

**3.0 – Introduction**

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### 3.1 - Purpose and Scope

This Facility Response Plan (FRP) is designed, maintained, and operated to minimize the potential for spills at the Arc Terminals Portland Terminal. Arc recognizes that the potential for spills can never be completely eliminated. This FRP is designed to provide guidance for the emergency response to spills associated with the operation of the facility. It is intended to be used in coordination with, and incorporates by reference:

- Northwest Area Contingency Plan (NWACP)
- Lower Columbia River Geographic Response Plan (GRP)
- Incident Management Handbook (IMH)
- Washington State DOE's Incident Command System Manual

One of the primary purposes of this Plan is the development of strategies to protect the environment from an oil spill. While the protection of the public is always a first priority, environmental protection is also a principal concern. It is essential that every effort be made to ensure that environmentally sensitive areas and resources are properly protected through careful planning and competent response activities.

The area of coverage for this plan is the Willamette River corridor from the Fremont Bridge northward to the Willamette's confluence with the Columbia River, and the Columbia River corridor from Portland/Vancouver to the mouth of the Columbia River at the Pacific Ocean. The plan is designed to provide guidance for spills of all sizes from the facility's worst case discharge (which is based on EPA regulations and is 151,000 barrels (6,340,000 gallons)) to small spills (the Average Most Probable Discharge is 50 barrels (2100 gallons)).

A copy of this FRP will be kept in the Operation's Control Room and in the Shipping Office. These areas are accessible by all employees, 24 hours a day. The Initial Response Guide is the first section of the plan and therefore will also be available to all employees. The procedures presented in Section 1.0 must be followed when responding to any spill on water.

#### 3.1.1 - First Response Responsibilities

Arc Terminals Holding, LLC owns and operates the Portland Terminal. Chevron's Willbridge Distribution Center owns and operates the dock. All of the marine transfers at the Arc Portland Terminal are over Chevron's Willbridge Distribution Center Dock.

The Chevron dock is located at 5531 N.W. Doane Avenue, Portland, Oregon, 97210, on the Willamette River at river mile 7.7.

In accordance with the Memorandum of Agreement with Chevron (a signed cover sheet is located in Section 3.1.6 and the entire document is located in Appendix L) the Chevron Distribution Center's personnel will provide first response for all on-water related discharges, from either facility, with the response vessels and boom positioned at the Chevron dock. Arc Terminals will take command of a spill response if it has been determined that Arc Terminals is the Responsible Party and at such a time that the

spill response's Command feels that Arc Terminals response team is adequately assembled to assume control of the response from Chevron.

Chevron personnel will respond in a defensive manner to contain and control spills. Cleanup activities will be performed by Arc Terminals (and Chevron's) Primary Response Contractor (PRC), the Clean Rivers Cooperative (CRC). Chevron's Head Operator will notify the Arc Portland Terminal Team Leader immediately upon discovering a spill or release to the water generated by or during an Arc transfer.

In the event of a release to land, the Arc Portland Terminal Team Leader, or the senior Operator on-duty, will initiate and coordinate spill response activities as described in this FRP.

In the event that a spill from the facility enters or threatens to enter the City of Portland's storm water sewer system, Arc will immediately notify CRC then activate this FRP.

### **3.1.2 - FRP Documentation**

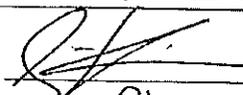
The following four sections contain the EPA Cover Sheet (Section 3.1.3), Arc Terminal's Submittal Agreement (Section 3.1.4), Delegation of Authority Letters for the three Qualified Individuals (Section 3.1.5), and the signed cover sheet to the Memorandum of Agreement (MOA) between Arc Terminals and Chevron (Section 3.1.6).

**Cover Sheet**

<b>General Information</b>	
Owner / Operator of Facility: <b>Arc Terminals Holdings, LLC</b>	
Facility Name: <b>Arc Terminals Portland</b>	
Facility Address: <b>5501 NW Front Avenue, Portland, OR, 97210</b>	
Facility Phone Number (503) <b>273-4700</b>	
Latitude (Degrees: North): <b>45 deg. 33' 40.1"</b>	
Longitude (Degrees: West): <b>122 deg. 44' 11.0"</b>	
Dunn & Bradstreet Number:	
North American Industrial Classification System (NAICS) Code: <b>32411</b>	
Largest Above Ground Storage Tank Capacity (Gallons): <b>6,340,000</b>	
Number of Above Ground Oil Storage Tanks: <b>97</b>	
Maximum Oil Storage Capacity (Gallons): <b>71,400,000</b>	
Worst Case Oil Discharge Amount (Gallons): <b>6,340,000</b>	
Facility Distance to Navigable Water: <b>0.25 miles</b>	

<b>Applicability of Sustainable Harm Criteria</b>	
Does the facility transfer oil over water to or from vessels and does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?	<b>YES</b>
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and, within any storage area, does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest above ground oil storage tank plus sufficient freeboard to allow for precipitation?	<b>NO</b>
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?	<b>YES</b>
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and is the facility located at a distance such that a discharge from the facility would shut down public drinking water intake?	<b>NO</b>
Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable spill in an amount greater than 10,000 gallons within the last 5 years?	<b>NO</b>

<b>Certification</b>
I certify under penalty of law that I have personally examined and am familiar with the information submitted within this document, and that based on my inquiry of those individual responsible for obtaining information, I believe that the submitted information is true, accurate and complete.

