

**NEW CARISSA REVIEW COMMITTEE
RECOMMENDATIONS and STATUS
February 2002**

PORTS AND WATERWAYS SAFETY COMMITTEE

- ◆ The State of Oregon should take a more active role in the Ports and Waterways Safety Committee¹ and, in partnership with the US Coast Guard and other maritime stakeholders, reinvent a new Ports and Waterways Safety Committee aimed at continuously improving marine safety in the Columbia River System and Oregon coastal waters. That more active state role should include sharing the Ports and Waterways Committee staffing burden.
- ◆ The State of Oregon should request the US Coast Guard Marine Safety Office Group Portland Captain of the Port to encourage the Ports and Waterways Safety Committee to address the marine safety issues identified by the New Carissa Review Committee as enumerated in this report.

Action Agency and status:

DEQ: DEQ has not been an active member of the P&WSC since the departure of John Betz from our staff in 2000. The P&WSC meets quarterly and has addressed some of “the marine safety issues identified by the New Carissa Review Committee....”, e.g., Nautical Charts and Coast Pilots.

MASTER-PILOT RELATIONSHIP

- ◆ The Oregon Board of Maritime Pilots should examine the relationship between state licensed maritime pilots and vessel masters, and develop procedures to ensure that in the future proper information exchanges take place between such pilots and masters when vessels arrive offshore, both when initial communications between pilot and vessel occur prior to pilot boarding, and later, when the pilot actually boards the vessel. The use of standardized communication formats should be investigated.
- ◆ The Oregon Department of Justice, in consultation with the Oregon Board of Maritime Pilots, should assess the current state pilot indemnity statutes (ORS 776.510-540), determine the limits of statutory indemnity, and, if necessary, determine how that statute should be changed to ensure that maritime pilots can freely give advice to arriving vessels prior to boarding, without fear of liability.
- ◆ The Oregon Board of Maritime Pilots and the pilot associations they represent should work in collaboration with other maritime stakeholders and the Ports and Waterways Safety Committee to promote a proactive approach to marine safety and encourage systematic information sharing between Marine Transportation System users in all phases of vessel and terminal operations.

¹ The Ports and Waterways Safety Committee is currently organized and staffed by the US Coast Guard Marine Safety Office/Group Portland. The Ports and Waterways Safety Committee is the Harbor Safety Committee for the Columbia River System. The US Coast Guard is presently taking steps to modify that committee to meet the growing needs of the Columbia River System. These steps include establishing sub-committee work groups, identifying goals, and defining projects.

Action Agency and status:

Oregon Board of Maritime Pilots (1, 2, 3): BOMP's licensees are using master-pilot information exchange (MPX) cards to assist in communications between pilots and masters of vessels. In the last session, the Board endorsed and the Legislature passed a revision to the statutory definition of "pilotage" (ORS 776.015) that makes clear that communications with vessels offshore are considered part of piloting duties for purposes of liability limitations. A member of BOMP actively participates on the Ports & Waterways Safety Committee, and reports monthly to the BOMP on the activities and issues the P&WSC is addressing. (It should also be pointed out in this recommendation that the BOMP does not represent pilot associations; it regulates state-licensed pilots.)

Department of Justice (2): No independent report (included in the Board of Maritime Pilots report).

NAUTICAL CHARTS AND COAST PILOTS

- ◆ The State of Oregon, through the Oregon Board of Maritime Pilots, the pilot associations they represent, and the Ports and Waterways Safety Committee, should encourage all Marine Transportation System users in Oregon to routinely provide the input needed to maintain accurate nautical charts and publications.
- ◆ The Oregon Board of Maritime Pilots in conjunction with the Ports and Waterways Safety Committee should develop procedures to ensure that pilot organizations conduct periodic reviews and updates of the information specific to their pilotage grounds that is contained on nautical charts and in the US Coast Pilot.

