

Oil Spill Contingency Planning Annual Report 2020

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Emergency Response Program

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DEQ is a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water.



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Introduction

This report documents fees collected for oil spill contingency planning and related activities conducted by the Oregon Department of Environmental Quality, for the 2020 fiscal year beginning July 1, 2019 and ending June 30, 2020. This report provides an analysis of the fees collected to ensure that revenue is sufficient to meet DEQ's budgetary needs to operate an effective oil spill contingency planning program.

This report is required by ORS 468B.412. ORS 468B.405 establishes fees to be submitted to DEQ for covered vessels and facilities. The fees are dedicated to implement work required of DEQ by ORS 468B.300 through 468B.500, the statutes governing oil spill contingency planning and preparedness. Each year DEQ publishes a report for the previous fiscal year documenting:

- Fees assessed and collected under ORS 468B.405 on covered vessels, and facilities located offshore and onshore
- DEQ activities conducted during the year as required by ORS 468B.410(4)
- Details on penalties received due to willful or negligent discharge of oil and the use of those funds

Fees collected by DEQ under ORS 468B.405 are used to review industry oil spill contingency plans, and participate in drills and exercises to ensure plan holders and state responders are able to quickly and effectively respond to oil spills. To be approved by DEQ, oil spill contingency plans must meet requirements specific to protecting Oregon's navigable waterways. There are 17 contingency plan holders that submit plans for DEQ review and approval. These plans must be renewed on a five-year schedule, and updated throughout that five-year period for substantive changes in the plan resulting from changes in regulatory, company (plan holder) or industry standard operations. In any given year, DEQ conducts review and approval of three to five plans annually. DEQ also works with plan holders to design, stage and evaluate oil spill exercises.

The passage of Oregon Senate Bill 41 (2019) established new fees collected under ORS 468B.405. The additional revenue allowed DEQ to fully staff existing positions, and hire an additional staff person to provide Geographic Information Systems support of preparedness activities. The fee increases also allowed for an ending balance adequate to cover program activity costs into the next fiscal year. Although the shipping activities that fund the program diminished in the final quarter of FY 2020, possibly due to the onset of the COVID-19 pandemic and related shipping slowdown, there was enough operating revenue to cover the program expenditures into FY 2021. An analysis of the historical trends in shipping activities demonstrates that while cargo ship arrivals have varied less than 10% over time, tank vessels and tank barges have varied more making it difficult to project program revenue.

With the onset of the COVID-19 pandemic in early 2020, many exercise components of DEQ's Oil Spill Preparedness Program were postponed due to industry's and DEQ's inability to conduct drills. Additionally, due to some staff being re-directed to the COVID-19 response, some plan reviews were postponed. These will be detailed, along with the work that was accomplished, in the appropriate sections below.

Program revenue and expenditures

The following sections explain the mechanisms for funding Oregon DEQ's Oil Spill Preparedness Program. DEQ has two accounts, the Oil Spill Prevention Fund and the Oil Spill Control Fund, each

funded by separate mechanisms. The prevention fund, the larger of the two accounts, is funded primarily by fees paid by oil storage facilities that transfer oil over Oregon’s navigable waters and fees on covered vessels. The control fund is funded by civil penalties imposed for willful negligence of oil discharges.

Oil Spill Prevention Fund

Oregon Revised Statute 468B.405 establishes fees to fund DEQ’s oil spill contingency planning program. The allowable uses of the prevention fund include reviewing required contingency plans, conducting inspections of the facilities, exercises, training and the plan development activities required under ORS 468B.345 to 400. DEQ collects these fees from facilities (including pipelines) that transfer oil in bulk over state-defined navigable waters and covered vessels. Covered vessels include vessels more than 300 gross tons, tank ships, barges transporting oil in bulk and dredges. Specific definitions for covered vessels and facilities are in Oregon Revised Statute 468B.300.

Fee categories

Senate Bill 41 (2019) separated pipelines from the facility fee category, created new categories based on the pipeline size, and assigned fees. Table 1 compares the existing fees and the fees for the various activities and facilities adopted in 2019.

The table below shows the fees by category under the previous structure (set by Senate Bill 262 in 2015) and the fees that became effective on Sept. 30, 2019 (SB 41 fees). Approximately three-quarters of FY 2020 fees paid were under the newer fee structure in place.

