

**REGIONAL RESPONSE TEAM/NORTHWEST AREA COMMITTEE
SEPTEMBER 3-4, 2003
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LOCATION: Bellevue, WA.

ACTION ITEMS:

1. NOAA will provide an ESA update at the next RRT Meeting.
2. Matt Bernard will follow up with changes in the Public Affairs Workgroup.
3. Next RRT meeting to-be-determined.

PARTICIPANTS: Attendance list is not provided.

SEPTEMBER 3, 2003 AFTERNOON SESSION (Agenda Item 8):

Matt Bernard (Dist. 13, USCG) called the meeting to order at 1312 hours and introduced the hosts Dale Jensen (Ecology) and Captain Danny Ellis (MSO Puget Sound).

RRT/NW AREA COMMITTEE PRESENTATION AND INTRODUCTION OF NEW MEMBERS (Agenda Item 9):

Matt Bernard provided a brief overview of the RRT/NW Area Committee's role in planning, preparedness, and response in the northwest. The topics discussed included:

- Response authority under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Clean Water Act (CWA), and the Stafford Act;
 - <http://www.epa.gov/superfund/action/law/cercla.htm>
 - <http://www.epa.gov/r5water/cwa.htm>
 - <http://www.fema.gov/library/stafact.shtm>
- Preparedness of Emergency Management;
- Role of ICS;
- Role of the NW Area Committee;
- NW Area Committee Workgroups;
- How the RRT functions under the National Contingency Plan (NCP); and
- National Response System;
 - Organized Elements
 - Concept of operation

FACILITATED DISCUSSION (Agenda Item 10-11):

Amy Cocanour (MSO Puget Sound, USCG) led a facilitated discussion that explored the roles and responsibilities in a multiple agency response. Participants in such a response would include local, state, and federal response and support agencies.

Scenario:

- Incident occurred on September 3, 1300 60 degrees Fahrenheit, wind South 5-10 knots;
- Container ship M/V WESTWOOD ANN was inbound off Apple Cove Point; and
- Vessel was slowing to 8 knots in preparation for security boarding;
 - Bahamian flagged

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- Diesel Direct propulsion (100,000 gallons of bunker C fuel oil onboard)
- 655ft long with 800 containers onboard
- Crew of 30
- Scheduled for a random security boarding at San Francisco Buoy
- Last port of call was Singapore

Objectives:

- Conduct bi-directional outreach between local/county response agencies and the state/federal response agencies on capabilities, methodology, etc;
- Explore the coordination and transitional phase of this type of response.

Scenario Situation T+0 min:

- VTS received a report from the pilot that there was an explosion in the forward section of the ship in vicinity of bay 17;
- Flames and smoke could be seen on the starboard side of bay 17;
- Notifications;
- Initial actions

Scenario Situation T+5 min:

- The ship's crew mobilized and was fighting the fire.
- Smoke and vapors could be detected on the bridge. VTS could hear the pilot coughing during his radio transmission.
- The explosion broke several lashings and several containers were precariously hanging over the side of the ship.
- The pilot, still coughing, was seeking to go to anchorage.

Response Considerations:

- Control of ship
- Firefighting
- Plume and public/responder safety
- Evacuation

Scenario Situation T+7 min:

- VTS reported they had lost communication with the bridge and the ships course had changed.
- The ship was making 8 knots towards Apple Tree Cove and would run aground in 10 minutes.
- Pilot and ships crew on bridge were overcome by smoke and/or vapor. Ship's rudder was turned as the ship's crew was overcome.
- VTS reported that the nearest available tug of adequate size and horsepower was 20 minutes away.

Scenario Situation T+20 min:

- USCG small boat was O/S and reported that the M/V WESTWOOD ANN was hard aground in Apple Tree Cove.
- The ship had a 25-degree starboard list and was discharging fuel oil into the water
- 40,000 gallons of bunker C
- The containers that were hanging over the side had dropped in the water.
- One of the containers was reported to be a 6.1 with UN3122 (toxic liquids oxidizing, n.o.s.)

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- The fire continued to burn but was isolated in vicinity of bay 17. Fire was producing thick smoke.

