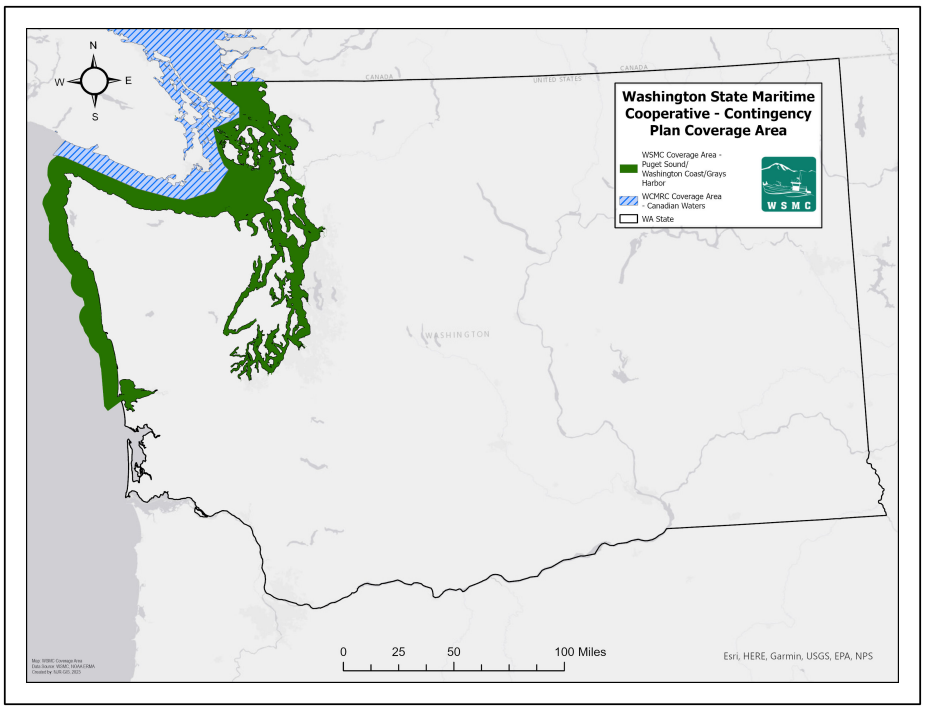
WASHINGTON STATE MARITIME COOPERATIVE

OIL SPILL CONTINGENCY PLAN©

24 Hours: (206) 448-7557



November 2023

100 West Harrison Street, Suite S-560, Seattle, WA 98119, U.S.A.
www.wsmcoop.org

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PREFACE

BINDING AGREEMENT WAC 173-182-220

Washington State
Department of Ecology
Spill Prevention, Preparedness, and Response Program
P.O. Box 47600, Olympia, WA 98504-7600
Office Phone: (360) 407-7455
Fax: (360) 407-7288 or toll free 1-800-664-9184

Binding Agreement for WAC 173-182 and WAC 173-186

WAC 173-182-220 and WAC 173-186-210 require that each plan contain a written statement binding the contingency plan holder to its use. The binding agreement shall be signed by:

a) An authorized representative(s) of a nonprofit corporation established to provide oil spill contingency plan coverage;
b) An authorized owner, or operator, or a designee with authority to bind the owners and operators of the facilities or vessels covered by the plan;
c) An authorized resident agent of the vessel(s) submitting the plan;
d) An authorized representative(s) of a company contracted to the vessel or facility and approved by ecology to provide containment and clean-up services.

WAC 173-182-142 and WAC 173-186-140 classify the permanent loss of personnel designated as the binding agreement signatory as a significant change to the plan and require notification to Ecology within 24 hours.

Submitting Party Information

Company Name: Washington State Maritime Cooperative	
Contact Name: Dan Smiley	
Signing Authority as Described Above (A, B, C, or D): General Manager, Response and Preparedness	
Address: 100 West Harrison, Suite S560 Seattle WA 98119	
Phone Number: (206) 448-7557	Fax Number:
Email: dansmiley@wsmcoop.org	Website: wsmcoop.org

Additional Submitting Party Information (If Needed)

Company Name:	
Contact Name:	
Signing Authority as Described Above (A, B, C, or D):	
Address:	
Phone Number:	Fax Number:
Email:	Website:

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To request ADA accommodation including materials in a format for the visually impaired, call Ecology at 360-407-6831 or visit https://ecology.wa.gov/accessibility. People with impaired hearing may call Washington Relay Service at 711. People with speech disability may call TTY at 877-833-6341.

Binding Agreement

I certify that I have reviewed and am familiar with the information submitted in this Plan and that the information in the contingency plan is accurate. I am authorized to submit the plan and commit to:

a) A safe and immediate response to spills and to substantial threats of spills that occur in, or could impact Washington waters or Washington's natural, cultural and economic resources;

b) Having an incident commander in the state within six hours after notification of a spill;

c) Implementation and use of the plan during a spill and substantial threat of a spill, and to the training of personnel to implement the plan;

d) Making necessary and appropriate expenditures in order to implement plan provisions; and

e) 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 to clean up the spill safely and to the maximum extent practicable.

Authorized Signature — Date: 11/22/23

Daniel J Smiley
Print Name

General Manager, Response and Preparedness
Title

Authorized Signature — Date

Print Name

Title

ECY 070-612 January 2020 Page 2 of 2

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APPROVAL CERTIFICATE

Oil Spill Contingency Plan Approval Certificate

DEPARTMENT OF ECOLOGY
State of Washington

The Oil Spill Contingency Plan for

Washington State Maritime Cooperative

has been CONDITIONALLY 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

January 19, 2024
Date of Approval

Matt Bissell
Preparedness Section Manager

July 19, 2025
Plan Expiration Date

RECORD OF REVISIONS WAC 173-182-210

UPDATING PROCEDURES: (see next page)

Change Number	Date of Amendment	Section Amended	Signature of Person Entering Change
1	15 December 2013	Plan revision to address conditional approval items	
2	23 January 2019	Plan Update – 5 Year Review	
3	23 June 2019	Plan Update - Sec 3, Table 3-1	
4	30 July 2019	Updated Binding Agreement WAC 173-182-220 Updated plan distribution list to include additional incident commanders	

5	27 January 2020	Annual plan review
		• Updated table of content
		• Update preface formatting
		• 5.3.2 Aerial Surveillance
		• Updated section 8: Training and Exercises
		• App B: Updated LOI list and attachments
		• App C
		  ○ Updated IC checklist
		  ○ Remove PRC Air Monitoring Logs	

6	6 January 2021	• 6.6, VOO WAC 173-182-317 • 6.7, Aerial Surveillance (~321) • App A, General content (~230(3)(e)) • 3.1, Spill Management Team (~280) • 5.4, App A, Transfer sites (~355) • 5.4, App A, Shoreline cleanup (~522) • App C, Field Document • 8.4.6, Drills (~710(6)) • 6.13, Air monitoring (~535) • 6.11, In situ burning (~330) • 6.10, Dispersants (~325) • 6.9, Sinking oil (~323) • 6.14, Wildlife response (~540)	

7	March 29, 2021	Replaced the Oil Spill Contingency Plan Approval Certificate with one dated March 15, 2021	
8	June 2021	• Updated 1.4 Worst Case Spill Coverage • Updated field document notifications and figure 2-1 Call-Down Sequence for Spill Reporting to match. • Updated 2.3 WSMC Internal Procedures • 3.1.1 Contracted Spill Management Teams • 6.9 Non-Floating Oil • 6.10 Dispersants • 6.11 In-Situ Burning • 6.14 Wildlife • Appendix A Planning standard spreadsheets replaced • Appendix B Letters of Intent • Appendix C Forms – Member service agreement and other not response related business documents were removed.	
9	August 2021	• 6.14 Wildlife	
10	October 2021	• Table 1-2 Overview of Oils Carried by WSMC-covered Vessels with typical property values.	
11	January 2022	• 6.14 Wildlife • Section updated to include whale monitoring and deterrence as per WAC 173-182-540(2)(d)	
12	January 2023	• Updated GDS contract • Updated table 3.1.2 SMT Personnel Table WAC 173-182-280(1)(b) • Updated table for Grays Harbor (WAC 173-182-405	
13	November 15, 2023	• 5 Year update • Updating Procedures WAC 173-182-142 • WSMC Post-Spill Review Procedure WAC 173-182-150 • BINDING AGREEMENT WAC 173-182-220	

		• 3.3.1 initial 24 hours updated to initial 72 hours • Update procedures for WAC 173-182-400 • Update Washington Coast (WAC 173-182-450) • Update PRC agreements • Update Field Document: WAC 173-182-240	
	December 4, 2023	• Added MSCR certificate of coverage	

CROSS-REFERENCE WAC 173-182-230(3)(D)

Item	Section/Figure
SECTION A – General Planning, Information and Timing	
Plan Maintenance and reporting obligations (WAC 173-182-140, 142, 245, 150)	
1. Plan review and update procedures: • Annual review – update and distribute amended pages to ecology, or send letter confirming existing plan is accurate. • Notify Ecology of significant changes 2. Post spill review and documentation: • Conduct post spill review procedures to confirm effectiveness of plan and make plan improvements	Preface Preface Preface Preface Preface
SECTION B – Contingency Plan Format and Content	
Contingency plan format requirements: (WAC 173-182-210)	
1. Formatted for maximum usefulness during a spill (includes job aids, diagrams, checklists)	✓
2. Formatted with chapters, sections and annexes/appendices. Includes detailed TOC based on chapter, section, annex and titles, tables and figures.	✓
3. Format allows replacement of revised pages.	✓
Binding Agreement Statement: (WAC 173-182-220)	
1. Name, address, phone number, email and website of submitting party 2. Verification of commitment to immediate response to spills. 3. Commit to having an Incident Commander in the state within 6 hours after notification of a spill. 4. Commit to implementation and use of plan during a spill and to training of personnel to implement plan. 5. Verify authority and capability of plan holder to make necessary and appropriate expenditures to implement plan provisions.	Preface
Contingency Plan Content (WAC 173-182-230)	
Plan refers to and is consistent with the NWACP	1.2
States federal and state requirements intended to be met by plan. 173-182-230(3)(a)	1.7
Plan states size of worst case spill. 173-182-230(3)(b) • For transmission pipelines – more than one worst case spill volume for different line sections may be submitted. • For vessel umbrella plans – a worst case volume for each port of operation may be submitted to ecology (if operations of enrolled vessels differ by port) • For multiple facilities using a single umbrella plan, separate worst case spill volumes are required for each facility.	1.3
Cross-reference table WAC 173-182-230(3)(d)	Preface

Item	Section/Figure
PRC, SMT, or WRSP Contact Information WAC 173-182-230(3)(e) • Name, phone number, address, 24 hour contact number of PRC • Contract or letter summarizing terms of contract signed by the PRC. • If contract not submitted make available for inspection upon request. • Copy of mutual aid agreements and description of terms of that document. • Specify in writing if plan holder relies on a PRC or other contractor to staff ICS positions for spill management team.	 App. A App. A App. B App. A App. A
Procedures to track and account for the entire volume of oil recovered and oily wastes generated and disposed of during spills.	4.5.4 7.8.6
Facility name, location, address	N/A
Starting date of operations.	N/A
Description of operations covered by plan. • List oil handling operations that occur at the facility (by group and amount) • Written description and map indicating site topography, storm water and other drainage systems, mooring areas, pipelines, tanks, and other oil processing, storage, and transfer sites and operations. • Describe geographic area that could be impacted from a spill at the location based on a 48 hour worst case spill trajectory analysis.	N/A
For vessels: • Name of each vessel covered under the plan • Name, address, location of the owner, • Official identification code or call sign • Country of registry • All ports of call or areas of expected operation in Washington waters • Type of oil by groups handled • Oil volume capacity by group • Description of operations covered by plan (include written, diagram indicating cargo fuel and ballast tanks and piping, power plants and other oil storage and transfer sites • Special exemption for vessel umbrella plans • Umbrella plans shall include a list of the types of vessels and the typical oil types by group and volumes	1.3 and 1.4
• Vessel diagrams indication cargo fuel an ballast tanks	1.4
• Plan provides procedures to establish a process to manage oil spill liability claims of damages.	6.15
FIELD DOCUMENT (WAC 173-182-240)	App C.
Emergency Response System at Neah Bay (WAC 173-182-242)	5.3.6

Item	Section/Figure
Initial Response Actions (WAC 173-182-250)	
Initial Spill Action Forms	4.1
Equipment to be used to conduct initial spill assessment - including equipment effective in darkness and low visibility (e.g. visual methods, tracking buoys, trajectory modeling, aerial overflights, thermal and infrared)	4.5.3
Safety Assessment (including initial air monitoring) for all types of spills, including spills to groundwater	4.3
Procedures to confirm the occurrence and estimate the quantity and nature of the spill, including updated reports.	4.5.4
Notification and call-out procedures (WAC 173-182-260, 262)	
Procedures to immediately notify appropriate parties • Identify central reporting office or individuals responsible for implementing the notification procedure	2.1
List name and phone numbers of required notifications to government agencies, response contractors, spill management team members (internal call down information need not be included but should be available for review)	2.1
Identify clear order of priority for immediate notification.	Fig 2.1
Notifications to required government agencies for spills to ground or into permeable secondary containment, and threatened or confirmed spills to groundwater.	N/A
Reporting requirements for a vessel emergency or threat of discharge	2.2.2
Maintenance records for response equipment (WAC 173-182-270)	
Response equipment maintained in a state of readiness	5.5
Schedules, methods, and procedures for equipment maintenance. (maintenance records for at least 5 years available upon request)	5.5
Spill Management Teams (WAC 173-182-280)	3.1
Type and frequency of training for each position WAC 173-182-280(2)	8.2
Planning Standards (WAC 173-182-310) Ecology shall apply planning standard when determining ability of plan to meet regulations (to be verified at drills/spills). RP must address entire volume of actual spill regardless of planning standards. Planning standards do not constitute cleanup standards.	
Planning standards for vessel of opportunity (VOO) (WAC 173-182-317)	6.6
Planning standards for aerial surveillance (WAC 173-182-321)	6.7
Planning standard spills of oils that may submerge or sink (WAC 173-182-323)	6.9
Planning standards for dispersants (WAC 173-182-325)	6.10
Planning standards for in situ burning (WAC 173-182-330)	6.11
Planning standards for storage (WAC 173-182-335)	
Identify both on-water devices and shoreside interim storage locations.	5.3.5

Item	Section/Figure
For freshwater – shoreside storage to meet 65% of storage requirements if plan holder demonstrates that recovred oil can be transported to the shoreside storage.	
Determining effectiveness of recovery systems (WAC 173-182-345)	
Plan holders and PRC's that own equipment must provide information to WDOE to determine the effectiveness of the recovery systems and how equipment meets planning standards.	5.4 App. A
Determining efficiency of recovery systems in various operating environments and product types: • For skimmers: Transport and deployment, list boom and workboats associated with each water based skimming system, identify pumps and pumping capacity to be used to transfer product to storage devices. • For oil recovery systems relying on vessel of opportunity or non-dedicated transport asset, include how asset would be located and secured. Include mobilization time needed to ensure assets are available, as well as time needed to set up oil recovery system, and personnel.	5.4 App. A
Determining effective daily recovery capacity (WAC 173-182-348)	
Plan holders and PRCs that own recovery equipment shall request EDRC (or alternative EDRC) using procedures and criteria in WAC 173-182-348 and 33 CFR 155, Appendix B, Section 6, Determining Effective Daily Recovery Capacity for Oil Recovery Devices.	5.4 App. A
Technical Manuals (WAC 173-182-349)	5.4
Documenting compliance with the planning standards (WAC 173-182-350)	5.4 App. A
Include time for notification and mobilization of equipment and personnel (notification + mobilization + travel time = time to spill site). For dedicated resources owned by plan holder use mobilization planning factor = 30min. For all other dedicated response equipment use mobilization planning factor = 1 hour. Nondedicated resources: mobilization planning factor = 3 hours.	5.4 App. A
Equipment travel speeds computed using 35 mph for land and 5 kts for water.	5.4 App. A
Provide documentation (e.g. actual performance during spills or unannounced drills) to request approval for alternative notification, mobilization and travel times. Include date and time of performance or test, weather/sea state conditions and transportation information.	5.2
Shoreline Cleanup WAC 173-182-522	6.12
Air Monitoring WAC 173-182-535	6.13
Wildlife Response WAC 173-182-540	6.14
Transfer sites for covered vessels at locations where transfers occur (WAC 173-182-355)	5.4 App A

Item	Section/Figure
Transmission pipelines and pipeline tank farms (WAC 173-182-365)	N/A
San Juan county planning standard (WAC 173-182-370)	5.4 App A
Padilla Bay planning standard (WAC 173-182-375)	5.4 App. A
Commencement Bay – Quartermaster Harbor planning standard (WAC 173-182-380)	5.4 App. A
Nisqually planning standard (WAC 173-182-385)	5.4 App. A
Dungeness planning standard (WAC 173-182-390)	5.4 App A
Neah Bay Staging Area (WAC 173-182-395)	5.4 App A
Grays Harbor Planning Standard (WAC 173-182-405)	5.4 App. A
Item	**Section/Figure**
Willapa Planning Standard (WAC 173-182-410)	N/A
Washington Coast Planning Standard (WAC 173-182-450)	
Capable of sustaining a worst case spill response	5.4 App. A
Capability, if applicable, for is situ burning, dispersant use, and mechanical recovery	5.4
Surveillance equipment (including fixed wing helicopters and low visibility equipment) to provide for aerial assessment of spill within 6 hours of spill awareness	5.4 App. D
Time frames and mechanisms to cascade in equipment and other resources for up to 72 hours	5.4
10,000 feet of boom appropriate for shoreline protection, containment and/or ten thousand feet of open water boom for enhanced skimming, containment or other use to arrive within twelve hours	5.4 App. A
20,000 feet of boom appropriate for containment, protection or recovery to arrive within twenty four hours	5.4 App. A
4 Hour Planning Standards (WAC 173-182-370, 380, 395, 405, and 414)	
Additional 200 feet of boom and temporary storage of at least 196 bbls with the ability to collect, contain, and separate collected oil	5.4 App. A

Item	Section/Figure
SECTION D – Response and Protection Strategies for Sensitive Areas	
Requirements for response and protections strategies (WAC 173-182-510)	
Methods to track and contain spilled oil and enhance recovery and removal operations described in the plan	4.5.3
Describe how environmental protection will be achieved: • Protection of sensitive shoreline and island habitat by diverting or blocking oil movement • Description of sensitive areas and strategies to protect resources (including info on natural resources, coastal and aquatic habitat types and sensitivity by season, breeding sites, presence of state or federally endangered or threatened species, commercial and recreational species, geographic features, isolation areas beach types, geological characteristics • Identify public resources (public beaches, water intakes, drinking water supplies, marinas) • Identify shellfish resources and methods to protect • Identify significant economic resources to be protected in area covered by plan • For facilities with potential to impact "sole source" aquifer/public drinking water supply identify type of substrate and geologic extent of sensitive sites	6.1 – 6.4
Refer to NWACP for GRP's developed to meet requirements. If approved GRPs do not exist in the NWACP, work with ecology to determine alternative sensitive areas to protect.	6.4
Identify potential initial command post locations	3.5
Planning standards for shoreline cleanup (WAC 173-182-522)	
Identify and ensure availability of response resources necessary to perform shoreline cleanup operations.	6.7 – 6.8
Planning standards for ground water spills (WAC 173-182-520)	
Describe methods used to immediately assess ground water spills.	N/A
Contact information for resources typically used to investigate, contain, and remediate/recover spills to ground water.	N/A
Planning standards for wildlife rescue and rehabilitation (WAC 173-182-540)	
Identify applicable federal, state, and NWACP requirements for wildlife rescue and rehabilitation, and describe equipment, personnel, resource and strategies for compliance with the requirements. Resources are capable of arriving on scene within 24 hours of spill awareness.	6.6
Part III: Drill and Equipment Verification Program	
Requirements for drills and exercises. (WAC 173-182-700 through 740)	

Item	Section/Figure
WSMC Commits to: • Schedule drill and exercises according to WAC 173-182-700 and 710. • Provide Ecology opportunity to design and evaluate all drills • Proper timing, frequency and types of drills • Update plan if required based on drill performance and evaluation • Test all spill management teams that support enrolled vessels • Commit to scheduling deployment and table top drills within the proper timeframes.	8.10.2
Multiple Plan Holder Equipment Deployment Drill WAC 173-182-710(6)	8.4.6

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1. INTRODUCTION

1.1 STATE REQUIREMENTS MET BY THE PLAN

This plan is only intended to meet the requirements of WAC 173-182, Oil Spill Contingency Plan.

This plan is **not** a substitute for required federal oil spill plans.

1.2 WSMC CONTINGENCY PLAN

Washington State Maritime Cooperative (WSMC) is the nonprofit corporation providing oil spill response and contingency planning coverage under this WSMC Vessel Response Plan (the "Plan"). The Plan is an umbrella plan for COVERED vessels entering Washington State waters, excluding the Columbia River, that enroll for coverage under the Plan.

WSMC was incorporated to:

1. Maintain an oil spill emergency response system that will:
    a. provide a mandatory emergency response communications network for enrolled and thereby covered vessels involved in commerce in Washington waters (*except the waters of the Columbia and Snake Rivers*);
    b. In the event of an oil spill or threatened oil spill, provide a response immediately after the initial report, which may include, but not be limited to, as needed, response vessels, boom equipment, skimmers, qualified personnel, and wildlife centers.
2. Enroll and assess vessels transiting the waters of the state which desire contingency plan coverage to meet Washington State law.
3. Enter into contracts with cleanup contractors to provide spill response, or with other organizations or companies for communication services.
4. Recover oil spill response system costs from a responsible vessel owner or operator in the event of a spill or threatened release.
5. Hold response readiness drills with state and federal agencies.
6. Work with other states' and countries' maritime organizations, cleanup cooperatives, and governmental response agencies.
7. Maintain an oil spill contingency plan to provide for a response to an oil spill that complies with state statutes and rules for those vessels covered by WSMC.

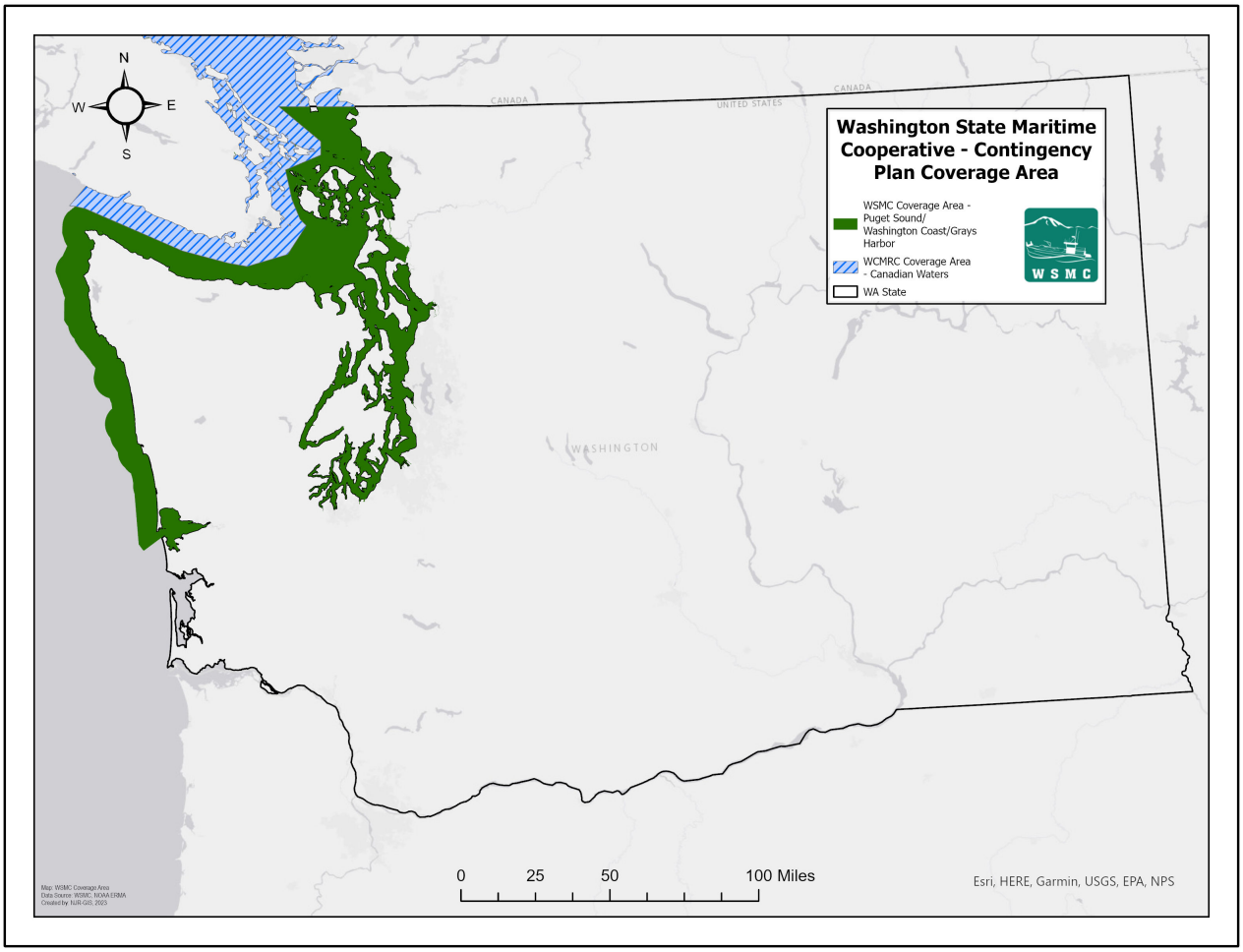
1.3 NORTHWEST AREA CONTINGENCY PLAN (NWACP)

In Washington state, the NWACP serves as the statewide master oil and hazardous substance contingency plan required by RCW 90.56.060. This plan is written to be consistent with the NWACP.

1.4 WSMC COVERAGE AREA

WSMC's area of coverage is within the navigable waters of the State of Washington (as defined by WAC 317-05-020(10) with the **exception of the Columbia River system**.

Navigable waters of the state" means those waters of the state, and their adjoining shorelines, that are subject to the ebb and flow of the tide, or are used presently, have been used in the past, or may be susceptible for use to transport intrastate, interstate, or foreign commerce, or any of these factors.



1.5 VESSELS COVERED BY WSMC WAC 173-182-230(6)

The WSMC umbrella Oil Spill Contingency Plan covers multiple vessels with different owners. A list of member vessel including the following information is available at: http://23.25.138.211/WSMC/VESSEL/enrolled.aspx

- Vessel name
- Vessel type
- Worst case discharge oil type and quantity
- The name and API gravity of the densest oil being handled on the enrolled vessels
- Qualified individual
- Spill management team
- Agent
- Protection and indemnity (P&I) club.

The following types of vessels are required by Washington State law to have an approved contingency plan filed with the state. These vessels are eligible for enrollment with WSMC, and may be covered by WSMC's umbrella Oil Spill Contingency Plan. See R.C.W. 88.46.010 and 88.46.060:

- Tank vessels, including barges, constructed or adapted to carry oil in bulk as cargo or cargo residue,
- Cargo and other self-propelled vessels in commercial service of 300 or more gross tons, including but not limited to, commercial fish processing vessels and freighters,
- Passenger vessels of 300 or more gross tons with a fuel capacity of at least six thousand gallons that carry passengers for compensation.

1.6 WORST CASE SPILL WAC 173-182-230(3)(B)

WAC 173-182-030(54)(c) defines a worst case spill (WCS) from a vessel 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 WCS.

Under 33 CFR 165.1303, vessels entering Puget Sound may not exceed 125,000 DWT. This equates to a WCS of 813,000 bbls (~35 million gallons). This volume of oil is transported by WSMC member tank vessels. WSMC member non-tank vessels entering Puget Sound may carry a volume of oil as great as 100,000 bbls (~4 million gallons). Tank vessels carry both bunker and cargo oil. Non-tank vessels carry only their bunker oil. See Tables 1-1 and 1-2 for a description WSMC member WCS amounts and a listing of the oils carried by these vessels. Due the variety of vessels covered by WSMC and the

nature of their operations, these oils and WCS amounts may be carried in any of the Planning Standard areas covered by WSMC. An exception is the Nisqually Planning standard area, which is transited by only non-tank vessels.

Below is a list of the Planning Standard areas covered by WSMC and the WCS amounts of the WSMC member vessels that transit these areas based on 2013 WSMC member enrollment data. The WSMC Plan coverage meets or exceeds WSMC member WCS amounts for these planning standards.

Planning Standard	**WAC**	**Tank Vessel WCD**	**Non-Tank Vessel WCD**
San Juan County	WAC 173-182-370	813,000 bbls	100,000 bbls
Padilla Bay	WAC 173-182-375	813,000 bbls	100,000 bbls
Dungeness	WAC 173-182-390	813,000 bbls	100,000 bbls
Neah Bay Staging Area	WAC 173-182-395	813,000 bbls	100,000 bbls
Washington Coast	WAC 173-182-450	813,000 bbls	100,000 bbls
Commencement Bay & Quartermaster Harbor	WAC 173-182-380	813,000 bbls	100,000 bbls
Nisqually	WAC 173-182-385	813,000 bbls	100,000 bbls
Grays Harbor	WAC 173-182-405	813,000 bbls	100,000 bbls

For Transfer Sites (WAC 173-182-355), tankers may conduct transfers at the following transfer sites with the corresponding listed WCS amount:

- Cherry Point Refinery, 813,000 bbls
- Ferndale Refinery, 813,000 bbls
- March Point Refineries, 813,000 bbls
- Richmond Beach Facility, 813,000 bbls
- Harbor Island Facilities, 813,000 bbls
- Tacoma Facilities, 813,000 bbls
- Port Angeles Facilities, 813,000 bbls

WSMC provides member vessel coverage for these WCS amounts through response resources provided by Marine Spill Response Corporation (MSRC) and Global Diving & Salvage, Inc. (GDS). MSRC resources are used to meet the requirements of all the Planning Standard areas and Transfer Sites with the following exception: GDS response capability will be utilized to meet the Grays Harbor Planning Standard (WAC 173-182-405) 2 and 3 hour benchmarks. Other planning standard areas listed in WAC 173-182 and not mentioned here are not transited by WSMC member vessels.

WSMC Planning Standard spreadsheets for all these areas are contained in Appendix A.

1.7 OILS CARRIED BY WSMC COVERED VESSELS

The following oil types with typical property values are carried by WSMC Covered Vessels.

NA = Not Available

Product Name	Could Become Non-Floating	Vapor Density	Specific Gravity	API	Oil Group	Sulfur Wt (%)
Condensate		>1	0.75	56.0	1	0.49
Gasoline		>1	0.70	70.9	1	0.02
Jet Fuel		3 - 4.5	0.79	43.0	1	0.30
Marine Diesel		>1	0.85	35.0	2	0.50
Lubricating Oil		NA	0.86	30.4	3	<0.50
Residual Fuel Oils (IFO 380, IFO 180, LSMGO, Bunker)	X	>1	0.93- >1.0	9.5 - <10.0	3-4	1.00-4.50
Crude Oil(s)	X	>1	0.83- >1.0	39.8 - <10.0	2-5	0.60
Decant Oil	X	>1	>1	< 10.0	5	1.00-4.50

1.8 PLAN DISTRIBUTION

Electronic copies of this plan are distributed as indicated below. This plan is also available from the WSMC web site:

RECIPIENT	# COPIES
WSMC Directors/Staff	1
WSMC Executive Director	1
WSMC Incident Commanders	8
Marine Exchange	1
Marine Spill Response Corporation	1
Global Diving and Salvage, Inc.	1
Washington Department of Ecology (electronic and hard copy)	2
Gallagher Marine Systems	1

1.9 UPDATING PROCEDURES WAC 173-182-140 & 142

At least once annually WSMC shall review the entire plan for accuracy and either:
(1) Update and submit the amended page(s) of the plan to ecology for review and approval; or
(2) If no plan changes are needed, send a letter to ecology con- firming that the existing plan is still accurate.

WSMC will regularly monitor and assess operations to identify any significant changes to personnel, equipment, or operational procedures as described in the WAC 173-182-142. Significant changes include, but are not limited to:

- Loss of compliance equipment.
- Transfer of over 10% of designated equipment out of the homebase.
- Equipment transfers to support out-of-region spills.
- Permanent loss of initial response personnel.
- Permanent loss of the binding agreement signer.
- Changes in normal operating procedures.
- Changes in equipment ownership used to fulfill planning standards.
- Modification or discontinuation of mutual aids, letters of intent, or contractual agreements.

In the event of a significant change:
a) Notify the ecology in writing within 24 hours. Notification can be made via facsimile or email, which are considered as written notices.
b) Include details of the change and its impact on the spill response capability.

Following the notification:
a) Provide a schedule outlining the steps to return the plan to full operational status.
b) Draft a proposal that offers solutions to compensate for any temporary significant change, such as acquiring backup resources or collaborating with third-party services.

Maintain a thorough record of:
a) All notifications sent to ecology.
b) Amendments made to the Oil Spill Plan.
c) Correspondence with ecology, including feedback, approvals, or disapprovals.

1.10 WSMC POST-SPILL REVIEW PROCEDURE WAC 173-182-150

Following the closing of a plan activation WSMC will conduct a post-spill review of this plan to evaluate its effectiveness make plan improvements. The following may serve as a post-spill review process guide:

- Gather spill documentation.
- Identify key review personnel including WSMC Incident Commanders, SMT members, ecology representatives, and agencies from Unified Command (if established).
- Conduct a session assessing the spill response's effectiveness and coordination efforts.
- Note significant lessons and potential plan improvements.
- Highlight communication and coordination strengths and weaknesses.
- Draft a report detailing the spill, actions taken, and proposed plan updates.
- Update the plan based on review findings and agency feedback.
- Inform all stakeholders of updates.
- Conduct training sessions for the updated plan.

1.11 PRIMARY RESPONSE CONTRACTORS

Contractors hired by or for the responsible party are responsible to carry out recovery and / or cleanup operations in conformance with federal, state and local laws, and approved contingency plans -- with safety of all personnel being the primary objective.

Any contractor hired by the responsible party, WSMC, FOSC, or SOSC is responsible to carry out recovery / cleanup operations as directed by that individual or agency. Any suggestions, recommendations or specific work orders made by the On-Scene Coordinator (federal or state) while monitoring a spill response will be directed to the responsible party or his / her agent, and not directly to the contractor -- unless the contractor is designated by the responsible party as his / her agent.

Primary response contractors (PRCs) must be approved / certified by the State of Washington pursuant to WAC 173-182-800. The WSMC Plan is supported by state approved PRCs; Marine Spill Response Corporation (MSRC) and Global Diving & Salvage, Inc. (GDS). These WSMC PRC resources include pre-positioned vessels, equipment and trained personnel in strategic locations throughout the WSMC coverage area. These resources are always ready (24 hours/day) on immediate standby status. State regulation planning standards call for PRCs to begin mobilization efforts immediately but no later than 1 hour from notification of a spill. WSMC’s contractor personnel are all on two-hour standby to their assigned vessels. See Appendix A and the respective PRC applications for additional information on the WSMC PRCs.