Action Agency and status:

Oregon Board of Maritime Pilots: The US Coast Pilot (7) and nautical charts for Oregon's coastal waters have all been updated with current information. There is no longer an anchorage symbol in the area where the New Carissa was anchored. The text of the Coast Pilot is no longer ambiguous about the safety of anchoring at that location under adverse conditions. Charts for major inland waterways are currently under review to be updated. (Again, it should be noted that BOMP does not represent pilot associations.)

VESSEL ANCHORAGE IN OCEAN WATERS

- ◆ The State of Oregon should take steps to discourage vessels greater than 300 gross tons from anchoring in ocean waters within three (3) nautical miles of the Oregon shore, unless in emergency, distress, or special circumstances. Additionally, the State of Oregon should require prior notification of intent to anchor anytime a vessel greater than 300 gross tons does in fact anchor within three (3) nautical miles of the Oregon shore. Such notification shall be to the US Coast Guard and, when applicable, to the appropriate maritime pilot association.
- ◆ The Oregon Board of Maritime Pilots should ensure that the Coos Bay Pilots Association and Columbia River Bar Pilots Association collaborate with the Ports and Waterways Safety Committee, the US Coast Guard, and the National Oceanic and Atmospheric Administration/National Ocean Service to develop a written warning indicating the exposed coastal waters of Oregon do not provide safe anchorage during winter months because of the rapid onset of severe weather. Such warning, once developed, should be broadly disseminated via the appropriate authorities to reach the general maritime community.

Action Agency and status:

Oregon Board of Maritime Pilots: BOMP has requested the Division of State Lands to consider adoption of a proposed administrative rule prohibiting, with some exceptions, large vessels from anchoring in the Territorial Sea. The Division is currently reviewing this proposal. Warnings against anchoring in coastal waters have been broadcast to the maritime community.

DESCRIPTION OF OREGON BAR AND RIVER PILOTAGE GROUNDS

- ◆ The Oregon Department of Justice, in consultation with the Oregon Board of Maritime Pilots, should develop draft statutory language that clearly and unambiguously defines the geographic boundaries of the State of Oregon bar and river pilotage grounds (ORS 776.025). Such draft language must specifically describe the complete boundaries of the ocean portions of state pilotage grounds, and define when and where a pilot is required to be aboard a vessel. This statutory revision should also address the required use of pilots to anchor vessels off the Oregon shoreline. This statutory revision should be presented to the next legislative session. Once enacted, the appropriate statutory language should be included in the US Coast Pilot Number 7.

Action Agency and status:

Oregon Board of Maritime Pilots: BOMP is submitting a legislative concept for the 2003 session to redefine all Oregon pilotage grounds in latitudes and longitudes, which was also submitted in the 2001 session.

WEATHER BUOYS

- ◆ The State of Oregon should encourage the National Oceanic and Atmospheric Administration/National Weather Service and our federal delegation to improve the system of offshore weather buoys and current meters.

Action Agency and status:

DEQ: Coordinated with Steve Todd, Meteorologist in Charge, Portland National Weather Service Office. There has been no change in the weather buoy status off the Oregon coast since 1999. There are no current plans to add or remove buoys off the Oregon coast.

INTERNATIONAL TUG OF OPPORTUNITY SYSTEM²

- ◆ The State of Oregon should collaborate with the Ports and Waterways Safety Committee to evaluate the benefits of extending the International Tug of Opportunity System to Oregon coastal waters. The State of Oregon should examine the cost effectiveness of that system, and identify potential funding mechanisms.

Action Agency and status:

Oregon Board of Maritime Pilots: This recommendation falls outside BOMP's jurisdiction.

² See www.itos.org for an explanation of the International Tug of Opportunity System.

SALVAGE VESSEL READINESS

- ◆ The State of Oregon should examine the cost effectiveness of maintaining adequate salvage resources for rapid deployment to the scene of stranded vessels threatening to discharge a hazardous substance into Oregon waters.
- ◆ The State of Oregon should initiate discussions with the US Coast Guard concerning the implementation of a federally funded national salvage plan. Concurrently, the availability of US Navy salvage vessels should be assessed.
- ◆ The State of Oregon should investigate opportunities to partner with neighboring state governments to ensure adequate salvage resources are available on the US West Coast.

