

APPENDIX C**CONVOY, TRANSPORTATION, AND TRAINING SITE SPILL RESPONSE**

1. Routine transportation of POL and other regulated materials, as well as vehicle and equipment refueling activities, pose the threat of potential spills. As a result, a contingency plan for responding and cleaning up spills is required.
2. Spills from activities related to transportation of fuels or hazardous materials must be treated the same as a spill on an ORARNG facility. Actual cleanup activities may be more difficult due in remote areas but must be accomplished. Responsibilities and organization of the response effort must be clearly understood.
3. Small spills associated with refueling operations, either in support of a convoy or during tactical operations in a training area, must be cleaned up. Impact to the environment should be minimal if proper cleanup and disposal of contaminated material is practiced.
4. **PRECAUTIONS.** In addition to following the unit SOP for refueling operations, the following precautions should be implemented by the Convoy Commander and/or Refueling OIC/NCOIC to further minimize spillage and to prevent a “reportable” spill:
 - a. Always use drip pans under vehicles in areas known to cause leaks and small spills.
 - b. Conduct refueling operations away from creeks, streams, lakes, sewer or stormwater drainage facilities, etc.
 - c. Inspect all connections, hoses, and valves prior to use.
 - d. Check the tank to be refueled to ensure serviceability and current fuel level.
 - e. Utilize a 2-man team to operate the tanker control valves and the nozzle. NEVER leave the nozzle unattended during refueling or fuel transfer operations.
 - f. Maintain strict discipline, supervision, and consistent enforcement of all safety rules throughout refueling operations.
 - g. Understand and comply with all facility or training site spill plans and response requirements applicable to the area being used. If spill plans or other SOPs dictate special procedures, they must be implemented by ORARNG personnel - Find out what they are and ensure you have the means to do them.
5. **SPILL RESPONSE**
 - a. Refueling personnel should be designated as the Spill Response Team (SRT) for the operation. Spill kits have been provided for all fuel-hauling vehicles and should be available for immediate spill response by the SRT.
 - b. Spilled fuel and contaminated material must be cleaned up immediately. If a small spill occurs and absorbent material is used to contain it, collect all contaminated materials and place in containers (plastic bags or buckets, or other suitable container). Return wastes to home station for disposal or dispose of at an authorized disposal area at the

training site. For larger spills, a local disposal site may be required, and must be coordinated with the appropriate regulatory agency.

- c. Shovels should be used to establish temporary dikes to stop the flow of spilled material and retain the maximum amount of spilled materials.
- d. Perform actions required by the local spill plan or SOP.
- e. If a “reportable” spill occurs or a potentially dangerous situation develops, the Convoy Commander or Refueling OIC/NCOIC should notify the following:
 - (1) Oregon Emergency Response System (mandatory) - 1-800-452-0311
 - (2) Higher Headquarters (mandatory)
 - (3) Installation On-Scene Coordinator (mandatory)
 - (4) Local Fire Department (if needed)
 - (5) Local Police Department (if needed)
- f. Use the Spill Incident Report (Appendix A) as a guide to provide notification.

6. SPILLS ALONG PUBLIC HIGHWAYS.

- a. Transportation-related spills along public highways can result from an accident, human error, or failure of equipment. In these cases, the potential of spilling a “reportable quantity” exists. If the RQ is exceeded, all portions of the Spill Contingency Plan must be activated. The designated Installation On-Scene Coordinator must take charge of the response effort and implement the plan, using available personnel as the response team.
- b. Commanders must be particularly aware of responsibilities assigned to the “first public safety official” on the scene at a spill site. State law provides that such personnel [police, fire, or regulatory agency (DEQ, etc)] can assume control of the spill response. Full cooperation by ORARNG personnel is required.

7. SECURITY. Guard details at bivouac sites should check fuel hauling equipment for leaks and possible tampering at least once each shift. When possible, tankers and pods should be enclosed by protective fencing. If possible when selecting parking sites, park vehicles at least 100 feet from sewer inlets, storm drainage grates, streams, creeks, ditches, lakes, and reservoirs. If required to locate equipment closer than 100 feet, ensure materials are available to contain and cleanup potential spills and other material.

8. TRAINING

- a. The Convoy Commander or Refueling OIC/NCOIC should have specific knowledge of the general provisions of this Plan for POL spills. They must also be thoroughly familiar with the definition of a “reportable quantity” of the substance(s) they are transporting in order to comply with applicable regulatory requirements. Therefore, these amounts must be determined prior to the activity.
- b. ORARNG personnel charged with handling POL should be trained in requirements for minimizing spills and other provisions of this Plan for cleanup and reporting.

- c. Units are responsible for ensuring that personnel receive such training, which may be accomplished internally by the Environmental POC, or by requesting support or assistance from AGI-ENV (Spill Response Coordinator). Awareness training should be accomplished annually. Training required to meet regulatory requirements must be coordinated by the unit with AGI-ENV in order to assure appropriate course content, emergency response exercises, and funding availability.

9. COORDINATING INSTRUCTIONS

- a. Units will be familiar with the requirements of this Plan and provide personnel and equipment necessary to carry out the provisions of this Appendix.
- b. All units will prepare or revise a Convoy Plan to conform with this Appendix, or this appendix can be used as a portion of the plan, as applicable.
- c. AGI Form SRG-1/2 (Spill Response Guide) will be kept in the log book of each ORARNG vehicle and can be used for quick reference in spill response requirements.
- d. All spills will be reported to the Military Department (ATTN: AGI-ENV), through the chain of command, regardless of the size of the spill.

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