Response Considerations:

- Is terrorism suspected?
- What does the potential terrorism response and environmental response organization(s) look like?
- Does the terrorism response and the health/safety and environmental response affect each other.
- Command and Control
- Port Closure
- WSF—Kingston/Edmonds run

Scenario Situation T+4 hours:

- Incident command informed that the terrorist organization, Orange Front, was taking responsibility for the blast.
- They indicated there was another device planted in a container set to explode when the container was opened.
 - How to offload with knowledge of another device
 - Where do you offload
 - Labor issues
 - Public safety
 - Long term plans of salvage, offload, and recovery of oil and containers

The facilitated discussion was conducted from 1345-1600 hours and identified the following points of interest or discussion:

- Notification procedures should include: Local Responders, WA. Ecology, US Fish and Wildlife, FBI, EPA, and Coast Guard.
- FBI crime scene vs. environmental response;
- Jurisdictional agreements;
- Use of Emergency Operations Plans – terrorism, firefighting;
- Evacuation procedures;
- Oil spill response procedures;
- Foss utilized Geographic Response Plan strategies;
- National Security Awareness Levels;
- Framework for an organization to respond;
- Command, control, and communications are key to a response.

At 1600 hours meeting adjourned. Meeting to reconvene on September 4 at 0800 hours.

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SEPTEMBER 4, 2003 MORNING SESSION
NATIONAL RESPONSE PLAN/NIMS UPDATE (Agenda Item 13):

Implementation of a New National Preparedness and Response System as of August 25, 2003

Implementation of HSPD-5

- Implementation organization
- National Response Plan
- National Incident Management System
- Authorities review
- Status of works in progress
- The way ahead

HSPD-5 Management of Domestic Incidents

- Policy: To prevent, prepare for, respond to, and recover from terrorist attacks, major disasters, and other emergencies, the U.S. Government shall establish a single, comprehensive approach to domestic incident management.
- The SECDHS is the principal federal official for domestic incident management. Pursuant to the HS Act of 2002, the Secretary is responsible for coordinating federal operations within the U.S.
- Directs the creation of:
 - National Response Plan (NRP)
 - National Incident Management System - (NIMS) - with one "I"
 - Review of authorities and regulations
- HSPD-5 is a comprehensive incident management system that:
 - Uses an all hazards approach
 - Combines crisis & consequence management into an integrated function.
 - "Life cycle" concept - Designed to prevent, prepare for, respond to and recover from terrorist attacks, major disasters and other emergencies.
- Nothing in directive alters or impedes the ability to carry out the authorities of federal departments and agencies to perform their responsibilities under law.
- Recognizes the roles and responsibilities of states and local authorities. federal Government will assist state and local authorities when their resources are overwhelmed, or when federal interests are involved.

Implementation and organization of National Response Plan (NRP):

- A "New Base Plan"
 - Incorporates many of the federal plans
 - Answers the question of who's in charge.
- Applies to local, state, federal, and private resources.
- Federal agencies need to amend their existing plans to describe links to other agencies in a response.

National Incident Management System (NIMS)

- "NIMS is the operational arm of the NRP that governs the full range of our nation's incident management efforts from awareness, prevention, and preparedness to response and recovery."
- Matt Bernard stated it will utilize much of the current NIIMS and ICS/UC concepts.

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- Will modify NIIMS to address all hazards & all phases of incident from awareness to recovery.

Authorities Review

- Department of Homeland Security is reviewing relevant federal laws and regulations in consultation with other federal agencies;
- Will recommend to HSC by Oct 1, 2003 revisions necessary for NRP implementation;
- Works in Progress;
 - NRP
 - NIMS
- Government is involved at highest level;
- New players and relationships are emerging;
- Increasing awareness, reconciling, and aligning interests is a huge challenge – must happen at federal level first;
 - Great progress has been made since HSPD-5;
- A stronger National Response System will emerge;
- Questions – Contact Commander Ray Perry, USCG (202) 267-6716;
- Brief discussion of funding and enhance LEPC due to citizen corp.;
- Incident Command System (ICS) Multi-agency Advisory Committee (MAC);
- Chris Field commented on the EPA's role in response – depends on NCP and NRP;
- Jack Wylie commented on the HSPD-5 definition of domestic incidents;