Action Agency and status:

DEQ: No progress.

STATE OIL SPILL PREVENTION FUND

- ◆ The State of Oregon should recognize that marine spill prevention, preparedness, and response is a state priority and not just a shipping industry issue.
- ◆ The State of Oregon should investigate additional funding sources for the State Oil Spill Prevention Fund established under ORS 468B.410, and advise the findings to the 2001 Legislature.
- ◆ The State of Oregon should evaluate whether the current covered vessel/facility fees are adequate to fund the State Oil Spill Prevention Fund established under ORS 468B.410 and advise the findings to the 2001 Legislature.

Action Agency and status:

DEQ: HB 2150 increased facility and vessel fees.

MARINE OIL SPILL PREPAREDNESS—STATEWIDE COORDINATION

- ◆ The State of Oregon should ensure that appropriate amounts of boom and response equipment are pre-positioned statewide, including remote inland and coastal areas not associated with major seaports.
- ◆ The State of Oregon should research the viability of alternative funding mechanisms that maintain spill containment/response equipment and trained response personnel at adequate levels statewide, and do not create the regional economic disincentives inherent in our present system.

Action Agency and status:

DEQ: Response equipment is owned, maintained, and pre-positioned by private resources. The 2001 Oregon Legislature did not address “alternate funding mechanisms” to ensure that adequate equipment and trained personnel are available statewide.

SPILL RESPONSE TRAINING

- ◆ The State of Oregon should ensure that all state and local emergency responders (Oregon Department of Environmental Quality, Oregon Division of State Lands, Oregon Department of Fish and Wildlife, Oregon Parks and Recreation Department, Oregon Department of Agriculture, Oregon Emergency Management, Oregon Department of Transportation, and tribal representatives) who might be called upon to participate in a major response during the course of their employment receive adequate basic spill response training that includes training in the basic elements of the National Interagency Incident Management System model Incident Command System.
- ◆ The State of Oregon should partner with federal and local responders, and industry to plan, arrange, and conduct periodic emergency drills and exercises. Federal, state, local, tribal, and private response resources should participate.
- ◆ The State of Oregon should allocate sufficient resources to allow state emergency responders to take advantage of the training opportunities afforded by the 1993 States/BC Oil Spill Task Force Mutual Aid Agreement allowing member agencies to share expertise and equipment. This agreement allows state spill responders to participate in actual spill events in the other West Coast States and take advantage of the training opportunity afforded by hands-on experience in a real event.

Action Agencies and status:

DEQ: ICS training and drill and exercise participation has increased. All (three) State On-Scene Coordinators have attended week-long ICS training. Emergency Response staff attended ICS 400-level training in 2000. Emergency Response staff participated in seven exercises during 2001. Emergency Response staff also filled Unified Command positions during significant spill events in 2000 and 2001.

ODFW: Since November 1999, ODFW has conducted eight 8-hour Hazmat refresher classes for ODFW staff. A total of 85 ODFW employees attended this training. In addition, ODFW applied for and received a grant from Oregon Emergency Management that partially funded 24-Hour Hazmat training for 15 ODFW employees in March 2001. ODFW's participation in training and drill and exercise participation has increased. For example, ODFW staff participated in the "Columbia River 00", a National Preparedness for Response Exercise Program exercise. ODFW also participated in a DEQ-sponsored drill involving Pacific Terminal Services, Inc.

DSL: DSL is a member of the OEM Council and has participated in ICS training.

OPRD: OPRD intends to provide training opportunities for its staff on spill response.

ODA: ODA staff has not attended specific incident command training. ODA shellfish program staff have continued to actively participate in actual spill response activities affecting coastal shellfish growing areas. The experience of planning, coordinating and working in the field with other state and federal agencies through the incident command structure has provided good training for the ODA staff involved.

