

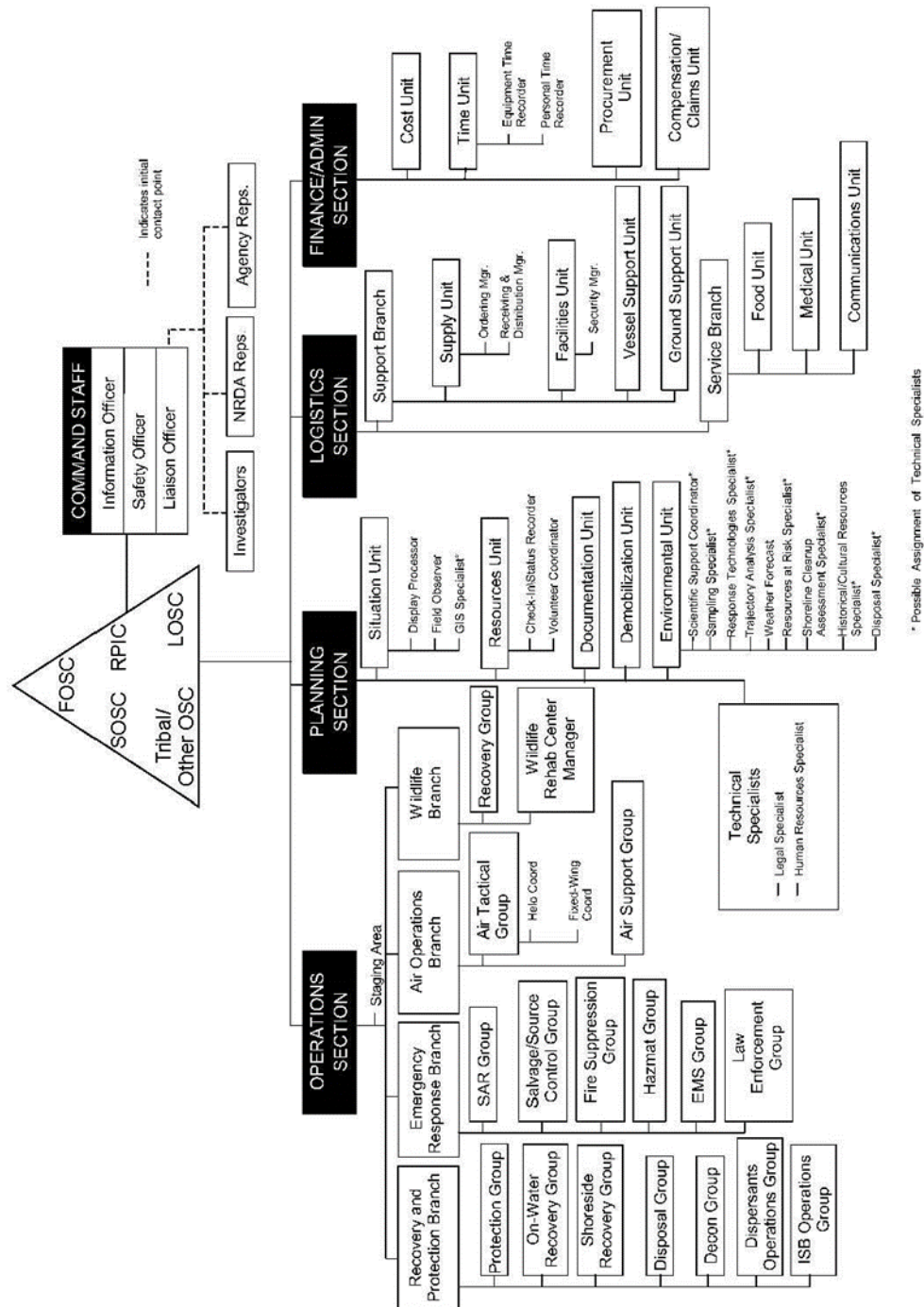
It is the IC's responsibility to establish contact with the Federal On-Scene Coordinator ("FOSC") and the State On-Scene Coordinator ("SOSC") to advise them or their designees of the proposed response. The IC, FOSC, and SOSC(s) make up the initial Unified Command ("UC"). In addition, the IC will set up a schedule of update/strategy sessions with the FOSC and the SOSC(s) 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.

#### **3.4.1. National Incident Management System – Incident Command System ("ICS")**

MFSA commits to implementing 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.a indicates the ICS organization chart typically used during a response. Detailed staffing information can be found in Section 3.6 and Appendix (F) of the Plan.

**Figure 3.a**  
**Incident Command System Organizational Chart**



### **3.5. Transition of Authority Process**

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 to the RP's Spill Management Team ("SMT"). As part of the vessel enrollment process, the MFSA receives information on a vessel's designated SMT and confirms that it is approved under *WAC 173-182-830*.

MFSA plans to use personnel and contractor resources under the direction of the PRC, which is Clean Rivers, 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 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 response is included in (Figure 3.b). The RP will relieve MFSA and their ISRC by completing the process described below. 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 an appropriate governmental authority.

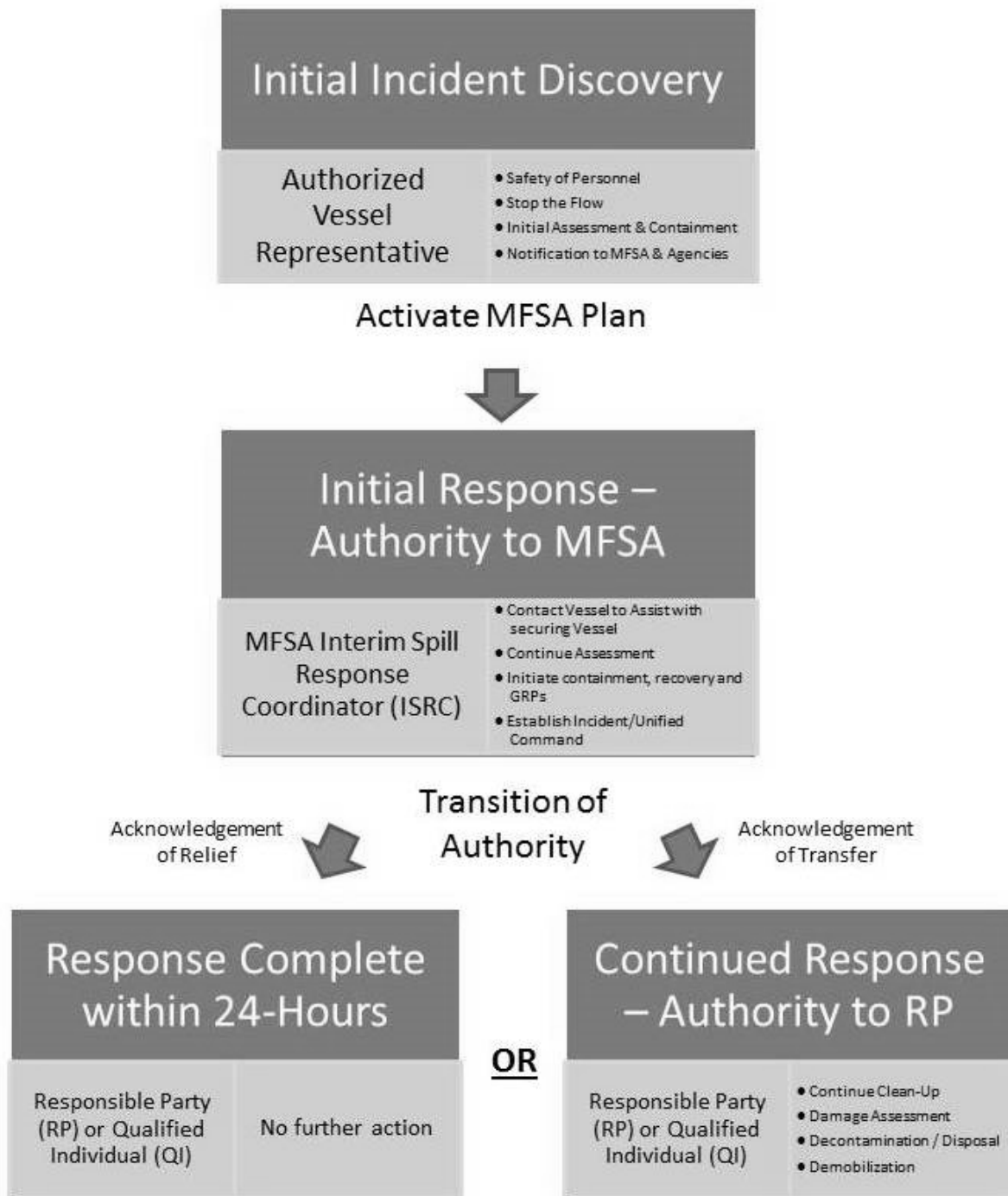
#### **3.5.1. Acknowledgement of Relief**

For many responses that have a small amount of non-recoverable product in the water and for incidents that do not progress beyond a threat of spill, the response concludes while the MFSA IC still has authority. In those instances, with UC agreement, the MFSA IC and QI will complete the Acknowledgement of Relief . Note: often in these situations there will be ongoing repair or salvage operations that do not require continued MFSA Plan involvement.

#### **3.5.2. Acknowledgement of Transfer**

In larger and more complex responses that will continue beyond the initial phase, the Acknowledgement of Transfer is used to document that the MFSA Plan Implementation is to be continued by the RP through the response. This document includes the Transition Plan and should be signed by all members of Unified Command.

**Figure 3.b**  
**Transition of Authority During Typical Spill Response**



### **3.6. Functions of the Spill Management Team (“SMT”)**

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. Tables detailing MFSA’s SMT can be found in Appendix (F) of the Plan.

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 ISRCs who can be assigned as IC upon Notification of a spill or substantial threat of a spill from a Covered Vessel.

**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.**

#### **3.6.1. 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 of a spill 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.

#### **3.6.2. Vessel’s Qualified Individual (“QI”)**

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. The QI is identified by the vessel during the enrollment process and this information is available to agencies online on the Covered Vessel Report. As per the NWACP, and as outlined in Chapter (1) of the Plan, MFSA will coordinate with the QI in the call-out of Supplemental 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.



### **3.6.2.1. Supplemental Resources Activation**

When the IC determines that activation of Supplemental Resources is necessary, the IC will contact the QI and request that the QI call-out the Federal VRP OSRO named in the Covered Vessel's Federal VRP. QI and Federal VRP OSRO information is obtained on the MFSA Arrival Notice submitted by the Covered Vessel. The QI will immediately contact the Federal VRP OSRO, designating MFSA as authorized to direct these resources, and facilitate contact between the Federal VRP 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 Chapter (8) of the Plan as well as all approved Federal VRP OSROs.

### **3.6.3. Contracted Spill Management Team**

Witt | O'Brien's LLC is the contracted Washington Ecology approved SMT that will provide Command and General Staff as needed to augment the SMT of MFSA. Contact information can be found in Table 5.a. A list of their personnel available and dedicated to spill response is included in Appendix (F). Contact information can be found in Appendix (G). The agreement with Witt | O'Brien's is available for review upon request at the MFSA office.

### **3.6.4. Primary Response Contractor**

The PRC for this Plan is Clean Rivers Cooperative, in Portland, Oregon. A list of their personnel is included in Appendix (F). Contact information can be found in Appendix (G). The PRC 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 (F). The agreements with Clean Rivers and NRCES are available for review upon request at the offices of the MFSA.

### **3.6.5. 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 Shipboard 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 often handles the command function, depending on the specifics of each event, the ICS organization may be expanded into a UC. The UC should 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.

#### **3.6.5.1. Command Staff – Public Information Officer**

The Information Officer (“PIO”) 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 PIO 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 PIO, the MFSA IO from NexusNW may, upon the UC’s approval, fill that role. When selecting the PIO, 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.

#### **3.6.5.2. Command Staff - Safety Officer**

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

### **3.6.5.3. Command Staff - Liaison Officer**

The Liaison Officer's ("LNO") 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 LNO, upon the UC's approval, MFSA's contracted SMT may provide personnel to fill that role.

### **3.6.6. 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.

#### **3.6.6.1. 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
- Wildlife Branch (consistent with NWACP 9310)

**3.6.6.2. 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

**3.6.6.3. 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.

#### **3.6.6.4. Finance/Administrative Section**

The Finance and Administrative Section is headed by the Finance Section Chief ("FSC") and 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.

**Note: The submission of third-party claims are unlikely during the first 24 hours of an incident, however MFSA will take appropriate steps to meet the needs of the response in this regard.**

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 RP/QI who will formalize a claims process during the Transition of Authority.

Likely initial steps include:

- Establishing toll-free claims number;
- Communicating toll-free number to the public as part of press releases;
- Providing callers with information on types of claims that may be submitted, where to send claims and any required documentation.

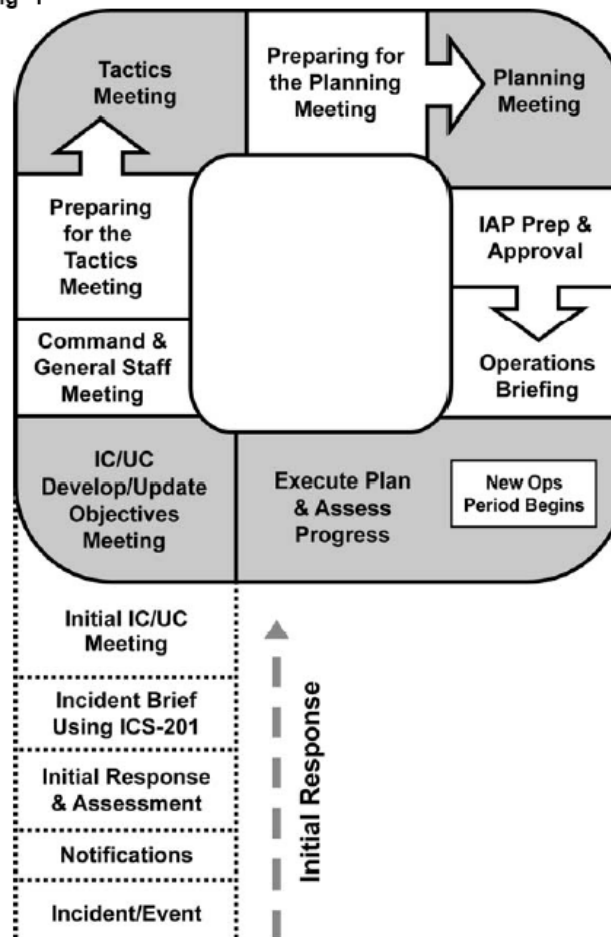
Any changes made to the claims process as a result of the Transition of Authority, involvement of P&I Club, or any other reason should be immediately and clearly communicated through the JIC and Liaison.

### 3.7. 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. The standard flow of the NIMS ICS Planning Process is depicted in Figure 3.c below.

**Figure 3.c**  
**The Planning Process**

The Planning "P"





# 4

## Response Activities

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## **4. RESPONSE ACTIVITIES**

### **4.1. Response Assets**

Clean Rivers Cooperative and their subcontractor NRCES are the main PRCs for the MFSA Plan and will work within the Operations Section as described in Chapter (3).

The PRC coordinates the containment and cleanup of oil spills for vessels enrolled for contingency planning coverage with the Maritime Fire & Safety Association ("MFSA"). Clean Rivers provides these oil spill response resources by owning, maintaining, and operating certain vessels and equipment, as well as contracting with independent services. Through written agreement, MFSA and Clean Rivers share the cost of purchasing, maintaining and operating the shared assets. As such, for the purposes of [reg citations] it is considered plan holder equipment.

The PRC has within its equipment caches a wide range of methods capable of recovery, storage and transportation of recovered oil.

#### **4.1.1. Response Vessels**

- Oil Spill Response Vessels ("OSRV")
- Fast Response Vessels ("FRV")
- Workboats, various

#### **4.1.2. Skimming Systems:**

- Portable skimmers are mechanical skimming systems used to remove oil from water, maximizing the amount of oil-to-water recovered. Three common types of oil skimmers are weir, belt, and drum. PRC maintains over forty (40) portable skimming systems with a total EDRC of over 140,000 barrels per day.

#### **4.1.3. Storage Capacity:**

- Shallow Water Recovery Barges ("SWRB")
- Shallow Water Barges ("SWB")
- Portable Fast tanks
- Oil Spill Recovery Barges, under agreement
- Fixed facility storage tanks, under letter of intent

## 4.2. Geographic Response Plans

In the early phases of a response, before the SMT develops an Incident Action Plan, responders rely on published Geographic Response Plans ("GRPs").

GRPs have three main objectives:

- To identify sensitive natural, cultural or significant economic resources at risk of injury from oil spills.
- To describe and prioritize response strategies to reduce injury to sensitive natural, cultural, and certain economic resources at risk from oil spills.
- To detail response options and considerations as they relate to non-floating oils.

The GRPs for the Lower Columbia and Willamette rivers, maintained as part of the NWACP, can be found on Regional Response Team's website, <http://www.rt10nwac.com/GRP>

### 4.2.1. Priority Tables

For the responders in the field and the Operations Section, the most used section of the GRPs is Chapter 4 – Response Strategies and Priorities. This chapter includes map-based strategies pre-established for exclusion, collection and recovery of oil. Priority Tables can help in guiding the SMT on which strategies to assign resources to immediately.

### 4.2.2. Response Strategies (2-Pagers)

Once priorities have been established, the strategies themselves are available in the appendix. These "2-pagers" include clear instructions including exact location and directions, nearby staging areas, recommended equipment list as well as any relevant information such as property owner, access concerns and photos of the area.

#### **4.2.3. Resources at Risk**

The GRPs include specific information on natural, cultural and economic Resources at Risk within the area. These details will help inform the Environmental Unit.

#### **4.2.4. Non-Floating Oils**

In addition to the above information to support spill response of floating oils, information has been assembled to help manage a spill of oil that may tend to submerge or sink. This section gives responders guidance on the behaviors of non-floating oils in the environment and direction on locations where oil is most likely to sink. Finally, it identifies types of resources present on the seafloor or river bottom.

### **4.3. Air Monitoring**

Air monitoring is critical to ensuring the safety of responders and the public. The first step to characterize airborne threats is to ascertain the product spilled. Information on the cargo is obtained by the MFSA when the vessel enrolls for coverage, as detailed in Chapter (1). Specific details on the product's chemical properties will inform the appropriate level of monitoring.

The MFSA Plan relies on our PRC, through contracts and LOIs, to provide resources needed to conduct appropriate air monitoring. Clean Rivers' PRC application contains details on how and when various monitoring will be conducted.

#### **4.3.1. Safety of Responders**

Part of the initial actions of on-site responders is to determine leading edge and conduct air monitoring. Appendix (D) contains forms used to document air monitoring results for worker safety. Also, the air monitoring contractor will develop a Health and Safety Plan (HASP) to document hazards onsite.

The following form is used to document air monitoring performed during a response to establish that it is safe to operate. The following table identifies the established protocols used.

**Table 4.1**  
**Air Monitoring Protocols**

Instrument	Reading	Action
<b>COMBUSTIBLE GAS INDICATOR – LEL METER</b>		
Monitor prior to entering an area of all oil releases.	< 0 - 1% LEL	<ul style="list-style-type: none"> <li>• Safe from fire hazard</li> <li>• Continue normal operations</li> <li>• Monitor all contained or low-lying areas</li> <li>• Level D entry</li> </ul>
	1 – 10% LEL	<ul style="list-style-type: none"> <li>• Safe from fire hazard</li> <li>• Continue normal operations</li> <li>• Initiate air monitoring with PID</li> <li>• Identify area for immediate cleanup</li> <li>• Level C respirator entry</li> </ul>
	> 10% LEL	<ul style="list-style-type: none"> <li>• Shut down personnel entry operations</li> <li>• Investigate source of high LEL</li> </ul>
<b>PHOTOIONIZATION DETECTOR (PID)</b>		
Monitor at Breathing Zone levels to detect vapors in air.	0 to 10 ppm on PID	<ul style="list-style-type: none"> <li>• Safe from toxicity hazard</li> <li>• Continue normal operations</li> <li>• Continuous push / pull ventilation</li> <li>• Periodic interior monitoring</li> </ul>
	10 to 100 ppm on PID	<ul style="list-style-type: none"> <li>• Continue normal operations</li> <li>• Initiate use of Level C / air purifying if entry required (H2S must be below PEL)</li> <li>• Periodic interior monitoring</li> </ul>
	> 100 ppm on PID	<ul style="list-style-type: none"> <li>• Level B if entry required</li> <li>• Continuous interior monitoring</li> </ul>

#### 4.3.2. Safety of the Public

The planning standard for community air monitoring is met through MFSA's PRC, Clean Rivers. They have an agreement with CTEH to oversee and manage community air monitoring activities. Details are available in the PRC application.

Community Air Monitoring ("CAM") will be coordinated by CTEH through phases of: Initial Response and Assessment, Sustained Community Assessment and Demobilization.

Clean Rivers would activate CTEH resources and personnel directly through the existing LOI in place for a response anywhere within Clean Rivers response area (Area of Interest).

To utilize EPA equipment in, Clean Rivers would initiate a request through the BOA in place with the US Coast Guard to authorize EPA resources and personnel during a response.

These organizations will activate equipment listed within the WRRL to sufficiently maintain air monitoring requirements for an incident.

Community Air Monitoring (CAM) is typically divided into three phases: Initial Response and Assessment Phase, Sustained Community Assessment, and Demobilization Phase. The Initial Response and Assessment Phase within the first 24 hours after the incident is reported, composed of immediately deploying a Field Team to conduct an initial rapid assessment, or site characterization, and for planning future sustained systematic and/or ad hoc air quality assessments. Phase 2, the Sustained Community Assessment, involves systematic field assessments as well as targeted, ad hoc assessments at locations that may be impacted by a release. The third phase, Demobilization, begins as CAM resources start to demobilize after airborne contaminant threats have been abated or are no longer a sustained concern.

Free-roaming handheld real-time air monitoring in the surrounding community will be conducted in a variety of areas based on levels of activity, proximity to the release, and site conditions. Additionally, fixed real-time monitoring locations will be visited on a routine basis. Considerations for monitoring locations will include information about contaminant properties, weather conditions and forecasts, the location of sensitive populations, and the potential dispersion of contaminants. Discrete air samples will be collected in Phase 2 and sent to an off-site laboratory for chemical analysis. Analytical air sampling techniques may be used to provide air quality data beyond the scope of real-time instruments.