Table 1 – Fees by Category

Category	SB 262 2015 Fees	SB 41 2019 Fees
Facilities	\$9,250	\$20,000
Pipelines </= 6"	\$9,250	\$15,000
Pipelines > 6"	\$9,250	\$25,000
Cargo Vessels	\$105	\$220
Tank Vessels >300T	\$2,100	\$5,500
Tank Vessels <300T	\$85	\$160
Barge Type 1	\$85	\$160
Barge Type 2	\$110	\$220
Barge Type 3	\$250	\$1,850
Dredges (Days)	\$50	\$100

Notes:

Barge Type 1 – Vessel that carries less than 25,000 barrels of oil

Barge Type 2 – Vessel that carries more than 25,000 and less than 100,000 barrels of oil

Barge Type 3 – Vessel that carries more than 100,000 barrels of oil

Fee rates for facilities (including pipelines) are paid annually; vessels fees per trip; dredge fees per day of operation

SB 262 became effective Oct. 23, 2015

SB 41 became effective Sept. 30, 2019

Fee-generating activities

Facilities and pipelines are charged fees annually, and vessel fees are charged based on the number of trips conducted. A trip, for the purpose of assessing fees, means travel to the appointed destination and return travel to the point of origin within the navigable waters of the state (see ORS 468B.405). Table 2 shows the actual fee-generating activities for fiscal years 2011 through 2020, and reflects the moving of pipelines into a separate category.

During FY 2020, there was an increase in the arrival of large tank vessels over the previous year (see Table 2 – Fee-Generating Activities for Fiscal Years 2011 through 2020).

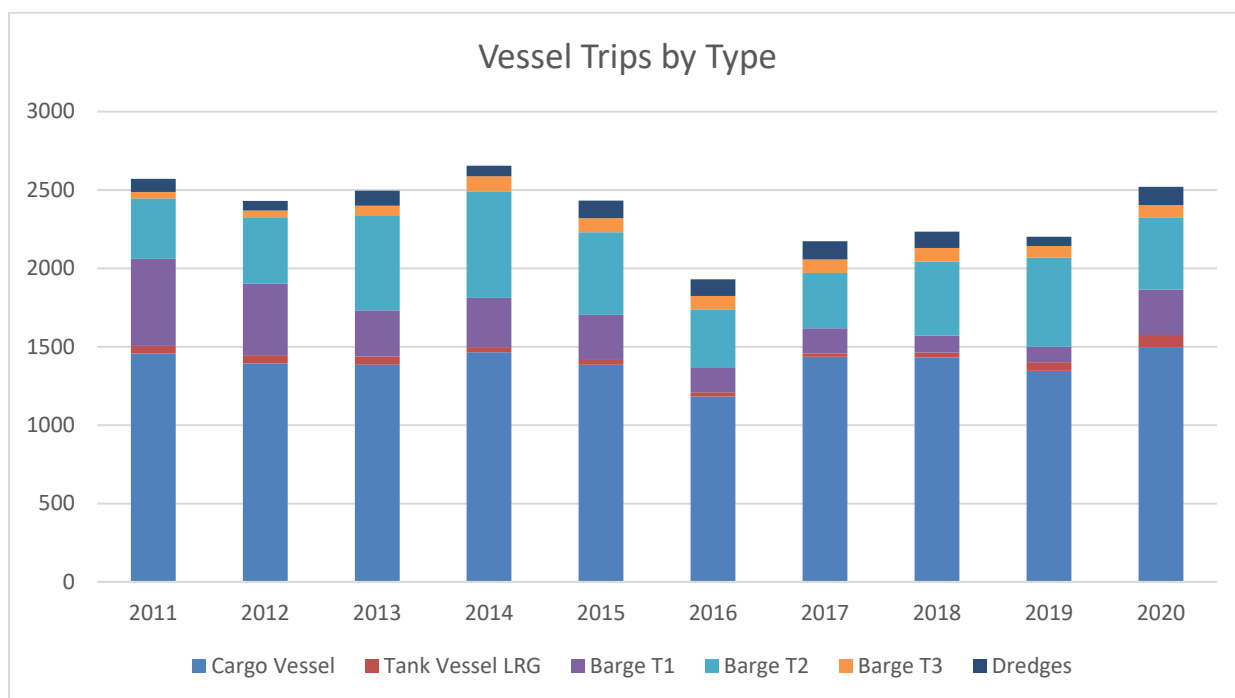
Long-term trends continue with fewer Type 1 Barge arrivals, and fluctuation in Type 2 Barge arrivals. The Type 3 Barge arrivals were generally consistent, and there was a small increase in tank vessel arrivals, (see Figure 1 - Comparison of Key Fee-Generating Categories for Fiscal Years 2011 through 2020).

Table 2 – Fee-Generating Activities for Fiscal Years 2011 through 2020

Activity Type	FY 2011 Activity	FY 2012 Activity	FY 2013 Activity	FY 2014 Activity	FY 2015 Activity	FY 2016 Activity	FY 2017 Activity	FY 2018 Activity	FY 2019 Activity	FY 2020 Activity
Facilities	17	17	17	17	17	18	16	16	12	12
Pipelines <= 6"	*	*	*	*	*	*	*	*	1	1
Pipelines > 6"	*	*	*	*	*	*	*	*	4	4
Cargo Vessel	1457	1393	1,386	1,465	1,385	1,183	1,436	1,432	1,346	1,498
Tank Vessel LRG	49	54	52	32	31	26	21	30	55	77
Tank Vessel Small	0	0	0	0	0	0	0	0	0	0
Barge T1	554	454	294	314	288	156	161	108	101	289
Barge T2	386	425	602	680	527	374	353	472	568	459
Barge T3	41	43	66	96	89	85	85	88	73	80
Dredges	84	61	96	69	112	106	117	104	59	118

* Pipelines were moved into new category in 2019 with the passage of SB 41, as shown above

Figure 1 – Comparison of Key Fee-Generating Categories for Fiscal Years 2011 through 2020



The short-term variability and longer-term trends in the shipping industry make year-to-year projections for funding difficult, and have severe impacts on the stability of funding for DEQ’s oil spill planning and prevention programs. For that reason, DEQ completed an analysis of fee-generating activities to document the volatility in fee revenues (see Table 3) in order to explain and predict variability.