PORT SECURITY:

Amy Cocanour led a discussion regarding Port Security. The following topics were discussed:

- Maritime Transportation Security Committee:
 - Established a good communications network;
 - Risk assessment and outreach;
 - Modeled after Oil Pollution Act 1990;
 - Security Committees;
 - Maritime Transportation Security Plan, which describes awareness to response of an incident;
 - Taking applications for Maritime Transportation Security Committee through September 15, 2003.
- Plan is due between November 2003 and March 2004;
- Facility and Vessel Security Plans due by December 2003;
- Forums are planned to discuss regulations and general port security;
- Port of Seattle web page - www.pugetsound.org

Sean Schenk MSO Portland has taken over for Dave Pierce. Portland restructured the Area of Responsibility into five geographic regions and has held a series of outreach meetings over this past summer. Additionally, they have completed a broad risk assessment through TRW and continue to conduct facility visits in conjunction with facility security plans.

- For more information www.msopotlandasc.org

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MIGRATORY BIRD BEST PRACTICES PANEL DISCUSSION (Agenda Item 14):

Charlie Hebert (USFWS) led a discussion on the best practices for Migratory Birds. The following topics were discussed:

- We're here for the resources.
- FWS goal in spill response
 - Minimize impacts to Federal trust resources.
- Federal Trust Resources
- What is a migratory bird?
 - 50 CFR 10.12 Definitions: "Migratory bird means any bird, whatever its origin and whether or not raised in captivity, which belongs to a species listed in 10.13, or which is a mutation or hybrid of any such species..."
 - 50 CFR 10.13 List of Migratory Birds
 - "The following is a list of all species of migratory birds protected by the migratory Bird Treaty Act (16 U.S.C. 703-711) and subject to the regulations on migratory birds contained in this sub-chapter B of title 50 CFR."
 - Essentially includes all birds in the United States!
 - There are a few exceptions, none of which we would normally expect to encounter in a marine or freshwater aquatic environment in the Pacific NW.
- Wildlife Response;
- History;
- Recognized need;
- Effects of Oil on Wildlife Conference(s);
- Wildlife Countermeasures Session, Effects of Oil on Wildlife Conference, March 2000;
- Focus on identifying established protocols for:
 - Keeping un-oiled birds away from oil;
 - Dealing with oiled birds through a focused workshop format.
- A Guidance Document;
- Best Practices:
 - Established Operational Guidelines for Wildlife Branch;
 - Safety and Human Health;
 - Deterrence/Hazing;
 - Capture, Recovery and Transportation;
 - Stabilization and Rehabilitation;
 - Facility Requirements.
- Deterrence:
 - Deterrence program considerations;
 - Pre-emptive capture;
 - Aerial and ground surveys.
- Safety and Human Health:
 - Training for bird rescue/rehabilitation personnel;
 - Personal protective equipment;
 - Personal safety when handling birds;
 - Zoonosis;
 - Hazardous substances;
 - Volunteers – volunteer policy in the NWACP.
- Capture, handling, and transport stabilization and rehabilitation;
- Facility requirements;
- Public comment and review:
 - Presented at the 2001 International Oil Spill Conference as a special session titled *Migratory Bird Countermeasures Coordination Project*;

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- Released for public and internal agency review at that time;
- Public comment period was open for 120 days (until July 31, 2001);
- Final Draft was completed and submitted to Director's Office in July 2003.
- A Guidance Document – Latest Draft;
- Best Practices;
- Practical implications;
 - Incorporates the best available “art and science” of wildlife response known to date;
 - Captures the “standard of care” that we have been attempting to achieve for the last several years. Was written as a guidance document, not as a regulation. As a “policy”, it is intended to give direction to FWS Field Response Coordinators.
- Companion Regulations:
 - Migratory Bird Rehabilitation Permit - 50 CFR 21.31
 - Special Purpose Permit - 50 CFR 21.27
- Migratory Bird Rehabilitation Permit:
 - Special conditions that apply to oil spill response:
 - Permitted rehabilitators must be specifically authorized by FWS Field Response Coordinator and On-Scene Coordinator;
 - Can possess live migratory birds for the purpose of removing them from imminent danger;
 - Cannot remove any dead oiled birds without specific authorization from FWS Law Enforcement; and
 - Facilities should conform as closely as possible with service policy guidance in Best Practices.
- Best Practices:
 - Relationship with current Washington Department of Fish and Wildlife proposed rule making on minimum standard of care for oiled wildlife?
 - Wildlife Committee being created. This new committee will be considered and brought up at the next Steering Committee Meeting;
 - Goals and objectives to be considered.