ODOT: With assistance from Tualatin Valley Fire and Rescue, ODOT developed a training module, "Incident Command System for Public Works." This module was provided to ODOT first responders (highway maintenance personnel) as part of their annual First Responder Awareness/Operations refresher training. ODOT also received a grant from the Local Emergency Planning Committee (LEPC) to provide this training to local public works agencies. Using the grant funds, ODOT provided the training to a number of local public works agencies through its Technology Transfer program.

OEM: Most of our staff who would normally respond on scene to help coordinate state response have been through the ICS/EOC integration course sponsored by our agency. A new full week course, the ICS Series, has been developed with cooperation from our staff. The first offering was held in Portland during October 2001. The next class will be held in Eugene beginning January 28, 2002. When the state ECC is activated, we function in a modified ICS model to facilitate cooperation and coordination between all levels of government.

AGENCY DEBRIEFING

- ◆ All state agencies that were involved in the M/V NEW CARISSA oil spill response should conduct interagency debriefings to identify specifically what was done well, what was not done well, and where better interagency coordination is needed. Post-incident interagency debriefings should always be required after a major multi-agency response.

Action Agencies and status:

DEQ: Agency debriefs were conducted. Interagency debriefs have been conducted for subsequent significant events, e.g., 15 Mile Creek and the Kalama Mystery Spill.

DSL: An agency debrief was completed by former Director Paul Cleary.

ODA: ODA participated in many debriefings on “lessons learned” after the New Carissa incidents. Interagency debriefings have been an integral part spill response incidents since then.

ODFW: ODFW conducted an agency debriefing on the New Carissa spill in April 1999.

ODOT: ODOT conducted an internal debriefing of our response to the New Carissa incident. The main action item identified was ODOT's need for better internal guidelines for tracking expenses in these types of incidents so we could provide the appropriate information to DEQ in a timely manner when requested.

OEM: An agency debriefing was conducted. The memorandum of understanding for Executive Order 01-24 for the OERS (Oregon Emergency Response System) provides for the establishment of technical advisory committees to review state agency response to any event, identify special problems or issues, and/or advise on options to improve the overall statewide emergency services system.

OPRD: OPRD has not had an internal debriefing meeting.

Oregon Board of Maritime Pilots: While the BOMP was not involved in the oil spill response, internal agency debriefings were conducted in February, March and April 1999, to determine appropriate responses to issues raised by the New Carissa incident.

Oregon Department of Justice: DOJ is still involved in ongoing litigation. DOJ will conduct a debriefing upon conclusion of the litigation.

GEOGRAPHIC RESPONSE PLANS

- ◆ The State of Oregon should work with the NW Area Committee Geographic Response Plan Workgroup to update Geographic Response Plan content more frequently and address Geographic Response Plan coverage gaps.
- ◆ The State of Oregon should work with the NW Area Committee Geographic Response Plan Workgroup to ensure Geographic Response Plans are field verified more frequently.

Action Agency and status:

DEQ: All five coastal Oregon GRPs were revised in 2000. Lower Columbia River GRP workshops were conducted; plan revision is in the hands of Washington Department of Ecology. Field verification has not been conducted more frequently.

ODFW: ODFW worked with the NW Area Committee Geographic Response Plan Workgroup to update the Lower Columbia River Geographic Response Plan.

BIOLOGICAL BASELINE AND MAPPING

- ◆ The State of Oregon should ensure that a state agency or similar group (e.g., Ocean Policy Advisory Council, Oregon Parks and Recreation Department, Oregon Division of State Lands, Oregon Department of Fish and Wildlife, etc.), or a university coordinates the collection of existing biological data into a central storehouse. Such coordination should include the following: identifying what baseline biological information exists within the various state and federal agencies, making all information centrally accessible, and identifying biological information gaps.
- ◆ The State of Oregon should fund and staff Oregon Department of Fish and Wildlife to conduct thorough surveys of fish, shellfish, wildlife, and other natural resources in areas as necessary to fill in the identified biological gaps. Such funding should be from a source other than license fees.
- ◆ The State of Oregon should ensure that a state agency or similar group (e.g., Ocean Policy Advisory Council, Oregon Parks and Recreation Department, Oregon Division of State Lands, Oregon Department of Fish and Wildlife, etc.) utilizes a Geographic Information System to map important fish and wildlife areas along the Oregon coast in sufficient resolution that the maps could be used by clean-up crews, survey crews, volunteers and the public.