### **4.3.3. Management of Air Monitoring Data**

Thorough air monitoring generates significant volumes of data. The data provided by Clean Rivers, NRCES, CTEH, and any other contractors or agencies involved in providing air monitoring information, will be consolidated and presented to the Unified Command to assist in relevant decision making. The types of UC decisions may include:

- Frequency and nature of air monitoring reports to the UC
- Outreach to at-risk communities, which will be performed by the LNO/JIC as part of their outreach plans.
- Data management protocols, which will be followed by the contractor(s), according to guidance in NWACP Section 9418
- Evacuation or shelter-in-place decisions and zones, which will be recommended to the UC by SOFR and is based on air monitoring results

### **4.4. Night Operations**

Clean Rivers 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. PRC response vessels are equipped with radar, GPS navigation, spot lights and deck lights to improve operation in low visibility conditions. PRC 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.

PRC Response Managers are equipped with thermal imaging equipment that can be used to help locate or confirm the presence of spilled product during night operations. This is particularly useful in locating leading edge or in finding product in areas near or under docks.

## **4.5. Wildlife Recovery and Rehabilitation**

The primary goals of any wildlife response are to ensure that it:

- Is conducted in a safe and effective manner for responders, animals, and the public.
- Is fully integrated into the overall spill response and ICS structure.
- Provides resources in a timely manner to minimize the impacts of an oil spill to wildlife.
- Provides best achievable capture and care for spill impacted wildlife based on the specific objectives of the Unified Command for the incident.

Every spill will be assessed for potential impacts to wildlife in accordance with the following sections of the NWACP:

- 9310 - Northwest Wildlife Response Plan,
- 9311 NW Area Wildlife Deterrence Resources,
- 9312 Oil Spill Marine Mammal Resources, 9313 Wildlife Branch Position Descriptions, and
- 9314 Potential Mobile Bird Rehabilitation Unit Deployment Locations in Coastal Counties

### **4.5.1. Assessment of Potential Impacts to Wildlife**

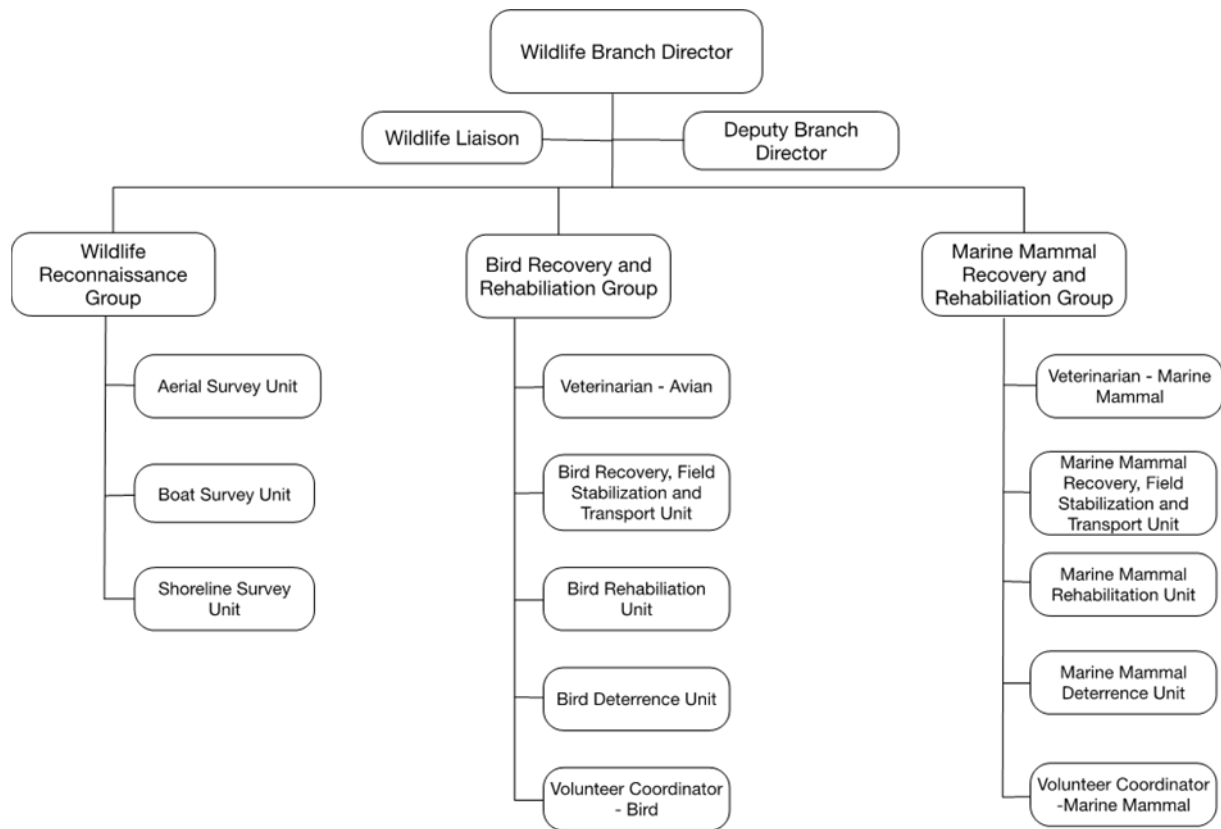
Recovery and rehabilitation of Wildlife is included on the established initial objectives on the ICS201 generated by MFSA's IC. Initial efforts of the response related to wildlife will be focused on actively collecting and evaluating any valid reports of oiled wildlife. Appendix (G) contains contact information for state and federal agencies, who can help support initial wildlife reporting.

### **4.5.2. Wildlife Branch Staffing**

The Wildlife Branch will be activated by the UC based specifically on 9310.7 and staffed as appropriate, following the example in Figure 4.a. It is the policy of the Northwest Area Committee (NWAC) that representatives of the United States Fish and Wildlife Service (USFWS) will assume the positions of Director and Deputy Director of the Wildlife Branch. Because the Columbia River is a shared waterway, both states wildlife agencies will work together to determine appropriate roles.



**Figure 4.a**  
**Wildlife Branch Organizational Chart**



Once a Wildlife Branch Director is in place, they will determine the specific immediate priorities. The following actions are typical initial priorities in oiled wildlife response.

- Determine Current Known Impacts to Wildlife
- Development of an initial wildlife reconnaissance and monitoring plan
- Evaluations of Wildlife Deterrence Options
- Evaluation of the Use of Preemptive Capture Options
- Evaluate Potential for Impacts Across State Borders
- Draft Initial Wildlife Response Plan for Submission to Planning Section

The plan should also include post emergency phase actions for reconnaissance, preemptive secondary oiling impacts, documenting impacts, field stabilization, rehabilitation, release studies and demobilization. MFSA has the resources through their identified PRCs and WRSPs to develop these plans and provide the resources to implement it.

#### 4.5.3. Activation of Wildlife Resources – Equipment

Once the UC determines the need for wildlife response, the activation of resources will be made through MFSA's PRCs. Deployment of Clean Rivers/MFSA owned assets happens through normal resource ordering processes.

Access to Focus Wildlife's response and rehabilitation resources is made through a contract with NRCES. The Clean Rivers Response Manager would request to activate these resources through the NRCES Project Manager as identified in Appendix (G) of this Plan.

These resources include appropriate equipment for reconnaissance, field stabilization and rehabilitation needed to meet the requirements of *WAC 173-182-540*. Additional details can be found in NRCES's Washington State Contingency Plan and in their PRC application, as well as in Focus Wildlife's WRSP application.

The above agreement stipulates that the WRSP will provide the following services upon activation:

- Impact Assessment and Wildlife Reconnaissance
- Field Stabilization
- Rehabilitation Services

In addition to the resources available through that agreement, Clean Rivers and MFSA also maintain an agreement 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.

In addition to the Clean Rivers/MFSA Wildlife assets, listed in Appendix (E), Clean Rivers 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.

Clean Rivers and their contractors train and exercise on the process of mobilization and setup of wildlife response and rehabilitation equipment. This is done in coordination with IBR and Focus Wildlife personnel to meet their needs for a specific response situation.

Contact information for call-out of these resources (NRCES, Focus Wildlife, IBR and MSRC) can be found in Appendix (G) of the Plan.

Information on the above resources is maintained in the WRRL.

#### 4.5.4. Activation of Wildlife Resources – Personnel

MFSA's Wildlife Response Service Provider ("WSRP"), Focus Wildlife, is accessed through their agreement with NRCES. As part of this agreement, they will provide the necessary trained personnel to perform recovery and rehabilitation actions.

Contact information for call-out of these resources (NRCES, Focus Wildlife, IBR and MSRC) can be found in Appendix (G) of the Plan.

#### 4.5.5. Wildlife Drills

Wildlife Response and Rehabilitation Resources are deployed at least once every three (3) years, as detailed in Chapter (7) of this plan.

Establishment of the Wildlife Branch is also drilled on a triennial cycle as part of the MFSA's Worst Case Discharge Tabletop Exercise.

#### 4.5.6. Ocean Zone Wildlife Requirements

Whale monitoring and reconnaissance requirements detailed in WAC-182-540 will be activated through the Covered Vessel's Federal VRP OSRO. The process for activation of supplemental resources is described in section 3.6.2.1 of the MFSA plan.

### 4.6. Spills of Non-Floating Oils

When oil spills, an initial assessment will be made during the early hours focused on the oil properties. The IC will direct the OSC to initiate this assessment, relying on the knowledge of the local response contractors as appropriate. The following sections detail how MFSA will complete the following phases of response:

- **Assess** (1 hour) Initiate an assessment and consultation regarding the potential for the spilled oil to submerge or sink
- **Detect** (6-12 hours) Use of advanced scanning tools to locate the oil on the bottom or suspended in the water column could have arrived
- **Sample** (12-24 hours) begin sampling to assess the impact of the spill
- **Recover** (12-24 hours) mechanical recovery equipment arrives on-site

This immediate assessment will commence within one (1) hour of the release and be based on:

- Product spilled
- Characteristics of the water (fresh, brackish or salt water)
- Water temperature
- Currents
- Turbidity/sediment load
- Environmental conditions and weather

#### **4.6.1. Product Spilled**

An oil's viscosity, density, and other inherent properties of crude, refined oil, and waste petroleum products are strong determinants of the potential for the oil to sink. The following oil types have potential non-floating properties based on the oil-to-water density and waterbody characteristics:

- Crude oils
- Heavy fuel oils
- Vacuum gas oil
- Used and waste oils
- Asphalt and asphalt products
- Decant oil

Table 5.a lists the types of petroleum products that are transported by vessels in our region and are thereby covered under this plan. Those products that have the potential to become non-floating oils are denoted in that table.

#### **4.6.2. Water Conditions**

In general, oil will remain floating on water as long as its density is less than the density of the water. Various water conditions will impact that ratio.

- Salinity: The Lower Columbia River is almost exclusively considered fresh water. The estuary near the mouth is impacted by ocean salinity based on the tides. Salt water has a higher density than fresh water.
- Temperature and Current: River water temperatures vary some seasonally, but are typically 65-70°F. Warmer water has lower density than cold water.
- River currents vary depending on location. Local river knowledge and real-time current information can be used to assist development of plans. Currents can impact an oil's ability to float due to mixing.

- Turbidity and sediment load: Turbidity and sediment loading will be higher seasonally during spring when there is high run-off due to spring rains and melting snow. Oil become mixed with sediment increasing its likelihood of sinking.
- As part of tracking the leading edge, have observers make note of any changes to the appearance of the oil over time to identify weathering.

The NOAA ADIOS weathering is one model may be used to help predict how the oil product will change over time.

#### **4.6.3. NFO Response Tools and Activities**

Once the determination has been made if the spilled product may become a non-floating oil, MFSA will reference and use updated GRPs which include specific response options, considerations for potential impacts of response options and identify resources at risk from non-floating oils.

To further aid in detection, Clean Rivers will make use of response vessels equipped with side scan sonar and other detection tools to help locate oil on the bottom or suspended in the water column.

Aggressive and immediate recovery of spilled oil will minimize its chance of sinking or becoming submerged due to time and weathering and should begin within 12 to 24 hours of the spill. Response assets required to respond to spills of NFO are available through MFSA's PRC, Clean Rivers.

In addition, there are many tools that have been developed in the region to support spills from NFOs. Many of these reside in the NWACP. A list of some of the available tools that the SMT may reference include:

- NWACP Section 9412 – Non-Floating Oils Response Tools
- Non-Floating Oils Response Options and Considerations Tool located in the Geographic Response Plans ("GRP") Resources at Risk section.
- Additional response resources in the Sector Columbia River ACP.
- uSCAT Technical Reference Manual
- Sunken Oil Detection and Recovery, American Petroleum Institute Technical Reports (1154-1 and 1154-2)

## **4.7. Salvage, Fire-Fighting and Lightering**

### **4.7.1. Fire Protection Agencies Advisory Council**

Marine fire-fighting on the Columbia River is provided by the Fire Protection Agencies Advisory Council ("FPAAC") mutual aid members. FPAAC 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 FPAAC is currently comprised of thirteen 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.

<b>24-HOUR TELEPHONE: (503) 220-2055</b>
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### **4.7.2. Commercial Salvage, Fire-Fighting and Lightering Resources**

A vessel's contracted salvage and marine fire-fighting resources are listed in their Federal VRP. The vessel's QI will have access to and authority to activate these resources. Local resources for diving, salvage and lightering are listed in Table G.2.

## **4.8. 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 (J) will be made available by the PRC at each spill cleanup site. Appendix (J) 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.

## **4.9. Management, Disposal and Tracking Recovered Volume**

### **4.9.1. Management of Recovered Product**

A critical aspect of a well managed response is maximizing the volume of spilled oil recovered while minimizing the amount of water collected or other types of wastes and debris that is contaminated.

#### **4.9.1.1. Decanting Operations**

In the early phase of a response storage of oily water may be a limited factor in recovery. To mitigate that particular bottleneck, Section 9411 of the Northwest Area Contingency Plan has been developed as a Decanting Response Tool. It identifies oils that have been pre-approved for decanting during the first 24-hour period after a spill. It also has guidelines on obtaining approval for decanting outside of the pre-approved conditions.

### **4.9.2. 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 Incident Specific 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 PRCs manage this disposal function of a response. Additional information on disposal, including a sample Disposal Plan and recycling and transport facilities can be found in Appendix (K).

### **4.9.3. 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 (see Recovered Oil Data Form in Appendix (K)). These records will be available for review upon request at the offices of MFSA.

## **4.10. 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 (5). The response resources available to meet these standards are provided through Clean Rivers as the PRC and NRCES (also a PRC). The Federal VRP 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 UC 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 the Lower Columbia River GRPs;
- Establish shoreline cleanup divisions;
- Identify shoreline types and appropriate cleanup techniques;
- 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 (section 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 Federal VRP 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.

**4.11. Dispersants**

In the event UC chooses to use dispersants during a response, the IC may access dispersants as part of the available Supplemental 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 section 9406 has guidelines on dispersant use will be followed during a response.

**4.12. 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 Supplemental 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 section 9407 has guidelines on in-situ burning will be followed during a response.



# 5

## Planning Standards

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## 5. PLANNING STANDARDS

Equipment and personnel standards have been developed by MFSA and Clean Rivers 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 PRC equipment is maintained on the Worldwide Response Resource List ("WRRL") website and can be found at: [www.wrri.us](http://www.wrri.us). In addition, an equipment list that is current as of the date of this plan submission is provided in Appendix (E).

### 5.1. Worst Case Discharge ("WCD")

As defined in Appendix (L), the Worst Case Discharge for planning purposes is the spill of the entire cargo and fuel of the vessel complicated by adverse weather conditions. This planning is therefore depending on the size of vessel, the type of cargo it carries and anticipated weather impacts.

#### 5.1.1. Worst Case Discharge - Volume

The worst-case discharge scenario is for a tank vessel or tank barge traveling on the Columbia/Willamette River with a total of 350,000 bbls of oil (14,700,000 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 350,000 bbls. If additional changes in regional transportation results in the need to accommodate a WCD of greater than 350,000 bbls, the planning standards will be re-evaluated and additional equipment procured. Vessels transiting the Columbia River with WCD greater than 350,000 bbls cannot currently be enrolled under the Plan.

### 5.1.2. Types of Products Carried

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. Table 5.a includes more details on products carried, including their basic properties. Safety Data Sheets (SDSs) for these products are carried on the vessels. Properties of these products are presented on their respective SDSs.

Information provided on products handled obtained from a study of historical vessel traffic, based on the information provided by the vessel's agent during enrollment and SDS that are publicly available. The information is not intended to be specific to any particular product or shipment. It is assumed that the entire cargo of a vessel could contain one of these products or a combination of them.

Information on product carried is available on the Covered Vessel Report, which State and Federal regulators can access online at [www.mfsa.com](http://www.mfsa.com).

**Table 5.a**  
**Products Handled**

Product Name	Density (kg/m <sup>3</sup> )	Specific Gravity	API	Group #	Sulfur
Gasoline	700 – 800	0.7 – 0.8	70.6 – 45.4	I	avg. 10 ppm
<i>(synonyms: RUL, subgrade, unlead)</i>					
Jet Fuel	775 – 840	0.77 – 0.84	52.3 – 36.9	I	Not avail.
<i>(synonyms: JetA1, avgas)</i>					
Diesel	720 – 880	0.82 – 0.88	41.1 – 29.3	II	< 15 ppm
<i>(synonyms: HSFO, LSDF, ULSD)</i>					
Lubes*	846	0.85	35	III	Not avail.
Crude Oil*	700 – 950	0.7 – 0.98	70.6 – 17.5	I/II/III/IV	0 – 0.1%
<i>(synonyms: Bakken, Black Wax Crude, Canadian Oil Sands)</i>					
Bunkers*	880 – 1010	0.88 – 1.01	29.3 – 8.6	IV/V	0 – 4.5%
<i>(synonyms: IFO380, hsvg, hsfo, cbfs, hco)</i>					

\* Products that have the potential to become non-floating oils, depending on the specific properties on-board for that voyage.

### **5.1.3. Worst Case Response – Impacts of Weather**

A worst-case discharge (“WCD”) from a vessel is defined as, “a spill of the vessel's entire cargo and fuel complicated by adverse weather conditions...”

Adverse weather conditions such as cold temperatures, strong winds and high seas may create difficult working conditions for personnel and equipment, complicating the containment and recovery of spilled oil, especially in the event of a WCD. Contractors are trained to modify containment and recovery methods to address severe weather.

Certain aspects of adverse weather could result in slower travel times due to poor road conditions, sea state, etc.

### **5.2.Planning Standards Base on WCD**

The tables on the following pages represent the required planning standards based on the worst-case discharge of 350,000 bbls. Spreadsheets confirming MFSA’s ability to meet these planning standards can be found in Appendix (M) of the Plan.

**Table 5.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 7,000 barrels</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Boom</b> 6,500 feet available</li> <li>• <b>Recovery</b> 2% WCD 7,000 barrels</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Boom</b> 10,000 feet available</li> <li>• <b>Recovery</b> 2% WCD 7,000 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 17,500 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 17,500 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 17,500 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 42,000 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 42,000 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 42,000 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 59,500 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 59,500 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 59,500 barrels within 24 hours.</li> <li>• <b>Storage**</b></li> </ul>

\*Equipment may be from adjacent zone

\*\* Sufficient to support oil removal operations

**Table 5.c**  
**Washington Planning Standards**

Covered Vessels at Transfer Sites			
Hours	Boom	Minimum Recovery Rate	Storage
2 *	1,000'		
4 **	200'		94 bbls
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
Cathlamet Staging Area			
2 *	1,000'		
3	3,000'		
4 **	200'		94 bbls
6	10,000' (4200' calm water)	10,500 bbls (1050 bbls in shallow water < 10')	10,500 bbls (13,650 on land) † (3,675 on water)
12	30,000' (5,000' calm water)	35,000 bbls (8,750 bbls in shallow water < 10') (8,750 bbls in open water)	52,500 bbls (68,250 on land) † (18,375 on water)
24	50,000' (10,000 calm water)	48,000 bbls (12,000 bbls in open water)	96,000 bbls (124,800 on land) † (33,600 on water)
48	As Necessary	60,000 bbls	As Necessary



**Table 5.c**  
**Washington Planning Standards (cont.)**

Vancouver			
Hours	Boom	Minimum Recovery Rate	Storage
2	1,000'		
3	3,000'		
6	9,000' (3000' calm water)	10,500 bbls (1050 bbls in shallow water < 10')	10,500 bbls (13,650 on land) † (3,675 on water)
12	29,000' (5,000' calm water)	35,000 bbls (8,750 bbls in shallow water < 10')	52,500bbls (68,250 on land) † (18,375 on water)
24	49,000 (10,000 calm water)	48,000 bbls	96,000 bbls (124,800 on land) † (33,600 on water)
48	As necessary	60,000 bbls	As Necessary
* 2-hour planning standard for transfer sites also includes safety assessment and air monitoring equipment ** Alternate planning standard described in 5.11 † Non-dedicated land side storage required to be doubled to meet requirements.			

### **5.3. Effectiveness of Recovery Systems**

The planning standard to describe the effectiveness of recovery systems in *WAC 173-182-345* is met through MFSA's PRC. As described in Section 4.1, the MFSA PRC is Clean Rivers Cooperative. A complete listing of PRC response resources can be found in Appendix (E) and on the Worldwide Response Resource List (WRRL), available on-line at [www.wrri.us/index.html](http://www.wrri.us/index.html). Clean Rivers, and their subcontractor NRCES, provide the response equipment and personnel to meet the planning standards described in this chapter.

In addition to the response equipment listed in this Plan and on the WRRL, detailed equipment system information is contained in the PRC's technical manual, developed in accordance with *WAC 173-182-349*. The technical manual includes a description of the equipment appropriate for the operating environment to meet the recovery and storage requirements through the 48-hour planning standard. A systems approach is used to describe this equipment and includes WRRL identification numbers and a diagram of the operational system. The infrastructure and support resources along with the number of personnel necessary for a twelve-hour shift are also described in the technical manual.

### **5.4. Containment 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. 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.

### **5.5. 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 *33 CFR 155, Appendix B, Section 6*. The current recovery rates for PRCs are found in the WRRL.