PORTS OF REFUGE DISCUSSION REPORT (Agenda Item 15):

Jean Cameron (Pacific States BC Oil Spill Task Force) provided a presentation that updated the issue of Ports of Refuge. The following topics were discussed:

- THEME: Places of Refuge: What decisions are needed, who will make them, and when?
- GOALS:
 - Timely, workable, responses to requests for refuge to minimize the impact of operational incidents;
 - Planning, not pre-designation of specific places;
 - Acceptance and use by all of one set of guidelines;
 - Consistent national and local implementation ;
 - Single point of contact for ships communications 24/7;
 - Liability and compensation coverage still an issue.
- OBJECTIVES:
 - Develop contingency plans to help authorities follow the guidelines when managing requests for assistance;
 - Pre-agree on process for gaining timely access to ports, even for minor incidents;

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- Establish one single point for ship-generated communications, 24/7: USCG;
- Support IMO's quest for financial guarantees needed to compensate coastal nations for costs and risks assumed;
- Establish the legal liability, compensation and financial security guidelines for a vessel to obtain refuge.
- RECOMMENDED ACTIONS:
 - Task force working group will develop a template for pre-planning for ships' request for assistance;
 - Co-chair by USCG and Canadian CG;
 - All states/BC to have input;
- Template given to Areas Committees for final planning:
 - Define agency process to obtain port access;
 - Define liability prerequisites;
 - Comment on guidelines moving through IMO and act in alignment;
 - Provide West Coast results as a template for national/international action.
- SUMMARY:
 - IMO Guidelines are being established;
 - US agrees with IMO's position;
 - Need to translate these guidelines into firm plans:
 - Must address minor incidents.
 - Must address liability issues.
- The International Salvage Union recommends:
 - Conducting a physical inspection of the vessel before making a decision;
 - Establish a panel of experts – including a salvager - to advise decision-makers;
 - Consider the consequences of refusing refuge;
 - Establish a financial security regime to cover costs of any decision.
- NOAA would use the same analysis and trajectory modeling it uses in any oil spill in order to weigh environmental trade-offs.
- NOAA should also use the ecological risk assessment process to weigh alternative impacts.
- Need to educate resource trustees and local decision-makers in advance regarding how the process would work.
- Once adopted, the Places of Refuge decision-making process should be exercised.
- A decision-making process is more crucial than pre-designation of locations.
- Noted more protected areas along Western Canadian coast than along Washington coast.
- Use of the Canadian coast would be politically difficult if a TAPS trade tanker was involved.
- BC's protected bays with port facilities also have biologically and culturally sensitive resources; while no good places, the trade-off is with potential impacts on entire coastline.
- Canada has a response fund and is signatory to two international liability funds, but none of these cover natural resource damage assessment and restoration.
- In economic terms, a Place of Refuge is a place to minimize both public and private costs.
- Decision-making should include a cost/benefit analysis of such factors as:
 - Potentially affected natural, cultural, historical, commercial, and recreational resource values;
 - The value of the vessel and its cargo;
 - Cleanup costs for alternative scenarios.