The 2020 facility and shipping activities were compared to the average of the activities for the previous 10 years (FY 2010 to 2019 time range). The analysis shows the number of facilities and cargo vessel arrivals is relatively steady. However, the number of tank vessel and barge trips varies widely, which has ramifications for stable funding of the program.

While oil handling facilities and cargo shipments have remained relatively steady in FY 2020, large tank vessels and large barge shipments increased over their 10-year averages at 91% and 11% increases, respectively. Smaller barge shipments were down slightly from the previous 10-year average.

The ability to forecast industry activities has remained difficult and the reasons for the variability are too complex to reliably predict. The difficulty in predicting activities, and therefore revenue, support the concept of the fee-setting approach taken in 2019; to establish an adequate buffer of revenue to fund program requirements when shipping activities fluctuate.

Table 3 – Comparison of FY 2020 Fee-Generating Activities to Previous 10 Year Average

Activity Type	10 YR Avg 2010- 2019	Standard Deviation	Std Dev/ 10yr Avg**	FY 2020 Activity	2020 vs 10 Yr Avg (%)
Facilities*	17	1.22	7%	12	Stable
Pipelines </= 6"	N/A	N/A	N/A	1	N/A
Pipelines > 6"	N/A	N/A	N/A	4	N/A
Cargo Vessel	1,387	80.79	6%	1,498	8%
Tank Vessel LRG	40	13.51	33%	77	91%
Tank Vessel Small	0	0.00	N/A	0	N/A
Barge T1	301	177.66	59%	289	-4%
Barge T2	488	107.31	22%	459	-6%
Barge T3	72	19.96	28%	80	11%
Dredges	86	22.23	26%	118	37%

* For the purposes of assessing variability of the fee-generating activities, pipelines were grouped under the Facilities category.

** The standard deviation divided by the 10-year average provides a measure of the variability of the fee-generating activity relative to the category measured. The higher the value for this measure, the more variability the activity has shown through the 10 year time period. Value expressed in % variability.

Projected and collected revenue

DEQ worked with the petroleum and maritime industry to forecast the number of annual activities generating fees under ORS 468.B.405. Table 4 shows the 10-year average revenue for the fiscal years

2009 through 2018 and compares the projected revenue for fiscal years 2017 and 2018 which had been based on forecasted activity levels for each fee category and the actual revenue collected those two years. The total collected revenue for FY 2017/2018 was approximately \$30,000 less than forecasted (\$479,600 per year). Table 4 also shows the actual funds collected in FY 2019, and the anticipated revenue in FY 2020 from the SB 41 fee increases based on FY 2019 activity levels.

Table 4 – 10 Year Revenue Analysis for Existing and New Fee Rates

Type	10 Year Average Funds (FY 2009-2018)	SB 262 2015 Fees	SB 262 Projected 2017/18 Funds/YR	Actual Funds FY 2017	Actual Funds FY 2018	Actual Funds FY 2019	Projected Activity FY 2020 (based on 2019 Activity)	SB 41 2019 Fees *	Projected Funds FY 2020 (based on 2019 Activity)**
Facilities	\$119,010	\$9,250	\$166,500	\$148,000	\$148,000	\$148,000	12	\$20,000	\$207,750
Pipelines </= 6"	N/A	***	N/A	N/A	N/A	N/A	1	\$15,000	\$13,563
Pipelines > 6"	N/A	***	N/A	N/A	N/A	N/A	4	\$25,000	\$84,250
Total Facilities	\$119,010		\$166,500	\$148,000	\$148,000	\$148,000			\$305,563
Cargo Vessels	\$111,284	\$105	\$149,100	\$150,780	\$150,360	\$ 141,330	1346	\$220	\$257,423
Tank Vessels >300T	\$53,760	\$2,100	\$63,000	\$44,100	\$63,000	\$ 115,500	55	\$5,500	\$255,750
Tank Vessels <300T	\$0	\$85	\$0	\$0	\$0	\$0	0	\$160	\$0
Barge Type 1	\$21,132	\$85	\$29,750	\$13,685	\$9,180	\$8,585	101	\$160	\$14,266
Barge Type 2	\$37,638	\$110	\$52,250	\$38,830	\$51,920	\$62,480	568	\$220	\$109,340
Barge Type 3	\$10,405	\$250	\$15,000	\$21,250	\$22,000	\$18,250	73	\$1,850	\$105,850
Dredges (Days)	\$3,844	\$50	\$4,000	\$5,850	\$5,200	\$2,950	59	\$100	\$5,163
Total Vessels	\$234,219		\$309,100	\$268,645	\$301,660	\$349,095			\$747,791