## **5.6.Storage**

### **5.6.1. On-Water Storage**

Thirty-five percent (35%) of the storage required to meet WCD planning standards, based on *WAC 173-182-335*, is provided by on-water storage equipment and includes both PRC owned barges and equipment, and contracted or listed barges. A 24-hour phone number for contracted barges is included in the PRC application for making the request.

Contracted barges are available through agreements with Tidewater Barge Lines (TBL). Clean Rivers and TBL have established procedures for activating the assets in the event of a spill. TBL will provide a tug of adequate size to relocate their barges to the requested destination(s).

### **5.6.2. Shore Side Storage**

An additional sixty-five percent (65%) of the WCD is provided by shore side storage facilities.

Clean Rivers has established procedures with each shore side facility to allow access in an event. A 24-hour phone number for each facility is included in the PRC application for making the request.

For shore side storage to be used in an event, recovered oil must be able to be transferred to the storage tank from the on-water storage assets. PRC has identified the types and sizes of fittings required to allow for transfer product from barges to facilities. This information is in the PRC application and Technical Manual for ready access in a response.

## **5.7.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, PRC has been granted faster water travel times for specific equipment by the ECY.

### **5.8.Non-Dedicated Workboats**

Non-dedicated workboats are provided to PRC for use under the MFSA Plan through a letter of intent with several qualified providers as indicated in Appendix (G).

### **5.9.Aerial Surveillance**

In addition to the planning standards detailed below, PRC has an LOI to provide an unmanned aerial vehicle to support operations.

#### **5.9.1. Six-Hour Planning Standard**

The planning standard for aerial surveillance in *WAC 173-182-321(1)* is met through MFSA's PRC. Pre-identified resources, including specific details on assets, is available in PRC Application.

#### **5.9.2. Twelve-Hour Planning Standard**

In the event UC chooses to use in activate the second aerial surveillance asset identified in *WAC 173-182-321(3)*, the IC may access it as part of the available Supplemental 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.

#### **5.9.3. Trained Aerial Observers**

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

### **5.10. Fast Water Conditions – Alternative Planning Standard**

The planning standards for Covered Vessels at Transfer sites (*WAC 173-182-355*) and the Cathlamet Staging area (*WAC 173-182-415*) require additional resources. Clean Rivers owns and maintains a NOFI Harbour Buster for deployment in these identified areas. The MFSA proposes an alternative by staging the following system such that the 4-hour planning standard is met.

#### **5.10.1. Required Boom**

The planning standard requires an additional 200 feet of boom available at the 4-hour mark for Covered Vessels at Transfer Sites and 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, MFSA believes that in these areas of the Lower Columbia River, the presence of anchorage sites, islands and bends in the river would be 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.

#### **5.10.2. Required Storage**

The Harbour Buster has a storage capacity of approximately 94 barrels. To bring the overall system up to the planning standard requirement of 196 barrels, MFSA intends to deploy a Shallow Water Barge, 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.

#### **5.10.3. Fast Water Capability**

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

In summary, the proposed system as described 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 our PRC'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 feet 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 for Covered Vessels at Transfer Sites and in the Cathlamet Planning Standard Area. Further, the process for activation of supplemental resources is described in section 3.6.2.1 of the MFSA plan.

#### **5.10.4. Technical Manual**

The planning standard for Technical Manual in *WAC 173-182-349* is met through MFSA's PRC, Clean Rivers. Details are available in Cathlamet Technical Manual. The manual is available at the Clean Rivers website at <https://cleanriverscooperative.com/resources/>.

#### **5.11. Shoreline Cleanup**

The planning standard for Shoreline Cleanup in *WAC 173-182-522* is met through MFSA's PRC, Clean Rivers.

PRC provides teams for shoreline clean-up including 110 trained shoreline clean-up personnel (which includes 10 trained supervisors) that are able to arrive within 24 hours of notification. PRC provides equipment caches with sufficient resources for passive recovery for three (3) miles of shoreline. There is also appropriate support for 100 shoreline clean-up workers. Additionally, through its PRC and the use of supplemental resources, additional resources to support 14 additional days of shoreline clean-up can be provided.

Further details, including a list of vendor names, contact information, resources, and timing for arrival, are available in PRC Application.

#### **5.12. Wildlife Recovery and Rehabilitation**

The planning standard for recovery and rehabilitation of wildlife in *WAC 173-182 Section D* is met through MFSA's PRC, Clean Rivers. Details are available in PRC Application.

Supplemental Resources: Certain aspects of *WAC-182-540* that relate to whale monitoring and reconnaissance will rely on their Federal VRP OSRO. The process for activation of supplemental resources is described in section 3.6.2.1 of the MFSA plan.

### **5.13. Spills of Non-Floating Oils**

The planning standard for non-floating oils in *WAC 173-182-324* is met through MFSA's PRC, Clean Rivers. Details are available in PRC Application.

### **5.14. Vessels of Opportunity ("VOO")**

The planning standard for Vessels of Opportunity ("VOO") in *WAC 173-182-317* is met through MFSA's contractor, NRCES. Details are available in their PRC Application, including information on training, equipment and vessels.

The NRCES PRC Application includes a list of the vessels contracted for Ecology's 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 [oilspills101.wa.gov](http://oilspills101.wa.gov) database maintained by the WA Department of Ecology.

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

In the event of a need for VOO, MFSA would request activation of these vessels by NRCES under the contract agreement. Under the agreement, activation of VOO may be accomplished by MFSA contacting NRCES 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 NRCES to involve Tier I VOO in drills specific to the tactics the VOO may support.

### **5.15. Planning Standards for Response in the Ocean Zone**

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 Federal VRP OSRO. The Covered Vessel Enrollment Agreement with MFSA requires the Covered Vessel to have a Federal VRP OSRO with resources that meet all current Federal regulatory requirements. These requirements include equipment that also meets the open ocean capable recovery planning standards requirements of Oregon and Washington, and that is listed in the Plan as part of the Supplemental Resources. The MFSA Plan and this Agreement require the Covered Vessel to give MFSA access to the Supplemental Resources through the Covered Vessel's QI. The Supplemental Resources are accessed through the Covered Vessel's QI as discussed in Chapter (1) and Chapter (3).

Through MFSA's primary PRC and by activating Supplemental Resources, MFSA is able to cascade in equipment and other resources for up to 72 hours.

#### **5.15.1. Dispersant Use**

The planning standard for Dispersant in WAC 173-182-325 is met through the use of Supplemental Resources, as described in 1.7.3. Details would be available in the Federal VRP OSRO's PRC Application.

#### **5.15.2. In-Situ Burning**

The planning standard for In-situ Burning in WAC 173-182-330 is met through the use of Supplemental Resources, as described in 1.7.4. Details would be available in the Federal VRP OSRO's PRC Application.

### **5.16. Equipment Maintenance**

Contingency plan holders and PRCs are required to maintain response equipment in a state of constant readiness, and in accordance with manufacturer specifications. Contingency plan holders 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 agencies. All equipment is maintained in accordance with the Clean Rivers maintenance program as described in the PRC Application. All maintenance records are kept on file at the Clean Rivers Maintenance Facility located at 5882 NW St. Helens Road, Portland, Oregon 97231.





6	Training, Health and Safety	
	Date: 11/18/2021	Rev: 00

6. TRAINING, HEALTH AND SAFETY .....1

6.1. Training Requirements .....1

6.1.1. General Spill Management Team (“SMT”) Training Requirements.1

6.1.2. Clean Rivers Cooperative Specific Training.....3

6.1.3. Vessel of Opportunity (“VOO”) Specific Training .....3

6.1.4. Training Records .....3

6.1.5. Personnel Training and Qualification List .....3

6.2. Health and Safety.....4

6.2.1. Decontamination .....4

6.2.2. Personal Protective Equipment .....4

6.3. Volunteer Use .....4

## **6. 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.

### **6.1. Training Requirements**

Training is provided to personnel for worker health and safety standards consistent with OSHA, OR-OSHA and WISHA Standards. Occupation Health and Safety Training is documented in Appendix (F).

#### **6.1.1. General Spill Management Team ("SMT") Training Requirements**

All personnel responding to a spill under this Plan must meet the training requirements in (Table 6.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.).

Training requirements for SMT positions will follow guidance in the Northwest Area Contingency Plan (NWACP) as well as the Sector Columbia River Area Plan (SCR ACP) when appropriate.

**Table 6.a**  
**General Training Requirements**

<b>Position</b>	<b>Minimum ICS Level</b>	<b>HAZWOPER</b>	<b>Annual Review of Plans</b>
Incident Commander	100 200 300 400	Annual refresher of 24-Hour level HAZWOPER	GRPs NWACP/SCR ACP MFSA Plan
Information Officer	100 200	N/A	NWACP/SCR ACP MFSA Plan
Safety Officer	100 200	Annual refresher of 24-Hour level HAZWOPER	GRPs NWACP/SCR ACP MFSA Plan
Liaison Officer	100 200	N/A	NWACP/SCR ACP MFSA Plan
Operations Section Chief	100 200 300	Annual refresher of 24-Hour level HAZWOPER	GRPs NWACP/SCR ACP MFSA Plan
Planning Section Chief	100 200 300	Annual refresher of 24-Hour level HAZWOPER	GRPs NWACP/SCR ACP MFSA Plan
Logistics Section Chief	100 200	N/A	NWACP/SCR ACP MFSA Plan
Finance Section Chief	100 200	N/A	NWACP/SCR ACP MFSA Plan
Unit Leaders	100 200 300	Annual refresher of 24-Hour level HAZWOPER	GRPs NWACP/SCR ACP MFSA Plan
Group Supervisors	100 200 300	Annual refresher of 24-Hour level HAZWOPER	GRPs NWACP/SCR ACP
Task Forces, Strike Teams, Others	100 200	Annual refresher of 24-Hour level HAZWOPER	GRPs

### **6.1.2. Clean Rivers Cooperative Specific Training**

Clean Rivers maintains a robust training program for its personnel and its subcontracted personnel. The initial training program focuses on PRC 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 Clean Rivers, then all PRC and subcontracted personnel will receive specific training on that piece of equipment.

Clean Rivers 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. Clean Rivers also completes joint field training with the USCG, MSRC, and state agencies.

### **6.1.3. 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 NRCES’s PRC Application.

### **6.1.4. Training Records**

MFSA and Clean Rivers maintain at their office a list of training levels attained by their personnel. This list is regularly updated as personnel receive additional training. All PRC 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 Clean Rivers immediately upon discovery.

Training records for VOO crew members are maintained by NRCES at their Portland office at 6211 N. Ensign Street.

### **6.1.5. Personnel Training and Qualification List**

Appendix (F) contains a list of MFSA, Clean Rivers, NRCES and Witt | O’Brien’s personnel and their individual training levels.

## **6.2. Health and Safety**

During any response, a SOFR 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 SOFR may direct special instructions for various Groups, Strike Team and Task Force elements responding to an incident.

Clean Rivers 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 meters are equipped with a continuous air pump which simultaneously monitors O<sub>2</sub>, LEL, CO and H<sub>2</sub>S. The protocol for use in a response is given in Table 4.1.

### **6.2.1. Decontamination**

Appendix (J) details processes used as part of a response clean up to minimize contaminant spread and ensure safety of responders.

### **6.2.2. Personal Protective Equipment**

Appendix (D) includes forms and processes used to ensure responder safety which includes specifics on PPE requirements.

## **6.3. Volunteer Use**

As per the NWACP Volunteer Policy section 4326, 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 as part of the Transition of Authority.



7	Drills and Exercises	
	Date: 11/18/2021	Rev: 00

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## 7. DRILLS AND EXERCISES

### 7.1. Agency Required Exercises

MFSA and its PRC and subcontractors 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/>.

MFSA commits to working proactively with agencies in a systematic approach to, over time, involve all spill management teams identified by Covered Vessels in exercises as appropriate to enhance the preparedness of enrolled vessel members. MFSA looks to agencies to assist in the process of encouraging the participation of SMTs.

Table 7.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.

Records of drills and exercises will be retained for a minimum of three (3) years.

**Table 7.a**  
**Schedule of Exercises**

Type of Exercise	Frequency	Prior Notice to Agency	Scope & Objectives
Internal Call Out	Every 90 days	N/A	Test communications, call up procedures, personnel availability, and the ability to mobilize & assess.
Table Top	1 per year	60 days	Ensure Command & General Staff can use ICS.
		90 days	One every 3 years must be Worst-Case Discharge
Equipment Deployment	2 per 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
Wildlife	One every 3 years	30 days	Deploy wildlife equipment
Unannounced	As necessary by agency	N/A	To ensure adequacy of Plan.
Vessels of Opportunity (VOO)	One every 3 years	N/A	Each Tier 1 VOO will participate in a deployment drill at least once every 3 years.
			MFSA will involve VOO in tabletop exercises as appropriate.
Tank vessel multi-plan holder deployment	One every 3 years	60 days	Coordinated by Ecology



**7.2.Additional MFSA/Clean Rivers Exercises**

Clean Rivers 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 Clean Rivers 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.

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



# 8

## Plan Administration

Date: 11/18/2021

Rev: 00

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8.3. Qualified Individual ("QI") Acknowledgement of MFSA Plan.....	3
8.4. Spill and Exercise Documentation and Review .....	5
8.5. Updates and Amendments.....	5
8.6. Periodic Reviews .....	5
8.7. Plan Administration Agreements.....	8

## **8. PLAN 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.*

### **8.1.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 Shipboard Field Guide, which contains the Immediate Vessel Actions and Vessel Required Notifications, as well as the "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 Shipboard Field Guide on board. This information is detailed in the Enrollment Agreements and on the MFSA Arrival Notice. More information on this process can be found in Chapter (1) of this Plan.

### **8.2.Plan Distribution**

A record of all printed copies of the plan that are distributed and maintained current by the MFSA will be maintained in the front of this Plan in Section (v).

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

- MFSA ISRCs;
- Primary Response Contractor;

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.

In addition to the above, additional persons/entities are provided notification of the Plan and any Plan updates with a link to the electronic plan on the MFSA website:

- QI companies
- Spill Management Team; and
- Owners of Covered Vessels that directly enroll in the Plan.

Finally, a Plan summary document found in Table 8.a, focusing on initial response roles and responsibilities is available on the website and will be provided to the following persons/entities, explaining how to access the Plan:

- QIs;
- Agents of Covered Vessels;
- P & I Club representatives; and
- MFSA staff and Spill Management Team participants.

**Table 8.a**

**MFSA Vessel Response Plan Summary**

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

<b>Affected parties</b>	<b>Plan Section</b>	<b>Description</b>
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.
QIs Contractors	Chapter 3 – Response Management	Explains how MFSA stands up an immediate response, the adherence to the NIMS ICS system and Area Contingency Plan.
QIs Contractors	Chapter 4 – Response Activities	Description of response activities including PRC capabilities.
	Chapter 5 – Planning Standards	Explanation of how the MFSA Plan meets state requirements.
Contractors	Chapter 6 – Safety & Training	Describes training program.
Contractors	Chapter 7 – Exercises	How the plan is exercised.
	Chapter 8 – Administration	
QIs Agents	Appendix A - Notifications	Shows the information that the Merchants Exchange Communications Center staff gathers and notifications they make when plan is activated.
QIs Agents	Appendix B – Shipboard Field Guide	All vessels must have a Field Guide onboard. This covers notification requirements under the plan.
IC Contractors	Appendix C – Response Checklists	Detailed checklist for responders.
Contractors	Appendix D –Safety Forms	Safety forms.

Affected parties	Plan Section	Description
QIs Contractors	Appendix E – Equipment	List of MFSA / Clean Rivers' equipment.
QIs Contractors	Appendix F – Personnel	List of staff on contract to participate in spill management team.
QIs Contractors	Appendix G – Contacts	Lists service providers that might be used in an incident. Lists the agreements with service providers.
Contractors	Appendix H – Communications	Description of MFSA communication system. Pre-filled ICS 205.
QIs P&I Clubs	Appendix I – Transition of Authority	Document to transition from MFSA managing the incident to the vessel's designated representative.
Contractors	Appendix J – Decontamination	
Contractors	Appendix K – Disposal	Disposal service providers and sample disposal plan.
All	Appendix L – Glossary	Includes common abbreviations and definitions of industry terms.
	Appendix M – Planning Standards	Detailed representation of how the MFSA plan would be implemented in a response in various locations within the AOR.

The Plan is located in full on the [www.mfsa.com](http://www.mfsa.com) 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.

### 8.3. Qualified Individual ("QI") Acknowledgement of MFSA Plan

Each QI representing vessels covered under the MFSA Plan, either through a signed Enrollment Agreements or QI Acknowledgement Letter. These documents detail and acknowledge the coordination process in the call out of Supplemental Resources.

A list of QI companies who have agreements in place as of the date the plan was issued is shown in Table 8.b. Signed Enrollment Agreements or QI Acknowledgements will be made available for review by regulators upon request at the offices of MFSA.

**Table 8.b****List of QI Companies with Acknowledgements on File**  
(as of date of plan submittal)

<b>QI Acknowledgements on File</b>
Alaska Tanker
Chevron Shipping
Colonial Compliance Systems Inc.*
ConocoPhillips / Polar Tankers
Crowley Marine
ECM Maritime Services*
Gallagher Marine Systems Inc.*
Galliano Marine Services
Hudson Marine Management Services*
Kirby Offshore Marine
Olympic Tug & Barge / Centerline Logistics
OSG Shipping
Sause Bros
SeaRiver Maritime, Inc.
Witt   O'Brien's*

\* Companies that are also registered as SMT with Washington Ecology.

#### **8.4. Spill and Exercise Documentation and Review**

The major events of each exercise or spill response 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.

When deemed necessary, a formal debrief will be requested with all participants. 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.

#### **8.5. Updates and Amendments**

A record of all amendments and updates will be maintained in the front of this Plan in Section (ii). DEQ and ECY will be notified in writing within 24 hours of amendments or updates, both permanent or temporary, 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.

#### **8.6. 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.

Copies of current Certificates of Plan Approval can be found in Figure 8.b and 8.c.



**Oregon**

Kate Brown, Governor

Department of Environmental Quality  
Agency Headquarters  
700 NE Multnomah Street, Suite 600  
Portland, OR 97232  
(503) 229-5696  
FAX (503) 229-6124  
TTY 711

18 November, 2021

Holly Robinson  
Maritime Fire & Safety Association  
300 SW Market Street, Suite 190  
Portland, OR 97201  
(Sent via email)

RE: Oil Spill Contingency Plan Review

Dear Holly:

This letter is to acknowledge that the Department has received the MFSA's Oil Spill Contingency Plan amendments. I have been assigned to review the plan and will be your contact at DEQ throughout the approval process.

As we have questions about the plan you submitted, we will send all requests in letter format and identify a timeline for response. Once plan review is complete, we will notify you of any conditions of approval and how to address them. The plan will then be subject to a 30-day public comment period on DEQ's website. You have the right to redact any sensitive security information (SSI) or personal phone numbers or addresses from the online public comment period.

Plans that are determined adequate receive a certificate and letter of approval valid for a period not to exceed five years. DEQ will judge the effectiveness of the plan throughout the five year approval cycle by participating in, observing, and evaluating the drills, exercises, and inspections required by Oregon Administrative Rule 340-141-0200.

At this time DEQ is experiencing a large backlog of oil spill contingency plans to review. As a consequence of the pandemic we are currently unable to provide a timely review. Your previous 5 year approval from DEQ expires today, November 18<sup>th</sup> 2021. However you have provided all necessary documents for plan review, and participated in all required aspects of the oil spill contingency plan for the past 5 years in good faith. You have also explained all changes made to your plan in your written and voice communications and these changes do not decrease your potential oil spill response capabilities in any way.

Therefore I am granting you *conditional approval* to your current plan and allowing you continue operations without formal plan review and approval process being completed by DEQ. We endeavor to review your plan as quickly as possible. Until that process is complete DEQ considers your plan approved despite having expired.

*Conditional approval* means as long as you continue to keep us informed of any changes to your plan, continue to conduct your drills as required, and your oil spill response posture is not decreased, DEQ will continue to consider your plan approved because of the pandemic caused backlog of plan reviews.

Please contact me at (503) 229-5370 or [smith.scott@deq.state.or.us](mailto:smith.scott@deq.state.or.us) if there are any questions regarding the review of this plan.

Sincerely,

/Scott A. Smith/

Scott A. Smith  
Oil Spill Contingency Planner  
Oregon Department of Environmental Quality



# Oil Spill Contingency Plan Approval Certificate



*The Oil Spill Contingency Plan for*

**Maritime Fire and Safety Association**

*has been APPROVED pursuant to  
Chapter 173-182 Washington Administrative Code  
by the*

WASHINGTON STATE  
DEPARTMENT OF ECOLOGY

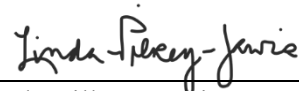
**Spill Prevention, Preparedness, and Response Program  
Spill Preparedness Section**

November 19, 2021

Date of Approval

November 19, 2026

Plan Expiration Date



Linda Pilkey-Jarvis

Preparedness Section Manager

**8.7. Plan Administration Agreements**

This chapter contains the following agreements related to plan administration:

- MFSA Vessel Response Plan – Binding Agreement (Figure 8.c)
- MFSA Vessel Response Plan – Submittal Agreement (Figure 8.d)

## **Figure 8.c**

### **MFSA Binding Agreement**



#### Columbia and Willamette Rivers · Oregon and Washington

#### **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 necessary 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 waters or Washington's natural, cultural and economic resources;
- 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.