Signature: 

Name (please type or print): Shawn Kizewski

Title: GM HSE&T

Date: 2/28/2014



5501 NW Front Avenue  
Portland, OR 97210

**Submittal Agreement**  
**Per 33 CFR 154 and OAR 340-141**

This Dock Operations Manual has been developed for the Arc Terminals Holdings, LLC (aka Arc Terminals Portland). The terminal has been in operation since 1947 and was purchased by Arc Terminals Holdings, LLC on 22 January, 2014.

**Terminal Information**

Facility Location: 5501 NW Front Avenue, Portland, OR 97210  
0.25 miles from the Willamette River at river mile 8  
Latitude (Degrees: North) 45 deg. 33' 40.1"  
Longitude (Degrees: West) 122 deg. 44' 11.0"

24 hour phone: (503) 273-4700

Total Working Capacity: 1,378,000 bbls (57,880,000 gallons).

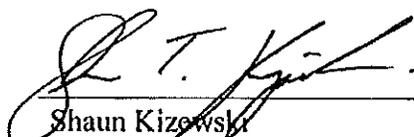
Types of Oils Stored, Manufactured or Blended at Facility:

Asphalt	Group C Type 4 / D Type 5
Aviation Gas	Group A, Type 1
Crude Oil	Group B, Type 3
Jet-A	Group A, Type 1
Naphtha	Group A, Type 2
Vacuum Gas Oil (VGO)	Group B, Type 3

The terminal is owned and operated by Arc Terminals Holdings, LLC. Arc Terminals has developed this manual, and is committed to the execution of the manual as appropriate. The following individuals have authority to approve this manual and its contents:

  
\_\_\_\_\_  
Nathan Eggers  
Terminal Manager

06/02/2014  
Date

  
\_\_\_\_\_  
Shaun Kizowski  
General Manager, EHS&T

06/02/2014  
Date

# Arc Terminals

January 20, 2014

Shaun Kizewski  
Arc Terminals Holdings, LLC  
3000 Research Forest Dr. Suite 250  
The Woodlands, TX 77381

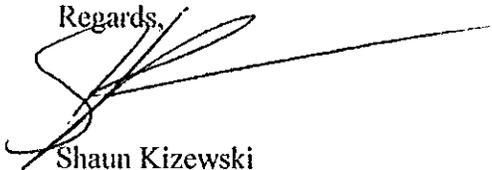
USCG Sector Columbia River  
2185 SE 12th Place  
Warrenton, OR 97146

To Whom It May Concern;

I, Shaun Kizewski, General Manager of HSE&T of Arc Terminals Holdings, LLC (Arc), hereby authorize Nathan Eggers, as a qualified individual while employed for Arc as Terminal Manager, full authority during and emergency to:

- Activate and engage in contracting with oil spill removal organization(s);
- Act as a liaison with the pre-designed Federal On-Scene Coordinator (OSC); and
- Obligate funds required to carry out response activities.

Regards,



Shaun Kizewski  
GM HSE&T  
Arc Terminals Holdings, LLC

# **Arc Terminals**

January 20, 2014

John Blanchard  
Arc Terminals Holdings, LLC  
3000 Research Forest Dr. Suite 250  
The Woodlands, TX 77381

USCG Sector Columbia River  
2185 SE 12th Place  
Warrenton, OR 97146

To Whom It May Concern;

I, John Blanchard, President of Arc Terminals Holdings, LLC (Arc), hereby authorize Shaun Kizewski, as a qualified individual while employed for Arc as GM HSE, full authority during and emergency to:

- Activate and engage in contracting with oil spill removal organization(s);
- Act as a liaison with the pre-designed Federal On-Scene Coordinator (OSC); and
- Obligate funds required to carry out response activities.

Regards,

John Blanchard  
President  
Arc Terminals Holdings, LLC

# **Arc Terminals**

January 20, 2014

John Blanchard  
Arc Terminals Holdings, LLC  
3000 Research Forest Dr. Suite 250  
The Woodlands, TX 77381

USCG Sector Columbia River  
2185 SE 12th Place  
Warrenton, OR 97146

To Whom It May Concern;

I, John Blanchard, President of Arc Terminals Holdings, LLC (Arc), hereby authorize John Ragsdill, as a qualified individual while employed for Arc as GM Operations, full authority during and emergency to:

- Activate and engage in contracting with oil spill removal organization(s);
- Act as a liaison with the pre-designed Federal On-Scene Coordinator (OSC); and
- Obligate funds required to carry out response activities.

Regards,

John Blanchard  
President  
Arc Terminals Holdings, LLC

# *Certificate of Membership*



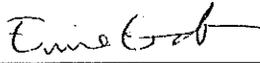
Issued to:

*Arc Terminals*

This is to certify that the above named company is a member in good standing of Clean Rivers Cooperative, Inc. and is therefore entitled to all the rights and privileges thereof.