1.12 RELATIONSHIP TO OTHER CONTINGENCY PLANS

A description of how this plan relates to and is integrated into (other) relevant plans is summarized as follows (see Figure 1-1):

A. Federal: See Section 1.8

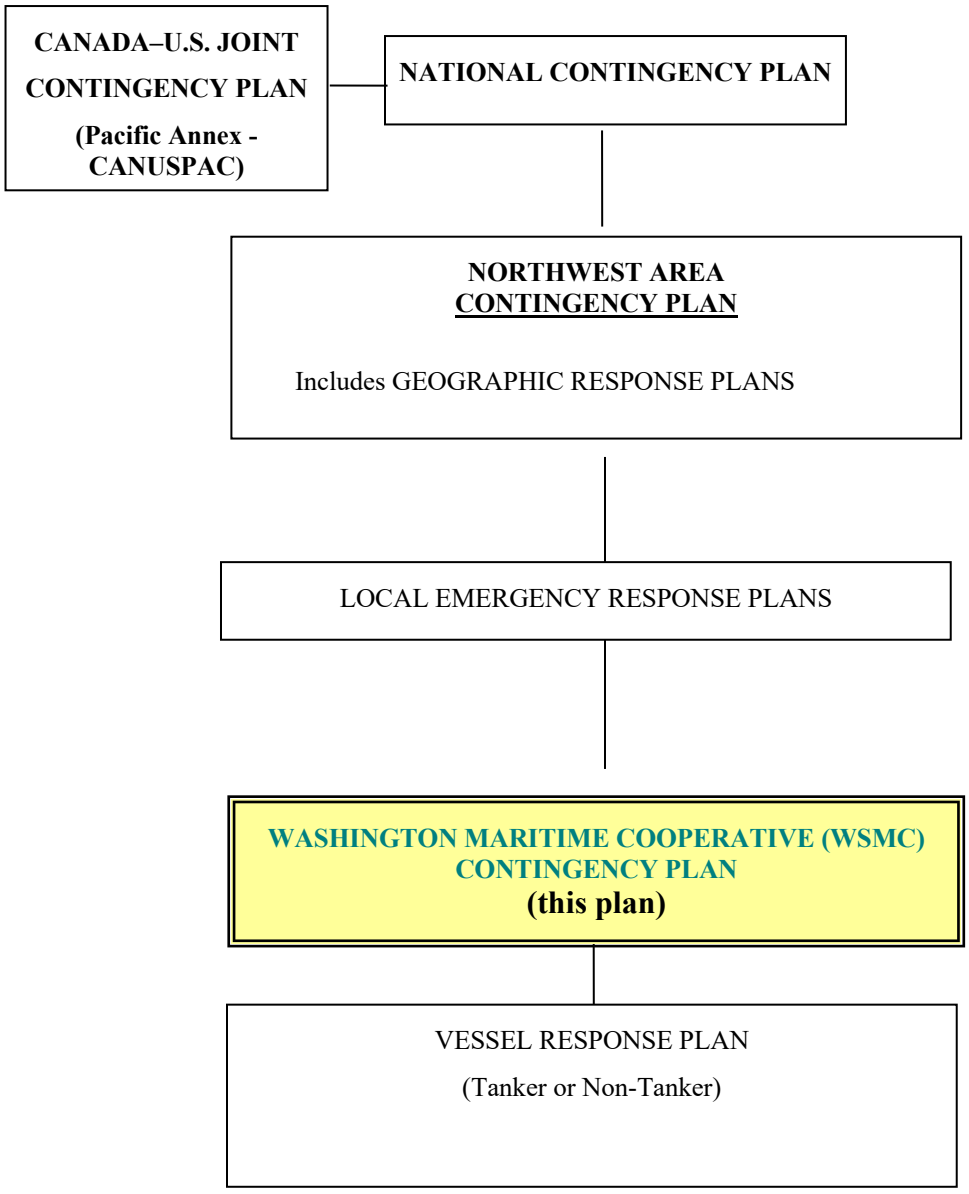
B. State: See Section 1.9

C. Local: See Section 1.10

D. Responsible Party's Federal Vessel Response Plan:

WSMC's enrolled member vessels rely upon WSMC's umbrella plan coverage to meet state of Washington's requirement for a state approved contingency plan. In addition to WSMC's plan, member vessels over 400 Gross Tons (ITC) are all required to have a U.S. Coast Guard approved vessel response plan for each USCG Captain of the Port Zone in which the vessel operates.

Figure 1-1 RELATIONSHIP OF FEDERAL, STATE AND LOCAL OIL SPILL CONTINGENCY PLANS



1.13 STRATEGY TO ENSURE USE OF PLAN

To ensure use of this plan, pursuant to WAC 173-182-145:

- Copies have been distributed to key organizations and individuals (see page iii). Additional copies of this plan are available, at cost, from WSMC.

- Once this plan is approved, it will be available in electronic version at no cost on CD and may be downloaded from the WSMC web site: **www.WSMCOOP.org**.

- A simplified FIELD DOCUMENT and a NOTIFICATION PLACARD have been distributed to all WSMC covered vessels, including agents, owners or operators. These documents may be downloaded from the WSMC web site. It is the responsibility of the WSMC enrolled member to ensure that all WSMC covered vessels have these documents aboard, on the bridge, before entering Washington State waters.

- WSMC utilizes an education and outreach program to keep members, agencies, response management organizations, insurers and other related personnel and organizations advised of member notification and response management responsibilities.

- The WSMC oil spill response organization is trained and exercised on this plan. This plan is reviewed and utilized during annual table-top exercises and training.

1.14 FIELD DOCUMENT

A simplified FIELD DOCUMENT was promulgated by WSMC for on-site use in the event of an oil spill. It summarizes the key notification and action elements of the WSMC Plan.

A copy of the FIELD DOCUMENT is included with this plan. It should be retained in the pouch inside the front cover. Additional copies may be obtained from WSMC by calling (Seattle) (206) 448-7557 or downloaded from WSMC's web site: www.wsmcoop.org.

Each WSMC member signs a WSMC Enrollment Agreement with WSMC (see Appendix C). Within this agreement, each vessel member agrees to ensure that each covered vessel has a copy of the WSMC FIELD DOCUMENT provided for use on the bridge of the vessel. The FIELD DOCUMENT is required by state law to be aboard prior to arrival of the vessel into WSMC covered waters. Owner/Operator will follow notification requirements outlined in the FIELD DOCUMENT.

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2 NOTIFICATION REQUIREMENTS

2.2 MANDATORY REQUIREMENTS

All spills of oil or hazardous substances MUST BE REPORTED IMMEDIATELY and DIRECTLY by the WSMC member (vessel master, owner, agent) to WSMC.

WSMC will notify Washington State authorities, unless the WSMC member says that they will make this notification.

For a WSMC covered vessel inbound or outbound from a US/Washington port in the Strait of Juan de Fuca, the initial call for notification should be made to WSMC regardless of the location of the vessel (Canada or US/Washington Waters).
If the vessel is determined to be located in Canadian waters at the time of the spill, WSMC will make the notification to the Western Canada Marine Response Corporation (WSMRC) (*see Note*).

It is imperative that the WSMC Incident Commander be notified immediately so that spill response contractor resources can be mobilized without delay. The success of the containment and cleanup operation depends on the timely notification and activation of these contractor resources, as directed by the WSMC Incident Commander.

The WSMC Incident Commander, or deputy / alternate(s), will be designated in writing, separately, by WSMC. This individual, or deputy / alternate(s), will be available for immediate call and duty, 24-hours per day. Cellular phones will be utilized to ensure that a constant standby status is maintained.

Note: There is a Reciprocal Arrangement Agreement in place between WSMC and WCMRC that applies to vessels inbound/outbound through the Strait of Juan de Fuca.

For a WSMC covered vessel <u>inbound to or outbound from Canada</u> (not otherwise covered by their own contingency plan), in accordance with their membership agreement with WCMRC, the initial call for notification should be made to the WCMRC Emergency Contact Number as shown on their agreement:

WCMRC Emergency Contact: (604) 294-9116.

If the vessel is determined to be located in US/Washington Waters at the time of the spill, WCMRC will contact WSMC at (206) 448-7557.

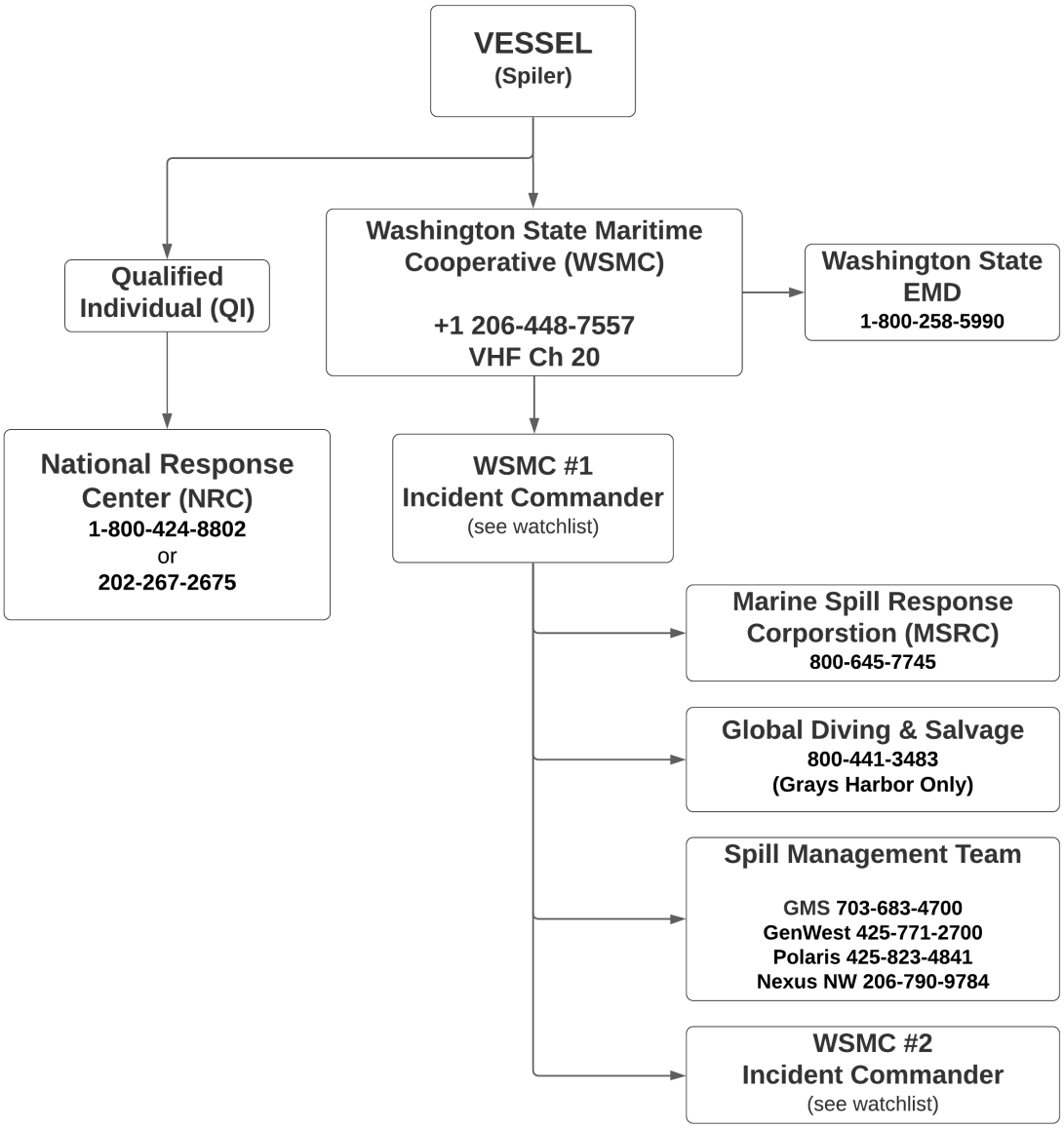
Note: WSMC Members must also meet the provision of the Reciprocal Arrangement Agreement whereby the WSMC member vessels, inbound to the US, are still required to register an arrangement with WCMRC, or the BC Chamber of Shipping (this arrangement is free of the standard Canadian charges).

Once the vessel's Qualified Individual (QI) has been notified, then the QI will notify federal authorities unless the owner/operator or authorized agent directs otherwise.

NOTE: Any person who fails to notify the appropriate federal and state agencies immediately of a discharge, is, upon conviction, subject to fine or imprisonment, or both. It is important to coordinate these notifications in order to be certain that they are made on a timely basis.

The call-down sequence diagram, provided in Figure 2-1, includes WSMC, the QI, and internal WSMC procedures for responding to oil spill reports from covered vessels and all federal and state mandatory reporting requirements.

Figure 2-1 Call-Down Sequence for Spill Reporting



2.2.1 Federal

Title 33 CFR 153.203 requires that any person in charge of a vessel or facility having knowledge of any discharge of oil or a hazardous substance must immediately notify:

- NATIONAL RESPONSE CENTER (NRC) 1-800-424-8802
  U. S. Coast Guard / E.P.A
  2100 Second Street, S.W.
  (202) 267-2675
  Washington, DC 20593-0001

OR (if not practicable), call the:

- US Coast Guard Sector Command Center for the geographic area where discharge occurs. However, such reports shall be promptly relayed to the NRC.
- Nearest US Coast Guard unit -- provided, however, that the person in charge of the vessel or facility also notifies the NRC as soon as possible.

The area in which WSMC vessel may operate is covered by two different USCG Sectors. The specific delineation of the respective area of operation for these two Sectors along with contact information is listed below.

For spills in Puget Sound and along the outer coast, north of the Queets River (Jefferson/Grays Harbor County line) contact:

USCG Sector Puget Sound Command Center 206-217-6001/6002
Seattle, WA.

For spills in Grays Harbor, along the outer coast, south of the Queets River, and in the Columbia/Willamette Rivers contact:

USCG Sector Columbia River Command Center 503-861-6211
Astoria, OR.

2.2.2 Washington State

(RCW 90.56.280) It shall be the duty of any person discharging oil or hazardous substance or otherwise causing, or permitting, or allowing the same to enter the waters of the state to immediately notify the United States Coast Guard and the Washington Emergency Management Division (WEMD):

Washington State: 1-800-258-5990

NRC (USCG): 1-800-424-8802

WEMD will then notify predetermined agencies, organizations, and jurisdictions, specifically including the Department of Ecology.

2.3 WHAT TO REPORT

2.3.1 Reporting a spill or potential spill

Figure 2-2 on the following page details the basic information necessary to report a spill. Complete this INITIAL SPILL REPORT form for notification and record purposes, however do not delay notification if all information is not available.

- **Report only what you know.**
- **Do not guess or speculate.**

Figure 2-2 Initial Spill Report Form (From WSMC FIELD DOCUMENT)

INITIAL OIL SPILL REPORT (NOTIFICATION) **NOTE:** It is not necessary to wait for all information before making initial notification to WSMC. Make the initial call to WSMC immediately. Items in **red/bold** are important for the first report to WSMC. Then, follow-up as soon as possible with a second report.
Reported by (name, title): **Provide at least two reliable telephone numbers for WSMC call back to vessel officer or vessel representative on scene (telephone, cell, etc.):** **Radio frequency, if applicable:**
Vessel name, size, type, country of registry, **official number**, and call sign (if applicable):
Towing vessel (if applicable):
Injuries or fatalities:
Location of incident:
Type and quantity of oil onboard:
Estimate of oil discharged, or threat of discharge; details of pollution or potential **(Use procedures on page 3):**
Nature of incident (e.g. grounding, collision, etc.), and extent of defects / damage:
Course, speed, and intended track of vessel:
Weather and sea conditions on scene:
Wind speed and direction on scene:
Tide and currents on scene:
Actions taken or planned by persons on scene:
Current condition of the vessel:
ASSISTANCE REQUIRED:
Other pertinent information (continue on reverse side / extra page, if necessary):

2.3.2 Reporting a vessel emergency

In addition to reporting an oil spill or potential oil spill, under Washington law, vessel owner/operators are also required to report any vessel emergency that results in the discharge or substantial threat of discharge of oil to state waters or that may affect natural resources of the state. This notification must be made within one (1) hour of the onset of the emergency and be reported to the WA Department of Emergency Management (WEMD) using the same number listed above, 800-258-5990.

A vessel emergency is defined as "a substantial threat of pollution originating from a covered vessel, including a loss or serious degradation of propulsion, steering, means of navigation, electrical generating capability and seakeeping capability."

Some examples of vessel emergencies might include uncontrolled fire or flooding; loss of propulsion in a drifting vessel; grounding, collision or sinking; major failure or damage to the vessel's structure that could result in flooding or sinking; allision with a breach of the hull; reduction of stability for the vessel; explosion resulting in a major failure of or damage to the vessel's structure, broken tow wire between a towing vessel and a barge or a breach of watertight envelope and/or tank containing oil. Some common-sense, reasonable factors in determining whether a vessel emergency substantially threatens the natural resources of the state include;

- Ship location and proximity to land or other navigational hazards,
- Weather, tidal currents and sea state,
- Traffic density and,
- Timing or likelihood of vessel repairs.

Vessel masters agents and other vessel representatives are informed of this requirement through:

- Prominent and clear description of this requirement on the WSMC Notification Placard which is provided to all vessels at enrollment
- Training of the WSMC watch stander to ensure the WSMC IC is notified if they become aware of a vessel emergency, even if the vessel has not yet called WSMC
- Information provided to members at the WSMC Seminar
- Regular contact with members and vessel agents at regional preparedness meetings

2.4 WSMC INTERNAL PROCEDURES

Immediately upon receipt of an initial spill report by the WSMC 24-hour watch stander (Marine Exchange), the following notifications will be made in this priority:

1. WSMC Incident Commander (IC) (responsible, in turn, to notify primary response contractor)

2. Notify State authorities and inform vessel personnel that you are making this notification, unless owner/operator or authorized agent makes this notification.

3. Others, as directed or required, e.g. ship owner / agent, other cooperatives, WSMC officials / staff.

Upon notification from the watchstander, the WSMC Incident Commander will confirm the spill incident information. Generally this is done with a direct call to the vessel or reporting party. Based on the spill incident information, the WSMC IC will use their best professional judgment to determine the appropriate response resources. Because every incident is different there can really be no hard and fast guidelines on precisely what constitutes "appropriate" response resources. However it is WSMC's policy to be proactive and to call out any and all resources that may be needed to quickly and effectively deal with the oil spill. It is always better to not hesitate to call out a resource and have it enroute and/or on-scene, and then stand this resource down if it is later determined to not be needed.

If the incident circumstances indicate there is sufficient spilled oil such that may be contained and recovered, or the threat of such a spill, then appropriate spill response resources will be dispatched to the scene. The exact type and quantity of these resources will be determined on a case by case basis. Factors to be considered when making these decisions include:
- quantity and type of oil released
- whether the source has been controlled
- the total potential release amount
- the extent to which the oil has spread or may spread
- the potential for oil to sink
- proximity of the spilled oil to environmentally sensitive resources
- wind speed and direction
- stage of the tide and prevailing currents
- clean up and containment actions already taken by the vessel's crew

In addition to assembling the appropriate resources to contain and recover the spilled oil the WSMC IC will also determine to what extent additional staff are needed to manage the response. WSMC staff and WSMC support contractors may be called upon to provide

an ICS spill management team, which will be sized and scaled appropriately to properly manage the incident.

If a significant quantity of oil is released and/or it may be spread over a large area, an overflight may be deemed appropriate. That case, the WSMC IC #2 on duty will be contacted and directed to make arrangements with a charter aircraft and conduct the overflight. Even if an overflight is not needed, the WSMC IC #2 may be called to assist in other ways such as conducting shoreline assessments, managing the spill management team, handling media affairs.

If there is a significant threat to natural resources, the WSMC IC will call upon contract support from Polaris to work with the state trustee Environmental Unit Leader within the Planning Section. This will ensure environmentally sensitive areas are identified and appropriate priorities are set for protection strategies. Additionally, Polaris support will assist in the coordination of shoreline oiling assessments and the development of appropriate shoreline clean up methods.

Contractor support from Genwest Systems and The Response Group will be called upon by the WSMC IC if there are specific needs for information management, maintaining a common operational picture, and resource ordering and tracking. Also, Genwest may be called upon to provide appropriate support staff in the Logistics and Finance sections.

In the case of a spill that draws media interest beyond the initial report, the WSMC IC may call upon contract support from Nexus Northwest to draft press releases and coordinate media inquires.

2.5 OTHER EMERGENCIES

The Washington State Maritime Cooperative was established to provide member vessels with an oil spill response contingency plan and an oil spill emergency response system to enable the member to promptly and adequately respond to an oil spill and meet the requirements of Washington State Laws. In the event a member vessel has an emergency other than an oil spill while in Washington waters, the following information is provided to assist the vessel master in dealing with that emergency:

Fires, Explosions, Evacuations, Emergency Access or Exclusion:
Contact the nearest Coast Guard unit:

via radio: **VHF-FM channel 16** or **HF SSB 2182.0 KHz**

OR

via telephone:

USCG Sector Puget Sound 206-217-6001
For emergencies in Puget Sound and along the outer coast, north of the Queets River (Jefferson/Grays Harbor County line).

USCG Sector Columbia River 503-240-9301
For emergencies in Grays Harbor, along the outer coast, south of the Queets River, and in the Columbia/Willamette.

AND

the local fire / police / sheriff departments by calling **911**.
Remember: the emergency 911 telephone number only works within the local calling area.

To control ground traffic or access to the site, local police / sheriff departments can provide emergency services until a more permanent arrangement can be made, e.g. contractual arrangements with a security service / agency.

To control air traffic, contact the appropriate US Coast Guard Sector Command Center noted above. The US Coast Guard will request a Temporary Flight Restriction (TFR) from the Federal Aviation Administration. This TFR will establish specific restricted air space, allowing response support aircraft to enter the area and prohibiting non-essential aircraft.

If during a member vessel emergency a spill occurs or a substantial threat of oil pollution determination is made by the Federal or State On Scene Coordinator, WSMC will work within the lead agency command structure as necessary to clean up the spill or mitigate the threat of a spill as requested by the member or lead agency.

3 SPILL RESPONSE ORGANIZATION

3.2 SPILL MANAGEMENT TEAM (SMT)

The Incident Command System (ICS) will be followed for all Washington State Maritime Cooperative (WSMC) responses with the WSMC Incident Commander acting as the Responsible Party's representative in Unified Command. The contracted spill response organization and spill management team will fill needed ICS positions as defined in the Northwest Area Contingency Plan.

3.1.1 Contracted Spill Management Teams

3.1.1.1 Gallagher Marine Systems (GMS)

WSMC maintains a retainer contract with Gallagher Marine Systems, a Washington State approved SMT, to provided trained personnel to augment the WSMC core team. GMS SMT members will be under the direction of the WSMC IC and fill ICS positions as assigned.

A copy of the contract between WSMC and GMS is available upon request.

The 24-hour point of contact for SMT activation is the GMS QI line, maintained as a live-watch by GMS employees (703) 683-4700.

For additional information about the GMS SMT and a roster of personnel see the GMS approved SMT application.

3.1.1.2 GenWest Systems, Inc.

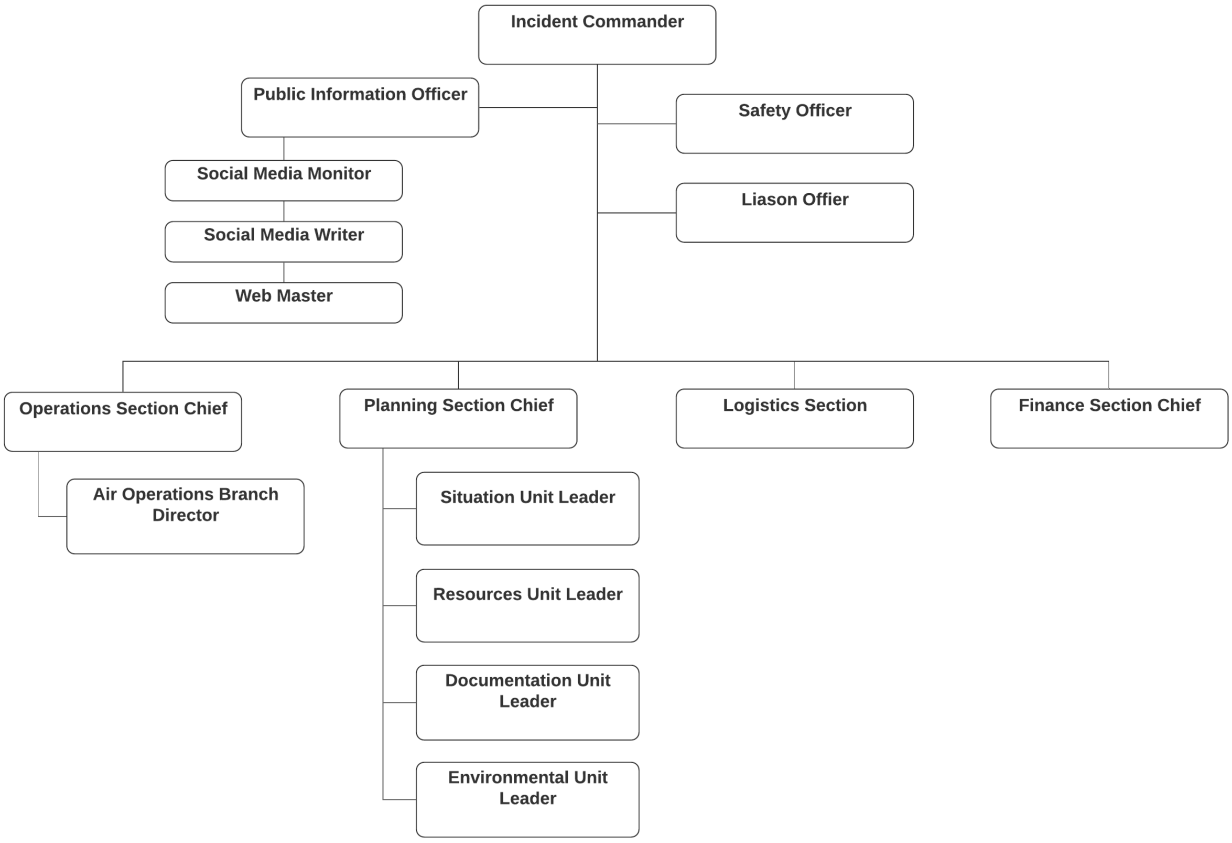
WSMC maintains a Letter-of-Intent with GenWest, a Washington State approved SMT, to provided planning section support staff on an "as-available" basis. GenWest SMT members will be under the direction of the WSMC IC and fill ICS positions as assigned. The LOI can be found in Appendix B.

GenWest stsff can be activated by contacting their 24-hour emergency line (425) 771-2700.

For additional information about the GenWest SMT and a roster of personnel see the GenWest approved SMT application.

3.1.2 SMT Organizational Diagram WAC 173-182-280(1)(a)

The WSMC SMT will be organized will use the National Incident Management System (NIMS) model ICS.



3.1.2 SMT Personnel Table WAC 173-182-280(1)(b)

ICS Position	Name	Name	Name
RP Incident Commander	Dan Smiley	Theo Camlin	GMS
Public Information Officer	GMS	GMS	GMS
Liaison Officer	GMS	GMS	GMS
Safety Officer	GMS	MSRC	MSRC
Operations Section Chief	Vince Mitchell	Jeff Shaw	MSRC
Planning Section Chief	GMS	Dave Sawicki	Genwest
Logistics Section Chief	GMS	Dave Sawicki	MSRC
Finance Section Chief	Cynthia Reed	GMS	GMS
Wildlife Branch Director	Focus Wildlife		
Air Operations Branch Director	MSRC		
Situation Unit Leader	Tami Allen		
Resources Unit Leader	Genwest		
Documentation Unit Leader	Debra Walker-Goedhard		
Environmental Unit Leader	GMS		

Named SMT personnel are WSMC employees.

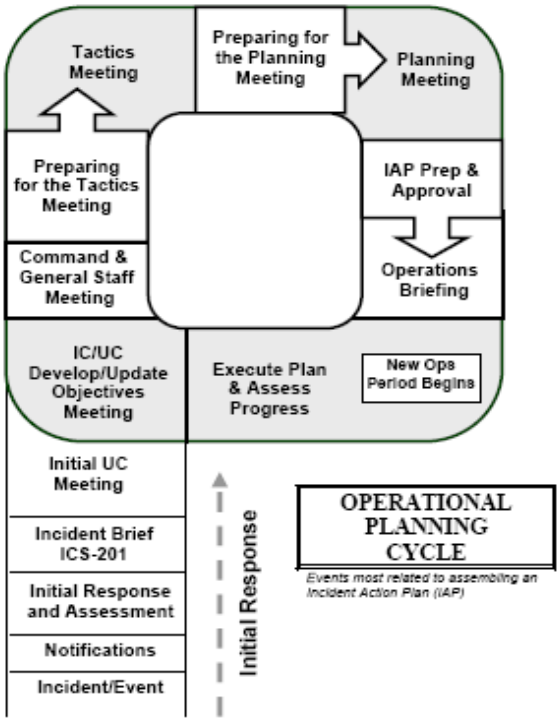
For MSRC availability see section E-1 – Spill Management Team Support of the PRC Application.

3.1.3 SMT Position Job Description WAC 173-182-280(1)(c)

SMT position descriptions will be consistent with section 1440 of the NWACP and USCG Incident Management Handbook May 2014.

3.1.4 Incident Planning Process WAC 173-182-280(1)(d)

Spill response incidents will be managed using the Operation Planning Cycle outlined in the USCG Incident Management Handbook May 2014, Chapter 3.



3.1.5 SMT Training WAC 173-182-280(2)

For the type and frequency of training for SMT members see chapter 8.

3.1.6 On Call Incident Commanders WAC 173-182-280(3)

WSMC on call Incident Commander watchlist is published monthly with a primary and secondary Incident Commander for each day of the month. This duty is rotated among the WSMC IC corps. The WSMC Response Manager is always the number 3 Incident Commander. Contact WSMC for the current watchlist.

3.1.7 SMT In State Mobilization Time WAC 173-182-280(4)

WSMC is capable of beginning SMT mobilization immediately upon notification of a spill by the Responsible Party. WSMC on call Incident Commanders can arrive within the State of Washington within six hours. All other SMT members will arrive as per the estimated times in Table 3.1.7-1. The priority for call-out will be based upon role required and estimated time of arrival to the scene or Incident Command Post.

State	Responder Type	Estimated Time to Arrive in Washington State (hours)
Washington	Dedicated	2
Washington	Nondedicated	6
Oregon	Dedicated	6
Oregon	Nondedicated	12
California	Dedicated	12
California	Nondedicated	24

3.1.8 WSMC Internal SMT Expansion WAC 173-182-280(5)

The WSMC Incident Command System begins with an Incident Commander and expands as appropriate based on incident complexity and span of control. Additional SMT members are activated at the sole discretion of the Incident Commander. WSMC will transition to the RP SMT within the first operational period or as appropriate based on incident complicity.

3.1.9 WSMC To RP SMT Transition WAC 173-182-280(5)

It is crucial that an orderly transition occur at or before the 72-hour mark, to ensure the prompt and satisfactory completion of the cleanup operation. During the first 72 hours, while WSMC manages the response activities, the RP can make the necessary arrangements to assume direct responsibility for management of an extended response.

WSMC will coordinate with the vessel's QI, owner/operator or authorized agent so the RP is briefed on the situation. This will enable the RP to begin assembling their own response management organization and contract the necessary resources to continue the response and assume financial responsibility. This will be necessary for transition from WSMC to the responsible party after the first 72 hours

Before any transfer of responsibility can occur, the RP must first satisfy the OSCs of its ability to direct (continue) the recovery / cleanup without interruption as described above in Section 3.3.2.

If the OSCs voice objections to the transfer of management responsibilities to the RP by the 24-hour mark, the WSMC Incident Commander will continue management provided progress is being made toward that transfer with minimal delay. Otherwise, the WSMC Incident Commander will give notice to the OSCs that either a federal or state assumption of the response is appropriate and then take actions to transfer all responsibilities to the FOSC or SOSC.

As part of the transfer procedure, all relevant materials, or copies, should be provided to the RP. This includes maps, logs, correspondence, etc. The exact date and time of transfer must be documented for reference purposes, and notification made to all interested parties.

The Responsible Party's Acknowledgment of Transfer form and the Responsible Party's Transition Checklist (see Appendix C, Forms) are to be used for formal documentation of the transition process. Once executed, copies can be distributed for information and originals filed as part of the response documentation.

3.1.10 List of Spill Management Teams for each Covered Vessel WAC 173-182-280(6)

WSMC maintains a list of covered vessel Spill Management Teams. This list of SMT's is not included in this plan but available upon request.

3.3 WSMC / RESPONSIBLE PARTY

See Section 1.2 for details regarding the establishment, authority and purpose of the WSMC, and Section 1.5 regarding the liability and function of the responsible party (RP) or spiller. It is also important to understand the authority and responsibilities of the FOSC outlined in Section 1.8.

The duty of the FOSC is to ensure a safe and adequate response, and to direct federal pollution control activities at the scene of a discharge or potential discharge. However, the general philosophy is to allow the spiller to cleanup the spill, provided there is adequate progress. The state's roles, responsibility and authority are contained in Section 1.9.

3.3.1 Initial 72-Hours

WSMC maintains a constant state of readiness to respond to any oil spill or potential oil spill from a WSMC covered vessel. The initial notification activates the WSMC plan and WSMC will initiate the following actions for the RP during the initial 72 hours of the spill:

- Activate WSMC response management organization (team),
- Dispatch / direct qualified response contractor(s) with appropriate vessels, equipment and personnel,
- Manage complete spill response, per action plan.

WSMC spill management team is comprised of the directors or employees of WSMC, or their designated agents / representatives / contractors, in order to provide the necessary emergency managerial structure required during an emergency oil spill response operation.

3.3.2 At, or Before, 72-Hour Mark

Sometime within the first 72 hours after the spill occurs, the RP is expected to assume full responsibility to direct (continue) the recovery / clean up operation, under the contingency plan promulgated by WSMC, and subject to federal (USCG) and / or state (Ecology) oversight. This specifically includes providing a spill management organization (Spill Management Team) and cleanup resources to complete the spill recovery / cleanup operation.

WSMC will work with the spiller to ensure a smooth transition for spill management is accomplished before 72 hours lapse. However, WSMC will continue beyond 72 hours as necessary to accomplish that transition provided progress is being made and the delay will only be a few hours. If any of the following conditions exist, the responsibilities will be assumed, instead, by the FOSC or SOSC:

1. The responsible party cannot be located;

2. The responsible party cannot or refuses to assume responsibility;

3. The response organization or plan of the responsible party to direct (continue) response operation is deemed inadequate (by the OSC).

3.3.3 Post Spill Review

Following a spill incident, a review will be conducted to examine the effectiveness of the WSMC plan, determine lessons learned and to identify any improvements or changes to the plan. This review will involve the WSMC IC and, depending on the circumstances of the incident, other entities such as ECY and USCG personnel, PRC personnel, and personnel from other responding agencies. Debriefs with ECY and other participating agencies and organizations will be held as appropriate or as required by WAC 173-182-150.

3.4 INCIDENT COMMAND SYSTEM

The Incident Command System (ICS) organization develops around five major functions that are required on any incident whether it is large or small. For some incidents, and in some applications, only a few of the organization's functional elements may be required. However, if there is a need to expand the organization, additional positions exist within the ICS framework to meet virtually any need.

ICS establishes lines of supervisory authority and formal reporting relationships. There is complete unity of command as each position and person within the system has a designated supervisor. Direction and supervision follows established organizational lines at all times.