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> Holly Robinson, General Manager	
<b>Address:</b> 200 SW Market Street, Suite 190, Portland, OR 97201	
<b>Phone Number:</b> (503) 228-4361; (503) 220-2099	<b>Fax Number:</b> 503-295-3660
<b>Email:</b> robinson@pdxmex.com	<b>Website:</b> www.mfsa.com

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

By: Holly Robinson  
Holly Robinson, General Manager

9/30/2021  
Date

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

By: Holly Robinson  
Holly Robinson, General Manager

9/30/2021  
Date

**Figure 8.d**  
**MFSA Submittal Agreement**



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> Holly Robinson, General Manager	
<b>Address:</b> 200 SW Market Street, Suite 190, Portland, OR 97201	
<b>Phone Number:</b> (503) 228-4361; (503) 220-2099	<b>Fax Number:</b> 503-295-3660
<b>Email:</b> robinson@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: Holly Robinson  
Holly Robinson, General Manager

9/30/2021  
Date



# A

## Plan Notifications – MarOps Guide

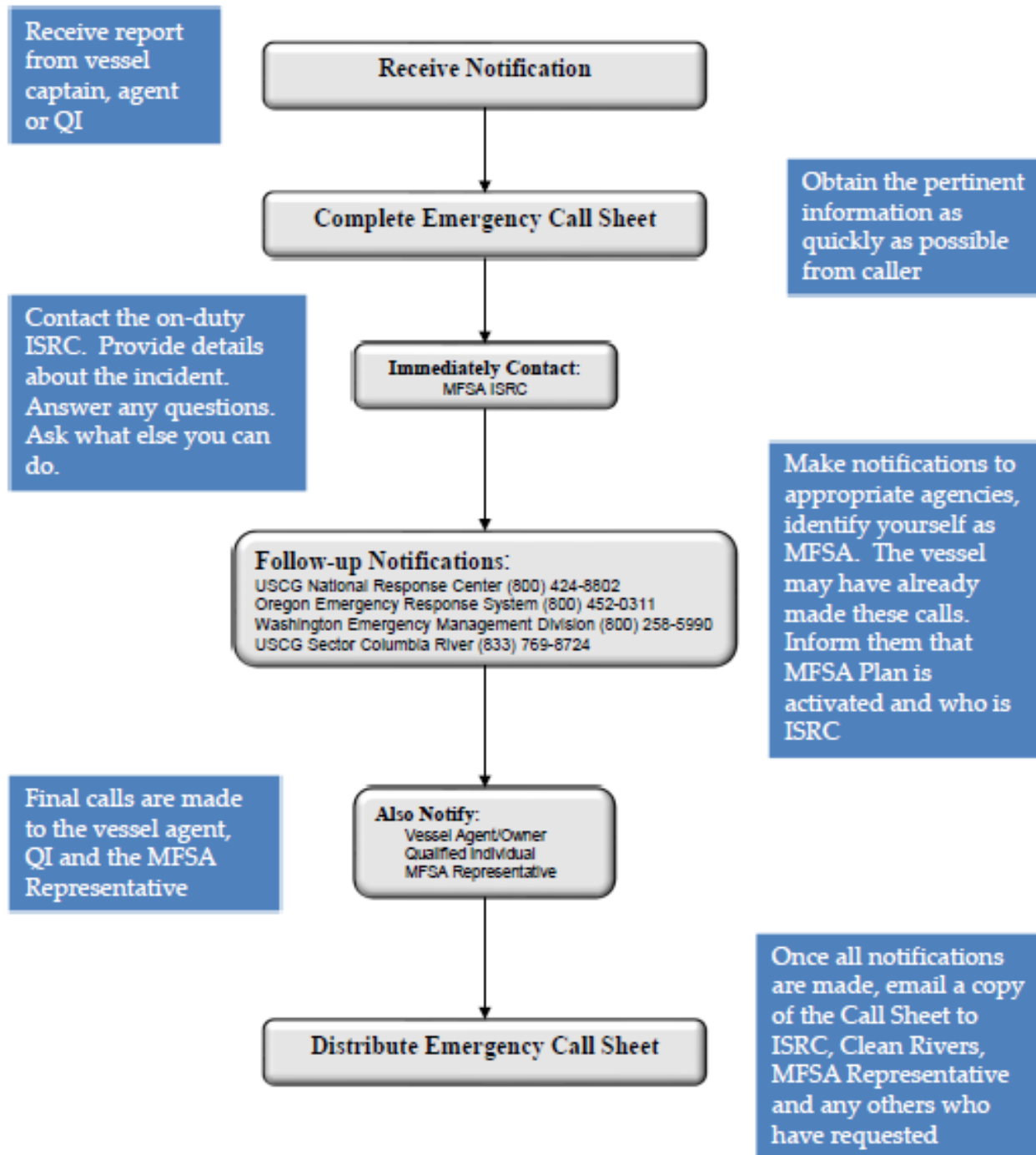
Date: 04/10/2023

Rev: 02

This appendix describes the flow of notifications between the vessel, the Merchants Exchange Marine Operations Services Department ("MarOps"), the MFSA on-duty Interim Spill Response Coordinator ("ISRC"), the Clean Rivers Response Manager and others when fielding a call regarding a vessel emergency that involves a spill or a significant threat of a spill.

Figure A.1 details the process followed by MarOps Specialists when receiving a notification of a spill or significant threat of a spill from a Covered Vessel. It includes clarifying details for each step.

**Figure A.1**  
**MarOps Notification Flow Chart**



Emergency Call Sheet that follows to be used by MarOps personnel to receive pertinent information on an incident and to document required notifications. This form is also used to document drills.

### **Figure A.2**

#### **Substantial Threat of Spill Guidance**

If a vessel representative calls with a vessel emergency and is uncertain if it meets the definition of a **Substantial Threat of a Spill** walk through the following checklist with them. ***It is the vessel representative (master, agent, QI) that makes the determination.***

Substantial Threat of Spill: a "vessel emergency" is defined as 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:**

- Total loss of propulsion, vessel adrift.
- Total loss of steering, vessel adrift or unable to maintain course.
- Vessel grounding, while transiting or at anchor.
- Partial propulsion loss, steering loss, electricity loss, or loss of navigational equipment that results in a vessel being unable to maintain its intended track clear of hazards or other vessels without assistance.
- Fire or flooding on the vessel.
- Collision with another vessel.
- Allision of an unusual/unplanned occurrence (other than normal docking activities).
- Vessel sinking or potential sinking.
- Vessel instability.
- Vessel structural damage or failure that could result in flooding or sinking.
- Explosion resulting in a major vessel structural damage or failure, or a breach of tank containing oil.
- A broken tow wire between a towing vessel and a tank barge that results in a drifting tank barge.

***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.***

***A vessel must report a substantial threat of spill to the states of Oregon and Washington even if no spill response is needed.***



**EMERGENCY CALL SHEET**  
**VESSEL SPILL – MARITIME FIRE & SAFETY ASSOCIATION**

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

Use AIS and MARVIN to confirm vessel information.

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

Type of Call: ☐ Spill ☐ Threat of Spill (pg. 3) ☐ Drill Notes: \_\_\_\_\_

Reporting Party (Name): \_\_\_\_\_

Company: \_\_\_\_\_

Phone Number for call back: \_\_\_\_\_

Vessel Name: \_\_\_\_\_

Caller's Affiliation with Vessel: \_\_\_\_\_

Confirm (in MARVIN) MFSA Covered Vessel? ☐ Yes ☐ No

Confirm Reporting Person is an Authorized Representative: ☐ Yes ☐ No

\*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.

**BEFORE CONTINUING, MAKE THE FOLLOWING STATEMENT: "By contacting the MFSA to report a spill or threat of a spill from your vessel, you are Activating the MFSA Plan and authorizing the MFSA to initiate a response, which may include deploying equipment and other resources. Are you granting MFSA authorization to proceed? ☐ Yes ☐ No."**

Vessel's Current Location: \_\_\_\_\_

River Mile: \_\_\_\_\_ ☐ Columbia River ☐ Willamette River

When did this incident occur? \_\_\_\_\_

Were materials released into the water? ☐ Yes ☐ No ☐ Not Known

If so, Type of Product: \_\_\_\_\_

Estimate amount spilled: \_\_\_\_\_

Is a Safety Data Sheet (SDS) Available? ☐ Yes ☐ No

Has the release been controlled or stopped? ☐ Yes ☐ No ☐ Not Known

Describe the event: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Vessel Agent Name / Company: \_\_\_\_\_

Vessel QI Name / Company: \_\_\_\_\_

**ONCE YOU HAVE TAKEN ALL OF THE INFORMATION: "Next the MFSA will assign an Incident Commander to manage the response on the vessel's behalf, do you have any questions?"**



RESPONSE ACTIVATION CALL LIST				
Emergency Number: (503) 220-2055 / ER LD Code: 333				
Call List	Phone No.	Person Notified	Time	Notes / Report #
MFSA ISRC (See DAKboard)				
CRC on-duty Response Manager (See DAKboard)				
National Response Center (NRC)*	(800) 424-8802			
Oregon Emergency Response System (OERS)	(800) 452-0311			
Washington Emergency Management Div. (WEMD)	(800) 258-5990			
Vessel Agent (see MARVIN)				
Vessel QI (see MARVIN)				
US Coast Guard – Sector Columbia River	(833) 769-8724			
MFSA on-call Representative (See On-Duty List)				
Note: US Ecology / NRCES is <u>only</u> to be called at the direction/request of the on-duty Response Manager or IC.	(503) 283-1150			

*\* If placed on extended hold, hang up and complete call after others have been made.*

In the event you need additional assistance completing the Emergency Procedures, please contact the on-call MFSA Representative.

**Additional Information:**

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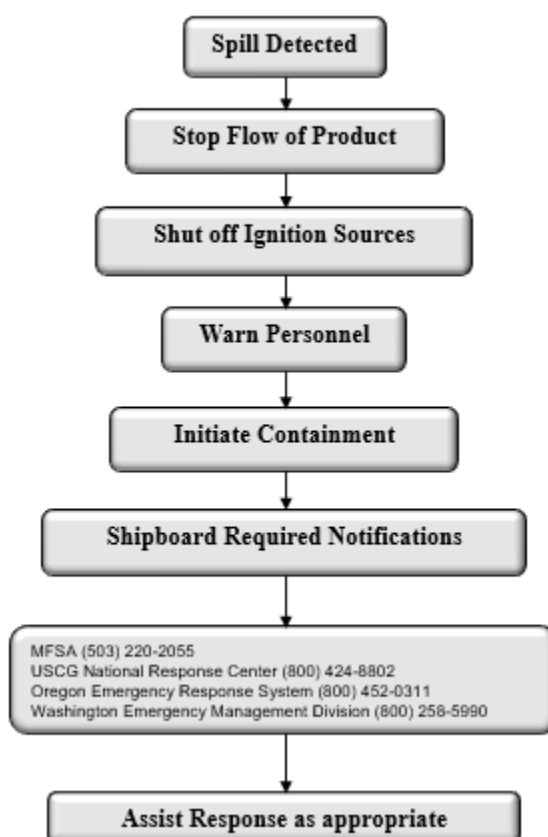
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<b>B</b>	Shipboard Field Guide	
	Date: 11/18/2021	Rev: 00

This appendix describes the flow of actions onboard the vessel, including notification to the MFSA via the Merchants Exchange Marine Operations Services Department, in the event of a vessel emergency that involves a spill or a significant threat of a spill.

Figure B.1 graphically details the process followed by a vessel when using the MFSA Shipboard Field Guide.

**Figure B.1**  
**Shipboard Flow Chart**



The current MFSA Shipboard Field Guide follows.

# MFSA – SHIPBOARD 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

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

### 1. IMMEDIATE VESSEL ACTIONS:

<b>Stop Flow of Product:</b> Quickly close valves and secure.
<b>Notifications:</b> Designate Authorized Representative to make VESSEL REQUIRED NOTIFICATIONS (see Section 2 below) and continue with appropriate response actions.
<b>Shut Off Ignition Sources:</b> Turn off 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. VESSEL REQUIRED NOTIFICATIONS - An Authorized Representative must make the following calls:

<b>MFSA:</b> Dial MFSA's 24-Hour Emergency Line, <b>503-220-2055</b> 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 or 360-407-6300

### 3. MFSA 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>Vessel Agent:</b> Main point of initial coordination with vessel. Remind vessel of liability & responsibility to have RP Authorized Representative assume IC role within 24 hours.
<b>Qualified Individual:</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

## Estimate Spill Volume

Use the most accurate information available. If estimates can be made from tank soundings or pump rate calculations, use those volumes. If no other information is available, the following chart can be used to estimate volumes based on observation.

Standard Term Appearance	Approximate Layer Thickness (in)	Estimated Volume (gallons/sq. mile)
Barely Visible: Barely visible in favorable light conditions	0.0000016	5
Silvery: Visible as silvery sheen on the surface	0.000003	10
Slightly Colored: First trace of color observed	0.000006	20
Brightly Colored: Bands of color are visible	0.000012	42
Dull: Color predominantly dull brown	0.00004	125
Dark: Dark brown	0.00012	380

***Consider safety of personnel before approaching spill. Refer to SDS regarding Personal Protective Equipment (PPE).***

## Substantial Threat of Spill- Guidance

Substantial Threat of Spill: a "vessel emergency" is defined as 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:**

- Total loss of propulsion, vessel adrift.
- Total loss of steering, vessel adrift or unable to maintain course.
- Vessel grounding, while transiting or at anchor.
- Partial propulsion loss, steering loss, electricity loss, or loss of navigational equipment that results in a vessel being unable to maintain its intended track clear of hazards or other vessels without assistance.
- Fire or flooding on the vessel.
- Collision with another vessel.
- Allision of an unusual/unplanned occurrence (other than normal docking activities).
- Vessel sinking or potential sinking.
- Vessel instability.
- Vessel structural damage or failure that could result in flooding or sinking.
- Explosion resulting in a major vessel structural damage or failure, or a breach of tank containing oil.
- A broken tow wire between a towing vessel and a tank barge that results in a drifting tank barge.

***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.***

# 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 503-220-2055

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

**NOTE:** When significant changes to the initial information occur a follow report is required. Indicate the changes on the report form or separate page and follow up with the parties listed in required notifications on page one.

**ADDITIONAL NOTES:**

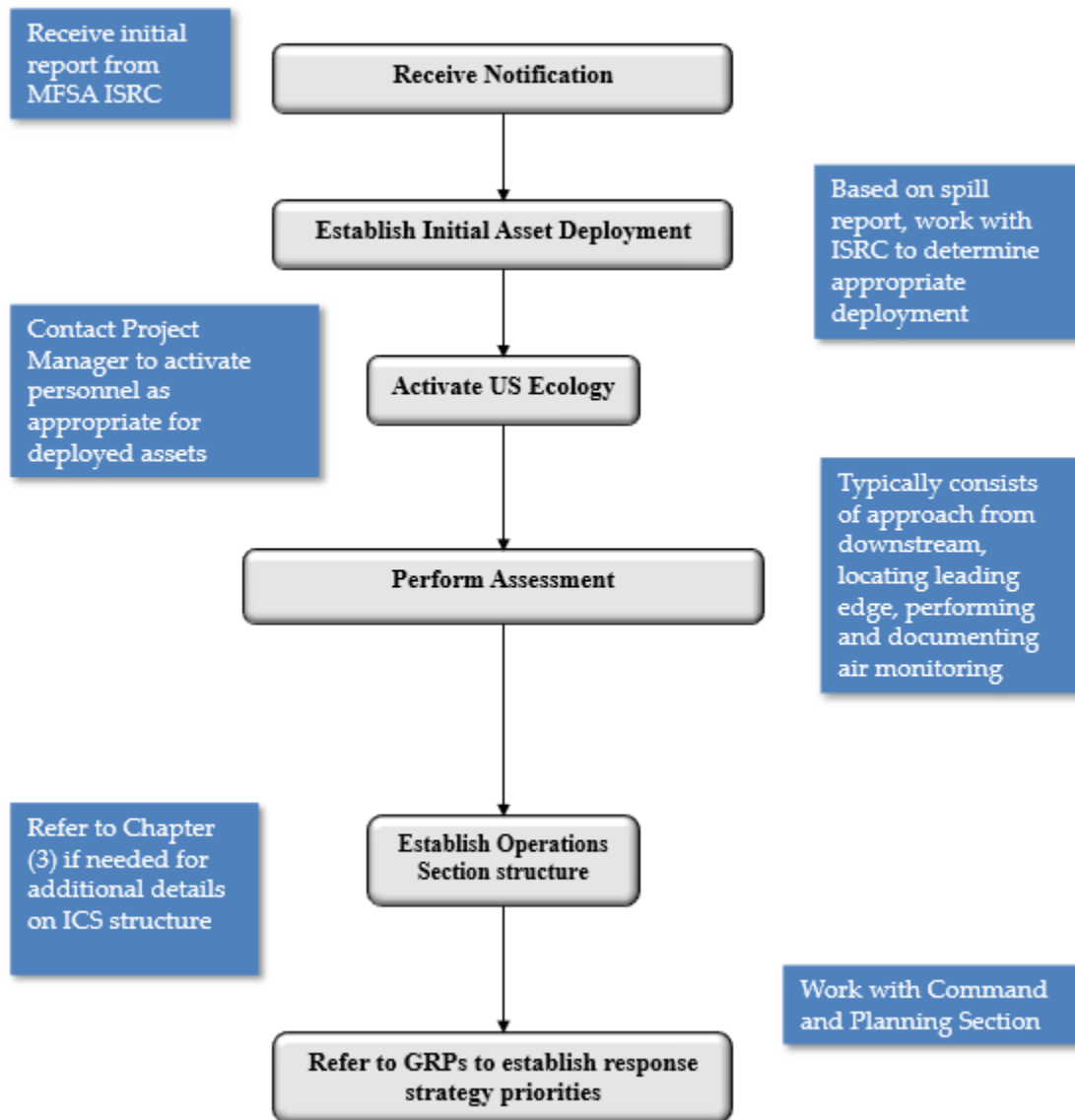
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<b>C</b>	Response Checklists	
	Date: 11/18/2021	Rev: 00

This appendix documents some of the immediate actions of the MFSA Incident Commander and Clean Rivers Response Manager in response to an MFSA Covered Vessel incident that results in a Plan Activation.

Figure C.1 graphically details the process followed by responders after being activated.

**Figure C.1**  
**Operations Response Flow Chart**



This Response Action Checklist is not intended to limit the decisions and actions of the IC or the Clean Rivers 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.

The current MFSA Response Action Checklist follows. In addition to this checklist, each Clean Rivers Response Manager maintains a copy of the Response Manager Manual, provided by Clean Rivers, that gives additional guidance on field response activities.



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# RESPONSE CHECKLIST

## **NOTIFICATIONS**

NOTE: The Merchants Exchange Marine Operations Services Department ("MarOps") is tasked with taking incident Notifications and recording initial incident information on the Emergency Call Sheet the form of which is located in Appendix (A) of the Plan.

- ☐ Obtain initial incident information as recorded in the Emergency Call Sheet MarOps.
- ☐ Remind MarOps 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 (FOCUS/IBR).
- ☐ Ask MarOps to scan and email Emergency Call Sheet to the IC onsite (or to another SMT representative). Advise MarOps 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 Supplemental Resources as necessary. Agree to appropriate schedule for follow up communication – frequency, milestone, etc. This will depend on size and nature of response.
  - ☐ Discuss potential need for QI to contact salvage or marine firefighting contractors listed in the vessel's Federal VRP.

## **STEPS TO CONTROL DISCHARGE**

NOTE: The IC should contact the vessel to verify the proper use of the MFSA Shipboard 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.

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

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## **INITIAL ASSESSMENT**

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

## **SAFETY OF RESPONSE PERSONNEL**

- ☐ Initiate site safety procedures (tailgate or toolbox safety meetings are appropriate). See forms in Appendix (D).
- ☐ Determine the extent of the Safety Zone based on air monitoring. See forms in Appendix (D).
- ☐ Refer to SDS 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 ("SOFR"), as appropriate.

## **ESTABLISH INCIDENT COMMAND SYSTEM STRUCTURE**

- ☐ Establish Unified Command, as appropriate. Involve FOSC and applicable SOSCs, depending on location and size of spill. Work with other OSCs to manage a coordinated response.
  - ☐ Initial discussions with other OSCs, likely via phone.
  - ☐ Coordinate initial face-to-face meeting, time and location.
  - ☐ Coordinate over flights to minimize duplication of efforts.
  - ☐ Coordinate initial press release.
  - ☐ Coordinate creation of unified ICS 201.
  - ☐ Remind all UC members to avoid taking actions that are outside of or conflict with established UC decisions.
  - ☐ Schedule Initial Command Meeting, time and location.

## **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).
  - ☐ For spills in Washington, initiate steps to track and document information as needed to apply for Credit for Oil Recovery. See form in Appendix (K).
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## **ADDITIONAL NOTIFICATIONS**

- ☐ Mobilize SMT
  - ☐ MFSA response personnel and internal SMT.
  - ☐ Contracted SMT, as necessary. See Appendix (G) for contact information.
- ☐ Call out additional personnel as necessary.
  - ☐ Additional response contractors, agencies, etc.

## **CONTINUE ASSESSMENT, CONTAINMENT AND RECOVERY**

- ☐ Continue containment and recovery actions.
- ☐ Continue deployment of equipment based on GRP strategies.
- ☐ Consider need for recon over flight ASAP.
- ☐ Assign a surface vessel to monitor movement of oil.
- ☐ Request any needed vessel specific drawings or documents via agent.
- ☐ Consider activating Vessels of Opportunity ("VOO").
- ☐ Include considerations regarding potential for spilled product to sink (see NWACP section 9412).

## **CONTINUE INCIDENT COMMAND SYSTEM DEVELOPMENT**

- ☐ Establish command post.
    - ☐ Command post type and location should be considered based on the size of the spill. Options include tailgate command post, MFSA/CRC Command & Communications Trailer or other command posts as identified in Appendix (G) 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 9703 for standard initial objectives).
    - ☐ Document current actions and organization.
    - ☐ List resources ordered and on-site.
    - ☐ Develop Incident Action Plan if multiple operational periods require.
-

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## **ESTABLISH INCIDENT COMMAND SYSTEM STRUCTURE** (cont.)

- ☐ 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).
  - ☐ Work with RP to establish claims procedure and provide information to JIC.
  - ☐ Sign any individual work order agreements for contractors and subcontractors.

## **IDENTIFY COMMUNITY RISKS**

- ☐ Determine location of private and public water intakes.
- ☐ Establish Community Air Monitoring, if necessary.
- ☐ Consider any additional population protection measures.

## **DETERMINE RECOVERY EQUIPMENT REQUIREMENTS**

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

## **SET UP COMMUNICATIONS NETWORK**

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

## **COORDINATE INTERIM AND PERMANENT DISPOSAL**

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

## **DECONTAMINATION**

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

## **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 (I).

- ☐ **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 (I)) 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 in addition to the Acknowledge of Transfer (Appendix (I)). The Transition Plan identifies the necessary response actions or processes that must be carried through the Transition of Authority.
-

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## **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 additional sheet(s) if necessary.

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D	Safety Forms	
	Date: 11/18/2021	Rev: 00

This appendix contains safety related forms that are typically used in a response. Note: The full Site Safety Plan will be developed by the SOFR specific to the incident.