*April 29, 2014*  
\_\_\_\_\_

Date

  
\_\_\_\_\_  
Ernie Quesada, General Manager  
Clean Rivers Cooperative, Inc.  
Portland, Oregon

# Arc Terminals

## Amendment #1 to Willbridge Pier Agreement Between ChevronTexaco Products Company and Customer

This agreement, effective as of January 21, 2014 (the "Effective Date") constitutes Amendment #1 (this "Amendment #1") to the Willbridge Pier Agreement Between ChevronTexaco Products Company and Customer (the "Pier Agreement") dated March 1, 2005 by and between Arc Terminals Holdings LLC ("Arc" or the "Customer"), as successor by assignment from LCP Oregon Holdings, LLC ("LCPOH"), as successor by assignment from Paramount Petroleum Corporation ("Paramount"), and Chevron Products Company, a division of Chevron U.S.A. Inc. ("Chevron"), formerly ChevronTexaco Products Company, a division of Chevron U.S.A. Inc., for certain services in connection with the receipt and delivery at the marine loading and offloading facility at 5924 NW Front Avenue, Portland, Oregon 97210 (the "Pier") (as defined in the Pier Agreement) of various products. Arc and Chevron are referred to herein as the "parties" or each, a "party."

The parties to this Amendment #1 agree as follows:

1. Arc and Chevron hereby:
  - (a) accept the assignment of the Pier Agreement from Paramount to LCPOH and the subsequent assignment of the Pier Agreement from LCPOH to Arc; and
  - (b) agree that Chevron and Arc shall, at all times, be bound by, observe and perform all of the terms, conditions and provisions of the Pier Agreement (as may be amended by this amending agreement) to the same extent as if Arc had been a party thereto in the place of Paramount except as amended below.

2. **Term:** Section 5 of the Pier Agreement shall be amended as follows:

The first paragraph shall be deleted and replaced with the following:

"This Agreement shall be for an initial term ("Base Term") of ten (10) years commencing on January 21, 2014 (the "Effective Date"). Thereafter, the Pier Agreement shall remain in effect on an evergreen basis for successive twelve (12) month terms (each twelve month term, an "Extended Term"). This Agreement may be terminated or cancelled by either party as provided in this Agreement."

3. **Contract Quantities:** Section 6 of the Pier Agreement shall be amended and replaced as follows:

"**Contract Quantities.** Customer's throughput volumes of Product shall not exceed ten (10) million barrels per "Contract Year", which shall mean each period from an anniversary date of the Effective Date to the next anniversary date, which includes Arc's deliveries and receipts of Product at the Pier. Such Product volumes shall be subject to a monthly maximum that is prorated to one-twelfth of the 10 million barrels ("Monthly Maximum") and Customer shall provide estimates of volume on a monthly basis prior to the next month. However, within each Contract Year, Customer shall have the opportunity to nominate and increase its volumes in the next subsequent month(s) by up to 30% in excess of the Monthly Maximum to make up its deficiency volumes from the previous month(s) in the same Contract Year. The volumes determined under this Contract Quantities section shall not include volumes delivered into/out of

vessels on behalf of Chevron or into Chevron-nominated vessels. Vessels delivering product on behalf of Chevron shall have priority for dock scheduling. Customer shall be limited to 16 non-Chevron nominated vessels each calendar month for (un)loading. Notwithstanding the foregoing, during the term of this Agreement, Customer's throughput volumes of Product at the Pier shall (i) be subject to approval by any regulatory authority governing Pier operations and (ii) not produce emissions of volatile organic compounds (VOCs) in excess of 120 tons on an annual basis as measured by Chevron, provided that in the event that Customer proposes to Chevron the installation of marine vapor equipment at the pier to reduce VOCs, then in such event Chevron shall install such marine vapor equipment at the pier. However Customer shall reimburse Chevron for the costs associated with such installation upon presentation by Chevron of reasonably detailed statements of such costs. In connection therewith, Chevron agrees to cooperate in good faith with Customer regarding the design of such equipment."

4. **Service Charges:** Section 7 of the Pier Agreement shall be amended as follows:

(a) The first sentence shall be deleted and replaced with the following:

"Pier Use Fee: \$.20 per barrel for volume received across the Pier from Customer's marine vessels and \$.20 per barrel for volume delivered into Customer's marine vessels. The Pier Use Fee shall not apply to Product delivered into/out of vessels on behalf of ChevronTexaco or any of its affiliates and/or into ChevronTexaco or any of its affiliates nominated vessels."

(b) The second sentence beginning with "Marine Vapor Recovery Fee" shall be deleted in its entirety.

5. **Compliance With Laws and Regulations:** The following sentence shall be added to the end of Section 28 of the Pier Agreement: "Notwithstanding the foregoing, in the event Chevron is required to install marine vapor recovery equipment at the Pier in order to provide services for Customer's Product, Customer shall reimburse Chevron for the costs associated with such installation upon presentation by Chevron of reasonably detailed statements of such costs. In connection therewith, Chevron agrees to cooperate in good faith with Customer regarding the design of such equipment."

6. **Exhibits.** Exhibit 1 to the Pier Agreement and all references thereto shall be removed and deleted from the Pier Agreement.