WSMC will follow the ICS planning process and ICS position job descriptions as outlined in the Northwest Area Contingency Plan (NWACP). The positions of Environmental Unit Leader, Liaison, Wildlife Branch Director and Information Officer will be staffed according
to guidelines set forth in the NWACP. To facilitate implementation of ICS, WSMC will use the current referenced Incident Management Handbook, as recommended in the NWACP.

Reference:
USCG Incident Management Handbook:
USCG COMDTPUB P3120.17B, May 2016
http://homeport.uscg.mil/ics

Primary and alternate staffing for ICS Command Staff and Section Chiefs are provided in Table 3-1. This table also contains the training associated with these positions. Agreements between WSMC and contractors are in place and available to Ecology upon request.

3.5 INCIDENT COMMAND POST

The establishment of an Incident Command Post (ICP) to coordinate spill response activities is primarily dependent upon the location and size of the spill. Small spills, for example, can be managed from a vehicle equipped with a cellular telephone and portable VHF radio.

On the other hand, larger spills might require numerous offices and conference rooms, a separate communications center, kitchen facilities, etc. - all co-located at or near a logistical staging area with dock space and a helicopter landing zone. Depending on the size and location of the spill, suitable ICP spaces may be available at the shore side facility at the scene of the spill. Other options for an ICP would include local government buildings, hotels, motels, resorts, cabins, schools, park facilities, even private homes.

WSMC maintains an Operations Center at the Marine Exchange (100 West Harrison Street, Suite S560, Seattle, WA 98119), that could serve as an initial ICP. This Operations Center is capable of accommodating an initial spill management team. Additionally, Marine Exchange office space would be made available to the extent possible to support the WSMC spill management team. This space has a large LCD screen and wall mounted charts of the areas covered by WSMC to support situational awareness. Internet connection is available through the Marine Exchange's Wi-Fi network. The Marine Exchange communications center would also assist with voice and fax communication. A list, which includes this and other potential ICPs, is provided in Table 3-2.

Table 3-2 Potential Incident Command Posts

Facility	Address	Telephone
WSMC Ops Center (@ Marine Exchange)	100 West Harrison St, Suite S560 **Seattle**, WA 98119-4135	(206) 448-7557
GDS Training and Conf Rooms	3840 W Marginal Way SW **Seattle**, WA 98106	(206) 623-0621
Washington State Ferries Office	2901 3rd Ave # 500 **Seattle**, WA 98121	(206) 515-3400
Port of Seattle	2711 Alaskan Way **Seattle**, WA 98121	(206) 728-3000
Red Lion Inn	221 N. Lincoln, **Port Angeles**, WA	(360) 452-9215
Vern Burton Center	308 East 4th Street **Port Angeles**, WA, 98362	(360) 417-4550 (360) 457-0411
Northwest Educ. Services District	1601 R Avenue **Anacortes** WA 98221	(360) 299-4000
Port of Anacortes	1st Street and Commercial Ave. **Anacortes,** WA 98221	(360) 293-3134 (360) 661-5000
Bellingham Cruise Terminal	Port of Bellingham **Bellingham**, WA 98229	(360) 676 2500
Fire Training Center	2124 Marshall Ave **Tacoma**, WA 98421	(253) 591-5725
Port of Tacoma	1 Sitcum Way **Tacoma**, WA 98421	(253) 383-5841
Port of Grays Harbor	111 S. Wooding Street **Aberdeen**, WA 98520	(360) 533-9528
Ocean Shores Convention Ctr.	120 W. Chance A La Mer Ave. **Ocean Shores**, WA 98569	(800) 874-6737
BP Cherry Point Refinery	4519 Grandview Ave. **Blaine**, WA	(360) 371 1301
Tesoro Refinery	March Point Road **Anacortes**, WA 98221	(360) 293-9119
Conoco Phillips Ferndale Refinery	3901 Unick Road **Ferndale**, WA 98248	(360) 384-8462 (360) 384-1011
Kovich and Williams	Lake Union, **Seattle**, WA	(206) 784-0171
Kinder Morgan	2720 13th Ave SW **Seattle**, WA 98134	(206) 682-4706
Shell Refinery	Puget Sound Refinery **Anacortes**, WA 98221	(360) 293-0800
Sound Refining	2628 Marine View Dr **Tacoma**, WA 98422	(800) 426-9799
US Oil	3001 Marshall Ave **Tacoma**, WA 98421	(253) 383-1651
Pierce Co. Emergency Operations Center	2501 S. 35th St. **Tacoma**, WA 98409	(253) 798-6595

If suitable space for an ICP is unavailable or non-existent, trailers, motor homes, camp barges and portable offices can be leased and moved to inaccessible areas within a relatively short period, e.g. 6-12 hours. However, such an arrangement will require additional logistical support such as potable water hauling and storage, chemical toilets with servicing, portable generators and lighting systems, garbage dumpsters, etc.

A spill requiring full mobilization of all contractor personnel may require:

- A centralized Incident Command Post (large room), with good visibility of operational area highly desirable.
- A co-located (but separate) communications center (minimize noise and interference).
- Internet connectivity, adequate cell phone coverage, land line phones (especially if cell phone coverage is marginal).
- 1-2 large conference rooms (if equipped with telephones they can also be used as temporary offices for up to four people, each).
- 12+ offices or work spaces with desks or tables (must be shared; more required if not shared)
- Kitchen facilities (coffee pot, refrigerator, microwave oven, etc.).
- A bunk room (4-6 cots) and shower facilities (for short naps and a quick refresher by personnel working in the command center; not for field personnel).

It should be noted that not all response and contractor personnel are required to operate from the ICP. Some can operate back at their home office or in the field while making frequent contacts with the ICP.

3.6 STAGING AREA

A staging area is located where incident personnel and equipment are assigned awaiting tactical assignments. There can be multiple staging areas if necessary or appropriate.

While there are many advantages to having the ICP co-located near a staging area, there are also several potential drawbacks, e.g. traffic, parking, equipment congestion, noise, etc.

The following should be considered for identifying suitable staging sites:

- Accessibility
    - for vehicles
    - for boats, vessels
    - helicopters
- Docks / piers
    - personnel access (ladders)
    - cranes or davits for lifting
    - tides, currents and wind
- Staging / storage area, covered if possible
- Parking

- Proximity to food and lodging facilities
- Proximity to restrooms and potable water
- Security (ability to limit access)

Depending on the size of the response and the support needed for personnel and equipment deployment, staging areas may be equipped with:

- Portable lighting
- Hand washing units
- Decon stations for personnel and equipment
- Portable showers and changing rooms
- Forklifts
- Small mobile crane
- Covered repair and work shops
- Security

3.7 EQUIPMENT AND SUPPLIES

In the event of an oil spill, the equipment and supplies listed in Table 3-3 will be most useful in establishing, operating and maintaining a command, or operations center, especially in an extended response.

A WSMC IC Go-Kit is stored at the Marine Exchange office. This kit consists of a computer, printer and office supplies.

Table 3-3 Recommended Equipment for Extended Field Operations

EQUIPMENT:

_____ Radio, base station
_____ Radios, portable (with batteries and chargers)
_____ Telephone/s, cellular
_____ Fax machine (with supplies)
_____ Copy machine (with supplies)
_____ Computer, printer, etc. (with supplies)
_____ Camera, digital (with extra memory cards)
_____ Camera, video (with extra tapes)
_____ Coffee pot (and supplies)
_____ Ice chest (with ice)
_____ Thermos, 5 gallon (water)
_____ Multiple plug power-strip (3 or 4)
_____ Portable generator

OPERATIONS:

_____ Petty cash
_____ Batteries (various)
_____ Flashlights
_____ Calculator
_____ Telephone directory
_____ Personnel list
_____ Equipment price list
_____ Charts and maps
_____ Current / tide tables
_____ Road maps (various)
_____ Easel with 2 pads, marking pens
_____ First aid kit
_____ Boat Launch Ramps (book)
_____ Contingency Plan
_____ Geographic Response Plans / maps (for environmental sensitivity)

RECOMMENED EQUIPMENT FOR EXTENDED FIELD OPERATIONS

OFFICE:

_____ Tablets (36)
_____ Pens (various)
_____ Pencils and erasers
_____ Pencil sharpener
_____ Tape - scotch
_____ Tape - masking
_____ Tape - duct
_____ Tape - nylon filament
_____ Stapler (2), staples and puller
_____ Paper clips (regular and bull-dog)
_____ Scissors (2)
_____ Telephone message pads (36)
_____ Rulers (3)
_____ Clip boards (6)

_____ File folders (100)
_____ White-out (liquid)
_____ Pocket notebooks (12)
_____ Calendar
_____ Plastic bags (trash)
_____ Time cards and payroll sheets
_____ Log sheets (vessel/ boat/ communications/ operations)
_____ Invoices
_____ Accident Reports
_____ Field purchase orders
_____ Advance pay vouchers
_____ Employment application

_____ Stand-up rack/s (hold folders / books)

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4 INITIAL RESPONSE ACTIONS

4.2 SYNOPSIS

When a spill occurs from any vessel covered by the Washington State Maritime Cooperative (WSMC), the designated WSMC Incident Commander (IC) is responsible for the prompt, safe and efficient containment, recovery, cleanup / restoration and interim disposal of all oil and oily debris. Sometime during the first 24-hours, the spiller is expected to assume full responsibility to direct (continue) the recovery / cleanup operations, subject to federal and / or state approval. See Section 3.3.3 for further details of the responsible party assumption of responsibility.

The Marine Exchange watchstander receiving the initial report of spill will complete the Marine Exchange Initial Spill Report form to the extent information is known and available. This entails collecting initial spill information which includes:

- Vessel name,
- Point of contact information,
- Date, time and location of spill,
- Amount & type of oil spilled,
- Amount of oil in the water,
- Whether the source has been secured,
- Status of the vessel,
- Action taken, and
- Notifications already made by the vessel.

The WSMC Standby IC will then be contacted by the Mar Ex watchstanders and this information relayed. If requested or directed by the WSMC IC, the Mar Ex watchstander may make notifications to the WA State Department of Emergency Management and/or the USCG National Response Center.

The WSMC IC shall confirm the status of the steps taken to ensure safety of the crew and vessel and to mitigate the spill as outlined in the Field Document (Appendix C). The WSMC IC shall also use the WSMC IC Spill Checklist (Appendix C) to help ensure the proper steps are taken to mount an appropriate response. This will include initiation of an ICS 201 as noted in item #22 in the WSMC IC Spill Checklist. The WSMC Incident Commander has authority to contract and utilize any resources necessary to accomplish these steps.

4.3 PRIORITIES

The following priorities are general guidelines for response to an oil spill that may occur on any vessel covered by the WSMC. They are based on the premise that the safety of life is of paramount importance in any pollution incident. The protection of the environment and property, although important, is secondary. Nothing in this part is meant to indicate that

higher priority items must be completed before performing a lower priority task. They may be carried out simultaneously or in the most logical sequence for each individual incident.

PRIORITY # 1: SAFETY OF LIFE

For all incidents which may occur, the safety of personnel must be given absolute priority. The term personnel includes all individuals involved, including members of the response team. No personnel are to be sent into an affected area without first determining the hazards involved and subsequently, taking adequate precautions.

PRIORITY # 2: SAFETY OF VESSEL, FACILITY AND CARGO

Every effort must be made to secure the safety of the vessel and prevent further damage to the environment. Securing the source is especially critical and should normally be the first line of defense.

PRIORITY # 3: PROTECTION OF THE ENVIRONMENT - BY:

A. SECURE -- STOP -- THE SOURCE OF THE SPILL
   Every effort must be made to secure -- stop -- the source of the spill to prevent further damage. This is critical. All efforts made to ensure the safety of the vessel or facility, i.e. damage control, corrective stability measures, product transfer, etc., should be undertaken with the consideration to minimize further harm to the environment.

B. CONTAINMENT AND RECOVERY OF OIL ON OPEN WATER
   Must be effected expeditiously to preclude involvement of the beaches and shorelines. This will also minimize disposal and overall cleanup costs.

C. DIVERSION / EXCLUSION BOOMING TECHNIQUES / DAMMING
   In the event that the location of the spill or the weather conditions do not permit open water recovery, protection of the shoreline becomes paramount. Environmentally sensitive areas must be given added consideration. It may not be possible to protect all areas entirely or even in part. It may be necessary to sacrifice some areas in order to achieve the best overall protection of the environment.

   For Washington waters, much of this critical information has been developed and published in conjunction with the Northwest Area Contingency Plan in the form of Geographic Response Plans. Any spill response activities must be consistent with the applicable NWACP, unless otherwise directed by the Unified (ICS) Command / Planning Section. NWACP Geographic Response Plans are used during the emergency phase of a spill which lasts from the time a spill occurs until the Unified Command is operating and/or the spill has been contained and cleaned up. Generally this lasts no more than 24 hours.

The WSMC response falls within the NWACP framework. GRPs are to be utilized and implemented where necessary to protect these pre-identified ecologically, cultural and economic sensitive areas. WSMC's Primary Response Contractor's (PRC) personnel are familiar with and trained in implementation of these GRP strategies in their local areas of operation. Each FRV has a copy of the GRP strategies aboard and vessel operators are authorized in the emergency phase of a spill to implement those strategies.

D. DISPERSANTS / BIOREMEDIATION / IN-SITU BURNING
These must be considered early in the response phase while the oil is in the open water. The WSMC Incident Commander will consider these options in consultation with the Unified Command, keeping in mind those areas where these alternatives are deemed appropriate or not (see Section 5.3 for the response capabilities available through the WSMC PRC).

E. SHORELINE CLEANUP
It may not be possible to protect the entire shoreline from oil. In fact, it may be allowed purposely to come ashore in some areas as an alternative to damaging others. Shoreline cleanup will normally be undertaken only after higher priority items have been considered. Shoreline cleanup will be conducted when such removal can be accomplished with less environmental damage than allowing the oil to weather and biodegrade. Methods used will vary dependent on the area to be protected.

Whenever possible, selected shorelines should be pre-cleaned of debris before oil impact. This will significantly reduce overall labor costs, and the volume and expense of oily debris disposal. There are pros and cons to the bulk removal of oil and contaminated rock and sand. This process may remove oil and oily debris from a contaminated area but this may cause excessive erosion. In addition, the mechanical washing of rocks to remove oil could have damaging effects to the indigenous biological species.

Shoreline cleanup strategies will be developed (and executed) as part of the UCS / ICS Incident Action Plan (IAP) (see Sections 6.7 and 6.8).

4.4 SAFETY

For any incident which may occur, the safety of all personnel must be given absolute priority. Adequate safeguards and procedures must be established to protect these personnel. Everyone involved in an oil spill response operation is encouraged to promote conditions, practices and attitudes which will enhance this objective.

4.4.1 Legal Requirements

Numerous federal requirements are contained in the Occupational Safety and Health Act (OSHA). See 29 CFR 1910.120. Washington State Industrial Safety and Health Act

(WISHA) regulations regarding Hazardous Waste Operations and Emergency Response can be found in WAC 296-62-300.

4.4.2 Site Safety and Hazard Characterization

Before any cleanup operation can begin, it is the responsibility of the WSMC Incident Commander, in concert with the cleanup contractor(s) and their respective safety manager(s), to determine the hazards present at the spill scene. Hazards and safety considerations identified will go into the Site Safety Plan.

Safety considerations include:

On-water conditions – These have the potential to affect the operation of response vessels and the deployment of oil spill response equipment. This will be assessed taking into consideration sea state, visibility, vessel traffic, rain, fog, snow, etc.

Slips, trips and fall hazards – These hazards are associated with work conducted upon vessel, at dockside and with shoreline clean up operations. This will be assessed taking into consideration access to the work area, stage of the tide, work surface (e.g. wet rocks, dock planking), etc.

Hazardous atmospheres - This will be assessed through proper air monitoring conducted by a qualified spill response contractors (MSRC and GDS). This will be conducted by initially approaching the spill scene from upwind. The atmosphere at the spill scene will then be assessed using an air monitor. Air monitoring equipment used by WSMC PRCs:
MSRC – Industrial Scientific MX6 iBrid and the Drager CMS sampler
GDS – MSA ALTAIR 4X and the BW Gas Alert Micro Clip & Gas Alert Micro 5.

Air monitoring will determine the safety of the atmosphere by assessing parameters such as oxygen levels, presence of flammable gases, carbon monoxide and hydrogen sulfide and the concentration of benzene. The results of air monitoring will be logged on appropriate forms (Appendix C). The results of air monitoring will be communicated to the Safety Officer, via cell phone, VHF radio, or delivery of the air monitoring logs. Based on this information they will determine what level of personal protective equipment and safety practices will be required, and what level of safeguards must be instituted. This information will be incorporated into the Site Safety Plan (see Section 4.3.7 below).

If test results are at action levels, before any clean up work begins site control will be implemented in accordance with 29 CFR 1910.120(d), WAC 296-824-50010 and WAC 296-843-12005 in order to control employee exposure to hazardous substances. This may include requiring workers to wear LEVEL C or higher personal protective equipment and appropriate air-purifying respirators when working in the hazardous atmosphere. Alternatively responders may be required to delay entry into the hazardous atmosphere until the natural processes (weatherization, evaporation,

oxidation, dissolution, dispersion, emulsification or biodegradation) reduce the toxicity level below the PEL. The extent to which this occurs is dependent upon the type of oil and environmental conditions such as air and water temperature and wind speed.

In all cases, this can initially be facilitated by referencing the Safety Data Sheet for the particular product that has been spilled, and/or utilizing the services of an industrial hygienist or chemist to determine the oil's volatility or toxicity concentration with regard to the permissible exposure limits (PEL).

Community Air Monitoring (CAM) - The initial air monitoring conducted to ensure responder safety may also inform the Unified Command regarding whether there is a need for community air monitoring to ensure safety of the public. Considerations for community air monitoring are similar to that of site safety, namely the type of product released, its chemical constituents, volatility, the amount released, and environmental conditions. Additionally the proximity of the spilled oil to populated areas and populations at risk (e.g. older adults, children, and hospital patients) need to be considered.

If these considerations warrant the implementation of community air monitoring the guidance of NWACP Section 9418 will be followed. This guidance provides checklists to assist in the establishment of an appropriate and effective CAM program. Section 9418 also includes guidance on threshold action levels for substances that may present an airborne hazard.

Important elements of a CAM program included in Section 9418 includes:

- A CAM Group will be established within the Environmental Unit,
- Threshold exceedance will be reported immediately from the CAM Coordinator to the Environmental Unit Leader to the Unified Command,
- Initial assessments may be accomplished through roving teams with fixed monitoring stations established if continued or longer term air monitoring is needed,
- The equipment, methods and monitoring locations will be determined by the CAM Coordinator in conjunction with the Unified Command and in consultation with the Safety Officer.

When CAM is needed, assistance will first be sought by the EPA Emergency Response Team, requested through the USCG. If EPA assistance is not available, CTEH (253-475-7711) will be contracted for CAM services.

4.4.3 Personal Protective Equipment

Levels of Protection (A-D), from OSHA regulations (29 CFR 1910.120, Appendix B) are summarized in Table 4-1. To minimize risks, all personnel involved in oil spill clean up operations will comply with the following requirements:

1. Suitable eye protection must be worn in all work areas; goggles or face shields are recommended; safety glasses are an additional requirement where other hazards are present or indicated.
2. Hard hats are required where there is a potential of being struck from above, or from striking something overhead.
3. Adequate clothing or protection must be worn to prevent contact with the oil. This may consist of any or all of the following, depending on exposure and job being done:
    - Rubber boots
    - Rubber gloves
    - Rain/slicker suits
    - Goggles or face shields
4. Hearing protection is required in high noise level areas such as around heavy equipment, aircraft and internal combustion engines.
5. For shoreline cleanup operations, respiratory protection is generally not required. However, in those few instances where protection from dusts, mists, odors and vapors is necessary, disposable type half-mask devices may be used. Training will be provided should respirators be required.
6. Personal Flotation Devices (PFD's):
    - All vessels are required to carry at least one USCG approved PFD (Type I, II or III) for each person onboard.
    - Any employee working where there is a potential to fall into the water, must wear an approved USCG PFD. The Type II work-vest is recommended.

There is no requirement to wear a PFD in an aircraft; however, all aircraft must carry sufficient PFD's for each person on board.

A model site safety and health plan has been developed as part of the NW Area Plan. The emergency safety plan template is included at the end of this chapter.

Table 4-1 Personal Protective Equipment / Levels of Protection: A-D

PERSONAL PROTECTIVE EQUIPMENT / LEVELS OF PROTECTION: A-D
--- FROM OSHA REGULATIONS: 29 CFR 1910.120, APPENDIX B —-

CONDITIONS FOR USE	EQUIPMENT (PPE)
LEVEL A: Greatest level of protection for skin, respiratory and eyes. SHOULD BE USED WHEN: 1. Hazardous substances identified for highest level of protection. * High concentration of atmospheric vapors, gases or particles. * Work functions potential for splash, immersion, or exposure. 2. Substances with a high degree of hazard to skin. 3. Operations being conducted in confined, poorly ventilated area, and not yet determined to de-escalate from Level A.	a. Positive-pressure, full-face-piece SCBA. b. Totally encapsulating chemical protective suit. c. Gloves: inner and outer chemical resistant. d. Boots: chemical resistant with steel toe, and shank. * OPTIONAL, as applicable: Coveralls, long underwear, hard hat under suit.
LEVEL B: Highest level of respiratory protection, but lesser level for skin protection. SHOULD BE USED WHEN: 1. Type and atmospheric concentration identified. 2. Atmosphere contains less than 19.5% oxygen. 3. Presence of incompletely identified substances is indicated by organic vapor detection instrument, but are not suspected of containing high levels of chemicals harmful to skin or easily absorbed.	a. Positive-pressure, full-face-piece SCBA. b. Hooded chemical resistant clothing. c. Gloves: inner and outer chemical resistant. d. Boots: chemical resistant with steel toe, and shank. * OPTIONAL, as applicable: Coveralls, boot covers, hard hat, face shield.
LEVEL C: SHOULD BE USED WHEN: 1. Atmospheric contaminants, liquid splashes, or other direct contact will adversely affect or be absorbed through skin. 2. Types of contaminants have been identified, concentrations measured, and an air purifying respirator can remove contaminant. 3. All criteria for use of air purifying respirators are met.	a. Full-face or half-mask air-purifying respirator. b. Hooded chemical resistant clothing. c. Gloves: inner and outer chemical resistant. * OPTIONAL, as applicable: Coveralls, boots (outer), boot covers, hard hat, escape mask, face shield.
LEVEL D: SHOULD BE USED WHEN: 1. Atmosphere contains no known hazard, AND 2. Work functions preclude splashes, immersion, or potential for for unexpected inhalation or contact with hazardous levels of any chemicals	a. Work uniform; used for nuisance contamination. b. Coveralls. c. Boots / shoes: chemical resistant, steel toe and shank. * OPTIONAL, as applicable: Gloves, boots (outer), hard hat, escape mask, face shield.

4.4.4 Decontamination

Decontamination means the removal of hazardous substances from employees and their equipment to the extent necessary to preclude the occurrence of foreseeable adverse health effects. See TAB A to this chapter for more details.

Keeping the oil limited to a controlled area and minimizing the contact of uncontaminated personnel and equipment with already contaminated personnel and equipment requires procedures to be established for proper decontaminating. These procedures are to be developed, communicated, and implemented prior to entry of a contaminated (spill) area so that each person entering an area wearing protection equipment will understand the importance of keeping all contaminants inside the designated area.

Decontamination procedures should be tailored to a specific hazard. For an oil spill, this could mean making sure that protection equipment worn and the equipment used for cleanup are not taken away to a different area to be washed off with a hose and deposited down the storm drain. Precautions must be taken to insure ALL oil is properly disposed of and personnel are decontaminated in such a way as to limit their exposure to any contamination.

The following are requirements that must be addressed when establishing and implementing procedures for a decontamination site:

1. Geographical area for the best location to minimize exposure.
2. Monitoring by a Safety Manager or Field Supervisor to determine the effectiveness of the procedures.
3. Personnel, clothing, and equipment are decontaminated, cleaned, laundered, maintained, or replaced as needed.
4. Equipment and solvents used for decontamination are decontaminated or properly disposed.
5. Personnel whose non-impermeable clothing that becomes wetted with a hazardous substance shall immediately remove clothing and shower.

Minimum decontamination measures include the following sequential stations:

1. Equipment drops inside contaminated area using plastic drop cloths.
2. Outer garments, boots, and gloves: wash and rinse.
3. Respirator cartridge or canister change area for those who need replacements and will return to area.
4. Removal of outer garments, boots, and gloves.
5. Respirator removal.

These steps represent a staging of importance to maintain the least amount of contact with the substance and should be followed prior to leaving contaminated areas, before eating, smoking, or before anything that could pose a health hazard if done while contaminated with oil.

The essence of decontamination procedures is to remove all contamination from work clothing to prevent direct skin contact and secondary contamination of other garments and

clean areas. An example of decontamination station requirements (material and equipment checklist) is contained in Table 4-2.

Table 4-2 Example Decontamination Station Requirements

EXAMPLE DECONTAMINATION STATION REQUIREMENTS

- Eye wash kit
- First aid kit (1 for every 10 people)
- Yellow CAUTION tape and posts for demarcation purposes
- Wooden frame, or earthen berm, approximately 8-10 inches high. NOTE: Should be lined with heavy duty visqueen (double thickness, to prevent ground contamination)
- Heavy duty visqueen (plastic ground cover)
- Plastic drum liners (for disposal purposes)
- Drum(s) -- to hold plastic liners
- Absorbent pads, and handi-wipes or paper towels
- Plastic or galvanized steel tub(s)
- Scrub brushes -- with about 24" handles preferred
- Cleaning solvent -- mixed with water
- First rinse = Citrus Power (aka: Big Orange) (biodegradable degreaser / soap)
- Second rinse= TSP (Tri-Sodium Phosphate)
- Waterless hand cleaner
- Wash water
- Drinking water (separate), with paper cups
- Personal Protective Equipment, as appropriate
- Guard, monitor or supervisor to control access, and ensure compliance

4.4.5 Medical Surveillance

Medical surveillance will meet the requirements, including frequency, content and record keeping, contained in 29 CFR 1910.120(f) and RCW 49.17.010, 49.17.050, 49.17.060.

4.4.6 General Safety Requirement

Slips, Trips, and Falls

Slips, trips and falls are the major source of injuries for spill responders. The primary cause is inattention. It occurs while walking across rocks, boarding boats, walking on boats and carrying objects. Footwear with soft, flexible soles that fit well are a must.

Vessel/Water Safety

All vessels must comply with U. S. Coast Guard regulations for their size and class. Radio equipment shall be in good working order and compatible with standard operating frequencies. USCG approved Personal Flotation Devices (PFD's) must be worn any time there is a potential to fall into the water. This includes, for example, riding in open boats, moving personnel or transferring equipment (hand-to-hand) between vessels, working over the side of a vessel, working near the edge of docks/piers, or line handling for large vessels.

Handling anchors, anchor ropes and lines will be done with care. Common accidents to avoid include dropping an anchor on a foot and catching a hand between boat sides and anchor rope. Extreme care will be exercised when beaching boats due to surf conditions, currents, rocks, etc.

DO NOT:

- Stand up and move around in small boats.
- Overload boat or distribute loads unevenly.
- Decelerate suddenly, allowing the stern wake to overtake and swamp the boat by washing over the transom.

DO:

- Hold on to the boat when underway.
- Wear PFD from boat to boat, and boat to shore.

Air Safety

No one will board or exit any aircraft unless directed by pilot. When entering or exiting a helicopter, walk straight to it from the front or side; never from the rear. The invisible tail rotor has caused most severe injuries. Seat belts are required to be worn at all times. Watch foot placement on pop-out pontoons on helicopters when embarking and disembarking to avoid puncturing the pontoons. Hearing protection should be worn at all times when involved with air operations

Buddy System

The buddy system assures that emergency assistance is always available. Watch each other for signs of overexposure, fatigue or any conditions that pose a potential health and safety issue; make periodic checks of personal protective equipment.
How it works:

- Never let buddy out of your sight.
- Always be able to communicate with buddy.
- Talk with and/or observe buddy frequently.

Accidents

All occupational injuries, illness or accidents must be reported to the supervisor. The supervisor has responsibility to investigate all accidents/illness, and make sure corrective action is taken. All work crews should have a first aid kit on site which is to be used for minor cuts, scrapes, etc. If an injury is severe enough to require removal of the employee for medical treatment, the supervisor will notify the incident command center and take appropriate action.

4.4.7 Site Safety Plan and Safety Briefings

Site Safety Plan
The Northwest Area Plan, Section 9203, includes a Health and Safety Manual for spill response. The Emergency Safety and Response Plan in this section provides the Safety Officer and ICS personnel a plan for safeguarding personnel during the initial emergency phase of the response. The template plans attached in Section 9203 are also intended to be completed by the Safety Officer, provide the basis for safety briefings to personnel, and meet the requirements of the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulation, Title 29 Code of Federal Regulations Part 1910.120.

Reference: Northwest Area Plan, Section 9203
https://www.rrt10nwac.com/Files/NWACP/2019/Section%209203.pdf

The information recorded on the air monitoring log and the Safety Data Sheet for the spilled product and additional information obtained relating to other hazards will be incorporated into this Site Safety Plan (SSP). The SSP documents the information that must be communicated to all responding personnel. The communication of this information will take place during safety briefings, site safety messages included in the ICS 201 and will become part of the Incident Action Plan (IAP).

Safety Briefings
Prior to beginning operations, the Safety Officer, or their Designee, shall conduct safety briefings to communicate hazards documented on the SSP. Daily safety briefings shall be conducted at all field response sites prior to each shift to review potential hazards, changes in levels of Personal Protective Equipment (PPE), any special safety precautions, and any changes to the SSP

4.5 DETECTION

Detection of a spill occurring is extremely important to the success of any cleanup action. This contingency plan covers numerous different vessel types with varying vessel operations that could lead to a discharge of oil. The following is a list of actions that may assist the plan holder in early detection of a spill:

- Vessels while underway or moored should periodically check the water surrounding their vessel for signs of oil in the water.
- Vessel crew members should investigate unexplained petroleum odors.
- When receiving fuel or cargo all crew members should be alert for possible spills using all their senses as applicable.
- High tank level alarms, if installed, could be an indication of a possible overflow and investigated accordingly.
- Any discharge of oil or oily water should be immediately reported and documented in the oil record book as applicable.

The primary method of oil spill detection aboard WSMC covered vessels will generally be by visual observation. A secondary method of detection would be by smell. Vessels equipped with tank level alarms, overflow alarms, or other indicating devices, would use them to detect a possible spill and investigate alarm conditions accordingly. When a spill or threat of spill is detected, it should be promptly reported to WSMC.

4.6 ASSESSMENT

Accurate assessment of the spill and surrounding circumstances is essential to initiating an appropriate response. The WSMC IC should utilize the WSMC Spill IC Checklist (Appendix C) as a guide to their assessment. During the response the WSMC IC will provide an updated report if the initial report significantly changes.

4.6.1 Importance of Determining Spill Volume and Movement

An important part of handling any oil spill response action is assessing the volume and direction of movement of the spill. An estimate of the oil spill volume allows response teams to determine both the type and quantity of equipment, and labor, necessary to recover the spilled oil.

In larger off-shore and / or coastal spills, tracking and forecasting the spill movement allows response teams the time to plan their recovery strategies as well as protect environmentally sensitive areas.

It is the policy of the Northwest Area Committee that the response to a spill incident should be promptly "ramped up" to provide adequate equipment and trained personnel to effectively respond to the highest quantity of product which will most likely be released. If it is determined that excessive response resources are ordered or mustered they may be canceled or demobilized to help control the cost of the response action to the responsible party and responding agencies.

4.6.2 Spill Categorization

Inland waters are waters of the U.S. that are not subject to the tidal ebb and flow. From a federal standpoint, such areas are usually under the jurisdiction of the U.S. EPA. In inland water areas, spills are generally categorized as follows:

- Minor Spill: A spill or discharge of oil of less than 24 bbls (1,000 gallons).
- Medium Spill: A spill or discharge of oil of 24 bbls (1,000 gallons) to 240 bbls (10,000 gallons) or a discharge of any quantity that poses a threat to public health and welfare.
- Major Spill: A spill or discharge of oil of more than 240 bbls (10,000 gallons) or the discharge of any quantity that poses a substantial threat to public health and welfare.

Coastal waters are the navigable waters of the U.S. that are subject to the ebb and flow of the tide. From a federal standpoint, such areas are usually under the jurisdiction of the U.S. Coast Guard. In coastal waters, spills are generally categorized as follows:

- Minor Spill: A spill or discharge of oil of less than 240 bbls (10,000 gallons).
- Medium Spill: A spill or discharge of oil of 240 bbls (10,000 gallons) to 2400 bbls (100,000 gallons) or a discharge of any quantity that poses a threat to public health and welfare.
- Major Spill: A spill or discharge of oil of more than 2400 bbls (100,000 gallons) or the discharge of any quantity that poses a substantial threat to public health and welfare.

A minor spill may be and should be elevated to the category of medium or major spill if it:

1. occurs in endangered critical water areas;
2. generates critical public concern;
3. becomes the focus of an enforcement action; and/or
4. poses a threat to public health and welfare.

When one or more of these factors exists, it may be appropriate to "ramp-up", i.e., increase, response actions.

4.6.3 Surveillance / Tracking

Visual observation from aircraft, particularly helicopters, is essential for spill tracking and operations planning. To the extent practical, this will be the primary means to locate and track the spilled oil. Contacts for companies providing this aerial support are listed in Appendix D, Special Services.

During periods of low visibility this could be accomplished using aircraft equipped with Forward Looking Airborne Radar (FLAR) or infrared and ultraviolet sensors / cameras. MSRC provides this capability to WSMC and these resources are described in the MSRC PRC application.

In addition to these MSRC resources, the U.S. Coast Guard has such aircraft stationed at Air Station Astoria in addition to hand held devices at Port Angeles, WA, Coos Bay, OR and at District 13 headquarters in Seattle, WA. Furthermore, Ecology and the Coast Guard have agreements with the King County Sheriff's Department for use of the Guardian One helicopter, equipped with FLIR (Forward Looking Infra-Red) for night-time tracking. In the event of a spill during periods of low visibility, WSMC may seek the support of these resources through the USCG or Ecology, as appropriate. These are discussed in Section 5.3.2 of this plan.

Tracking of an oil slick can also be done using a specially designed and transponder equipped "tracking buoy." These buoys are designed to move with the wind and current

similar to the movement of oil on water and produce and electronic signal that provides location information.

Alternatively, "low tech" approaches to tracking oil slick may utilize buoys equipped with radar reflectors or flagging that can be deployed and tracked from vessels. During night or low visibility conditions, the radar reflector on the buoys may be tracked using vessel radar to help enhance recovery and protection strategy effectiveness. Tracking buoys with flagging will require clear weather with good visibility to be used as an effective means of tracking the oil slick. An even simpler method of tracking oil that may be effective to track movement of small spills in a more contained setting would be to use sorbant pads deployed at the leading edge of a slick. These pads should move largely by the current alone and will likely stay in the spilled oil. Pads deployed is a quick and easy method that may enhance the ability of the responders to identify and track the leading edge of the spill.

4.6.4 Estimating Spill Volumes

Estimating spill volumes is an essential element of any response. The estimated spill volume helps to scale the response. However, caution is advised since the initial reported release volume is often incorrect and is therefore not to be taken as a totally reliable or accurate estimation of spill volume. Where possible, accurate means to assess and quantify the amount lost should be sought.