### **Clean Rivers Air Monitoring Worksheet**

Air monitoring results for worker safety are documented on the following form as part of the Plan's Air Monitoring requirements.

### **Daily Health and Safety Plan / Safety Meeting (Marine)**

Pre-work briefings are performed using the NRCES form that follows.





	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 9.1.3 / Revision: 07/2015	(Marine) Daily Health and Safety Plan / Safety Meeting	Date: _____ Job #: _____

<b>Vessel Name:</b> _____	<b>Client:</b> _____
<b>Project Location:</b> _____	<b>Project Name:</b> _____
<b>NRC Supervisor or Vessel Master:</b> _____	<b>Client Contact Name / Number:</b> _____
<b>NRC On Site Safety/CPR/FA:</b> _____	<b>Cell Phone:</b> _____
	<b>Cell Phone:</b> _____

PRE-WORK BRIEFING / STOP WORK AUTHORITY / FIT FOR DUTY

☐ **Stop Work Authority:** You have obligation and authority to report an unsafe situation to your site Supervisor.

☐ **NRC Supervisor:** Ask each crew member if they have any accidents, incidents, near miss suggestions and are Fit For Duty.

Signature Acknowledgment: \_\_\_\_\_ Date: \_\_\_\_\_

EMERGENCY PROCEDURES

<b>Hospital Name &amp; Address:</b> _____		<b>Hospital Phone:</b> _____	
<b>Meeting Location in Emergency:</b> _____		<b>Fire Extinguisher:</b> _____	
<b>Location of Emergency Equip:</b> _____		<b>Eye Wash:</b> _____	

☐ Vessel / Equipment Inspection
 ☐ Special Training / Competent Person (boat operator, 24hr/40hr Hazwoper, TWIC)
 ☐ Other: \_\_\_\_\_

NAME OF CHEMICAL (Manufacturer)	PHYSICAL PROPERTIES	ROUTES OF ENTRY	EXPOSURE LIMITS
MW: _____ (Air=29) VD _____ VP _____ mmHg IP: _____ eV---(PID=10.6eV) PH: _____ FLP: _____ LEL: _____ % UEL: _____ %	<input type="checkbox"/> Inhalation <input type="checkbox"/> Contact	<input type="checkbox"/> Ingestion <input type="checkbox"/> Absorption	PEL: _____ REL/TLV _____ IDLH: _____

JOB HAZARD ANALYSIS (Separate JHA for Additional Tasks)

TASK	HAZARD	PREVENTION
<b>Unsafe Conditions / injuries</b>	Changing Weather conditions	<ul style="list-style-type: none"> <li>Report to vessel operator / master</li> </ul>
<b>Moving on/off/around/within vessels</b>	Slips /Trips /Falls on deck , rocks & shoreline / ladders / pilings / wave action/ overall site conditions / oily rocks / uneven terrain / cleats on deck /wet decks	<ul style="list-style-type: none"> <li>3-point contact; deck &amp; pier surface awareness</li> <li>Proper footwear and body positioning</li> <li>Use caution when transiting</li> </ul>
<b>Ladders / deck elevations</b>	Falling / Broken platforms and/or ladders	<ul style="list-style-type: none"> <li>Use Caution onboard</li> <li>Verify equipment functionality and quality</li> <li>3-pt contact</li> <li>Secure ladder</li> <li>fall prevention measures</li> </ul>
<b>Fall into Water</b>	Drowning / hypothermia	<ul style="list-style-type: none"> <li>PFDs</li> </ul>
<b>Handling tools</b>	Puncture / laceration /pike poles / scrapers	<ul style="list-style-type: none"> <li>Use Caution and proper handling procedures</li> </ul>
<b>Contact Pinch Points</b>	trailer hitches / retrieval lines / boat to boat / boat to dock	<ul style="list-style-type: none"> <li>Use fenders between boats and boat to dock</li> <li>Caution where placing hands</li> </ul>
<b>Heat stress / Engine Room (on vessel &gt; 100')</b>	Heat stress or illness	<ul style="list-style-type: none"> <li>Cooling devices; breaks, drink fluids</li> </ul>
<b>Overhead Hazards</b>	Pier structure / ship's hull	<ul style="list-style-type: none"> <li>Level D (long sleeves/Hardhat/safety glasses)</li> </ul>
<b>Cutting line</b>	Laceration / Parting lines	<ul style="list-style-type: none"> <li>Use Appropriate knife w/ caution</li> <li>Cut away from body</li> <li>Accommodate for lines under tension</li> </ul>
<b>Vessel movement</b>	Collision / irregular movements / Multiple radio channels	<ul style="list-style-type: none"> <li>USCG Navigation Rules of the Road</li> <li>Monitor channels 13 &amp; 16 VHF for USCG &amp; river traffic</li> <li>Balance &amp;/or brace yourself</li> </ul>

	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 9.1.3 / Revision: 07/2015	(Marine) Daily Health and Safety Plan / Safety Meeting	Date: _____ Job #: _____

<b>Weather</b>	Storm/Gale Warnings/Extreme tide/current	<ul style="list-style-type: none"> <li>• Safe booming matrix</li> <li>• Surface conditions</li> </ul>
<b>Booming/Tie-up's/Let-go's</b>	Slips / Trips / Falls / Strains / struck by (falling items, monkey fist) / pinch points / lines under pressure / parting lines / lacerations / drowning / shifting line load / bite of line / heavy lifting pulling / parting lines	<ul style="list-style-type: none"> <li>• 3 points of contact</li> <li>• Stay clear of equipment &amp; bite of line</li> <li>• Use proper lifting procedures</li> <li>• Accommodate for shifting weight and line pressure</li> <li>• Clear lines of communication w/ each vessel/team</li> <li>• Level D PPE w/ PFD &amp; FRC's</li> <li>• Caution when attaching/detaching boom &amp; anchors</li> <li>• Verify equipment is in proper working condition</li> <li>• Use proper PPE &amp; cleaning techniques when cleaning/pressure washing boom</li> </ul>

<b>OTHER SUGGESTION'S OR RECOMENDATIONS</b>

<input type="checkbox"/> Ask each crew member if they have any accidents, incidents, near miss, suggestions or concerns about fatigue.	
<input type="checkbox"/> <b>NRC Supervisor or Vessel Master Signature Acknowledgment:</b> _____	<b>Date:</b> _____

<b>DAILY SAFETY MEETING ATTENDANCE SIGNATURE</b>	
Based on the work description, I have received adequate training or experience to perform my assigned tasks and will follow all the required safety rules and protocols. ** I am aware that I am to sign in at the beginning of shift and sign out at the end of my shift. I must notify the Supervisor/PM on site of any injury/accident/near miss that I had during my shift or that I observed. **	

PRINT NAME	SIGNATURE IN	SIGNATURE OUT – Check yes if you were injured on the job today Check no if you were not injured today	Yes	No
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>
	Date: _____	Date: _____	<input type="checkbox"/>	<input type="checkbox"/>



<b>E</b>	Equipment	
	Date: 11/23/2022	Rev: 01

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: [www.wrrl.us](http://www.wrrl.us). A current matrix, as of the date of this revision, can be found in the following pages of Table C.1.

In addition, MFSA and its contractor can request additional equipment from private, non-profit or government organizations.

**Table E.1**  
**Equipment List**

wrriID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29125	Boom	Boom-B-2	20" Boom	American Marine	0	0	5000	Port of Vancouver
29126	Boom	Boom-B-2	20" Boom	American Marine	0	0	2800	Tongue Point
29127	Boom	Boom-B-2	20" Boom	American Marine	0	0	5000	Wauna Georgia Pacific
29129	Boom	Boom-B-2	20" Boom	American Marine	0	0	4200	Front Ave, Portland
29130	Boom	Boom-B-2	20" Boom	American Marine	0	0	5000	Tongue Point
29131	Boom	Boom-B-2	20" Boom	American Marine	0	0	5000	Port of Longview
29135	Boom	Boom-B-2	20" Boom	American Marine	0	0	5000	Columbia Pacific Bio-Refinery
29138	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29176)	0	0	2500	Vista Park
29139	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29180)	0	0	5000	Tongue Point
29140	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29185)	0	0	5000	Front Ave. Kinder Morgan
29141	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29031)	0	0	1000	West Mooring Basin
29142	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29033)	0	0	1000	Elochoman Marina
29143	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29032)	0	0	1000	Mike's Marina
29144	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29035)	0	0	1000	Willow Grove Marina
29145	Boom	Boom-B-2	20" Boom	American Marine (includes WRRL ID 29034)	0	0	1000	Kinder Morgan Warehouse
29153	Boom	Boom-B-2	30" Fast Water Boom	American Marine	0	0	1100	Tongue Point

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29181	Boom	Boom-B-2	20" Boom	American Marine	0	0	5000	Tongue Point
30051	Boom	Boom-B-2	20" Boom	American Marine	0	0	2000	Boardman Tidewater Facility
31774	Boom	Boom-B-2	Boom (Current Buster 2)	NOFI Current Buster 2	0	130	85	Front Ave. Kinder Morgan
29132	Boom	Boom-B-3	14" Boom	American Marine (includes WRRL ID 29030)	0	0	500	Portland Base
29133	Boom	Boom-B-3	12" Boom	American Marine	0	0	2200	Owens Corning (on barge) at Dock
29134	Boom	Boom-B-3	12" Boom	American Marine	0	0	1000	Linnton Kinder Morgan
29136	Boom	Boom-B-3	12" Boom	American Marine (includes WRRL ID 29060)	0	0	1000	Sause Bros./PF&R
29146	Boom	Boom-B-3	12" Boom	American Marine (includes WRRL ID 29050)	0	0	400	Front Ave. Kinder Morgan
29147	Boom	Boom-B-3	12" Boom	American Marine on SWRB 106-29	0	0	400	Portland Base
29148	Boom	Boom-B-3	12" Boom	American Marine (includes WRRL ID 29053)	0	0	400	Portland Base
29149	Boom	Boom-B-3	12" Boom	American Marine (includes WRRL ID 29052)	0	0	400	Portland Base
29150	Boom	Boom-B-3	12" Boom	American Marine	0	0	400	Tongue Point
29151	Boom	Boom-B-3	12" Boom	American Marine (includes WRRL ID 29055)	0	0	400	Columbia Pacific Bio-Refinery
29154	Boom	Boom-B-3	12" Boom	American Marine (include WRRL ID 29029)	0	0	1000	Dillard's Marina
29171	Boom	Boom-B-3	12" Boom	American Marine (includes WRRL ID 29176)	0	0	1000	Vista Park
29121	Equipment	Equipment-G-0	36" Coated Drum Skimmer (Unit ID 544-56)	Yanmar Diesel Hydraulic Power Unit (ID 800-58) and	0	0	0	Portland Base

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
				3" Hydraulic Diaphragm Transfer Pump (636-57)				
29122	Equipment	Equipment-G-0	36" Coated Drum Skimmer (Unit ID 545-57)	Yanmar Diesel Hydraulic Power Unit (ID 801-58) and 3" Hydraulic Diaphragm Transfer Pump (ID 637-56)	0	0	0	Portland Base
29124	Equipment	Equipment-G-0	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)	0	0	0	Port of Longview
29172	Equipment	Equipment-G-0	Command & Communications Trailer	53' Specialty Trailer – (OR-HR86284)	0	0	0	Portland Base
31772	Equipment	Equipment-M-0	Boom Vane	1.0 M Boom Vane	0	0	0	Kinder Morgan Warehouse
29195	Pumps	Pump-P-4	CounterVac 3315	21' pull on 3" hose	4457	5	0	GP Wauna
29123	Pumps	Pump-P-5	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)	0	0	0	Portland Base
29196	Pumps	Pump-P-5	Float-O-Pump (619-57)	100 gpm	0	0	0	Portland Base
29197	Pumps	Pump-P-5	Float-O-Pump (622-57)	100 gpm	0	0	0	Portland Base
29198	Pumps	Pump-P-5	Float-O-Pump	100 gpm (618-57)	0	0	0	Portland Base
29199	Pumps	Pump-P-5	Desmi DOP 160	Hydraulic Power Unit (160) (620-57)	0	0	0	Portland Base
29200	Pumps	Pump-P-5	Desmi DOP 160	Hydraulic Power Unit (160) (621-57)	0	0	0	Portland Base

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29182	Shoreline	Shoreline-SS-0	Shoreline Cleanup Trailer	30' Blazer Trailer	0	0	0	Portland Base
31771	Shoreline	Shoreline-SS-0	Shoreline Clean-up Trailer	100 Man Shoreline Clean-up Trailer (48') (OR-HU57525)	0	0	0	Kinder Morgan Linnton, warehouse
29118	Skimmer, Portable	Skimmer-PS-2	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (504-56) (WRRL ID 29193)	4457	0	0	Portland Base
35659	Skimmer, Portable	Skimmer-PS-2	Elastec TDS 118G	Skimmer, grooved drum w/E 150 pump & hpu. 726-56	3147	0	0	Portland Base
35717	Skimmer, Portable	Skimmer-PS-2	Elastec TDS 118G	Skimmer, grooved drum w/ E 150 pump & hpu. 727-56	3147	0	0	Columbia Pacific Bio-Refinery
36698	Skimmer, Portable	Skimmer-PS-2	Elastec TDS 118G	Skimmer, grooved drum W/E150 pump & HPU # 728-56	3147	0	0	Portland, Base
36699	Skimmer, Portable	Skimmer-PS-2	Elastec TDS 118G	Skimmer, grooved drum w/E150 pump & HPU # 729-56	3147	0	0	Portland Base
29089	Skimmers, Portable	Skimmer-PS-2	Desmi Terminator 250	Hydraulic Power Unit (250) (57-251)	3017	0	0	Kinder Morgan Linnton, warehouse
29090	Skimmers, Portable	Skimmer-PS-2	Desmi Terminator 250	Hydraulic Power unit (250) (57-252)	3017	0	0	Portland Base
29117	Skimmers, Portable	Skimmer-PS-2	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (504-56) (WRRL ID 29193)	4457	0	0	Portland Base
29193	Skimmers, Portable	Skimmer-PS-2	CounterVac 3315	21' pull on 3" hose	4457	5	0	Portland Base
29194	Skimmers, Portable	Skimmer-PS-2	CounterVac 3315	21' pull on 3" hose	4457	5	0	Tidewater Barge #4
31773	Skimmers, Portable	Skimmer-PS-2	C-Disc 13/30	13/30 Coated Disc Skimmer	1440	0	0	Portland Base

wrrID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29087	Skimmers, Portable	Skimmer-PS-3	API Drum Skimmer	Hydraulic Power Unit and Drum Attachment	2400	0	0	Port of Longview
29088	Skimmers, Portable	Skimmer-PS-3	API Drum Skimmer	Hydraulic Power Unit (56-454) (in Trailer 29187)	2400	0	0	Kinder Morgan Warehouse
29091	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim Pak (Unit ID 520-56)	3" Yanmar Diesel (Unit ID 613-57) 300 GPM	2057	0	0	Kinder Morgan Warehouse
29092	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 518-56)	3" Yanmar Diesel (Unit ID 611-57) 300 GPM	2057	0	0	Kinder Morgan Warehouse
29093	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 519-56)	3" Yanmar Diesel (Unit ID 612-57) 300 GPM	2057	0	0	Kinder Morgan Warehouse
29094	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 513-56)	3" Yanmar Diesel (Unit ID 615-57) 300 GPM	2057	0	0	Port of Longview
29095	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 510-56)	3" Yanmar Diesel (Unit ID 606-57) 300 GPM	2057	0	0	Tongue Point
29096	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 514-56)	3" Yanmar Diesel (Unit ID 616-57) 300 GPM	2057	0	0	Port of Longview
29097	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 509-56)	3" Yanmar Diesel (Unit ID 609-57) 300 GPM	2057	0	0	Tongue Point
29098	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 515-56)	3" Yanmar Diesel (Unit ID 617-57) 300 GPM	2057	0	0	Port of Longview
29099	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 521-56)	3" Yanmar Diesel (Unit ID 614-57) 300 GPM	2057	0	0	Kinder Morgan Warehouse



wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29100	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (502-56)	2057	0	0	GP Wauna
29101	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (502-56)	2057	0	0	GP Wauna
29102	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (503-56)	2057	0	0	Tidewater Barge #4
29103	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (503-56)	2057	0	0	Tidewater Barge #4
29104	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (504-56)	2057	0	0	Portland Base
29105	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak	For use with CounterVac 3315 (504-56)	2057	0	0	Portland Base
29106	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 508-56)	3" Yanmar Diesel (Unit ID 607-57) 300 GPM	2057	0	0	Tongue Point
29107	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 507-56)	3" Yanmar Diesel (Unit ID 608-57) 300 GPM	2057	0	0	Tongue Point
29108	Skimmers, Portable	Skimmer-PS-3	Douglas 18000 Skim-Pak (Unit ID 517-56)	3" Yanmar Diesel (Unit ID 610-57) 300 GPM	2057	0	0	Kinder Morgan Warehouse
29109	Skimmers, Portable	Skimmer-PS-3	Douglas 4200 Skim-Pak (524-56)	2" Yanmar Diesel (601-57) Diaphragm	480	0	0	Kinder Morgan Warehouse
29110	Skimmers, Portable	Skimmer-PS-3	Douglas 4200 Skim-Pak (523-56)	2" Yanmar Diesel (600-57) Diaphragm	480	0	0	Kinder Morgan Warehouse
29111	Skimmers, Portable	Skimmer-PS-3	Douglas 4200 Skim-Pak (527-56)	2" Yanmar Diesel (603-57) Diaphragm	480	0	0	Kinder Morgan Warehouse

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29112	Skimmers, Portable	Skimmer-PS-3	Douglas 4200 Skim-Pak (526-56)	2" Yanmar Diesel (602-57) Diaphragm	480	0	0	Kinder Morgan Warehouse
29113	Skimmers, Portable	Skimmer-PS-3	Douglas 4200 Skim-Pak (528-56)	2" Yanmar Diesel (604-57) Peristaltic	480	0	0	Kinder Morgan Warehouse
29119	Skimmers, Portable	Skimmer-PS-3	Slickbar "High Capacity Oil Skimmer"	For use with CounterVac (504-56) (WRRL ID 29193)	1714	0	0	Portland Base
29120	Skimmers, Portable	Skimmer-PS-3	Slickbar "Manta Ray"	For use with CounterVac (504-56) (WRRL ID 29193)	1028	0	0	Portland Base
29155	Skimmers, Portable	Skimmer-PS-3	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	Kinder Morgan Warehouse
29114	Skimmers, Portable	Skimmer-PS-4	Ro-Clean Rope Mop Skimmer	Hatz Diesel	30	0	0	Kinder Morgan Warehouse
29046	Storage	Storage-PS-4	Wildlife Pool	Wildlife Pool (3000 gallons)	0	0	0	Linnton Kinder Morgan
29056	Storage	Storage-PS-4	Shallow Water Barge	30' American Eagle	0	100	0	Port of Longview
29058	Storage	Storage-PS-4	Shallow Water Barge	30' American Eagle	0	100	0	Portland Base Trailer# 320-40
29059	Storage	Storage-PS-4	Shallow Water Barge	30' American Eagle	0	100	0	Willow Grove Marina
29060	Storage	Storage-PS-4	Shallow Water Barge	30' Kvichak (includes boom from WRRL ID 29136)	0	110	0	Sause Bros./PF&R
29064	Storage	Storage-PS-4	2500 gal. Towable Bladder	American Marine	0	60	0	Kinder Morgan Warehouse
29065	Storage	Storage-PS-4	2500 gal. Towable Bladder	American Marine	0	60	0	Kinder Morgan Warehouse

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29066	Storage	Storage-PS-4	2500 gal. Towable Bladder	American Marine	0	60	0	Kinder Morgan Warehouse
29067	Storage	Storage-PS-4	2500 gal. Towable Bladder	American Marine	0	60	0	Kinder Morgan Warehouse
29072	Storage	Storage-PS-4	1000 gal. Portable Storage Tanks	FastTanks Storage Tank	0	24	0	Kinder Morgan Warehouse
29073	Storage	Storage-PS-4	1000 gal. Portable Storage Tanks	FastTanks Storage Tank	0	24	0	Port of Longview
29074	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Port of Longview
29075	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Columbia Pacific Bio-Refinery
29076	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29077	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Columbia Pacific Bio-Refinery
29078	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
29079	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Tongue Point
29080	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29081	Storage	Storage-PS-4	1000 gal. Portable Storage Tank	FastTanks Storage Tank	0	24	0	Portland Base
31675	Storage	Storage-PS-4	2000 gal. Portable Storage Tank	Fast Tank Storage Tank	0	47	0	Portland Base
31676	Storage	Storage-PS-4	2000 gal. Portable Storage Tank	Fast Tank Storage Tank	0	47	0	Portland Base
29189	Trailers	Trailers-TE-0	Generator Trailer	25kw Generator – (OR-U250325)	0	0	0	Portland Base
29190	Trailers	Trailers-TE-0	Generator Trailer	35kw Generator – (OR-U269907)	0	0	0	Linnton Kinder Morgan
29048	Trailers	Trailer-TE-0	Boom Trailer	53' Trailer	0	0	0	Tongue Point
29071	Trailers	Trailer-TE-0	Equipment Trailer	48' Trailer w/ lift gate	0	0	0	Portland Base
29082	Trailers	Trailer-TE-0	Boat Trailer	Trailer (16' Skiff 013-58) – (OR-NK71640)	0	0	0	Linnton Kinder Morgan
29083	Trailers	Trailer-TE-0	Boat Trailer	Trailer (16' Skiff 014-58) – (OR-NK71644)	0	0	0	Columbia Pacific Bio-Refinery
29086	Trailers	Trailer-TE-0	Boat Trailer	Trailer (Liz Furse 005-26) – (OR-U188140)	0	0	0	Portland Base
29161	Trailers	Trailer-TE-0	Boom Trailer	53' Trailer (OR-HU58363)	0	0	0	Front Ave, Portland
29163	Trailers	Trailer-TE-0	Wildlife Transport Trailer	32' Climate Control Cargo Trailer (OR-HU61233)	0	0	0	Linnton Kinder Morgan
29164	Trailers	Trailer-TE-0	Flatbed Trailer	48' Flatbed Trailer (OR-HU58364)	0	0	0	Portland Base
29174	Trailers	Trailer-TE-0	Boom Trailer	48' Trailer (OR-HU06905)	0	0	0	GP Wauna
29176	Trailers	Trailer-TE-0	Boom Trailer	32' Trailer: 1000' 6x6 and 1500' 8x12	0	0	0	Vista Park