7. **Confidentiality:** The following section shall be added to the Agreement:

"21. Confidentiality. The parties hereto understand and agree that the terms and conditions of this Agreement and communications between the parties regarding this Agreement (collectively, "Confidential Information") are confidential as between the parties hereto, and shall not, without prior written consent by the parties, be disclosed to any unaffiliated third party, corporation or entity except as may be required by law, or as evidence in any dispute resolution proceeding. Both parties to this Agreement agree to use all such confidential information solely for the performance of this Agreement and to hold all such information in confidence and not to disclose same to any third party without the prior written consent of the other party unless required by law. In the event that either Operator or Customer is requested or required pursuant to any judicial, administrative or arbitration order, ruling or decision to disclose any Confidential Information, it shall provide the other prompt notice of such request(s) so that an appropriate protective order may be sought and/or waiver of compliance with this provision of the Agreement granted. It is understood that the party requesting a protective order shall bear all costs related thereto. The obligations of the parties as set forth in this Section shall survive the termination or expiration of this Agreement for a period of two (2) years. The party making disclosure will notify the others in advance of such disclosure. Nothing in this confidentiality provision will

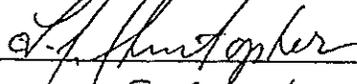
preclude the use of this Agreement by any party hereto to obtain financing; provided, that such third parties receiving such Confidential Information shall be obligated to keep confidential such Confidential Information."

8. The Pier Agreement, as modified by this Amendment #1, shall continue in full force and effect, and nothing herein contained shall be construed as a waiver or modification of existing rights under the Pier Agreement, except as such rights are expressly modified or waived hereby.

This Amendment #1 may be executed and delivered in counterparts, each of which will be deemed an original, and may be delivered by facsimile or other electronic means.

Executed this 21<sup>st</sup> day of January, 2014.

**CHEVRON PRODUCTS COMPANY,**  
a division of Chevron U.S.A. Inc.

By: 

Name: K.J. CHRISTOPHER

Title: ATTORNEY IN FACT

**ARC TERMINALS HOLDINGS LLC**

By: 

Name: Bradley K. Gould

Title: LES ARC LOGISTICS GP LLC, GP  
OF ARC LOGISTICS PARTNER LP,  
SOLE MEMBER OF ARC TERMINALS  
HOLDINGS LLC

**3.2 - Company Commitment, Limitations, and Use of Plan**

The goal for operations at the Arc Portland Terminal is zero spillage of oil. However, should a spill occur, response actions based on this plan will be implemented. Arc Terminals will comply with all applicable federal, state, and local laws and regulations concerning its operations and cooperate to the fullest extent possible with government officials involved in oil spill prevention and response operations. Members of the On-site Response Team (OSRT) will become familiar with the contents of the FRP and their respective roles.

The FRP relies on facility personnel for immediate emergency actions and spill response management. Resources from oil spill cooperatives, private organizations, and local contractors may be utilized for response implementation, if necessary.

This FRP has been developed to provide Arc Terminals Portland with an organizational structure as well as to provide information, resources, and training for responding to spills. This is accomplished through Arc's corporate response capability, spill response contractors, and the use of the Incident Command System, or ICS. However, all spills are unique events requiring individual assessment and treatment. Procedures and recommendations presented in this plan should therefore be utilized as guidance.

Cross-reference tables comparing U.S. Coast Guard regulations (33CFR154), EPA regulations (40CFR112), and Oregon's Department of Environmental Quality regulations (OAR 340-141) are provided in Sections 3.3, 3.4, and 3.5 respectively.

**3.3 - Plan Cross Reference Based on 33 CFR 154.1030 (b)**

USCG Section	Portland FRP Section(s)
1. Introduction and Plan Contents	Section 3.6 contains name, address, phone numbers and 24 hour contact information. (33 CFR 154.1035(a)(1) and (3))  Section 3.6.1 contains a description of the location. (33 CFR 154.1035(a)(2))  Section 2 is the Table of Contents. (33 CFR 154.1035(a)(4))  Section 3.8 is the record of change log. (33 CFR 154.1035(a)(6))
2i. Notification Procedures	Sections 1.4 through 1.7 contain the prioritized numbers and names of personnel, agencies, and contractors. (33 CFR 154.1035(b)(1)(i))  Section 1.1 contains a form for documenting discharge information. (33 CFR 154.1035(b)(1)(ii))
2ii. Facility's Spill Mitigation Procedures	Sections 6.1 and 6.1.1 describe the volumes and groups that would be involved in spills. (33 CFR 154.1035(b)(2)(i))