Total Program Revenue Forecast for 2020 \$1,053,354

* SB 41 became effective Sept. 30, 2019

** Estimated fees are based on 0.25 x 2019 activity x HB 262 fee rates + 0.75 x 2019 activity X SB 41 fee rate due to 9/30/2019 effective date for new fee structure

*** Pipelines included in general Facilities category with same fees under SB 262

Table 5 compares the projected fee activities to the actual activities in FY 2020, and shows that the activities and resultant fee revenue slightly exceeded projections. Due to the timing of invoices and payments, the actual revenue received by DEQ nearly matched the projected revenue at \$1,055,763.

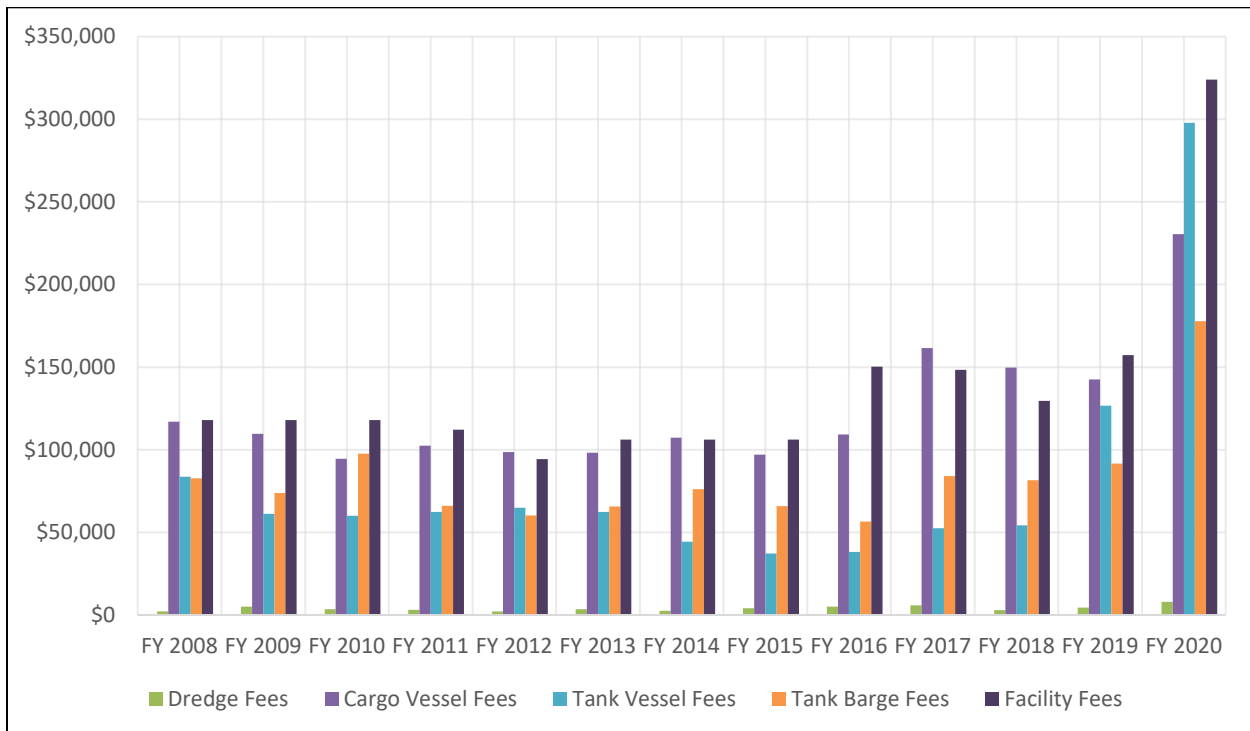
Figure 2 shows a breakdown of fee revenue based on the major fee categories for FY 2020.

Table 5 – Calculated Revenue for FY 2020 Based on Projected and Actual Activity

Activity Type	Projected 2020 Activity	Projected 2020 Revenue	FY 2020 Activity	2020 Fee Revenue*
Facilities	12	\$ 207,750	12	\$ 207,750
Pipelines </= 6"	1	\$ 13,563	1	\$ 13,563
Pipelines > 6"	4	\$ 84,250	4	\$ 84,250
Cargo Vessel	1,346	\$ 257,423	1,498	\$ 286,493
Tank Vessel LRG	55	\$ 255,750	77	\$ 358,050
Tank Vessel Small	0	\$ -	0	\$ -
Barge T1	101	\$ 14,266	289	\$ 40,821
Barge T2	568	\$ 109,340	459	\$ 88,358
Barge T3	73	\$ 105,850	80	\$ 116,000
Dredges	59	\$ 5,163	118	\$ 10,325
	Projected	\$ 1,053,355	Calculated	\$ 1,205,609

* FY 2020 collected revenue (shown below) differs from calculated fee revenue due to the timing of invoices and payments.

