



# **Marathon Petroleum Company LP**

## **EMERGENCY RESPONSE ACTION PLAN**

### **KNOXVILLE, TN TERMINAL**

EPA FRP-04TN222  
DOT/PHMSA/OPS MKT9

Marathon Petroleum Company  
(hereafter referred to as “MPC”)

2601 Knott Road  
Knoxville, TN 37950-5318

Located in Knox County

**TERMINAL, TRANSPORT & RAIL**

**(Asphalt and Southern Light Products Area,  
Nashville Area)**

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**RESPONSE PLAN COVER SHEET (ERAP COPY)**  
**Original is Located in the Introduction Section**

## General Information:

Owner/Operator of Facility: Marathon Petroleum Company  
 Facility Name: Knoxville, TN Light Products Terminal  
 Facility Address: 2601 Knott Road  
Knoxville, TN 37950-5318  
 Facility Phone Number: 865/588-6566  
 24-Hour Contact Number: 1/877/MAPLINE (1-877-627-5463)

(b) (7)(F)

Date of Initial Operation: 1954

(b) (7)(F)

Number of Aboveground Oil Storage Tanks: fourteen (14)

Number of Underground Storage Tanks: 1 abandoned

Capacity (Gallons): 0, filled w/concrete and sand

Number of Storage Drums: 0

Capacity (Gallons): N/A

Number of Transformers Containing Oil: 1

Total Transformer Volume (Gallons): 30 gallons estimated

Number of Surface Impoundments: 0 Capacity (Gallons): N/A

North American Industry Classification System Code: 424710

(b) (7)(F)

Facility Distance to Navigable Water. Mark the appropriate line.

0 - ¼ mile \_\_\_\_\_ ¼ - ½ mile \_\_\_\_\_ ½ - 1 mile \_\_\_\_\_ > 1 mile \_\_\_\_\_

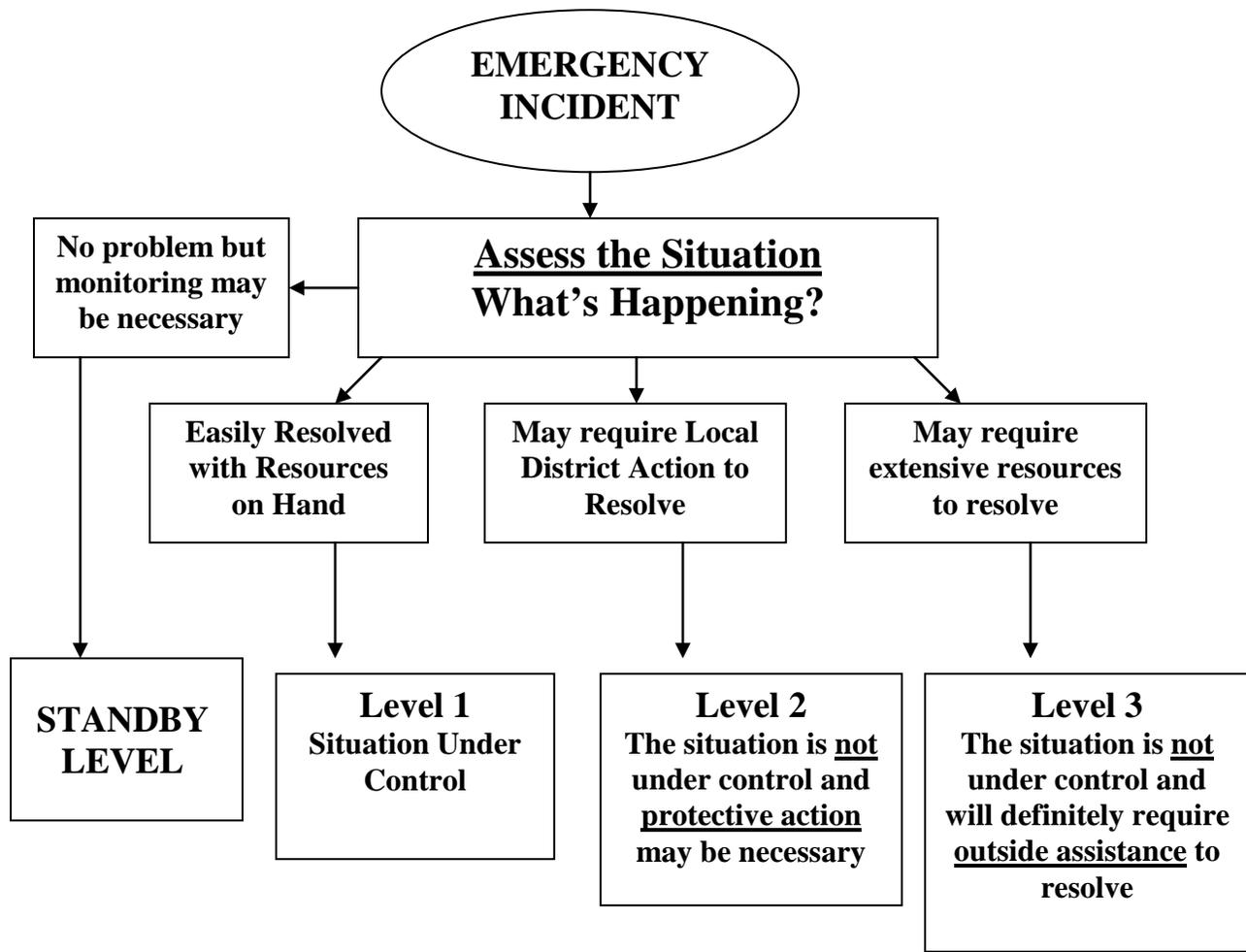
- The terminal is located about ¾ mile upgradient from Third Creek, a tributary of the Tennessee River.
- The “Applicability of Substantial Harm Criteria” with the signed Certification is located in the Introduction Section.

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# Emergency Events and Immediate Response Actions

Emergency Event	Response Guidance
General Emergency	Response Guide A
Product Release	Response Guide B
Medical Problem	Response Guide C
Severe Weather	Response Guide D
Security or Bomb Threat	Response Guide E
Fire or Explosion	Response Guide F

## MPC EMERGENCY LEVELS



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## RESPONSE GUIDE A – GENERAL EMERGENCY

<b>Action</b>	<b>Considerations</b>
1. Sound the alarm.	Ensure all site personnel are accounted for and are aware of the problem.
2. Assess the situation.	What's happening? Could it get worse? Corrective action needed? Additional assistance needed?
3. Take corrective actions.	Modify operations? Shut down operations? Evacuate the facility? Call Police? Call Fire Department? Call contractor?
4. Call 1-877-MAPLINE (1-877-627-5463).	Report the problem to MPC.
5. Reassess situation.	Situation being resolved? Situation worsening?
6. Take additional corrective actions.	Modify operations? Shut down operations? Evacuate the facility? Call Police? Call Fire Department? Call contractor?

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## RESPONSE GUIDE B – PRODUCT RELEASE

<b>Action</b>	<b>Considerations</b>
1. Sound the alarm.	Ensure all site personnel are accounted for and are aware of the problem.
2. Assess the situation.	What's happening? Check the MSDS. Is available PPE adequate? Could it get worse? Corrective action needed? Additional assistance needed?
3. Take corrective actions.	Protect personnel. Shut down operations? Secure ignition sources? Evacuate the facility? Call Police? Call Fire Department? Call contractor?
4. Perform containment, confinement, and control. (But only if you have monitored the atmosphere with your Multigas Detector and can do so safely without risk of exposure to the released material!)	Confine spill to piping or tank by closing valves, securing pumps, etc. Confine spill to smallest area possible by diking and damming. Control hazards to personnel by minimizing exposure.
5. Consider protective booming if water release.	See First Response Strategy Report at end of Emergency Response Action Plan (ERAP).
6. Call MPC QI listed in Notification List and 1-877-MAPLINE (1-877-627-5463).	Report the problem to MPC QI and MAPLINE (1-877-627-5463) to initiate response.
7. Assist MPC ERT in response as directed.	Complete Notification Form (Form 100). Make required notifications.

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## RESPONSE GUIDE C – MEDICAL PROBLEM

<b>Action</b>	<b>Considerations</b>
1. Sound the alarm.	Radio or phone for assistance, or send someone to call EMS.
2. Remain with the injured person.	Move injured person only if imminent danger threatens.
3. Perform first aid only if you are qualified. (Note: If a chemical exposure is involved, have an MSDS ready and available for responding EMS personnel.)	Keep injured person warm and dry. Stop bleeding. Maintain breathing. Keep injured person calm.
4. Direct assistance to injured person.	Be ready to direct vehicle and personnel to location.
5. Call MPC 1-877-MAPLINE (1-877-627-5463).	Report the problem to MPC.

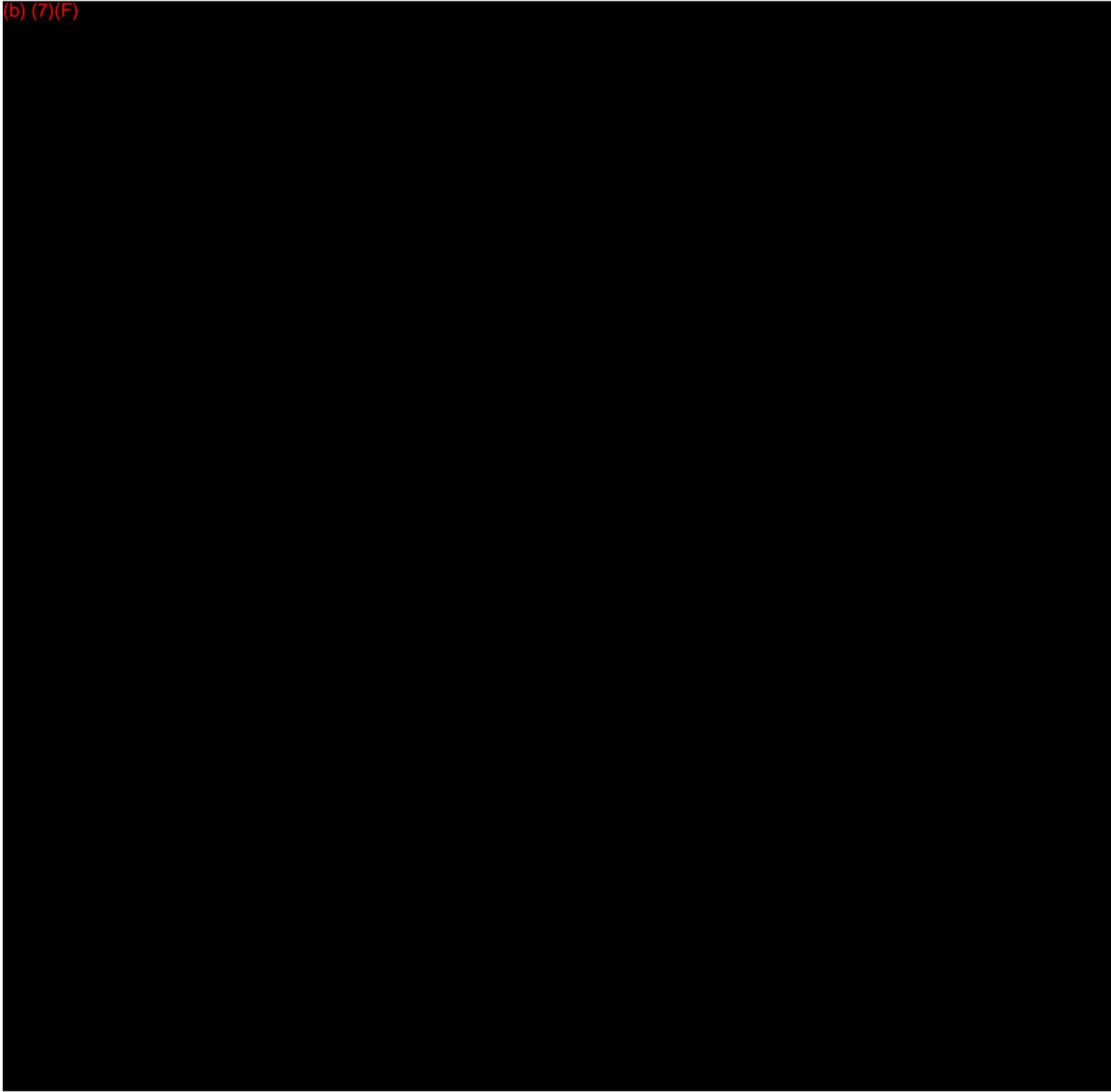
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## RESPONSE GUIDE D – SEVERE WEATHER

<b>Action</b>	<b>Considerations</b>
1. When severe weather is forecast or imminent, maintain tornado/hurricane watch	Curtail or stop operations. Make preparations for severe weather. Reduce staff.
2. If a tornado or high winds occur, seek inside shelter.	Designated shelter areas available? Go there. Otherwise, seek inside room in stoutest building.
3. While inside during tornado event	Stay away from windows. Get under furniture. Protect head and neck. Put on PPE such as safety hat, safety glasses, and gloves.
4. If shelter is not available and you're caught outside	Get out of vehicle. Seek protection in ditch or alongside building. Protect neck and head. Put on PPE. Watch out for flooding.
5. After tornado has passed	Assist any injured. Watch out for downed electrical lines. Watch out for critters or stray animals. Inspect terminal for possible releases. Take head count. Call 1-877-MAPLINE (1-877-627-5463).

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## RESPONSE GUIDE F – FIRE OR EXPLOSION

<b>Action</b>	<b>Considerations</b>
1. Sound the alarm.	Ensure all site personnel are accounted for and are aware of the problem and depart area if not safe. Protect personnel!
2. Call Fire Department.	Report circumstances. <i>Note:</i> All fires, regardless of magnitude, must be reported to the Fire Department. You still need to notify the Fire Department even if the fire has been extinguished.
3. Assess the situation.	What's happening? Check the MSDS. Could it get worse? Corrective action needed? Additional assistance needed?
4. Take protective actions.	Protect personnel Turn off equipment Shut down operations Evacuate the facility
5. If possible, fight the fire.	Activate fixed fire fighting systems if available. Do not enter burning buildings. Use extinguishers only if trained.
6. Protect surrounding tanks and structures.	If possible move equipment.
7. Call 1-877-MAPLINE (1-877-627-5463).	Report the problem to MPC.

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## EMERGENCY COORDINATOR / DESIGNATED PERSON IN CHARGE / INCIDENT COMMANDER

Name & Address	Title	Office Phone Number	Home Phone Number	24 hour/ Cellular Number	Response Time
Brad Kifer 1144 Farrington Drive Knoxville, TN 37923	Terminal Manager	865/588-6566	(b) (6)	C/865/244-7088	1 hour
<b>Designated Alternate</b>					
Mike Vohs 300 Misty Ridge Way Lenoir City, TN 37972-5391	Operator	865/588-6566	(b) (6)	C/865/740-9506	1 hour
Craig Sisk 310 Devon Way White Pine, TN 37890	Operator	865/588-6566	(b) (6)	C/865/740-9504	1 hour

When a spill or an emergency incident is discovered, it will be reported to the Emergency Coordinator/Designated Person in Charge/QI/Incident Commander who is the Terminal Manager or the Designated Alternate. The Terminal Manager or Designated Alternate will take immediate action as required to mitigate the emergency and act as the QI. If deemed necessary, the Area Manager and/or District Manager will be notified via MAPLINE (1-877-627-5463), calling directly, or paging, and in consultation with the Area Manager/District Manager, a determination will be made of the level of response required.

Via the 1/877/MAPLINE (1-877-627-5463), the emergency operator can connect all parties on a conference call.

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## LIST OF QUALIFIED INDIVIDUALS

Qualified Individual					
Name & Address	Title	Office Phone Number	Home Phone Number	24 Hour/Cellular Number	Response Time
Brad Kifer (b) (6) <u>Work Address</u> 2601 Knott Road Knoxville, TN 37950-5318	Terminal Manager	865/588-6566	(b) (6)	C/865/244-7088	1 hour
Alternate Qualified Individual(s)					
Rich Walker (b) (6) <u>Work Address</u> 1808 Jones Street Knoxville, TN 37920	Terminal Support Manager	865/577-5151	(b) (6)	C/865/414-1221	1 hour

## QUALIFIED INDIVIDUAL TRAINING

QIs have received OSHA 24-hour Incident Commander and/or 24-hour Hazardous Materials Technician Training; QI/IC training; participated in PREP Deployment and Spill Management Team Exercises; and received spill prevention and spill response training. Training records are maintained at the facility or office by the QI.

## QUALIFIED INDIVIDUAL DUTIES & AUTHORITY

MPC has designated Qualified Individuals (QI) with responsibilities and full authorities to implement removal actions, and manage spill incidents of different volumes and magnitude. The QIs are required to have a minimum of 24 hours of HAZWOPER Training - OSHA - 29CFR 1910.126 and be familiar with the implementation of the Terminal Facility Response Plan. Qualified Individuals have authority to:

- Ensure the activation of internal alarms and hazard communication systems to notify all Terminal personnel, contract personnel, transport drivers, etc.
- Ensure the notification of all response personnel (police, fire, medical, etc.) as needed.
- Ensure the identification, character, exact source, amount, and extent of the release, as well as other items needed for notification.
- Ensure the notification of appropriate Federal, State, and local authorities, including the National Response Center, State Emergency Response Commission, and Local Emergency Planning Committee, via the Environmental Engineer or Environmental Professional.
- Ensure the assessment of the interaction of the spilled substance with water and/or other substances stored at the Terminal and ensure the communication of that information to the response personnel at the scene of that assessment.
- Ensure the assessment the possible hazards to human health and the environment due to

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the release. This assessment must consider both the direct and indirect effects of the release (*i.e.*, the effects of any toxic, irritating, or asphyxiating gases that may be generated, or the effects of any hazardous surface water runoffs from water or chemical agents used to control fire and heat-induced explosion), via the Safety Specialist or Safety Professional and/or the Environmental Engineer or Environmental Professional.

- Ensure the assessment and prompt actions to contain and remove the substance released.
- Ensure the coordination of rescue and response actions as previously arranged with all response personnel.
- Use authority to immediately access company funding to initiate cleanup activities.
- Direct cleanup activities until relieved.
- Ensure implementation incident mitigation procedures.
- Ensure the notification of any of the Oil Spill Response Organizations (OSRO) or response contractor(s) listed in Section F in addition to any OSRO with which MPC has an Environmental Service Contract.
- Ensure notification of any Terminal Transport & Rail District Manager and Support Managers for additional support.
- Ensure a liaison relationship with the pre-designated FOSC.
- Obligate funds requested to carry out response activities.
- All MPC QIs will comply with the requirements as set forth by Federal regulations, including:
  - Speaking fluent English
  - Located within the United States
  - Being available on a 24-hour basis
  - Being familiar with the implementation of the Facility Response Plan
  - Being trained in the responsibilities of the Qualified Individual within the Facility Response Plan

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**EMERGENCY NOTIFICATION / PHONE LIST**

<b>CONTACT NAME</b>	<b>NUMBER</b>
<b>Terminal Manager/EC – Brad Kifer Knoxville, TN LP Terminal</b>	O/865/588-6566 (b) (6) C/865/244-7088
<b>Local Emergency Responders</b>	
MAPLINE Emergency Operator	1/877/MAPLINE (1/877/627-5463)
Police/Fire/Ambulance	911
Knoxville Fire Department (Chief Stan Sharp)	865/595-4468
Knoxville Police Department	865/215-7000
Knoxville Rescue Squad	865/546-4821
LEPC	865/215-1166
<b>Medical Facilities (From Section P)</b>	
Baptist Health System	865/632-5011
Children's Hospital	865/541-8000
Knox County Health Department	865/215-5000
Fort Sanders Regional Medical Center	865/541-1111
Fort Sanders Park West Hospital	865/373-1000
St. Mary's Medical Center	865/545-8000
The University of Tennessee Medical Center	865/305-9000
<b>Federal &amp; State Agencies</b>	
National Response Center	800/424-8802 or 202/267-2675
EPA - Region 4 (24 hour)	404/562-8700
Tennessee Valley Authority (TVA) Police	800/824-3861
TVA Emergency Management (Ron Majiros)	256/386-2149
USCG MSU Paducah	270/442-1621
Tennessee Emergency Management Agency	800/262-3300 or 800/262-3400
Tennessee SERC	615/741-9907
Tennessee State Police	865/594-5800
Tennessee State Fire Marshall	615/741-2981
Tennessee Division of Water Quality	865/594-6035 or 865/594-5529
Tennessee Department of Transportation	865/594-2403
Tennessee Division of Air Pollution	865/594-6035
Tennessee Division of Groundwater	865/694-6035
Tennessee Division of Super Fund	865/594-6035
Tennessee Department of Environmental & Conservation	615/532-0109
Knoxville EMA	865/215-1166
Knoxville County Emergency Communications	865/215-1166
Knoxville County Health Department	865/215-5000
TN Emergency Management Agency	615/741-0001 (24/7)

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**EMERGENCY NOTIFICATION / PHONE LIST**

<b>CONTACT NAME</b>	<b>NUMBER</b>
<b>OSROs</b>	
HEPACO	800/888-7689
Eagle/SWS Environmental First Response	24 Hour - 800/852-8878 Paducah - 270/444-8003
Oil Mop	800/645-6671
U. S. Environmental Services	888/279-9930
American Enviro-Services-Murfreesboro (Evergreen)	866/894-1900
<b>Utilities</b>	
Electric/Gas KUB	865/524-2911
<b>Weather and Media</b>	
Local Weather	865/521-6300
Local Radio	865/588-6511
Local TV	865/637-1272
<b>MPC/SSA/PIPELINE</b>	
Primary Command Post - Primary Terminal Office	865/588-6566
Secondary Command Post(s) - Citgo Terminal	865/588-3555
<b>Neighboring Facilities</b>	
CSX Railroad (Crossing #347567R)	800/232-0144
University of Tennessee Veterinarian School	865/974-8387 or 865/974-5818
Citgo Terminal	865/588-3555
Kinder Morgan Terminal	865/584-4611
Motiva Terminal	865/588-8024
Magellan Terminal	865/588-9695
Cummings Terminal	865/588-6650
Colonial Pipeline	865/584-1817
Park & Recreation Center (Tyson Park)	865/215-2090
<b>Human Services</b>	
American Red Cross	865/584-2999
<b>Response Support – Aviation (From Section F)</b>	
TAC	865/970-9000
<b>Response Support – Portable Housing Source (From Section F)</b>	
TN Waste	865/546-6311
<b>Response Support – Potable Water Source (From Section F)</b>	
Crystal Springs	800/235-7873
<b>Response Support – Sanitary Facilities Source (From Section F)</b>	
TN Waste	865/522-9958
<b>Response Support – Fuel Source (From Section F)</b>	
Regal Petroleum	865/521-5010

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**EMERGENCY NOTIFICATION / PHONE LIST**

<b>CONTACT NAME</b>	<b>NUMBER</b>
<b>Disposal Firms (From Section M)</b>	
Aaron Oil	800/239-4549
Allied Energy	205/925-6600; C/205/613-8208; 803/695-4645
Clean Harbors	800/645-8265
Waste Management	865/525-0529
<b>Transporters (From Section M)</b>	
Aaron Oil	800/239-4549
Allied Energy	205/925-6600; C/205/613-8208; 803/695-4645
Clean Harbors	800/645-8265
<b>Container Suppliers (From Section M)</b>	
Volunteer Drum	865/673-9396
Waste Management	865/525-0529
<b>Communication Equipment Suppliers (From Section N)</b>	
Metro Communications	865/546-0311
<b>Security Contractors (From Section O)</b>	
Securitas	865/689-4773
<b>Fire Fighting Services &amp; Equipment</b>	
Williams Fire & Hazard Control, Inc.	800/231-4613 or 409/727-2347 or 281/999-0276
<b>Locks &amp; Dams</b>	
Cherokee Dam	865/632-6065 or 865/632-2101
Douglas Dam (Jane Wells - Controller)	865/632-6065 or 865/632-2101
Fort Loudon Lock, Dam & Hydro Power Plant	865/632-6065 or 865/986-2762
Watts Bar Lock, Dam & Hydro Power Plant	865/632-6065 or 423/365-7634
<b>Other Numbers (General Contractors, etc)</b>	
Direct Electric	865/637-5787
University of Tennessee Energy Environmental & Resource	865/974-4251

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Form 100 – Incident Response Notification Form

**Form 100 – Incident Response Notification Form, Page 1 of 4**

Knoxville, TN LP Terminal

40 CFR Part 112 Appendix F 1.3.1

09/00

<b>Caller Information</b>				
Date	Time	Reporter's Name	Position within Company	
Reporter's Facility (address)		Facility Owned by Company	Division of Company	
Responsible Party				
Phone Number	Fax Number	Calling for Responsible Party (Y or N)	Calling for Federal Reporting Obligations (Y or N)	
<b>Incident Description</b>				
Date of Incident		Time	Weather	
Reason for Discharge		Incident Latitude/Longitude	Incident River Mile Post	
Incident Address/Location		Nearest City/County/State	Distance from City (Miles & Direction)	
Material Discharged (Y or N) Confidential (Y or N)		Material in Water? (Y or N)	Name of Water Body	
Container (Drum/Tank/Line, etc.)		Storage Capacity (bbl. or gal.)	Facility Total Storage Capacity	
Chris Code (Material)	Total Discharge Amount (est.)	Unit bbl. or gal.	Material in water (est.)	Unit bbl. or gal.