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29177	Trailers	Trailer-TE-0	Boom Trailer	48' Trailer (OR-HS84912)	0	0	0	Port of Longview
29179	Trailers	Trailer-TE-0	Boom Trailer	48' Trailer (OR-HU06906)	0	0	0	Front Ave, Portland
29180	Trailers	Trailer-TE-0	Boom Trailer	48' Trailer	0	0	0	Tongue Point
29184	Trailers	Trailer-TE-0	Boom Trailer	48' Trailer (OR-HU53074)	0	0	0	Columbia Pacific Bio-Refinery
29185	Trailers	Trailer-TE-0	Boom Trailer	48' Trailer (OR-HS84913)	0	0	0	Port of Vancouver
29187	Trailers	Trailer-TE-0	Equipment Trailer	30' Trailer (OR-U294220)	0	0	0	Columbia Pacific Bio-Refinery
29188	Trailers	Trailer-TE-0	Spill Response Trailer	34' Trailer (OR-U294221)	0	0	0	Linnton Kinder Morgan
29192	Trailers	Trailer-TE-0	Boom Trailer	53' Trailer	0	0	0	Tongue Point
30052	Trailers	Trailer-TE-0	Connex Box	20' container on chassis	0	0	0	Tidewater Facility in Boardman, Oregon
36686	Trailers	Trailer-TE-0	Spill Response Trailer	24' W/ Skimmer, Storage, and absorbents	0	0	0	Portland Base
38380	Trailers	Trailer-TE-0	Boom Trailer	53' Wabash	0	0	0	Port of Longview
38447	Trailers	Trailer-TE-0	Boat Trailer	Trailer (18' Skiff 016-58)	0	0	0	Kinder Morgan Warehouse
38448	Trailers	Trailer-TE-0	Boat Trailer	Trailer (18' Skiff 017-58)	0	0	0	Portland Base
30950	Vehicle	Truck/Suv	Work Truck/Pickup	1 Ton Ford 350 Super Duty 2008 (OR-SL61030)	0	0	0	Portland Base
29047	Vehicle	Vehicle-VG-0	1 Ton Service Truck	2008 GMC (OR-229EDL)	0	0	0	Portland Base
36687	Vehicle	Vehicle-VG-0	F-350 Super Duty 4x4	Diesel/ Crew Cab	0	0	0	Portland Base
36693	Vehicle	Vehicle-VG-0	Response Vehicle	2019 Crew Cab 4WD 1500	0	0	0	Portland Base
29032	Vessel	Vessel-OSRV-3	OSRV HW Zarling	34' Kvichak W/ Marco Belt skimmer (includes boom from WRRl ID 29143)	3588	24	0	Mike's Marina

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29033	Vessel	Vessel-OSRV-3	OSRV Mark O. Hatfield	34' Kvichak W/ Marco Belt skimmer (includes boom from WRRl ID 29142)	3588	24	0	Elochoman Marina
29034	Vessel	Vessel-OSRV-3	OSRV MFSA 1	34' Kvichak W/ Marco Belt Skimmer (includes boom from WRRl ID 29145)	3588	24	0	Sause Bros./PF&R
29035	Vessel	Vessel-OSRV-3	OSRV Clean Rivers 1	34' Kvichak w/ Marco Belt Skimmer (includes boom from WRRl ID 29144)	3588	24	0	Willow Grove Marina
29050	Vessel	Vessel-OSRV-3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt (includes boom from WRRl ID 29146)	3588	100	0	Front Ave. Kinder Morgan
29052	Vessel	Vessel-OSRV-3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt (includes boom from WRRl ID 29149)	3588	100	0	Portland Base
29053	Vessel	Vessel-OSRV-3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt Skimmer (includes boom from WRRl ID 29148)	3588	100	0	Portland Base
29054	Vessel	Vessel-OSRV-3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt Skimmer (includes boom from WRRl ID 29150)	3588	100	0	Tongue Point
29055	Vessel	Vessel-OSRV-3	Shallow Water Recovery Barge	30' American Eagle w/ Marco Belt (includes boom from WRRl ID 29151)	3588	100	0	Columbia Pacific Bio-Refinery
29057	Vessel	Vessel-OSRV-3	Shallow Water Recovery Barge	30' Kvichak w/ Marco Belt Skimmer (includes boom from WRRl ID 29147)	3588	100	0	Portland Base
38782	Vessel	Vessel-OSRV-3	OSRV Marco Belt Skimming	30' OSRV, Gasoline, 180hp outboards, Marco CL-1	3588	24	0	Sause/PFR Portland
29041	Vessel	Vessel-SKF-0	14' Skiff	14' Skiff w/15 hp	0	0	0	Columbia Pacific Bio-Refinery

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
29042	Vessel	Vessel-SKF-0	14' Skiff	14' Skiff w/15 hp	0	0	0	Linnton Kinder Morgan
29043	Vessel	Vessel-SKF-0	14' Skiff	14' Skiff w/15 hp	0	0	0	Port of Longview
29044	Vessel	Vessel-SKF-0	16' Skiff	16' Skiff w/25 hp (trailer 333-40)	0	0	0	Portland Base
29045	Vessel	Vessel-SKF-0	16' Skiff	16' Skiff w/ 25hp	0	0	0	Columbia Pacific Bio-Refinery
29115	Vessel	Vessel-TB-0	Tank Barge 2 (Under contract) 30k bbl	For use with CounterVac (503-56) (WRRL ID 29194)	0	30000	0	Wauna
29116	Vessel	Vessel-TB-0	Tank Barge 4 (under contract) 25k bbl	For use with CounterVac (502-56) (WRRL ID 29195)		25000	0	Wauna
29051	Vessel	Vessel-TB-4	Shallow Water Barge	30' American Eagle	0	100	0	Portland Base
29029	Vessel	Vessel-WB-3	FRV Columbia Responder	32' Kvichak (includes boom from WRRL ID 29154)	0	0	0	St. Helens Marina
29030	Vessel	Vessel-WB-3	FRV Independence	32' Browns (includes boom from WRRL ID 29132)	0	0	0	Portland Base
29031	Vessel	Vessel-WB-3	FRV Protector	34' Munson (includes boom from WRRL ID 29141)	0	0	0	West Mooring Basin
29039	Vessel	Vessel-WB-4	20' Workboat	20' Alumaweld I w/115 hp - Trailer (331-40)	0	0	0	Portland Base
29040	Vessel	Vessel-WB-4	Elizabeth Furse	27' Allday - Trailer (329-40)	0	0	0	Portland Base
29157	Vessel	Vessel-WB-4	20' Workboat	20' Alumaweld II w/90 hp - Trailer (342-40)	0	0	0	Portland Base
30499	Vessel	Vessel-WB-4	18' Skiff	18' Skiff w/ 25hp	0	0	0	Portland Base
30500	Vessel	Vessel-WB-4	18' Skiff	18' Skiff w/ 25hp	0	0	0	Kinder Morgan Warehouse
31080	Vessel	Vessel-WB-4	20' Workboat	20' Alumaweld III w/90hp - Trailer# 352-40	0	0	0	Portland Base

wrrlID	Resource	KindType	Identification	Specification	EDRC	Liquid Storage	Boom	Staging Area
33907	Vessel	Vessel-WB-4	Interceptor	25' Alumaweld Workboat w/ 150hp	0	0	0	Portland Base
37400	Vessel	Vessel-WB-4	Aluminum Jet Boat	23' North River Jet Boat/ 250hp	0	0	0	Portland Base
29170	Wildlife	Wildlife-WR-0	Wildlife Rehabilitation Trailer	48' Specialty Trailer - Wildlife Rehabilitation (OR-HR00468)	0	0	0	Linnton Kinder Morgan





F	Personnel	
	Date: 11/23/2022	Rev: 01

This appendix lists the resources available to the MFSA Plan. Table F.1 lists primary and alternate personnel to serve in MFSA’s SMT. Details of training and experience can be found on the following pages for MFSA, CRC, NRCES, and Witt | O’Brien’s personnel in this Appendix.

All of the named SMT members are resident in the MFSA Plan’s AOR. SMT members provided by Witt | O’Brien’s and NRCES are regional, on-call and could begin arriving on-scene within 2-6 hours of notification.

Table F.2 list names and qualification levels for MFSA and Clean Rivers personnel, effective as of the date of this revision. Detailed lists for Witt | O’Brien’s personnel are available in their SMT application. NRCES field response personnel are summarized in Table F.3 and detailed lists with names and training levels are available in their PRC application.

Training and qualification requirements for response personnel are further detailed in Chapter (6).

**Table F.1**  
**Spill Management Team Primary & Alternate Foster**

ICS Position	Name	Name	Name
Incident Commander	MFSA ISRC <sup>(1)</sup>	MFSA ISRC <sup>(1)</sup>	Holly Robinson, MFSA
Public Information Officer**	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>
Liaison Officer**	Liz Wainwright, MFSA	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>
Safety Officer	Corey Sippel, NRCES	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>
Operations Section Chief	Curtis Cannizzaro, Clean Rivers	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>
Planning Section Chief	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>
Logistics Section Chief	Sophie Todd, NRCES	SMT WOB <sup>(2)</sup>	SMT WOB <sup>(2)</sup>
Finance Section Chief	Chann Noun, MFSA	Lisa Pomasl, MFSA	SMT WOB <sup>(2)</sup>
Wildlife Branch Director	WRSP <sup>(3)</sup>		
Air Operations Branch Director	Jason Potts, NRCES		
Situation Unit Leader	Bekah Brinkmeier, MFSA		
Resources Unit Leader	Mason Sullivan, Clean Rivers		
Documentation Unit Leader	Shauna Callas, MFSA		
Environmental Unit Leader**	SMT WOB <sup>(2)</sup>		
** This position, as per the NWACP, is to be filled by a State or Federal representative; however, MFSA maintains individuals to support or to fill the role if an agency representative is not available, qualified or willing.			

- (1) See list of MFSA ISRCs in Table G.1. There are always two ISRCs on call to respond.
- (2) See list of personnel available from Witt | O'Brien's under contract to staff these SMT positions in the following pages. Contact information is in Table G.1.
- (3) See contact information for contracted WRSP in Table G.1.
- (4) MFSA provides staffing of the SMT for up to the first 24-hour period of a response. The responsible party is required to transition into these roles at that time. This transition is managed as detailed in Appendix (I) Transition of Authority.

**Table F.2**  
**MFSA Spill Management Team Personnel**

Name	Position	HAZWOPER	Years Exp	ICS Level	ICS Roles
Holly Robinson	MFSA General Manager	x	25	400	RES, PSC, LOGS, SIT
Curtis Cannizzaro	Clean Rivers, General Manager	x	8	400	RES, DPSC, DOSC, SOFR
Chann Noun	Controller		15	200	FSC
Lisa Pomasl	Accounting		1	200	DFSC
Shauna Dallas	Admin/Accounting		6	200	DOC, DFSC, ICS support
Carl Bertapelle	Marine Operatins Manager		2	200	DOC, ICS Support
John Cordasco	Marine Operations		34	200	LOGS, SIT, DOC
Jonathan Nichol	Marine Operations		6	200	LOGS, DOC
Thomas Semaru	Marine Operations		8	200	ICS Support
Kara Easterbrook	Marine Operations		2	200	ICS Support
Shawn Kubitza	Marine Operations		4	200	ICS Support
Jonathan Tuom	Marine Operations		2	200	ICS Support
Bekah Brinkmeier	Administration	x	9	400	RES, DOC, SIT, DPSC
Mason Sullivan	Administration		5	200	LOGS, DOC
Liz Wainwright	Executive Director		26	200	LNO
Mary Wiley	Public Relations		4	200	PIO
Ashley Ros	Administration		1	200	ICS Support
Anthony O'Reilly	Administration		2	200	ICS Support
Ric Gerttula	Incident Commander	x	40	400	IC, ALL
Jack Kyle	Incident Commander	x	40	400	IC, ALL
George Birch	Incident Commander	x	23	400	IC, ALL
Chad Thompson	Incident Commander	x	17	400	IC, ALL
Carl Boelter	Clean Rivers, Operations Manager	x	23	400	OPS, SOFR
Ben Robinson	Clean Rivers, Marine Mechanic	x	1	300	OPS

Training records for personnel are available for review at the offices of MFSA at 200 SW Market Street, Suite 190, Portland, Oregon 97201.

**Table F.3****NRCES Full Time and Standby Response Personnel**

The following table summarizes the number of response personnel available in local regions. NRCES' PRC application contains details including names and training levels for their personnel.

<b>Region</b>	<b>Full Time</b>	<b>Standby</b>
Portland Area	44	41
Seattle Area	73	68
Pasco Area	8	

Training records for NRCES personnel are available for review at their offices at 6211 N. Ensign St., Portland, Oregon 97217.



# G

## Plan Activation Contacts

Date: 11/23/2022

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### G. PLAN ACTIVATION CONTACTS

#### G.1. Spill Management Team

The IC will activate the internal and/or contracted SMT if deemed necessary for a response. Contact information can be found in Table G.1.

**Table G.1**

#### **Contacts for Incident Commanders, Spill Management Teams and Primary Response Contractors**

	Organization	Contact
<b>Interim Spill Response Contractors (ISRCs) – Incident Commanders (IC)</b>	George Birch Ric Gerttula Jack Kyle Chad Thompson	(503) 220-2055 (24-hr)
<b>Spill Management Team (SMT)</b>	Witt   O'Brien's, LLC 818 Town & Country Blvd. Suite 200 Houston, TX 77024	(985) 781-0804 (24-hr)
	Local contact: Thomas Haug	(562) 217-3511
<b>Primary Response Contractors (PRC)</b>	Primary: Clean Rivers Cooperative 200 SW Market St., Ste. 190 Portland, OR 97201	(503) 220-2040 (24-hr)
	Sub-Contractor: NRCES 6211 N. Ensign St. Portland, OR 97217	(503) 283-1150 (24-hr)

**G.2. Salvage, Fire-Fighting and Lightering Resources**

Marine fire-fighting on the Columbia River is provided by the Fire Protection Agencies Advisory Council ("FPAAC") mutual aid members. An FPAAC response is initiated through the local FPAAC member agency.

A vessel's contracted salvage and marine fire-fighting resources are listed in their Federal VRP. The vessel's QI will have access to and authority to activate these resources. Local resources for diving, salvage and lightering are listed in Table G.2.

**Table G.2****Contacts for Salvage and Lightering Resources**

<b>Salvage Resources</b>	<b>Lightering Resources</b>
Advanced American Construction, Inc. 8444 NW St. Helens Road Portland, OR 97231 (503) 445-9000 (24-Hour)	Olympic Tug & Barge 7900 NW St. Helens Road Portland, OR 97210 (503) 737-0124 (206) 209-4370 (Dispatch)
Ballard Marine Construction 727 S. 27th Street Washougal, WA 98671 (866) 782-6750 (24-Hour)	Sause Bros. 3710 NW Front Avenue Portland, OR 97210 (503) 222-1811
Global Diving & Salvage 3840 W Marginal Way SW Seattle, WA 98106 (800) 441-3483 (24-Hour)	Tidewater Barge Lines 6305 NW Lower River Road Vancouver, WA 98660 (360) 693-1491 (503) 281-0081 (Dispatch)

### G.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 Table G.3 below is a list of possible command posts, but should not be considered exhaustive.

In addition, the MFSA/Clean Rivers Mobile Command post is available for deployment for smaller responses or as a forward command post.

**Table G.3**  
**Command Post Locations**

<b>Astoria</b>	<b>Longview</b>	<b>Portland/Vancouver</b>
MERTS Center 6550 Liberty Lane Astoria, OR 97103 (503) 325-7962 <a href="#">website</a>	Cowlitz Co. Event Center 1900 7th Avenue Longview, WA 98632 (360) 577-3121 <a href="http://cowlitzeventcenter.com">cowlitzeventcenter.com</a>	Hilton – Vancouver 301 W 6 <sup>th</sup> Street Vancouver, WA 98660 (360) 993-4500 <a href="#">website</a>
Hampton Inn & Suites 201 39 <sup>th</sup> St. Astoria, OR 97103 (503) 325-8888	Red Lion Inn 510 S. Kelso Drive Kelso, WA 98626 (360) 636-4400 <a href="#">website</a>	Marine Safety Unit Portland 6767 North Basin Avenue Portland, OR 97217 (503) 240-9310
US Coast Guard Sector Columbia River 2185 SE 12th Place Warrenton, OR 97416 (503) 861-6300	Port of Kalama 110 W. Marine Dr. Kalama, WA 98625 (360) 673-2325	NW Regional Training Ctr. 11606 NE 66 <sup>th</sup> St, Suite 103 Vancouver, WA 98662 (360) 397-2100 (564) 397-2100 <a href="http://nwrctc.org">nwrctc.org</a>
CCC Main Campus 1651 Lexington Ave. Astoria, OR 97103 (503) 338-2411	Clatskanie River Inn 600 E Columbia Rv Hwy Clatskanie, OR 97016 (503) 728-9000	Holiday Inn Portland 909 N. Hayden Island Dr. Portland, OR 97217 (503) 283-4466 <a href="#">website</a>

**G.4. Security**

Protecting the public from dangerous environments and keeping the command post and associated support areas safe 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 Table G.4 below, there are numerous private landside security firms in the coverage area of this plan that can be contracted to provide security services.

**Table G.4**  
**Area Security Firms**

<b>Shoreside Security</b>	
Metro Watch Vancouver, WA (800) 559-2824 (503) 226-6561	Securitas Security Services USA Portland, OR (503) 243-1620
Reliant Security Services Portland, OR (503) 452-1050	Knighthawk Protection Vancouver, WA (877) 487-4238 (360) 892-4885
<b>On-Water Security</b>	
Pacific River Brush Prairie, WA (503) 209-0493	



### G.5. River Access Points

There are numerous access points to launch assets along the Columbia and Willamette Rivers. A few of these sites include are listed in Table G.5.

**Table G.5**  
**Area River Access Points**

<b>Columbia River Access</b>			
<b>Site Name</b>	<b>Operator</b>	<b>County</b>	<b>City</b>
Elochoman Slough Marina	Private	Wahkiakum	Cathlamet, WA
East Mooring Basin	Port of Astoria	Clatsop	Astoria, OR
Goble Landing	Private	Columbia	Rainier, OR
Hammond Marina	City of Warrenton	Clatsop	Warrenton, OR
Hayden Island	Private	Multnomah	Portland, OR
Ilwaco Basin	Port of Ilwaco	Pacific	Ilwaco, WA
Kalama Marina	Port of Kalama	Cowlitz	Kalama, WA
Rainier City Marina	City of Rainier	Columbia	Rainier, OR
Skamokawa	Private	Wahkiakum	Skamokawa, WA
Tongue Point (3 Ramps)	Port of Astoria	Clatsop	Astoria, OR
Westport Ramp	County	Clatsop	Clatskanie, OR
<b>Willamette River Access</b>			
<b>Site Name</b>	<b>Operator</b>	<b>County</b>	<b>City</b>
Fred's Marina	Private		Portland, OR

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 useful sources for information:

Columbia River Trail website at:

<http://www.estuarypartnership.org/explore/water-trail> .

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

Washington State Parks:

Boat Launching Page at <http://parks.state.wa.us/469/Launching>.

**G.6. Catering**

It is important that crews be fed during the response to a spill incident. The American Red Cross is a potential source for this service in a major event. The internet is the best source for commercial caterers. Past experience indicates that the businesses listed in Table G.6 below are reliable caterers.

**Table G.6**  
**Area Catering Services**

<b>Astoria</b>	<b>Longview</b>	<b>Portland</b>
Coffee Girl 100 39 <sup>th</sup> St. Astoria, OR 97103 (503) 325-6900 <a href="http://thecoffeegirl.com">thecoffeegirl.com</a>	Stuffys II 804 Ocean Beach Hwy Longview, WA 98632 (360) 423-6356 <a href="http://stuffys2.com">stuffys2.com</a>	Ingallinas Box Lunch 2833 SE 15 <sup>th</sup> Ave Portland, OR 97202 (503) 233-9400 <a href="http://ingallina.net">ingallina.net</a>
Silver Salmon Grill 1105 Commercial St Astoria, OR 97103 (503) 338-6640 <a href="http://silversalmongrille.com">silversalmongrille.com</a>	Subway 1328 Washington Way Longview, WA 98632 (360) 425-1147 <a href="http://website">website</a>	Foode Café & Catering 900 Washington St. Vancouver, WA 98660 (360) 735-5927 <a href="http://foodefresh.com">foodefresh.com</a>
Subway 11 W Marine Drive Astoria, OR 97103 (503) 325-3322 <a href="http://website">website</a>	Lynn's Catering 1133 14 <sup>th</sup> Avenue Longview, WA 98632 (360) 577-5656	Dickey's BBQ Pit 2311 Lloyd Center Portland, OR 97232 (503) 719-5469 <a href="http://website">website</a>
The Lunch Box Rainier, OR Available to cater Astoria to Longview (360) 747-4942	Wild Currant 201 S 1 <sup>st</sup> Street St. Helens, OR 97051 (503) 366-9099 <a href="http://wildcurrantcatering.net">wildcurrantcatering.net</a>	Burrito Bar 911 NW Hoyt St. Portland, OR 97209 (503) 274-4836 <a href="http://burritobartogo.com">burritobartogo.com</a>

**G.7. Equipment Rental**

The best source for information on equipment rental is the internet. However, the following sources in Table G.7 below are included for ready reference.

**Table G.7**  
**Area Equipment Rental Services**

All Rents Tool & Equipment 2500 Hwy 2428 Seaside, OR 97138 (503) 738-7368	United Rentals 1002 Tennant Way Longview, WA 98632 (360) 425-2350
Watkins Tractor & Supply Co. 501 S. Pacific Ave. Kelso, WA 98626 (360) 423-7220	United Rentals 5111 NE 82 <sup>nd</sup> Ave. Portland, OR 97220 (503) 224-2000 1-800-334-1235
Herc Rentals 6816 NE 219th St. Battle Ground, WA 98604 (360) 574-1034	CCS – A Division of PNE Corp. 1121 Columbia Blvd Longview, WA 98632 (360) 423-6316
Hertz Rental 330 S.W. Pine Street Portland, OR 97204 (503) 249-5727	Don's Rentals 2274 Columbia Blvd. St Helens, OR 97051 (503) 397-0585
Star Rentals 1735 SE Martin Luther King Blvd Portland, OR 97214 (503) 231-7300 (800) 825-7880	

**G.8. Medical Facilities**

The best source for information on potential medical services is the internet. However, the following sources in Table G.8 below are included for ready reference.