Figure 2 – Oil Spill Prevention Fund Revenue Breakdown for Fiscal Years 2010 through 2020

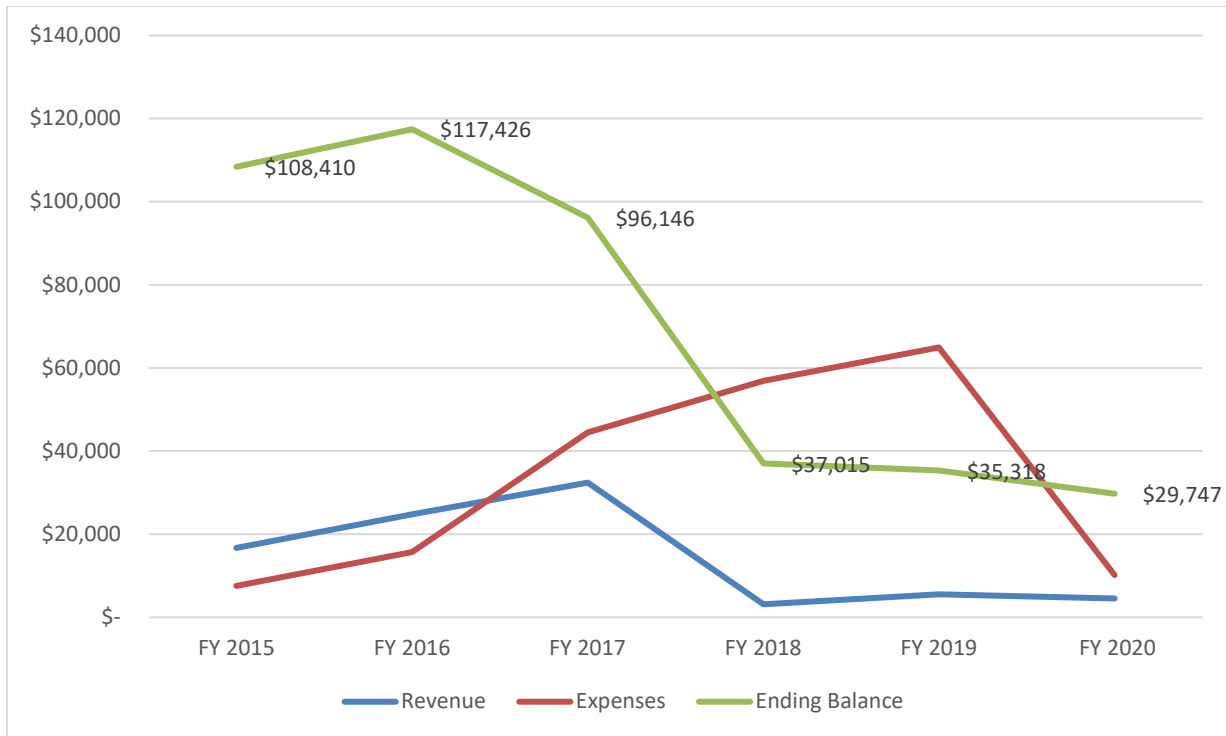


Oil Spill Control Fund

The original Oil Spill Contingency Planning Act, passed in 1991, established the Oil Spill Control Fund (Oregon Revised Statute 468B.455). All penalties recovered through civil penalties for violations related to the willful or negligent discharge of oil are to be deposited in this fund.

The control fund received \$4,570 from fines in FY 2020. Expenses of approximately \$10,000 were made from this fund in FY 2020, for an ending balance of \$29,747.

Figure 3 – Oil Spill Control Fund Revenue, Expenditures and Ending Balance for Fiscal Years 2015 to 2020



Staffing

DEQ charged approximately 2.79 full-time equivalent staff positions to the prevention fund during fiscal year 2020. DEQ’s operating budget (legislatively authorized) allowed for 3.3 full-time equivalent positions until 2019, when the authorized staffing was increased to 4.25. During the last quarter of FY 2020, some preparedness staff were assigned to help with planning efforts for the COVID-19 pandemic response, so the expenditure remained at approximately the same level as in 2019. Table 6 below shows the legislatively authorized preparedness staff (in FTE) and the number of FTE dedicated to Preparedness Program activities funded by the prevention fund from FY 2014 through FY 2020.

