

**REGIONAL RESPONSE TEAM 10 / NORTHWEST AREA COMMITTEE (RRT/NWAC)  
PUBLIC SESSION MINUTES  
SEPTEMBER 10, 2007**

**LOCATION:** Holiday Inn, Seattle, Washington

**PARTICIPANTS:** 9.10.07 attendance list.

**PUBLIC SESSION AGENDA:**

**MONDAY SEPTEMBER 10, 2007**

- 9:00 – 9:15     **WELCOME / INTRODUCTIONS**  
(CAPT Stephen Metruck, USCG Sector Seattle; Dale Jensen, WA DOE)
- 9:15 – 10:00    Overview and Status of RRT/NWACP (Elin Storey, WA DOE; Matt Bernard, USCG D13)
- 10:00 – 10:45   Derelict Vessel/Abandon Vessel Program Overview and Status (WA DOE, USCG, WA DNR)
- 10:45 – 11:00   **[BREAK]**
- 11:00 – 12:00   On-Scene Coordinators Reports (USCG, EPA, WA DOE)
- 12:00 – 1:00    **[NO HOST LUNCH]**
- 1:00 – 3:00     Understanding Oil Spill Response *Oil Spill 101* (NOAA, USCG, WA DOE)
- 3:00 – 3:15     **[BREAK]**
- 3:15 – 4:30     Stakeholder Dialogue:
- NPREP Exercise 12MAY08
  - Geographic Response Plans Status
  - Major Responses/Challenges
  - Vessel Traffic Risk Assessment – USACOE Report
  - Joint Response Team Issues
- 4:30            Announce upcoming meeting dates and Adjourn.

**MINUTES:**

**WELCOME / INTRODUCTIONS**

Captain Stephen Metruck (Sector Seattle), Dale Jensen (WA DOE), and Chris Field (EPA) called the meeting to order at 0900. They welcomed everyone to Seattle and led introductions around the room. Mr. Field also introduced Josie Clark as the EPA's new planner for Region 10.

**OVERVIEW OF THE RRT / NWAC AND STATUS OF THE NW AREA CONTINGENCY PLAN**

Matt Bernard (USCG D13) provided a [presentation](#) that detailed how the RRT / NWAC gains authority to respond to Hazardous Substances, Pollutants and Contaminants. He explained the creation of the National Response Plan (NRP) and how it implements the response authorities. Mr. Bernard outlined the role of the Federal On-Scene Coordinator (FOSC) and the authority they possess in the setting of emergency response. He explained that the National Contingency Plan (NCP) mandates that each region create an Area Contingency Plan. Additionally he described how the NWAC was significantly upgraded after the Exxon Valdez tragedy.

Mr. Bernard went on to further explain the elements of the spill contingency planning and response from the local to federal level, outlining how the system is activated from the local level to the national level. He then described how the individual Workgroups function and how the Steering Committee directs specific Workgroups to work on certain issues.

It is expected that RRT members will participate in the three meetings per year, be familiar both with the services offered by their organization and the Contingency Plan, and will keep contact information current so that they may be activated during a response. Mr. Bernard also discussed the use of the RRT / NWAC website ([www.rrt10nwac.com](http://www.rrt10nwac.com)) to manage information including the GRPs and the

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Northwest Area Contingency Plan (NWACP), and to facilitate comments from the response community and the public.

Mr. Bernard also provided a status of the 2007 update to the NWACP. He noted changes that were made in each chapter of the plan (if any), and any additions to this years edition.

**DERELICT VESSEL PROGRAM OVERVIEW AND STATUS**

Melissa Montgomery (WA DNR) gave a [presentation](#) on the Derelict Vessel Removal Program that the WA Department of Natural Resources heads. Ms. Montgomery began by explaining what the Department of Natural Resources is responsible for in WA, and how the department is organized. She went on to explain details of the Derelict Vessel Removal Program. The goal of the program is to reduce the number of abandoned and derelict vessels in the state. The Derelict Vessel Act first passed in 2002 and has led to the successful removal of 160 vessels since then.

Ms. Montgomery further explained the program highlighting an online public database of known derelict vessels, explanations of the programs classification and ranking system, and agencies who have authorities to enforce the Act. She concluded by stating that during this years legislation \$2 million was allotted to remove large vessels that are currently in the database.

**ON-SCENE COORDINATORS REPORTS**

***EPA***

Calvin Terada (EPA) [highlighted](#) a few emergency responses EPA has been involved with recently:

- **Yakima Mercury Spill**  
In April 2007 EPA responded to a suspected Mercury contaminated house in Yakima, WA. A child had been sick from Mercury poisoning and it was known that kids had been playing with elemental mercury that was found in a 1 liter bottle. As a result the house and surrounding yard were highly contaminated and had to be cleaned up.
- **Pettit Fuel Spill**  
In May 2007 EPA responded to a tanker truck rollover in Olympia, WA. 11,000 gallons of diesel and gasoline were spilled and burned a wetland. Even with the large amount spilled impacts to the creek were minimal and all drinking water sources were protected.
- **Ladd's Addition Apartments**  
In May 2007 EPA responded to an apartment complex in Portland, OR. Responders found many interesting chemicals in the apartment. The resident was attempting to make hydrogen fuel, which resulted in mercury contamination inside the apartment complex.
- **Whitley Fuel Fire**  
In July 2007 EPA responded to a fuel oil facility fire in Spokane, WA. Runoff from fire fighting activities traveled down the storm drain and into the Spokane River.