**Table G.8**  
**Area Medical Services**

<b>Astoria</b>	<b>Longview</b>
Columbia Memorial Hospital 2111 Exchange Street Astoria, OR 97103 (503) 325-4321	PeaceHealth 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	Pacific Urgent Care 900 Ocean Beach Hwy, Ste 110 Longview, WA 98632 (360) 648-8860
CMH Urgent Care 2265 Exchange Street Astoria, OR 97103 (503) 338-4050	Kaiser Urgent Care 1230 7 <sup>th</sup> Ave Longview, WA 98632 (503) 813-2000
<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 SW Sam Jackson Park Road Portland, OR 97239 (503) 494-8311
PeaceHealth Southwest Medical Center 400 NE Mother Joseph Place Vancouver, WA 98664 (360) 514-2000 (ER) (360) 969-5041	Legacy Emanuel Medical Center 2801 North Gantebein Avenue Portland, OR 97227 (503) 413-2200
Vancouver Clinic Urgent Care 700 NE 87 <sup>th</sup> St. Vancouver, WA 98661 (360) 882-2778	Portland Urgent Care 4160 NE Sandy Blvd Portland, OR 97212 (503) 249-9000

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

**G.9. Wildlife Response:****G.9.1. Focus Wildlife (through agreement with NRCES)**

Focus Wildlife will provide professional wildlife response and rehabilitation services that includes rehabilitation facilities, trained personnel and materials and supplies as needed to meet the requirements of WAC 17-182-540. Details can be found in NRCES PRC application and their Washington State Contingency Plan.

**G.9.2. International Bird Rescue**

International Bird Rescue ("IBR") will provide professional wildlife rehabilitation services that includes training, equipment recommendations, search and rescue, veterinarians, specialists, and the manning of wildlife rehabilitation trailer and equipment.

**G.9.3. MSRC**

Clean Rivers will activate their mutual aid agreement with MSRC if the size and complexity of the response requires additional wildlife rehabilitation resources.

**Table G.9****Contacts for Wildlife Response Service Providers (WRSP)  
and Wildlife Agencies**

<b>Contractors</b>	<b>State Agencies</b>
International Bird Rescue P.O. Box 2171 Long Beach, California 90801 (888) 447-1743 (24-Hour)	Washington Emergency Management Oiled Wildlife Reporting Number: (800) 258-5990
MSRC 24-Hour: (800) 645-7745	Washington Dept. of Fish & Wildlife 24-Hour Oil Spill Response Team: (360) 534-8233
Focus Wildlife Activate through NRCES (503) 283-1150	Oregon Dept. of Fish & Wildlife via: Oregon Emergency Response System 24-Hour: (800) 452-0311
<b>Federal Agencies</b>	
US Fish and Wildlife Service 24-Hour Response Coordinator: (360) 971-6000 / (360) 753-9440	NOAA National Marine Fisheries Service NW Regional Stranding Coordinator: (206) 526-6150

**G.10. Disposal Services**

Appendix (K) provides a sample disposal plan. Table G.10 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.

**Table G.10**  
**Disposal Service Providers**

	<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>ORRCO</b> 4150 N Suttle Road Portland, OR 97217 800-367-8894 503-286-8352  <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 (800) 808-5901 (503) 331-2221	<b>Republic Services</b> 10239 NE Marx Portland, OR 97220 503-253-5656  <b>Republic Services</b> 10295 SW Ridder Rd., #2 Wilsonville, OR 97070 (503) 981-1273

**G.11. Other Emergency Contacts****G.11.1. 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.

**G.11.2. 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. Table 9.2 lists Area Security Firms as additional resources.

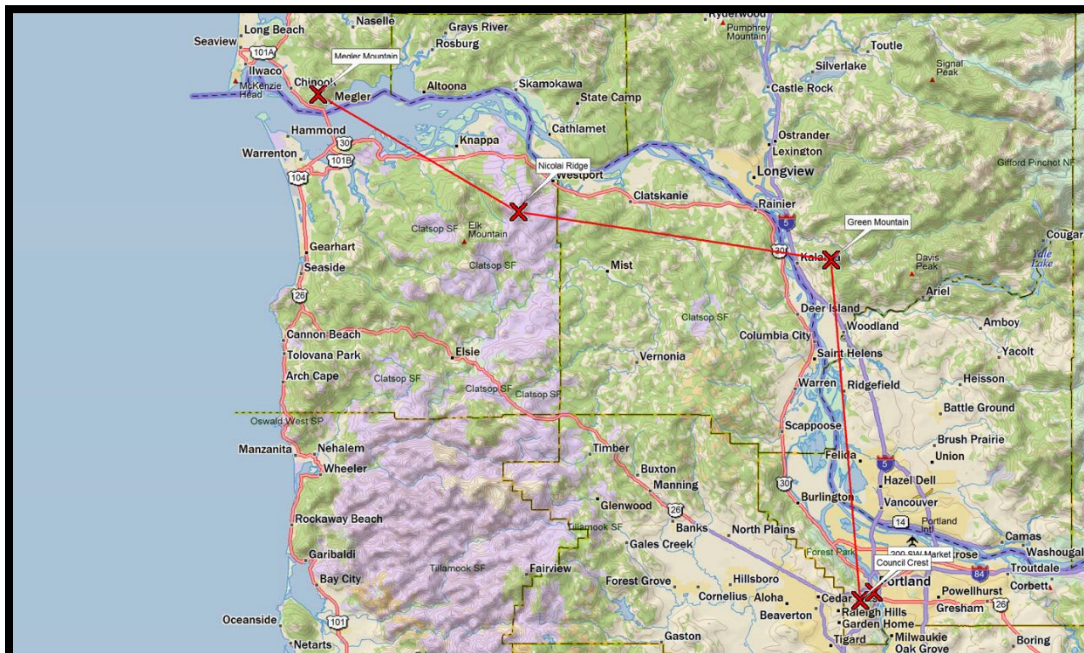
## H. COMMUNICATIONS

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

MFSA operates and maintains a radio system to provide reliable communication for commercial vessels along the Lower Columbia / Willamette River system. The system includes common VHF channels used for standard working communications as well as emergency hailing. In addition, there are private frequencies dedicated for both Spill Command (over the entire range) and Spill Tactical (four separate geographic areas) to be used in the event of an oil spill or other emergency.

The channels are monitored by the Merchants Exchange Marine Operations Services Department.

**Figure H.1**  
**MFSA Radio Tower Locations**





**Table H.1**  
**Response Vessel Call Signs**

Vessel	Call Sign
MFSA-1	WDJ5448
Clean Rivers 1	WDJ5449
HW Zarling	WDJ5530
Mark O Hatfield	WDJ5531
Independence	WDJ5532
Columbia Responder	WDJ5533
Protector	WDJ5534

## Communications Plan (ICS 205-OS)

<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				<b>Date / Time:</b> _____	
INCIDENT RADIO COMMUNICATIONS PLAN					ICS 205-OS

<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>	
<b>3. TELEPHONE NUMBERS OF RESPONSE ORGANIZATION</b>					
<b>SYSTEM / CACHE</b>	<b>CHANNEL</b>	<b>FUNCTION</b>	<b>FREQUENCY</b>	<b>ASSIGNMENT</b>	<b>REMARKS</b>
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>  <div style="display: flex; justify-content: space-between;"> <span>MFSA/CRC</span> <span>Date / Time: _____</span> </div>					
<b>INCIDENT TELEPHONE COMMUNICATIONS PLAN</b>					<b>ICS 205-OS</b>



<b>I</b>	Transition of Authority	
	Date: 11/18/2021	Rev: 00

The following pages of Appendix I contain the Transition of Authority documents used during the transfer of command as described in Chapter (3) or at the conclusion of a response.

- Acknowledgement of Relief
- Acknowledgement of Transfer
- Transition Plan

## 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 Vessel Captain or 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	VESSEL CAPTAIN OR QI FOR COVERED VESSEL
Signature	Signature
Printed Name	Printed Name
Title	Company / Title

## 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 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

# TRANSITION PLAN

This Transition Plan serves to support the Transition of Authority from MFSA to the incoming RP. It is designed to be flexible and thorough in addressing the needs of the ongoing response in ensuring a smooth and effective transition. The Transition Plan should be completed in conjunction with the Acknowledgement of Transfer or Relief by MFSA's IC and the RP's QI when it is determined that continued Plan Implementation is required and a transition should occur.

## Incident Information

Scenario Details:

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### 1. Incident Briefing with current UC and QI

During the transfer of command process, an Incident Command System ("ICS") 201-formatted briefing provides the incoming IC/UC with basic information regarding the incident situation and the resources allotted to the incident. Most importantly it functions as the IAP for the initial response and remains in force and continues to be updated until the response ends or the Planning Section generates the incident's first IAP. It is also suitable for briefing individuals newly assigned to the Command and General Staff, incoming tactical resources, as well as needed assessment briefings for the staff.

#### Incident Briefing Agenda:

- i. Current situation (note territory, exposures, safety concerns, etc.; use map/charts)
- ii. Initial objectives and priorities
- iii. Current and planned actions
- iv. Current on-scene organization
- v. Resource assignments
- vi. Resources en-route and/or ordered
- vii. Facilities established
- viii. Incident potential

#### Transition of Authority Initial Discussion

- i. Open Actions
- ii. Transition Plan Overview
- iii. Set time for full transition to occur

## 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.



### 3. Transition of Authority Meeting

- ☐ Review Situation Status
- ☐ Review Tactical Response Operations in progress
- ☐ Identify Process Changes for Command Post/ICS Operations
- ☐ Identify Open Items, clarify if necessary
- ☐ Review Transition Plan
- ☐ Formal announcement to Command Post of Transition of Authority
- ☐ Provide a copy of the Transition Plan and Acknowledgement of Transfer or Relief to Documentation and the original to MFSA. Additional copies are provided to the Covered Vessel and UC representatives.

**Additional Transition Information:**

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



# J

## Decontamination

Date: 11/18/2021

Rev: 00

Crews will be assigned to set up and manage personnel and equipment 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*.

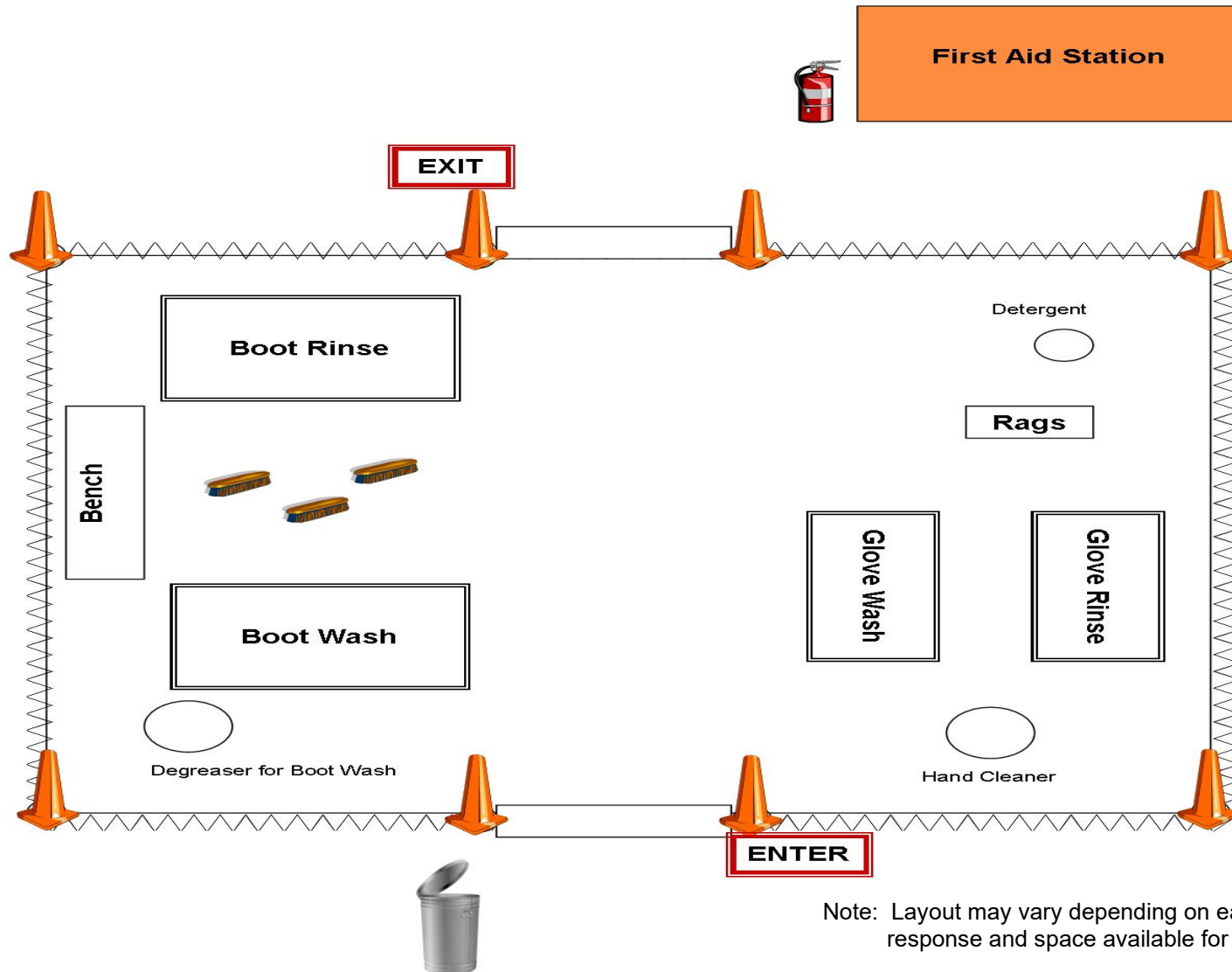
Decontamination kits are stocked and staged along the river system by Clean Rivers and MFSA. They are supplied to meet the needs of small to medium size spills. They are to be re-supplied and augmented with larger stations as dictated by the needs of responders.

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 and as detailed in Appendix (K).

**Table J.1**  
**Decontamination Kit Contents**

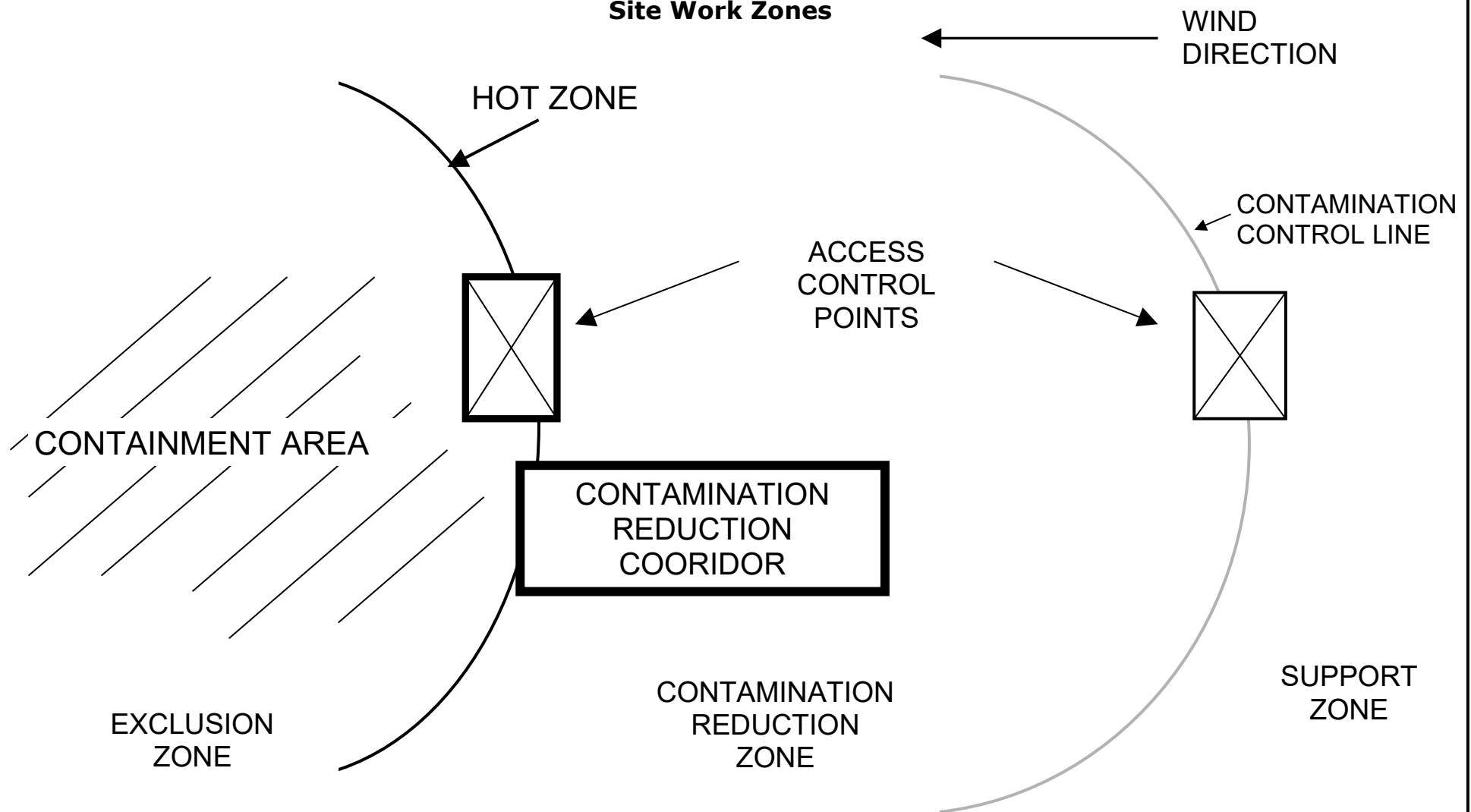
Quantity	Unit	Item
1	Box	Rags (5 lbs)
1	Gallon	Waterless Hand Cleaner
1	Each	Pop-up Garbage Can, 60 gallons
1	Roll	Barricade Tape
1	Roll	Visqueen (20'x 20')
1	Roll	Sorbent Blanket
2	Each	Wash Tubs
2	Each	Scrub Brushes
1	Gallon	Degreaser – Big O
1	Each	Water Cooler, 5 gallons
1	Each	Enter/Exit Sign
2	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

**Figure J.1**  
**Decontamination Station Layout**



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

**Figure J.2**  
**Site Work Zones**





# K

## Waste Management & Disposal

Date: 11/18/2021

Rev: 00

### **Disposal Plan**

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

### **Decanting Operations**

The Northwest Area Contingency Plan contains direction on decanting operations. Per Section 9711, certain oil products are pre-approved to decant during the first 24-hours of a release. Other require approval. Any decanting past the first 24-hours requires approval. A copy of the Decanting Plan Request follows.

### **Oil Recovery Tracking**

The State of Washington allows for credit to be received by a spiller for oil recovered within the first 24-hours. This credit can significantly affect the amount of a Resource Damage Assessment claim. A copy of the Recovered Oil Data Form follows.

### **Disposal Service Providers**

Table G.10 in Appendix (G) 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.

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## **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>
US Ecology	Storage/Transport	
	Transport/Disposal	
	Final Disposition	
	Final Disposition	

## **SECTION II: WASTE 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 Materials**

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 sites will be set up, as those above, so as to prevent the contact of oil with the subsequent absorption by the soil.



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## **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. Waste Tracking**

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

## **E. Decanting Operations**

See attached form if applicable and approved.

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## **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**

<b>Type</b>	<b>Recovered</b>	<b>Stored</b>	<b>Disposed of</b>
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:

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### **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 \_\_\_\_\_.

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

---

### 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

Transporter(s)	Facility

Attached (when applicable):

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

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## **DECANTING PLAN**

"Incident Name"

All decanting will be conducted during a defined period of time, within the federally defined response area.

### **Description of Proposed Decanting Operations:**

Describe relevant considerations such as weather, oil type and volume of oil spilled, as applicable:

Describe why the available storage limits effective mechanical recovery:

### **Availability of adequate storage:**

<b>Storage kind/type</b>	<b>Volume</b>	<b>Onsite or ETA</b>

Describe why decanting is necessary during vessel or other decontamination operations

Describe why decanting is necessary during treatment operations

Other incidental discharges (describe)

### **The decanting operations must meet the following conditions, as applicable:**

- Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump.
- All equipment not equipped with an oil/water separator must allow retention time for oil held in internal or portable tanks before decanting commences. Retention time to be no less than \_\_\_\_.
- A containment boom must / need not (circle one) be deployed around the collection area to minimize loss of the decanted oil or entrainment.
- Visual monitoring of the decanting area shall be maintained so that discharge of oil in the decanted water is detected promptly and decanting stopped if observed. Northwest Area Contingency Plan 9411. Decanting Response Tool Change 21 January 1, 2020 9411-6
- Tanks used for decanting will be tested prior to use to ensure there are no contaminants from previous activities and that the water is safe to discharge back into the environment.
- Tanks used to separate and treat liquids and solids will contain baffles to speed up oil/water separation and prevent remixing.
- Additional conditions:

Submitted By:

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Environmental Unit Leader

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Operations Section Chief

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Disposal Plan – MFSA

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## Decanting Approval Plan and Memo

Name of Spill Incident:

Oil Type(s):

Federally Defined Response Area:

Effective date(s)/time of approval:

The Federal and State On-Scene Coordinators (OSCs) hereby approve the use of decanting as a means of expediting the recovery and treatment of oil and reducing the overall quantity of pollutants in a more timely and effective manner to facilitate cleanup operations. This memo describes the area for which decanting approval is given; the decanting process to be used; the prevailing conditions and protective measures proposed to be implemented.

*Authorities: 40 CFR 122.3, RCW 90.56.320(l), ORS 468B.305 (2)(b)*

Unified Command can revoke the approval at any time if the approved conditions are not met.