	<p>Sections 4.1 through 4.4.5 present prioritized procedures for spill mitigation. (33 CFR 154.1035(b)(2)(ii))</p> <p>Section 4.2.3 contains the personnel responsibilities and equipment for a response to an AMPD. (33 CFR 154.1035(b)(2)(iii))</p>
2iii. Facility's Response Activities	<p>Section 4.1 includes the responsibilities to initiate response. (33 CFR 154.1035(b)(3)(i))</p> <p>Section 5.1 lists responsibilities and authority of the QI. (33 CFR 154.1035(b)(3)(ii))</p> <p>Section 5.2 documents the organizational structure used. (33 CFR 154.1035(b)(3)(iii))</p> <p>Section 4.2 identifies the PRC. Sections 1.5 through 1.7 identify the management team that will manage a drill. As referenced in Section 5.2, management team roles are outlined in the USCG Incident Management Handbook and the Washington DOE Incident Command System manual. (33 CFR 154.1035(b)(3)(iv))</p>
2iv. Fish & Wildlife and Sensitive Areas	<p>Sections 3.1 and 4.1 states that protection of the environment is a top priority. Section 4.8 outlines protection and cleanup of sensitive areas. Section 4.8.2 lists the Prioritized GRPs from the NWACP. Appendix C, Sections 1.3 through 1.3.6 identify vulnerable areas. Appendix C, Section 1.5 contains excerpts from the Lower Columbia GRPs. Appendix D, Sections 1.9 through 1.95 identify wildlife care responsibilities and personnel. (33 CFR 154.1035(b)(4))</p> <p>Section 6.1.2 lists calculated discharge distance. (33 CFR 154.1035(b)(4)(iii))</p>
2v. Disposal Plan	Appendix H (33 CFR 154.1035(b)(5))
3i. Training Procedures	Appendix A, Section 1.2 (33 CFR 154.1035(c)(1))
3ii. Exercise Procedures	Appendix A, Section 1.4 (33 CFR 154.1035(c)(2))
4. Plan Review and Update Procedures	Section 3.7 (33 CFR 154.1035(d))
5i. Facility Specific Information	Appendix C contains a site plan and listing of all of the tanks, identifies first valves, and contains MSDSs. (33 CFR 154.1035(e)(1))
5ii. List of Contacts	Sections 1.4 through 1.6 contain all of the 24 hour contact information. (33 CFR 154.1035(e)(2))
5iii. Equipment Lists and Records	Section 4.2.3 contains the personnel responsibilities and equipment for a response to an AMPD. Appendix G lists all of the equipment for an AMPD. (33 CFR 154.1035(e)(3))

5iv. Communications Plan	Appendix J (33 CFR 154.1035(e)(4))
5v. Site-specific Safety and Health Plan	Appendix I (33 CFR 154.1035(e)(5))
5vi. List of Acronyms and Definitions	Appendix N (33 CFR 154.1035(e)(6))

### 3.4 - Plan Cross Reference Based on 40 CFR 112.20 Appendix F

EPA Section	Portland FRP Section(s)
1.1 Emergency Response Action Plan	Section 1.0
1.2 Facility Information	Section 3.6
1.3.1 Notification	Sections 1.4 through 1.6
1.3.2 Response Equipment List	Appendix G
1.3.3 Response Equipment Testing	Appendix G
1.3.4 Personnel	Section 5.0
1.3.5 Evacuation plan	Section 1.12
1.3.6 Qualified Individual's Duties	Section 5.1
1.4.1 Hazard Identification	Appendix C
1.4.2 Vulnerability Analysis	Appendix C, Section 1.4
1.4.3 Analysis of the Potential for a Spill	Appendix C
1.4.4 Facility Reportable Oil Spill History	Appendix C, Section 1.4
1.5.1 Small and Medium Discharge	Section 6.0
1.5.2 Worst Case Discharge	Section 6.0
1.6.1 Discharge Detection by Personnel	Appendix F, Section 1.4.1
1.6.2 Automated Discharge Detection	Appendix F, Appendix 1.4
1.7.1 Response Resources for Spills	Section 5.0
1.7.2 Disposal Plans	Appendix H
1.7.3 Containment and Drainage Planning	Appendix F, Section 1.1
1.8.1.1 Tank Inspection	Appendix F, Section 1.3

1.8.1.2 Response Equipment Inspection	Appendix G
1.8.1.3 Secondary Containment Inspection	Appendix F
1.8.2 Drill Logs: QI Notification and Spill Management Team Tabletop	Appendix A, Section 1.7
1.8.3 Discharge Prevention Meeting Logs	Appendix A, Section 1.7
1.9 Diagrams	Section 3.0
1.10 Security	Appendix F, Section 1.2
2.0 Response Plan Cover Sheet	Section 3.1.3
3.0 Acronyms	Appendix N
4.0 References	Section 3.7.2

### 3.5 - Plan Cross Reference Based on OAR 340-141-0140

OAR 340-141-0140	Portland FRP Sections
(1) Submittal Agreement	Section 3.1.4
(2) Amendments	Section 3.8
(3) Table of Contents	Section 2.0
(4) Purpose and Scope	Section 3.1
(5) Updates	Section 3.7
(6) Implementation Strategy	Section 3.1
(7) Spill Response System	Section 5.0
(8) Contractor Identification	Sections 3.1.1 and 5.2.5
(9) Relationship to Other Plans	Appendix K
(10) Spill Detection	Appendix F, Section 1.4
(11) Notifications	Sections 1.0 and 4.1
(12) Response Personnel	Section 5.0
(13) Equipment and Spill Response Resources	Appendix G
(14) Communications	Appendix J

(15)	Response Operation Sites	Section 4.6
(16)	Response Flow Chart or Timeline	Appendix D, Section 1.1
(17)	Authorities	Sections 4.0 and 5.4
(18)	Damage Control	Section 4.0
(19)	Containment	No non-standard methods
(20)	Response Time	Section 3.1.1
(21)	Chemical Agents	Appendix D, Section 1.4
(22)	In Situ-Burning	Appendix D, Section 1.4
(23)	Environmental Protection	Section 4.8 and Appendix D, Sections 1.3 and 1.9
(24)	Interim Storage	Appendix H
(25)	Health and Safety	Appendix I
(26)	Post Spill Review	Appendix D, Section 1.11
(27)	Drills and Exercises	Appendix A, Section 1.4
(28)	Risk Variables	Appendix C, Section 1.2
(29)	Environmental Variables	Appendix C, Section 1.3
(30)	Logistical Resources	Section 4.5
(31)	Response Strategy Outline	Appendix B
(33)	Technical Terms Glossary	Appendix N