Action Agency and status:

ODFW: ODFW worked with DEQ, the National Oceanic and Atmospheric Administration (NOAA) and USFWS to prepare a grant application to seek funding to update the Environmental Sensitivity Index (ESI) maps for the Oregon coast. NOAA prepared the ESI maps in 1989. ESI maps are used to identify the location of sensitive resources before a spill occurs, so that protection priorities can be established and cleanup strategies designed in advance. Unfortunately, the application was not selected for funding.

SPILL RESPONSE EQUIPMENT--STATEWIDE DATABASE

- ◆ The State of Oregon should create and maintain a statewide database of spill response equipment inventories and locations that includes all response resources, both public and private.

Action Agency and status:

DEQ: The Northwest Area Committee has created an equipment database which will be included in the Northwest Area Contingency Plan (see also <http://64.240.98.81/ecard/default.htm>).

LOCAL AND TRIBAL INVOLVEMENT IN INCIDENT COMMAND SYSTEM

- ◆ The State of Oregon should work with the NW Area Committee to establish a Local Government Representative position either within or collateral to the Incident Command System. The Local Government Representative should work closely with the State On Scene Coordinator, the Logistics Section, the Liaison Officer, and Oregon Emergency Management.

Action Agency and status:

DEQ: The 2000 Oil Spill Field Operations Guide, ICS-OS-420-1, fully addresses agency representatives. See the FOG, Chapter 4 and page 7-10.

VOLUNTEER ORGANIZATION AND MANAGEMENT

- ◆ The State of Oregon should determine what roles are appropriate for volunteers, how to incorporate volunteers into the Incident Command System, and how to manage volunteers during a response.
- ◆ The State of Oregon should determine the feasibility of allocating funds to maintain an organization tasked with identifying, organizing, and pre-training potential emergency volunteers statewide, and then managing that organization during a spill.

Action Agencies and status:

DEQ: DEQ is participating in a Northwest Area Committee review of volunteer policy led by USCG District 13.

ODFW: No action has been taken on this item.

RESPONSIBLE PARTY ON SCENE COORDINATOR—AUTHORITY IN UNIFIED COMMAND

- ◆ The State of Oregon should ensure that the State On Scene Coordinator is empowered and encouraged to retain outside expertise if; 1) it becomes apparent that such expertise is necessary for the State On Scene Coordinator to function as an equal partner with the Responsible Party On Scene Coordinator, and 2) the State On Scene Coordinator believes reliance on the federal partner may not adequately protect the State's interest.
- ◆ The State of Oregon should create and maintain a contact list of experienced contractors and experts who might be needed by the State during a major spill event.

Action Agency and status:

DEQ: Despite the title, this recommendation deals with empowering the State On Scene Coordinator (SOSC) to retain outside expertise if necessary. HB 2150 doesn't address this specific authority, but does define the SOSC position as the Department and State of Oregon representative at a spill response. DEQ has not created a contact list of "experienced contractors and experts."

NATURAL RESOURCE INPUT TO UNIFIED COMMAND

- ◆ The State of Oregon should charge the State On Scene Coordinator with insuring that issues raised by State resource agencies are given appropriate consideration by the unified command.
- ◆ The State of Oregon should work with the NW Area Committee to ensure that the Environmental Unit Chief is someone from a natural resource agency (the NW Area Contingency Plan already contains this policy³), and that daily briefings take place between the Environmental Unit Chief, the Planning Section Chief, and the unified command to enable adequate input of natural resource concerns.
- ◆ The Oregon Department of Fish and Wildlife should ensure that someone within that agency is adequately prepared and trained to participate within the Incident Command System in a lead position during a major response (See "Oregon Department of Fish and Wildlife Staffing" recommendation *infra*).