Direct contact with the vessel captain to obtain detailed information on their estimated amount spilled is recommended. Additionally, information on the circumstances surrounding the spill as well as the total spill potential volume should be obtained and factor into a determination of the actual or potential spill amount.

It is best to be conservative (assume the worst) when scaling the response. It is always prudent to rely more on the extent of oil observed to have been released, responding accordingly, rather than to scale the response based on solely on the initial reports or estimates of oil released.

Estimates of oil spilled from transfer operations may be made by using the formula: elapsed time of the discharge multiplied by the spill rate. For example, if a hose ruptured at a pumping rate of 500 gallons / minute, and it took the tankerman two minutes to shut down, the maximum discharge would be 1,000 gallons or about 24 barrels (BBLS). If the hose was only leaking, the resulting spill could be much less. Using this example, if it is estimated that only 25% of the oil was leaking from the hose, this would result in an estimated spill volume of 250 gallons or about 6 BBLS. Additional spillage may occur from hose drain down if the hose is not blanked off or secured.

For spills of crude oil on water, a spill volume estimate can be made by determining the size of the slick and its color and appearance on the water surface. Table 4-3 can help to estimate the volume of an oil spill by projecting slick size and color. This is best done by aerial observation.

Additional tools for estimating spill volumes include comparison and balance of fuel delivered vs. received during transfer operations, comparisons of volumes gauged in tanks and losses through time, drip rates, and simple tank volumes when a full tank compartment has been discharged. Typically USCG and Ecology investigators will work with the vessel captain and owner to identify the source of a spill and estimate spill volumes.

Reference: WDOE Guidelines for Determining Oil Spill Volume in the Field, Feb. 1996 (Publ. 96-250)

Table 4-3 Estimating Oil Spill Volume

Standard Term	Approx. Layer - Thickness		Volume	
	Mm	in.	liters/km^2	Gals/mile^2
barely visible	0.000040	0.0000016	50	5
silver sheen	0.000075	0.000003	100	11
first color trace	0.00015	0.000006	200	21
bright colors	0.0003	0.000012	400	42
dull colors	0.001	0.00004	1200	127
dark colors	0.003	0.00012	3600	381

NOTE:
Estimating the volume of an oil spill by color and size ranges between difficult and impossible. However, precision is not required since the primary concern is having some rough figures for planning purposes,
e.g., is the spill about 1 gallon, 10 gallons, 100 gallons, 1000 gallons, etc.

This table has been reproduced from a NOAA OIL SPILL OBSERVATION GLOSSARY, circa 1989.

4.6.5 Oil Slick Movement

Movement of an oil slick is dependent on the physical characteristics of the oil, the predominant surface currents, wind direction and velocity. Surface currents will dominate spill movement unless winds are strong. However, wind will cause an oil slick to move at approximately 3% of the wind speed. Slick spreading will dictate spill movement only when very close to the point of release.

The on-scene winds and current may be obtained from a reliable source such as the master of the vessel, terminal operators, or from a spill response vessel. Additionally winds and currents information may be obtained via NOAA web sites, Also the National Oceanic and Atmospheric (NOAA) Scientific Support Coordinator (SSC) may be contacted for this information.

The NOAA SSC also provides computer modeled oil spill trajectory information in response to a spill. This model is the General NOAA Operational Modeling Environment (GNOME). This model predicts how an oil spill will spread and move within a local area taking into account:

- the bathymetry and shoreline configuration of a particular body of water, including its channels, bays, and significant rivers;
- currents and winds; and
- shoreline characteristics that determine beaching and refloating of oil.

Trajectories typically should encompass forecasts for 6, 12, 24, 36, and 48 hours as part of the initial response. Oil spill trajectories may be obtained from the NOAA SSC by requesting them through the USCG FOSC.

Prediction of oil slick movement in an actual spill situation may also be accomplished by vector analysis of the two main forces that influence open water oil slick movement: surface currents and winds (FIGURE 4-2).

STEPS: How to use SLICK PREDICTION BY VECTOR ANALYSIS

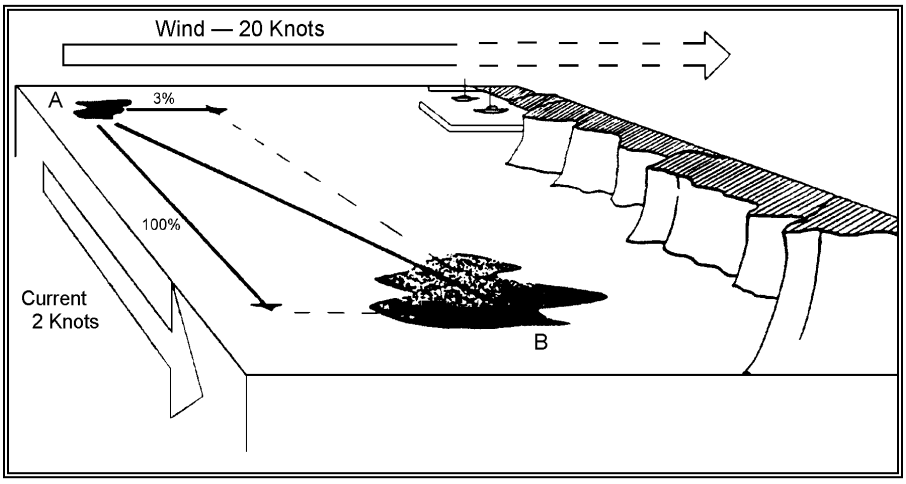
1. Ascertain the direction and speed of both surface water currents and the wind.

2. Next, draw ocean current and wind component vectors showing their relative directions and lengths. The velocity of the current and wind is represented by the length of the vector.

3. Draw a line parallel to the wind vector starting from the tip of the current vector and measuring the exact length of the wind vector.

4. Draw a line from the point of origin to the tip of the parallel wind vector line. The final line is the resultant vector that gives the direction and speed of the slick movement. The direction can be measured with a protractor. The speed is determined by measuring the length of the resultant vector relative to the scale in use.

Figure 4-1 Slick Prediction by Vector Analysis



4.6.6 Oil Spill Behavior

The term "oil" is applied to a wide variety of petroleum and non-petroleum products ranging from crude oils to vegetable oil and different grades of refined products derived from both sources. Crude oil is not a uniform substance and its properties vary widely from one location of origin to another. Oil spill behavior is a function of the oil's physical and chemical properties which include:

- Density
- Viscosity
- Pour point
- Flash point
- Solubility in water

The rates at which oil spreads, evaporates, and breaks down into the environment are all influenced by the processes of oxidation, dissolution, dispersion, emulsification and biodegradation. These processes over a period of days and / or weeks will alter the characteristics of spilled oil; thus, sometimes requiring a change in oil recovery equipment. However, in most cases, these processes aid in the cleanup operation by reducing the volume spilled. Weathering processes also reduce the toxicity of spilled oil, reducing its impact on the environment.

The NOAA ADIOS II model can be used to assess a mass balance and fate for spilled oil on water. Users select from a range of oil types, input spill and environmental conditions, and obtain results of oil loss through evaporation, dispersion, and dissolution. For some oils, estimates of oil emulsification are also provided. These criteria are used to communicate estimated spill mass balance, as recorded on ICS 209 forms (see also Section 7.11, Model Disposal Plan). The physical properties of oil will vary depending on local environmental conditions. The methods for dealing with the weathering spilled oil should be based on field observations.

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5 RESPONSE CAPABILITIES

5.2 INTRODUCTION

The purpose of this chapter is to provide an overview of response capabilities available to WSMC that address planning standards issued in WAC 173-182 (2012) for specific planning areas (Figure 5-1). This chapter provides indications of mobilization times, spill response equipment and support available for regional and cascaded response, and cross reference to the PRC application.

5.3 MOBILIZATION AND TRAVEL

WSMC provides in-state response management team personnel and equipment for rapid activation and mobilization to coastal locations throughout Washington.

WSMC Incident Commanders (ICs) are located throughout the Puget Sound region and typically can mobilize in less than 1 hour for response. A list of spill management team personnel is provided in Chapter 3, Table 3-1 and as an annex to Chapter 3.

Response times can be estimated from equipment locations to response areas using mileages and speed-time-distance tables (Figure 5-1 and Table 5-1). Spill response resources maintained by the WSMC PRCs include readily mobile systems, either on water (response vessels) or on trailers for immediate mobilization.

For planning purposes, the over water travel speeds of vessels would be 5 knots and the travel speeds of equipment over land is 35 miles per hour, as per the planning standard (WAC 173-182-350 (4)). Alternative travel speeds are for certain assets have been approved by Ecology. These travel speeds are contained in the respective PRC application and are used in determining compliance with the planning standards.

Figure 5-1 Geographic Areas for WA Planning Standards

5.4 GENERAL CAPABILITIES

General capabilities to provide oil spill response capabilities for workboats, aerial surveillance, dispersants application, in-situ burning, and recovered oil storage are discussed in the following.

5.4.1 Storage

WSMC meets the recovered oil and oily waste storage requirements through several sources:

1. WSMC PRC capacity, including storage barges, shallow water barges and bladders (see Section 5.4, below)
2. Oil barges that would be contracted at the time of an incident. These are likely to be sourced through members that are operating barges throughout the region (see Appendix B).
3. On-shore storage with facilities transferring oil to/from a member vessel.

For planning purposes, the WSMC PRC dedicated on-water storage resources are capable of providing at least twenty-five percent of the total worst case discharge volume at twenty-four hours. PRC storage equipment information is available in their respective PRC application and in the Western Response Resource List, available on-line at www.wrrl.us/index.html.

In addition to PRC capacity, WSMC membership includes barge operators (Appendix B) that list more than 40 barges listed as barges of opportunity (as available) with storage capacities ranging from 20,000 bbl to 189,000 bbl. Barges of opportunity can be tracked and located to provide support for emergency oil spill operations through vessel tracking at the USCG and Marine Exchange and/or through direct contact with member barge companies.

Additional shore side storage is also available as a non-dedicated resource. This storage includes mobile tanks (i.e. Baker Tanks, see Appendix B) which are under an LOI and can be contracted and mobilized to locations throughout the response zone. Approximately 1 million gallons of portable land-based storage is available from Baker tanks in Washington and another 1 million in Oregon, within 24 hours of notification. An additional 200,000 bbls of shore side storage could be available in Aberdeen, WA through the LOI between WSMC and Imperium Renewables (see Appendix B).

5.4.2 Neah Bay Emergency Response Towing Vessel (ERTV)

The Neah Bay Emergency Response Towing Vessel (ERTV) is stationed at Neah Bay and available to respond to vessel emergencies. For information and description of the ERTV, see Appendix E of this Plan.

5.5 PRIMARY RESPONSE CONTRACTOR (PRC) CAPABILITIES

As described in Section 1.11, the WSMC PRCs are Marine Spill Response Corporation (MSRC) and Global Diving & Salvage, Inc. (GDS). For a complete directory and listing of response resources from MSRC, GDS, and additional NW PRCs, refer to their respective PRC applications and the Western Response Resource List (WRRL), available on-line at www.wrrl.us/index.html.

These PRCs provide the response equipment and personnel to meet the planning standards, and corresponding WCS amounts, described in Section 1.4. This includes requirements of WAC 173-182, dated 12/14/12, being phased in according to WAC 173-182-130. The 4 hour planning standards for San Juan County (WAC 173-182-370), Commencement Bay (WAC 173-182-380), Neah Bay (WAC 173-182-395), and Grays Harbor (WAC 173-182-405) are being met through MSRC Current Buster equipment described in the MSRC PRC application and the MSRC section of the WRRL. Each Current Buster system provides an additional 200 feet of boom and temporary storage of at least 196 barrels with the ability to collect, contain, and separate oil from water. This Current Buster equipment is capable of encountering oil at a speed of 2 knots in waves.

In addition to the response equipment listed in the PRCs' applications and the WRRL, equipment system information is contained in technical manuals in the PRC application. The MSRC PRC application includes technical manuals in accordance with WAC 173-182-349. The technical manuals include 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.

As noted in Section 1.4, MSRC will be used to meet all the planning standards and corresponding WCS amounts with the following exception: GDS response capability will be utilized to meet the Grays Harbor Planning Standard (WAC 173-182-405) 2 and 3 hour benchmarks.

5.6 EQUIPMENT MAINTENANCE

All spill response equipment identified as part of the contracted response capability for WSMC is operated and maintained by its PRCs: MSRC and GDS. These PRCs have a regular program of equipment inspection and maintenance and associated documentation that is available to Ecology when requested. WSMC conducts an assessment of the PRC's capability through post-incident debriefs and annual reviews.

The spill response equipment maintained by WSMC's PRC's is inspected in a systematic approach:

- Verifying that the equipment is where it is supposed to be and maintenance is documented and up to date.
- Demonstrating that the equipment turns on and all of the other components/pieces needed to make it work are also there.
- Deploying the equipment in the appropriate operating environment.

The PRCs ensure that each piece of equipment and/or system goes through each of the above levels of inspection over time (6 years) in a systematic approach. At a minimum, half of the equipment/systems are inspected within the first triennial drill cycle (3 years) and the remaining half will be inspected in the following triennial drill cycle. The PRCs will ensure that documentation of equipment maintenance and inspections are kept on file for at least 5 years and made available to Ecology upon request.

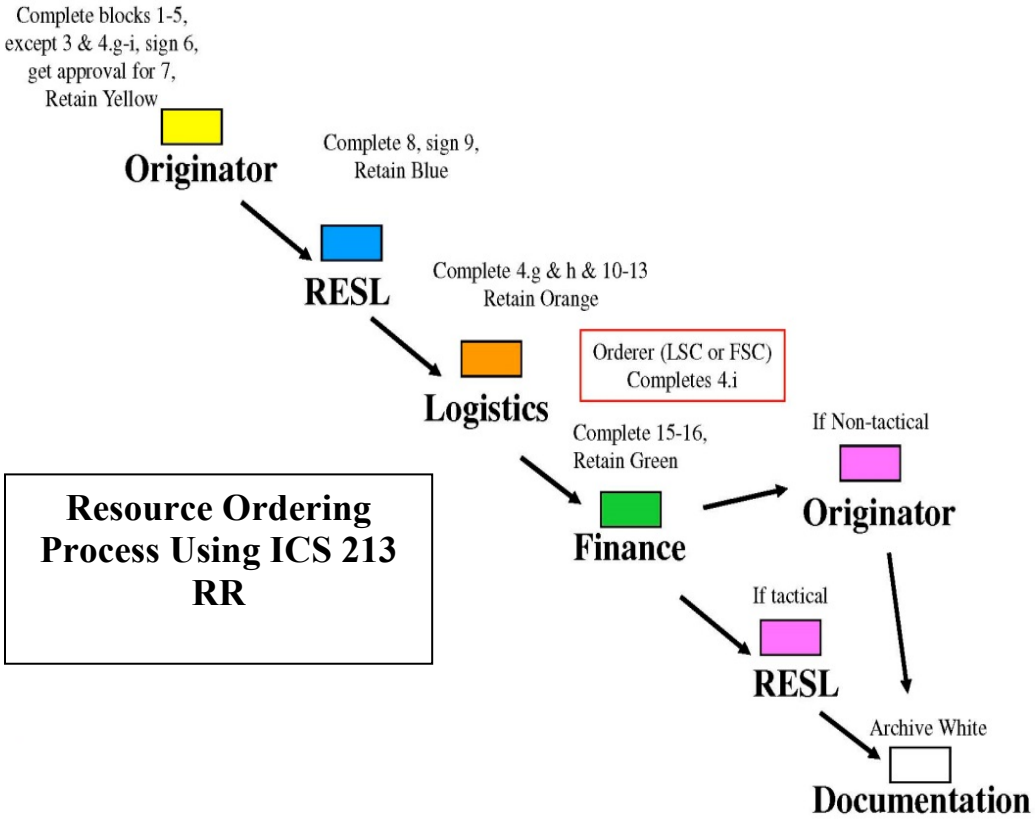
5.7 RESOURCE ORDERING PROCESS

PRC equipment and resources from other sources (personnel, equipment and supplies) are to be ordered through the resource ordering process described in this section.

Spill response resources called out in the initial phase of the response are to be captured in the ICS 201, page 4. At the start of the response this will be the primary method of tracking resources in use, those standing by and available as well as those resources that are ordered and are en route. For a small response the ICS 201 may be all that is needed to properly track resources.

For protracted responses, as the response progresses and when an appropriate Logistics Section has been established, the resource ordering process using Resource Request ICS 213RR forms will be implemented. Specifically, the multi-part, multi-color Resource Request ICS 213RR forms will be used. These forms are maintained with the WSMC IC Go-Kit at the WSMC Operations Center in the Marine Exchange. The detailed instructions for completing this form are contained at the bottom of the form. A flow chart depicting the use of the ICS 213RR is included as Figure 5-3 below.

Figure 5-3 ICS 213RR Resource Ordering Process



6 RESPONSE AND PROTECTION STRATEGIES

6.2 INTRODUCTION

Following callout for spill response, WSMC maintains priorities for response. The first priority is safety; for public and responders. The second priority is safety of the environment and as such, response actions will endeavor to minimize the impact of the spill and of the response.

Information on environmental sensitivities and priorities for spill response within the navigable waters of Washington has been developed and is published in the pertinent **Geographic Response Plan (GRP), part of the Northwest Area Contingency Plan (NWACP)**. Any spill response activities must be consistent with the applicable GRP, unless otherwise directed by the Environmental Unit (Planning Section) of the Incident (Unified) Command System.

GRPs contain detailed information useful for guiding the first 12 to 24 hours of an oil spill response. GRPs are designed to eliminate the confusion surrounding initial response, and to identify and prioritize sensitive resource areas requiring protection. These plans will guide all response activities at the federal, state, and local levels.

A GRP cross section includes: site description (resources, physical features, hydrology, currents and tides, winds, climate), response strategies and priorities, maps, flight exclusion zones, shoreline countermeasure matrix, sensitive resource description (fisheries, wildlife, archeological sites), logistical, personnel and informational resources.

It must also be remembered that the sensitivity of a given area is variable with changing conditions, and can vary from year to year, and/or within one season. Climatic factors can also influence efforts to contain or recover spilled oil.

6.3 STRATEGY

Since all areas within the state are considered environmentally sensitive, the following environmental protection priorities apply:

1. The first priority will be, of course, to prevent any spills from occurring.

2. If a spill does occur, the next priority will be to contain and conduct on-water recovery of the spilled product before it reaches, or spreads, to any beach or shoreline area, particularly those with the greatest impact.

3. If this fails, it will be the responsibility of the spiller to restore, as much as feasible, all oiled areas to their original or natural state. The guidelines for determining "How

Clean is Clean" are included at the end of this chapter (Table 6-1). These guidelines have been used in previous oil spills on the West Coast of the United States. They were drafted by the NOAA Scientific Support Coordinator (SSC) as part of the Regional IX Response Team (RRT).

4. In general, shoreline cleanup will be conducted pursuant to strategies described in the Shoreline Countermeasures Manual and Matrices in Section 9640 of the NWACP. Clean up actions will be approved by the ICS / Unified Command. The ICS / Unified Command includes representatives from federal, state, tribal, and local agencies.

6.4 LOCAL AREA KNOWLEDGE

Local area knowledge can be an invaluable tool in the decision making process, and must be considered with other available resources. In addition to local residents and employees, many representatives on the RRT have extensive local area knowledge. WSMC's PRCs are based throughout the response area and have experience implementing GRPs as part of emergency response or exercises. In addition to experienced PRC responders, local boat operators, fisherman, and tribal or coastal resource managers may be consulted for specific area sensitivities and priorities at the time of a response.

Reference: Appendix D, Special Services

6.5 PUBLICATIONS, CHARTS AND MAPS

A wide variety of published information is available regarding environmentally vulnerable or sensitive areas in the states of Washington. Because of the complexity and number of publications, charts and maps, they are hereby incorporated into this plan by reference only. The most significant publications, charts and maps include, but are not limited to:

Geographic Response Plans (GRPs)

GRPs provide guidance for oil spill booming and collection strategies in priority order, and identify natural and logistical resources, within specific regions of Washington. Each GRP evolved from a workshop where a diverse set of participants developed protection strategies and priorities, based on information about sensitive natural resources and local currents and tides.

GRPs clearly identify response strategies needed to protect sensitive public resources in an area, and present unified priorities for strategy implementation. GRPs also describe the natural and other public resources found in a region, as well as logistical information such as spill reporting contacts and equipment lists. GRPs provide a rapid means of identifying initial response strategies and do not represent everything that could or should be done in response to an oil spill. Once a unified command is established, nearshore booming strategies and other protective tactics, in addition to the GRPs may be developed.

GRPs fulfill a number of the ACP content requirements under the Oil Pollution Act of 1990, and are considered annexes to the NWACP. The following GRPs for the State of Washington are incorporated into the WSMC Oil Spill Plan Contingency Plan by reference:

- Washington Outer Coast
- Willapa Bay
- Grays Harbor
- Strait of Juan de Fuca
- San Juan Islands
- North Puget Sound
- North Central Puget Sound
- Hood Canal
- Admiralty Inlet
- Central Puget Sound
- South Puget Sound
- Nisqually River

The following link leads to the GRPs online:
http://www.oilspills101.wa.gov/northwest-area-contingency-plan/geographic-response-plans-grps/list-of-geographic-response-plans/

Washington State Coastal Sensitive Areas Mapping Project
Prepared by the Department of Landscape Architecture, University of Washington, for the Washington State Department of Ecology (March 9, 1992). This set of seven booklets covers:

- Coastal Bay
- San Juan Islands
- Outer Coast
- Upper Puget Sound
- Cape Flattery
- Lower Puget Sound
- Strait of Juan de Fuca

While the booklets provide information critical to protecting environmental resources, they were not designed to be comprehensive. Ecology's Oil Spill Compensation Schedule adds a more detailed level of information, such as the significance and abundance of particular species, seasonal variations, and migratory patterns. Used in conjunction, the two sources can serve as a reliable resource for spill contingency planning.

Northwest Area Contingency Plan
Northwest Area Contingency Plan (for Puget Sound and Columbia River COTP Zones). Published by:

USGS District 13
915 Second Ave
Seattle, WA 98174
Telephone: (206) 220-7090

USEPA Region 10
1200 6th Ave
Seattle, WA 98101
Telephone: (206) 553-1200

Copies of the NWACP are widely distributed, and are readily available to all interested parties at the following webpage:
http://www.rrt10nwac.com/NWACP/Default.aspx

NOAA Environmental Sensitivity Index (ESI) Maps:
Prepared for NOAA's Office and Response and Restoration by Research Planning, Inc, Columbia, SC.

- Outer Coast of Oregon & Washington
- Puget Sound and Straits of Juan de Fuca

Hard copy versions of the ESI maps for Oregon and Washington are held by USCG (Sector Port Operations Department, Seattle and Portland) and NOAA (Scientific Support Coordinator, Seattle). These are large volumes (approximately 12" x 18", in color) with over 60 individually laminated maps and pages in each.

The ESI maps are also available electronically in pdf format and may be obtained from NOAA on CD or by downloading. Information about how to obtain electronic ESI maps is available at, http://response.restoration.noaa.gov/book_shelf/827_esi.pdf

If needed for an oil spill response, these detailed ESI maps will be utilized and interpreted by the NOAA Scientific Support Coordinator (SSC), as part of the RRT.

Salmon, Marine Fish and Shellfish Resources
Salmon, Marine Fish and Shellfish Resources and Associated Fisheries in Washington's Coastal and Inland Marine Waters. Technical Report No. 79 (April 1992, revised), published by the Washington State Department of Fisheries. This report contains extensive information that has been compiled for fisheries.

Tide Tables
Tide Tables (*available annually)*, West Coast of North and South America.
U.S. Department of Commerce, NOAA, Washington, DC.

Tidal Current Tables
Tidal Current Tables (*available annually)*, Pacific Coast of North America & Asia North.
U.S. Department of Commerce, NOAA, Washington, DC.

6.6 OTHER INFORMATIONAL RESOURCES

For more information on local resources and services, see contacts and listings in Appendix D.

6.7 VESSELS OF OPPORTUNITY WAC 173-182-317

WSMC can provide dedicated workboat support capabilities through the WSMC PRC resources (MSRC and GDS) available under contract to the Cooperative. These dedicated resources are listed in the PRC applications for MSRC and GDS.

MSRC resources also include non-dedicated resources under the MSRC Pacific/Northwest Region Vessel of Opportunity (VOO) program. The MSRC VOO program, training, equipment and vessels under contract are described in the MSRC PRC Application Section F3 and Table F3-1. The MSRC PRC Application includes a list of the vessels contracted for the following regions:
Region 1 – Cape Flattery/Strait of Juan de Fuca
Region 2 – San Juan Islands/North Puget Sound
Region 3 – South Puget Sound/Central Puget Sound
Region 5 – Admiralty Inlet/Hood Canal and North Puget Sound
Region 6 – Grays Harbor

This vessel listing includes the vessel name, vessel type, vessel home base, and the tactics the VOO could be used to support. These vessels are also listed in the oilspill101.wa.gov database maintained by the WA Department of Ecology. MSRC contracts for Tier I VOO are maintained in the MSRC offices in Everett, WA. These contracts for Tier I VOO may be made available to Ecology upon request.

In the event of a need for VOO, WSMC would request activation of these vessels by MSRC under the WSMC Class Membership Agreement with MSRC. Under the WSMC Class Membership Agreement, activation of VOO may be accomplished by the WSMC IC contacting the MSRC response supervisor on-call and request the activation of the VOO resource. WSMC commits to working with MSRC to involve Tier I VOO in drills specific to the tactics the VOO may support.

In addition to these PRC resources, workboats and operators may be obtained through WSMC members to support a WSMC-led response (see Appendix D, Specialized Services). The WSMC membership includes fishing vessels and fleets and tug boats that can be contacted to provide workboats with skilled operators and crews to support emergency response.

6.8 AERIAL SURVEILLANCE WAC 173-182-321

WSMC's Primary Response Contractor (PRC) for Aerial Observation is the Marine Spill Response Corporation (MSRC). An MSRC contracted aircraft with a trained aerial observer (spotter) is capable of being on scene within 6 hours of spill notification, and operating at least 10 hours per day for the first 72 hours of an oil discharge.

To call out aerial surveillance assets, contact MSRC by phone using the contact information maintained in Section 2 and ask to speak to a Response Manager.

For the following information refers to MSRC's PRC application:

- List of trained aerial observers
- Information on the specific training given to MSRC aerial observers (spotters)
- List of aircraft under contract
- List of equipment, including video equipment, used by MSRC aerial observers (spotters)

MSRC aerial surveillance resources provide the assets and capability to meet the requirements of aerial planning standard WAC 172-183-321 (b)for remote sensing. This includes an aerial asset with 2 remote sensing systems; a high definition infrared camera and multispectral imagery sensor. Data and images collected from this system may be displayed on marine charts, map images may be referenced to a geographic location, and location and relative thickness of spilled oil determined. Processed images collected from these sensors may be transmitted to the command post and provide rapid surveillance information in support of the response. The aerial asset, with trained observers, could arrive in the WSMC planning standard coverage areas within 12 hours. See the MSRC PRC Application Section F12 for more information on MSRC aerial surveillance capability and resources.

6.9 SHORELINE ASSESSMENT

When spilled oil threatens or reaches shoreline habitats, responders must survey the area to determine priorities and appropriate response. Typically this is accomplished through Shoreline Cleanup Assessment Teams (SCAT) comprised of field personnel representing counterparts in the Unified Command (Federal, State, Local/Tribal, and RP). Although general approvals or decision tools for using shoreline cleanup methods can be developed during planning stages, responders' specific cleanup recommendations must integrate field data on shoreline habitats, type and degree of shoreline contamination, and spill specific physical processes.

Cleanup endpoints must be established early so that appropriate cleanup methods can be selected to meet the cleanup objectives. Shoreline surveys must be conducted systematically because they are crucial components of effective decisions. Also, repeated surveys are needed to monitor the effectiveness and effects of ongoing treatment methods (changes in shoreline oiling conditions, as well as natural recovery), so that the need for changes in methodology, additional treatment, or constraints can be evaluated.

The NOAA Shoreline Assessment Manual outlines methods for conducting shoreline assessments and incorporating the results into the decision-making process for shoreline cleanup at oil spills. Incorporated here by reference the full manual can be found at:

https://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/shoreline-cleanup-and-assessment-technique-scat.html

6.10 NON-FLOATING OILS WAC 173-182-324

WSMC member vessels handle various products, which, based on their physical and chemical properties, and/or the properties of the water bodies they may spill into, have the potential to sink or submerge.

Examples of these types of oils include, but are not limited to, crude oil, diluted bitumen, group V oils, low American Petroleum Institute oil, decant, heavy fuel oils, vacuum gas oils, used waste oils, asphalt, and asphalt products.

However, an overview of typical products carried by our members is provided in Table 1-2. Each reported spill will be independently evaluated for it's potential to sink or submerge based on unique physical and chemical properties as found on the Safety Data Sheet (SDS), and the properties of the water the product has spilled into. This assessment will be conducted within the first hour upon notification of the spill, as discussed in section 6.9.2 below.

6.9.1 Non-floating Oil PRC WAC 173-182-324 (1)

WSMC has a contract with MSRC, a U.S. Coast Guard approved NFO OSRO, for resources appropriate to respond to a spill of non-floating oils. For planning purposes, the MSRC and contractor resources identified are transportable by water, road and air transport and as such are capable of being on scene within twelve hours of spill notification.

For equipment details and USCG NFO approval letter see section F7 – Response Equipment for Group V Oils and Potentially Non-floating Oils of the MSRC PRC application.

6.9.2 Response Personnel and Equipment WAC 173-182-324 (2)

WSMC and MSRC personnel and equipment is capable of responding within the time frames outlined in the table below:

Time	Capability
1 hour	**Assessment:** WSMC will initiate an assessment and consultation with MSRC regarding the potential for the spilled oil to submerge or sink. We may use environmental factors (i.e., density of the receiving water, the chemical properties of the oil released, or other indicators) to begin a non-floating oil (NFO) assessment to identify the need for personnel and equipment mobilization if it will be needed during the cleanup effort.
6-12 hours	**Detection and Delineation:** Should the assessment and consultation determine that the oil may become an NFO, the following MSRC resources and personnel to detect and delineate the spilled oil, as listed in section F7 of the PRC application, could have arrived on scene. Additionally, containment boom, sorbent boom, silt curtains, or other methods for containing the oil that may remain floating on the surface, or to reduce spreading on the bottom, could have arrived.
12-24 hours	**Sampling:** PRC resources and personnel necessary to assess the impact of the spilled oil on the environment could have arrived. **Recovery:** Additionally, dredges, submersible pumps, sorbents, agitators, or other equipment necessary to recover oil from the bottom and shoreline could have arrived.

6.9.3 Identifying Non-Floating Oils WAC 173-182-324 (3)

Within the first hour of a spill, WSMC personnel will conduct an initial assessment of the characteristics of the spilled product, and the characteristics of the waterbody it spilled into (using Attachment A of section 9412.A2 in the NWACP). If available at the time, we will consult with available response partners including MSRC, the environmental unit, and NOAA SSC to determine if there is a potential for the oil to sink or submerge. If the potential exists, we will begin to mobilize the equipment and personnel necessary to respond. If a potential to sink or submerge is not immediately observed, the UC will reevaluate the potential as the response evolves.

6.9.3 Tools for A Non-Floating Oils Response

The Pacific Northwest response community has developed response resources and tools to support spills from NFOs. Available resources/tools that WSMC and MSRC may reference in the event of a spill include:

- NWACP Section 9412– Non-floating Oils Response Tools
- Geographic Response Plans (GRP) sections including the Non-floating Oils Response Options and Considerations Tool and the updated Resources at Risk information which details resources in the water column and seafloor at risk from NFO releases
- Additional response resources are located in the Sector Puget Sound Area Contingency Plan
- uSCAT Technical Reference Manual
- Sunken Oil Detection and Recovery, American Petroleum Institute Technical Reports (1154-1, and 1154-2)

6.11 DISPERSANTS WAC 173-182-325

WSMC has planned for the use of aerial dispersant application. In evaluating net environmental benefit, applying dispersants, and assessing the effectiveness of dispersants, the processes outlined in the NWACP Section 9406 Dispersant Authorization Process and Decision Support Tools will be followed.

WSMC has access to MSRC dispersant resources that meet the requirements of WAC 173-182-325 as described in section F5 of the MSRC PRC application.

The MSRC dispersant program provides a wide range of dispersant application services. Currently MSRC has two C-130 Hercules aircraft under contract, one located in Moses Lake, WA and one at the Orlando Melbourne International Airport in Melbourne, FL. Both aircraft have specially designed, tested and FAA approved dispersant spray systems, which can be removed from the aircraft to provide other response services. Each aircraft is contracted to be mobilized within two hours of being activated as follows:

1. 1) C-130 Moses Lake, Washington: 2 hours
2. 2) C-130 Melbourne, Florida: 2 hours

For details including location of dispersant stockpiles, dispersant type, method of transport, aircraft type, monitoring method, spotters and operational support capabilities see MSRC PRC application Section F5 – Dispersants.

6.12 IN-SITU BURNING WAC 173-182-330

WSMC has planned for the use of In-situ Burning as an oil removal tactic. When implementing the in-situ burning tactic the guidance in the NWACP Section 9407 In-Situ Burning Operations Planning Tool will be used.

WSMC has access to MSRC in-situ burning resources that meet the requirements of WAC 173-182-330 as described in section F6 – In-situ Burning of the MSRC PRC application.

MSRC in-situ burning equipment is capable of being on-scene in Washington within twelve hours of spill notification.

6.13 SHORELINE CLEANUP WAC 173-182-522

WSMC has contracted access to one hundred trained shoreline clean-up workers, ten trained shoreline clean-up supervisors, and equipment for passive recovery for three miles of shoreline and three tide lines.

All personnel and equipment are contracted through MSRC and detailed in section F9 – Shoreline Clean-up of the MSRC PRC application.

6.14 AIR MONITORING WAC 173-182-535

WSMC, by way of our PRC and contracted safety professionals, will conduct air monitoring for the health and safety of employees, responders and the public. Air monitoring will be conducted in accordance with 29 CFR 1910.120 and WAC 296-843-130.

6.14.1 Initial Site Assessment for Responders

Initial air monitoring will be conducted by PRC responder on site using calibrated and bump tested direct reading meters.

Meters used of initial site assessment of atmospheric hazards are capable of measuring for the following;

- Oxygen
- Flammable gasses
- Hydrogen Sulfide
- Carbon Monoxide
- Benzine
- Volatile Organic Compounds

Air monitoring readings will be recorded in a Site Assessment Log which will be provided to the Incident Commander or Safety Office.