Table 6 – Summary of Authorized and Dedicated Preparedness Program Staff FY 2014 to FY 2020

Yearly Preparedness Program Staff Authorized by Legislature						
2014	2015	2016	2017	2018	2019	2020
3.3 FTE	3.3 FTE	3.3 FTE	3.3 FTE	3.3 FTE	3.3 FTE	4.25 FTE
Yearly Preparedness Program Staffing (Staffing Expenditures)						
2014	2015	2016	2017	2018	2019	2020
2.89 FTE	2.91 FTE	2.31 FTE	2.41 FTE	2.44 FTE	2.81 FTE	2.79 FTE

The difference between the legislative authorization and the staff dedicated on a particular year can vary due to funding shortfalls, the timing of hiring and retirements of staff, and the occurrence of large incidents that draw preparedness staff to fill emergency response roles.

Oil spill contingency planning activities conducted in fiscal year 2019-2020

DEQ responsibilities under the state's statutes on oil spill contingency planning are:

- Ensure all regulated vessels and facilities have prepared oil spill contingency plans and that those plans meet requirements specific to protecting Oregon's navigable waterways
- Verify that equipment listed in oil spill contingency plans is available and adequately maintained, that personnel listed in the plans are trained, and that drills and exercises are conducted
- Conduct drills and exercises in accordance with the [Northwest Area Contingency Plan](#) and promote a consistent approach to incident response to oil spills
- Develop and maintain an interagency response plan for oil or hazardous material spills

DEQ activities charged to the Oil Spill Contingency Planning Fund include:

- Geographic Response Plan development and updates
- Northwest Area Committee and Regional Response Team participation
- Updates to the Northwest Area Contingency Plan and Regional Contingency Plan
- Oil spill preparedness training and development of information needed for response
- Assisting plan holders in developing and conducting drills and exercises
- Participation in plan holder-led drills and exercises
- General oil spill planning and preparedness
- Participation in the Derelict Vessel Task Force
- Pacific States/British Columbia Oil Spill Task Force activities

Figure 4 depicts the relative proportions of various planning, plan review and exercise components conducted in FY 2020. The largest program activities during this period were for general preparedness coordination (28%) and spill exercises and drills (19%). As described in detail below, review and update of contingency plans was less this fiscal year (12%) than in previous years, as was the development of the coastal geographic response plans (15%). The coordination and redesign of the Northwest Area Committee required more staff time this year (12%) than in previous years. Although two drills (including a large multi-day worst-case discharge exercise) were cancelled in late FY 2020, DEQ participation in conducted drills was on par with previous years and reflects the desire of plan holders for increased DEQ presence at drills. Geographic Response Plan development activities were reduced in FY 2020, due primarily to the increased work on the Northwest Area Plan and Local Area Plans.

Figure 4 – Program Planning Activities 2019 – 2020 (FY 2020)

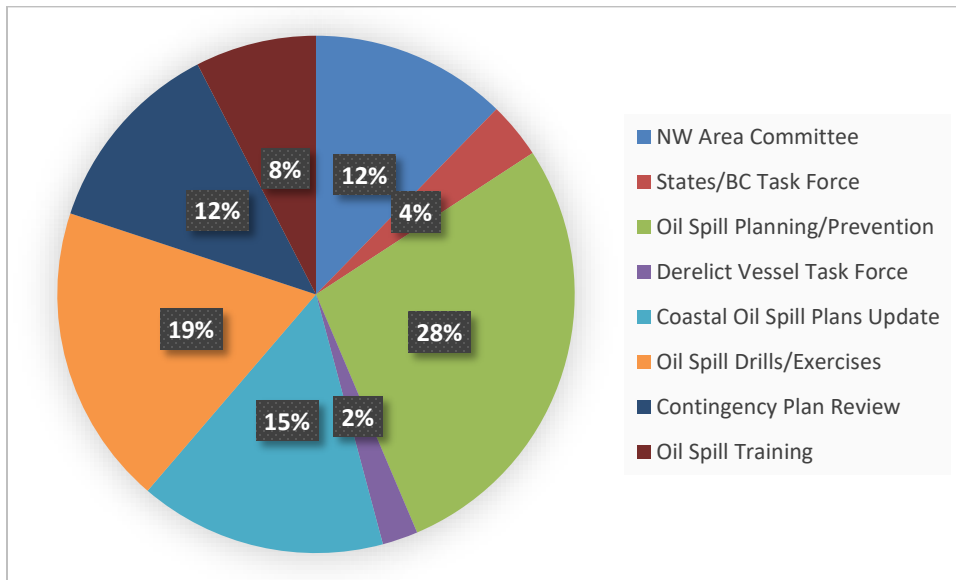
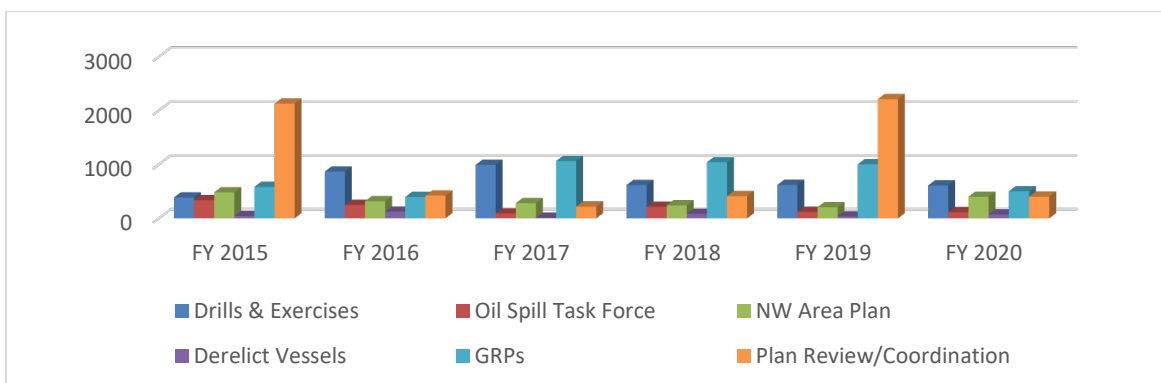