**Initial notifications should not be delayed pending the collection of all information.**ENV/RELPP/60C  
TTM FRP (Form 100)CUSTODIAN: OPA Coordinator  
COPY: None

REVISED: 3/2005

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**Form 100 – Incident Response Notification Form, Page 4 of 4**

Knoxville, TN LP Terminal

40 CFR Part 112 Appendix F 1.3.1

09/00

<b>Agency Response</b>	
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
<b>Contractor Notifications</b>	
Contractor: Name of Contact: Time Contacted:	Comments:  Arrival Time:
Contractor: Name of Contact: Time Contacted:	Comments:  Arrival Time:
Contractor: Name of Contact Time Contacted:	Comments:  Arrival Time:
Contractor: Name of Contact Time Contacted:	Comments:  Arrival Time:
<b>Company Notifications</b>	
Contact:	Comments:
Time:	Arrival Time:
Contact:	Comments:
Time:	Arrival Time:
Contact:	Comments:
Time:	Arrival Time:

**Initial notifications should not be delayed pending the collection of all information.****Send completed form to an OPA Coordinator in Findlay.**ENV/RELPP/60C  
TTM FRP (Form 100)CUSTODIAN: OPA Coordinator  
COPY: None

REVISED: 3/2005

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## TERMINAL RESPONSE TEAM

The following personnel are Terminal employees and District employees that comprise the Terminal Response Team which is considered the Core Level I Response Team.

Knoxville Light Products Terminal Response Team						
Name	Title	Office Phone Number	Home Phone Number	24 hour/ Cellular Number	Response Time	Emergency Response Duties
Brad Kifer	Terminal Manager	865/588-6566	(b) (6)	C/865/244-7088	1 hour	QI/IC
Mike Vohs*	Operator	865/588-6566		C/865/740-9506	1 hour	IC/OP/Plan/Log
Craig Sisk	Operator	865/588-6566		C/865/740-9504	1 hour	IC/OP/Plan/Log
Doug Bonk	Environmental Professional	770/427-3800 x605		C/404/313-5606	3 hours	Env/Lia
Steve Bowling	Safety Specialist	615/242-9233		C/615/504-0489	3 hours	Safe

\*Designated Alternate

MPC's emergency response management program has adopted the Incident Command System (ICS). The ICS is compatible with the USCG Incident Management Handbook (USCG COMDT PUB P3120.17) and National Interagency Incident Management Systems (NIIMS).

MPC provides training for personnel as required by OSHA 29CFR 1910.120 and 29 CFR 1910.1200 which is appropriate for their assigned roles and responsibilities in the event of an incident.

### Emergency Response Duties\*

QI	Qualified Individual
IC	Incident Commander
OP	Operations Section
Plan	Planning Section
Log	Logistics Section
Fin	Finance Section
Adv	Advisor
PA	Public Affairs
Lia	Liaison
Safe	Safety
Leg	Legal

\* Job descriptions for Emergency Response Duties are as described in the USCG Incident Management Handbook.

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**DISTRICT RESPONSE TEAM (Company Response Team)**

The following personnel are District employees and Corporate employees that comprise the District Response Team (Company Response Team). The District Response Team is considered the Core Level II Response Team.

Asphalt and Southern Light Products Area, Nashville Area Response Team (Company Response Team)						
Name	Title	Office Phone Number	Home Phone Number	24 hour/Cellular Number	Response Time	Emergency Response Duties
Kevin Miller	Asphalt District Manager	419/421-3891	(b) (6)	C/419/351-1529	7 hours	IC
Chris Kasselmann	District Engineer	419/421-3995	(b) (6)	C/419/957-8671	7 hours	Plan
Mike Harmon	Nashville Area Manager	615/258-4404	(b) (6)	C/615/636-5672	3 hours	IC
Doug Bonk	Environmental Professional	770/427-3800 x605	(b) (6)	C/404/313-5606	3 hours	Env/Lia
Steve Bowling	Safety Specialist	615/242-9233	(b) (6)	C/615/504-0489	4 hours	Safe
Brenda Ladd	Analyst	419/421-2808	(b) (6)	None	7 hours	Fin
Rosanne Colasante	HR Representative	770/427-3800 x 603	(b) (6)	C/404/313-5131	4 hours	PA
Rich Walker Knoxville, TN Asp	Terminal Support Manager	865/577-5151	(b) (6)	C/865/414-1221	1 hour	QI/OP
John Simpson Chattanooga, TN	Terminal Support Manager	423/756-8275	(b) (6)	C/423/280-0853	4 hours	OP
Craig Kuhlman	P & CS Purchasing & Commercial Services	419/421-3773	(b) (6)	C/419/230-1176	7 hours	Log

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MPC provides training for personnel as required by OSHA 29CFR 1910.120 and 29 CFR 1910.1200 which is appropriate for their assigned roles and responsibilities in the event of an incident.

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**Emergency Response Duties\***

QI	Qualified Individual
IC	Incident Commander
OP	Operations Section
Plan	Planning Section
Log	Logistics Section
Fin	Finance Section
Adv	Advisor
PA	Public Affairs
Lia	Liaison
Safe	Safety
Leg	Legal

\* Job descriptions for Emergency Response Duties are as described in the USCG Incident Management Handbook .

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## RESPONSE EQUIPMENT LIST AND LOCATION

The following oil spill response equipment is available at the Knoxville, TN LP Terminal:

Equipment	Location
3/16" x 18" x 18" Absorbent Pads	Warehouse
10` x 8" Absorbent Booms	Warehouse
Oil Dry	Warehouse
Shovels	Warehouse
Rake	Warehouse

The Knoxville Tennessee LP Terminal belongs to the Knoxville Terminaling Association

The equipment located at the Terminal is accessible within minutes.

**This Terminal relies on contracted Oil Spill Response Organizations (OSROs) for all additional response equipment.**

## RESPONSE EQUIPMENT TESTING AND DEPLOYMENT DRILL LOG

- Last Inspection or Response Equipment Test Date: See the Response Equipment Inspection Log (Form 601) available online at the facility or a sample at the end of Section L.
- Inspection Frequency: Monthly
- Last Deployment Drill Date: There is no equipment to be deployed. This terminal depends on OSRO equipment.
- Deployment Frequency: OSRO deploys equipment annually as indicated in the OSRO deployment letter at the end of Section F. If terminal has containment boom, deployments are performed bi-annually and recorded on PREP form 800 as outlined in Section F.
- Oil Spill Removal Organization Certification (if applicable): See Section F - USCG OSRO classification & OSRO Deployment Letter.

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## EVACUATION PLAN

In the event Terminal evacuation becomes necessary, the following Plan should be followed to ensure employee/visitor safety. Announcement of an evacuation will be made by the Terminal Manager or Designated Alternate.

It shall be the Terminal Manager or Designated Alternate's responsibility to train each employee annually on the proper evacuation procedures.

The Terminal will cooperate with local officials during any evacuation of the area. In the event of a community evacuation, the Knox County Local Emergency Planning Committee will be in control of the evacuation.

### The following safety authorities shall be notified:

- 911 Central Dispatch
- Knoxville Fire Department
- Knoxville Police Department
- Knox County Police

### The local public safety authorities may need to establish traffic control at:

- Corner of Knott Road and Middlebrock Pike about .25 mile to the southeast of the terminal.

### Spill equipment and Fire Department staging areas are:

- Northwest of the Terminal Office building
- Fleet Transport Company

### Evacuation centers are:

- Penn Tank Lines  
Middlebrock Pike
- I-640 Plaza on Wester Avenue

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Medical treatment is available at:

Baptist Health System  
137 Blount Avenue  
Knoxville, TN  
865/632-5011

Children's Hospital  
2018 Clinch Avenue  
Knoxville, TN  
865/541-8000

Knox County Health Department  
Main Health Center, 140 Dameron Avenue  
Knoxville, TN  
865/215-5000

Fort Sanders Regional Medical Center  
1901 Clinch Ave.  
Knoxville, TN 37916  
865/541-1111

Fort Sanders Park West Hospital  
9352 Park West Blvd.  
Knoxville, TN  
865/373-1000

St. Mary's Medical Center  
900 Oak Hill Avenue, NE  
865/545-8000

The University of Tennessee Medical Center  
1924 Alcoa Highway  
Knoxville, TN  
865/305-9000

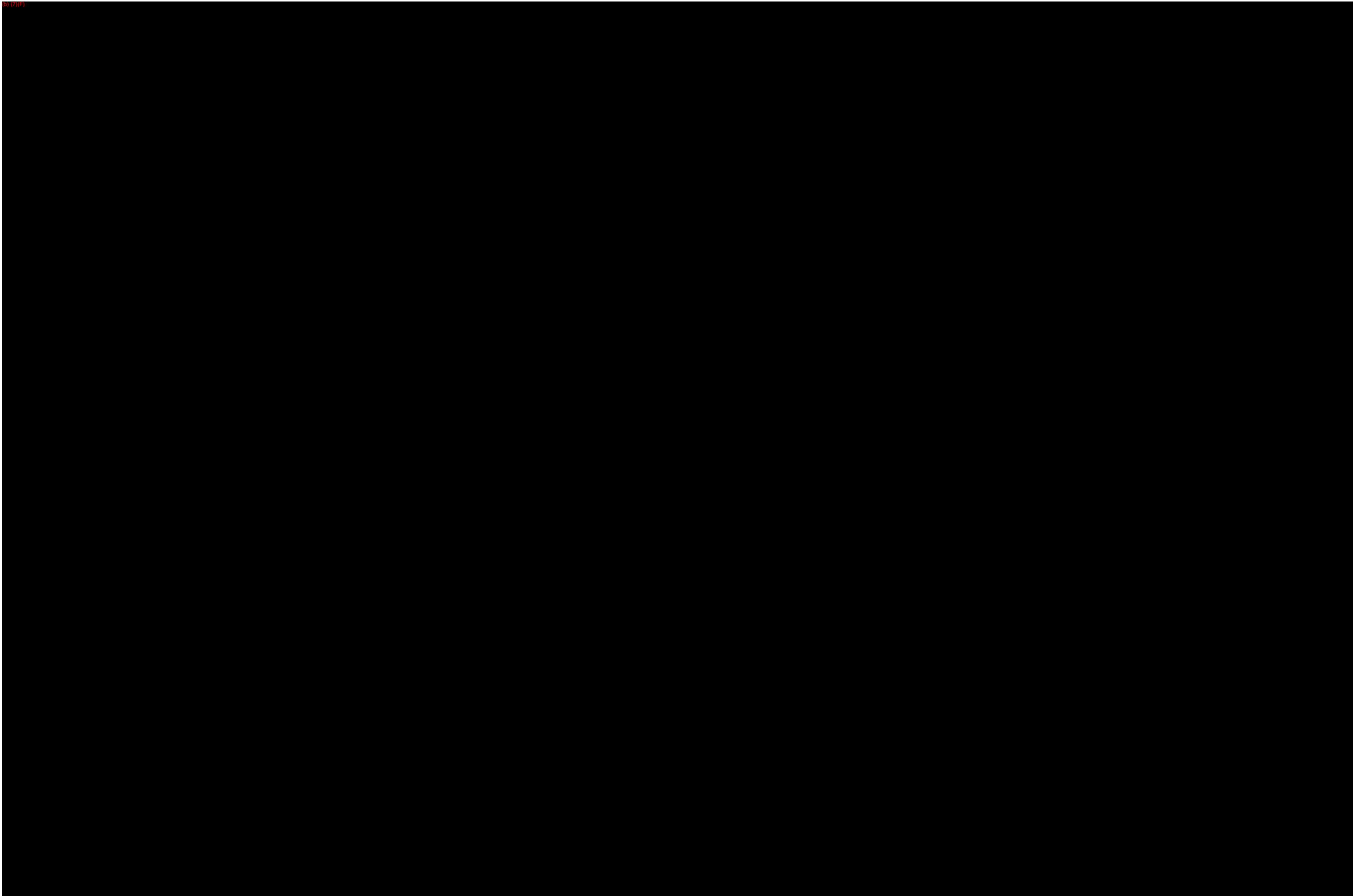
**Terminal Office Building(s)**

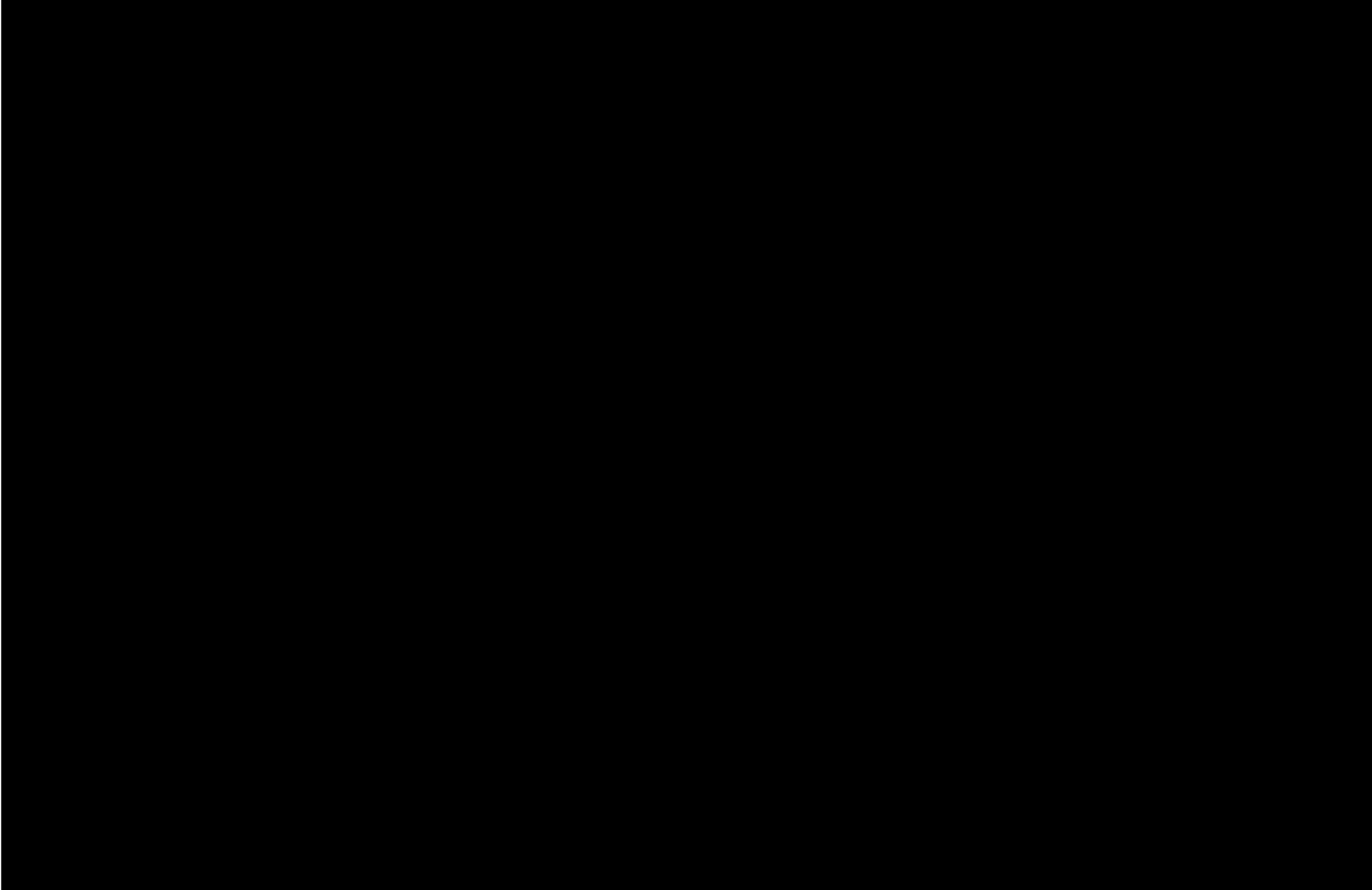
If immediate evacuation of the office area becomes necessary, please try to use the main entrance. If this is not possible, the rear door should be used. Everyone should go to the mustering point, which is located in the parking lot, to be accounted for and receive any additional information that may be necessary for their safety.

The Terminal Manager or the Designated Alternate will be responsible for taking the head count and administering instructions.

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**Entire Terminal Property**

If evacuation of the entire Terminal grounds becomes necessary, employees working outside the office will be notified via public intercom in terminal office and loading lanes to immediately start taking the necessary steps in shutting the Terminal down. Personnel should immediately discontinue their current activity and report to the on-site mustering point for accountability and further instructions.

In the case of a complete evacuation of the Terminal property, the off-site mustering point is located Penn Tank Lines parking area located on Middlebrook Pike.

In case of severe weather the Terminal's designated "shelter in place" location is the Terminal office building.

The Terminal Manager or the Designated Alternate will be responsible for taking the head count and administering instructions.



**MPC****Knoxville, TN LP Terminal****Terminal Evacuation Plan**

- |      |  |  |
|------|--|--|
| I.   | Sound fire alarm.                          | By public intercom in terminal office and loading lanes  |
| II.  | Call Fire/Police Dept.                     | 911 – Central Dispatch, if applicable<br>Knoxville Fire Department & Knoxville Police Department |
| III. | Extinguish fire if safe to do so.          | (If fire is out of control or too dangerous, wait at a safe distance for help to arrive.)        |
| IV.  | Evacuate employees and personnel vehicles. |  |

**THE FOLLOWING WILL BE ACCOMPLISHED BY TERMINAL PERSONNEL ONLY!**

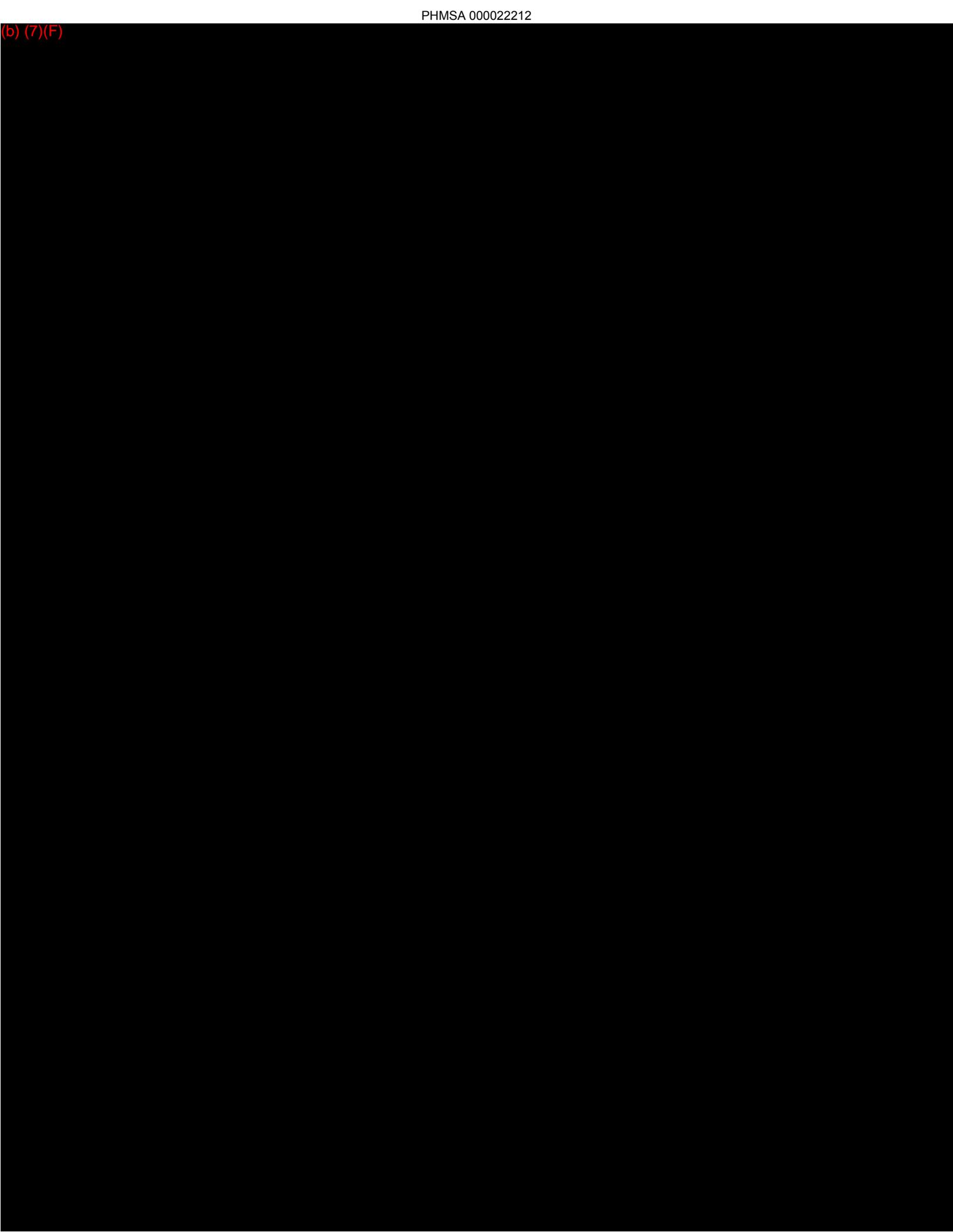
- |       |  |
|-------|--|
| V.    | Open gates for emergency vehicles.   |
| VI.   | Close piping valves.   |
| VII.  | Essential personnel, necessary to interface with the Fire Department, move away a <b>safe distance</b> to await Fire Department. |
| VIII. | Non essential personnel go to the Offsite Mustering Point:   |

Citgo Terminal  
2600 Knott Road  
Knoxville, TN 37950  
423/588-3555

Safe Haven: Penn Tank Lines parking area, on Middlebrook Parkway. A secondary Safe Haven is the Parking area of I-640 Plaza at Oak Ridge Hwy & I-640.



(b) (7)(F)







## **FIRST RESPONSE STRATEGY REPORT**

**(Following Pages)**

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# TACTICAL RESPONSE PLAN



**Terminal, Transport & Marine**  
Health, Environment, Safety and Security Policy

Terminal, Transport & Marine (TT&M) is committed to excellence in health, environment, safety and security (HES&S) performance through the implementation of the Responsible Care guiding principles. This commitment is an essential part of our business. Additional safety commitments critical to achieving an injury free workplace are set forth in Transportation & Logistics' Safety Vision, Principles and Commitments. Meeting all of these commitments is a responsibility shared by every TT&M employee, including contractors and other stakeholders.

The following principles will guide our HES&S performance:

- Incident Prevention:** TT&M employees and contractors strive to maintain an incident and injury free workplace, with 100 percent safe work practices and conditions throughout our operations.
- Pollution Prevention & Resource Conservation:** TT&M is committed to environmental protection and will emphasize, to the extent practical, resource conservation and the minimization of wastes, emissions and releases throughout our operations.
- Communities:** TT&M is dedicated to being a good neighbor in the communities in which we work. We will conduct our operations safely and responsibly and we will proactively consult with stakeholders on issues of mutual interest.
- Security and Emergency Preparedness:** Security and emergency preparedness are vital functions and the responsibility of management, supervisors and employees at all levels. TT&M will maintain emergency plans to protect everyone in and around our facilities, the environment and our corporate resources.
- Risk Assessment:** Management of risk is fundamental to safe operations, products and services. TT&M will systematically identify potential hazards, assess their relative significance and develop reduction measures to ensure risks are properly addressed.
- Training and Education:** TT&M will ensure that employees understand their HES&S responsibilities and that they are trained and competent to perform their assignments effectively. TT&M will support education and research on the HES&S effects of our products and processes.
- Legislative and Regulatory Compliance:** TT&M will comply with all applicable HES&S laws, regulations and other requirements to which the organization subscribes. Within our sphere of influence, TT&M will actively participate in the development of responsible laws, regulations and standards regarding HES&S issues.
- Product Stewardship:** TT&M will provide information to, and work with, applicable parties to foster the safe use, handling, transportation, storage, recycling, reuse and disposal of our materials, products and wastes.
- Contractor Performance:** Recognizing that our contractors are pivotal to achieving our HES&S goals, TT&M will select specific contractors based upon performance monitoring and work with them to align our common interests and promote HES&S excellence.
- Measurement of Performance:** TT&M's HES&S performance will be measured regularly using key indicators. Operations will also be monitored for compliance with applicable HES&S legislative and regulatory requirements through periodic reviews and audits.
- Continuous Improvement:** TT&M's management systems provide a framework for setting targets, measuring performance and reporting results. TT&M will employ these systems to achieve continual improvement in our overall HES&S performance.
- Communication:** TT&M will clearly communicate our HES&S commitments, responsibilities and performance to our employees, the public and other key stakeholders.