### 3.6 - Plan Cross Reference Based on OAR 340-141-0160

OAR 340-141-0160	Portland FRP Sections
(1) Spill Prevention Strategies	FRP Section 4.0, Appendix D, SPCC
(2) SPCC, Operations Manuals and Other Prevention Documents	See SPCC
(3) Spill Prevention Strategies Requirements	(a) see SPCC (b) FRP Appendix M (c) see SPCC (d) see SPCC (e) FRP Appendix G (f) see SPCC (g) see SPCC (h) SPCC (i) FRP Appendix C, see SPCC (j) see SPCC

### 3.7 - Facility Information

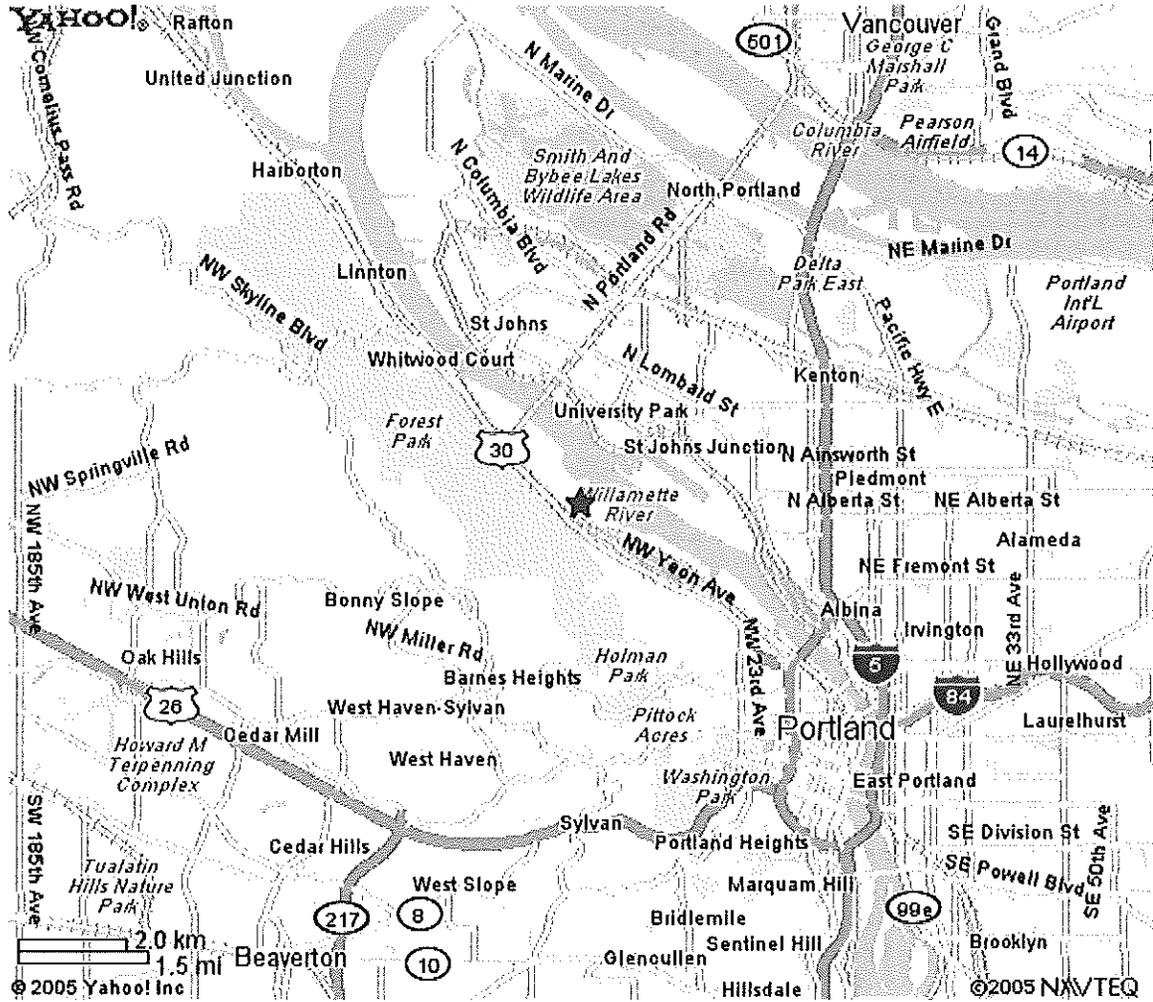
- The terminal is located at:  
5501 NW Front Avenue  
Multnomah County  
Portland, Oregon 97210
- The facility is operated 24-hours, 7-days a week.
- Contact phone numbers:  
Shipping Office/Daytime: (503) 273-4700  
FRP information contact:
  1. General Manager – EHS, Shawn Kizewski (281) 513-1051
  2. Portland Terminal Manager, Nathan Eggers: (503) 273-470524-hours a day emergency contact:
  1. Terminal Manager, Nathan Eggers: (503) 816-0847
  2. General Manager - EHS, Shawn Kizewski: (281) 513-1051
  3. General Manager – Terminal Operations, John Ragsdill: (281) 507-5617Control room/24-hours a day: (503) 273-4713 or (503) 273-4700
- Owned and operated by Arc Terminals Holdings, LLC:  
3000 Research Forest Drive #250  
The Woodlands, TX 77381  
(281) 292-3008
- The worst case discharge (WCD) for this facility is equal to 100% of the largest above ground storage tank (AST) or 151,000 bbls (6,340,000 gallons). The WCD is based on the EPA regulations, which exceeds the DEQ or USCG's WCD definitions. For planning response resources, the facility's small spill scenario is 50 bbls (2100 gallons) and the medium spill scenario is 857 bbls (36,000 gallons).