SITE ASSESSMENT LOG **Attachment B**

Action Levels (1/2 of PEL)			Air Monitoring Readings						
	Evacuation	Level D	1st	2nd	3rd	4th	5th	6th	7th
Oxygen	At or below 19.5% or At or above 22%	Above 19.5%-Below 22%							
LEL	At or above 10%	Below 10%							
CO (50 ppm PEL)	At or Above 25 ppm	Below 25 ppm							
H_2S (10 ppm Ceiling REL)	At or above 5 ppm	Below 5 ppm							
VOC* (PID)	At or above 50 ppm	Below 50 ppm							
Benzene (1000 ppb or 1 ppm PEL) 2 Must be taken	At or Above 500 ppb or 0.5 ppm	Below 500 ppb or 0.5 ppm							
*= Benzene readings must be taken - VOC Level = or > 5 ppm.		Time Readings Taken:							
Location of Readings OR Latitude (DMS or DMm?)		North ° degree							
Location of Readings OR Longitude (DMS or DMm?)		West ° degree							

Incident Name:		On Scene Weather and Water/Air Temperature:			
Air Monitoring conducted on (Vessel name?):		Wind and Current Direction, Wave Height:			
Product Characteristics & Color:		Flashpoint Test (if applicable): Flash or NO Flash? ID#:			
S/N or ID of 5-Gas/PID Monitor: Back up:	S/N or ID of Benzene Monitor: Back up:	Name and Signature of Air Monitoring Technician:		Date & Start Time:	

Page 1 of 1 Form Date: November 14, 2016. Replaces April 1, 2016

6.14.2 Work Area Air Monitoring

Following initial site assessment continuous air monitoring, with direct reading instruments, will be conducted in each recovery taskforce. Readings will be logged hourly.

6.14.3 Community Air Monitoring (CAM)

WSMC will conduct community air monitoring using the procedures, checklists and plan templates provided in *Section 9418 Emergency Response Community Air Monitoring* of the Northwest Area Contingency Plan.

To implement the plan a CAM Group will be established within the Environmental Unit.

- The CAM Group will develop a Community Air Monitoring Plan for approval by the Unified Command and inclusion in the Incident Action Plan.
- Threshold exceedance will be reported immediately from the CAM Group Supervisor to the Environmental Unit Leader to the Unified Command,
- Initial assessments may be accomplished through roving teams with fixed monitoring stations established if continued or longer term air monitoring is needed,

- The equipment, methods and monitoring locations will be determined by the CAM Coordinator in conjunction with the Unified Command and in consultation with the Safety Officer.

When CAM is needed, assistance will first be sought by the EPA Emergency Response Team, requested through the USCG. If EPA assistance is not available, CTEH (253-475-7711) will be contracted for CAM services.

6.14.4 Air Monitoring Instruments and Detection Limits

Air monitoring will be conducted with using direct reading instruments capable of measuring to the following levels.

- Oxygen concentration form 0-30%
- Flammable gasses from 0-100% of the Lower Explosive Limit (LEL)
- Hydrogen Sulfide from 0-1000 PPM
- Carbon Monoxide from 0-1000 PPM
- Benzine from 0-500 PPM
- Volatile Organic Compounds from 0-1000 PPM

6.14.5 Air Monitoring Action Levels

The following action levels shall be observed. If a reading equals or exceeds the action level immediately exit the hot zone.

- Oxygen at or below 19.5% or At or above 22%
- LEL at or above 10%
- CO at or above 35 ppm
- H2S at or above 5 ppm
- VOC at or above 50 ppm
- Benzene at or above 0.5 ppm

6.14.6 Air Monitoring Data Management and Reporting Times

Air monitoring levels shall be recorded and reported hourly. Readings exceeding the action level shall be reported to the Safety Officer and Unified Command.

6.14.7 Communication Methods to At-Risk Populations

The Unified Command will communicate information regarding atmospheric hazards to the public through the Public Information Officer, and through local, state, and federal response partners. The following methods of communication should be considered.

- Reverse 911
- Social Media Post
- Press Release
- Door-to-Door notification

6.14.8 Establishing Evacuation Zones and Shelter-In-Place Criteria

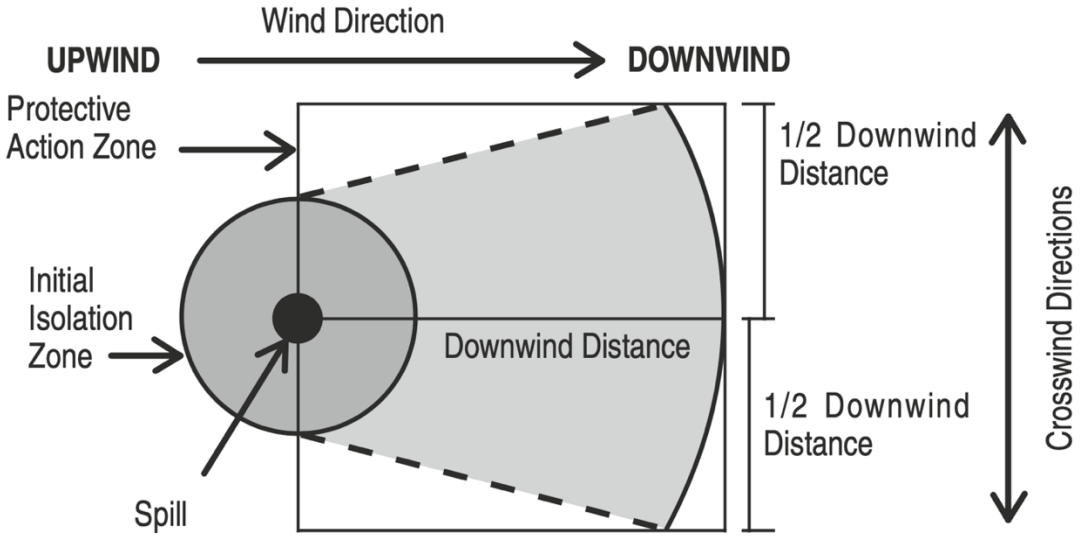
Initial isolation and evacuation distances will be established using information from the Department of Transportation Emergency Response Guide and the Safety Data Sheet (SDS).

Initial Isolation Zone

This distance defines the radius of a zone surrounding the spill in ALL DIRECTIONS. Within this zone, all public should be evacuated (protective clothing and respiratory protection is required in this zone). Persons should be directed to move out of the zone in a direction perpendicular to wind direction (crosswind), and away from the spill, to a minimum distance as prescribed by the Initial Isolation Distance.

Protective Action Zone

A Protective Action Zone extending down wind from the spill site will be identified using data from the SDS, DOT ERG, or other source. Within the Protective Action Zone consider evacuation or shelter in place.



6.15 WILDLIFE WAC 173-182-540

WSMC's Primary Response Contractor for wildlife is MSRC.

MSRC maintains a dedicated contractual agreement with Focus Wildlife International Ltd. (FocusWildlife) of Anacortes, WA for citation rights for resources and services to cover the following Washington State codes: WAC 173-186-370, WAC 173-182-540, WAC 220-450-100

Focus Wildlife International Ltd. holds and maintains both federal and state wildlife permits for the capture, rehabilitation and release of oiled wildlife and is a State-approved Wildlife ResponseService Provider (WRSP) and PRC. As such, Focus Wildlife is prepared to undertake all aspects of a full wildlife response as detailed by contracts with MSRC and in accordance with the Northwest Area Contingency Plan, GRPs the WSMC area of operations, and applicable state and federal regulations.

All aspects of a fully engaged wildlife response will be initiated and conducted as needed based on incident specific conditions, including type and volume of product released, specific habitat types, potential and immediate risks of impact to wildlife, and Resources at Risk (RAR). This includes initial wildlife impact assessment, reconnaissance, deterrence, search and capture, field stabilization, and rehabilitation and release. Incident-specific wildlife strategies and tactics for deterrence, capture, and rehabilitation facility siting will be detailed in an incident specific wildlife response plan, developed in conjunction with the Wildlife Branch and in alignment with the NWACP.

MSRC owned and dedicated equipment, as listed in the Worldwide Response Resource List (WRRL) (https://wrrl.world/fmi/webd/WRRL) in conjunction with dedicated equipment owned by Focus Wildlife International Ltd. of Anacortes, Washington, constitute the critical components ofthe mobile facility approach to wildlife rescue and rehabilitation endorsed by Washington State Department of Ecology as meeting applicable planning requirements.

When activated, MSRC will activate and mobilize Focus Wildlife International Ltd. MSRC and Focus Wildlife will jointly provide personnel for transport, set up and mobile facility infrastructure service in accordance with their contract and documented in MSRC's PRC application and Focus Wildlife's PRC and WRSP applications.

Whale Reconnaissance, Monitoring, and Deterrence WAC 173-182-540(2)(d)

Marine mammal deterrence operations conducted within the Wildlife Branch will be led by NOAA as authorized by the Scientific Research and Enhancement Permit held by NOAA's Marine Mammal Health and Stranding Response Program. The permit is consistent with protections of the MMPA and ESA, and covers oil spill-related actions in Puget Sound and the Salish Sea.

The Northwest Area Contingency Plan (NWACP) Section 9310, Northwest Wildlife Response Plan, describes monitoring and deterrence for large whales including orca. NWACP Section 9311 describes deterrence resources in the Northwest region, including contact information for each equipment cache and information for ordering new equipment. The Worldwide Response Resource List (WRRL) lists contact information and characteristics on various types of oil spill response equipment, as well as pre-contracted and pre-trained Vessels of Opportunity (VOO) in the Pacific Northwest, that can be called out by MSRC. In addition to the resources identified in the NWACP and WRRL, the Washington Department of Ecology enrolls VOO that may be available at the time of a spill to supplement monitoring and deterrence efforts. VOO are registered through the OilSpills101.wa.gov website and can be called-out during drills and spills if needed. The query of the database will be led by the Liaison section through Ecology's Jetty system upon request by the Unified Command or if the Wildlife Branch Director deems additional volunteer assets necessary.

Contact information for resources to conduct whale reconnaissance, monitoring, and deterrence is located at https://www.oilspills101.wa.gov/northwest-area-contingency-plan/incident-command-system-toolkit/contact-info-marine-mammal-monitoring-and-deterrence-options/

Oil Spills 101 data is maintained by the Washington State Department of Ecology.

6.16 CLAIMS WAC 173-182-230 (8)

The potential for losses exist the moment an oil spill occurs and so third party claims may arise at any stage of an incident. However, the submission of third party claims are unlikely during the first 24 hours of an incident because the oil may not have spread to a sufficient extent to cause significant impacts or if impacts have occurred, or are occurring, they may not be sufficiently known or it may not be possible to gather sufficient information at such an early stage in the incident to support the submission of a claim. Nonetheless, WSMC will take appropriate steps to meet the needs of the response in this regard. A response priority early on will be to determine if claims may be filed as a result of the spill incident. If so a process and procedure to manage claims will be established.

As soon as it is determined that claims may result from the spill incident, WSMC will contact the member vessel owner/operator or authorized agent to establish appropriate claims process and procedures. A possible initial, interim step will be the publishing of a toll free number to be used by potential claimants to make contact with the WSMC spill management team. Upon calling this number potential claimants may request information, state their interest in making a claim and provide their contact information for return follow up regarding claims. The number to be used is 877-857-8974. This toll free number will be disseminated to the public as part of press releases, shared with the USCG and WA ECY for posting on their web pages, and posted on the WSMC web page.

Initial calls to the toll free number could include a request for information about claims submission such as 1) where to send claims, 2) types of claims that may be submitted, 3) claim documentation required, etc. In this way, WSMC will serve are the initial point of contact on behalf of the member vessel for claims arising from the incident.

As part of a transition which may take place with the member vessel's QI spill management team, and specifically noted on the Transition Checklist, WSMC would transfer the management of a toll free claims number to the vessel's QI spill management team. WSMC would also provide the QI spill management team all information received on the toll free line. The QI spill management team will then be able to contact these parties and engage with them as appropriate to meet legal obligations regarding claims, such as guidance on claim submission, claim review, adjudication, etc. A Claims Unit may be established in the Finance Section to take on these responsibilities.

7 WASTE MANAGEMENT

7.2 INTRODUCTION

Spilled oil and oil contaminated debris recovered from water or shoreline cleanup operations must be PROPERLY handled and disposed of by the responsible party (spiller), or the agent or contractor acting on behalf of the responsible party. The Northwest Area Contingency Plan is the guiding document for the information provided in this section of the WSMC plan. This chapter is intended to be consistent with the Area Plan but is provided to emphasize the importance of properly handling the waste streams generated during an oil spill cleanup from early on in the response.

Specific disposal methods will depend on the nature of the oil-contaminated material, prevailing weather conditions, location, and available disposal sites. If not handled correctly, disposal can pose temporary and long term problems. A variety of disposal methods can be used on both small and large spills, including: oil / water separation and reclamation / recycling of the oil, incineration, landfilling, and natural biodegradation. For additional / detailed information about this subject, consult: Northwest Area Contingency Plan, also serving as the Region X, Regional Contingency Plan.

7.3 SCOPE AND RESPONSIBILITY

This chapter applies to any oil spill cleanup operation administered by WSMC, on behalf of the responsible party, and to the disposal of any oil or oily debris recovered during the cleanup operation. Furthermore, it is assumed that oily waste is the result of spilling a known type of oil, where the characteristics of the material are known and well documented.

All waste will be tracked using the form in Section III.D in the sample disposal plan. Disposal records will be generated during the course of the response, and these will be provided to ECY upon request.

7.4 LEGAL REQUIREMENTS

Under both federal and state law, the spiller is responsible for immediately collecting and recovering the maximum feasible amount of oil spilled, as well as for cleaning up the residue and restoring the environment to its original / pristine state. Under the provisions of RCW 70.105 (Hazardous Waste Management statute) and WAC 173-303 (Dangerous Waste Regulations) crude oils and fuel oils may be classified as extremely hazardous waste or dangerous waste upon spillage because of their carcinogenicity and flammability (benzene and low flash point). As these oils weather (volatilize), they lose those characteristics and may be downgraded to solid waste. To document the reclassification, the oily waste must be tested under the provisions of WAC 173-303. Oil recovered and recycled as fuel is not considered a waste and does not fall under the provisions of WAC 173-303.

7.5 POLICY

During any oil spill cleanup operation, it is the policy of WSMC, on behalf of the responsible party, to recycle and reuse the recovered oil, and to incinerate the oily debris, to the maximum extent feasible, thus reducing the amount of oily debris disposed of at a solid waste landfill. Other alternatives to using approved landfills, or incinerators, include:

A. The use of oily sand and rock in the production of asphalt
B. Use of volatilized soil in fill and grade sites
C. Use in a hog-fuel burner
D. On site burning

The WSMC Incident Commander is hereby designated as the individual responsible for the proper disposal of all recovered oil and oily debris until the responsible party assumes that position.

7.6 DECONTAMINATION

Keeping the oil and oily debris limited to a controlled area, as well as minimizing the contact of uncontaminated personnel and equipment with already contaminated personnel and equipment, requires established procedures and discipline. See Section 4.9 for minimum decontamination measures, as well as Section 9.8.4 regarding mandatory requirements for interim storage.

7.7 RECOVERED OIL - RECYCLING

Oil recovered from surface waters during skimming operations or otherwise shall be recycled and is not considered a "waste" under WAC 173-303. Recovered oil should be recycled at one of the oil recycling facilities listed in Table 7-1. Alternatively, oil recovered in the early stages of a major spill is generally all reclaimable at local refineries. Further, any recovered oil should be transported to said facilities, in sealed containers, using a registered handler. A bill of lading or manifest will record volume, material and disposition.

Table 7-1 Oil Recyclers-- State of Washington

FUEL Processors	4150 N. Suttle Rd. Portland, OR 97217	1-800-367-8894 < 24 hours >
PETROLEUM RECLAIMING SERVICES (PRS)	3003 Taylor Way Tacoma, WA 98421	(253) 383-4175 < 24 hours >
First Recovery - Safety Kleen	9390 S. March Pt. Rd Anacortes, WA 98221	1-800-367-1961

NOTE: There are numerous contractors listed in the telephone business directory as licensed transporters. See WASTE DISPOSAL; VACUUM-INDUSTRIAL; or, ENVIRONMENTAL SERVICES.

7.7.1 Initial Process

Both on-water and shoreside storage are needed for proper waste management. Initially, oil and oily water mixtures recovered from spills will be pumped into the recovery vessel's

onboard storage, or an on-water storage device such as a barge or dracone. The oil and oily water mixture may then be transferred from the initial on-water storage to onshore storage devices such as waste oil barrels, tanks or bladders. This will facilitate transfer and subsequent disposal at an approved shoreside facility. Temporary or interim storage includes the use of decanting (oil / water separation), as discussed in Section 7.6.2.

For large spills, additional storage capacity will be required for both liquid products and oily-soaked debris, e.g. portable tanks, tank barges, end-dumps, lined drop-boxes. WSMC's primary response contractor has agreements with Foss Maritime Company to provide tank barges for storage of recovered liquids. The PRC also has agreements with Baker Tanks and Rain for Rent to provide portable tanks for recovered liquids. Refineries throughout the Puget Sound region often have tankage available to receive oil/water mixtures, but are not relied upon by WSMC to always be able to provide that tankage. Barges of opportunity may also be used for on-water storage and separation through WSMC membership, on an as-available basis (see Appendix B, MOUs and LOIs).

In addition to the liquid storage described above, the response may generate significant quantities of oil soaked material. As noted above, this type of oil soaked material may be stored in devices such as end dumps and lined drop boxes. Additional shoreside storage may be accomplished by designating an area such as a parking lot as an interim storage location, with certain precautions put in place. The area would have to be lined and water runoff would have to be controlled with liner material, berms, etc, such that contaminated material and oiil water mixtures to not migrate off site and/or into storm drains All recovered oil and oily water mixtures will be transported to an approved shoreside facility for proper disposal.

7.7.2 Decanting and Oil / Water Separation

Decanting is the process of draining off recovered water from portable tanks, internal tanks, collection wells or other storage containers to increase the available storage capacity of recovered oil. When decanting is conducted properly, most of the petroleum can be removed from the water.

Pre-approval for on water decanting is authorized when pumping recovered oil and water ashore is not practical during the first 24 hours after initial spill discovery. Decanting authorization is granted for the oil products listed below.

- All crude oils;
- Vacuum gas oils;
- Atmospheric gas oils;
- Recycle oils not containing distillates;
- Bunker fuels;
- No. 6 fuel oils;
- Cutter stocks; and
- Coker gas oils.

Decanting of the listed oils is pre-approved if the following conditions are met:

- Pre-Approval is for the first 24 hours after spill discovery. Decanting requests for all the remaining operational periods will need to be submitted to Unified Command.
- The Incident Commander must be notified within one hour of decanting being initiated and must then immediately notify the Unified Command.
- The RP assures the Unified Command that they are quickly obtaining adequate oil storage and skimming capacity within the first 24 hours and the responding Primary Response Contractors (PRCs) are expeditiously getting sufficient storage and skimming capacity on site to alleviate the need for pro-longed decanting

The following criteria found in the current Decanting Authorization Form must be complied with:

- All decanting should be done in a designated “Response Area” within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system
- Vessels employing sweep booms with recovery pumps in the apex of the boom shall decant forward of the recovery pumps
- Vessels not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences
- Containment boom needs to be deployed around the collection area, where feasible, to prevent loss of decanted oil or entrainment.
- Visual monitoring of the decanting shall be maintained at all times so that discharge of oil in the decanted water is detected promptly
- Where feasible decant ahead of an operating skimmer recovery system, so de-canting could occur ahead of a skimming system instead of just inside an en-closed boomed area.

Note: Shore-side container decanting (i.e., vacuum truck, portable tanks, etc.) is not authorized for pre-approval under this policy. Decanting in areas where vacuum trucks, portable tanks, or other collection systems are used for shore cleanup will be subject to filling out the decanting form in the NWACP prior to authorization and must comply with the same rules as vessels

Decanting after the first 24 hours or under circumstances not meeting the pre-approval criteria is subject to approval by the Unified Command. Authorization for such decanting must be granted through completion and submission of the Oil Spill Decanting Authorization Form, found in the Northwest Area Contingency Plan, Chapter 4000, Sec. 4630, Figure 7.3.2.

It should be noted incidental returns of oil into the response area, such as oil that falls back into the recovery area from vessels and machinery that are immersed and working in the oil, does not require pre-authorization from the FOSC / SOSC. This practice is currently recognized as a necessary and routine part of mechanical response operations.

Onboard Oily Water Separators
Larger skimming (recovery) systems incorporate an oil / water separation unit into the total system. The oil / water mixture recovered from the skimming unit is pumped directly to the

oily water separator. This special purpose device separates the oil and water. The oil is then pumped to an onboard tank. The separated water is then pumped or drained overboard ahead of the skimming unit.

On-shore Separation:
Because of the large number of transporters and recycling facilities readily available within the state, all recovered oil and oily water mixtures will be transported to an approved shoreside facility for proper disposal. However, in some remote locations, it might be necessary or advantageous to utilize a portable separator (decanting process), described below.

Shoreside separation requires two to three portable tanks, or lined pits.

TANK ONE:
All oil / water mixtures can be pumped as soon as recovery operations are begun. As oil beings to thicken in the tank, it can be skimmed off the top and pumped to an oil storage tank. The level of tank one can be controlled by (1) pumping water off the bottom into the dirty side of the booming and skimming operation, or (2) pumping the water to tank three.

TANK TWO:
This will be the primary oil storage tank. The level of this tank should be carefully monitored to determine when the oil needs to be transferred, or additional storage is required.

TANK THREE:
This tank would be used as a second stage of separation before returning water back into a very sensitive ecosystem. Water discharged into this tank would first enter through the top of a separator drum, one-half to three-quarter submerged into the tank. Around the bottom the drum would be a series of holes which will let the entering water transit out the bottom of the separator, while collecting residual oil in the top of the separator for later transfer to tank two.

7.7.3 Reclamation

Reclamation of separated oil depends on the type of oil, weathering factors, availability of transportation, and the cost to transport and reclaim. Oil recovered in the early stages of a major spill is generally all reclaimable at local refineries.

7.8 ANIMAL CARCASSES

The disposal of animal carcasses may need to be addressed in the disposal plan. The collection of animal carcasses is the responsibility of the Washington Department of Fish and Wildlife in conjunction with the U.S. Fish and Wildlife Service. Prior to the cleanup of any beach, an agent of the joint trustees should coordinate the removal of oiled carcasses. No oiled carcasses shall be disposed of until authorized by the appropriate natural resource trustee. The Wildlife Branch, in consultation with the trustee agencies, will develop incident specific protocols and authorizations for removing and handling dead oiled animals for each incident. With the approval of local air and health authorities, the Department of Ecology recommends incineration of oiled carcasses at a permitted facility.

7.9 OILY DEBRIS

Oily debris recovered during cleanup operations shall be disposed of at an approved shoreside facility. Oily debris generally includes: sorbent pads / boom, sand, rocks, logs, kelp, flotsam, plastics, trash, and disposable / contaminated personal protective equipment, e.g. rain gear.

NOTE: This list is not all encompassing, but generally covers the types of materials collected or generated as a result of an oil spill. Laboratory tests or knowledge of the material must be used to determine if the material designates as dangerous waste. Oily debris that is designated as dangerous waste must be handled in accordance with WAC 173-303.

Most oily debris generated from oil spills has not been designated as dangerous waste in Washington State. Provided the material is classified as a solid waste, the material may be disposed of under the provisions of RCW 70.95 / WAC 173-304.

7.9.1 Reclamation Testing

A. WAC 173-303-300 requires that the owner or operator of a Treatment, Storage or Disposal (TSD) facility shall obtain a detailed chemical, physical, and / or biological analysis before storing, treating, or disposing of a dangerous waste. The purpose of the analysis is to insure that a dangerous waste is properly managed.

B. The analysis may include or consist of existing published or documented data on the dangerous waste, or on waste generated from similar processes, or data obtained by testing, if necessary.

C. Most TSD facilities have their own testing laboratories and other independent testing laboratories are available. See Table 7-2 for a partial listing of those available in the immediate Puget Sound area. For a complete listing, consult the local telephone business directory under CHEMISTS-ANALYTICAL & CONSULTING.

Table 7-2 Independent Testing Laboratories / Chemists--Analytical

FEDERAL TESTING LABORATORIES
4900 - 9th Ave. NW #100
Seattle, WA 98107
(206) 706-9904
Monday - Friday / 0800 - 1800

HURLEY, JAMES P. CO.
P. O. Box 82206
Kenmore, WA 98028
(206) 486-6665
Monday - Friday / 0800 - 1800

PROFESSIONAL SERVICE INDUSTRIES
3257 - 16th Ave. W
Seattle, WA 98119
(206) 282-0666
Monday - Friday / 0800 - 1700

SOUND TESTING INC.
4608 - 36th Ave. SW
Seattle, WA 98126
(206) 932-0206
< 24 hours >

7.9.2 Segregation

To minimize the amount of oily debris disposed of at landfills, the oily debris will be segregated as it is collected. Generally, oily debris falls into two categories:

Burnable
REMINDER: See Section 7.7 regarding "ANIMAL CARCASSES"

Non-burnable
Field personnel and / or cleanup contractor(s) must be dedicated to segregating the debris as it is being collected, otherwise the debris will be suitable only for landfilling, and this would defeat the policy of minimizing the use of landfills.

The WSMC Incident Commander is responsible to ensure that field personnel and / or cleanup contractors properly identify and segregate all oily debris.

7.9.3 Containers

Oily debris will be placed in leak-proof containers to prevent leakage during handling and transportation. Plastic bags, debris boxes, or other containers lined with plastic are suitable for this purpose. Open-top 55-gallon storage drums that can be sealed after filling are ideal for temporary storage and transportation.

7.9.4 Interim Storage

A. Interim storage sites may be necessary if large quantities of oil or oily debris are recovered.

B. If temporary storage in leak-proof trucks, boxes, bags or containers is not adequate, a bermed pit, double-lined with plastic tarps and visqueen (to prevent soil penetration) may be needed prior to receiving loose and bagged debris.
C. Interim storage sites shall be specifically designated in the incident specific disposal plan. The location of interim storage sites is dependent on the approval of the On-Scene-Coordinator (OSC) and local health department. Prior approval is required. See Section 7.11, Model Plan, which can be used to facilitate the interim storage and disposal process approval by the Unified Command.
D. Selection of a good interim / temporary storage site should be based on, or include:
   1. Good access to cleanup operations.
   2. Minimum slope, located above the high water mark and away from gullies, streams, etc.
   3. Construction of an earthen berm around the perimeter of the storage site.
   4. Construction of an entrance and exit ramp over the berm to allow access to the storage area.
   5. Deployment of a double thickness plastic liner across the bottom of the storage area to prevent any leakage and contact of oil with and subsequent absorption by the soil. This will also ease demobilization of the interim / temporary site.
E. Burnable and non-burnable materials shall be placed in well defined separate areas at the interim storage sites.
F. All oily debris shall be covered by secured visqueen or tarps.
G. Storage at the interim site shall not exceed 90 days.
H. When the last of the oily debris leaves an interim storage site, surrounding soil that has become contaminated with oil, shall also be removed. Once the soils have volatilized the organics, they are no longer waste materials and can be used in fill and grade sites.

7.9.5 Transportation

Oily debris shall be hauled in visqueen (plastic) lined trucks, trains, or other appropriately lined vehicles or vessels. The contaminated materials shall be transported by licensed operators / registered handlers to their respective final disposal sites.

7.9.6 Record Keeping and Reporting

For all contaminated materials being transported to their final disposal sites, a bill of lading or manifest will be utilized to record volume, material and disposition.

7.9.7 Final Disposal

As stated in Section 7.4, it is the general policy to incinerate the oily debris, to the maximum extent feasible, thus reducing the amount of oily debris disposed of at a solid waste landfill.

Burnable Debris:
Hog-Fuel Burners (Boilers):

At one time, this represented the most practical and cost effective method of disposal, since the debris is used as a fuel for various manufacturing processes. However, recent and more stringent air pollution controls have made this a less viable alternative. A complete listing of such facilities in the State of Washington, as provided by Ecology, is included in Table 7-3. Expect to obtain separate approval on a case-by-case basis.

Burnable debris such as oiled logs and sticks can be chipped and burned in an approved hog-fuel burner (boiler).The chipped oily debris shall be stored at the hog-fuel burner in such manner as to prevent further environmental contamination. This debris shall be fed into the burner in such a manner as to meet the facility temperature requirements, sulfur dioxide, chloride, and other applicable state standards under the provisions of RCW 70.94 (Clean Air Act).

Solid Waste Incinerators:
At present, there are few available. Generally, the cost will be higher than hog-fuel burners; however, this factor must be weighed against comparative transportation costs, urgency of disposal, test / analysis of debris, etc. See Appendix D for a listing of resources.

Onshore Incineration:
Because of increasingly stringent air pollution standards, coupled with some (although limited) availability of hog-fuel burners and solid waste incinerators, this is not a likely alternative within the State of Washington. If considered a necessary alternative, this method would first require prior approval of the FOSC / SOSC.

This method involves using a trench-type incinerator. The material is transferred into the pit where the forced air incinerator is situated. Open pit burning may be possible in remote areas if an open pit can be excavated and sufficient volatile hydrocarbons are present to maintain combustion.

Concerns to evaluate are: public safety, wildlife degradation and air pollution. Air-deployable incinerators can be moved in sections to an onshore location by helicopter, and assembled onsite.

Table 7-3 Hog-Fuel Burners

Allen Logging Co.
NC 80, Box 736
Forks, WA 98331-9398
360-374-6000 (1)

Daishowa America
Box 271
Port Angeles, WA 98362
360-457-4474 (1)

Fort Vancouver Plywood Foot W. 8th St.
Vancouver, WA 98666
360-694-3368 (1)

Hoquiam Plywood
P.O. Box 737
Hoquiam, WA 98550
360-533-3060 (1)

ITT Rayonier
Box 191
Port Angeles, WA 98362
360-457-3391 (1)

James River II
NE 4th & Adams
Camas, WA 98607
360-834-3021 (1)

Kinnear of Washington
2001 Ind. Drive
Centralia, WA 98531
360-736-7651 (1)

K Plywood
439 Marine Drive
Port Angeles, WA 98362
360-457-4421 (2)

Longview Fibre
Box 639
Longview, WA 98632
360-425-1550 (2)

Mayr Bros. Logging
P.O. Box 180
Hoquiam, WA 98550
360-532-2375 (1)

Mt. Baker Plywood
2929 Roeder
Bellingham, WA 98225
360-733-3960 (1)

Omak Wood Products
Rt. 2 Box 54
Omak, WA 98841-9609
509-826-1460 (1)

Plum Creek Lumber
634 Hwy. 395 South Colville, WA 99114
509-684-5084 (1)

Simpson Tacoma Kraft
901 Portland Ave.
Tacoma, WA 98421
253-572-2150 (1)

Simpson Timber Co.
705 Simpson Ave.
McCleary, WA 98557
360-495-3291 (1)

Vaagen Bros. Lumber
441 N Hwy. 21
Republic, WA 99166
509-775-3346 (1)

Vagen Bros. Lumber
565 West 5th
Colville, WA 99114
509-684-5071 (1)

Weyerhaeuser Co.
Water & Ellis
Raymond, WA 98577
360-942-2442 (1)

NOTE:
These hog fuel burners have agreed to consider burning oily wood debris. This list does not constitute a recommendation or endorsement of these facilities.
(#) Number of burners

Non-burnable Debris:
Alternatives to landfilling:
The use of oily sand and rock in the production of asphalt. Use of volatilized soil in fill and grade sites.

Approved landfill:
Non-burnable trash and wet organic debris which normally consists of oiled plastics, oiled seaweed, kelp and other organic material should be transported to a licensed, approved landfill and disposed of in accordance with the landfill guidelines and regulations. Once the material has been designated as a solid waste and approved for disposal at a licensed landfill, final approval and acceptance of this material is at the discretion of the landfill operator. If this non-burnable debris, after testing, is declared a hazardous material, it must be disposed of as such.

Washington State Department of Ecology, Hazardous Waste and Toxics Reduction Program maintains a current listing of dangerous waste management facilities. These facilities are also readily known by contractors involved in waste disposal operations. This list can be found on the Department of Ecology's web site.

Reference: https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Dispose-recycle-or-treat

7.10 NATURAL DEGRADATION

The process of natural degradation can account for the dissipation and breakdown of large volumes of oil released into land and into water under the right combination of conditions. This process relies on natural mechanical energy to break down the oil. Further breakdown of the oil may be accomplished through metabolism of the spilled oil by naturally occurring microorganisms. In some areas such as biologically sensitive shoreline areas where cleanup operations will cause more damage than the oil, natural degradation may be the best alternative for clean up and disposal.

7.11 RESOURCES

Ecology routinely provides an updated listing of approved Treatment, Storage and Disposal (TSD) facilities, oil recyclers, hog-fuel burners / boilers, landfills, spill-response contractors, etc. If necessary, Ecology (Spill Prevention, Preparedness, and Response Program) can be contacted in Olympia or at one of their four regional offices. These various resources and facilities are also readily known to all oil spill response contractors. Most contractors also maintain their own information network about other available resources.

7.12 MODEL DISPOSAL PLAN

The following pages are a model disposal plan based on the Northwest Area Contingency Plan, Section 9405 (October 2018). It is included in this contingency plan for information and reference purposes, and potential use.

Reference: Model Disposal Plan and Waste Tracking Forms
https://www.rrt10nwac.com/Files/NWACP/2019/Section%209405.pdf

Northwest Area Contingency Plan *9405. Disposal and Waste Management Guidance for the Northwest Area*

Change 20 October 1, 2018 9405 A-3

Incident Waste Management and Disposal Plan
(Incident Name)
Responsible Party: _____
Spilled Material: _____
Spill Volume (estimate): _____
Spill Location: _____
Spill Date/Time: _____
Report Update Time: _____

The Disposal Plan has been developed by the Environmental Unit in coordination with the Operations Section for incorporation into the Incident Action Plan. This plan may be amended as necessary to ensure compliance with all applicable laws and regulations, as 1new materials or waste streams are encountered, or alternative means of disposal are needed. Amendment may occur only upon mutual agreement of the responsible party, the Federal OSC (USCG/EPA), and/or the State OSC (Ecology/DEQ).

Submitted By: _____ Date: _____

Approved by SOSC: _____ Date: _____

Reviewed by USCG/EPA: _____ Date: _____

Approved by Responsible Party: _____ Date: _____

Approved by other Local Government Representative(s):
_____ Date: _____

Approved by other Tribal Government Representative(s):
_____ Date: _____

SECTION I: ANTICIPATED RESPONSE TACTICS, WASTE STREAMS AND DESIGNATION OF SPILLED MATERIAL

Attached to this plan is a completed Waste Stream Analysis Form. This form is used to determine the waste streams that will be generated from the response tactics approved for the incident, and to

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

☐ Sampling will be/has been conducted. A separate sampling plan is being developed.

☐ Safety Data Sheet attached

SECTION II: WASTE COLLECTION AND SEGREGATION

Waste will be collected and kept segregated to facilitate final disposal and for use in determining the volume spilled and recovered. The following measures will be taken:

Interim Waste Storage Areas have been established at these locations:

Name	Address	

☐ The Environmental Unit has evaluated the interim storage sites for potential existence of resources at risk and has considered the need for any required consultations or modifications.

The following conditions will be met at each site:

These measures will be used to return the interim storage sites to their original condition at the end of the response:

B. INTERIM ON WATER STORAGE OF LIQUID MATERIALS

Describe skimmers and barges

C. INTERIM SHORESIDE/NEARSHORE STORAGE OF LIQUID MATERIALS

Describe nearshore recovery operations for liquids and describe shoreside storage

SECTION III DECANTING

Describe decanting operations, if applicable. Attach decanting authorization form (if approved).