*Brad McKen*  
Brad McKen, Manager  
Terminal, Transport & Marine  
July 2010



(Knoxville, TN Light Products Terminal)

## TT&R Asphalt & Southern Light Products District Nashville Area

Prepared for:

Prepared by:

**Marathon Petroleum Company LP**  
**Terminal, Transport, & Rail (TT&R)**  
Asphalt & Southern Light Products  
District Phone: (419)421-3891  
Nashville Area Phone: (615)226-6000  
TT&R Knoxville Terminal Phone: (865)588-6566

**K. Scott Perdue**  
**Marathon Petroleum Company LP**  
539 S. Main Street  
Findlay, OH 45840  
(419)429-5639

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## OVERVIEW

**THE FOLLOWING INFORMATION IS TO BE USED AS A GUIDE.  
 EACH RELEASE IS DIFFERENT, CALLING FOR VARYING RESPONSES.**

### Overview of Boom Deployment Methodologies

The following boom deployment methodologies would be effective in the survey area:

- Containment/Collection Booming Strategies:** Containment booms serve to create collection areas from which recovery takes place. In a containment/collection boom configuration the boom is affixed to shoreline and deployed at a predetermined angle (based on current speed) to direct floating contaminants from mid-channel into the collection point at the shore. The boom is affixed to the shoreline that best favors containment/collection based on the trajectory of impact (usually determined by wind direction in low-velocity marine environments such as the one under consideration here). A hybrid version of the containment/collection configuration is the “chevron” boom deployment, wherein the boom is affixed to both shores and is anchored mid-channel to form an inverted “V”. This configuration creates collection points on both sides of the river channel, and allows for shifts in wind direction that may direct floating contaminants to either side of a river during a spill event.
- Diversion Booming Strategies:** Diversion booms also direct floating contaminants from a channel but differ from containment/collection booms in that they are not affixed to a shoreline or other containment point to create a collection area. A diversion boom is utilized to direct oil towards a containment/collection boom or away from an area that requires protection. In swifter currents, series of diversion booms may be set up one inside another in a “cascade” configuration to steer floating contamination from fast moving waters into slower currents where containment can be affected.
- Protection Booming Strategies:** As their name implies, protective booms are set up in front of areas that would be adversely affected by floating contaminants. Common deployment points for protective booms include environmentally or economically sensitive areas such as municipal or industrial water intakes, marshlands and wildlife areas and marinas
- Oil Herding Techniques:** In areas where booming operations cannot be facilitated, oil herding techniques may assist in directing floating contaminants into collection areas or away from sensitive areas. Oil herding can be accomplished by utilizing a water stream

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Overview – Containment and Recovery**



**Marathon**  
**Petroleum Company LLC**

or air stream to push the contaminant across the surface of the water in the required direction. The advantage of this technique is its mobility and versatility.

## **Overview of Recovery Methodologies**

The following recovery methodologies would be effective in the survey area:

- **Vacuum and Other Mechanical Recovery Devices:** Once containment and collection operations have been accomplished response personnel will usually deploy vacuum or other mechanical recovery devices (adhesion drum skimmers, rope skimmers, debris recovery devices, etc.) to deal with the bulk accumulations present within the boomed area.
- **Absorbent Recovery Systems:** Absorbent materials are available in a number of styles and types including boom, pads, carpets and sweeps. By placing these materials into containment/collection areas (or by creating collection areas by their deployment as is the case when using absorbent booms), recovery operations can be accomplished without additional personnel or equipment. Absorbent recovery systems are generally deployed in smaller spills or to clean residual contamination from bulk recovery areas after vacuum or mechanical recovery operations have concluded.
- **Temporary Storage Systems:** The capacity of vacuum recovery systems generally ranges between 2,000 to 6,500 gallons. The storage systems of most other recovery systems likewise are generally limited to the weight restrictions imposed on over-the-road vehicles as dictated by the Department of Transportation. In the case of larger spills, where bulk quantities of recovered product would require multiple recovery systems, it may prove advantageous to move bulk temporary storage devices (i.e. 21,000 gallon fraction tankers) into position near recovery points to allow the recovery systems to off-load and return to their recovery operations. In this way, recovery operations effectiveness is maximized. In the detailed **Area Plans**, staging areas for temporary recovery systems are identified.

*(For Additional information Refer to the TT&R Facility Response Plan)*

**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal  
Introduction**

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## **1.0 INTRODUCTION**

**THE FOLLOWING INFORMATION IS TO BE USED AS A GUIDE.  
EACH RELEASE IS DIFFERENT, CALLING FOR VARYING RESPONSES.**

It has been determined by Marathon Petroleum Company LP Terminal, Transport, & Rail (TT&R) that a discharge at the Knoxville, TN Light Products Terminal location could cause significant harm to human and/or the environment. The following plan depicts a course of response actions whose focus is to minimize the release impact, identify the source and extent of a release, and to report information to coordinate the appropriate containment deployment. The intent of this document is to provide simple response strategy that details responsibilities and tasks to be performed. Thereby being an easy to use training or refresher tool for TT&R employees of varying levels of experience in the area, as well as, for the Local and Regional Response Contractors.

**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal  
Introduction**



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**Distribution:**

1. \_\_\_\_\_
2. \_\_\_\_\_
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10. \_\_\_\_\_

**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal  
Introduction**



**Marathon  
Petroleum Company LLC**

## TACTICAL RESPONSE PLAN OUTLINE

- **OVERVIEW – CONTAINMENT AND RECOVERY METHODOLOGIES**
  - Overview of Recovery Methodologies
    - Containment strategies
    - Collection/Recovery strategies

*More information available in the Facility Response Plan (FRP)*
- **1.0 – INTRODUCTION**
  - Introduction
 

*More information available in the Facility Response Plan (FRP)*
  - Distribution
  - Tactical Response Plan Outline
  - Revision History
- **2.0 – SPILL RESPONSE IMMEDIATE ACTIONS**
  - Response Actions
- **3.0 – OVERVIEW AREA DESCRIPTION AND CHARACTERISTICS**
  - Area Description
    - Terminal name, location, products, etc.
  - Worst Case Discharge Information
  - Waterway Characteristics
    - Waterway name, size, speed, bank description, soil type, land use, etc.
  - Projected Timeline of Material Movement on Water.
    - 2 hours
    - 4 hours
  - Effect of Wind and Current
  - U.S.G.S. Quad Topographic Map (Final Page of Section)
- **4.0 – CONTAINMENT AND RECOVERY STRATEGIES**
  - Overview Division Index Map
  - Specific Division Maps (with verbal descriptions & photos)
    - Containment/Recovery locations
    - Protective locations
    - Sensitive locations
    - Other information



TT&R Asphalt & Southern LP District  
 Knoxville, TN LP Terminal  
 TAB 2 – Incident and First Response Actions



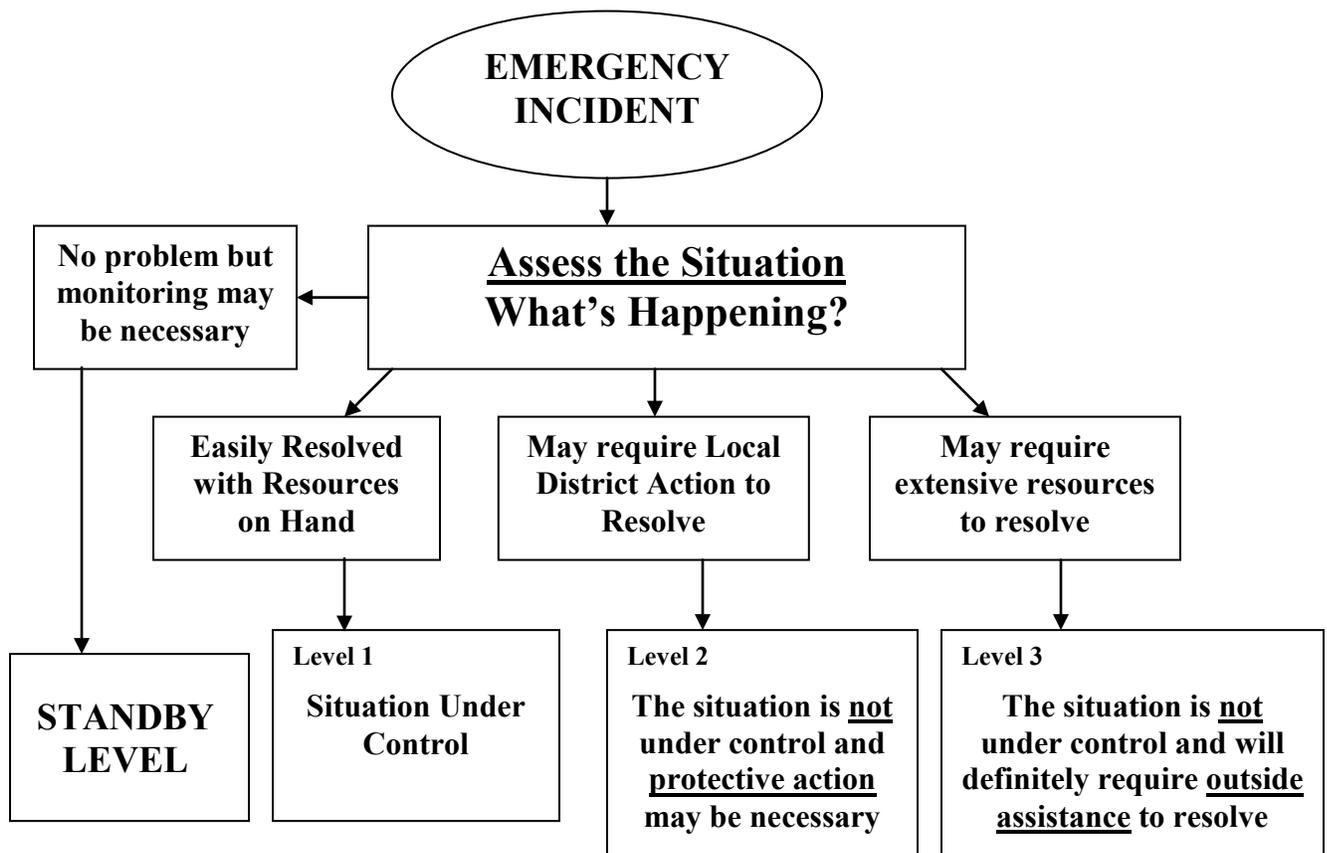
**TAB 2 - INCIDENT AND FIRST RESPONSE ACTIONS**

**Note: The information contained in this section is to be used as a guide. Nothing contained here is intended to replace experience and judgment.**

**EMERGENCY EVENTS AND IMMEDIATE  
 RESPONSE ACTIONS**

Emergency Event	Response Guidance
Product Release	Response Guide B

**MPC TT&R EMERGENCY LEVELS**



TT&amp;R Asphalt &amp; Southern LP District

Knoxville, TN LP Terminal

TAB 2 – Incident and First Response Actions

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## RESPONSE GUIDE B – PRODUCT RELEASE

Action	Considerations
1. Sound the alarm.	Ensure all site personnel are accounted for and are aware of the problem.
2. Assess the situation.	What's happening? Check the MSDS. Is available PPE adequate? Could it get worse? Corrective action needed? Additional assistance needed?
3. Take corrective actions.	Protect personnel. Shut down operations? Secure ignition sources? Evacuate the facility? Call Police? Call Fire Department? Call contractor?
4. Perform containment, confinement, and control. (But only if you have monitored the atmosphere with your MSA Passport Five Star and can do so safely without risk of exposure to the released material!)	Confine spill to piping or tank by closing valves, securing pumps, etc. Confine spill to smallest area possible by diking and damming. Control hazards to personnel by minimizing exposure.
5. Consider protective booming if water release.	See First Response Strategy Report at end of Action Plan.
6. Call MPC QI listed in Notification List and 1-877-MAPLINE.	Report the problem to MPC QI and MAPLINE to initiate response.
7. Assist MPC ERT in response as directed.	Complete Notification Form (Form 100). Make required notifications.

**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal**



**3.0 - Overview Area Description and Characteristics**

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**3.0 - Overview Area Description and Characteristics:**

- MPC Terminal name: Knoxville, TN Light Products Terminal

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- Products: The Terminal engages in the receipt, storage and distribution of petroleum products and additives. Petroleum products are received via pipeline, additives and denatured ethanol are received by tank truck, and all products are distributed by tank truck. The terminal has fourteen (14) aboveground storage tanks, with five storage tanks containing finished products and two aboveground storage tanks for contact water. In regards to finished products, there are two gasoline tanks, two No. 2 fuel oil tanks, one K-1 kerosene tank, one transmix tank, four additive tanks, one denatured ethanol tank, and one dye tank.
- The terminal began operation in 1954. Normal terminal work hours are 7:00 AM to 4:00 PM weekdays and the terminal is open 24 hours a day for loading tank trucks through a card reader system. The terminal is lighted at night by automatic lights and storage and transfer areas are sufficiently lighted to illuminate hazards and potential spills and provide security.
- There are several scenarios for a release at the Knoxville, TN Light Products Terminal. The largest tank, Tank 120-9, is a blend grade gasoline tank located west of the terminal office building. All terminal tanks are located within secondary containment adequate to contain the contents of the largest tank inside the containment area with sufficient freeboard for a significant rain event. All terminal dike floors and walls are constructed of impervious material sufficient to contain any released product for a period of time sufficient to remove the product.

**WORST CASE DISCHARGE DATA:  
PROJECTED QUANTITY**

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**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal**



**3.0 - Overview Area Description and Characteristics**

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- Location of MPC Knoxville, TN Light Products Terminal: The MPC Knoxville, TN Terminal complex is located at 2601 Knott Road, Knoxville, TN 37950. The terminal is located in Knox County on the northwest side of the center of the city of Knoxville, TN. The facility is bordered on the east by Knott Road, on the south by railroad tracks, and on the north by Boiler's Supply, and the west by a retention pond and wooded areas.

**Directions:**

From North I-75: Take ramp onto I-640/I-75 towards Nashville/Chattanooga for 2.3 miles. Take exit 1 towards TN-62/Western Avenue for 0.2 miles. Take ramp on the right to SR-62/Western Avenue for 0.2 miles. Turn left onto Ed Shouse Road for 0.6 miles. Turn right onto Middlebrook Pike for 1.0 miles. Turn right onto Knott Road for 0.3 miles. The entrance to the Knoxville, TN LP terminal will be on the left, just past the railroad crossing.

From West I-40: Take exit 380 towards US-11/US-70/West Hills for 0.3 miles. Turn left onto US-11/US-70 for 0.2 miles. Turn left onto Buckingham Drive for 0.3 miles. Bear right onto Vanosdale Road for 0.7 miles. Turn right onto SR-169/Middlebrook Pike for 2.7 miles. Turn left onto Knott Road for 0.4 miles. The entrance to the Knoxville, TN LP terminal will be on the left, just past the railroad crossing.

**Area Drainage/Flow Characteristics of a Release:**

- To the west, product could flow towards the retention pond and wooded areas. The retention pond feeds a drainage ditch which flows south, then east towards Third Creek.
- To the east, product could flow towards Knott Road. The ditch area running along Knott Road could contain some of an easterly flow of product, eventually flowing south towards the railroad crossing.
- To the south, product would flow towards the railroad tracks. The railroad tracks would contain a southerly flow of product, allowing product to flow east or west.
- To the north, product could flow onto the Boiler's Supply property. Given the overall topography of the area, most product will naturally flow south thereafter.
- For additional Economically, Environmental, and Other Sensitive information (See the MPC Knoxville, TN Light Products Terminal Facility Response Plan)

**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal**



**3.0 - Overview Area Description and Characteristics**

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**Overview of Potential Impact Areas**

A release from the terminal would affect terminal personnel and operations, businesses, and communities adjacent to the terminal. Due to health and safety concerns, especially with releases involving light refined products such as Gasoline or No. 2 Diesel Oil, evacuation of the immediate area may be necessary to ensure no person becomes ill or harmed from the effects of the release. No action should be taken that would endanger anyone involved in mitigating its effects.

A release from the terminal would most likely migrate southwest toward the wooded area and retention pond, the overall direction of the drainage pattern of this area. Therefore, initially the most vulnerable impact areas would be areas southeast of the terminal.

This area is a mix of industrial and residential with small industry, businesses, and farmland throughout the area surrounding the terminal.

**Potential Down Stream Impact**

Sensitivity concerns for a release of oil or refined product migrating to the southeast from the Knoxville, TN Light Products Terminal would mainly be health and safety for area residents and motorists passing by. The area of impact is a mix of industrial and residential with small industry, businesses, and farmland. Environmental sensitivity would be protection of the wetland marsh areas and wildlife habitats that may be affected if an oil release were to get past the Knoxville, TN terminal secondary containment area and retention pond. An oil migration from the terminal to the southwest, for 25 yards would impact the retention pond. At approximately 0.3 miles southeast of the terminal, the Colonial Pipeline company would be affected along the ditch. At approximately 1.1 miles a release would impact and enter Third Creek. Once released material impacts the Third Creek near Third Creek Road and Webb Lane, it could travel downstream approximately 2.5 miles to impact Interstates 640 and 40. At approximately 4.8 miles a release would impact the Tyson Park. Approximately 6.2 miles downstream a release would enter the Tennessee River.

See Attached Trails.com – U.S.G.S. Bearden quadrangle topographic map, illustrating the topography of the area along drainage ditches, streams, creeks or rivers. (Page 6 of this Section) @ 1 : 24,000 scale

<http://www.trails.com/topo.aspx?lat=35.9631060666412&lon=-84.0028810501099&size=1&style=drg&zoom=15&name=Untitled%20Map&m=1&co=dd>

See Attached Trails.com – U.S.G.S. Watts Bar Lake quadrangle topographic map, illustrating the topography of the area along drainage ditches, streams, creeks or rivers. (Page 7 of this Section) @ 1 : 100,000 scale

<http://www.trails.com/topo.aspx?lat=35.9631060666227&lon=-84.0028810500601&size=1&style=drg&zoom=13&name=Knoxville,%20TN%20100K&m=1&co=utm>

TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal



3.0 - Overview Area Description and Characteristics

PROJECTED APPROXIMATE TIME LINES OF THE OILS  
MOVEMENT ON THE WATER

Table 1  
2 HOURS AFTER THE RELEASE

Ft./Sec.	mph	Distance In Feet	Distance In Miles	Division MAP #	Approximate Leading Edge Location
0.5	0.34	3,600'	0.7	1	Third Creek Rd. and Lumber Ln.
1.0	0.68	7,200'	1.4	1	Third Creek and Ed Sprouse Road
1.5	1.02	10,800'	2.1	1	Third Creek and Middlebrook Pike
2.0	1.36	14,400'	2.7	2	Third Creek and Papermill Drive NW
2.5	1.70	18,000'	3.4	2	Bike Trail just past Site C2a
3.0	2.04	21,600'	4.1	2	Third Creek intersection of Mynatt Ave. and Cary St.
3.5	2.38	25,200'	4.8	2	Tyson Park and Site C2b
4.0	2.72	28,800'	5.5	2	Third Creek EJ Chapman Dr. and Morgan Circle
4.5	3.06	32,400'	6.1	2	Third Creek and Jacob Drive
5.0	3.40	36,000'	6.8	2	Tennessee River Neyland Dr. and Joe Johnson Dr.
5.5	3.75	39,600'	7.5	2	Tennessee River US70 and Kingston Court
6.0	4.09	43,200'	8.2	2	Tennessee River Cherokee Blvd. and Bluff Dr. North

Table 2  
4 HOURS AFTER THE RELEASE

Ft./Sec.	mph	Distance In Feet	Distance In Miles	Division MAP #	Approximate Leading Edge Location
0.5	0.34	7,200'	1.4	1	Third Creek and Ed Sprouse Road
1.0	0.68	14,400'	2.7	2	Third Creek and Papermill Drive NW
1.5	1.02	21,600'	4.1	2	Third Creek intersection of Mynatt Ave. and Cary St.
2.0	1.36	28,800'	5.5	2	Third Creek EJ Chapman Dr. and Morgan Circle
2.5	1.70	36,000'	6.8	2	Tennessee River Neyland Dr. and Joe Johnson Dr.
3.0	2.04	43,200'	8.2	2	Tennessee River Cherokee Blvd. and Bluff Dr. North
3.5	2.38	50,400'	9.5	3	Tennessee River Cherokee Blvd. and Agawela Ave.
4.0	2.72	57,600'	10.9	3	Tennessee River and Rivergate Drive
4.5	3.06	64,800'	12.3	3	Tennessee River Maloney Rd. and Lakecrest Dr.
5.0	3.40	72,000'	13.6	3	Tennessee River and site C3b
5.5	3.75	79,200'	15.0	4	Tennessee River and Houser Rd.
6.0	4.09	86,400'	16.4	4	Tennessee River and site C4b

**NOTE:** Wind direction and velocity will be a factor upon a migration of oil from the Knoxville, TN Light Products Terminal. Aerial surveillance will be useful in tracking the oil migration as well as an aide to determine strategies and priorities.

**TT&R Asphalt & Southern LP District  
Knoxville, TN LP Terminal**



**Marathon  
Petroleum Company LLC**

**3.0 - Overview Area Description and Characteristics**

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**EFFECT OF WIND AND CURRENT**

Oil slicks move as a result of wind and water currents. It is commonly predicted that oil slicks move with the wind at approximately 3.4 percent of the wind velocity. The distances a slick can move at different wind velocities and times are shown in Table 3. For example, within one hour a slick will move a total distance of approximately 0.68 of a mile with a 20 mph wind.

**Table 3  
DISTANCE MOVED IN MILES FOR A GIVEN WIND VELOCITY AND TIME**

<b>Time after Spill</b>	<b>Wind Velocity, MPH</b>		
	<b>10 MPH</b>	<b>20 MPH</b>	<b>30 MPH</b>
<b>30 minutes</b>	<b>0.17</b>	<b>0.34</b>	<b>0.51</b>
<b>1 hour</b>	<b>0.34</b>	<b>0.68</b>	<b>1.00</b>
<b>2 hours</b>	<b>0.68</b>	<b>1.40</b>	<b>2.10</b>
<b>4 hours</b>	<b>1.40</b>	<b>2.70</b>	<b>4.10</b>
<b>8 hours</b>	<b>2.70</b>	<b>5.40</b>	<b>8.30</b>

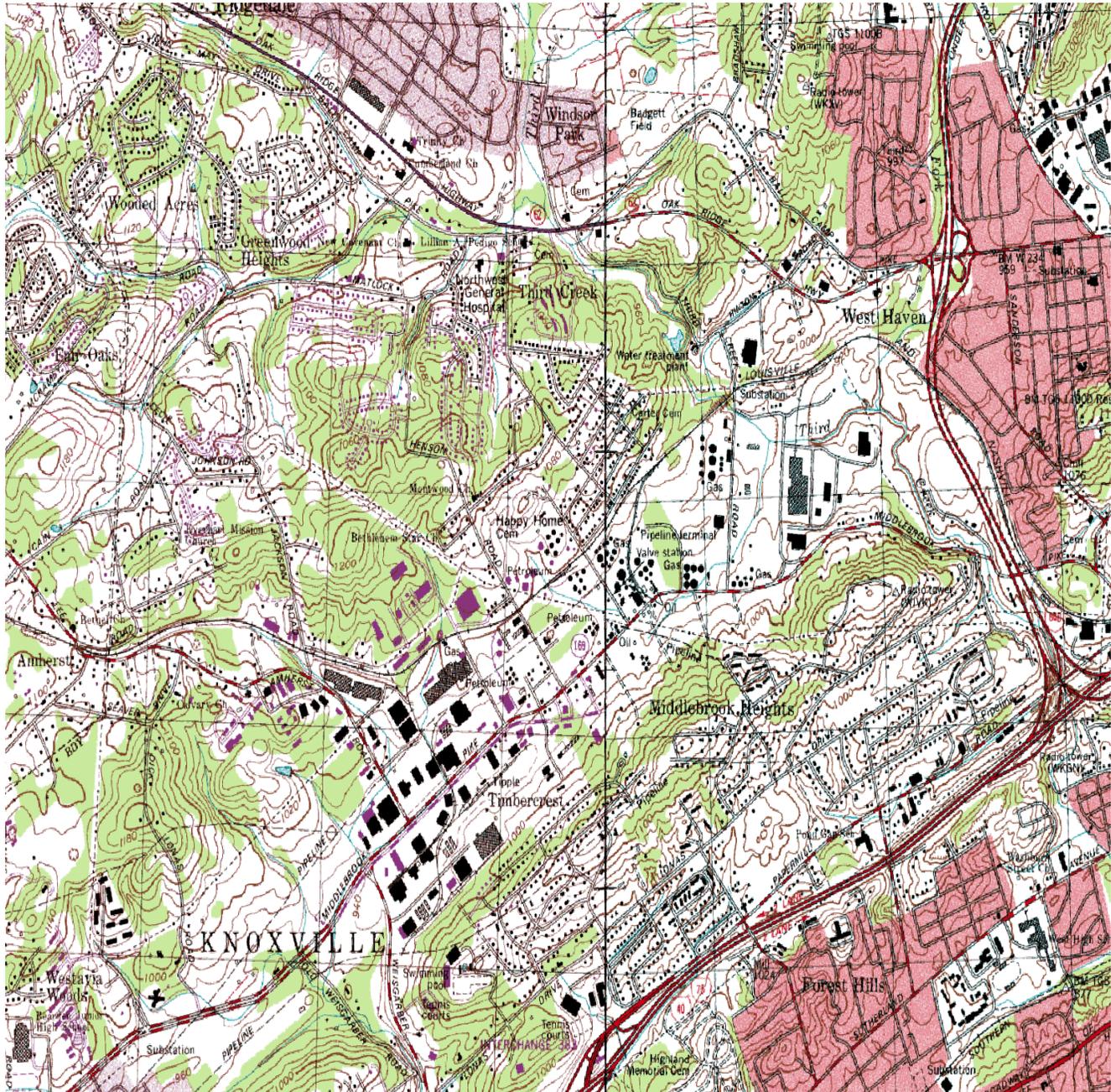
If there is no wind, the oil will tend to move at about the same velocity as the water at the surface. When the wind is blowing, the oil will be affected by both water and wind currents, and the movement of the oil will be a function of both forces. If the wind direction is opposite to the normal current, the wind can reduce or reverse the water velocity at the surface. Because of this phenomenon, it is difficult to calculate oil slick movements on water.