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- Economic studies on the Places of Refuge issue might address the following questions:
 - Under what conditions do Places of Refuge produce benefits?
 - Would incentives be useful? If so, what kind?
 - Although the US has the Oil Spill Liability Trust Fund, would it be sufficient? Should Places of Refuge be offered a “double indemnity”?
- A vessel seeking refuge must provide an agent who can speak on behalf of those fiscally responsible for the vessel. A port would not welcome a vessel of dubious ownership/backing;
- The port should require a performance bond from the ship’s owners/operators/insurers sufficient to cover scrapping and removal costs;
- In Hawaii, the state Attorney General’s office must approve pollution liability insurance and financial security bonds submitted by the responsible party, and would expect joint and several liability;
- A port would want to see an incident action plan indicating persons responsible for all aspects of the operations as well as damage assessment and pollution control plans approved by appropriate state and federal agencies;
- The port would reserve the right to impose additional requirements if circumstances change from those outlined in initial plans;
- The ship’s size and draft would be considered;
- Honolulu especially, but all ports, rely on the flow of goods in/out and would not want that flow interrupted for long;
- Port and state agencies responsible for these decisions must be pre-identified as part of any planning effort
- Supported points by Anil Mathur and reiterated need for decision-making process for small incidents as well as big ones, and for incidents involving bunker fuel as well as hazardous cargos.
- The USCG Office of Response would prefer to see IMO guidelines applied locally, rather than only at pre-determined sites;
- Gordon Macatee, Deputy Minister for the BC Ministry of Water, Land, and Air Protection:
 - A daunting array of agencies would need/want to be involved in a Places of Refuge policy development, but the alternative of not having a policy or plan is “unthinkable”.
- The CCG has authority to direct a vessel for pollution avoidance and Transport Canada directs vessels with regard to structural issues, so both would be involved in a Places of Refuge decision in Canada;
- California’s coastal geography suggests that a spill anywhere offshore would impact large sections of the coast, which includes three National Marine Sanctuary areas;
- Difficulties already encountered with lightering and ballast water exchange zones in CA;
- Places of Refuge decisions in California;
- Consider response capacity, repair facilities, and cargo type;
- Ultimate authority rests with federal authorities, but state and local officials bring local knowledge to the decision-making process;
- Involve Harbor Safety Committees and other local bodies in designing the decision-making process;
- Who is liable for damages that occur when a vessel is ordered to move to another location?
- How should a Place of Refuge decision address port security issues?

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- Task force members approved partnering with the US and Canadian Coast Guards, Pacific Area, to assemble a stakeholder workgroup and initiate meetings in early 2004;
- The work group would develop recommendations for a “Places of Refuge” decision-making process for the West Coast and submit them to federal, state, and local agencies or Area Committees as appropriate. Target date: Summer 2005;
- Reasons for advance development of decision-making process:
 - Oil Spill contingency plans already exist at the area and national level; plans are transitioning to include all hazards
 - We must include a place of refuge type incident in such plans; we ignore the lesson of the T/V Prestige at our own risk
 - IMO guidelines under development; incorporation into local planning both tailors and creates ownership
- Pre-identifying a process and who is involved could help reduce NIMBY responses and reduce politics of the decision, but it requires:
 - Involving key stakeholders in development of the decision-making guidelines.
 - Ground-truth the guidelines through exercises.
 - Regularly educating local officials.
- For more information or to get involved, please contact:
Jean R. Cameron - Executive Coordinator - Pacific States/British Columbia Oil Spill Task Force - 503-392-5860 (phone/fax) - JeanRCameron@oregoncoast.com - <http://wlapwww.gov.bc.ca/eeeb/taskforc/tfhome.htm>
- Commander Dix (MSO Puget Sound) further discussed instances on the high seas, reporting requirements, intervention on the high seas, weather conditions, advance notice of arrival, scuttling, and port closure as it relates to ports of refuge.

ENVIRONMENTAL PROTECTION AGENCY’S EMERGENCY RESPONSE TEAM (Agenda Item 16):

Dennisses Valdes (EPA ERT) gave a brief overview of the EPA’s Emergency Response Team (ERT). The following topics were discussed:

- ERT Mission:
 - To support the nation’s response cleanup, and renewal of its contaminated land, water and air.
 - To promote the development of technology and procedures in relevant science and engineering areas.
- History;
- Services:
 - Technical advisors to the OSC and Remedial Project Managers (RPMs);
 - Explore innovative and emerging technologies;
 - Outreach activities.
- Capabilities;
- Response health and safety;
- Dive team;
- Air monitoring;
- Air dispersion modeling;
- Counter terrorism;
- Laboratory capabilities;