SECTION IV WASHINGTON STATE OIL RECOVERY CREDIT FOR NATURAL RESOURCE DAMAGES

If the responsible party will seek credit for oil recovery under Washington State's Natural Resource Damage Assessment (NRDA) process, additional segregation is required for product collected during the first 24-hours (non-persistent oils) or 48-hours after the oil release (persistent oils) (some conditions apply such as effectively contained and off of shoreline). Detailed guidance on the credit and segregation/measurement methods can be obtained from the Washington Department of Ecology document "Credit for Oil Recovery", and WAC 173-183 (WAC 173-183-870). Also see Washington Department of Ecology document "Compensation Schedule Credit for Oil Recovery, RDA Committee Resolution 96-1".

☐ Check this box if the Responsible Party intends to seek Washington State recovery credit, and seek advice from an Ecology representative on how to segregate.

Segregation description here if using the state

SECTION VII: WASTE GENERATED DURING WILDLIFE OPERATIONS

A. Wildlife Collection and Rehabilitation

Oiled wildlife waste, such as oily PPE, towels, caging, and wash water generated from oiled wildlife response and rehabilitation activities are addressed in this plan.

The search, collection, and rehabilitation of oiled wildlife can be a lengthy process. Depending on the scope and scale of impacted wildlife, waste material from oiled wildlife collection and rehabilitation activities are likely to be generated several days, weeks, or even months after other oil spill response operations have ended.

Liquid Waste
Wildlife Rehabilitations operation currently anticipate the generation of (insert the number of tanks here) 21,000 gallon "Baker" or other water storage tanks of oily wash water that will need to be switched out every (insert the frequency in days here) days.

Solid Waste
Wildlife Rehabilitation operations currently anticipate the generation of (insert the number of roll off boxes here) of 30 cubic yard sealed roll-off drop boxes that will require change out every (insert the frequency in days here days).

Biohazard Waste
Wildlife Rehabilitation operations currently anticipate the generation of (insert the number of sharps containers here) of (insert the size of the containers here) size sharps containers and (insert the number of biohazard containers here) of (insert the size of the containers here) biohazard containers that will require disposal and replacement every (X#) days.

B. Wildlife Carcasses

No oiled carcasses can be disposed of until authorized by the Operations Section Wildlife Branch. The disposal of animal carcasses is coordinated through the Wildlife Branch in the Operations Section. Operations Staff should remove any dead oiled wildlife from the environment that they encounter during their normal cleanup operations and notify the Wildlife Branch. Any carcasses collected should be placed in a bag, separate from other debris, with a label identifying:

- The team leader of the operation that collected the carcass
- The time the carcass was collected
- The date the carcass was collected
- The location (GPS coordinates would be preferred) of collection if possible.

Notify the Wildlife Branch of carcasses that are collected.
If carcasses cannot be collected due to time and/or safety considerations their locations and numbers should be recorded so that they can be tallied and reported to the Wildlife Branch.

SECTION VIII: WASTE TREATMENT AND FINAL DISPOSAL

Waste to be recycled will be treated and disposed of by

Waste to be reused will be treated and disposed of by:

Waste to be incinerated will be treated and disposed of by:

Waste to be disposed of at a landfill will be treated and disposed of by:

Wildlife waste will be treated and disposed of by:

Biohazard Waste will be collected and segregated by:

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8 TRAINING AND EXERCISES

8.2 PURPOSE

The purpose of this section is to establish minimum training requirements for responders with responsibilities under this plan and to establish a schedule of drills that will aid in the smooth functioning of the plan during an emergency and enhance the preparedness of the vessel's crew and others identified in the plan.

This chapter establishes minimum training requirements for WSMC Initial First Responders and Spill Management Team personnel along with a schedule of drills to be conducted within each triennial cycle.

8.3 RECORDS

Records will be maintained for a period of at least 3 years at the WSMC office in Seattle, Washington.

8.4 SPILL RESPONSE ORGANIZATION TRAINING

All members of the WSMC spill response organization have receive based on individual role in a response as shown in Section 8.3.1 WSMC SMT Training Matrix. Training is augmented by regular participation in drills, and on occasion, participation in actual spill events.

Training is designed to be constant with WAC 173-182-280 and 29 CFR 1910.120 HAZWOPER.

8.4.1 WSMC SMT Training Matrix

ICS Section / Positions	Incident Command System	Tabletop Exercise	HAZWOPER (Health and Safety)	Oil Spill Response Plan (s)	NWACP	GRP
Command						
Incident Commander	ICS 100, 200, 300	Annually	Technician	Annually	Annually	Annually
Safety Officer	ICS 100, 200, 300	Annually	Technician	Annually	Annually	N/A
Information Officer	ICS 100	Annually	Awareness	Annually	Annually	N/A
Liaison Officer	ICS 100	Triennial	Awareness	Annually	Annually	N/A
Operations Section						
Section Chief	ICS 100, 200, 300	Annually	Technician	Annually	Annually	Annually
Wildlife Branch Director	ICS 100	Triennial	Technician	Annually	Annually	N/A
Air Operations Branch Director	ICS 100, 200, 300	Triennial	Operations	Annually	Annually	N/A
Planning Section						
Section Chief	ICS 100, 200, 300	Triennial	Awareness	Annually	Annually	Annually
Situation Unit	ICS-100	Triennial	Awareness	Annually	Annually	Annually
Resource Unit	ICS-100	Triennial	Awareness	Annually	Annually	Annually
Documentation Unit	ICS-100	Triennial	Awareness	Annually	Annually	N/A
Environmental Unit	ICS-100	Triennial	Awareness	Annually	Annually	Annually
Logistics Section						
Section Chief	ICS-100	Triennial	Awareness	Annually	Annually	N/A
Logistics Section	ICS-100	Triennial	Awareness	Annually	Annually	N/A
Finance Section						
Section Chief	ICS-100	Triennial	Awareness	Annually	Annually	N/A
Finance Section	ICS-100	Triennial	Awareness	Annually	Annually	N/A

8.4.2 Hazardous Waste Operations and Emergency Response

WSMC Incident Commanders, Safety Officers, and selected operations section personnel are trained to the 24-hour HAZWOPER Technician level. Annual 8-hours refresher is accomplished through a combination of classroom training, drill participation and time spent on spill response.

Other SMT members receive HAZWOPER training at the Awareness or Operations level as appropriate.

This training will constitute Worker Health and Safety Training as required by WAC 173-182-280(2).

8.4.3 Incident Command System

Each person assigned to the WSMC IMT will receive training in the Incident Command System appropriate to the assigned position as outlined in the training matrix in section 8.3.1.

8.4.4 Northwest Area Contingency Plan

Each person assigned to the WSMC IMT will receive training in the use of the Northwest Area Contingency Plan appropriate to their assigned position.

The training will be completed prior to initial assignment with the WSMC IMT with annual refresher training thereafter.

8.4.5 Geographic Response Plans

Training in the use of the Geographic Response Plans that cover the WSMC operating area will be conducted as follows;

- Initial training will be conducted for Incident Commanders and IMT members prior to going on the watchlist.
- Annual refresher training for Incident Commanders and IMT members that will have a role in GRP deployment of tracking.

8.4.6 Announced and Unannounced Exercises

WSMC Incident Commanders and IMT members will participate an announced or unannounced exercise at least once in the triennial drill cycle. Exercise participation will approximate the actual roles and responsibilities specified in this plan.

8.4.7 Oil Spill Response Plan

WSMC Incident Commanders and IMT members will receive training in the use of the WSMC Oil Spill Response Plan as follows;

- Initial training will be conducted for Incident Commanders and IMT members prior to going on the watchlist.
- Annual refresher training for Incident Commanders and IMT members.
- Each Incident Commander and IMT member will have access to PDF of the plan.

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8.5 DRILLS AND EXERCISES

WSMC is committed to a robust drill program and will work closely with Ecology to ensure Washington State drill requirements are met.

This section has been written in accordance with the guidelines of the National Preparedness for Response Exercise Program (PREP) and incorporates the concepts of PREP.

8.5.1 Drill Type and Frequency WAC 173-182-710

Drills will be scheduled in advance according to the table below.

Type of Drill	Frequency Within the Triennial Cycle	Special Instructions	Scheduling Instructions
WSMC notification drills	Quarterly	SMT notification drills are initiated by the WSMC Response Manager. SMT member shall reply with their availability and ETA to a designated command post.	No notice.
PRC notification drill	Quarterly	PRC notification drills are initiated by the WSMC Response Manager.	No notice.
Tabletop drills	3 - One in each year of the cycle	One of the three shall involve a worst case discharge scenario. The worst case discharge scenario drill shall be conducted once every three years.	Must be scheduled at least 60 days in advance, except the worst case discharge scenario at least 90 days in advance.
Deployment drills	6 - Done two per year	These drills shall include, GRP deployments, testing of each type of equipment to demonstrating compliance with the planning standards.	Scheduled at least 30 days in advance.
Ecology initiated unannounced drills	As necessary	This drill may involve testing any component of the plan, including notification procedures, deployment of personnel, boom, recovery and storage equipment and verification of ecology approved alternative vessel speeds.	No notice.
ERTV Deployment Drill for covered vessels transiting the Strait of Juan de Fuca	1 - One in each three year cycle, this is an additional deployment drill unless it is incorporated into a large multiobjective deployment drill. Credit for this drill may be achieved from a call out of the tug to a vessel emergency.	This drill may involve notifications and tug call out, communications safety, tug demonstration of making up to, stopping, holding, and towing a drifting or disabled vessel and holding position within one hundred feet of another vessel.	Scheduled at least 30 days in advance.
Wildlife Deployment Drill	1 - One in each three year cycle. This is an additional drill.	This drill will be a deployment of wildlife equipment and wildlife response service provider personnel.	Scheduled at least 90 days in advance.

Multiple plan holder large scale equipment deployment drill	1 - One in each three year cycle.	This drill may involve dedicated and nondedicated equipment, vessels of opportunity, multiple simultaneous tactics, responses to potentially nonfloating oils, and the verification of operational readiness over multiple operational periods.	Scheduled at least 90 days in advance.

Combined drills that incorporate both tabletop and deployment credit options must be scheduled 60 days in advance.

Drills are scheduled on the RRT10/Northwest Area Committee calendar website at https://fortress.wa.gov/ecy/naces/.

8.5.2 WSMC Notification Drills

WSMC internal notifications are tested at least at least quarterly. The notification callout typically is initiated by the WSMC Response Manager to the Marine Exchange operator, where the expanded callout to the WSMC spill management team is tested.

Three types of internal notifications can be initiated as follows:

- Initial first responders
- Entire spill response organization including board members and PRCs
- Government notifications

8.5.3 Initial First Responders

WSMC initial first responders consist of the following positions.

- Primary Incident Commander
- Alternate Incident Commander
- Safety Officer
- Public Information Officer
- Oil Spill Response Organization

8.5.4 Entire Spill Response Organization

The expanded spill response organization consists of the following groups:

- Initial first responders
- All WSMC Incident Commanders
- WSMC Board of Directors
- Response contractors including PRC

A notification test is conducted outside normal working hours at least once annually.

8.5.5 PRC Notification Drills

The WSMC Primary Response Contractor shall test and document internal notification procedures at least once every 90 days. This involves those organizational elements listed in Chapter 3 (Spill Response Organization). Such tests are only required to involve notification, not actual deployment. Typically one annual notification will be done outside of normal business hours.

Notifications completed for actual spill response may be used in compliance with notification test procedures, provided they are properly documented using the notification log.

8.4.6 MULTIPLE PLAN HOLDER EQUIPMENT DEPLOYMENT DRILL WAC 173-182-710(6)

WSMC will participate in one large scale multi plan holder equipment deployment drill every three years in each deployment drill region where member vessels operate.

A. PRIMARY RESPONSE CONTRACTORS AND PLANNING STANDARDS

A.1 Primary Response Contractor Contact Information WAC 173-182-230(3)(e)

Name	Type	Address	24-Hour Phone
Focus Wildlife	WRSP	PO Box 944 Anacortes, WA 98221	800-578-3048
Gallagher Marine Systems	SMT	305 Harper Drive Moorestown, New Jersey 08057	703-683-4700
GenWest	SMT	170 W Dayton St #106a, Edmonds, WA 98020	425-771-2700
Global Diving & Salvage	PRC	3840 W. Marginal Way SW, Seattle, WA 98106	800-441-3483
Marine Spill Response Corporation	PRC/SMT	1330 Industry Street, Everett, WA, 98203	800-645-7745
Nexus Northwest	SMT	6932 37th Ave. SW Seattle, WA 98126	206-790-9784
Polaris Applied Science	SMT	755 Winslow Way E, Suite #302 Bainbridge Island, WA 98110	206-780-0860

MARINE SPILL RESPONSE CORPORATION

The Marine Spill Response Corporation (MSRC) is a not-for-profit, U.S. Coast Guard Classified Oil Spill Removal Organization (OSRO) and a Washington State approved Primary Response Contractor (PRC). MSRC was formed in 1990 to offer oil spill response services and mitigate damage to the environment. MSRC resources are included and cited in the WSMC Plan through WSMC membership in the Marine Preservation Association (MPA) under the WSMC Class Membership Agreement. This Agreement is available for Ecology review upon request. Additionally, the MSRC Certification letter is included in this appendix.

MSRC is recognized for its open-ocean and nearshore mechanical recovery capability and additional response resources which includes:

- Responder Class Oil Spill Response Vessels (OSRVs) and other OSRVs
- Oil Spill Response Barges (OSRBs)
- Thermal and Multi-spectral aerial imaging capability through exclusive contract
- X-Band radar and infrared camera systems
- Fast Response Vessels (FRVs)
- Shallow Water Barges
- Marco Skimming Vessels
- Oil containment boom for all operating environments
- Skimming systems
- Fire Boom
- Dedicated dispersant aircraft
- Dispersant stockpiles
- Emergency communication equipment
- Wildlife facilities
- Dedicated Personnel

All MSRC resources are dedicated PRC resources in the WSMC Plan.

A complete listing of current MSRC resources is available on the Worldwide Response Resource List,

https://ecology.wa.gov/Regulations-Permits/Plans-policies/Contingency-planning-for-oil-industry/Worldwide-Response-Resource-List

Attachment:
MSRC Certification Letter

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47600, Olympia, WA 98504-7600 • 360-407-6000

November 1, 2023

Joe Bowles
Pacific Region Vice President
Marine Spill Response Corporation
1330 Industry St, Suite #100
Everett, WA 98203-7123

Dear Joe Bowles:

Marine Spill Response Corporation has been reapproved as a primary response contractor (PRC) and will remain on the list of state-approved PRCs. Prior to reapproval, your application was posted for a 30-day public review and comment period; we did not receive any comments on your application.

This approval is valid for three years and will expire on November 1, 2026. A renewal application should be submitted to the Department of Ecology at least forty-five days prior to the expiration of the current approval. A reminder letter will be sent to you.

There are a few conditions and requirements for maintaining approval as a PRC. Please continue to provide written notice to the Department of Ecology, and any regulated customers that you serve, within 24 hours of any significant change in the information reported in the approved application (WAC 173-182-820). This includes information that is required to be maintained on the web-based Worldwide Response Resource List (WRRL). Additionally, approved PRCs must verify quarterly that the equipment list on the WRRL is correct. An email is sent out quarterly to facilitate equipment verification. Failure to notify of significant changes and maintain your equipment listed on the WRRL could have consequences on your approval status. You may give notice by email or letter.

Verification site visits and alternative vessel transit speeds:
Over the next three years we will continue to verify your response equipment, preventative maintenance, and training records. We will also be working to re-evaluate and update alternative vessel transit speeds as necessary.

Joe Bowles
November 1, 2023
Page 2

Alternative recovery rates:
For contingency planning purposes, skimming systems are derated at 20% (effective daily recovery capacity - EDRC), unless an alternative rate is approved by the Department of Ecology. The following MSRC skimming systems have been granted alternative recovery rates:

Skimmer Type/Class	De-rating (%)	Recovery volume (bbls/day)
1' Marco Belt	35	3,587
JBF 5001	35	5,998
Marco Class II-C	35	10,760
Marco Class III, twin belts	35	21,538

Approved alternative vessel transit speeds:
For contingency planning purposes, WAC 173-182-350 assigns vessel transit speeds at 5 knots unless an alternative is granted by the department of Ecology. MSRC has been granted alternative transit speeds for the following vessels:

WRRL ID #	Resource Kind/Type	Vessel Name	Alternative Transit Speed (knots)
2989	Vessel-OSRV-3	ALEUTIAN TERN	10
3108	Vessel-OSRV-2	ARCTIC TERN	9
3129	Vessel-WB-3	AVOCET	22
3144	Vessel-WB-3	BRANT	14
7491	Vessel-WB-3	CASCADE	25
3140	Vessel-WB-3	COOT	22
3133	Vessel-OSRV-2	CORMORANT	8
3007	Vessel-OSRV-3	GREBE	25
3099	Vessel-WB-3	LOON	23
3097	Vessel-WB-3	MALLARD	23
2983	Vessel-WB-3	OSPREY	17
7510	Vessel-TB-2	OSRB, 380	8
7513	Vessel-TB-2	OSRB, 404	8
7527	Vessel-OSRV-1	PARK RESPONDER	12
3030	Vessel-OSRV-3	PEREGRINE	10/(trailerable at 35mph)
3101	Vessel-OSRV-3	PINTAIL	18
3149	Vessel-OSRV-3	PLOVER	9
2990	Vessel-OSRV-2	ROYAL TERN	9
3142	Vessel-WB-3	SCOTER	9
3104	Vessel-OSRV-1	SHEARWATER	10
2981	Vessel-WB-3	TEAL	22
3014	Vessel-OSRV-2	WESTERN GULL	9
3131	Vessel-OSRV-3	WIDGEON	20
30802	Vessel-OSRV-3	30-10	14

Joe Bowles
November 1, 2023
Page 3

If you have any questions regarding your PRC approval, please contact Sean Orr at 360-280-6073 or by e-mail at sean.orr@ecy.wa.gov.

Sincerely,

Matt Bissell
Preparedness Section Manager
Spill Prevention, Preparedness, and Response Program

cc: Tim Archer, Marine Spill Response Corporation
HQ Spills Central Files, Preparedness, PRC, Marine Spill Response Corporation (MSRC)

GLOBAL DIVING & SALVAGE, INC.

Global Diving & Salvage, Inc. (GDS) has a long history in both marine and land-based emergency response, with experience ranging from large-scale marine petroleum spills to small petroleum response on land. The Company specializes in near shore, on-water recovery, shoreline clean-up and cargo lightering; all these operations allow the Company to conduct its normal day-to-day environmental services, but also provide available emergency response equipment and personnel should the need arise. Global has over 100 trained response personnel in the Puget Sound region with the ability to cascade in additional personnel from the Western United States. GDS is an approved Primary Response Contractor in the State of Washington, has a basic ordering agreement with the USCG, and has contracts in place with every major facility and marine transporter in the State of Washington. The contract between WSMC and GDS is available for Ecology review upon request.

A complete listing of current GDS resources is available on the Worldwide Response Resource List,

https://ecology.wa.gov/Regulations-Permits/Plans-policies/Contingency-planning-for-oil-industry/Worldwide-Response-Resource-List

This listing includes the dedicated and non-dedicated equipment available to WSMC. These GDS resources are used when readily available to ensure the most fast and effective response.

Attachment:
GDS Certification Letter

GLOBAL

October 24, 2018

Washington State Maritime Cooperative
100 W Harrison St. Suite S560
Seattle, WA 98119

RE: WSMC Response Coverage

RESPONSE CONTRACTOR CERTIFICATION

This letter confirms that Global Diving & Salvage (GDS) has a Response Agreement with the Washington State Maritime Cooperative (WSMC). This Agreement provides access to resources for spill response services on behalf of the WSMC members' vessels operating in Washington State waters. GDS confirms that WSMC is authorized to reference GDS vessels and certifications as well as GDS resources, including personnel as available for WSMC's Spill Management Team, in its Washington State contingency and response planning documents pursuant to the terms of the Agreement,

GDS is an approved Washington State Primary Response Contractor (PRC). GDS is capable of beginning mobilization of response efforts within one hour of a spill notification.
If you have any questions, or if I can be of further assistance, please don't hesitate to contact me either by phone at 206.623.0621 or by e-mail at aharrington@gdiving.com

3840 W Marginal Way SW • Seattle, WA 98106 • www.gdiving.com • 24hr: (206) 623-0621 • Fax: (206) 932-9036

Association of Diving Contractors International
The Associated General Contractors of America
American Salvage Association
INTERNATIONAL SALVAGE UNION
IMCA Member

PLANNING STANDARD SPREADSHEETS

MSRC resources are used to meet the requirements of all the Planning Standard areas and Transfer Sites listed below with the following exception. GDS response capability will be utilized to meet the Grays Harbor Planning Standard (WAC 173-182-405) 2 and 3 hour benchmarks.

This appendix contains the spreadsheets for the Planning Standard areas and the Transfer Sites listed below.

Transfer Sites (WAC-173-192-355):
- Cherry Point Refinery
- Ferndale Refinery
- March Point Refineries
- Richmond Beach Facility
- Harbor Island Facilities
- Tacoma Facilities
- Port Angeles Facilities
- Grays Harbor Facilities

Planning Standard areas:
- San Juan County Planning Standard (WAC 173-182-370)
- Padilla Bay (WAC 173-182-375)
- Commencement Bay-Quartermaster Harbor (WAC 173-182-380)
- Nisqually (WAC 173-182-385)
- Dungeness (WAC 173-182-390)
- Neah Bay Staging Area (WAC 173-182-395)
- Copalis, Flattery Rocks, and Quillayute Needles (WAC 173-182-400
- Grays Harbor (WAC 173-182-405
- Washington Coast (WAC 173-182-450)

Plan Holder: Washington State Martitime Cooperative (WSMC)

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site 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 Ecology 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 7/13/2023. 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): MSRC, GDS

Plan Holder owned equipment: N/A

Worst Case Spill Volume (bbls): 360,000

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

Mutual Aid/Letters Of Intent: WSMC has an LOI with REG allowing access to their facility shoreside storage tanks.

Analysis point description: REG facility dock

Marine 50% or Freshwater 65% shore side storage credit: YES. The REG plan describes how recovered oil can be transferred to shore side storage using portable pumps and one of three pipelines from the terminal to the tank farm. Preparation time to transfer recovered oil in to shore side storage would vary from 15 minutes to 6 hours, depending on storage tank contents at the time of release. Preparation includes gathering transfer equipment, deploying hoses, manipulating valves, and potentially draining down a low level tank to avoid comingling recovered material with facility oils. An LOI for addtional shoreside storage from rain for rent and/or a barge of opportunity, available via the MSRC PRC application supplements the 6 our on-water storage requirements.

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	0	384	0	0	0	0	0	0	1,000	0	1,000	10
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	196	2,005	196	0	0	0	0	200	4,100	0	4,300	85
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	10,419	2,209	12,628	4,680	12,480	38,200	55,360	9,440	20,580	500	30,520	196
6 hr required			12,500				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	55,063	2,793	57,856	9,086	39,719	57,035	105,840	29,040	72,580	6,600	108,220	433
12 hr required			36,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	98,701	2,793	98,701	9,086	39,719	88,619	137,424	32,340	75,580	6,600	114,520	444
24 hr required			72,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	110,977	2,793	110,977	9,086	39,719	116,159	164,964	32,340	76,580	6,600	115,520	449
48 hr required			72,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site 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 Ecology 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOI for on-water storage barges applied to meet the on-water storage volumes

Analysis point description: WSMC vessels transferring product at the Cherry Point dock

Marine 50% or Freshwater 65% shore side storage credit: No shoreside storage credit

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	30	0	30	0	3,588	0	3,588	0	2,130	0	2,130	5
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	1,262	26	1,262	0	24,624	12,000	36,624	860	21,290	0	22,150	51
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	38,320	606	38,320	4,248	51,657	43,048	98,953	14,740	46,940	2,600	64,280	221
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	79,992	610	79,992	8,606	55,451	89,752	153,809	28,840	72,640	6,600	108,080	340
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	144,255	610	144,255	8,606	66,215	116,159	190,980	31,680	73,640	6,600	111,920	350
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	184,255	610	184,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site 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 Ecology 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOI for on-water storage barges applied to meet the on-water storage volumes

Analysis point description: WSMC vessels transferring product at the Ferndale dock

Marine 50% or Freshwater 65% shore side storage credit: No shoreside storage credit

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	30	0	30	0	3,588	0	3,588	0	2,130	0	2,130	5
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	1,262	26	1,262	0	24,624	12,000	36,624	860	21,290	0	22,150	51
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	38,320	606	38,320	4,248	51,657	43,048	98,953	14,740	46,940	2,600	64,280	221
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	79,992	610	79,992	8,606	55,451	89,752	153,809	28,840	72,640	6,600	108,080	340
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	144,255	610	144,255	8,606	66,215	116,159	190,980	31,680	73,640	6,600	111,920	350
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	184,255	610	184,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site Planning Standard

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PRC(s): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOIs for access to on-water storage assets were utilized to meet the storage planning volumes

Analysis point description: Harbor Island Facilities Docks

Marine 50% or Freshwater 65% shore side storage credit: No shoreside storage credit applied to the planning standard.

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	120	26	120	0	11,268	21,540	32,808	660	4,630	0	5,290	27
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	3,411	606	3,411	4,248	45,477	39,004	88,729	12,100	16,690	3,100	31,890	193
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	56,548	610	56,548	4,656	51,863	40,375	96,894	15,400	56,560	3,100	75,060	260
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	102,059	610	102,059	8,606	66,215	89,752	164,573	28,840	73,640	6,600	109,080	343
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	146,255	610	146,255	8,606	66,215	116,159	190,980	31,680	73,640	6,600	111,920	350
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	186,255	610	186,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site 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 Ecology 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOIs for on-water storage barges were applied to supplement dedicated storage and meet the on-water storage volume requirements.

Analysis point description: Anacortes, March point facility docks

Marine 50% or Freshwater 65% shore side storage credit: No credit applied to meet the planning standards.

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	373	0	373	0	14,352	6,000	20,352	0	5,130	0	5,130	11
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	1,692	26	1,692	360	28,212	12,000	40,572	860	28,640	0	29,500	62
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	50,082	610	50,082	4,296	51,863	56,419	112,578	18,040	54,100	2,600	74,740	244
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	90,059	610	90,059	8,606	66,215	89,752	164,573	28,840	72,640	6,600	108,080	341
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	146,255	610	146,255	8,606	66,215	116,159	190,980	31,680	73,640	6,600	111,920	350
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	186,255	610	186,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site Planning Standard

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PRC(s): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOIs demonstrating access to non-dedicated on-water storage barges were applied to supplement dedicated on-water storage.

Analysis point description: Port Angeles facility dock

Marine 50% or Freshwater 65% shore side storage credit: No on shoreside storage credit was applied to meet the planning standards

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	5,369	0	5,369	0	2,592	25,584	28,176	2,640	2,500	0	5,140	15
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	43,829	30	43,829	48	17,654	26,955	44,657	7,260	17,520	0	24,780	66
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	47,992	610	47,992	4,656	51,863	50,419	106,938	22,900	50,400	3,100	76,400	258
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	90,059	610	90,059	8,606	66,215	89,752	164,573	28,840	72,640	6,600	108,080	341
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	146,255	610	146,255	8,606	66,215	116,159	190,980	31,680	73,640	6,600	111,920	350
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	186,255	610	186,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site Planning Standard

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PRC(s): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOIs for access to non-dedicated onwater storage barges were used to supplement dedicated on water storage

Analysis point description: Richmond beach facility dock

Marine 50% or Freshwater 65% shore side storage credit: No shoreside credit was applied to meet the planning standards.

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	120	26	120	0	11,268	21,540	32,808	660	2,130	0	2,790	18
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	2,951	606	2,951	3,888	37,305	39,004	80,197	12,100	13,630	2,600	28,330	181
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	48,648	610	48,648	4,656	51,863	53,959	110,478	18,040	62,760	3,100	83,900	263
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	102,059	610	102,059	8,606	66,215	89,752	164,573	28,840	73,640	6,600	109,080	344
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	146,255	610	146,255	8,606	66,215	116,159	190,980	31,680	73,640	6,600	111,920	350
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	186,255	610	186,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-355 Transfer Site 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 Ecology 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: None

Worst Case Spill Volume (bbls): 813,000

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

Mutual Aid/Letters Of Intent: LOIs for access to non-dedicated on water storage barges were used to supplement dedicated on water storage

Analysis point description: Tacoma facilities docks

Marine 50% or Freshwater 65% shore side storage credit: No, non-dedicated on-water storage barges available under LOI to MSRC applied to supplement dedicated (PRC owned) on-water storage.

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	67	0	67	0	10,764	0	10,764	0	3,500	0	3,500	11
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	12,587	26	12,587	360	22,032	21,540	43,932	660	12,690	500	13,850	54
4 hr required			196				0				200	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	65,448	610	65,448	4,296	51,863	39,004	95,163	12,100	44,380	3,100	59,580	230
6 hr required			25,000				12,500				10,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	74,059	610	74,059	8,606	66,215	89,752	164,573	28,180	73,640	6,600	108,420	341
12 hr required			72,000				36,000				30,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	152,059	610	152,059	8,606	66,215	89,752	164,573	28,840	73,640	6,600	109,080	344
24 hr required			144,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	196,255	610	196,255	8,606	66,215	116,159	190,980	32,340	73,640	6,600	112,580	352
48 hr required			144,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

San Juan County Planning Standard (WAC 173-182-370)

Plan Holder: Washington State Maritime Cooperative

Planning Standard Summary Analysis: WAC 173-182-370 San Juan County 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 Ecology 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): 813,000, Non-Tank Vessels: 100,000

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

Mutual Aid/Letters Of Intent: N/A

Analysis point description: San Juan County Planning Standard - all equipment to meet the 2 and 3 hour planning standards must be resident (staged within San Juan County). Towline Marine Assist is contracted by MSRC to meet the 2 and 3 hour planning standard.

Marine 50% or Freshwater 65% shore side storage credit: No shoreside credit. Non-dedicated barges available under MSRC LOI contracts applied to supplement PRC owned dedicated storage to meet the storage planning volumes.

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	97	7	97	0	16,944	0	16,944	0	6,730	0	6,730	23
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
3 hr available	44,355	7	44,355	0	17,849	44,407	62,256	3,415	24,050	0	27,465	57
3 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	44,785	7	44,785	0	22,702	44,407	67,109	5,415	39,440	2,000	46,855	110
4 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	47,005	620	47,005	0	68,548	44,407	112,955	15,430	51,940	2,600	69,970	259
6 hr required			12,500				12,500				13,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	95,878	631	95,878	0	95,584	103,627	199,211	31,540	65,390	6,600	103,530	352
12 hr required			54,000				36,000				33,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	96,378	631	96,378	0	96,849	103,627	200,476	31,540	66,450	6,600	104,590	361
24 hr required			96,000				48,000				53,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	137,864	631	137,864	0	100,496	125,467	225,963	32,200	66,630	6,600	105,430	380
48 hr required			96,000				60,000				53,000	
meets standard			**Yes**				**Yes**				**Yes**	

Padilla Bay (WAC 173-182-375)

Plan Holder: WSMC Padilla Bay Standard

Planning Standard Summary Analysis: WAC 173-182-375 Padilla Bay 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 Ecology 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): Tank Vessels: 813,000, Non-Tank Vessels: 100,000

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

Mutual Aid/Letters Of Intent: Appendix B

Analysis point description: Planning standard area

Marine 50% or Freshwater 65% shore side storage credit: No, LOI barges available through WSMC membership applied to meet onwater storage requirements. No shoreside storage credit given, though WSMC PRCs MSRC and Global have shoreside storage agreements in place.

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	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)
1.5 hr available	467	0	467	0	11,669	0	11,669	0	1,560	0	1,560	9
1.5 hr required			0				0				1,000	
meets standard			Yes				Yes				Yes	
2 hr available	497	0	497	0	15,257	0	15,257	0	23,450	0	23,450	32
2 hr required			0				0				3,000	
meets standard			Yes				Yes				Yes	
6 hr available	14,005	631	14,636	0	71,819	44,407	116,226	22,070	58,140	2,600	82,810	269
6 hr required			12,500	6,250			12,500				13,000	
meets standard			Yes	Yes			Yes				Yes	
12 hr available	53,878	631	54,509	0	95,584	103,627	199,211	31,540	65,390	6,600	103,530	348
12 hr required			54,000	7,200			36,000				33,000	
meets standard			Yes	Yes			Yes				Yes	
24 hr available	95,378	631	96,009	0	96,849	103,627	200,476	31,540	66,450	6,600	104,590	357
24 hr required			96,000				48,000				53,000	
meets standard			Yes				Yes				Yes	
48 hr available	136,064	631	136,695	0	97,754	125,467	223,221	32,200	66,510	6,600	105,310	367
48 hr required			96,000				60,000				53,000	
meets standard			Yes				Yes				Yes	

Commencement Bay-Quartermaster Harbor (WAC 173-182-380)

Plan Holder: WSMC Commencement Bay Standard

Planning Standard Summary Analysis: WAC 173-182-380 Commencement Bay Quartermaster Harbor 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. 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 7/13/2023. This information is subject to change as additional equipment is acquired and/or relocated. Substantive changes will result in an update of the spreadsheet.

PRC(s): MSRC

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): Tank Vessels 813,000 bbls; Non-Tank Vessels 100,000 bbls.

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

Mutual Aid/Letters Of Intent: Appendix B

Analysis point description: Planning standard area

Marine 50% or Freshwater 65% shore side storage credit (YES/NO?): No, LOI barges available through WSMC membership applied to meet onwater storage requirements. No shoreside storage credit given, though WSMC PRCs MSRC and Global have shoreside storage agreements in place.

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	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)
1.5 hr available	0	0	0	0	0	0	0	0	1,500	0	1,500	1
1.5 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
2 hr available	567	0	567	0	12,029	0	12,029	0	7,560	0	7,560	25
2 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	1,715	0	1,715	0	19,205	21,540	40,745	2,000	35,000	2,500	39,500	105
4 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	29,004	631	29,635	0	74,862	21,540	96,402	19,315	64,130	6,600	90,045	303
6 hr required			12,500				12,500				13,000	
meets standard			**Yes**				**Yes**				**Yes**	
12 hr available	73,369	631	74,000	0	98,627	81,787	180,414	31,540	65,330	6,600	103,470	340
12 hr required			54,000				36,000				33,000	
meets standard			**Yes**				**Yes**				**Yes**	
24 hr available	99,445	1,650	101,095	0	100,437	103,627	204,064	31,540	65,450	6,600	103,590	356
24 hr required			96,000				48,000				53,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	139,731	1,650	141,381	0	100,437	125,467	225,904	32,200	66,450	6,600	105,250	364
48 hr required			96,000				60,000				53,000	
meets standard			**Yes**				**Yes**				**Yes**	

Nisqually (WAC 173-182-385)

Plan Holder: WSMC Nisqually Planning Standard

Planning Standard Summary Analysis: WAC 173-182-385 Nisqually 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): 100,000 bbls

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

Mutual Aid/Letters Of Intent: Appendix B

Analysis point description: Planning standard area

Marine 50% or Freshwater 65% shore side storage credit: No, LOI barges available through WSMC membership applied to meet onwater storage requirements. No shoreside storage credit given, though WSMC PRCs MSRC and Global have shoreside storage agreements in place.