# TT&R Asphalt & Southern LP District Knoxville, TN LP Terminal



**Marathon  
Petroleum Company LLC**

## 3.0 - Overview Area Description and Characteristics



0 0.1 0.2 0.3 0.4 0.5 mi



Map center is UTM 16 770288E 3984010N (WGS84/NAD83)

**Bearden** quadrangle

Projection is UTM Zone 16 NAD83 Datum

Revised: November 12, 2010

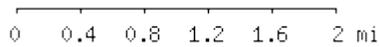
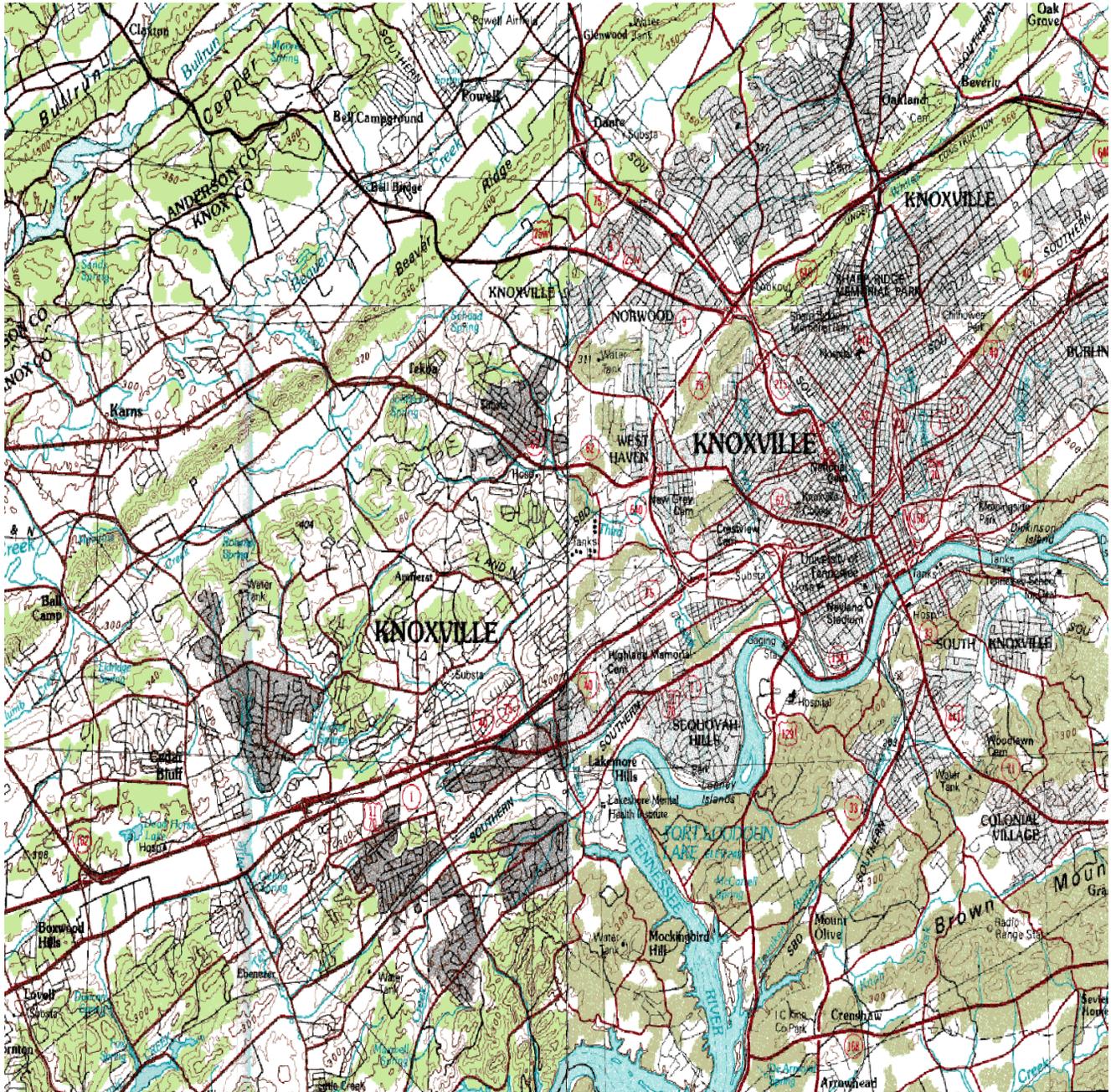
File: 5 TT&R TRP 3.0 Overview Area Des & Char.doc

Page 6 of 7

# TT&R Asphalt & Southern LP District Knoxville, TN LP Terminal



## 3.0 - Overview Area Description and Characteristics



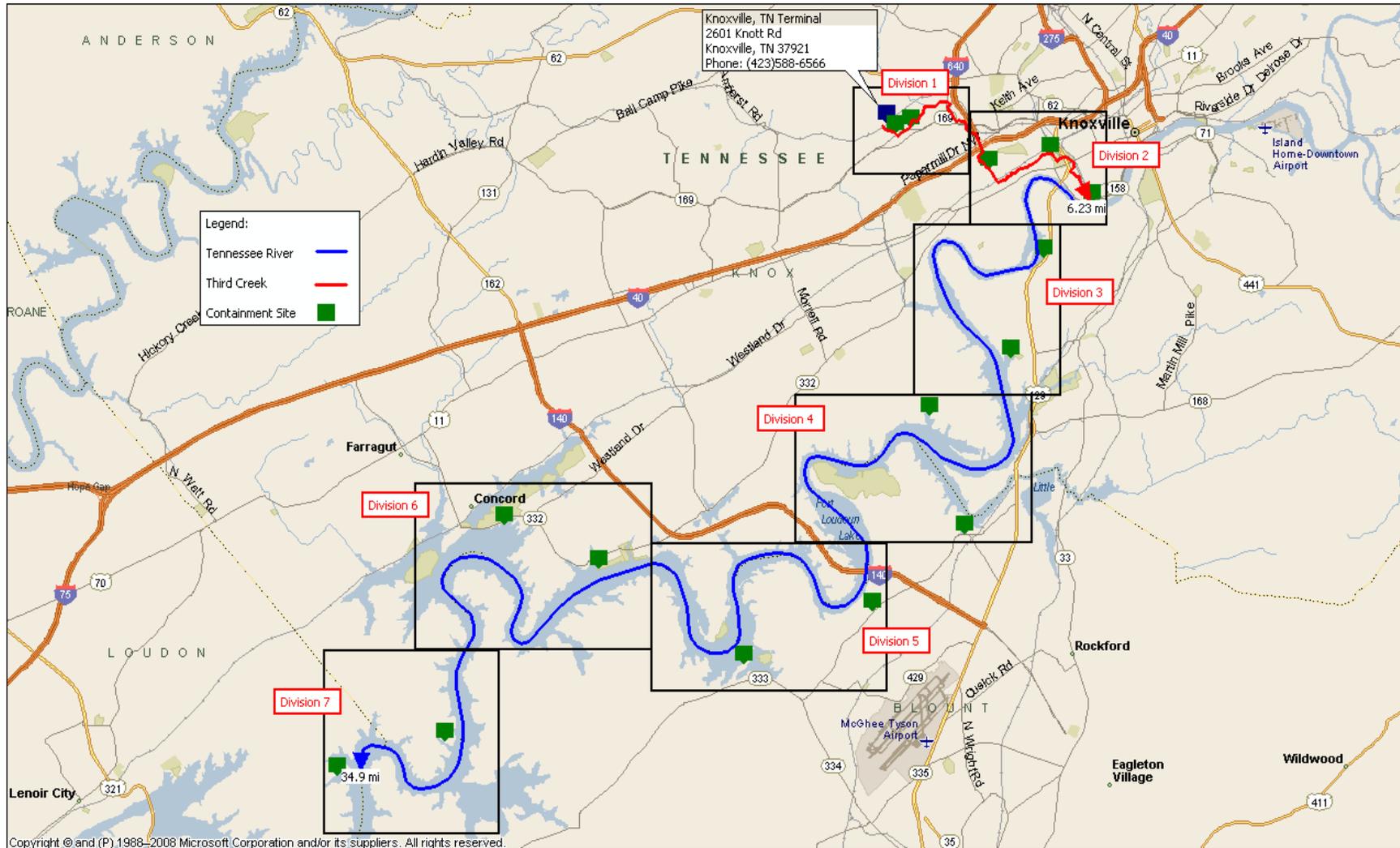
Map center is UTM 16 770288E 3984010N (WGS84/NAD83)  
**Watts Bar Lake** quadrangle  
Projection is UTM Zone 16 NAD83 Datum

# TT&R Asphalt & Southern Light Products District Knoxville, TN Light Products Terminal



## TAB 4 – Containment and Recovery Strategies - Division Index Map

### Tactical Response Plan Division Index Map



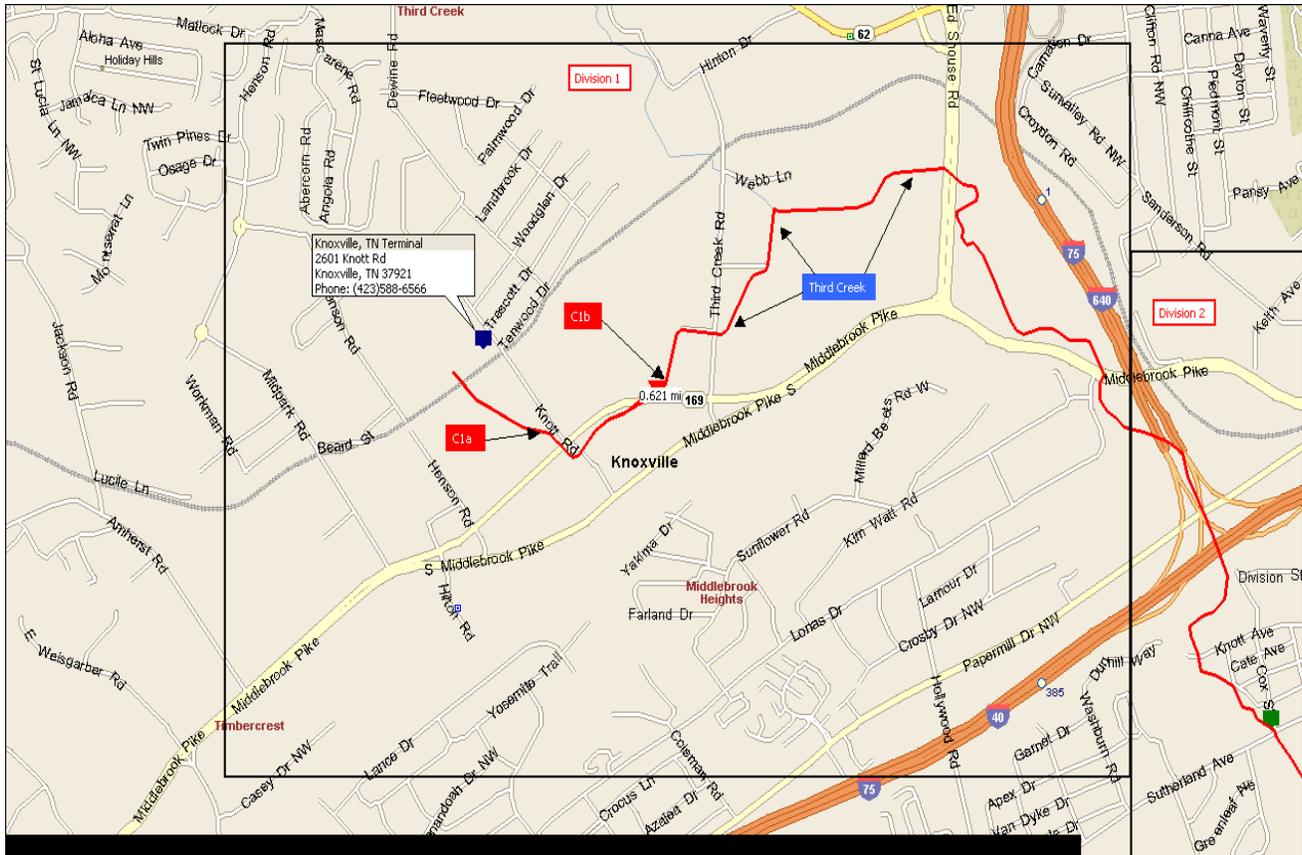
Revised: November 12, 2010

File: Division Index Map TAB 4.doc

TT&R Asphalt & Southern LP District  
 Knoxville, TN LP Terminal  
 Division 1 (C1a) Map - Photo Appendix



**Tactical Response Plan**  
**Division 1 (C1a) Map**



(b) (7)(F)

- Containment: C1a** – Construct **Underflow Dams** and block culverts where the drainage from this ditch would enter the creek bed. This ditch is several feet wide. The soil in this area is clay. Oil migrating from the tank farm that enters this ditch will flow southeast, the overall direction of the topography of the area. This ditch drains southeast to a creek bed and then flows northeasterly towards Third Creek for approximately 1.1 miles, then turning southeast towards the Tennessee River. Construct underflow dams and block the drainage culvert which takes the flow from the NPDES outfall to the creek bed. Depending on weather conditions, the creek bed can vary from dry to several feet deep. Therefore, it may be necessary to deploy **50 – 100 Feet** of containment boom as well. Use earth moving equipment to construct underflow dams at **C1a** locations, additional dirt and sand may need to be hauled in as well as pipe.
- Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 1 (C1a) Map - Photo Appendix**



**Marathon  
Petroleum Company LLC**

- **Staging** – The **C1a** areas provide room for staging of equipment and access to the creek bed and ditch.
- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C1a** location is along the creek bed downstream of the MPC Terminal property.

*From North I-75:* Take ramp onto I-640/I-75 towards Nashville/Chattanooga for 2.3 miles. Take exit 1 towards Western Avenue. Turn right onto Western Avenue for 0.2 miles. Turn left onto Ed Shouse Road for 0.6 miles. Turn right onto Middlebrook Pike for 1.0 miles. Then turn right onto Knott Road for 0.1 miles. The culvert will be on the left.

*From West I-40:* Take exit 383 toward Papermill Drive. Turn right onto Papermill Drive for 0.3 miles. Turn right onto E. Weisgarber Road for 1.0 miles. Turn right onto Middlebrook Pike for 1.2 miles. Turn left onto Knott Road for 0.2 miles. The culvert will be on the left.

- See Division 1 (C1a) Map - Photo Appendix.

**Division 1 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 1 (C1a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 1 (C1) Map site locations. This site is located at the Knoxville, TN LP terminal.

Division 1	Site Name = Knoxville Terminal Outfall	Site Location & Description
<p><b>Division 1</b></p>	<p><b>Knoxville, TN Terminal and NPDES outfall</b></p>  <p><b>Knoxville, TN Loading Rack Looking west from the office building *****</b></p>  <p><b>Knoxville, TN Terminal collection point, looking south toward creek bed from tank 120-9</b></p> <p><b>(b) (7)(F)</b></p>	 <p><b>Looking east toward outfall and secondary containment area for WCD tank 120-9. *****</b></p>  <p><b>Tank 120-9, the WCD tank looking west toward 120-9. from the office building *****</b></p>



**Division 1 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 1 (C1a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 1 (C1a) Map site locations. Site C1a is located near the intersection of Knott Road and Middlebrook Pike, approximately 0.26 miles downstream from the Knoxville, TN terminal.

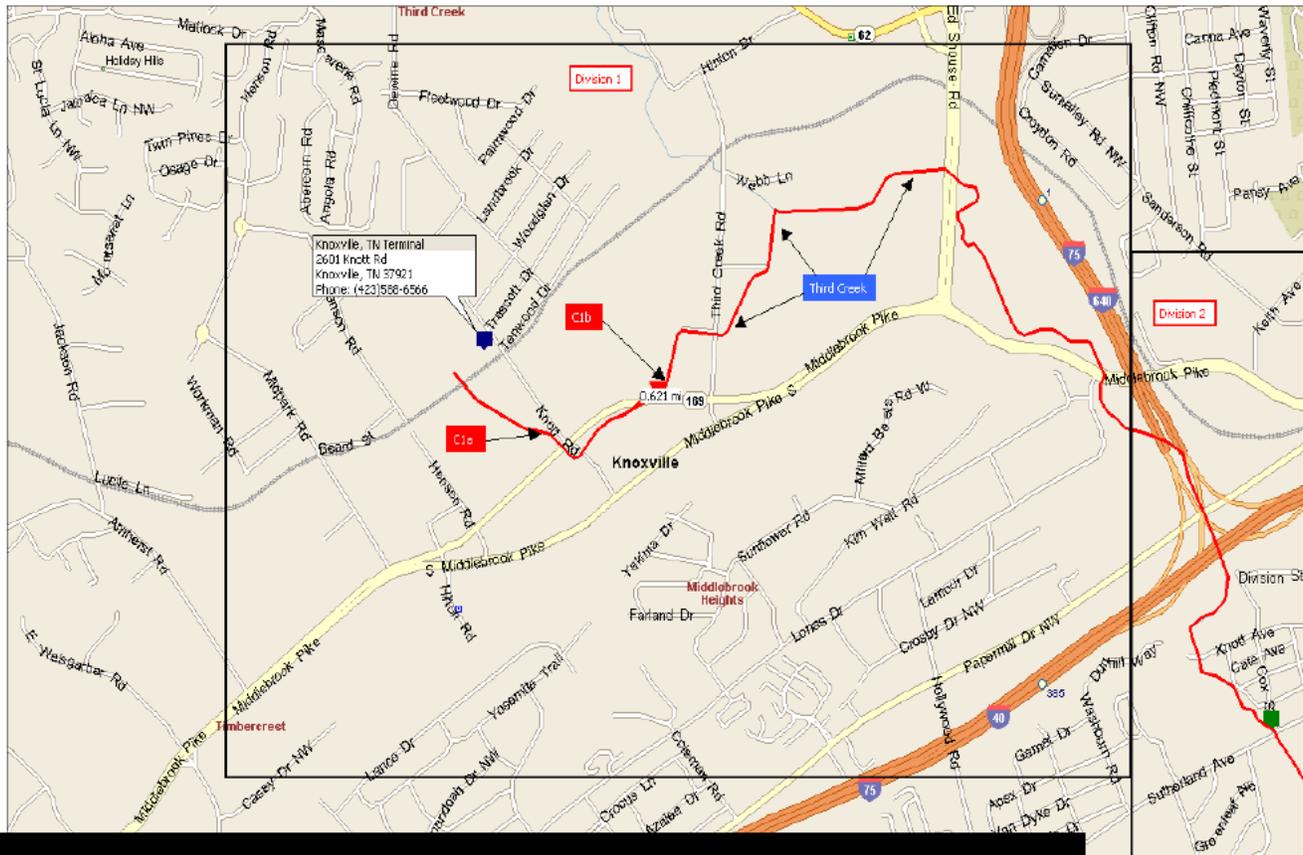
Division 1	Site Name = C1a	Site Location & Description
<p><b>Division 1</b></p>	<p><b>Knott Road and Middlebrook Pike</b></p> <div data-bbox="381 753 837 1100">  <p>Looking north toward terminal from creek bed culvert *****</p> </div> <div data-bbox="381 1182 837 1528">  <p>Looking south toward Middlebrook Pike from creek bed culvert. *****</p> </div> <div data-bbox="354 1583 837 1751"> <p>(b) (7)(F)</p> </div>	<div data-bbox="894 762 1429 1157">  <p>Looking south toward culvert under Middlebrook Pike *****</p> </div> <div data-bbox="894 1249 1429 1654">  <p>Looking at creek bed from culvert *****</p> </div>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 1 (C1b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

**Tactical Response Plan**  
**Division 1 (C1b) Map**



(b) (7)(F)

- **Containment: C1b** – Construct **Underflow Dams** and block culverts where the drainage from this ditch would enter the creek bed. This ditch is several feet wide. The soil in this area is clay. Oil migrating from the tank farm that enters this ditch will flow southeast, the overall direction of the topography of the area. This ditch drains northeasterly towards Third Creek for approximately 0.7 miles, then turning southeast towards the Tennessee River. Construct underflow dams and block the drainage culvert which takes the flow from the NPDES outfall to the creek bed. Depending on weather conditions, the creek bed can vary from dry to several feet deep. Therefore, it may be necessary to deploy **50 – 100 Feet** of containment boom as well. Use earth moving equipment to construct underflow dams at **C1b** locations, additional dirt and sand may need to be hauled in as well as pipe.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C1b** areas provide room for staging of equipment and access to the creek bed and ditch.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 1 (C1b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C1b** location is along the creek bed downstream of the MPC Terminal property, along an unnamed road near the intersection of Middlebrook Pike and Third Creek Road.

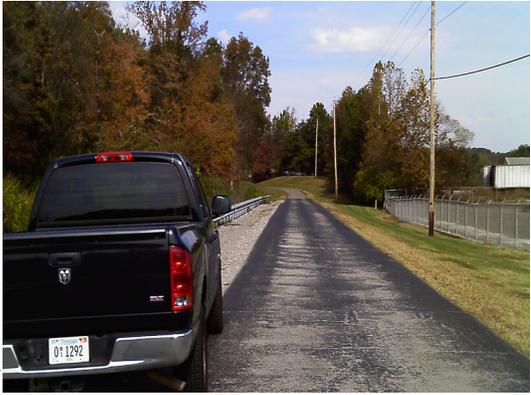
*From North I-75:* Take ramp onto I-640/I-75 towards Nashville/Chattanooga for 2.3 miles. Take exit 1 towards Western Avenue. Turn right onto Western Avenue for 0.2 miles. Turn left onto Ed Shouse Road for 0.6 miles. Turn right onto Middlebrook Pike for 0.7 miles. Then turn right onto unnamed road. The culvert will be on the left.

*From West I-40:* Take exit 383 toward Papermill Drive. Turn right onto Papermill Drive for 0.3 miles. Turn right onto E. Weisgarber Road for 1.0 miles. Turn right onto Middlebrook Pike for 1.5 miles. Turn left onto Third Creed Road for 0.1 miles. Turn left onto Middlebrook Pike for 0.2 miles. Turn right onto unnamed road. The culvert will be on the left.

- See Division 1 (C1b) Map - Photo Appendix.