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- Trace Atmospheric Gas Analyzer;
- Radiation and health physics;
- Hydrogeology investigations;
- Oil spill remediation;
- Bioremediation at hazardous waste sites;
- Environmental response training program;
- Information management;
- Access:
 - Las Vegas, NV (702) 784-8002
 - After Hours 24/7, (732) 321-6660

NOAA COASTAL STORMS INITIATIVE UPDATE (Agenda Item 17):

Mike Devany (NOAA) led a discussion regarding the Coastal Storms Initiative, the following topics were discussed:

- Coastal Storms Initiative:
 - The Coastal Storms Initiative is a nationwide effort led by NOAA to lessen the impacts to coastal communities from storms. To accomplish this goal, local, state, and federal organizations are working together on site-specific projects.
 - Second pilot program will be on the Columbia River.
- Hazardous materials planning training:
 - Hazard identification – results from scenario;
 - Cameo training;
 - Both used to develop HAZMAT annex – how to integrate that into the NWACP.
- ESI mapping:
 - Shoreline typing and ranking;
 - Biological resources;
 - Human resources.
- Aerial photographs next week in order to complete shoreline classification;
- Shoreline habitats – ESI mapping;
- Digital data that exists with the states, Fish and Wildlife Service, NOAA Fisheries;
- Workshops with expert biologists who specialize in that area;
- Human use resources;
- Hardcopy maps;
- Digital data available on CD-ROM;
- Atlas and CD ordering information – NOAA:
<http://response.restoration.noaa.gov/esi/esiintro.html>

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AGENCY UPDATES (Agenda Item 18):

FEMA:

Mike Hammond (FEMA) discussed multiple events that included the following:

- Alaska RRT meeting in Juneau, AK.,
- May 5, 2003 Exercise centered on Umatilla's chemical stockpile program;
- On October 1 Mike Hammond will be moving to Radiological Emergency Preparedness Program. He will continue to deliver newsletter and provide RRT duties.
- Early November – Hazardous Materials Resource Sharing – Snohomish, Skagit, San Juan, Whatcom, Island Counties – Resource list development;
- SHARECAP Program – Changes;
- ESF resource sharing conference.

ACOE : Nothing to report

NOAA:

- Resources and Under-Sea Grants – Database management program;
- Mike Devany reported Lt. Scherer is departing and will be replaced by Mr. Damian Bailey.

DOI:

- Allison O'Brien (DOI) reported that the REO position is not designed to attend to earthquakes but is moving in that direction - http://38.232.74.112/production/nrt/home.nsf/all+pages/doi_appendix.htm

ODEQ:

Jack Wylie commented on the following:

- Budget related issues;
- Ballast Water Bill;
- Two bills that passed – Ballast Water bill and a bill that changed dredge fees;
- WMD position created – Mike Greenburg;
- Governor Security Council participation;
- Review of the new NRP via Governor's Security Council Steering Committee;
- DEQ received Federal CDC Grant to coordinate Biological and Chemical Terrorism planning.

MSO Portland:

Randy Clark (MSO Portland) reported on the following:

- MTSA regulations - <http://www.house.gov/transportation/press/press2003/release138.html>
- Port Security Planning;
- CO-OP Contingency Operations Plan;
- Area National Preparedness for Response Exercise Program (NPREP) in Grays Harbor 17-19 September, 2003;
- MTSA grant process.

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EPA:

Mike Sibley (EPA) reported on the following:

- Region 10 comprehensive data management system;
- TOPOFF-2 data management;
- Oil Pollution Act 90 related activities.

USCG District 13:

Captain Boothe reported on the following:

- Logistics Exercise – week of October 2;
- MTSA regulations – Interim rule published July 2003 and Final in October 2003 and Implemented effective 25 November 2003;
- Vessel and Facility Security Plans;
- Joint Canadian Contingency Plan signed in May 2003 – signed the Pacific Northwest Joint Annex to that contingency plan (parallel to the ACP and Regional Response Plan);
- IMAT Deployment exercise – First week in December.

MSO Puget Sound:

Commander Dix reported on the following:

- Axel Maersk response - http://seattlepi.nwsource.com/local/132298_spill25.html
- MSO Puget Sound transfer season changes;
- Unification of commands and associated changes;
- Pier 36 changes – Joint Airtime Information Center;
- Cruise Ship – increased traffic.