Signatures:

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Federal On-Scene Coordinator

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State On-Scene Coordinator(s)



# Spill Prevention, Preparedness, and Response Program

WASHINGTON STATE  
Department of Ecology

Spill Prevention, Preparedness, and Response Program

Response Section

P.O. Box 47600, Olympia, WA 98504-7600

Office Phone: (360) 407-7455, Fax: (360) 407-7288 or toll free 1-800-664-9184

## Recovered Oil Data Form

### 1. General Spill Information

Spill Date: \_\_\_\_\_ Spill Time (24 hr clock): \_\_\_\_\_ Potential Liabile Party (PLP): \_\_\_\_\_

Clean-up Contractor (if different from PLP) \_\_\_\_\_

Spill Source \_\_\_\_\_ Spill Location \_\_\_\_\_

Oil Common Name (circle): Diesel/Gasoline/Jet Fuel/Kerosene/Lube oil/hydraulic oil/transformer mineral oil/bunker oil/  
intermediate fuel oil # \_\_\_\_\_ /crude oil \_\_\_\_\_ /asphalt/vegetable oil/other \_\_\_\_\_

Non-Persistent ☐ WAC 173-183-100(25) Persistent ☐ WAC 173-183-100(30)

Specific Gravity \_\_\_\_\_ Specific Gravity \_\_\_\_\_ (lab data attached yes ☐ no ☐)

### Report all volumes in gallons

### 2. Mechanical/Hand Recovery Operations (skimmers, vacuum trucks, barges, other temporary storage devices)

Date & time recovery operations ended for liquids in storage device \_\_\_\_\_

Recovered water-oil mixture storage device location \_\_\_\_\_

Storage Device volume before recovery operations (ideal is zero) \_\_\_\_\_

Storage device contents description \_\_\_\_\_

Gallons of water \_\_\_\_\_

Gallons of oil \_\_\_\_\_

Storage device volume after recovery operations \_\_\_\_\_

Settling time (duration) \_\_\_\_\_

Total water volume \_\_\_\_\_

Total oil volume \_\_\_\_\_

For settling times less than 12 hours

Depth of oil layer in storage device \_\_\_\_\_

Storage device dimensions \_\_\_\_\_

Percent oil content of water fraction \_\_\_\_\_

Lab data attached from 2 samples of water fraction for each storage device yes ☐ no ☐

### 3. Oleophilic Sorbent Material recovery operations

Date & time used sorbent materials were removed from the water \_\_\_\_\_

Recovered sorbent material properly handled/stored  
(proper segregation, double bagged, sealed from rain)

yes ☐ no ☐

Storage Location of spent sorbent material \_\_\_\_\_

Volumetric Data

Total gallons of water-oil mixture squeezed from material \_\_\_\_\_

Total water recovered \_\_\_\_\_

Total oil recovered \_\_\_\_\_

Gravimetric Data

Total weight of oiled sorbent material \_\_\_\_\_

Total weight of pre-oiled sorbent material \_\_\_\_\_

Total weight of oil in sorbent material  
(using 25% as water content – unless demonstrated to be different)

Total gallons of oil in sorbent material \_\_\_\_\_

### 4. Oiled debris data

Date & time oiled debris was collected from the water's surface \_\_\_\_\_

Debris collection areas

(List locations - only debris collected from the water's surface) \_\_\_\_\_

Oiled debris segregated from other oiled wastes

yes ☐ no ☐

Water content minimized

yes ☐ no ☐

Percent oil content

(Lab data attached for minimum of 2 samples from each collection area)

yes ☐ no ☐

Total weight of oiled debris \_\_\_\_\_

Total weight of oil in debris \_\_\_\_\_

Total gallons of oil in debris \_\_\_\_\_

### 5. Signature Block

I attest that the above information is accurate to the best of my knowledge \_\_\_\_\_  
PLP or Representative Signature Date

I accept the above information and have made the following determination:

Effective Containment yes ☐ no ☐ Shoreline contact of spill yes ☐ no ☐

Signature of State On-Scene Coordinator \_\_\_\_\_ Date \_\_\_\_\_

**This form complies with the requirements of WAC 173-183-870.**

For questions regarding this form or the Oil Recovery Credit Process contact:  
Dale Davis (360) 407-6972 or Alison Meyers (360) 407-7114



L	Glossary	
	Date: 11/18/2021	Rev: 00

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

## Abbreviations

ACP	Area Contingency Plan
AOC	Area of Coverage
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
FPAAC	Fire Protection Agencies Advisory Counsel
GRP	Geographic Response Plan
HAZWOPER	Hazardous Waste Operations and Emergency Response
IAP	Incident Action Plan
IBR	International Bird Rescue
IC	Incident Commander
ICS	Incident Command System
IMO	International Maritime Organization
ISRC	Interim Spill Response Coordinator
JIC	Joint Information Center
LNO	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
MSRC	Marine Spill Response Corporation
NCP	National Contingency Plan
NFO	Non-Floating Oil
NIMS	National Incident Management System
NOAA	National Oceanic and Atmospheric Administration



NRC	National Response Center (USCG)
NRCES	National Response Corp Environmental Svcs (now US Ecology)
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)
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 Vessel Insurers)
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
RPIC	Responsible Party Incident Commander
RRT	Regional Response Team
SAR	Search and Rescue
SMT	Spill Management Team
SERO	Shipboard Emergency Response Organization
SCAT	Shoreline Cleanup Assessment Technique
SDS	Safety Data Sheet
SOFR	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	Worldwide Response Resource List
WRSP	Wildlife Response Service Provider

## 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 (3) and Appendix (I).

**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 Chapter (8) 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 (a) federal, state, and local agencies to guide their planning and response procedures regarding spills of oil, hazardous substances, or other emergencies; (b) 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. Includes both tank and non-tank vessel plans.

**Federal VRP OSRO:** The OSRO named in the Covered Vessel's Federal Vessel VRP and approved by Ecology and DEQ as meeting planning standards for Supplemental Resources.

**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 (B).

**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(ies).

**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 substantial 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.

**MFSA**: Maritime Fire & Safety Association is the nonprofit corporation providing oil spill response and contingency planning coverage 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 [www.mfsa.com](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.

**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.

**Notification:** Oils that, depending on their chemical properties, environmental factors (weathering), and method of discharge, may submerge or sink.

**Non-Floating Oil:** 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 three (3) miles into the Pacific Ocean.

**Oil or Oils:** For the purposes of this plan, oil is as defined as stated in [ORS 340-141](#) and [WAC 173-182](#). In general, it is a liquid, sludge or refuse that is or contains petroleum-based products.

**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:** (a) in the case of a vessel, any person owning, operating, or chartering by demise, the vessel; (b) in the case of an onshore or offshore facility, any person owning or operating the facility; and (c) 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.

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

**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.

**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. Sometimes referred to as an Incident Management Team. Must be approved by Washington State Department of Ecology SMT Program.

**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, Clean Rivers 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.

**Supplemental Resources**: Resources contracted by the vessel through their Federal VRP from their Federal VRP OSRP that are used to supplement MFSA resources in meeting certain planning standards.



**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 (I).

**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.

**Wildlife Response Service Provider:** The professional teams with expertise in oiled wildlife rehabilitation. Must be approved by Washington State Department of Ecology WRSP Program.

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

**Worst Case Discharge:** (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.



<b>M</b>	Planning Standard Worksheets	
	Date: 11/18/2021	Rev: 00

Tables of equipment and resources used to meet the Washington State Planning Standards of 173-182 follow this page. Washington State Department of Ecology generates these calculations to confirm standards can be met. These tables are current as of the date of the plan.

- Vancouver Transfer Sites
- Vancouver Planning Standard
- Cathlamet Staging Area - NRCES Supplemental Resources
- Cathlamet Staging Area - MSRC Supplemental Resources

<b>Plan Holder: MFSA Vancouver Terminals</b>												
<b>Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site Planning Standard</b>												
The summary analysis spreadsheet is based on a conceptual model 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 in spills will depend on the conditions of the day. An electronic version of the equipment detail spreadsheet which lists all equipment can be made available by Ecololgy upon request. The planning standard summary analysis indicates total access to boom, storage and recovery resources required to meet the planning standard. Equipment access is based on information listed on the WRRL and information provided through the plan holder contingency plan and Primary Response Contractor applications as of <b>8/21/2021</b> . This information is subject to change as additional equipment is acquired and/or relocated. Substantive changes will result in an update of the spreadsheets.												
<b>PRC(s):</b> CRC, Tidewater (dedicated on-water storage barges)												
<b>Plan Holder owned equipment:</b> No												
<b>Worst Case Spill Volume (bbls):</b> 350,000												
<b>Oil Products Handled by Group (Group 1-5):</b> 1-5												
<b>Mutual Aid/Letters Of Intent:</b> Yes, under the MSRC contract wit CRC. CRC mutual aid allows acces to several LOI's for shoreside and on-water storage including LOI's with OTB (15k bbls), Sause Brothers Ocean Towing ( 5 Barges with 80k to 89k bbl capcities), Kirby Offshore (16 barges with various capacities from 26K bbls to 189k bbls). CRC and MFSA maintain an agreement with Tidewater for certain response equipment including on-water storage (Grade D Tank Barges). MFSA can access MSRC and NRC resources as suplmental resources via a covered vessel QI agreement required via MFSA enrollment agreement. Supplemental resources not applied to this spreadsheet.												
<b>Analysis point description:</b> MFSA enrolled vessels operating at Vancouver termials (Tesoro/Nustar)												
<b>Marine 50% or Freshwater 65% shore side storage credit:</b> Yes, 65% shoreside storage credit based on CRC Mutual Aid Agreements for access to shoreside storage at local facilities (Columbia Pacific 180,00 bbls and Kinder Morgan Liquids Terminal 25,000 bbls). A non-dedicated barge was added to the on-water storage.												
<b>Alternative Planning Standard:</b> The harbor buster has a smaller overall storage capacity than required by the enhanced 4 hour planning standard. The MFSA contingency plan describes how additional boom, a shallow water barge, and skimmer are paired with the buster system to meet the 4 hour boom, storage, and recovery requirements.												
	<b>On-water Storage (bbls)</b>	<b>Shore side Storage (bbls)</b>	<b>On-water Total Storage (bbls)</b>	<b>Calm Water (EDRC)</b>	<b>Protected Water (EDRC)</b>	<b>Open Water (EDRC)</b>	<b>Total Recovery (EDRC)</b>	<b>B1 Boom (ft)</b>	<b>B2 Boom (ft)</b>	<b>B3 Boom (ft)</b>	<b>Total Boom (ft)</b>	<b>Personnel (12 hour shift)</b>
2 hr available	18,024	0	18,024	0	3,588	0	3,588	0	1,000	0	1,000	10
2 hr required			0				0				1,000	
meets standard			Yes				Yes				Yes	
4 hr available	19,181	192	19,181	18,063	54,096	6,034	78,193	0	9,536	2,800	12,336	91
4 hr required			196				0				200	
meets standard			Yes				Yes				Yes	
6 hr available	19,615	240	19,615	18,543	84,950	6,034	109,527	0	56,236	11,400	67,636	155
6 hr required			12,500				12,500				10,000	
meets standard			Yes				Yes				Yes	
12 hr available	72,615	240	72,615	18,543	84,950	6,034	109,527	0	58,236	11,400	69,636	158
12 hr required			36,000				36,000				30,000	
meets standard			Yes				Yes				Yes	
24 hr available	72,620	240	72,620	20,257	93,864	6,034	120,155	0	58,236	11,400	69,636	162
24 hr required			72,000				48,000				50,000	
meets standard			Yes				Yes				Yes	
48 hr available	72,620	240	72,620	20,257	93,864	6,034	120,155	0	58,236	11,400	69,636	162
48 hr required			72,000				60,000				50,000	
meets standard			Yes				Yes				Yes	

Plan Holder: Maritime Fire and Safety Association

Planning Standard Summary Analysis: WAC 173-182-420 Vancouver Planning Standard

The summary analysis spreadsheet is based on a conceptual model 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 in spills will depend on the conditions of the day. An electronic version of the equipment detail spreadsheet which lists all equipment can be made available by Ecololgy upon request.The planning standard summary analysis indicates total access to boom, storage and recovery resources required to meet the planning standard. Equipment access is based on information listed on the WRRL and information provided through the plan holder contingency plan and Primary Response Contractor applications as of **9/28/2021**. This information is subject to change as additional equipment is acquired and/or relocated. Substantive changes will result in an update of the spreadsheets.

PRC(s): CRC, Tidewater (dedicated barges)

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): 350,000

Oil Products Handled by Group (Group 1-5): Groups 1-5

Mutual Aid/Letters Of Intent: Yes, per CRC contract allows acces to several LOI’s for shoreside and on-water storage including LOI’s with OTB (15k bbls), Sause Brothers Ocean Towing ( 5 Barges with 80k to 89k bbl capcities), Kirby Offshore (16 barges with various capacities from 26K bbls to 189k bbls). CRC and MFSA maintain an agreement with Tidewater for certain response equipment including on-water storage (Grade D Tank Barges). MFSA can access MSRC and NRC resources as supplemental resources via a covered vessel QI agreement required via MFSA enrollment agreement. Supplemental resources not applied to this spreadsheet.

Analysis point description: Vancouver planning standard area

Marine 50% or Freshwater 65% shore side storage credit: yes

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	On-water Total Storage (bbls)	Calm Water (EDRC)	Protected Water (EDRC)	Open Water (EDRC)	Total Recovery (EDRC)	B1 Boom (ft)	B2 Boom (ft)	B3 Boom (ft)	Total Boom (ft)	Personnel (12 hour shift)
2 hr available	41,024	0	41,024	0	3,588	0	3,588	0	1,000	0	1,000	11
2 hr required			0				0				1,000	
meets standard			Yes				Yes				Yes	
3 hr available	41,053	0	41,053	4,457	16,090	0	20,547	0	7,000	0	7,000	18
3 hr required			0				0				3,000	
meets standard			Yes				Yes				Yes	

6 hr available	42,521	240	42,521	18,543	84,950	6,034	109,527	0	56,100	11,400	67,500	155
6 hr required			3,675	1,050			10,500		3,000		9,000	
meets standard			Yes	Yes			Yes		Yes		Yes	

12 hr available	54,521	240	54,521	18,543	84,950	6,034	109,527	0	58,100	11,400	69,500	158
12 hr required			18,375	8,750			35,000		8,000		29,000	
meets standard			Yes	Yes			Yes		Yes		Yes	

24 hr available	54,526	240	54,526	20,257	93,864	6,034	120,155	0	58,100	11,400	69,500	162
24 hr required			33,600				48,000		18,000		49,000	
meets standard			Yes				Yes		Yes		Yes	

48 hr available	72,526	240	72,526	20,257	93,864	6,034	120,155	0	58,100	11,400	69,500	163
48 hr required			33,600				60,000				49,000	
meets standard			Yes				Yes				Yes	

<b>Plan Holder:</b> Maritime Fire and Safety Association												
<b>Planning Standard Summary Analysis: WAC 173-182-415 Cathlamet Planning Standard</b>												
The summary analysis spreadsheet is based on a conceptual model 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 in spills will depend on the conditions of the day. The planning standard summary analysis indicates total access to boom, storage and recovery resources required to meet the planning standard. Equipment access is based on information listed on the WRRL and information provided through the plan holder contingency plan and Primary Response Contractor applications as of <b>8/21/2021</b> . This information is subject to change as additional equipment is acquired and/or relocated. Substantive changes will result in an update of the spreadsheets.												
<b>PRC(s):</b> CRC, NRC, Tidewater (dedicated barges)												
<b>Plan Holder owned equipment:</b> N/A												
<b>Worst Case Spill Volume (bbls):</b> 350,000												
<b>Oil Products Handled by Group (Group 1-5):</b> Groups 1-5												
<b>Mutual Aid/Letters Of Intent:</b> Yes, access to LOI's for shoreside and on-water storage including: LOI's for barge of opportunity with OTB, Sause Brothers Ocean Towing, Kirby Offshore. Additionally, CRC and MFSA maintain an agreement with Tidewater for certain response equipment including on-water storage (Grade D Tank Barges). MFSA can access MSRC and NRC resources to meet the ocean zone planning standard via a covered vessel QI agreement required via MFSA enrollment agreement. <b>This spreadsheet uses NRC supplemental Resources to meet the planning standard.</b>												
<b>Analysis point description:</b> Edge of cathlamet staging area.												
<b>Marine 50% or Freshwater 65% shore side storage credit:</b> No, additional 40,000 bbls of LOI barges used to meet the 24 hour planning standard for onwater storage												
<b>Alternative Planning Standard:</b> CRC owns a NOFI Harbor Buster and paired it with an oleophillic fuzzy disc skimmer, additional boom, and a shallow water storage barge. This equipment is an approved alternative to the four hour standard as written.												

	On-water Storage (bbls)	Shore side Storage (bbls)	On-water Total Storage (bbls)	Calm Water (EDRC)	Protected Water (EDRC)	Open Water (EDRC)	Total Recovery (EDRC)	B1 Boom (ft)	B2 Boom (ft)	B3 Boom (ft)	Total Boom (ft)	Personnel (12 hour shift)
2 hr available	12,048	0	12,048	0	7,176	0	7,176	0	2,000	1,000	3,000	8
2 hr required			0				0				1,000	
meets standard			Yes				Yes				Yes	

3 hr available	12,053	0	12,053	1,714	17,530	0	19,244	175	2,000	4,500	6,675	19
3 hr required			0				0				3,000	
meets standard			Yes				Yes				Yes	
4 hr available	12,511	70	12,511	2,242	51,972	0	54,214	4,675	41,700	7,600	53,975	92
4 hr required			196				0				3,000	
meets standard			Yes				Yes				Yes	
6 hr available	13,731	778	14,509	17,926	94,622	9,053	121,601	4,675	69,500	12,400	86,575	264
6 hr required			10,500	1,050			10,500		4,200		10,000	
meets standard			Yes	Yes			Yes		Yes		Yes	

12 hr available	57,576	1,216	58,792	23,963	113,044	30,154	167,161	7,875	101,700	16,800	126,375	391
12 hr required			52,500	8,750		8,750	35,000		9,200		27,000	
meets standard			Yes	Yes		Yes	Yes		Yes		Yes	

24 hr available	98,496	1,216	98,496	25,196	117,278	35,008	177,482	8,175	108,100	19,800	136,075	423
24 hr required			96,000			12,000	48,000		19,200		47,000	
meets standard			Yes			Yes	Yes		Yes		Yes	

48 hr available	147,904	1,216	147,904	25,196	117,278	44,060	186,534	8,175	112,100	19,800	140,075	429
48 hr required			96,000				60,000				47,000	
meets standard			Yes				Yes				Yes	

<b>Plan Holder:</b> Maritime Fire and Safety Association												
<b>Planning Standard Summary Analysis: WAC 173-182-415 Cathlamet Planning Standard</b>												
The summary analysis spreadsheet is based on a conceptual model 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 in spills will depend on the conditions of the day. The planning standard summary analysis indicates total access to boom, storage and recovery resources required to meet the planning standard. Equipment access is based on information listed on the WRRL and information provided through the plan holder contingency plan and Primary Response Contractor applications as of <b>8/21/2021</b> . This information is subject to change as additional equipment is acquired and/or relocated. Substantive changes will result in an update of the spreadsheets.												
<b>PRC(s):</b> CRC, MSRC (supplemental resources), Tidewater (dedicated barges)												
<b>Plan Holder owned equipment:</b> N/A												
<b>Worst Case Spill Volume (bbls):</b> 350,000												
<b>Oil Products Handled by Group (Group 1-5):</b> Groups 1-5												
<b>Mutual Aid/Letters Of Intent:</b> Yes, through contract with CRC access to LOI's for shoreside and on-water storage including: LOI's for barge of opportunity with OTB, Sause Brothers Ocean Towing, Kirby Offshore. Additionally, CRC and MFSA maintain an agreement with Tidewater for certain response equipment including on-water storage (Grade D Tank Barges). MFSA can access MSRC and NRC resources to meet the open water capable assets requirement and the ocean zone planning standard via a covered vessel QI agreement required via MFSA enrollment agreement. <b>This spreadsheet uses MSRC supplemental Resources to meet the planning standard.</b>												
<b>Analysis point description:</b> Edge of cathlamet staging area.												
<b>Marine 50% or Freshwater 65% shore side storage credit:</b> No												
<b>Alternative Planning Standard:</b> CRC owns a NOFI Harbor Buster and paired it with an oleiophillic fuzzy disc skimmer, additional boom, and a shallow water storage barge. This equipment is an approved alternative to the four hour standard as written.												

	On-water Storage (bbls)	Shore side Storage (bbls)	On-water Total Storage (bbls)	Calm Water (EDRC)	Protected Water (EDRC)	Open Water (EDRC)	Total Recovery (EDRC)	B1 Boom (ft)	B2 Boom (ft)	B3 Boom (ft)	Total Boom (ft)	Personnel (12 hour shift)
2 hr available	12,048	0	12,048	0	7,176	0	7,176	0	2,000	0	2,000	8
2 hr required			0				0				1,000	
meets standard			Yes				Yes				Yes	

3 hr available	16,249	0	16,249	1,714	16,090	26,407	44,211	2,640	3,000	3,500	9,140	24
3 hr required			0				0				3,000	
meets standard			Yes				Yes				Yes	
4 hr available	17,507	0	17,507	6,034	50,532	38,200	94,766	8,580	43,900	6,600	59,080	106
4 hr required			0				0				3,000	
meets standard			Yes				Yes				Yes	
6 hr available	58,941	240	59,181	19,640	88,538	44,234	152,412	9,240	62,800	11,400	83,440	216
6 hr required			10,500	1,050			10,500		4,200		10,000	
meets standard			Yes	Yes			Yes		Yes		Yes	

12 hr available	103,966	824	104,790	28,863	113,672	63,995	206,530	27,780	126,160	18,000	171,940	458
12 hr required			52,500	8,750		8,750	35,000		9,200		27,000	
meets standard			Yes	Yes		Yes	Yes		Yes		Yes	

24 hr available	109,328	824	109,328	28,863	113,672	89,579	232,114	30,420	129,160	18,000	177,580	466
24 hr required			96,000			12,000	48,000		19,200		47,000	
meets standard			Yes			Yes	Yes		Yes		Yes	

48 hr available	177,880	824	177,880	28,863	113,672	123,119	265,654	31,080	130,160	18,000	179,240	475
48 hr required			96,000				60,000				47,000	
meets standard			Yes				Yes				Yes	