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	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	0	0	0	0	0	0	0	0	5,500	0	5,500	12
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
3 hr available	97	0	97	0	14,352	0	14,352	2,000	11,630	2,000	15,630	54
3 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	3,937	624	4,561	0	68,322	21,540	89,862	19,315	57,030	6,600	82,945	281
6 hr required			3,000	1,500			3,000			2,400	15,000	
meets standard			**Yes**	**Yes**			**Yes**			**Yes**	**Yes**	
12 hr available	15,026	631	15,657	0	95,039	75,787	170,826	30,880	61,730	6,600	99,210	328
12 hr required			15,000	5,000			10,000			3,400	35,000	
meets standard			**Yes**	**Yes**			**Yes**			**Yes**	**Yes**	
24 hr available	54,378	631	55,009	0	96,849	103,627	200,476	31,540	61,850	6,600	99,990	348
24 hr required			28,000				14,000				55,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	94,664	631	95,295	0	96,849	125,467	222,316	32,200	62,850	6,600	101,650	356
48 hr required			28,000				25,000				55,000	
meets standard			**Yes**				**Yes**				**Yes**	

Dungeness (WAC 173-182-390)

Plan Holder: WSMC Dungeness Planning Standard

Planning Standard Summary Analysis: WAC 173-182-390 Dungeness 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. 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 7/13/2023. 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): MSRC

Plan Holder owned equipment (yes/no): No

Worst Case Spill Volume (bbls): Tank Vessels: 813,000, Non-Tank Vessels: 100,000

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

Mutual Aid/Letters Of Intent: Appendix B

Analysis point description: Planning standard area dungeness

Marine 50% or Freshwater 65% shore side storage credit (YES/NO?): No

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	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	5,362	7	5,369	0	2,592	38,407	40,999	2,755	6,000	0	8,755	27
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
3 hr available	43,392	7	43,399	0	6,180	38,407	44,587	5,415	11,630	0	17,045	42
3 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	55,765	631	56,396	0	70,009	44,407	114,416	22,845	59,020	3,100	84,965	273
6 hr required			12,500			6,250	12,500	3,000			10,000	
meets standard			**Yes**			**Yes**	**Yes**	**Yes**			**Yes**	
12 hr available	56,998	631	57,629	0	95,584	103,627	199,211	31,540	65,340	6,600	103,480	340
12 hr required			54,000			18,000	36,000				30,000	
meets standard			**Yes**			**Yes**	**Yes**				**Yes**	
24 hr available	95,498	631	96,129	0	96,849	103,627	200,476	31,540	66,400	6,600	104,540	349
24 hr required			96,000				48,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	136,984	631	137,615	0	100,496	125,467	225,963	32,200	66,580	6,600	105,380	368
48 hr required			96,000				60,000				50,000	
meets standard			**Yes**				**Yes**				**Yes**	

Neah Bay Staging Area (WAC 173-182-395)

Plan Holder: WSMC Neah Bay Planning Standard

Planning Standard Summary Analysis: WAC 173-182-395 Neah Bay 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 7/13/2023. 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): MSRC

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): Tank Vessels: 813,000, Non-Tank Vessels: 100,000

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

Mutual Aid/Letters Of Intent: Appendix B

Analysis point description: Planning standard area

Marine 50% or Freshwater 65% shore side storage credit: No, LOI barges available through WSMC membership applied to meet onwater storage requirements. No shoreside storage credit given, though WSMC PRCs MSRC and Global have shoreside storage agreements in place.

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	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	276	0	276	0	0	21,840	21,840	4,000	3,500	0	7,500	17
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
3 hr available	276	0	276	0	0	21,840	21,840	4,000	9,500	0	13,500	32
3 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
4 hr available	496	7	503	0	2,592	21,840	24,432	4,115	9,500	0	13,615	35
4 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	14,108	18	14,126	0	9,451	60,247	69,698	12,170	41,090	2,000	55,260	117
6 hr required			12,500			12,500	12,500	4,000			9,000	
meets standard			**Yes**			**Yes**	**Yes**	**Yes**			**Yes**	
12 hr available	55,949	631	56,580	0	86,488	82,087	168,575	31,540	65,270	6,600	103,410	333
12 hr required			54,000			21,600	36,000				29,000	
meets standard			**Yes**			**Yes**	**Yes**				**Yes**	
24 hr available	97,192	631	97,823	0	99,172	125,467	224,639	32,200	66,390	6,600	105,190	356
24 hr required			96,000				48,000				49,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	98,892	631	99,523	0	104,084	125,467	229,551	32,200	66,630	6,600	105,430	376
48 hr required			96,000				60,000				49,000	
meets standard			**Yes**				**Yes**				**Yes**	

Copalis, Flattery Rocks, and Quillayute Needles (WAC 173-182-400)

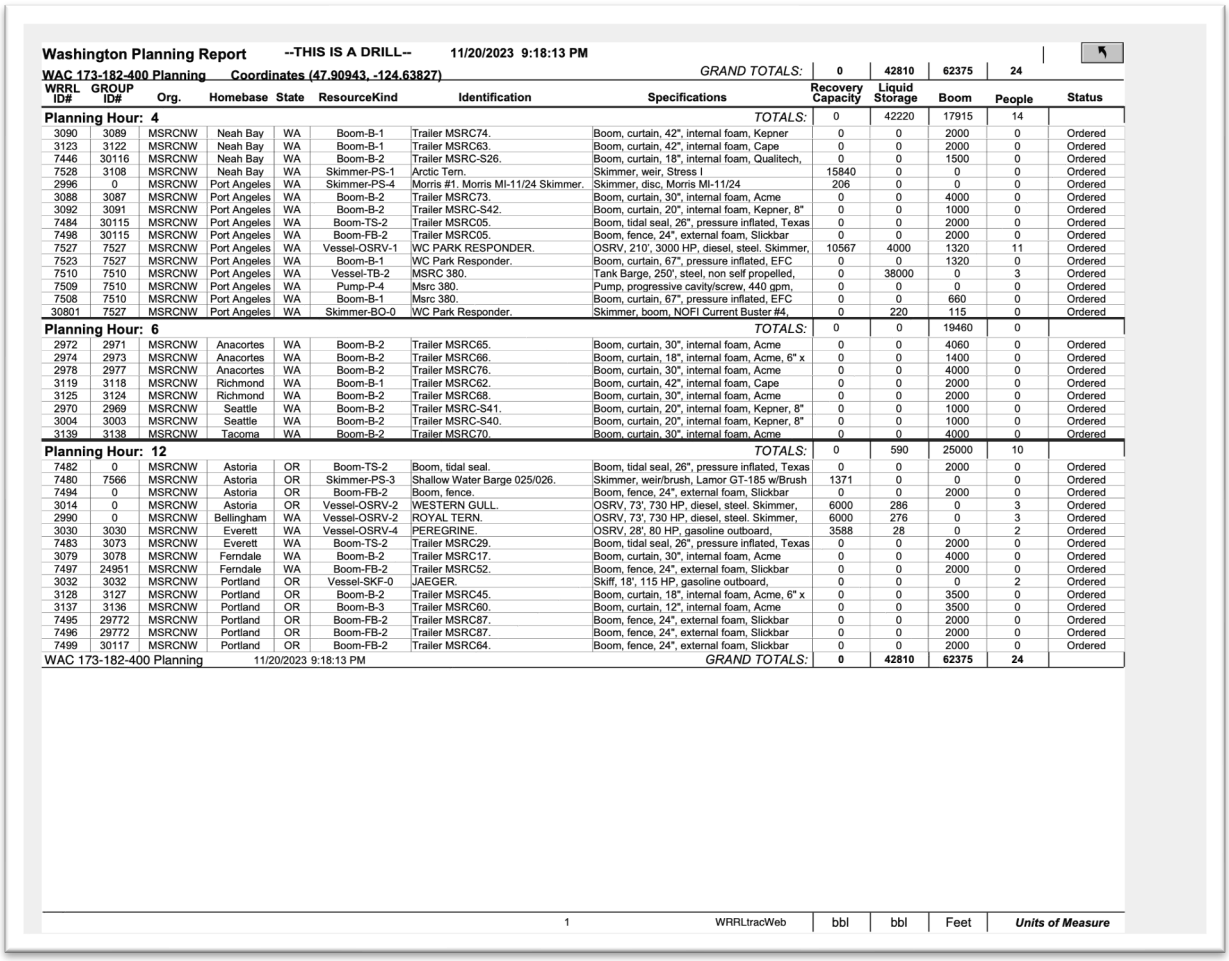
Member vessels of the Washington State Maritime Cooperative (WSMC) are advised not to navigate within a three-mile distance from the Washington coast in the regions encompassing Copalis, Flattery Rocks, and Quillayute Needles.

It is important to note that WSMC does not offer two and three-hour coverage in these areas.

In the event of a potential drift grounding incident that could impact the Washington coastline specifically in the Copalis, Flattery Rocks, and Quillayute Needles vicinity, an Emergency Response Towing Vessel (ERTV) will be deployed to provide assistance to the affected vessel.

For effective oil spill response, equipment mobilized to La Push, Washington. The planning timeline for deployment includes a standard two-hour mobilization period.

The following are the planned cascade times for equipment deployment in response to an incident."



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WAC 173-182-400 Planning Coordinates (47.90943, -124.63827)

							GRAND TOTALS:	0	42810	62375	24	
WRRL ID#	GROUP ID#	Org.	Homebase	State	ResourceKind	Identification	Specifications	Recovery Capacity	Liquid Storage	Boom	People	Status
Planning Hour: 4							*TOTALS:*	0	42220	17915	14	
3090	3089	MSRCNW	Neah Bay	WA	Boom-B-1	Trailer MSRC74.	Boom, curtain, 42", internal foam, Kepner	0	0	2000	0	Ordered
3123	3122	MSRCNW	Neah Bay	WA	Boom-B-1	Trailer MSRC63.	Boom, curtain, 42", internal foam, Cape	0	0	2000	0	Ordered
7446	30116	MSRCNW	Neah Bay	WA	Boom-B-2	Trailer MSRC-S26.	Boom, curtain, 18", internal foam, Qualitech,	0	0	1500	0	Ordered
7528	3108	MSRCNW	Neah Bay	WA	Skimmer-PS-1	Arctic Tern.	Skimmer, weir, Stress I	15840	0	0	0	Ordered
2996	0	MSRCNW	Port Angeles	WA	Skimmer-PS-4	Morris #1. Morris MI-11/24 Skimmer.	Skimmer, disc, Morris MI-11/24	206	0	0	0	Ordered
3088	3087	MSRCNW	Port Angeles	WA	Boom-B-2	Trailer MSRC73.	Boom, curtain, 30", internal foam, Acme	0	0	4000	0	Ordered
3092	3091	MSRCNW	Port Angeles	WA	Boom-B-2	Trailer MSRC-S42.	Boom, curtain, 20", internal foam, Kepner, 8"	0	0	1000	0	Ordered
7484	30115	MSRCNW	Port Angeles	WA	Boom-TS-2	Trailer MSRC05.	Boom, tidal seal, 26", pressure inflated, Texas	0	0	2000	0	Ordered
7498	30115	MSRCNW	Port Angeles	WA	Boom-FB-2	Trailer MSRC05.	Boom, fence, 24", external foam, Slickbar	0	0	2000	0	Ordered
7527	7527	MSRCNW	Port Angeles	WA	Vessel-OSRV-1	WC PARK RESPONDER.	OSRV, 210', 3000 HP, diesel, steel. Skimmer,	10567	4000	1320	11	Ordered
7523	7527	MSRCNW	Port Angeles	WA	Boom-B-1	WC Park Responder.	Boom, curtain, 67", pressure inflated, EFC	0	0	1320	0	Ordered
7510	7510	MSRCNW	Port Angeles	WA	Vessel-TB-2	MSRC 380.	Tank Barge, 250', steel, non self propelled,	0	38000	0	3	Ordered
7509	7510	MSRCNW	Port Angeles	WA	Pump-P-4	Msrc 380.	Pump, progressive cavity/screw, 440 gpm,	0	0	0	0	Ordered
7508	7510	MSRCNW	Port Angeles	WA	Boom-B-1	Msrc 380.	Boom, curtain, 67", pressure inflated, EFC	0	0	660	0	Ordered
30801	7527	MSRCNW	Port Angeles	WA	Skimmer-BO-0	WC Park Responder.	Skimmer, boom, NOFI Current Buster #4,	0	220	115	0	Ordered
Planning Hour: 6							*TOTALS:*	0	0	19460	0	
2972	2971	MSRCNW	Anacortes	WA	Boom-B-2	Trailer MSRC65.	Boom, curtain, 30", internal foam, Acme	0	0	4060	0	Ordered
2974	2973	MSRCNW	Anacortes	WA	Boom-B-2	Trailer MSRC66.	Boom, curtain, 18", internal foam, Acme, 6" x	0	0	1400	0	Ordered
2978	2977	MSRCNW	Anacortes	WA	Boom-B-2	Trailer MSRC76.	Boom, curtain, 30", internal foam, Acme	0	0	4000	0	Ordered
3119	3118	MSRCNW	Richmond	WA	Boom-B-1	Trailer MSRC62.	Boom, curtain, 42", internal foam, Cape	0	0	2000	0	Ordered
3125	3124	MSRCNW	Richmond	WA	Boom-B-2	Trailer MSRC68.	Boom, curtain, 30", internal foam, Acme	0	0	2000	0	Ordered
2970	2969	MSRCNW	Seattle	WA	Boom-B-2	Trailer MSRC-S41.	Boom, curtain, 20", internal foam, Kepner, 8"	0	0	1000	0	Ordered
3004	3003	MSRCNW	Seattle	WA	Boom-B-2	Trailer MSRC-S40.	Boom, curtain, 20", internal foam, Kepner, 8"	0	0	1000	0	Ordered
3139	3138	MSRCNW	Tacoma	WA	Boom-B-2	Trailer MSRC70.	Boom, curtain, 30", internal foam, Acme	0	0	4000	0	Ordered
Planning Hour: 12							*TOTALS:*	0	590	25000	10	
7482	0	MSRCNW	Astoria	OR	Boom-TS-2	Boom, tidal seal.	Boom, tidal seal, 26", pressure inflated, Texas	0	0	2000	0	Ordered
7480	7566	MSRCNW	Astoria	OR	Skimmer-PS-3	Shallow Water Barge 025/026.	Skimmer, weir/brush, Lamor GT-185 w/Brush	1371	0	0	0	Ordered
7494	0	MSRCNW	Astoria	OR	Boom-FB-2	Boom, fence.	Boom, fence, 24", external foam, Slickbar	0	0	2000	0	Ordered
3014	0	MSRCNW	Astoria	OR	Vessel-OSRV-2	WESTERN GULL.	OSRV, 73', 730 HP, diesel, steel. Skimmer,	6000	286	0	3	Ordered
2990	0	MSRCNW	Bellingham	WA	Vessel-OSRV-2	ROYAL TERN.	OSRV, 73', 730 HP, diesel, steel. Skimmer,	6000	276	0	3	Ordered
3030	3030	MSRCNW	Everett	WA	Vessel-OSRV-4	PEREGRINE.	OSRV, 28', 80 HP, gasoline outboard,	3588	28	0	2	Ordered
7483	3073	MSRCNW	Everett	WA	Boom-TS-2	Trailer MSRC29.	Boom, tidal seal, 26", pressure inflated, Texas	0	0	2000	0	Ordered
3079	3078	MSRCNW	Ferndale	WA	Boom-B-2	Trailer MSRC17.	Boom, curtain, 30", internal foam, Acme	0	0	4000	0	Ordered
7497	24951	MSRCNW	Ferndale	WA	Boom-FB-2	Trailer MSRC52.	Boom, fence, 24", external foam, Slickbar	0	0	2000	0	Ordered
3032	3032	MSRCNW	Portland	OR	Vessel-SKF-0	JAEGER.	Skiff, 18', 115 HP, gasoline outboard,	0	0	0	2	Ordered
3128	3127	MSRCNW	Portland	OR	Boom-B-2	Trailer MSRC45.	Boom, curtain, 18", internal foam, Acme, 6" x	0	0	3500	0	Ordered
3137	3136	MSRCNW	Portland	OR	Boom-B-3	Trailer MSRC60.	Boom, curtain, 12", internal foam, Acme	0	0	3500	0	Ordered
7495	29772	MSRCNW	Portland	OR	Boom-FB-2	Trailer MSRC87.	Boom, fence, 24", external foam, Slickbar	0	0	2000	0	Ordered
7496	29772	MSRCNW	Portland	OR	Boom-FB-2	Trailer MSRC87.	Boom, fence, 24", external foam, Slickbar	0	0	2000	0	Ordered
7499	30117	MSRCNW	Portland	OR	Boom-FB-2	Trailer MSRC64.	Boom, fence, 24", external foam, Slickbar	0	0	2000	0	Ordered
WAC 173-182-400 Planning			11/20/2023 9:18:13 PM				*GRAND TOTALS:*	**0**	**42810**	**62375**	**24**	

1	WRRLtracWeb	bbl	bbl	Feet	***Units of Measure***

Grays Harbor (WAC 173-182-405

Plan Holder: WSMC Grays Harbor Planning Standard

Planning Standard Summary Analysis: WAC 173-182-405 Grays Harbor 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 Ecology 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 . This infor7/13/2023mation is subject to change as additional equipment is acquired and/or relocated. Substantive changes will result in an update of the spreadsheets.

PRC(s): MSRC, Global Diving and Salvage

Plan Holder owned equipment: No

Worst Case Spill Volume (bbls): Tank Vessels: 360,000

Oil Products Handled by Group (Group 1-5): 3-4

Mutual Aid/Letters Of Intent: Appendix B

Analysis point description: Planning standard area

Marine 50% or Freshwater 65% shore side storage credit: Yes, this planning standard area relies on access to REG shoreside storage tankage for shoreside credit available under LOI.

Alternative Planning Standard: N/A

	On-water Storage (bbls)	Shore side Storage (bbls)	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	0	0	0	0	0	0	0	0	0	1,000	1,000	1
2 hr required			0				0				1,000	
meets standard			**Yes**				**Yes**				**Yes**	
3 hr available	0	0	0	0	0	0	0	0	0	1,000	1,000	1
3 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**No**	
4 hr available	0	0	0	0	0	0	0	0	0	3,000	3,000	6
4 hr required			0				0				3,000	
meets standard			**Yes**				**Yes**				**Yes**	
6 hr available	5,592	0	5,592	4,200	0	38,200	42,400	8,580	10,700	7,000	26,280	86
6 hr required			5,400	2,700			10,800	2,000	3,000		9,000	
meets standard			**Yes**	**Yes**			**Yes**	**Yes**	**Yes**		**Yes**	
12 hr available	49,502	650	50,152	8,736	24,745	57,961	91,442	27,780	74,860	17,400	120,040	428
12 hr required			27,000	9,000		18,000	36,000		4,000		29,000	
meets standard			**Yes**	**Yes**		**Yes**	**Yes**		**Yes**		**Yes**	
24 hr available	93,426	650	94,076	8,846	24,745	95,545	129,136	31,080	77,860	17,400	126,340	442
24 hr required			48,000				48,000				49,000	
meets standard			**Yes**				**Yes**				**Yes**	
48 hr available	105,416	650	106,066	8,846	24,745	117,085	150,676	31,080	78,860	17,400	127,340	446
48 hr required			48,000				60,000				49,000	
meets standard			**Yes**				**Yes**				**Yes**	

Washington Coast (WAC 173-182-450)

The Washington State Maritime Cooperative (WSMC) comprehensively meets the planning standards for the Washington coast, as outlined in Chapter 173-182 WAC, particularly referencing the Grays Harbor planning standard (WAC 173-182-405) and the corresponding equipment cascade list. These standards are applicable to covered vessels entering Washington waters via the Columbia River, Grays Harbor, or the Strait of Juan de Fuca, as well as to offshore facilities.

In compliance with these requirements, WSMC ensures the capacity to manage a worst-case spill scenario. The organization has developed a specific addendum for the Washington coast, which includes the following capabilities:

1. The potential for in situ burning, the use of dispersants, and mechanical recovery, where applicable;
2. Deployment of surveillance equipment, such as fixed-wing aircraft, helicopters, and low-visibility gear, to facilitate aerial spill assessment within six hours of spill notification;
3. Defined time frames and strategies to cascade in equipment and additional resources over a 72-hour period;
4. Availability of 10,000 feet of boom suitable for shoreline protection, containment, or other applications, with the capacity to be deployed within twelve hours; and
5. The readiness to deploy an additional 20,000 feet of boom suited for containment, protection, or recovery within a 24-hour timeframe.

These measures affirm WSMC's commitment to upholding the highest standards of spill response preparedness along Washington's coast.

B. LETTERS OF INTENT AND AGREEMENTS

Contents

Genwest Systems, Inc.

Genwest Systems, Inc.
P.O. Box 397, Edmonds, WA 98020-0397
Ph: 425-771-2700 Fax: 425-672-8471
www.genwest.com

November 21, 2023

Dan Smiley
WA State Maritime Cooperative
Suite S560
100 West Harrison Street
Seattle, WA 98119

Mr. Smiley,

This letter serves as written agreement that Genwest Systems, Inc. will provide, on an "as-available" basis, spill management team members for the WA State Maritime Cooperative. These persons will serve in positions appropriate to their expertise.

The WA State Maritime Cooperative is authorized to cite Genwest staff as potential spill management team members in their contingency plan.

Sincerely,

John A. Murphy, President
Genwest Systems Inc.

Global Diving & Salvage

Amendment No. 6

Recitals:

a. Washington State Maritime Cooperative ("WMSC") and Global Diving & Salvage, Inc. ("Contractor") entered into an agreement, dated August 8, 2013 (the "Agreement"), which was amended by: Amendment 1, dated March 4, 2014, Amendment 2 dated January 1, 2019, Amendment 3 dated December 16, 2019, Amendment 4 dated December 15, 2020 and Amendment 5 dated December 31, 2021 ("Previous Amendments") for Contractor to provide WSMC with Contractor's equipment and standby personnel as outlined in Exhibit A to the Agreement ("Services"), in support of WSMC Members' obligations under the Washington Oil Spill Contingency Plan ("Plan") regulations (WAC Chapter 173-182, revised December 18, 2019) in the area of coverage as set forth in Section A-2 of the Agreement.

b. Except as expressly modified below, the terms and conditions contained within the Agreement and any of the Previous Amendments, shall remain in full force and effect.

Amendment: WMSC and Contractor understand and acknowledge that the provisions contained within this Amendment No. 6 shall supersede and prevail over any conflicting terms and conditions contained within the Agreement or any of the Previous Amendments.

a. Exhibit A. All previous versions of Exhibit A incorporated into the Agreement or any Previous Amendments are deleted and replaced by the attached Exhibit A – dated December 29, 2022.

b. Exhibit B. All previous versions of Exhibit B incorporated into the Agreement or any Previous Amendments are deleted and replaced by the attached Exhibit B - Environmental Tariff (dated March 31, 2022) and Equipment and Materials Tariff (dated June 2022).

c. Exhibit B – Greater Puget Sound. The term "Greater Puget Sound" set forth in Exhibit A (dated December 29, 2022) shall mean any location in and around or adjacent to the general Puget Sound area including but not limited to: Elliot Bay, Fisherman's terminal, port of Tacoma, Harbor Island, and/or Des Moines.

d. Reduced Area of Coverage. Provision (a) (titled "Reduced Area of Coverage") as set forth within Amendment No. 1 (dated March 4, 2014) is deleted in its entirety. The parties agree to the following:

   Contractors obligation to provide WSMC with Services, as identified in Exhibit A as "Dedicated" shall apply solely to the Grays Harbor area and applicable to WAC 173-182-405 Grays Harbor planning standard hours 2 and 3.

e. Contracted Equipment. Provision (b) (titled "Contracted Equipment") as set forth within Amendment No. 1 (dated March 4, 2014) is deleted in its entirety.

f. Term: The term of Amendment No. 5 ends on December 31, 2022. By mutual agreement of both parties the Agreement shall be extended for an additional year effective January 1, 2023, ending December 31, 2023. Upon mutual agreement of both parties, the Agreement may be extended, on an annual basis.

g. Retainer Fee: Contractor's annual Retainer Fee shall remain at $188,516 per annum payable to Contractor in four installments of $47,129 on a quarterly basis.

[**Signature Page Follows**]

Dated this 30th day of December 2022

WSMC	**Contractor**
Cynthia E. Reed	A. Harrington Digitally signed by A. Harrington DN: cn=A. Harrington, o, ou, email=AHarrington@gdiving.com, c=US Date: 2023.01.03 12:30:45 -08'00'
(Signature)	(Signature)
Cynthia E. Reed, Executive Director	Aaron Harrington Dir. of Casualty Response
(Printed Name/Title)	(Printed Name/Title)

Renewable Energy Group

DocuSign Envelope ID: 24DBF385-1293-43AD-BC23-FCEA34955E01

1/14/2021

Capt. Daniel Smiley
Washington State Maritime Cooperative
Response Manager
100 West Harrison, Suite S560
Seattle, WA 98119

Subject: Letter of Intent – Access to REG Grays Harbor's Storage Tanks

Dear Cpt. Smiley

This letter is to serve notice that REG Grays Harbor agrees to make the shore side facility tanks available to Washington State Maritime Cooperative (WSMC) during a spill response on an "as-available" basis, with terms and conditions to be mutually agreed upon prior to a WSMC request for utilization.
The REG Grays Harbor shoreside tanks potentially available could provide a total of 48,000 bbls capacity for recovered oil as needed, on a case by case basis.

Please do not hesitate to contact me if you need additional information

Sincerely

Derek Winkel
VP, Manufacturing Operations
Renewable Energy Group

RENEWABLE ENERGY GROUP
416 S. Bell Ave., Ames, IA 50010 / +1 888 REG 8686 / regi.com

Nexus Northwest

NEXUS NORTHWEST

November 22, 2023

Capt. Daniel Smiley
Response Manager
Washington State Maritime Cooperative
Suite S560
100 West Harrison Street
Seattle, WA 98119

Capt. Smiley:

This letter serves as a written agreement that Nexus Northwest LLC will provide, on an "as-available" basis, spill management team members for the Washington State Maritime Cooperative. These persons will serve in positions appropriate to their expertise – specifically in the areas of media, community, and government relations – through the Joint Information Center and Liaison Office.

The Washington State Maritime Cooperative is authorized to cite Nexus Northwest LLC staff as potential spill management team members in their contingency plan.

Please let me know if you need additional information.

Sincerely,

Suzanne Lagoni
Partner
Phone: 206-790-9784
Email: slagoni@olympus.net

NJ Resources

NJResources

April 2, 2020

Dan Smiley
Washington State Maritime Cooperative (WSMC)
Dan smiley@wsmcoop.org

Dear Mr. Smiley:

This letter serves as written agreement that NJ Resources, Inc. (NJR) will provide, on an as-available basis, spill management team (SMT) members for WSMC. NJR-provided personnel will serve in positions appropriate to their expertise.

WSMC is authorized to cite NJR staff as potential SMT members in their contingency plan. Billing will be in accordance with the attached rate schedule.

Sincerely,

President
NJ Resources, Inc.

17117 Westheimer Rd., Ste 120 Houston, TX 77082 Telephone: (832) 230-1601 www.njr.net

Gallagher Marine Systems

Gallagher Marine Systems, recognized as an approved Spill Management Team in Washington State, also serves as a support contractor for the Washington State Maritime Cooperative (WSMC) under an annual retainer agreement.

While the specific details of this agreement are confidential and not included directly in the spill contingency plan, a copy can be made available to the Washington State Department of Ecology upon request.

Western Canada Marine Response Corporation

AMENDING AGREEMENT TO THE RECIPROCAL ARRANGEMENT AGREEMENT

This Amending Agreement made as of December 2, 2020.

BETWEEN:

WASHINGTON STATE MARITIME COOPERATIVE,
a non-profit corporation incorporated under and governed
by the laws of the State of Washington
("WSMC")

- and –

WESTERN CANADA MARINE RESPONSE CORPORATION,
a corporation government by the laws of Canada
("WCMRC")

WHEREAS:

1. WCMRC and WSMC entered into a Reciprocal Arrangement Agreement (the "Agreement") effective from the 1st day of December, 1998 (the "Effective Date");

2. Under section 6 of the Agreement, the term of the Agreement extends for a period of one (1) year following the Effective Date, and may be extended upon the written agreement of the parties.

3. WCMRC and WSMC previously agreed to extend the term of the Agreement to December 31st, 2020.

4. WCMRC and WSMC wish to extend the term of the Agreement for a one (1) year period commencing January 1st, 2021.

5. WCMRC and WSMC wish to make certain other amendments to the Agreement.

NOW THEREFORE in consideration of the mutual agreements and covenants set forth in this Amending Agreement and in the Agreement and for other good and valuable consideration (the receipt and sufficiency of which is mutually acknowledged) the parties covenant and agree as follows:

1. The term of the Agreement is extended for a further one (1) period commencing January 1st, 2021.

2. The addresses for notices set out in Section 9 of the Agreement are deleted and replaced with the following:

OTTAWA:570884.1
5366253

In the case of WCMRC:

Western Canada Marine Response Corporation
206 3500 Gilmore Way
Burnaby, BC
V5G0B8

Attention: Director Finance
Telephone: (604) 294-6001
Facsimile: (604) 294-6003

In the case of WSMC:

Washington State Maritime Cooperative
110 West Harrison
Suite S560
Seattle, Washington
98119

Attention: President
Telephone: (206) 448-7557
Facsimile: (206) 443-3839

IN WITNESS WHEREOF, this Amending Agreement has been duly executed by each of the parties.

WESTERN CANADA MARINE RESPONSE CORPORATION

By: _____

Name: Mark Johncox
Title: Director Finance

WASHINGTON STATE MARITIME COOPERATIVE

By: _____

Name: Cynthia Reed
Title: Executive Director

OTTAWA:570884.1
5366253

C. FORMS

Contents

This appendix contains copies of key forms used by WSMC and its members. Forms are also provided on the WSMC web site: http://www.wsmcoop.org

ICS forms contained in the Genwest ICS Manual, July 2005 Edition are used by the spill management team during response and exercises. These ICS forms are not duplicated here, but are available in the WSMC IC Go-Kit

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WSMC - OIL SPILL FIELD DOCUMENT

Washington State Waters (except the Columbia River System)

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

ATTENTION: This Field Document must be on board the vessel prior to entering Washington State waters 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 Document 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

IMMEDIATE VESSEL ACTIONS CHECKLIST

STOP THE PRODUCT FLOW: Act quickly. Secure pumps. Close valves, etc.
WARN PERSONNEL: Enforce safety and security measures.
SHUT OFF IGNITION SOURCES: Motors, electrical circuits, open flames, etc.
CONTAIN / CONTROL SPILL: Use berms, boom, absorbents, etc. (Note: If gasoline is spilled, do not contain; divert away.)

DO NOT - use any cleaning or dispersing agents on the spilled oil (e.g. no liquid soaps, chemical dispersants, and bio-agents). The use of such products is strictly controlled by governmental laws and regulations and will result in fines/penalties.

VESSEL NOTIFICATIONS

WSMC: 24-Hour Emergency Line **(206) 448-7557** or Channel 20 VHF (International)
National Response Center: 800-424-8802
Washington State Emergency Management Division: 800-258-5990
Qualified Individual: See vessel response plan for contact information

NOTIFICATION LOG

Date/Time	Contacted	Report #	Notes

November 2023

INITIAL OIL SPILL REPORT (NOTIFICATION)

NOTE: It is not necessary to obtain all information before making initial notification to WSMC. Make the initial call to WSMC immediately. Items in **red/bold** are important for the first report to WSMC. Then, follow-up as soon as possible with a second report.

Reported by (name, title): **Provide at least two reliable telephone numbers for WSMC call back to vessel officer or vessel representative on scene (telephone, cell, etc.):** **Radio frequency, if applicable:**
Vessel name, size, type, country of registry, **official number**, and call sign (if applicable):
Towing vessel (if applicable):
Injuries or fatalities:
Location of incident:
Type and quantity of oil onboard:
Estimate of oil discharged, or threat of discharge; details of pollution or potential **(Use procedures on page 3):**
Nature of incident (e.g. grounding, collision, etc.), and extent of defects / damage:
Course, speed, and intended track of vessel:
Weather and sea conditions on scene:
Wind speed and direction on scene:
Tide and currents on scene:
Actions taken or planned by persons on scene:
Current condition of the vessel:
ASSISTANCE REQUIRED:
Other pertinent information (continue on reverse side / extra page, if necessary):

November 2023

Procedures to Detect, Assess, and Document the Presence and Size of Oil Spill
For Initial Assessment from Vessel Crew

1. Type of Oil Product Spilled _____

2. Color of Oil Spill:

   ☐ Rainbow

   ☐ Silver

   ☐ Dark

3. Length of Oil Slick _____ Feet/meters

4. Width of Oil Slick _____ Feet/meters

5. Coverage (% of oil versus water) Within Overall Area of Oil Slick _____ %

6. For overflow discharge, if duration of overboard discharge total time is known, estimate discharge by calculating: Volume loss = pump rate (gallons/barrels/litersper minute) multiplied by elapsed time in minutes:

_____ gallons/barrels/liters

7. For overflow, discharge, or other outflow/escape, as determined by gauging tanks, the amount of oil discharged/lost from vessel in gallons, barrels or liters:

_____ gallons/barrels/liters

8. Has the Spill Source Been Secured? Yes: ____ No: ____

   If no, what is the estimated current rate of release:_____?

November 2023

Washington State Maritime Cooperative
WSMC

Washington State
OIL SPILL RESPONSE CONTINGENCY PLAN

OIL SPILL EMERGENCY REPORTING
and
Emergency Response Towing Vessel Activation

Report!

Oil spill, Fire, Flooding, Loss of Propulsion, Loss of Steering, Collision, or Allision

FOR INITIAL RESPONSE ACTIONS DURING A SPILL OR POTENTIAL SPILL, REFER TO THE WSMC FIELD DOCUMENT

WASHINGTON STATE MARITIME COOPERATIVE
INCIDENT COMMANDER CHECKLIST - Updated 10/26/2019

Incident Name _____ Date _____
IC Name _____

Note: Depending on the incident, these steps may not all be needed and may not be in the correct order for the response. Necessary actions and priorities are determined by the WSMC IC.

☐	1. Reporting party contact information: ☐ Name ☐ Title/position ☐ Direct phone number ☐ Email address
☐	2. Confirm it is a WSMC incident: ☐ Product released is oil ☐ In WSMC coverage area ☐ Spill comes from a vessel ☐ Vessel is WSMC enrolled
☐	3. Start documentation: ☐ ICS-214a Individual Log ☐ ICS-201 Incident briefing
☐	4. Obtain incident information from reporting party: ☐ Source secured/not secured ☐ Status of vessel ☐ Location of vessel ☐ Type and amount of product released in total and released to water ☐ Potential spill amount, product left in tank ☐ Description of oil observed on water ☐ Actions taken by vessel ☐ Obtain SDS for the product released
☐	5. Activate MSRC 800-645-7745 Identify yourself as the Incident Commander for WSMC and ask to be connected with the Pacific Northwest Duty Officer. ☐ Site assessment ☐ Recovery resources ☐ Dispersants ☐ Insitu burning ☐ Deploy tracking buoys ☐ Protection resources ☐ GRP deployment ☐ Wildlife rehabilitation ☐ Aerial observation (overflight) ☐ Staging area
☐	6. Confirm notifications have been made: ☐ National Response Center - Incident #_____ ☐ Washington Emergency Management Division - Incident #_____ ☐ Qualified Individual
☐	7. Activate WSMC IC #2 (as appropriate)
☐	8. Activate WSMC Spill Management Team (as appropriate). The MarEx watchstander can assist with this process. ☐ Global Diving and Salvage – Safety Officer, DLSC, DOSC, DFSC ☐ Nexus Northwest – PIO, LNO ☐ Polaris – Environmental Unit ☐ Genwest – Planning Section ☐ Focus Wildlife – Wildlife Branch
☐	9. Contact Department of Ecology pollution investigator. Ensure Ecology concurs that response actions being taken are appropriate.
☐	10. Contact USCG Incident Management Division duty officer. Ensure USCG concurs that response actions being taken are appropriate.
☐	11. Contact the vessel Qualified Individual (QI). Contact information on file with the MarEx watchstander. Provide your contact information and situation update.