***WA Department of Ecology***

Dave Byers (WA DOE) [talked](#) about some recent things the DOE has been involved with:

- **SS Catala**  
The Catala was a "Loggers Liner" that was used as a hotel and restaurant at Damon Point near Gray's Harbor. In 1965 a large storm beached the ship. In 1980 the city of Ocean Shores cut the ship up to the beach line because of safety. Recently the ship has been uncovered and an exposed oil source was found. In the summer of 2006 removal of the ship began. Ecology finished removing the Catala in the spring of 2007.
- **Whitley Oil Fire**  
Two tankers burned, potentially arson, 11,000 gallons of gasoline lost. A warehouse full of various petroleum based products burned as well. Firefighting foam was used to fight the fire and the resulting runoff went into the storm drain eventually reaching the Spokane River. Over-flights revealed small amounts of sheen, no negative impacts to sensitive resources have been seen.
- **Seattle Biodiesel**  
A process mixture was released into the Duwamish River adjacent to the Seattle Biodiesel plant.

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The chemicals in the mixture posed a number of health and safety issues. This was Ecology's first experience responding to a Biodiesel spill and a recent legislative change in definition of "oil" allowed them to respond.

***US Coast Guard – Sector Seattle***

LTCDR Marty Smith (Sector Seattle) led by giving some statistics, 3800 gallons of oil was spilled into Puget Sound or its tributaries through July 2007 he also gave the group some recent case studies the Sector responded to:

- F/V Kocpakoe  
The owner of the vessel disregarded Captain of the Port orders to fix the vessel. 5000 gallons of oil and oil/water mixture was removed. In addition to the oil; 3 cubic yards of hazardous materials were removed. Total cleanup costs were \$150,000.
- M/V Heron  
This vessel is a waste dumping site for oil and hazardous materials. The Coast Guard has removed materials from the vessel before. After removal of the HAZMAT this time, the vessel will be dismantled.
- F/V Milky Way  
This vessel sank in 180 feet of water off of the Queets River in October 2005. Typically the response would be to seal the vents and leave in place. Contractors were hired to raise the vessel when the two underwriters started arguing over who should pay for it. The insurance companies met their obligation and currently the vessel is still at the bottom in the National Marine Sanctuary.

**UNDERSTANDING OIL SPILL RESPONSE *OIL SPILL 101***

Dr. Bill Lear (NOAA) facilitated a four part oil spill response series of presentations. The four topics are:

1. [Overview of what oil is](#) – Dr. Bill Lear (NOAA)
2. [Assessment](#) – Dave Byers (WA Ecology)
3. [Introduction to boom](#) – Richard Wright (MSRC)
4. [GRP primer](#) – Linda Pilkey-Jarvis (WA Ecology)

***Overview of what oil is***

Dr. Bill Lear (NOAA) explained the chemistry of oil and how it spreads and interacts with water. He identified and explained different processes that affect oil spills. He also introduced technologies used for identifying and tracking spills.

***Assessment***

Dave Byers (WA Ecology) presented the principles of assessing an oil spill. He delineated the notification process, explained criteria used that helps in determining initial response. The network of responders helps in early assessment of volume and impacts the spill may have.

***Introduction to boom***

Richard Wright (MSRC) explained the purpose of boom during an oil spill. He showed the anatomy of different types of boom, how boom fails, and how to choose the correct type for the correct situation. Mr. Wright also presented the many ways to deploy the boom and booming strategies.

***GRP primer***

Linda Pilkey-Jarvis (WA Ecology) introduced the Geographic Response Plan (GRP) and its purpose. The GRPs are pre-planned strategies developed for specific geographic areas designed to cater to the difficulties that area provides during a response to an oil spill. She explained the process of how they are developed and updated including the public comment period and website. There are GRPs in the Northwest area managed by EPA, USCG, WA Ecology, and ODEQ.

**STAKEHOLDER DIALOGUE**

- **NPREP Exercise:** Scheduled for May 2008. 90% sure it will be an outer-coast exercise. Exxon SeaRiver will be the industry partner. Major objectives have been established but more specific objectives and planning will occur over the next few months.

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- **GRP Status:** Updates to the Central Puget Sound GRP are finished. The GRP comment tool is working well; comments to the GRP got implemented. The workgroup is looking at outer coast areas for developing a new GRP.
- **MOU:** WA Ecology and USCG signed a revised MOU. It refines some working protocols to maximize resources available during responses. A strategic planning document will materialize out of this MOU as well. It is posted at <http://www.ecy.wa.gov/programs/spills/ecyuscg/moa.html>.
- **Major Responses/Challenges:**
  - Biodiesel issues:
    - 30 facilities have applied for a permit in WA.
    - More education on environmental impacts and spill response is necessary.
  - More education on environmental impacts for first responders (fire, city, county, and police) is necessary in the region.
- **Vessel Traffic Risk Assessment:** George Washington University is working with the USACOE on a report that will model vessel traffic activity around Puget Sound out to Neah Bay.
- **Joint Response Team:** There was a recent exercise with Canada that consisted of an equipment deployment and operations exercise utilizing the CANUSWEST plan.

**ADJOURNMENT**

The RRT/NWAC Public Session concluded at 1630.