#### 3.7.1 - Geographic Area Covered by Plan

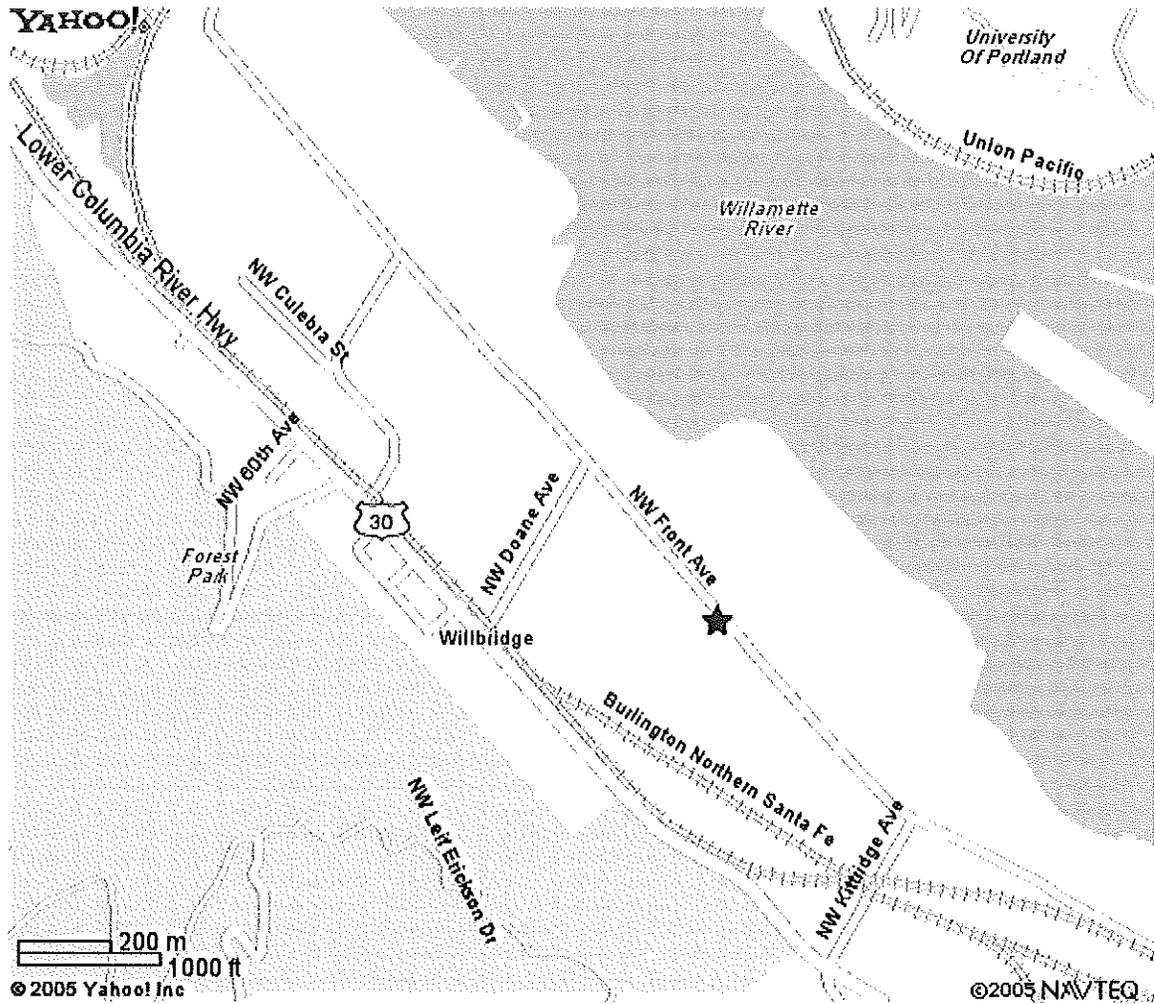
The area of coverage for this plan is the Willamette River corridor from the Fremont Bridge northward to the Willamette's confluence with the Columbia River, and the Columbia River corridor from Portland/Vancouver to the mouth of the Columbia River at the Pacific Ocean. The Arc Portland Terminal location is indicated on Figures 1 and 2, the Facility Plot Plan is shown in Figure 1 of Section 1.0, Initial Response Guide. The terminal is located at 5501 N.W. Front Avenue and is situated approximately 4 miles northwest of downtown Portland on the southwest bank of the Willamette River at river miles 8.25. Driving Directions to the facility from I-5 are:

- Merge onto I-405 toward US-26 West/Beaverton and US-30 West/St. Helens,
- Merge onto US-30 W via Exit 3 toward N.W. Industrial Area/St. Helens,
- Turn right onto N. W. Kittridge Ave,
- Turn left onto N. W. Front Ave.,

**Figure 1**  
**15 Mile-wide Area**



**Figure 2**  
**Local Area**



**3.7.2 – Facility Description**

Arc Terminals Holdings, LLC owns and operates the Arc Portland Terminal. Arc Terminals purchased the facility on January 22, 2014. The Facility stores petroleum liquids and produces various grades of paving, industrial, and emulsified asphalts. Product is received at the plant primarily by ship or rail. Finished product leaves the site by tank truck, rail, and barge. The Plant occupies 48 acres and has access to major highways, rail lines, and waterways.