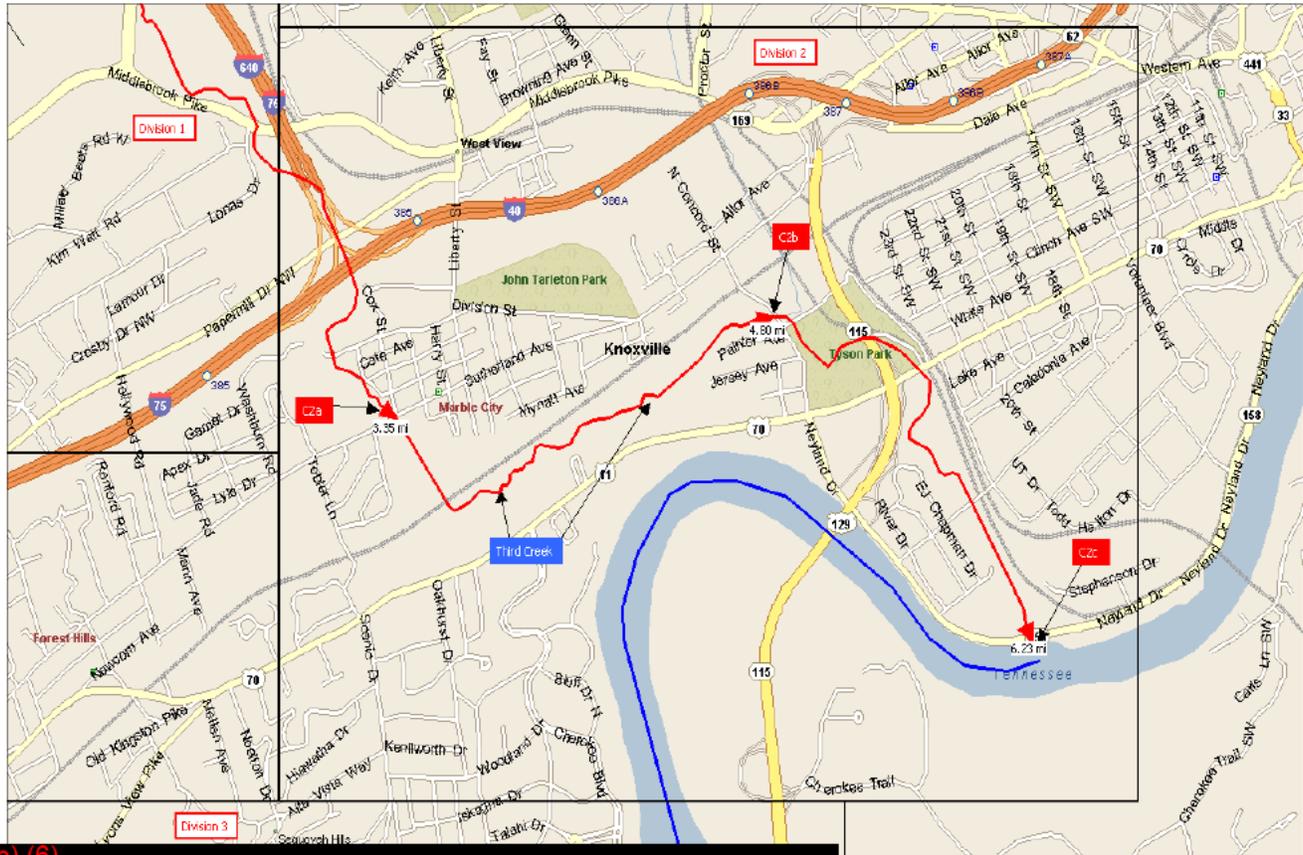
**Division 1 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 1 (C1b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 1 (C1b) Map site locations. This site is located near the intersection of Middlebrook Pike and Third Creek Road, approximately 0.6 miles downstream from the Knoxville, TN LP terminal.

Division 1	Site Name = C1b	Site Location & Description
<p><b>Division 1</b></p>	<p><b>Knoxville, TN Terminal and NPDES outfall</b></p> <div data-bbox="381 747 837 1094">  <p>Looking at culvert from unnamed road *****</p> </div> <div data-bbox="381 1176 837 1522">  <p>Looking downstream of culvert along unnamed road.</p> </div> <div data-bbox="321 1577 829 1728"> <p>(b) (7)(F)</p> </div>	<div data-bbox="898 724 1429 1119">  <p>Looking north along unnamed road from culvert and site C1b. *****</p> </div> <div data-bbox="898 1213 1429 1608">  <p>Looking at culvert towards Middlebrook Pike road *****</p> </div>



**Tactical Response Plan**  
**Division 2 (C2a) Map**



(b) (6)

- **Containment:** **C2a** – 50 - 150 Feet of Containment Boom to contain and recover oil at the **C2a** location (**Third Creek at Sutherland Ave. and Cox St.**). Due to the nature of this waterway, creek-style boom will need to be utilized with a skirt of 4 – 6” maximum. Also consider the construction of **Underflow Dams** and block culverts along the creek bed. Third Creek is several feet wide and approximately >1 foot in depth at this point. The soil in this area is clay. Oil migrating from the tank farm that enters this creek will flow southeast, the overall direction of the topography of the area. This creek drains southeasterly towards the Tennessee River. Construct underflow dams and block the drainage culvert which takes the flow from the NPDES outfall to the creek bed. Depending on weather conditions, the depth and velocity of the creek can vary. Use earth moving equipment to construct underflow dams at **C2a** locations, additional dirt and sand may need to be hauled in as well as pipe.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C2a** areas provide room for staging of equipment and access to the creek.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 2 (C2a) Map - Photo Appendix**



**Marathon  
Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C2a** location is along Third Creek downstream of the MPC Terminal property, at the intersection of Sutherland Avenue and Cox Street.

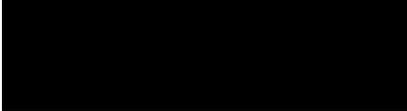
*From North I-75:* Take ramp onto I-40 towards Knoxville for 1.0 miles. Take exit 386A toward University Avenue/Middlebrook Pike. Turn right onto ramp for 0.6 miles. Road name will change to Sutherland Avenue. Follow Sutherland Avenue for 1.6 miles. The creek access will be just past the intersection of Cox Street and Sutherland Avenue, near the bike trail.

*From West I-40:* Take exit 386A toward University Avenue/Middlebrook Pike. Turn right onto ramp for 0.6 miles. Road name will change to Sutherland Avenue. Follow Sutherland Avenue for 1.6 miles. The creek access will be just past the intersection of Cox Street and Sutherland Avenue, near the bike trail.

- See Division 2 (C2a) Map - Photo Appendix.

**Division 2 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 2 (C2a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 2 (C2a) Map site locations. This site is located on Third Creek near the intersection of Sutherland Avenue and Cox Street, approximately 3.4 miles downstream from the Knoxville, TN LP terminal.

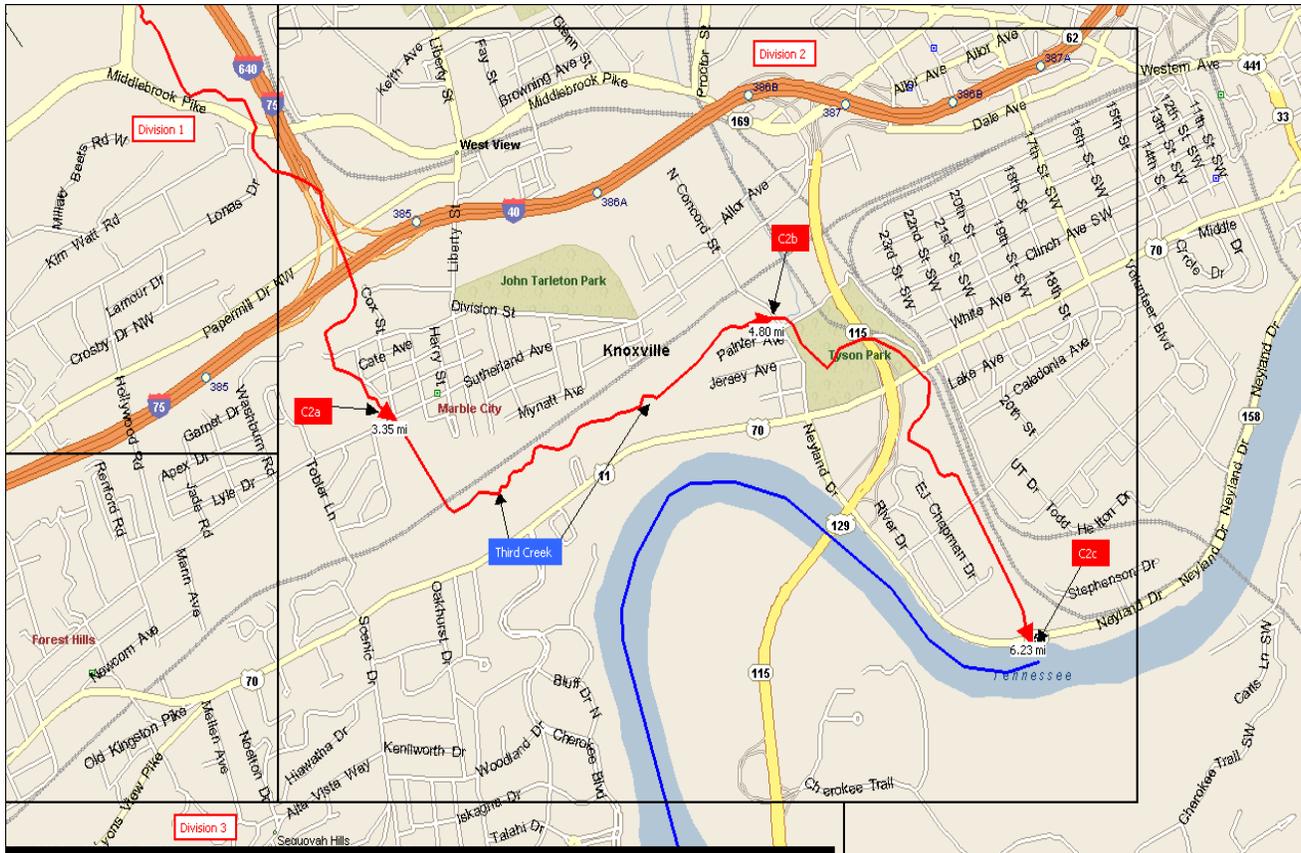
Division 2	Site Name = C2a	Site Location & Description
<p><b>Division 2</b></p>	<p><b>Third Creek</b></p> <div data-bbox="381 716 837 1058">  </div> <p data-bbox="472 1066 748 1119">Looking at Third Creek toward Sutherland Avenue *****</p> <div data-bbox="381 1142 837 1484">  </div> <p data-bbox="420 1493 800 1545">Looking downstream of Third Creek from Sutherland Avenue.</p> <div data-bbox="427 1566 834 1709"> <p data-bbox="427 1566 535 1598">(b) (7)(F)</p>  </div>	<div data-bbox="894 722 1427 1121">  </div> <p data-bbox="959 1129 1365 1205">Looking west along Sutherland Avenue from Third Creek. *****</p> <div data-bbox="894 1218 1427 1617">  </div> <p data-bbox="954 1625 1382 1698">Looking at east along Sutherland Avenue from Third Creek *****</p>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 2 (C2b) Map - Photo Appendix**



**Marathon**  
**Petroleum Company LLC**

**Tactical Response Plan**  
**Division 2 (C2b) Map**



(b) (7)(F)

- **Containment: C2b – 50 – 150 Feet** of Containment Boom to contain and recover oil at the **C2b** location (**Third Creek at Tyson Park and S. Concord Street**). Due to the nature of this waterway, creek-style boom will need to be utilized with a skirt of 4 – 6” maximum. Also consider the construction of **Underflow Dams** and block culverts along the creek bed. Third Creek is several feet wide and approximately >1 foot in depth at this point. The soil in this area is clay. Oil migrating from the tank farm that enters this creek will flow southeast, the overall direction of the topography of the area. This creek drains southeasterly towards the Tennessee River. Construct underflow dams and block the drainage culvert which takes the flow from the NPDES outfall to the creek bed. Depending on weather conditions, the depth and velocity of the creek can vary. Use earth moving equipment to construct underflow dams at **C2b** locations, additional dirt and sand may need to be hauled in as well as pipe.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C2b** areas provide limited room for staging of equipment and access to the creek.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 2 (C2b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C2b** location is along Third Creek downstream of the MPC Terminal property, at Tyson Park and S. Concord Street.

*From North I-75:* Take ramp onto I-40 towards Knoxville for 1.5 miles. Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. Stay on ramp to stay on US-129 for 0.5 miles. Keep right on ramp towards US-11/US-70/Kingston Pike for 0.1 miles. Turn right onto US-11 for 0.2 miles. Turn right onto S. Concord Street for 0.3 miles. The creek access will be before you enter Tyson Park.

*From West I-40:* Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. Stay on ramp to stay on US-129 for 0.5 miles. Keep right on ramp towards US-11/US-70/Kingston Pike for 0.1 miles. Turn right onto US-11 for 0.2 miles. Turn right onto S. Concord Street for 0.3 miles. The creek access will be before you enter Tyson Park.

- See Division 2 (C2b) Map - Photo Appendix.

**Division 2 – Initial Containment and Recovery Sites**

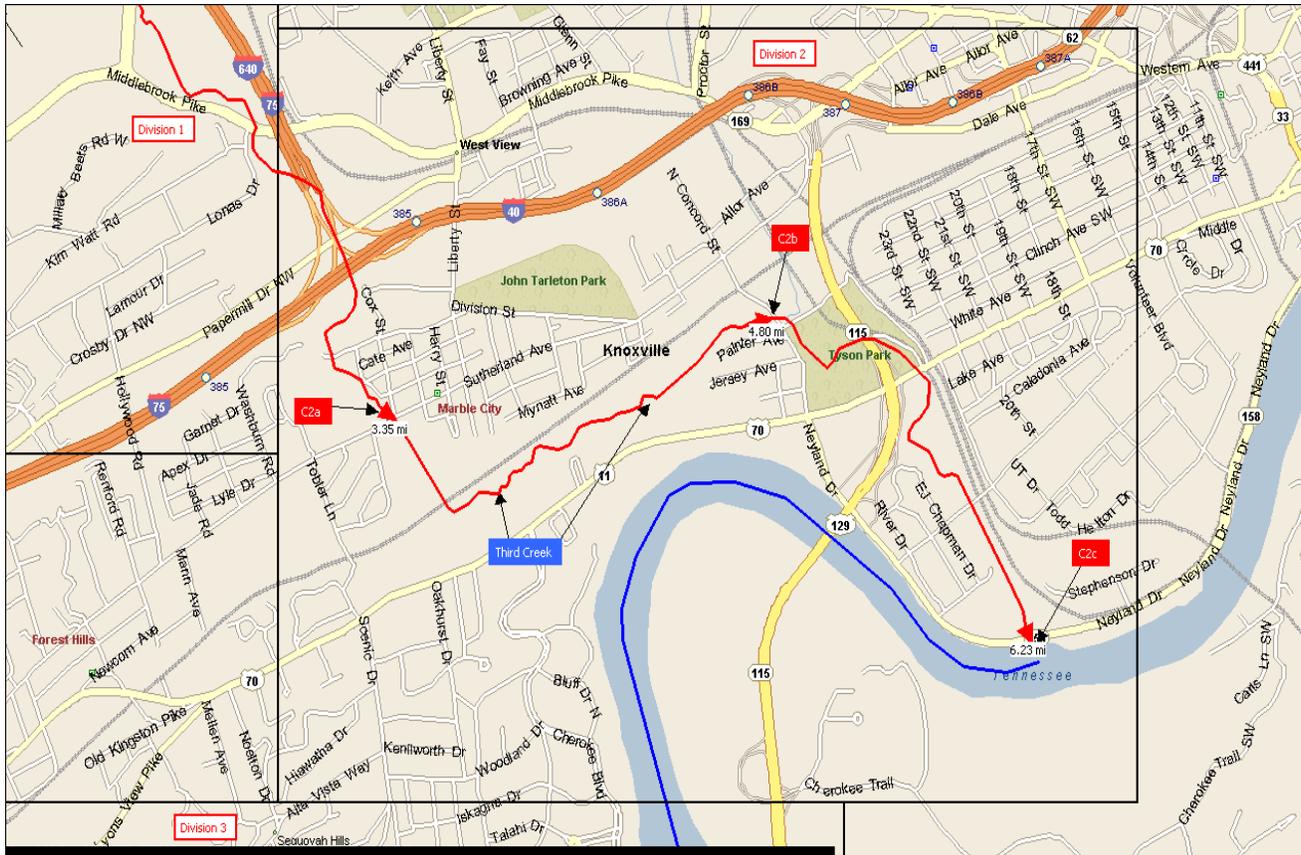
The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 2 (C2b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 2 (C2b) Map site locations. This site is located on Third Creek near the entrance to Tyson Park and S. Concord Street, approximately 4.8 miles downstream from the Knoxville, TN LP terminal.

Division 2	Site Name = C2b	Site Location & Description
<p><b>Division 2</b></p>	<p><b>Third Creek</b></p> <div data-bbox="383 711 837 1058">  </div> <p data-bbox="480 1064 740 1136">Looking at Third Creek toward S. Concord Street *****</p> <div data-bbox="383 1142 837 1478">  </div> <p data-bbox="420 1484 800 1539">Looking downstream of Third Creek from Tyson Park entrance bridge.</p> <div data-bbox="407 1551 818 1686"> <p data-bbox="407 1551 516 1583">(b) (7)(F)</p>  </div>	<div data-bbox="899 722 1425 1121">  </div> <p data-bbox="997 1127 1328 1203">Looking at Third Creek towards S. Concord Street *****</p> <div data-bbox="899 1215 1425 1619">  </div> <p data-bbox="954 1625 1382 1701">Looking at Third Creek from Tyson Park towards S. Concord Street *****</p>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 2 (C2c) Map - Photo Appendix**



**Tactical Response Plan**  
**Division 2 (C2c) Map**



(b) (7)(F)

- **Containment:** **C2c – 250 - 500 Feet** of Containment Boom to contain and recover oil at the **C2c** location (**Third Creek and Tennessee River**), along Neyland Drive. An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at locations downstream along the Tennessee River. Third Creek is several feet wide and varies from 5-10 feet in depth. The Tennessee River is approximately 0.2 miles in width at this point and deep enough to support work boat traffic. Velocity is typically <1 mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C2c** areas provide room for staging of equipment and access to the creek.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 2 (C2c) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C2c** location is at the confluence of Third Creek and the Tennessee River, along Neyland Drive.

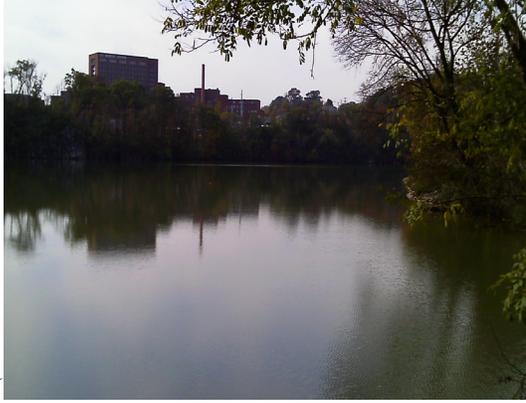
*From North I-75:* Take ramp onto I-40 towards Knoxville for 1.5 miles. Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. The road will change to US-129. Continue on US-129 for 0.7 miles, then take ramp on right for 0.3 miles towards TN-158/Neyland Dr./University of Tennessee. Turn left onto Neyland Drive for 0.8 miles. River and creek access will be on the right.

*From West I-40:* Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. The road will change to US-129. Continue on US-129 for 0.7 miles, then take ramp on right for 0.3 miles towards TN-158/Neyland Dr./University of Tennessee. Turn left onto Neyland Drive for 0.8 miles. River and creek access will be on the right.

- See Division 2 (C2c) Map - Photo Appendix.

**Division 2 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 2 (C2c) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 2 (C2c) Map site locations. This site is located at the confluence of Third Creek and the Tennessee River along Neyland Drive, approximately 6.2 miles downstream from the Knoxville, TN LP terminal.

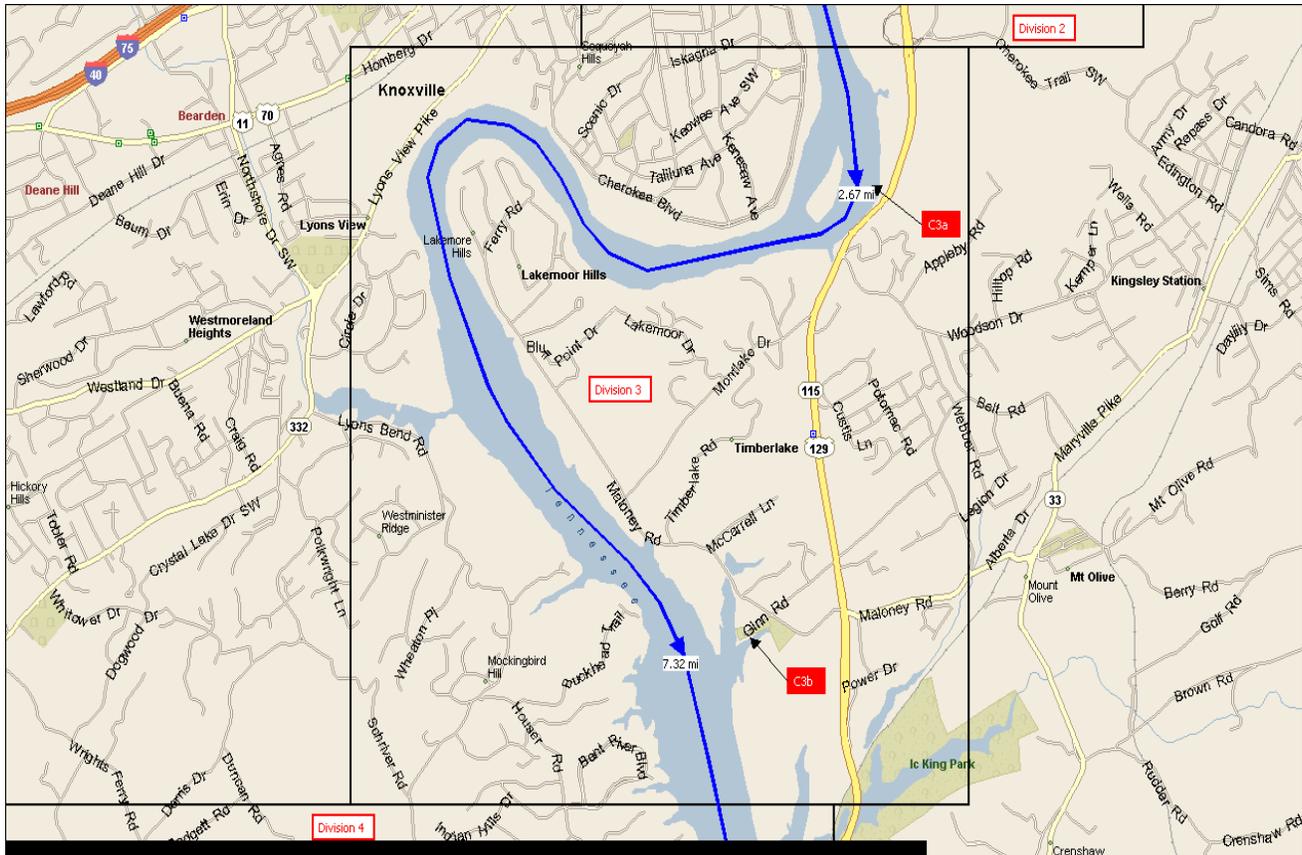
Division 2	Site Name = C2c	Site Location & Description
<p><b>Division 2</b></p>	<p><b>Third Creek and Tennessee River</b></p> <div data-bbox="381 716 837 1056">  </div> <p data-bbox="485 1062 735 1129">Looking at Third Creek toward Neyland Drive *****</p> <div data-bbox="381 1138 837 1478">  </div> <p data-bbox="435 1484 786 1541">Looking upstream of Third Creek from Neyland Drive.</p> <div data-bbox="365 1558 824 1705">  </div>	<div data-bbox="899 726 1425 1121">  </div> <p data-bbox="935 1129 1390 1205">Looking downstream of the Tennessee River confluence with Third Creek *****</p> <div data-bbox="899 1218 1425 1621">  </div> <p data-bbox="935 1629 1390 1705">Looking downstream of the Tennessee River from Third Creek *****</p>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 3 (C3a) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

**Tactical Response Plan**  
**Division 3 (C3a) Map**



(b) (7)(F)

- **Containment: C3a – 500 – 1000 Feet** of Containment Boom to contain and recover oil at the **C3a** location (**Marine Park Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately 0.2 miles in width at this point and deep enough to support work boat traffic. Velocity is typically <1 mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C3a** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 3 (C3a) Map - Photo Appendix**



**Marathon  
Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C3a** location is at the Marine Park Boat Ramp along the Tennessee River.

*From North I-75:* Take ramp onto I-40 towards Knoxville for 1.5 miles. Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. The road will change to US-129. Continue on US-129 for 2.4 miles. Marine Park Boat Ramp will be on the right.

*From West I-40:* Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. The road will change to US-129. Continue on US-129 for 2.4 miles. Marine Park Boat Ramp will be on the right.

- See Division 3 (C3a) Map - Photo Appendix.



**Division 3 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 3 (C3a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 3 (C3a) Map site locations. This site is located at the Marine Park Boat Ramp along US-129, approximately 2.7 miles downstream from the confluence of Third Creek and the Tennessee River.