Action Agencies and status:

DEQ (1,2): As defined above, the SOSC represents the entire state. As stated in the report it is already Northwest Area Committee policy "that the Environmental Unit be led by a representative of a government natural resource trustee or environmental agency...."

ODFW (3): Two ODFW staff received additional Incident Command system training. One ODFW staff member participated in the USCG-sponsored Incident Command System Command and Control Training in preparation for the "Columbia River 00" exercise.

LOCAL PUBLIC INFORMATION OFFICER

- ◆ The State of Oregon should ensure that whenever an incident draws significant national media attention, the response plan command structure appoints a separate and distinct Public Information Officer within the Joint Information Center dedicated solely to local issues. The objective of this recommendation is to improve communications at the local level through task separation while preserving information consistency and accuracy.
- ◆ The State of Oregon should always employ the Public Information Officer tasked with overseeing the Joint Information Center. The Public Information Officer tasked with overseeing the Joint Information Center should never be the responsible party's Public Information Officer.

Action Agency: DEQ

DEQ: The requirement for local media attention is clear, but the requirement for a "separate and distinct" PIO to deal with local issues is micro management. Note: the NWACP Joint Information Manual does recommend that the media phone staff include at least one representative from local government. The recommendation that "The State of Oregon should always employ the Public Information Officer..." violates the ICS "best qualified" rule. However, all members of a unified command, including the RP, should be aware of the potential negative perception of an RP Information Officer.

³ ". . . it is the policy of the Northwest Area Committee that the Environmental Unit be led by a representative of a government natural resource trustee or environmental agency, if available." Northwest Area Committee, *op. cit.*, §4270.

COMMUNICATION BETWEEN UNIFIED COMMAND AND POTENTIALLY AFFECTED INDUSTRIES

- ◆ The State of Oregon should ensure that a single coordinator is tasked to communicate with potentially affected industries during a large-scale spill response.

Action Agency and status:

DEQ: This is the role of the ICS Liaison Officer. Emphasis will be placed on communicating with potentially impacted commercial fisheries.

STATE WRECK REMOVAL STATUTE

- ◆ The State of Oregon, in consultation with Oregon Department of Justice, should enact a state Wreck Removal Act creating vessel owner liability for removal of abandoned or wrecked vessels.

Action Agency and status:

Department of Justice: The original version of HB 2150, the "Spill Bill," contained a financial assurance requirement that included "Removal of shipwrecks and ship debris from the waters of this state." However, this language did not get legislative support and was deleted from the final bill. DOJ is in the process of reviewing whether to submit a legislative concept concerning Wreck Removal for the next legislative session.

EVIDENCE TO THE STATE OF FINANCIAL ASSURANCE FOR SHIPS

- ◆ The State of Oregon should increase the amount of financial assurance required for marine vessels in Oregon waters by amending ORS 468B.480 so that requirement is more in line with the requirements of other US West Coast states.
- ◆ The State of Oregon should extend application of ORS 468B.480 to self-propelled non-tank vessels over 300 gross tons.
- ◆ The State of Oregon should amend ORS 468B.480(2) to include "wreck removal" and "any other expenses incurred by the State of Oregon for actions taken pursuant to state or federal law."

Action Agency and status:

DEQ: Proposed language was removed from HB 2150.

OREGON DEPARTMENT OF FISH AND WILDLIFE FUNDING BASE

- ◆ The State of Oregon should expand the Oregon Department of Fish and Wildlife's funding base to reach sources other than hunter-fisher licenses and permit fees. Sufficient other-source funding should be provided to maintain the position recommended immediately below under "Oregon Department of Fish and Wildlife Staffing."

Action Agency:

ODFW: The Department's funding base has not been expanded to fund a dedicated, trained spill response and preparedness position within the Department.