WASHINGTON STATE MARITIME COOPERATIVE
INCIDENT COMMANDER CHECKLIST - Updated 10/26/2019

Incident Name _____ Date _____
IC Name _____

Note: Depending on the incident, these steps may not all be needed and may not be in the correct order for the response. Necessary actions and priorities are determined by the WSMC IC.

☐	12. Discuss/provide copy of the WSMC Transition Document to the QI.
	On-Scene Actions
☐	13. Ensure you are bringing proper safety equipment and identification: ☐ TWIC card ☐ Safety shoe ☐ FR Coveralls ☐ Hard hat ☐ Life jacket ☐ Gloves ☐ Eye protection
☐	14. Additional response actions to be requested of the FOSC ☐ Safety Zone ☐ FAA restricted flight area ☐ Trajectory – NOAA
☐	15. Consider media needs, joint press release
☐	16. Keep vessel POC informed (captain, engineer, port captain, owner/operator).
☐	17. Keep vessel QI informed.
	18. Consult with PRC on safety issues, response actions taken, effectiveness, and planned actions.
	19. Generate ICS 201 Incident Briefing.
	20. Determine adequacy of location/facility to serve as Incident Command Post. If not adequate, determine an appropriate ICP location. May use WSMC SMT resources to assist.
	21. Consult with ECY lead, SOSC. Provide update, get concurrence on adequacy of current and planned response actions.
	22. Consult with USCG lead, FOSC(r). Provide update, get concurrence on adequacy of current and planned response actions.
	Complete WSMC Transition
☐	23. Begin WSMC Transition Checklist.
☐	24. Coordinate anticipated SMT needs with vessel QI.
☐	25. Continue with SMT ramp up actions per ICS protocols.
	When incident response concludes
☐	26. Obtain concurrence from SOSC that all has been cleaned up to their satisfaction and that no further response actions are needed. Note name, date and time.
☐	27. Obtain concurrence from FOSC that all has been cleaned up to their satisfaction and that no further response actions are needed. Note name, date and time.
☐	28. Inform QI that response has concluded.
☐	29. Inform vessel POC that response has concluded. Request they get in touch with you if anything changes.
	30. Establish billing arrangements for contractor costs, either invoice to WSMC or direct invoice to vessel or vessel's agent. Relay info on this arrangement to Debra Walker.
☐	31. Contact MarEx watchstander and inform them case is closed.
	Post Incident
☐	32. Submit ICS 201 Incident Briefing, ICS 214a Individual Log with response hours and any other pertinent incident documentation to Response Manager.

RESPONSIBLE PARTY'S ACKNOWLEDGEMENT OF TRANSFER

1. An oil spill incident has occurred as set forth below. The Washington State Maritime Cooperative ("WSMC") has made an initial emergency spill response pursuant to its Member Blanket Enrollment Agreement (hereafter jointly referred to as "Enrollment Agreement"), and in accordance with the laws of the State of Washington and WSMC's Contingency Plan on file with the State of Washington's Department of Ecology.

2. The undersigned is considered to be the Responsible Party for the spill and is now prepared to take responsibility for spill response, containment and cleanup.

3. The Federal On-Scene Coordinator and the State On-Scene Coordinators have been made aware of this transition.

4. At the time and date set forth below, the Responsible Party shall relieve WSMC of all further responsibility for organizing, managing or implementing the spill response or cleanup in accordance with the Enrollment Agreement or Contingency Plan.

5. Responsible Party hereby accepts full financial responsibility from the time the spill occurred for all expenditures made or incurred on its behalf by WSMC in contracting for spill response, containment or cleanup activities, and for such other spill related expenses as set forth in the Enrollment Agreement.

6. The person designated below as the Incident Commander, is the person authorized to speak for the Responsible Party in all matters related to the spill and associated containment and cleanup; and, to obligate the resources necessary to carry out the cleanup activities. In so doing, the Responsible Party and Incident Commander shall keep the Federal and State On-Scene Coordinators fully advised of the actions taken or to be taken. Responsible Party shall cooperate fully with the Coordinators in implementing the provisions of the federal and state cleanup requirements and of the WSMC Contingency Plan.

7. By accepting and acknowledging transfer of operations and financial responsibility pursuant to this Acknowledgment of Transfer, Responsible Party does not waive any rights, limitations or defenses available to it under either Washington or Unites States law.

Covered Vessel: _____

Owner/Operator/Responsible Party:

Name: _____
Telephone: _____

Spill Information:

Location: _____
Date: _____
Time: _____

RP's Incident Commander:
Name: _____
Telephone: _____

Transfer of Spill Management From WSMC to RP Effective:
Date: _____
Time: _____

Receipt Acknowledged By:

Responsible Party

Signature: _____
Name: _____
Title: _____
Date: _____

Washington State Maritime Cooperative

Signature: _____
Name: _____
Title: _____
Date: _____

September 2016

RESPONSIBLE PARTY'S TRANSITION CHECKLIST

NOTE:
Summarized below are some common issues that arise during an oil spill response. However, because every situation in unique, it is impossible to capture every detail for the Responsible Party's (RP) consideration.

This checklist is provided for the RP's use and benefit as a ***tool***, or ***quick reference guide***, to assist the RP in the transition process. It should be used before executing the formal RESPONSIBLE PARTY'S ACKNOWLEDGMENT OF TRANSFER document (from WSMC to the Responsible Party).

The RP should always consult with your pollution insurer and your legal advisor.

1.	**NOTIFICATIONS** Ensure that all required legal and necessary notifications have been made, e.g. NRC report # _____; State report # _____; insurance; customer; others:	
2.	**INCIDENT COMMAND SYSTEM (ICS) ORGANIZATION** Complete the INCIDENT ORGANIZATION CHART ICS 207-OS for your Response Management Personnel (Team), as appropriate. Ensure that key individuals are trained / qualified / available.	
3.	**COMMAND POST LOCATION** Satisfied? If not, where will you re-locate? Individual responsible for relocation?	
4.	**FINANCE / SPENDING AUTHORITY** Who has spending authority, and to what limit? Ready to assume financial responsibility, including contracts? Have you established reliable communications with your insurer(s)?	
5.	**CONTRACTS** Have you signed all contracts? Authority? Legal review?	
6.	**CLAIMS** Claim toll free number established Yes ☐ (___) - ____ _____ No ☐ Any calls received on this toll free number Yes ☐ No ☐ If calls were received, information is passed to Responsible Party.	
7.	**COST TRACKING** How are costs being tracked and monitored?	
8.	**DISPOSAL PLAN** Is any of the waste "hazardous" under federal or state law? Is segregation required? Ensure custody and documentation.	
9.	**MEDIA / PUBLIC INFORMATION** Team with and support Joint Information Center…. Are there any "corporate" PR issues which need separate handling?	
10.	**SITE SAFETY AND HEALTH PLAN (SSHP)** Review. Get professional / technical support if necessary. Include liaison with local public safety officials, as appropriate.	
11.	**SALVAGE** Issues? Preferred salvage master / contractor? Hull insurer notified?	
12.	**NATURAL RESOURCE DAMAGE ASSESSMENT (NRDA)** Issues? Consultant? Is a baseline assessment necessary or desirable?	
13.	**INCIDENT OBJECTIVES** Confirm / agree with Unified Command (as appropriate), i.e. WSMC, USCG, WDOE, OR-DEQ, Tribal OSC, Local OSC.	
14.	**TRANSITION (WSMC TO RESPONSIBLE PARTY)** Time of transfer (develop consensus with Unified Command)? Is someone available and authorized to sign "Responsible Party's Acknowledgment of Transfer"?	

August 2013

D. SPECIALIZED SERVICES

The services listed here are for reference in support of spill response operations. WSMC and its PRCs (MSRC and GDS) maintain additional lists of service providers.

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Air Transportation

AIRCRAFT CHARTERS

PROVIDER / AIRPORT	ADDRESS	24/7 TELEPHONE	TYPE	BILLING
KENMORE AIR Float plane base S end Lake Union	950 Westlake Ave N Seattle, WA 98109	(866) 435-9524 (425) 486-1257	Float Planes	Credit Card
KENMORE AIR Boeing Field	7277 Perimeter Rd Seattle, WA 98108	" " " "	Fixed Wing Planes	" " "
ATOMIC AVIATION Boeing Field	6987 Perimeter Rd S Seattle WA 98109	(206) 762-3245	Helicopters - Robinson 44, Schweizer 300	Credit Card
HELICOPTERS NW Boeing Field	8500 Perimeter Rd S. Seattle, WA 98109	(206) 767-0508	Helicopters - Robinson 22, Robinson 44	Credit Card
Note: Helicopters NW FAA certification requires they must return passengers to the same location as departure upon completion of flight.				
KENMORE AIR Float plane base N end Lake Washington	6321 NE 175th St Kenmore, WA 98028	(866) 435-9524 (425) 486-1257	Float Planes	" " "
NW SEAPLANES Float plane base S end Lake Washington	860 W. Perimeter Rd Renton, WA 98057	(800) 690-0086 (425) 277-1590	Float Planes	Credit Card
CLASSIC HELICOPTERS Auburn Municipal Airport	506 23rd St NE Auburn, WA 98002	(206) 767-0515	Helicopters - Robinson 44	Credit Card
WORLD WIND HELICOPTERS Arlington Municipal Airport	17804 48th Drive NE Arlington, WA 98223	(425) 271-8441	Helicopters - Bell 210, Bell 205, AS 350 B2	Credit Card

AIRCRAFT CHARTERS (cont'd)

PROVIDER / AIRPORT	ADDRESS	24/7 TELEPHONE	TYPE	BILLING
NW HELICOPTERS Olympia Regional Airport	1000 85th Ave SE Olympia, WA 98501	(360) 754-7200	Helicopters – Bell 206, MD 500, AS 350 B2	Credit Card
RITE BROS. AVIATION Fairchild Int'l Airport	1406 Fairchild Airport Rd. Port Angeles, WA	(800) 430-7483 (360) 452-6226	Fixed Wing Planes - Cessna 206, Cessna 172	Credit Card
HILLSBORO AVIATION Hillsboro Airport	3565 N.E. Cornell Road Hillsboro, OR 97124	(800) 891-3790 (503) 648-2831	Helicopters - Bell 206 Fixed Wing Planes - Beechcraft King Air	Credit Card


Point Roberts Airpark
Blaine Municipal
Lynden Municipal
WHATCOM
Bellingham International
Orcas Island
Rosario SPB
Floathaven SPB
Roche Harbor SPB
Roche Harbor
Anacortes
SKAGIT
Mears Field
Friday Harbor SPB
Friday Harbor
Lopez Island
Skagit Regional
Skyline SPB
SAN JUAN
A J Eisenberg
Camano Island
ISLAND
Darrington Municipal
Arlington Municipal
Whidbey Airpark
SNOHOMISH
Snohomish County Paine Field
Harvey Field
Sky Harbor
First Air Field
Northwest Region
Kenmore Air Harbor, Inc. SPB
Kenmore Air Harbor SPB
Skykomish
Boeing Field/ King Co International
Seattle Seaplanes SPB
Will Rogers Wiley Post SPB
Vashon Municipal
Renton Municipal
Seattle-Tacoma Int'l
Bandera
Crest Airpark
Auburn Municipal
KING
Lester State
Sea Plane Bases
Airports
PIERCE


Olympic Region
Sea Plane Bases
Airports
Sekiu
William R. Fairchild International
Sequim Valley
CLALLAM
Quillayute
Forks Municipal
Jefferson County International
JEFFERSON
Poulsbo SPB
Apex Airpark
KITSAP
Bremerton National
Vashon Municipal
GRAYS HARBOR
MASON
Sanderson Field
Copalis State
Ocean Shores Municipal
Bowerman Field
Hoskins Field
Olympia
Tacoma Narrows
American Lake SPB
Spanaway
Pierce County Thun Field
Shady Acres
Ranger Creek
PIERCE
Elma Municipal
THURSTON
Westport
Swanson Field

Classic Helicopter, Auburn Airport, 506 23rd St NE, Auburn, WA
Sign off E Street NW when approaching Auburn Airport.

Classic Helicopter office located in building on the left.

Atomic Aviation, Boeing Field, 6987 Perimeter Rd S, Seattle WA.
Enter in middle of the building. Offices are on the second floor.

Helicopters NW, Boeing Field, 8500 Perimeter Rd S., Seattle, WA
Sign visible from the road. Offices are located on the second floor.

Aquaculture

In case of an oil spill, if possible, try to notify aquaculture activities in the vicinity. Preventative measures, such as booming, can prevent or minimize damage.

NAME / ADDRESS	Contact	Title	TELEPHONE
Washington State Department of Natural Resources P.O. Box 47027 Olympia, WA 98504-7027	**Celia Barton** (natural resource trustee and member of NRDA review team)	Aquaculture Program Coordinator	**(360) 902-1082**

Aquariums

NAME / ADDRESS	CONTACT	PHONE
SEATTLE AREA – Elliott Bay		
SEATTLE AQUARIUM Pier 59, 1483 Alaskan Way Seattle, WA 98101	Robert Anderson, Operations Manager	(206) 386-4332 24 Hour: (206) 386-4359 FAX: (206) 386-4328 Cellular: (206) 779-4129 Cellular: (206) 390-6344
Remarks: **Promptly notify of any spills in area**. They can shift to a CLOSED SYSTEM MODE (water and air) for about 24 hours/maximum. They have two salt water intakes located at extreme west end of Pier 59. At lowest tide, the intake depth is 40 ft. Biggest concern is gaseous vapor problems under dock because of air intakes (various uses, including a compressed-air water-bubbler system). Responsible party (spiller) is requested to boom-off area to maintain water and air purity.		
TACOMA AREA – The Narrows / Dalco Passage		
POINT DEFINANCE ZOO AND AQUARIUM 5400 N. Pearl Street Tacoma, WA 98407	Scott Clark / Bill Ailiff Maintenance and Engineering Supervisor	(253) 591-5337 FAX: (253) 591-5448
Remarks: They have a single salt water intake located on THE NARROWS (west) side of POINT DEFIANCE PARK, about 150 yards offshore. At lowest tide, the intake depth is 10 feet. There is no secondary intake source, and the flow must be maintained at all times. In an emergency, they can shut down for a short period, and make their own salt water.		

Incinerators

NAME / ADDRESS	CONTACT	PHONE
FUEL PROCESSORS, INC. 4150 N. Suttle Road Portland, OR 97217	Bill Briggs – Owner John Oxford – General Manager	1-800-367-8894
Remarks: Utilizes an energy recover process; burns everything. Meets all emission standards Can handle anything (sorbents, plastics, rocks, sand, etc.) except **NO HAZARDOUS WASTE**. They will ONLY accept materials in open top containers (55 gallon drums); no bulk truck loads. They can burn up to 11 barrels per day; have limited storage capacity. Cost: $247.25 per barrel + $25.00 per barrel for cleaning, or if left for disposal. Note: Test results required.		
RECOMP OF WASHINGTON, INC. 1524 Slater Road Ferndale, WA 98248	Rick Lagerwey	(360) 384-1057
Remarks: Non-dangerous combustible solid waste, i.e. sorbents, rags, wood, etc.		
SPOKANE, CITY OF: Administrative Office: 808 W. Spokane Falls Blvd. Spokane, WA 99201 Incinerator: South 2900 Geiger Blvd. Spokane, WA 99204	Damon Taam, Director	(509) 456-7403
Remarks: State-of-the-art system. Opened in 1991.		
OTHERS: Cadence Chemical Resources, Inc. P.O. Box 770 Michigan City, IN 46360		(219) 879-0371 FAX: (219) 879-0390
Remarks: Operates facilities in Kansas, Nebraska and Arkansas. Cement kiln recycling process; can handle any hazardous waste stream. Full RCRA compliance.		

Tribal Fisheries

The 32 Indian Tribes in NORTHWEST Washington State (Puget Sound and Olympic Peninsula) can also be reached through the BIA offices in Everett, WA: (425) 258-2651

TRIBE	LOCATION	TELEPHONE
SUQUAMISH	Suquamish, WA	360-598-3311
PUYALLUP	Tacoma, WA	206-597-6200
MUCKLESHOOT	Auburn, WA	206-939-3311
NISQUALLY	Olympia, WA	360-456-5221
SQUAXIN ISLAND	Shelton, WA	360-426-9781
SKOKOMISH	Shelton	360-426-4232
QUINALT	Taholah, WA	360-276-8211
HOH	Forks, WA	360-374-6582
QUILEUTE	La Push, WA	360-374-6163
MAKAH	Neah Bay, WA	360-645-2201
PORT GAMBLE S'KLALLAM	Kingston, WA	206-297-2646
S'KLALLAM	Sequim, WA	360-683-1109
LOWER ELWHA	Port Angeles, WA	360-452-8471
LUMMI	Bellingham, WA	360-734-8180
NOOKSACK	Deming, WA	360-592-5176
SWINOMISH	La Connor, WA	360-466-3163
UPPER SKAGIT	Sedro Woolley, WA	360-856-5501
SAUK SUIATTLE	Darrington, WA	206-435-8366
SAMISH	Anacortes, WA	360-293-6404
SHOALWATER BAY	Tokeland, WA	360-267-6766
STILLAGUAMISH	Arlington, WA	360-652-7362
TULALIP	Marysville, WA	360-651-4000

Response Support Contractors

- ARROW LAUNCH SERVICE
  Port Angeles, WA (360) 457-1544

- BAKER TANKS NW.
  Woodinville, WA (425) 487-6503

- FRAC-TANKS, INC.
  Brownsville, OR (541) 466-5196

- FRED DEVINE DIVING & SALVAGE
  Portland, OR
  (503) 283-5285

- GLOBAL DIVING AND SALVAGE
  Seattle, WA
  (206) 623-0621

- M.A.S.T. Towing and Salvage & Tug Co P. O. Box #25001 Portland OR 97225 Multnomah

- RAIN-FOR-RENT RENTAL TANKS
  Arlington, WA
  (360) 403-3091

- USN Supervisor of Salvage Directorate Naval Sea Systems Command Operations & Ocean Engineering 703-602-7527, 703-607-2758

Technical Support

Scientific Support Coordinator (SSC)
National Oceanographic & Atmospheric Administration
Office of Response and Restoration
7600 Sand Point Way N.E
Seattle, WA 98115
<24 hours> (206) 526-6317
Remarks:
Oil fate and effects, spill trajectories; resources at risk, ESI maps;
other roles described in National Contingency Plan [40 C.F.R. 300.145(c)].

Polaris Applied Sciences
755 Winslow Way East #302
Bainbridge Island, WA 98110
<24 hours> Elliott Taylor (206) 660-5753, Greg Challenger (206) 369-5686
Remarks:
Scientific support; SCAT, NRDA; overflight assessment and mapping.

Genwest
PO Box 397
Edmonds, WA 98020
<24 hours> (425) 771-2700
Remarks:
Planning Section spill management team support; information management.

Wildlife Rescue and Rehabilitation

NAME / ADDRESS	CONTACT	TELEPHONE
Focus Wildlife 1408 19th St Anacortes, WA 98221	Chris Battaglia	800-578-3048
Remarks: Provides wildlife rescue services, provides responders, specialist and responder training. The primary wildlife rescue personnel provider under the WSMC plan, to deploy in conjunction with the NRCES MRU equipment.		
International Bird Rescue San Francisco Oiled Wildlife Care and Education Center 4369 Cordelia Rd. Fairfield, CA 94534		707-207-0380
Remarks: This is a consulting firm having some equipment for bird cleanup, but basically providing information and supervisory assistance. The center has a slide program for rapid training of local volunteers.		
Tri-State Bird Recue 110 Possum Hollow Road Newark, DE 19711		302-737-9543 Reception Desk 7 days/week 9am to 5 pm ET
Remarks: Tri-State has a trained, dedicated staff to respond to oil spills anywhere in the world.		
Sarvey Wildlife Care Center P.O. Box 3509 Arlington, WA 98223	Jessica Paolello, Clinic Director	360-435-4817
Remarks: They can respond to effect bird rescue within Puget Sound Region. They have a limited full-time staff and equipment, but can provide training, organization, and supervision to local volunteers.		
Wolf Hollow Wildlife Rehabilitation Centre P.O. Box 391 Friday Harbor, WA 98250	Chanda Stone, Executive Director	360-378-5000
Remarks: This facility is authorized to handle endangered species. They provide a full range of rehabilitation services for birds, marine mammals and land mammals.		

NAME / ADDRESS	CONTACT	TELEPHONE
Oiled Wildlife Care Network Wildlife Health Center School of Veterinary Medicine University of California, Davis One Shields Ave. Davis, CA 95616		530-752-4167 877-UCD-OWCN 877-823-6926
Remarks: The Oiled Wildlife Care Network (OWCN) is a statewide collective of trained wildlife care providers, regulatory agencies, academic institutions and wildlife organizations that works to rescue and rehabilitate oiled wildlife.		
Progressive Animal Welfare Society (PAWS) Wildlife Center 15305 44th Ave W Lynnwood, WA 98087		425-787-2500
Remarks: This organization can provide limited local wildlife animal care assistance in the event of a spill.		
Washington Dept. of Fish and Wildlife Oil Spill Response Team		360-534-8233 (24/7) pager, enter call back number
Remarks: To report oiled wildlife. Provides conduit to personnel and equipment.		
NOAA National Marine Fisheries Service: NW Regional Stranding Coordinator		866-767-6114
Remarks: NOAA office to report stranded/oiled marine mammals.		
Humane Society of the U.S. (HSUS) National Headquarters: 2100 L St. NW Washington, D.C. 20037		202-452-1100 866-720-2676
Remarks: This organization can send staff to the scene of major spills and supports bird rescue efforts until local volunteers and agencies assume responsibility. HSUS can provide information to local animal assistance organizations which can help in the event of a spill.		

Work Vessels

ELSIE M II (Uninspected landing craft, steel hull, and 5 passenger limit)
24 hour capability is variable and typically has a 1 man crew
56ft. Length x 14ft. Beam x 52in. Draft (Unloaded) and 60in. Draft(Loaded)
Cargo Deck is 40ft. x 11ft.
Ramp Width 14ft. and Ramp Length 12.5ft.(60,000lbs. Ramp Weight Allowance)
Cargo weight rating is 60,000lbs.
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 400 nm.
No crane available
Geographic waters of vessel: Inland Waters

Contact
Hat Island Community Inc.
PMB 3616 335 Colby Ave
Everett, WA 98201
Phone (Office) 1-360-444-6611 (Home) 1-360-444-6657

HENRY ISLAND (USCG inspected landing craft, steel hull, and 6 passengers per COI)
24 hour capability is variable and typically crewed by 1 man
85ft.Length x 25.5ft.Beam x 3.2ft.Draft (Unloaded) and 4.5ft.(Loaded)
Cargo Deck is 70ft. x 23.5ft.
Ramp Width 15ft. and Ramp Length 15ft.(100,000lb. ramp Weight Allowance)
Cargo weight rating is 185,000lbs.
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 800 nm.
No crane available
Geographic waters of vessel: Inland Waters

Contact
San Juan Ferry and Barge
P.O. Box 965
Friday Harbor 98520
Phone (24 Hour) 1-360-378-4404 (Cell Phone) 1-360-317-8486

ISLAND EXPRESS (USCG inspected landing craft, aluminum hull, 42 passengers per COI)
24 hour capability is variable and typically has 2 man crewing
40ft. Length x 14ft. Beam x 3.5ft Draft (Unloaded) and 4ft. (Loaded)
Cargo Deck is 10ft x 13ft.
Ramp Width 9.5ft.and Ramp Length 4ft.(2,000lbs. Ramp weight Allowance)
Cargo weight rating is 6,000lbs.
Out Drives-Twin Screw with an estimated cruising range of 250 nm.
No Crane
Geographic waters of vessel: Inland Waters

Contact
Island Express Charters Inc.
4005 Robin Ct.
Anacortes, WA 98221
Phone (24 hour) 1-360-229-2875
Email:islandexpresscharters.com

ISLAND TRANSPORTER (Uninspected landing craft, steel hull, and 6 passenger limit)
24 hour capability is variable and typically has a 1 man crew
74ft. Length x 25ft. Beam x 3ft. (Unloaded) and 4ft. (Loaded)
Cargo Deck is 66ft. x 22ft.
Ramp Width 12ft. and ramp Length 13ft. (100,00lbs. Ramp Weight Allowance)
Cargo weight rating is 100,000lbs
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 200 nm.
1 ton crane (small)
Geographic waters of vessel: Near Coastal and Inland Waters

Contact
Island Transporter
1909 Skyline Way Suite 103
Anacortes, WA 98221
Phone (24 Hour) 1-360-293-6060 (Fax) 1-360-293-8674 (Cell) 1-360-941-6060

LITEWEIGHT (Uninspected landing craft, steel hull, and 6 passengers limit)
24 hour capability is variable and typically has a 2 man crew
74ft. Length x 22ft. Beam x 5.5ft. Draft (Unloaded) and 6ft. Draft(Loaded)
Cargo Deck is 42ft. x 14.5ft.
Ramp Width 14.5ft. and Ramp Length 18ft.(40 ton Ramp Weight Allowance)
Cargo weight rating is 40 tons
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 1,500 nm.
12,000 lb certified crane(1,200 lb max at 31ft. max.) 35 ton Lorain mobile crane, and deck barge with ramp available
Geographic waters of vessel: Inland Waters and Near Coastal Waters

Contact
Liteweight Marine
5320 Orcas Road
Eastsound, WA 98245
Phone (Office) 1-360-376-2257
Email: liteweight@orcasonline.com

NORDLAND (USCG inspected landing craft, wooden hull, and 6 passengers per COI)
24 hour capability is variable and typically has a 1 man crew
65ft. Length x 22.5ft.Beam x 4.5ft.Draft (Unloaded) and 5.5ft.Draft (Loaded)
Cargo Deck is 52ft. x 21ft.
Ramp Width 13ft. and ramp Length 12ft. (75,000lb. ramp Weight Allowance)
Cargo weight rating is 75,000lb.
Conventional Shaft Drive-Single Screw with an estimated cruising range of 300nm.
No Crane
Geographic waters: Inland waters

Contact
San Juan Ferry and Barge
P.O. Box 965
Friday Harbor, WA 98520
Phone (24 Hour) 1-360-378-4404 and (Cell Phone) 1-360-317-8486

PINTAIL (USCG inspected landing craft, steel hull, and 6 passengers per COI)
24 hour capability is variable and typically has 1 to 2 man crewing
70ft. Length x 26ft. x Beam x 4ft. (Unloaded) and 5.2ft. Draft (Loaded)
Cargo deck is 48ft. x 26ft.
Ramp Width 17ft. and Ramp Length 22ft.(100,000lbs. Ramp Weight Allowance)
Cargo weight rating is 100,000lbs.
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 3,200 nm
4 ton certified crane (onboard) and a 20 ton certified mobile crane available
Geographic waters of vessel: Near Coastal and Inland Waters

Contact
Pintail Inc.
P.O. Box 3284
Friday Harbor 98250
Phone (24 hour) 1-360-317-8532
Email:pintail@rockisland.com

SEA SPRAY (Uninspected landing craft, aluminum hull, and 6 passenger limit)
24 hour capability is variable and typically has a 3 to 4 man crewing
65ft. Length x 17ft. Beam x 2ft. Draft (Unloaded) and 3ft. Draft (Loaded)
Cargo Deck is 40ft. x 14ft.
Ramp Width 15ft. and Ramp Length 10ft.(50,000lbs Ramp Weight Allowance)
Cargo weight rating is 50,000lbs.
Out Drives-Twin Screw with an estimated cruising range of 600nm.
2 cranes rated at 1,500 lbs. at18ft. radius
Geographic waters of vessel: Near Coastal and Inland Waters

Contact
Trident Seafood (Matt Chester)
7226 182 St. SW
Edmonds, WA 98206
Phone (24 hour) 1-206-853-2390 or 1-425-697-5274

SPRIG II (Uninspected landing craft, steel hull, and 6 passenger limit)
24 hour capability is variable and typically has a 3 to 4 man crewing
75ft. Length x 21ft. Beam x 4ft. Draft (Unloaded) and 5.5ft Draft (Loaded)
Cargo Deck is 17ft. x 55ft.
Ramp Width 16ft. and Ramp Length 12ft.(120,000lbs Ramp Weight Allowance)
Cargo weight rating is 120,000lbs.
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 1,200nm.
1,800 lb. crane at full extension
Geographic waters of vessel: Near Coastal and Inland Waters

Contact
Trident Seafood (Matt Chester)
7226 182 St. SW
Edmonds, WA 98206
Phone (24 hour) 1-206-853-2390 or 1-425-697-5274

THUNDERBIRD (Uninspected landing craft, steel hull, and 6 passenger limit)
24 hour capability is variable and typically has 3 man crewing
75ft. Length x 20ft. Beam x 4ft. Draft (Unloaded) and 7ft. Draft (Loaded)
Cargo Deck is 60ft. x 20ft.
Ramp Width is 10ft. and Ramp Length is 14ft.(50,000lb. Ramp Weight Allowance)
Cargo weight rating is 50,000lbs.
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 1,500 nm
6 and 3 ton certified cranes
Geographic waters of vessel: Near Coastal and Inland Waters

Contact
Washington State Parks (Lynn Nordon)
160 Cornet Bay Road
Oak Harbor, WA 98277
Phone 1-360-902-8540, 1-360-902-8544 (Tim Payne), and (Cell) 1-360-789-3975

WARRIOR (USCG inspected landing craft, steel hull, and 6 passengers per COI)
24 hour capability is variable and typically has 2 man crewing
56ft. Length x 20ft.Beam x 2ft. Draft (Unloaded) and 2.6ft. Draft (Loaded)
Cargo Deck is 35ft.x 20ft.
Ramp Width 9ft. and Ramp Length 18ft.(40,000lb. Ramp Weight Allowance)
Cargo weight rating is 40,000lbs
Conventional Shaft Drive-Twin Screw with an estimated cruising range of 300 nm.
5 ton certified crane (4,000 lbs at 26ft. all radius)
Geographic waters vessel of vessel: Near Coastal and Inland Waters

Contact
Arrow Launch Service
P.O. Box 2376, 115 E. Railroad Ave
Port Angeles, WA 98362
Phone (24 Hour) 1-800-224-2949, 1-360-457-1544 and (Fax) 1-360-457-1552
Email:dispatch@arrowlaunch.com

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E. EMERGENCY RESPONSE TOWING VESSEL (ERTV)

The ERTV

The Maritime Industry of Washington, represented by the ERTV Compliance Group, in association and agreement with the Washington State Vessel Oil Spill Response Contingency Plan holders, as of July 1, 2010, has chartered and arranged to fund a year-round Emergency Response Towing Vessel (ERTV) at Neah Bay, Washington. The Washington State Maritime Cooperative (WSMC) is the charterer of the ERTV. WSMC chartered the ERTV in association with the ERTV Compliance Group. The ERTV is provided to comply with the requirements of Washington State Engrossed Substituted Senate Bill 5344 (the Act), passed during Washington State's 2009 legislative session.

The ERTV is contracted for oil spill response contingency plan citation and for use during vessel emergencies by owners or operators of covered vessels transiting to or from a Washington port through the Strait of Juan de Fuca, except for transits extending no further west than Race Rocks light. The Marine Exchange of Puget Sound (Marex) as agent for the ERTV Compliance Group will track and assess all covered vessels transiting the Strait of Juan de Fuca to or from a Washington port, other than ports on the Columbia River.

The ERTV is available to serve member vessels in distress (vessel emergencies) in the Strait of Juan de Fuca and off the western coast of Washington State from Cape Flattery light in Clallam County, Washington south to Cape Disappointment light in Pacific County, Washington. The ERTV may also be contracted for vessel emergencies by non-covered vessels.

As defined in the Act, a vessel emergency means a substantial threat of pollution originating from a covered vessel, including loss or serious degradation of propulsion, steering, means of navigation, primary electrical generating capability, and sea keeping capability.

Notifications and Dispatch

Decisions to dispatch the ERTV in response to a vessel emergency shall be made by the vessel owner/operator/authorized agent or representative, and/or the government agencies with authority to order ERTV assistance.

In the event of a vessel emergency, the ERTV shall be contracted by the vessel owner/operator/authorized agent or representative, or the government agency that dispatched the ERTV and shall execute a contract in any form mutually agreeable to the requesting party and the ERTV owner. The ERTV shall be off WSMC hire during such emergency response. In such an event, the party contracting for the ERTV shall be responsible for all of the ERTV costs, including its hire, fuel and lube oil, from the time of dispatch of the ERTV until its return to its station. The ERTV must give notice to the Charterer of its contracting for a vessel emergency.

When the ERTV is dispatched, the Marine Exchange watchstander will notify the WSMC IC and inform them of the situation and circumstances of the vessel emergency and of the decision to dispatch the ERTV. This constitutes activation of the WSMC Plan. The Marine Exchange watchstander will also notify the WSMC IC when the ERTV has completed the assist and returned on station in Neah Bay.n case of an oil spill, if possible, try to notify aquaculture activities in the vicinity. Preventative measures, such as booming, can prevent or minimize damage.

Provisions for State Use of the ERTV

The Washington State Department of Ecology (Ecology) may contract with the ERTV operator in order to respond to a potentially emerging maritime casualty or as a precautionary measure during severe storms. Ecology may dispatch the ERTV upon contracting with the ERTV operator. In such an event, the ERTV will go off hire from its WSMC charter and Ecology shall pay all costs for such deployment from the time of the ERTV's dispatch until its return to its station.

Drills

Ecology may determine the adequacy of the ERTV through practice drills that test compliance. Such practice drills may be no-notice drills. The ERTV may be used in drills by the plan holder to meet Ecology drill requirements. Drills will emphasize the ERTV's ability to respond to vessel emergencies. Drill credit for all vessel plan holders can be obtained during a single deployment by following Ecology's guidelines for scheduling and participating in drills. An actual deployment provides an opportunity for requesting drill credit. The plan holder may request drill credit for an actual deployment.

ERTV Use Report

The covered vessel owner/operator shall submit a report to Ecology whenever the ERTV is deployed at the request of the vessel's owner or operator during a vessel emergency. Specifically, the covered vessel owner or operator shall submit a written report to Ecology as soon as practicable regarding an emergency response system deployment, including photographic documentation (if the situation allows for safely taking photos and/or video). The report shall provide a detailed description of the incident necessitating a response and the actions taken to render assistance.

ERTV Information to WSMC Members

Information about the capabilities of the ERTV is found within this appendix. Guidance to WSMC members on the process and procedures to contract and activate the ERTV is found not only in this appendix to the WSMC Oil Spill Contingency Plan, but may also be found on the WSMC web site as well as on the WSCM Notification Placard and Field Document.

The WSMC Notification Placard and Field Document contain the following information:

> "An Emergency Response Towing Vessel (ERTV) stationed at Neah Bay is available to respond to vessel emergencies.
> Call 1.206.281.3810 or 1.800.562.2856 to contract the ERTV."