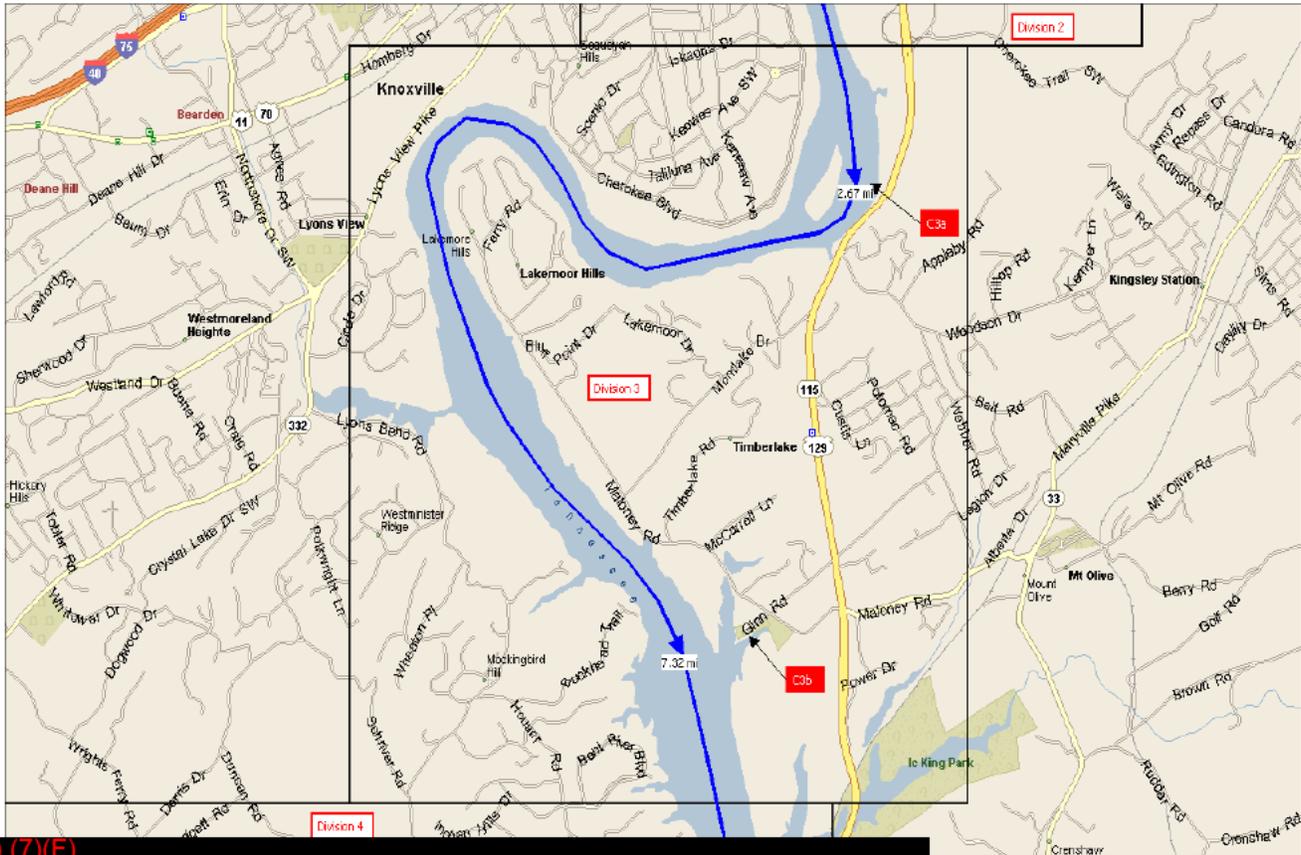
Division 3	Site Name = C3a	Site Location & Description
<p><b>Division 3</b></p>	<p style="text-align: center;"><b>Marine Park Boat Ramp</b></p> <div style="text-align: center;">  <p>Looking across the Tennessee River from the Marine Park Boat Ramp</p> <p>*****</p>  <p>Looking at the entrance to the Marine Park Boat Ramp towards US-129</p> <div style="background-color: black; color: red; padding: 2px; display: inline-block;">(b) (7)(F)</div> </div>	<div style="text-align: center;">  <p>Looking upstream of the Tennessee River from the Marine Park Boat Ramp</p> <p>*****</p>  <p>Looking downstream of the Tennessee River from the Marine Park Boat Ramp</p> <p>*****</p> </div>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 3 (C3b) Map - Photo Appendix**



**Marathon  
Petroleum Company LLC**

**Tactical Response Plan**  
**Division 3 (C3b) Map**



(b) (7)(F)

- **Containment: C3b – 1000 – 1500 Feet** of Containment Boom to contain and recover oil at the **C3b** location (**Maxey Docks Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C3b** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 3 (C3b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C3b** location is at the Maxey Docks Boat Ramp and Ginn Drive.

*From North I-75:* Merge onto I-40 towards then take exit 386B towards US-129/Alcoa Highway/Airport for 0.4 miles. The road will change to US-129. Continue on US-129 for 4.2 miles. Turn right onto Ginn Road for 0.4 miles. The Maxey Docks Boat Ramp will be on the left just past the intersection of Ginn Road and Maloney Road.

*From West I-40:* Take exit 386B towards US-129/Alcoa Highway/Airport for 0.3 miles. The road will change to US-129. Continue on US-129 for 4.2 miles. Turn right onto Ginn Road for 0.4 miles. The Maxey Docks Boat Ramp will be on the left just past the intersection of Ginn road and Maloney Road.

- See Division 3 (C3b) Map - Photo Appendix.

**Division 3 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 3 (C3b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 3 (C3b) Map site locations. This site is located at the Maxey Docks Boat Ramp on Ginn Drive, approximately 7.3 miles downstream from the confluence of Third Creek and the Tennessee River.

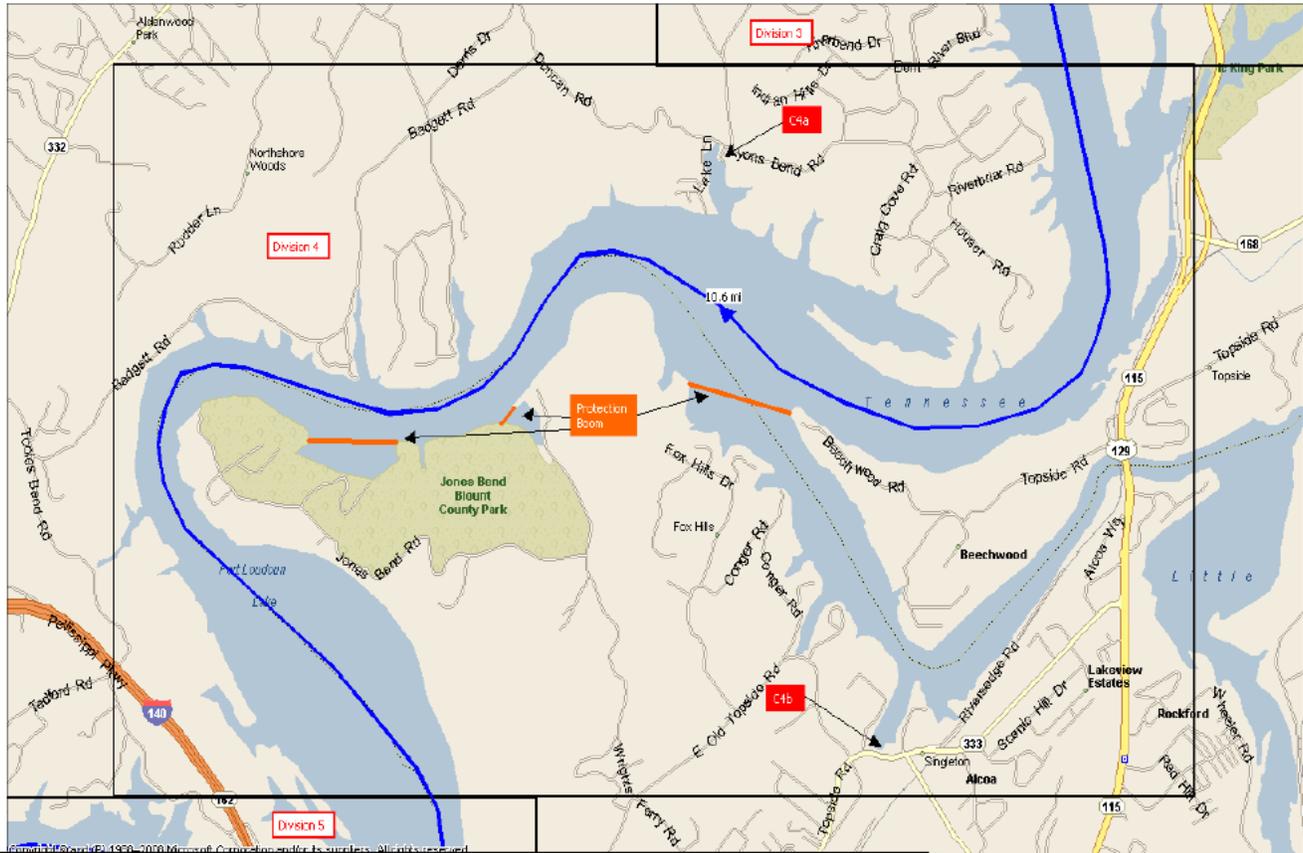
Division 3	Site Name = C3b	Site Location & Description
<p><b>Division 3</b></p> 	<p><b>Maxey Docks Boat Ramp</b></p>  <p>Looking at the Boat Ramp and inlet from the Maxey Docks</p> <p>*****</p>	 <p>Looking at the inlet to the Tennessee River from the Maxey Docks Boat Ramp</p> <p>*****</p>  <p>Looking at Ginn Drive entrance from the Maxey Docks Boat Ramp</p> <p>*****</p>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 4 (C4a) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

**Tactical Response Plan**  
**Division 4 (C4a) Map**



(b) (7)(F)

- **Containment: C4a – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C4a** location (**Duncan Boat Docks**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically <1 mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C4a** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 4 (C4a) Map - Photo Appendix**



**Marathon  
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- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C4a** location is at the Duncan Boat Docks, along Lyons Bend Road.

*From North I-75:* Take ramp onto I-640 towards I-75/I-640/Nashville for 3.6 miles. Merge onto I-75 towards Nashville for 1.7 miles. At exit 383, turn right onto ramp towards Papermill Drive for 0.4 miles. Turn left onto Papermill Drive for 0.3 miles. Road will change to Northshore Dr NW. Turn left onto Northshore Dr SW for 1.2 miles. Turn left onto Lyons Bend Road for 2.7 miles. Turn right onto Duncan Road, then immediately left. Duncan Boat Docks will be straight ahead.

*From West I-40:* Take exit 380 towards US-11/US-70/West Hills for 0.3 miles. Turn left onto US-11 for 2.1 miles. Turn right onto SR-332 (Northshore Dr SW) for 1.2 miles. Turn left onto Lyons Bend Road for 2.7 miles. Turn right onto Duncan Road, then immediately left. Duncan Boat Docks will be straight ahead.

- See Division 4 (C4a) Map - Photo Appendix.



**Division 4 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 4 (C4a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 4 (C4a) Map site locations. This site is located at the Duncan Boat Docks, approximately 10.6 miles downstream from the confluence of Third Creek and the Tennessee River.

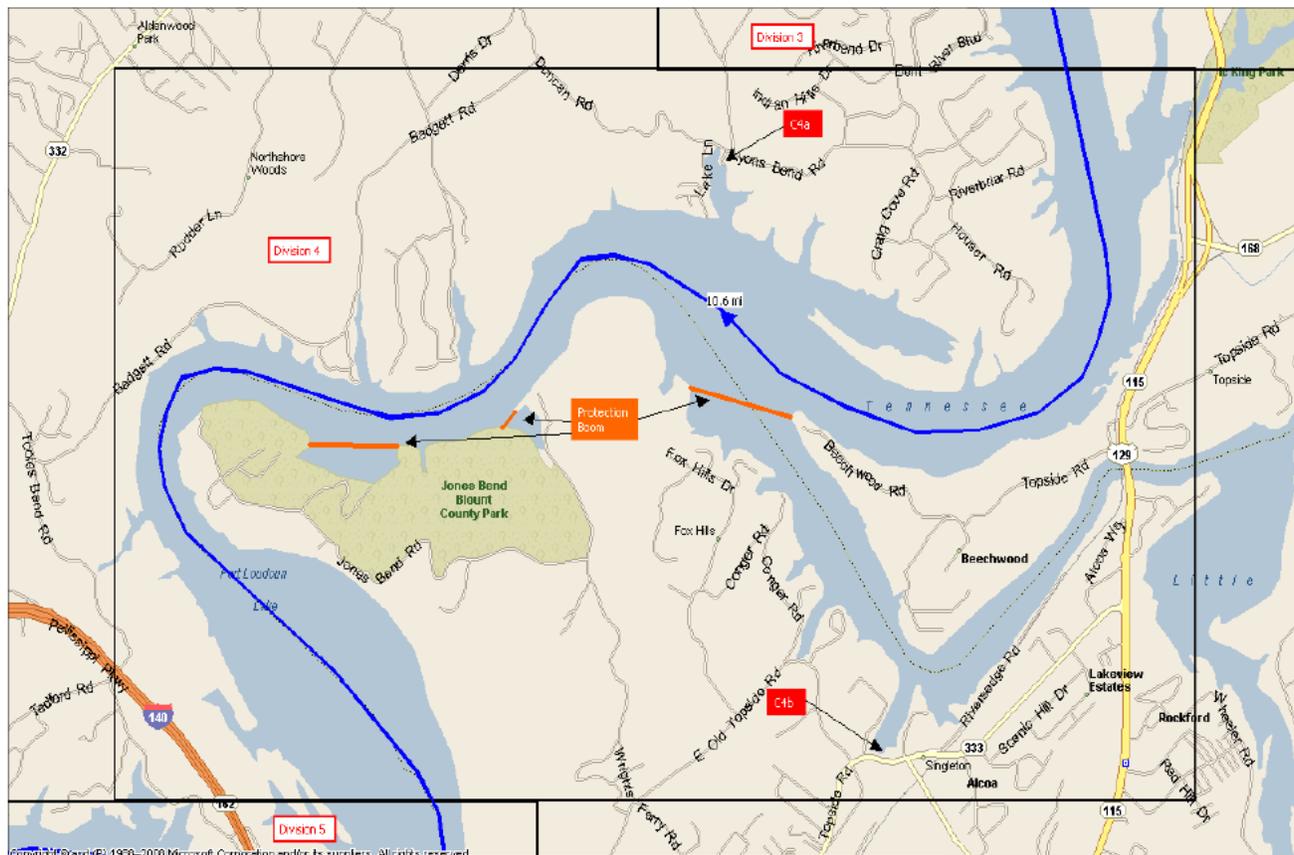
Division 4	Site Name = C4a	Site Location & Description
<p><b>Division 4</b></p>	<p><b>Duncan Boat Docks</b></p> <div data-bbox="383 915 834 1257" data-label="Image"> </div> <p data-bbox="472 1266 747 1318">Looking at the Boat Ramp at the Duncan Boat Docks</p> <div data-bbox="354 1367 834 1507" data-label="Image"> </div>	<div data-bbox="899 722 1425 1117" data-label="Image"> </div> <p data-bbox="1000 1125 1325 1178">Looking at the Tennessee River from the Duncan Boat Docks</p> <p data-bbox="1122 1180 1203 1199">*****</p> <div data-bbox="899 1211 1425 1606" data-label="Image"> </div> <p data-bbox="1029 1617 1304 1669">Looking at the entrance to the Duncan Boat Docks</p> <p data-bbox="1122 1671 1203 1690">*****</p>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 4 (C4b) Map - Photo Appendix**



**Marathon**  
**Petroleum Company LLC**

**Tactical Response Plan**  
**Division 4 (C4b) Map**



- **Containment: C4b – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C4b** location (**Topside Road Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C4b** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 4 (C4b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C4b** location is at the Topside Road Boat Ramp.

*From North I-75:* Take ramp onto I-640 towards I-75/I-640/Nashville for 3.6 miles. Merge onto I-75 towards Nashville for 8.6 miles. At exit 376, turn right towards I-140/TN-162/Oak Ridge for 0.2 miles. At exit 376B, take ramp onto I-140 towards Maryville for 9.9 miles. Take exit 9 towards TN-133/Topside Road for 0.2 miles. Turn left onto Topside Road for 1.4 miles. The entrance to the boat ramp will be on the left.

*From West I-40:* Take exit 376 towards I-140/TN-162/Oak Ridge for 0.2 miles. At exit 376B, take ramp onto I-140 towards Maryville for 9.9 miles. Take exit 9 towards TN-133/Topside Road for 0.2 miles. Turn left onto Topside Road for 1.4 miles. The entrance to the boat ramp will be on the left.

- See Division 4 (C4b) Map - Photo Appendix.

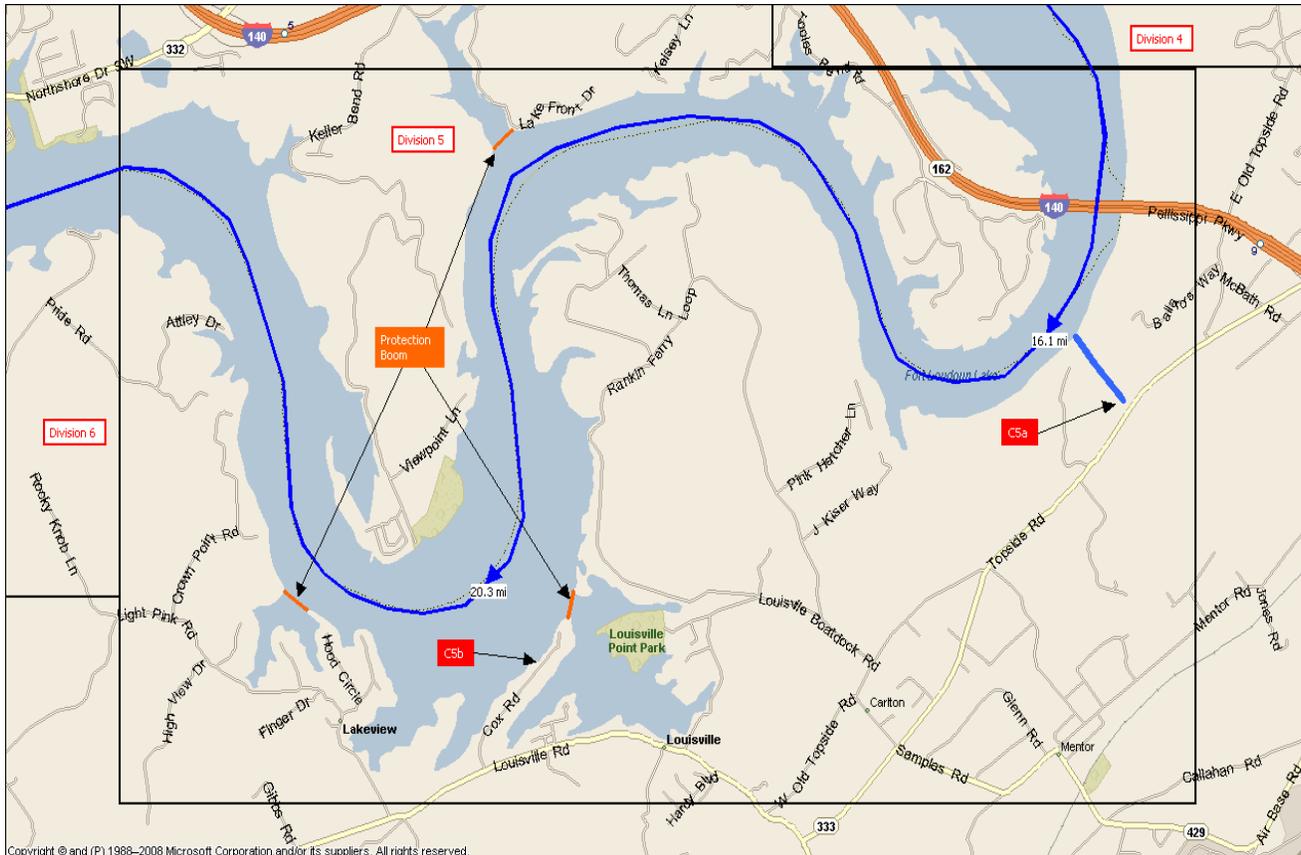


**Division 4 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 4 (C4b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 4 (C4b) Map site locations. This site is located at the Topside Road Boat Ramp, approximately 10.6 miles downstream from the confluence of Third Creek and the Tennessee River.

Division 4	Site Name = C4b	Site Location & Description
<p><b>Division 4</b></p>	<p><b>Topside Road Boat Ramp</b></p> <div data-bbox="381 913 836 1260"> </div> <p>Looking at the Boat Ramp at the Topside Road Boat Ramp</p> <div data-bbox="402 1350 841 1516"> <p>(b) (7)(F)</p> </div>	<div data-bbox="896 724 1429 1117"> </div> <p>Looking at the entrance to the Topside Road Boat Ramp *****</p> <div data-bbox="896 1213 1429 1612"> </div> <p>Looking at the Tennessee River from the Topside Road Boat Ramp *****</p>

**Tactical Response Plan**  
**Division 5 (C5a) Map**



(b) (7)(F)

- **Containment: C5a – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C5a** location (**PJs Landing Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically <1 mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C5a** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 5 (C5a) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C5a** location is at PJs Landing, off of Topside Road.

*From North I-75:* Merge onto I-40 towards Asheville for 0.5 miles. Take exit 386B towards US-129/Alcoa Highway/Airport for 0.6 miles. Stay on US-129 for 9.0 miles. Take ramp onto I-140 for 1.1 miles. Take exit 9 towards TN-333/Topside Road for 0.3 miles. Turn left onto Topside Road for 1.0 miles. The entrance to PJs Landing will be on the right.

*From West I-40:* Take exit 376 towards I-140/TN-162/Oak Ridge for 0.3 miles. Take the ramp onto I-140 towards Maryville for 9.6 miles. Take exit 9 toward TN-133/Topside Road for 0.2 miles. Turn right onto SR-333/Topside Road for 0.9 miles. The entrance to PJs Landing will be on the right.

- See Division 5 (C5a) Map - Photo Appendix.



**Division 5 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 5 (C5a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 2 (C5a) Map site locations. This site is located at PJs Landing and Topside Road, approximately 16.1 miles downstream from the confluence of Third Creek and the Tennessee River.

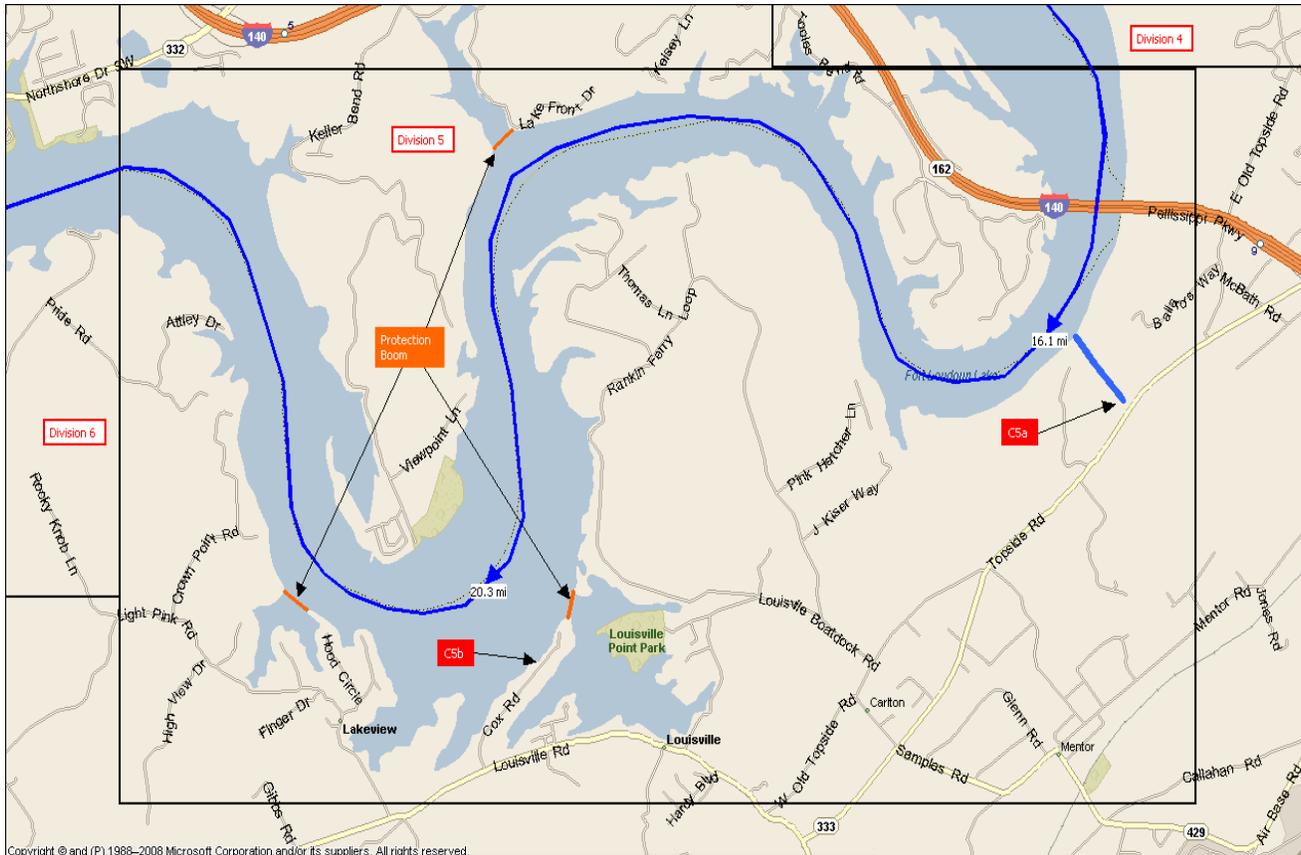
Division 5	Site Name = C5a	Site Location & Description
<p><b>Division 5</b></p>	<p><b>PJs Landing</b></p> <div data-bbox="386 915 834 1255" data-label="Image"> </div> <p data-bbox="477 1262 743 1318">Looking at the boat ramp of PJs Landing</p> <div data-bbox="404 1314 823 1486" data-label="Image"> </div>	<div data-bbox="896 722 1429 1125" data-label="Image"> </div> <p data-bbox="1000 1129 1325 1186">Looking at the Tennessee River from PJs Landing</p> <p data-bbox="1122 1186 1203 1207">*****</p> <div data-bbox="896 1218 1429 1612" data-label="Image"> </div> <p data-bbox="964 1619 1370 1675">Looking at the entrance to PJs Landing towards Topside Road</p> <p data-bbox="1122 1675 1203 1696">*****</p>

TT&R Asphalt & Southern LP District  
 Knoxville, TN LP Terminal  
 Division 5 (C5b) Map - Photo Appendix



Marathon  
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**Tactical Response Plan**  
**Division 5 (C5b) Map**



(b) (7)(F)

- **Containment: C5b – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C5b** location (**Louisville Point Park Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C5b** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 5 (C5b) Map - Photo Appendix**



**Marathon  
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- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C5b** location is at the Louisville Point Park Boat Ramp.

