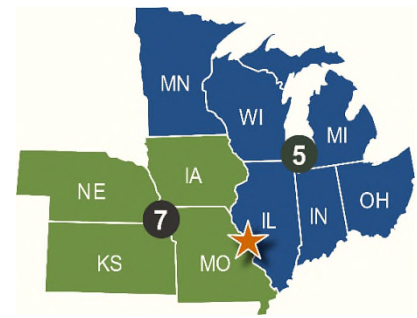


Region 5 & 7 Regional Response Teams Joint Response Tabletop Exercise



Exercise Objectives

1. Clarify respective roles of Regional Response Teams (RRT) in supporting Federal On-Scene Coordinators (FOSC) in the field.
2. Review existing plans and protocols needed to support timely and informed decision-making by FOSCs during a joint response.
3. Identify coordination and information management mechanisms needed to develop/maintain situational awareness of the incidents and effectively monitor the response.

Exercise Guidelines

- This exercise will be held in an open, low-stress, no-fault environment. Varying viewpoints, even disagreements, are expected.
- Respond to the scenario using your knowledge of current plans, policies, procedures, and response capabilities, as well as insights derived from your training and experience.
- Decisions are not precedent setting and may not reflect your organization's final position on a given issue. This exercise is an opportunity to discuss and present multiple options and possible solutions.
- Issue identification is not as valuable as suggestions and recommended actions that could benefit response/recovery efforts. Problem-solving efforts should be the focus.
- Not every issue/problem can be discussed exhaustively. To meet overall objectives, the facilitator may move the group to subsequent questions once the key points have been covered. Please, trust your facilitator.

General Scenario

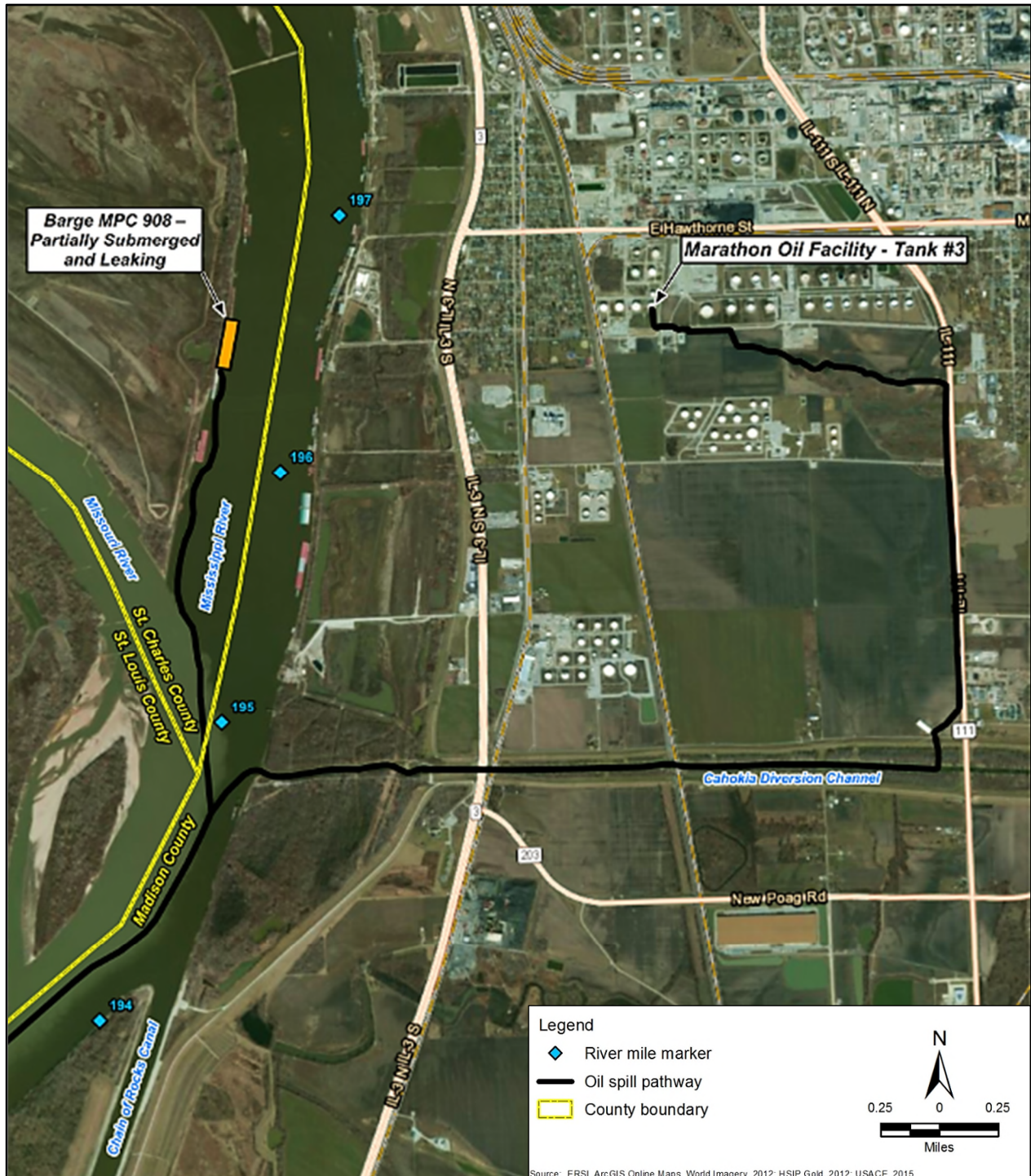
At 05:00 this morning, a straight-line wind event moved through the area of Wood River, Illinois, causing damage to homes, businesses, and local infrastructure. The fast-moving storm also dropped about 2 inches of rain, resulting in localized flash flooding. Reports of electrical power outages are widespread and crews are working to repair telephone and cell communication systems.