Figure 5 shows the time spent in various activities by year within DEQ’s Spill Preparedness Program. The variations in activities year to year are typically due to the hosting of a States/BC Oil Spill Task Force Annual Meeting, the initiation of a Geographic Response Plan update, or the review and approval of a significant contingency plan change. In FY 2020, significant additional time was spent in NW Area Committee activities and the reconfiguration of the NW Area Contingency Plan, due to the US Coast Guard requirement to separate the Area Contingency Plan from the Regional Contingency Plan, which had been combined since the early 1990s. This level of effort will continue into FY 2021 and FY 2022 to complete the separation of these plans and develop individual area plans (Local Area Plans) for the coastal zones in the northwest area.

Figure 5 – Program Activities by Year (Staff Hours)



Plan review and coordination

DEQ currently has twelve facilities, five petroleum pipeline facilities and four vessel plans to review and maintain. DEQ approves plans for a five-year period and reviews any significant changes to plans made during the year. DEQ has a public comment period of no less than 30 days for each plan under review. DEQ makes plans available for public review through its website or by hard copy at DEQ headquarters office.

There are a total of 20 individual contingency plans that require periodic review. Approximately one half of the plans are due for review and approval. This is due to the large number of companies that made significant changes to their plans in 2020, the changing of company names through corporate sale or reorganization, the consolidation of some contingency plans to cover multiple facilities and pipelines, and the impact of the department's need to shift some emergency response personnel to work on the COVID-19 pandemic response.

Drills and exercises are an important aspect of the program to test the organizational and operational skills of plan holders and prevent or reduce the impact of possible future disasters. DEQ participated in and evaluated seven exercises during FY 2020 before the COVID-19 restrictions forced cancellation of the final two drills of the year. Drills and exercises also help meet DEQ's objective to work with industry and agency counterparts to train and prepare for spills. Drills and exercises demonstrate the ability to respond to an oil spill in a quick, efficient manner. Lessons learned from drills and exercises assist participants and DEQ improve their incident response capacity. The two worst-case discharge drills that were cancelled because of COVID-19 were awarded alternate credit due to limitations on gathering personnel together.

Table 7 – Drills and Exercises Conducted in FY 2020

Plan Holder	Date	Drill Type	# DEQ Staff Attended	DEQ Hours
Coos Bay Response Cooperative	9/14/2019	WCD	3	24
Tidewater Barge Lines	9/18/2019	TTX/Deployment	1	8
Zenith/Chevron	10/16/2019	WCD	12	45
Zenith/Chevron	10/17/2019	WCD	12	96
Tidewater Umatilla Pipeline	11/20/2019	WCD	5	40
Olympic Pipeline	11/26/2019	TTX/Deployment	1	8
Pacific Terminal Services	12/12/2019	WCD	11	56
McCall Oil*	2/2/2020	GUIE	2	8
MFSA*	3/17/2020	WCD	9 (1)	8
MFSA*	3/18/2020	WCD	9 (1)	8
Marathon Pipeline**	3/26/2020	WCD	7 (5)	85
			Total Staff Time	386

TTX/Deployment = Tabletop Exercise combined with an equipment deployment drill

WCD = Worst Case Discharge Exercise; GUIE = Government Initiated Unannounced Exercise

* Due to COVID-19 Alternate Drill Credit was awarded for running their organization during the pandemic using the Incident Command System

** Due to COVID-19 Alternate Drill Credit was awarded for the company's response to a real-world flood event and coordination of response planning and preparation for a potential release with DEQ & EPA.

Seven plan-holders are scheduled for worst-case discharge exercises in FY 2021.

Regional Response Team/Northwest Area Committee

The Region 10 Regional Response Team consists of key federal and state agencies in Oregon, Washington and Idaho and member tribal nations involved in emergency response to hazardous materials. The team is chaired by the US Coast Guard, District 13 and the US Environmental Protection Agency, Region 10. The Northwest Area Committee is chaired by the EPA, and the USCG sectors Columbia River and Puget Sound. Both the Northwest Area Committee and the Regional Response Team support development and maintenance of the Northwest Area Contingency Plan.