The Plant has a 15,000 bbl per day crude oil vacuum distillation unit, a batch air still refining process, an emulsion manufacturing process, an asphalt blending process, a boiler plant, and hot oil heating system. Additionally, the facility includes 97 product storage tanks with a containment capacity of 1.7 million barrels (bbls), 8 tank truck loading racks, and one tank railcar loading rack.

Crude oil and other petroleum products are received by rail or tanker shipment over the Chevron Willbridge Distribution Center dock. Crude oil and other petroleum products are shipped by barge or tanker over Chevron's Willbridge Distribution Center dock, in addition to tank car, pipeline, and tank truck deliveries.

Below is a summary of all marine transfers since at the facility since 2005.

	Dock Transfers	
	to the Facility	from the facility
2005	21.0 million gallons crude oil 39.7 million gallons jet fuel (Chevron leased tanks)	5.81 million gallons VGO 0.33 million gallons naphtha
2006	32.0 million gallons crude oil 30.2 million gallons jet fuel (Chevron leased tanks)	6.11 million gallons VGO
2007	7.25 million gallons asphalt 25.7 million gallons jet fuel (Chevron leased tanks)	2.02 million gallons VGO
2013	No products received	25.1 million gallons VGO

Based on the period 2005-2007, the plant transfers (including transfers within the plant) an average of 10.3 million gallons of asphalt per year (includes paving, emulsions, and industrial asphalts).

### 3.7.3 - Site History

The Arc Portland Terminal was constructed in 1947 as the Willbridge Asphalt Refinery, and has been in continuous operation since that time. From 1945 to 1951 the property was owned by California Asphalt Corporation. From 1951 to 1973 the facility was operated by three entities. The Refinery was operated by Standard Cal Asphalt and Bituminals, the tank farm was operated by Standard Oil Company, and a small tax lot to the north was operated by Signal Oil Company. From 1973 to 2005 the property was operated by Chevron Products Company Asphalt Division. From 2005 to 2014 the property was operated by Paramount Petroleum Corporation. In January 2014 Arc Terminals Holdings, LLC purchased the terminal, and is the current operator of the facility.

The undeveloped lot southeast of the terminal was shipyard-worker housing during World War II. The lot has been vacant since the war, and has been periodically used for the storage of equipment and vehicles.

### 3.7.4 - Dates and Types of Substantial Expansion

The Willbridge Asphalt Refinery expanded operations in 1965/66 by increasing storage capacity by 58,500 barrels. This expansion was carried over into 1967 with an additional 160,000 barrels of storage.

During the 1972 expansion the Willbridge facility added feed pumps, heat exchangers, a 2,700 barrel continuous air still, one 1,360 barrel batch air still, and a thermal oxidizer. The 1972 expansion increased production capacity from 6,000 to 15,000 barrels per day.

The 1979 expansion consisted of the addition of heat recovery equipment (convection sections), additional crude pumps, and one 150,000 barrel tank.

Paramount Petroleum assumed ownership of the facility on March 1, 2005. In 2006 Paramount expanded the number of railcar loading/unloading racks from 6 to 12.

### 3.8 - Facility Response Plan Revisions

The Environmental Health and Safety Department has the responsibility for updating and distributing the FRP. This Plan shall be reviewed at least once annually for accuracy and after every discharge that requires the activation of the FRP. Sections that need revision shall be amended and distributed within 30 calendar days with a cover letter explaining the revisions to the DEQ, USCG, EPA, and the DOT. In addition, the facility's two official copies will be updated.

Amendments to the plan will be made by sequentially numbered revisions. All amendments will be logged on the FRP Revision Log contained in Section 3.8.

DEQ will be notified within 24 hours if any significant changes are made to the plan.

Significant changes include changes in key personnel or changes in response capabilities significant enough that benchmarks cannot be met.

### **3.8.1 - FRP Revision Sources**

There are several possible sources for FRP revisions. These include:

- Training sessions that will generate ideas on how to improve areas like communication.
- Exercises and drills that may identify problems such as equipment dispatch and deployment difficulties, communications, efficiency, and effectiveness of the response plan.
- Oil spill research studies describing the latest state of the art in all areas of oil spill response plans.
- Local, state, and federal agencies can advise of the latest regulations and parameters applicable.

### **3.8.2 - Spill Response Plan Preparation References**

The following references were used in the preparation of this Spill Response Plan:

- HAZWOPER Compliance Guide for Oil Spill Response
- Training Program on the Incident Command System Manual
- Lower Columbia River Geographic Response Plan, November 2003
- Northwest Area Contingency Plan, 2007
- Incident Management Handbook, August 2006
- U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Service Tide Tables.

**3.9 - Facility Response Plan Revision Log**

Revision Number	Date of Revision	Description of Change	Name	USCG Notified	EPA Notified	DEQ Notified
000	02/03/2014	Initial issue of Arc Terminal FRP.	D. York	Yes	Yes	Yes