Two incidents are developing at/near Marathon Oil's Hartford Station about 1 mile east of Mississippi River mile marker (MM) 196.7:

1. Barge MPC 908 (Marathon-owned barge and contents) was struck and pierced by a runaway stone barge. The towboat was able to push the barge up against the Missouri bank, but the damaged corner is submerged and leaking Bakken crude oil at a significant rate.
2. A valve on Tank #3 at Marathon's Hartford Station failed after being struck by debris, resulting in a large release of Bakken crude oil. Secondary containment systems have failed, and product has flowed unimpeded for several hours toward the river.

All required internal and external notifications were made by Marathon upon discovery of the incidents. At the facility, crews are currently working to repair the containment dike and to stop the leak at its source. At 08:30, the status of the barge remains unchanged (afloat but leaking), and oil from both discharges has commingled on the river just south of MM 195. At this time, Marathon's Tier 1 (local) Response Team and emergency response contractor are on site and beginning to deploy equipment on the water. Marathon Tier 2 (regional) Response Team is 1 hour out. Secondary oil spill removal organizations (OSRO) have been mobilized, and Marathon's Tier 3 (national) Response Team will arrive at about 12:00 noon.

Figure 1: Incident Geographic Overview, 08:30 – April 23, 2015



Key Information: 08:40, April 23rd

- All notifications were made in accordance with applicable plans (e.g., facility response plans, operations manuals, sub-area plans, etc.).
- Although the discharge from the barge continues, repairs to the containment dike and tank valve have been completed at Marathon's facility.
- While quantities of released/discharged product are currently unknown, potential amount of discharge from the barge is 208,845 gallons (one of the six cargo tanks), and the aboveground tank has a capacity of 6,848,978 gallons. Both incidents involve Bakken crude oil.
- Based on existing agreements, U. S. Coast Guard (USCG) provided the FOSC to the barge incident, and U.S. Environmental Agency (EPA) provided the FOSC for the facility incident.
- Agencies currently on scene include Marathon personnel and emergency response contractors, and personnel from USCG Sector Upper Mississippi River, EPA Region 5, Illinois EPA, and local public safety agencies.
- Additional private response resources have been mobilized, including a second OSRO.

Note: Today's real-world weather and river conditions will be assumed for exercise play.

Discussion

1. Would the RRTs be activated? What is this process?
 - Which agencies would be needed to support the initial response?
 - Is an "incident-specific" RRT activation needed before Pollution Removal Funding Authorizations (PRFA) can be approved by the FOSC?
2. How would RRT-7 agencies address the barge incident, and how would RRT-5 agencies address the facility incident?
3. What would the RRTs' organization look like to support the FOSCs during this incident?
4. What personnel and resources will be deployed by RRT member agencies, and where?
5. How would RRTs coordinate on issues of concerns that cannot be resolved within the response organization?
6. What level of coordination between RRTs is actually needed? How would this be achieved? Which activities require close coordination?
7. What reference materials and tools are available to identify vulnerable populations/environments?