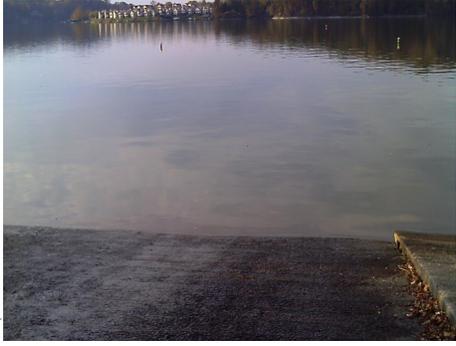
*From North I-75:* Merge onto I-40 towards Asheville for 0.5 miles. Take exit 386B towards US-129/Alcoa Highway/Airport for 0.6 miles. Stay on US-129 for 9.0 miles. Take ramp onto I-140 for 1.1 miles. Take exit 9 towards TN-333/Topside Road for 0.3 miles. Turn left onto Topside Road for 2.9 miles. Turn right onto Louisville Road for 1.4 miles. Turn right onto Cox Road for 0.5 miles. The boat ramp will be on the left within the park.

*From West I-40:* Take exit 376 towards I-140/TN-162/Oak Ridge for 0.3 miles. Take I-140 towards Maryville for 9.6 miles. Take exit 9 towards TN-133/Topside Road for 0.2 miles. Turn right onto Topside Road for 2.9 miles. Turn right onto Louisville Road for 1.4 miles. Turn right onto Cox Road for 0.5 miles. The boat ramp will be on the left within the park.

- See Division 5 (C5b) Map - Photo Appendix.

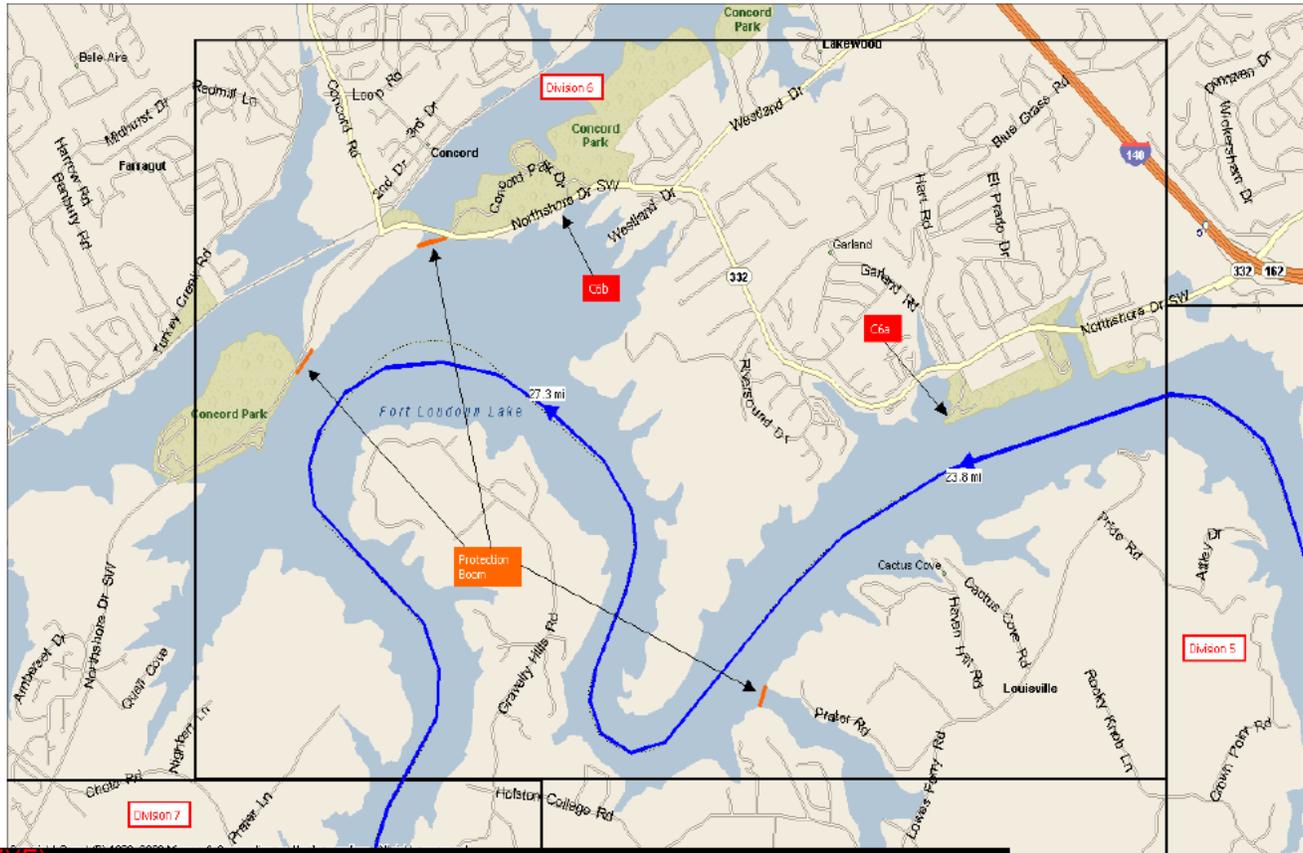
**Division 5 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 5 (C5b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 5 (C5b) Map site locations. This site is located at the Louisville Point Park Boat Ramp, approximately 20.3 miles downstream from the confluence of Third Creek and the Tennessee River.

Division 5	Site Name = C5b	Site Location & Description
<p><b>Division 5</b></p>	<p><b>Louisville Point Park Boat Ramp</b></p>  <p>Looking at Third Creek toward Neyland Drive *****</p>  <p>Looking at the entrance to Louisville Point Park Boat Ramp</p> <p>(b) (7)(F)</p> 	 <p>Looking upstream of the Tennessee River from the Louisville Point Park Boat Ramp *****</p>  <p>Looking downstream of the Tennessee River from the Louisville Point Park Boat Ramp *****</p>



**Tactical Response Plan**  
**Division 6 (C6a) Map**



(b) (7)(F)

- **Containment: C6a – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C6a** location (**Carl Cowen Park Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C6a** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 6 (C6a) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C6a** location is at the Carl Cowen Park Boat Ramp.

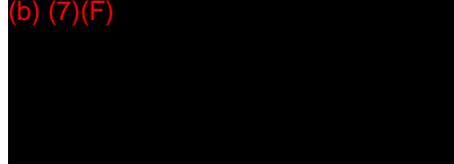
*From North I-75:* Take ramp onto I-640 towards I-75/I-640/Nashville for 3.6 miles. Keep right onto ramp for I-75 towards Nashville for 8.6 miles. Take exit 376 towards I-140/TN-162/Oak Ridge for 0.7 miles. Take exit 376B toward I-140 for 4.8 miles. Take exit 5 towards TN-332/Northshore Drive for 0.2 miles. Turn right onto Northshore Drive SW for 1.3 miles. Turn left into the Carl Cowen Park. The boat ramp will be straight ahead.

*From West I-40:* Take exit 376 towards I-140/TN-162/Oak Ridge for 0.3 miles. Take ramp onto I-140 towards Maryville for 4.5 miles. Take exit 5 towards TN-332/Northshore Drive for 0.2 miles. Turn right Northshore Drive SW for 1.3 miles. Turn left into the Carl Cowen Park. The boat ramp will be straight ahead.

- See Division 6 (C6a) Map - Photo Appendix.

**Division 6 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 6 (C6a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 6 (C6a) Map site locations. This site is located at the Carl Cowen Park Boat Ramp, approximately 23.8 miles downstream from the confluence of Third Creek and the Tennessee River.

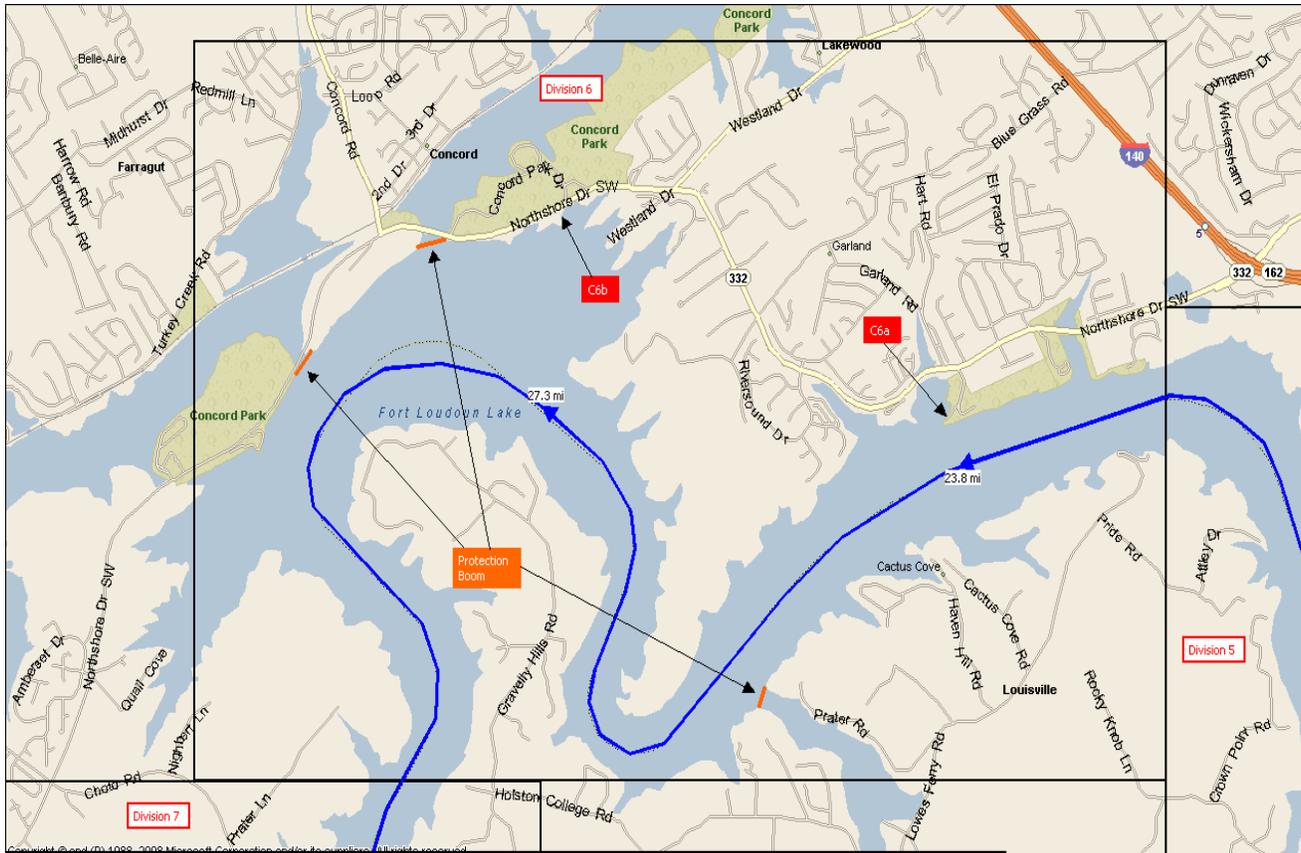
Division 6	Site Name = C6a	Site Location & Description
<p><b>Division 6</b></p>	<p><b>Carl Cowen Park Boat Ramp</b></p>  <p>Looking across the Tennessee River from the Carl Cowen Park Boat Ramp *****</p>  <p>Looking at the entrance to the Carl Cowen Park Boat Ramp</p> 	 <p>Looking downstream of the Tennessee River from the Carl Cowen Park Boat Ramp *****</p>  <p>Looking at the Carl Cowen Park Boat Ramp *****</p>

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 6 (C6b) Map - Photo Appendix**



**Marathon**  
**Petroleum Company LLC**

**Tactical Response Plan**  
**Division 6 (C6b) Map**



(b) (7)(F)

- **Containment: C6b – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C6b** location (**Concord Park Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C6b** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 6 (C6b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C6b** location is at the Concord Park Boat Ramp.

*From North I-75:* Take ramp onto I-640 towards I-75/I-640/Nashville for 3.6 miles. Keep right onto ramp for I-75 towards Nashville for 8.6 miles. Take exit 376 towards I-140/TN-162/Oak Ridge for 0.7 miles. Take exit 376B toward I-140 for 3.1 miles. Take exit 3 towards Westland Drive for 0.3 miles. Turn right onto Westland Drive for 1.6 miles. Bear right onto SR-332/Northshore Drive SW for 0.5 miles. The entrance to the Concord Park Boat Ramp will be on the left.

*From West I-40:* Take exit 373 towards Campbell Station Road/Farragut for 0.1 miles. Stay straight onto N. Campbell Station Road for 2.3 miles. Bear right onto SR-332/Concord Road for 1.2 miles. Turn left onto SR-332/Northshore Drive SW for 0.9 miles. The entrance to the Concord Park Boat Ramp will be on the right.

- See Division 6 (C6b) Map - Photo Appendix.

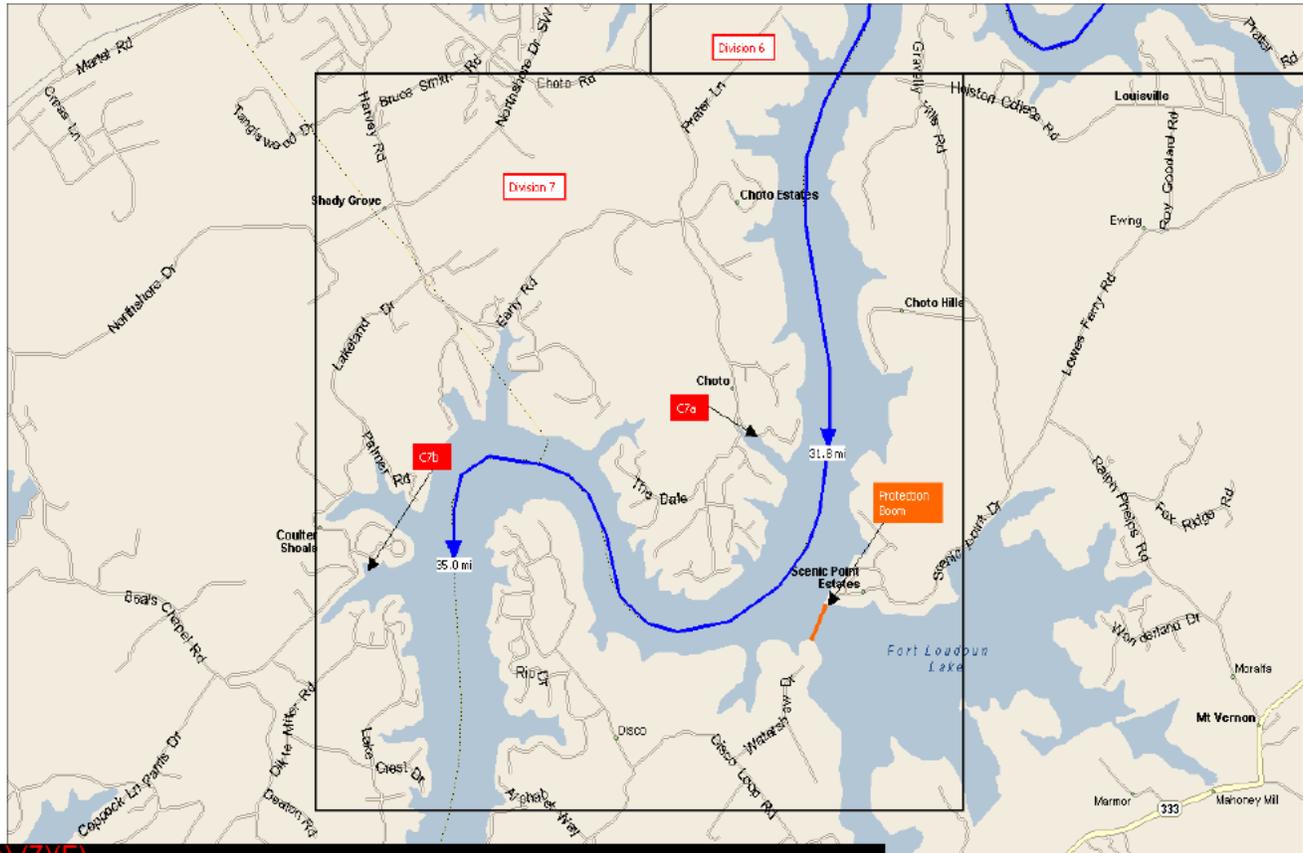
**Division 6 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 6 (C6b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 6 (C6b) Map site locations. This site is located at the Concord Park Boat Ramp, approximately 27.3 miles downstream from the confluence of Third Creek and the Tennessee River.

Division 6	Site Name = C6b	Site Location & Description
<p><b>Division 6</b></p>	<p style="text-align: center;"><b>Concord Park Boat Ramp</b></p> <div style="text-align: center;">  <p>Looking at the Boat Launch area of the Concord Park Boat Ramp *****</p>  <p>Looking at the entrance to the Concord Park Boat Ramp</p> <div style="background-color: black; color: red; padding: 5px; display: inline-block;">(b) (7)(F)</div> </div>	<div style="text-align: center;">  <p>Looking downstream of the Tennessee River from the Concord Park Boat Ramp *****</p>  <p>Looking across the Tennessee River from the Concord Park Boat Ramp *****</p> </div>



**Tactical Response Plan**  
**Division 7 (C7a) Map**



(b) (7)(F)

- **Containment: C7a – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C7a** location (**Choto Marina Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C7a** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 7 (C7a) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- ***The Choto Marina is a private marina. Responders will need to gain permission from the owner/operator before using.***
- **DIRECTIONS:** The **C7a** location is at the Choto Marina.

*From North I-75:* Take ramp onto I-640 towards I-75/I-640/Nashville for 3.6 miles. Keep right onto ramp for I-75 towards Nashville for 8.6 miles. Take exit 376 towards I-140/TN-162/Oak Ridge for 0.7 miles. Take exit 376B toward I-140 for 3.1 miles. Take exit 3 towards Westland Drive for 0.3 miles. Turn right onto Westland Drive for 1.6 miles. Bear right onto SR-332/Northshore Drive SW for 4.2 miles. Turn left onto Choto Road for 2.3 miles. Bear left onto Choto Marina Way for 0.2 miles. The boat ramp will be on the right.

*From West I-40:* Take exit 373 towards Campbell Station Road/Farragut for 0.1 miles. Stay straight on N. Campbell Station Road for 2.3 miles. Bear right onto SR-332/Concord Road for 1.2 miles. Turn right onto Northshore Drive SW for 2.8 miles. Turn left onto Choto Road for 2.3 miles. Bear left onto Choto Marina Way for 0.2 miles. The boat ramp will be on the right.

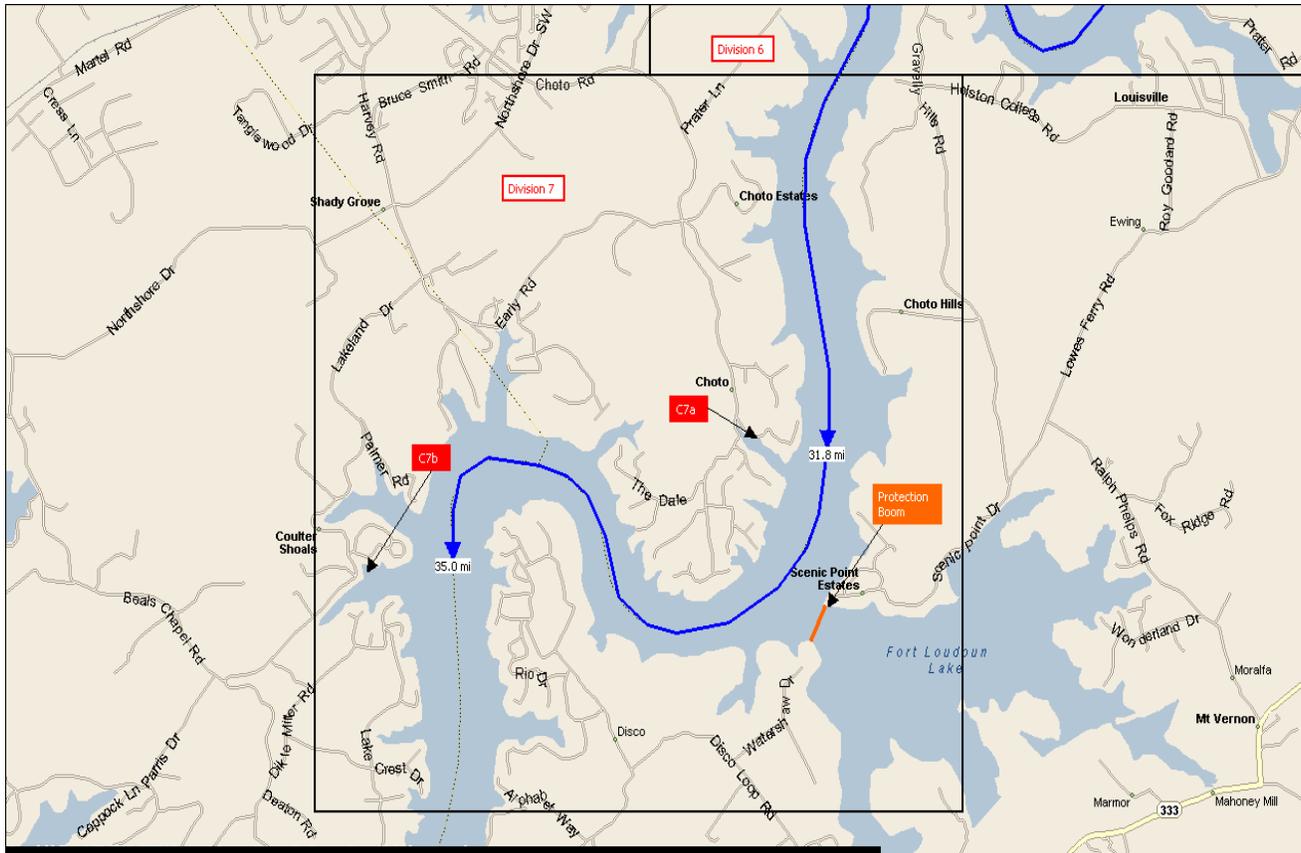
- See Division 7 (C7a) Map - Photo Appendix.

**Division 7 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 7 (C7a) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 7 (C7a) Map site locations. This site is located at the Choto Marina, approximately 31.8 miles downstream from the confluence of Third Creek and the Tennessee River.

Division 7	Site Name = C7a	Site Location & Description
<p><b>Division 7</b></p>	<p><b>Choto Marina</b></p> <div data-bbox="381 947 837 1293" data-label="Image"> </div> <p data-bbox="418 1297 799 1352">Looking toward the Tennessee River from the Choto Marina</p> <div data-bbox="409 1358 823 1524" data-label="Image"> </div>	<div data-bbox="894 722 1429 1125" data-label="Image"> </div> <p data-bbox="1015 1129 1308 1205">Looking at the boat ramp of the Choto Marina *****</p> <div data-bbox="894 1215 1429 1619" data-label="Image"> </div> <p data-bbox="1027 1623 1302 1698">Looking at the entrance to the Choto Marina *****</p>

**Tactical Response Plan**  
**Division 7 (C7b) Map**



(b) (7)(F)

- **Containment: C7b – 1500 – 2000 Feet** of Containment Boom to contain and recover oil at the **C7b** location (**Lakeland Farms Boat Ramp**). An additional **2000 Feet** of absorbent or containment boom may be needed for deflection and protective measures. Containment boom can be deployed at this location along the Tennessee River. The Tennessee River is approximately  $\frac{1}{2}$  -  $\frac{3}{4}$  miles in width at this point and deep enough to support work boat traffic. Velocity is typically  $<1$  mph and is controlled by a series of dams. Use utility work boats or john boats to deploy boom at this location. Typically, the current at this point in the Tennessee River is low, but can become high depending upon the prevailing weather conditions. The river depth/level is also dependent upon prevailing weather conditions, which can have a dramatic effect upon the level of the Tennessee River.
- **Oil Recovery** – Use vacuum trucks and/or skimming devices for oil recovery.
- **Staging** – The **C7b** areas provide room for staging of equipment and access to the river.