Ecology:

Dale Jensen commented on the following:

- Operational budget finalizations;
- Contingency Planning and Rule Process;
- Spill scenarios information gathering on the outer coast;
- Emergency Response - tanker role-over - <http://www.komotv.com/news/mnewsaction.asp?ID=26227>
- Jet crash on Whidbey Island;
- Poison gas response.

Health and Human Services:

Alvin Lee (DHHS) commented on the following:

- Increase focus on increased response capabilities and reduce time of response;
- Mass casualty seminar sponsored by USCG District 13;
- Response Plan development.

DOE:

Kathy Beecher (DOE) commented on the following:

- TOPOFF-2 participation;
- RAP Teams response – equipment, resources, and training;
- Active in Region 1 radiological response;
- Response teams respond in two hours.

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Food and Drug Administration:

Marian Burbach (FDA) reports on the following:

- New Seattle District Federal State Program Coordinator and effects on RRT;
- Five States (MT, OR, WA, ID, and AK) coverage;
- Local TOPOFF-2 participation;
- Investigation staff increase;
- Blood supply management.

OSHA:

Ron Tsunehara (DOL-OSHA) reported on the following:

- WA and OR have own OSHA Program;
- OSHA has taken a stronger role in response;
- Monthly conference with all state programs to get feedback on response related issues.

Navy:

Tammy Brown (NAVY) reported on the following:

- WMD Drills and activating local facilities;
- Navy Regional Northwest has extended emergency management to North Dakota, South Dakota, and Montana;
- Center for Naval Analysis coming to vessel risk assessment for the Navy;
- GIS and ESI work that is contracted out.

ESA UPDATE (Agenda Item 19):

Mike Devany reported on the EPA and USCG District 13's consultation with NOAA Fisheries with regards to Spill Response Activates. NOAA Fisheries conducted a biological opinion on the NWACP Best Management Practices and the GRP's. The first draft went out in February for USCG and EPA comments. Expect to have this signed at the end of September 2003. Anticipate a briefing at the next RRT meeting.

WORKGROUP REPORTS (Agenda Item 20):

Communications:

- The communications workgroup has re-organized the Communications Section;
- The plan was reduced in size by 2/3;
- Ready to be delivered to RRT by next meeting.

GRP:

Jack Wylie representing co-chair Dick Logan and the GRP Workgroup members discussed the on-going efforts of the GRP Workgroup. The following were discussed:

- August 19th meeting with good attendance;
- Conversion of the WA Marine GRP to GIS format is essentially complete and is available on the Ecology Website:
- <http://www.ecv.wa.gov/search.asp?searchpg=searchadv.html&ct=EcologyCatalog&qu=GRP&scope=&so;>
- Priority Tables – No significant changes based on NOAA's trajectory analysis planner model;
- Lower Columbia River – plan is available on the Ecology website.

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- Ecology and EPA are taking over Spokane River GRP maintenance from the current plan-holder.

Hazardous Substances Workgroup:

Nothing to report.

Marine Fire Fighting:

No Changes.

Public Affairs:

Matt Bernard discussed changes with Co-Chairs in this committee.

Response Technologies:

Sarah Scherer discussed the following:

- Prioritize Workgroup Goals;
 - Create a Response Technology portion on the RRT website.
 - Revise the shoreline countermeasures matrix in the ACP as an annex.
 - Endangered Species Programmatic Review Additions;
 - Process to evaluate, approve, and provide feedback to vendors and the NW Area Committee on new response technologies;
 - Revise decanting language in the NWACP;
 - Research and development – Dispersion modeling
 - Gasoline response policy for the Northwest Area.
- Sarah Scherer passed on the role of the workgroup to Ruth Yender and Elin Storey as Co-Chairs.

Steering Committee:

Matt Bernard discussed the following:

- Coordination of public affairs issues;
- Public affairs re-organization;
- Workgroup changes and how they interact with the executive committee;
- Strategic vision discussion;
- Public Website: www.rrt10nwac.com

Next RRT Meeting will be determined.

Meeting Adjourned at 1420 hours.