OREGON DEPARTMENT OF FISH AND WILDLIFE STAFFING

- ◆ The State of Oregon should establish a dedicated, trained spill preparedness and response position within Oregon Department of Fish and Wildlife. This position should be responsible for educating Oregon Department of Fish and Wildlife staff on response issues, and coordinating response and training activities with other agencies.

Action Agency and status:

ODFW: Due to budget limitations, ODFW has not been able to establish a dedicated, trained spill preparedness and response position within the Department. However, an internal reorganization within the Habitat Division has allowed Habitat Division spill response staff to devote more time to spill response. ODFW maintains close contact with DEQ and USFWS spill response staff to coordinate response and training activities. In August 2001 ODFW staff participated in a meeting with staff from DEQ, USFWS, Washington Department of Wildlife and the Washington Department of Ecology to discuss coordination of spill response on the Lower Columbia River.

To summarize by Action Agency:

Oregon Department of Environmental Quality (DEQ)

1. PORTS AND WATERWAYS SAFETY COMMITTEE
2. WEATHER BUOYS
3. SALVAGE VESSEL READINESS
4. STATE OIL SPILL PREVENTION FUND
5. MARINE OIL SPILL PREPAREDNESS—STATEWIDE COORDINATION
6. SPILL RESPONSE TRAINING
7. AGENCY DEBRIEFING
8. GEOGRAPHIC RESPONSE PLANS
9. SPILL RESPONSE EQUIPMENT--STATEWIDE DATABASE
10. LOCAL AND TRIBAL INVOLVEMENT IN INCIDENT COMMAND SYSTEM
11. VOLUNTEER ORGANIZATION AND MANAGEMENT
12. RESPONSIBLE PARTY ON SCENE COORDINATOR—AUTHORITY IN UNIFIED COMMAND
13. NATURAL RESOURCE INPUT TO UNIFIED COMMAND (1,2)
14. LOCAL PUBLIC INFORMATION OFFICER
15. COMMUNICATION BETWEEN UNIFIED COMMAND AND POTENTIALLY AFFECTED INDUSTRIES
16. EVIDENCE TO THE STATE OF FINANCIAL ASSURANCE FOR SHIPS

Oregon Department of Fish and Wildlife (ODFW)

1. SPILL RESPONSE TRAINING
2. AGENCY DEBRIEFING
3. BIOLOGICAL BASELINE AND MAPPING
4. VOLUNTEER ORGANIZATION AND MANAGEMENT
5. NATURAL RESOURCE INPUT TO UNIFIED COMMAND (3)
6. OREGON DEPARTMENT OF FISH AND WILDLIFE FUNDING BASE
7. OREGON DEPARTMENT OF FISH AND WILDLIFE STAFFING

Oregon Board of Maritime Pilots

1. MASTER-PILOT RELATIONSHIP (1,3)
2. NAUTICAL CHARTS AND COAST PILOTS
3. VESSEL ANCHORAGE IN OCEAN WATERS
4. INTERNATIONAL TUG OF OPPORTUNITY SYSTEM
5. AGENCY DEBRIEFING

Oregon Department of Justice

1. MASTER-PILOT RELATIONSHIP (2)
2. DESCRIPTION OF OREGON BAR AND RIVER PILOTAGE GROUNDS
3. AGENCY DEBRIEFING
4. STATE WRECK REMOVAL STATUTE

Division of State Lands (DSL)

1. SPILL RESPONSE TRAINING
2. AGENCY DEBRIEFING

Parks and Recreation Department (OPRD)

1. SPILL RESPONSE TRAINING
2. AGENCY DEBRIEFING

Oregon Department of Agriculture (ODA)

1. SPILL RESPONSE TRAINING
2. AGENCY DEBRIEFING

Office of Emergency Management (OEM)

1. SPILL RESPONSE TRAINING
2. AGENCY DEBRIEFING

Oregon Department of Transportation (ODOT)

1. SPILL RESPONSE TRAINING
2. AGENCY DEBRIEFING