Each year the Northwest Area Committee and stakeholders conduct an annual summit to identify elements of the contingency plan to improve in the coming year. The committee meets in December to hear proposed changes, additions or improvements to the contingency plan, and to begin establishing task forces to work on each of these high-priority areas. After task forces are identified, members commit their organization's resources to the task forces as task force leaders, active participants, or advisory members who weigh in at critical times for product review. Once task forces have developed their work products (by mid-August each year), they go through a final review by the steering committee before adoption in the area plan update. During the bulk of FY 2020, DEQ participated in the 96-Hour Plan Toolkit Development Task Force, the Geographic Response Plan Survey Task Force, and the Tribal Engagement Task Force.

In late FY 2020, all task force development activities were curtailed due to the urgent need to develop new Local Area Plans for each USCG sector. The workload anticipated by that effort (RRT/NWAC Reorganization) was recognized by the NW Area Committee and it was determined that only two additional efforts could be sustained during FY 2020. These were the outflow of ongoing efforts to develop tribal response capacity through continuance of the Tribal Engagement Task Force as a Sub-Committee, and the establishment of the GRP Sub-Committee to continue to address issues of GRP consistency, adaptation to user needs, and development hurdles.

In FY 2020, DEQ participated in the following Northwest Area subcommittees:

Geographic Response Plan Sub-Committee: DEQ participated as co-lead with the Washington Department of Ecology. During FY 2020, the subcommittee was in the development phase, with the primary deliverable of establishing a committee charter. The key goals of the sub-committee are to promote consistency in plan development, identify ways to streamline and make the plan production more efficient, and to make sure that end-user needs are addressed in new forms and information delivery formats. Near the end of FY 2020, the subcommittee began development of a work plan to guide efforts over the next few years.

Tribal Engagement: DEQ was an advisory member to the Tribal Engagement Task Force. The task force was tasked with developing a Tribal Engagement Presentation Team, as well as presentation materials for tribes on oil spill response and how to engage with the Northwest Area Committee and Regional Response Team. This task force was also responsible for developing a tribal needs and gap assessment and a timeline for filling these identified gaps.

In addition to working on these two task forces, DEQ continued to review and submit comments on the USCG directive to separate the Northwest Area Contingency Plan into separate documents covering each USCG sector. The EPA will cover the inland area. Although the form and format of the reorganization of

the Northwest Area Contingency Plan has not been finalized, the reorganization made significant strides in FY 2020.

Geographic Response Plan development update

DEQ develops and maintains Geographic Response Plans to cover the first 24 to 48 hours after a significant spill or release to coastal shorelines, bays or major river systems. These plans identify sensitive resources and describe strategies to protect these resources and recover released oils. Response contractors and responding agencies use these plans to provide a coordinated initial response until a Unified Command is established. DEQ periodically updates the plans as information changes or new resource information becomes available. Due to a lack of resources (including staff and information-technology resources) it has been approximately 20 years since the coastal zone plans have been updated.

In fiscal year 2017, DEQ was matched with a National Oceanic and Atmospheric Administration Coastal Management Fellow under a joint proposal with the Oregon Department of Land Conservation and Development's Coastal Management Program, to further develop the means of publishing Geographic Response Plan data, and assist in producing updated coastal zone plans. In August 2017, DEQ began to revise and update the plans covering the north and south coast of Oregon and the estuaries and bays.

The strategies are available as GIS datasets on a provisional basis to support incidents that occur before they can be finalized and officially adopted.

Pacific States/British Columbia Oil Spill Task Force

Oregon is a member of the Pacific States/British Columbia Oil Spill Task Force. The task force provides a regional forum for coordination and collaboration on oil spill prevention and response policy issues. Task force members are the state and provincial government directors of the oil spill prevention and response programs in Hawaii, California, Oregon, Washington, British Columbia and Alaska. DEQ's Land Quality Administrator serves as Oregon's representative to the task force.

DEQ is selective about participation in task force activities, as some projects are not within scope of the Oregon Oil Spill Contingency Planning and Preparedness program. Task force projects that DEQ participated in during fiscal year 2020 include:

- Crude oil transport
- Oil spill data
- Legacy awards
- Federal partnership meetings
- Assessment of state spill response capacity through personnel and training

Due to new and emerging oils spill risks, the task force members review and refresh the strategic plan allowing for adaptation to new risks. The strategic plan can be found [here](#). The task force also develops biennial work plans based on the strategic plan.

High Hazard Rail Planning Program

The Oregon Legislature passed House Bill 2209 (2019) which established contingency planning requirements for High Hazard Rail line operators, and which established fees on railroads to allow DEQ to conduct railroad contingency plan reviews, participate in railroad drills and exercises, and develop geographic response plans for high hazard routes in Oregon.

In early 2020, DEQ was able to hire the first of two high hazard rail planning positions to develop regulations to implement the laws established in HB 2209, and to implement the railroad contingency plan review and geographic response plan development programs. In February of 2021 DEQ hired the second rail planning position.