**TT&R Asphalt & Southern LP District**  
**Knoxville, TN LP Terminal**  
**Division 7 (C7b) Map - Photo Appendix**



**Marathon  
 Petroleum Company LLC**

- **Incident Command Post** – An Incident Command Post could be set up at the Knoxville, TN terminal office building.
- **Decontamination** – Decon could also be performed in several areas at this location.
- Weather conditions, such as heavy rains, may increase drainage flows and increase recovery volumes, wind direction and velocity will play a role in the migration of a release in this area.
- NOTE: Be aware of changing winds and safety concerns for responders in relation to environmental hazards, including wildlife. Many areas are located in wooded locations.
- **DIRECTIONS:** The **C7b** location is at the Lakeland Farms Boat Ramp near the intersection of Lakeland Farms Road and Lakeland Drive.

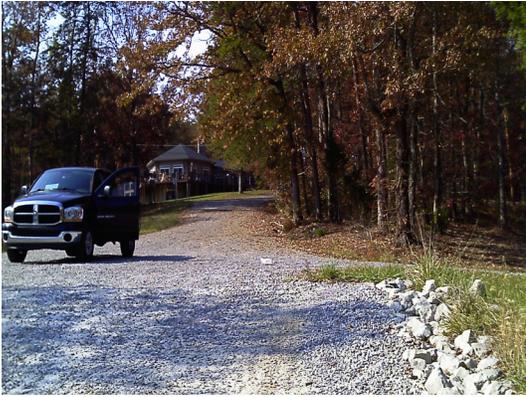
*From North I-75:* Take ramp onto I-640 towards I-75/I-640/Nashville for 3.6 miles. Keep right onto ramp for I-75 towards Nashville for 8.6 miles. Take exit 376 towards I-140/TN-162/Oak Ridge for 0.7 miles. Take exit 376B toward I-140 for 3.1 miles. Take exit 3 towards Westland Drive for 0.3 miles. Turn right onto Westland Drive for 1.6 miles. Bear right onto SR-332/Northshore Drive SW for 5.1 miles. Turn left onto Harvey Road for 0.4 miles. Turn right onto Lakeland Drive for 1.9 miles. The boat ramp will be on your right.

*From West I-40:* Take exit 373 towards Campbell Station Road/Farragut for 0.1 miles. Stay straight on N. Campbell Station Road for 2.3 miles. Bear right onto SR-332/Concord Road for 1.2 miles. Turn right onto Northshore Drive SW for 3.7 miles. Turn left onto Harvey Road for 0.4 miles. Turn right onto Lakeland Drive for 1.9 miles. The boat ramp will be on your right.

- See Division 7 (C7b) Map - Photo Appendix.

**Division 7 – Initial Containment and Recovery Sites**

The table below has pictures of the initial containment and recovery sites that are identified along the spill migration path on the Division 7 (C7b) Map. This table should be used by applicable terminal personnel and off-site responders in response to a release to assist in locating Division 7 (C7b) Map site locations. This site is located at the Lakeland Farms Boat Ramp, approximately 35.0 miles downstream from the confluence of Third Creek and the Tennessee River.

Division 7	Site Name = C7b	Site Location & Description
<p><b>Division 7</b></p>	<p><b>Lakeland Farms Boat Ramp</b></p>  <p>Looking at the boat access at the Lakeland Farms Boat Ramp</p> <div style="background-color: black; color: red; padding: 5px; width: fit-content;">(b) (7)(F)</div>	 <p>Looking downstream of the Tennessee River from the Lakeland Farms Boat Ramp *****</p>  <p>Looking at the entrance to the Lakeland Farms Boat Ramp *****</p>

## Introduction Section

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**RESPONSE PLAN COVER SHEET**

## General Information:

Owner/Operator of Facility: Marathon Petroleum Company

Facility Name: Knoxville, TN Light Products Terminal

Facility Address: 2601 Knott Road  
Knoxville, TN 37950-5318

Facility Phone Number: 865/588-6566

24-Hour Contact Number: 1/877/MAPLINE (1-877-627-5463)

(b) (7)(F)

Dun & Bradstreet Number: 15-291-3448

Date of Initial Operation: 1954

(b) (7)(F)

Number of Aboveground Oil Storage Tanks: fourteen (14)

Number of Underground Storage Tanks: 1 abandoned

Capacity (Gallons): 0, filled w/concrete and sand

Number of Storage Drums: 0

Capacity (Gallons): N/A

Number of Transformers Containing Oil: 1

Total Transformer Volume (Gallons): 30 gallons estimated

Number of Surface Impoundments: 0 Capacity (Gallons): N/A

North American Industry Classification System Code: 424710

(b) (7)(F)

Facility Distance to Navigable Water. Mark the appropriate line.

0 - ¼ mile \_\_\_\_\_ ¼ - ½ mile \_\_\_\_\_ ½ - 1 mile \_\_\_\_\_ > 1 mile \_\_\_\_\_

- The terminal is located about 3/4 mile upgradient from Third Creek, a tributary of the Tennessee River.
- The “Applicability of Substantial Harm Criteria” with the signed Certification is located in the Introduction Section.

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## INTRODUCTION

This Facility Response Plan (hereafter referred to as the “the Plan”) was designed by MPC in accordance with City and State Regulations and Section 4202 of the Oil Pollution Act of 1990. Reproduction of this Plan is prohibited without the express written permission of MPC. The Plan has been developed to minimize hazards to human health and the environment from spills, fires, explosions, or other emergencies.

## PLAN CONTENTS

This MPC Knoxville, TN Light Products Terminal Facility Response Plan describes organizational lines of responsibility and procedures to be followed when responding to oil spills involving MPC’s operations at this Terminal.

This document fulfills the requirements of the following regulatory plans:

- OPA 90 Facility Response Plan (This includes EPA Regulations in 40 CFR 112; and for marine terminals includes Coast Guard Regulations 33 CFR 154, Subpart F; and for terminals with attached MPC owned pipelines includes DOT/PHMSA/OPS Regulations in 49 CFR 194.
- **Spill Prevention, Control, and Countermeasure Plan (SPCC Plan)**
- Fire Prevention Plan
- Security Plan
- Evacuation/Employee Emergency Plan
- Emergency Response to Hazardous Substance Release Response Plan
- RCRA Contingency Plan
- Site Safety Plan

### **This Plan:**

- Contains comprehensive technical and procedural information necessary for effective management of an emergency incident within the geographic location boundaries of the Plan.
- Defines procedures and systems in place to assist in preventing oil spills.
- Defines alert and notification procedures for contacting company management, government authorities, and the public.
- Identifies equipment, manpower, and other resources, which can be used during a response operation.
- Contains environmental data and spill response guidelines which can provide support for oil spill response planning and response operations.

### **Federal/State Approval Certification and Record of Changes**

Insert a copy of Federal Agency submittals and approval documents in Section A when received. They may also be located at the Terminal, District Office and TT&R HES&S Office in Findlay.

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## **PLAN REFERENCES**

**This Terminal is regulated by the following regulatory agencies:**

- EPA Region 4
- DOT/PHMSA/OPS

### **Terminal Complex Statement**

- This terminal is a 'complex' facility as described under OPA '90.

### **Reference documents used in preparing this Plan.**

- OSROs Contracts and Equipment Lists
- MSDS Sheets for the Terminal's Products
- Knoxville Light Products Terminal Spill Prevention Control and Countermeasure Plan
- National Contingency Plan (NCP)
- MPC TT&R Plan Review and Update Procedures

MPC has reviewed the NCP and appropriate ACPs and certifies that this Plan is consistent with the NCP and ACPs.

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## MANAGEMENT APPROVAL & REVIEW OF SPCC PLAN

The Knoxville, TN Light Products Terminal SPCC Plan is a carefully thought-out plan, prepared in accordance with good engineering practices, which has the full approval of management of Marathon Petroleum Company, (MPC) to commit the necessary resources to response. This SPCC Plan will be implemented as herein described.

This plan has the full commitment of management at a level of authority to commit the necessary resources to fully implement the plan. The MPC Area Manager has been given the full authority to commit whatever resources are necessary to fully implement this SPCC Plan. In addition, the MPC Terminal Manager, who is the designated Qualified Individual in the Facility Response Plan, also has the full authority to commit whatever resources are necessary to fully implement this SPCC Plan.

## DISCUSSION OF FACILITY'S CONFORMANCE WITH 40 CFR 112

MPC makes every effort to comply with the regulatory requirements in 40 CFR 112.

Specifically:

- 40 CFR 112.7(c) - All oil-filled operational equipment is located within secondary containment that will contain the discharge until cleanup occurs.
- 40 CFR 112.7(h)(1) – All truck and tank car loading / unloading racks have secondary containment sufficient to contain at least the capacity of the largest single compartment on the tank truck or tank car.
- 40 CFR 112.8(c)(2) – All bulk storage tanks are located within secondary containment sufficient to contain the shell capacity of the largest tank plus additional freeboard for precipitation. The secondary containment is sufficiently impervious to contain discharged oil.
- 40 CFR 112.7(g) – All oil handling, processing, and storing facilities are fully fenced with access controls in place. All master flow and drain valves from tanks are locked shut when in a non-operating status. Pump starter controls are located in a secure area and are turned off when not in an operating condition. All piping is capped or blank flanged when not in use. During darkness, all areas of the terminal are sufficiently lighted to prevent vandalism and allow discovery of discharges.
- 40 CFR 112.7(h)(2) – Load racks are equipped with an interlock system that prevents drivers from departing without properly disconnecting transfer hoses.
- 40 CFR 112.7(h)(3) – Both before loading or offloading, and after loading or offloading, drivers are required to inspect and verify there are no leaks from bottom outlets and all connections.
- 40 CFR 112.7(i) – Measures have been put in place to inspect all field constructed above ground oil storage tanks after repair or failure.

There are no areas of non-conformance, unless indicated below.

- Piping Not in Secondary Containment – Rack delivery piping and ethanol fill piping are not in secondary containment. This needs to be corrected or alternatives provided.

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## CERTIFICATION & REVIEW OF SPCC PLAN

In accordance with 40 CFR, Part 112, Marathon Petroleum Company (MPC) has prepared a Spill Prevention Control and Countermeasure (SPCC) Plan for the Knoxville, TN Light Products Terminal. The SPCC Plan is contained within this document (Facility Response Plan). A cross reference is included in the Table of Contents Section.

### Part 112.5: Amendment of SPCC Plans

- (a) Amend the SPCC Plan for your facility in accordance with the general requirements in Part 112.7, and with any specific section of this part applicable to your facility, when there is a change in the facility design, construction, operation, or maintenance that materially affects its potential for a discharge as described in Part 112.1 (b). Examples of changes that may require amendment of the Plan include, but are not limited to: commissioning or decommissioning containers; replacement, reconstruction, or movement of containers; reconstruction, replacement, or installation of piping systems; construction or demolition that might alter secondary containment structures; changes of product or service; or revision of standard operation or maintenance procedures at a facility. An amendment made under this section must be prepared within six months, and implemented as soon as possible, but not later than six months following preparation of the amendment.
- (b) Notwithstanding compliance with paragraph (a) of this section, complete a review and evaluation of the SPCC Plan at least once every five years from the date your facility becomes subject to this part; or if your facility was in operation on or before August 16, 2002, five years from the date your last review was required under this part. As a result of this review and evaluation, you must amend your SPCC Plan within six months of the review to include more effective prevention and control technology if such technology has been field-proven at the time of the review and will significantly reduce the likelihood of a discharge as described in Part 112.1 (b) from the facility. You must implement any amendment as soon as possible, but not later than six months following preparation of any amendment. You must document your completion of the review and evaluation, and must sign a statement as to whether you will amend the Plan, either at the beginning or the end of the Plan or in a log or appendix to the Plan. The following words will suffice, "I have completed review and evaluation of the SPCC Plan for (name of facility) on (date), and will (will not) amend the Plan as a result."
- (c) Have a Professional Engineer certify any technical amendment to your Plan in accordance with Part 112.3 (d).

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## Professional Engineer's Certification of SPCC Plan

### SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN

#### MARATHON PETROLEUM COMPANY

#### KNOXVILLE, TN LIGHT PRODUCTS TERMINAL

#### PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that my agent, Bernie Sharkey, has visited and examined the Knoxville, TN Terminal and attest that I am familiar with the provisions of 40 CFR 112; that this SPCC Plan has been prepared in accordance with good engineering practices and the requirements in 40 CFR 112; that the procedures for required inspections and testing have been established; and that this plan is adequate for the facility.

**Exceptions:** 1. Soil Permeability - Soil permeability tests have not been conducted for the secondary containment dike walls and dike floors. The exact permeability is not known. However, the dikes reportedly hold water and would be expected to contain any spilled product until removed. 2. Piping Not in Secondary Containment - Rack delivery piping and ethanol fill piping are not in secondary containment. This needs to be corrected, or alternatives provided.



**Fred Halvorsen**

Printed Name of Registered Professional Engineer

*Fred Halvorsen*

Signature of Professional Engineer

No: PE.49151 State: Ohio

Date: March 30, 2011

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**SPCC Certification History**

<b>Spill Prevention, Control, and Countermeasures Plan</b>	
<b>Knoxville, TN Light Products</b>	
Listed below is the adoptive date or initial certification, review dates, revision dates, and amendment or recertification dates of the SPCC Plan, followed by documentation for said actions:	
<b>Review Status</b>	<b>Status Date</b>
Revised	April 1998
Revised	June 2001
Revised & Recertified	December 2002
Revised	December 2006
Revised & Recertified	February 2008
Revised	November 2008
Revised & Recertified	January 2010
Revised & Recertified	March 2011

A review and evaluation of the SPCC Plan for the Knoxville, TN Light Products Terminal has been conducted on the above dates and has been amended as outlined in the Record of Change page as a result.

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**APPLICABILITY OF SUBSTANTIAL HARM CRITERIA**

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?

Yes No X

Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area?

Yes No X

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 (as calculated using the appropriate formula in Appendix C or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?

Yes X No

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 (as calculated using the appropriate formula in Appendix C or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake?

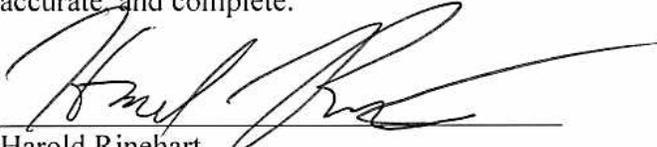
Yes X No

Does the facility have a total oil storage capacity greater than or equal to 1 million gallons and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years?

Yes No X

**CERTIFICATION**

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

  
 \_\_\_\_\_  
 Harold Rinehart

TT&M HES&S Safety Manager

4-20-2011  
 \_\_\_\_\_  
 Date

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## PLAN DISTRIBUTION LIST

### Knoxville, TN Light Products Terminal

Name	Address	Phone	Plan Reference #	No. of Copies
<b>Federal</b>				
Ted Walden FRP Coordinator	EPA Region 4 Emergency Response & Removal Branch 61 Forsyth Street, SW Atlanta, GA 30303-8960	404/562-8752	EPA FRP- 04TN222	CD w/Action Plan
Melanie M. C. Barber Environmental Planning Officer	United States Department of Transportation Office of Pipeline Safety Room E22-210 1200 New Jersey Avenue, S.E. Washington, D.C. 20590	Office: 202-366-4560		2 CDs
<b>State/Local</b>				
Fire Chief	Knoxville Fire Department Deputy Chief Headquarters 600 Summit Hill Drive Knoxville, TN 37914	865/523-7666		CD
Fire Chief	Knoxville Fire Department Administration Office 900 Hill Avenue, Suite 430 Knoxville, TN 37915	865/595-4480		CD
Tony Blair Chairman	Knoxville-Knox County EMA 605 Bernard Avenue Knoxville, TN 37921	865/215-1166		CD
Chief of Police	Knoxville Police 800 Howard Baker Ave. Knoxville, TN 37915	865/215-7450 (non- emer assistance) 865/215-7000 (General Info)		CD
Medical Director	Fort Sanders Regional Medical Center 1901 Clinch Avenue Knoxville, TN 37916	865/541-1111		CD
<b>OSRO Contractor</b>				
Sean Jones	Eagle/SWS Environmental First Response 50 Visco Ct. Nashville, TN 37210	615/291-9833		CD
Ken Moore	HEPACO 1925 Rosewood Road Knoxville, TN 37924	865/219-0840		CD
<b>Internal</b>				
Brad Kifer Terminal Manager	Marathon Petroleum Company 2601 Knott Road Knoxville, TN 37950-5318	865/588-6566		1
Kevin Miller Asphalt & Southern LP District Manager	Marathon Petroleum Company 539 South Main Street Findlay, OH 45840	419/421-3891		Database Distribution

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Name	Address	Phone	Plan Reference #	No. of Copies
Mike Harmon Nashville Area Manager	Marathon Petroleum Company 930 Youngs Lane Nashville, TN 37207	615/258-4404		Database Distribution
Rich Walker Support Manager Knoxville, TN Asp	Marathon Petroleum Company 1808 Jones Street Knoxville, TN 37920	865/577-5151		CD
Doug Bonk Environmental Professional	Marathon Petroleum Company 112 Town Park Drive, Suite 125 Kennesaw, GA	770/427-3800 x605		Database Distribution
TT&R FRP Library	Marathon Petroleum Company 539 South Main Street Findlay, OH 45840			File Copy 2

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**FACILITY INFORMATION / GEOGRAPHIC AREA**

**Facility Name:** Marathon Petroleum Company  
Knoxville, TN Light Products Terminal

**Facility Location:** 2601 Knott Road  
Knoxville, TN 37950-5318

**Telephone:** 865/588-6566

**Fax:** 865/588-6567

**Facility County:** Located in Knox County

(b) (7)(F)

**River Mile:** Not located on a river

**Wellhead Protection Area:**

To the best of our knowledge there is no groundwater protection plan for this area.

**Owner/Operator:** Marathon Petroleum Company  
539 S. Main Street  
Hancock County  
Findlay, OH 45840  
419/422-2121  
MAPLINE Emergency Operator  
1/877/MAPLINE (1-877-627-5463)

**Terminal Manager/Qualified Individual/Person Accountable for Oil Spill Prevention:** Brad Kifer  
865/588-6566

**QI Information** (24-hour availability): See Section B (Also in ERAP).

**Date of Initial Operation:** 1954

(b) (7)(F)

**NAICS Code:** 424710

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## **Terminal History, Reportable Spill History, Dates, and Types of Substantial Expansion & Current Operation**

The terminal is a light petroleum products terminal that receives product from Colonial Pipeline or Plantation Pipeline, and dye and additives by tank truck. Products and additives are stored in tankage in diked areas and all products are distributed by tank truck.

The terminal was built in the early 1950's and was originally owned by Republic. It was then an Ashland Petroleum Terminal until 1998 when it became a Marathon Ashland Petroleum LLC Terminal. In 2005, the name of the owner changed from Marathon Ashland Petroleum LLC to Marathon Petroleum Company. There has been little expansion of the terminal since original construction. One storage tank was added in 1978. One UST has been removed from service and filled with concrete. There are presently 14 above ground oil storage tanks at the terminal consisting of 2 gasoline tanks, 6 diesel/kerosene/fuel oil tanks, 1 transmix tank, 4 small additive tanks, and 1 ethanol tank (which was added in 2007). There are also two contact water tanks. Terminal office hours are 7 AM to 4PM weekdays, but drivers can access the terminal to load products 24 hours a day through a card reader system. Neighboring petroleum facilities include Citgo, Kinder Morgan, Colonial Pipeline, Magellan, Plantation Pipeline, Cummins, Motiva and BP. An active railroad, CSXT railroad, runs along the south side of the terminal. There are private residences to the east across Knott Road.

To our knowledge there has never been a reportable spill from the terminal.

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## Facility Reportable Oil Spill History Documentation Instruction

As described in 40 CFR Part 110, reportable oil spills are those that: (a) violate applicable water quality standards, or (b) cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

In the event a spill occurs, the following table should be used to gather the spill information, to the extent that such information is reasonably identifiable, to be reported in the FRP.

<b>Discharge History Information Table</b>		
Date of Discharge	Discharge Cause	
Material Discharged	Amount Discharged (gallons)	Amount Discharged to Navigable Waters (gallons)
Effectiveness and Capacity of Secondary Containment		
Clean-up Actions Taken		
Steps Taken to Reduce Possibility of Recurrence		
Total Oil Storage Capacity of the Tank or Impoundment from which the Material Discharged		
Enforcement Actions		
Effectiveness of Monitoring Equipment		
Description of How Spill Was Detected		

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DOT/PHMSA/OPS Plan Sequence Number \_\_\_\_\_

**DOT/PHMSA/OPS INFORMATION SUMMARY  
For MPC Knoxville Light Products Terminal**

**Name and Address of Owner/Operator:**

Marathon Petroleum Company LLC  
539 S. Main Street  
Findlay, OH 45840  
419/422-2121 / 1-800 MAPLINE (Emergency Operator)

**Facility Location:** 2601 Knott Road, Knoxville TN 37950-5318**Qualified Individual (24 hour):** See list of Qualified Individuals in Action Plan

**DOT/PHMSA/OPS Pipelines:** This terminal is a petroleum storage and distribution terminal which receives refined petroleum products by pipeline and tank truck, stores petroleum products in oil storage tanks, and discharges petroleum products by tank truck. The terminal itself is regulated by the EPA. DOT/PHMSA/OPS regulates the pipeline segment from the Plantation Pipeline (PPL) Station located approximately 1000' to the northeast of the terminal. This segment consist of a gate valve and check valve inside the PPL station and approximately 1964' of a 8" diameter distillate (fuel oil) pipeline. The single pipeline segment flows to the pipeline receipt manifold on the terminal. The terminal cannot pump back into the pipeline. See the EPA/OPS Jurisdictional Diagram in Section G for the schematic of the pipeline segments.

**RSPA Operator's Statement of Basis for Determination of Harm:** We have determined that the pipeline segments meet the requirements for a significant harm facility under 49 CFR 194.103. Specifically, the pipelines are less than 10 miles in length.

**Type of Oil and Worst Case Discharge (WCD):** The DOT/PHMSA/OPS pipeline WCD as determined by 49 CFR 194.105(b)(1) is (b) (7)(F) te, which includes pumpout and drainage from the line section between the PPL station manifold and the terminal pipeline receipt manifold. This is based on a pumping rate of 1,200 bbl/hour, a time to detect and shutdown the pipeline of 10 minutes under adverse weather conditions, and a 1964' section of 8" pipeline section with a volume of (b) (7) . The pipeline WCD equals pumpout plus drainage: (b) (7)(F)

No oil storage tanks at the terminal serve as breakout tanks regulated by DOT/PHMSA/OPS.

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## FACILITY RESPONSE PLAN RECORD OF CHANGE

RR review = Latest Agency 5 year re-submittal date

Facility Name			Agency	Agency Plan No.	Next 5 year resubmission due
Knoxville, TN Terminal			EPA	EPA FRP-04TN222	
			Coast Guard	DOT/PHMSA/OPS MKT9	
			PHMSA		
Date Revised	Revision Number	Remove Section/Pages(s)	Insert Section/Page(s)	Brief Description	Prepared By
11/2002	8	Remove all pages	Insert all pages	The manual has been completely updated. Please replace all pages.	Fred Halvorsen
04/2003	9	Remove all pages	Insert all pages	The manual has been completely updated. Please replace all pages.	Fred Halvorsen
10/2005	10	Updated entire manual, removed Q - W & tabs	All Sections	Removed unnecessary sections	Fred Halvorsen/Dwight Dodge
2/2008	11	Remove All Sections	Insert All Sections	Regular Update	Fred Halvorsen/Dwight Dodge/Kristin Miehl
3/2011	12	Remove All Sections	Insert All Sections	Regular Update, incorporated the SPCC Plan	Fred Halvorsen/Brad Kifer/Kristi Miehl

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## Facility Response Plan

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	<b>Sections</b>
Regulatory Cross Reference Index	Table of Contents
Plan Revision Procedures	A
Emergency Response Information	B
Daily Operations, Drainage Control, Containment & Recovery	C
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Response Support – Oil Spill Removal Organizations	F
Terminal Drawings & Maps	G
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Fire Prevention and Response Plan	I
Discharge Detection Systems	J
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40 CFR 112 Appendix F

Appendix F. to Part 112	Brief Description	Location in Plan <u>See Table of Contents at Front of Each Section</u>
<b>1.1</b>	<b>Emergency Response Action Plan</b>	
	1. Qualified Individual Information	Emergency Response Action Plan (ERAP or Action Plan) -QI List & Contact Information, QI Training, QI Duties and Authority.
	2. Emergency Notification Phone List	Emergency Response Action Plan (ERAP or Action Plan) -Emergency Notification/Phone List
	3. Spill Response Notification Form	Emergency Response Action Plan (ERAP or Action Plan) -Form 100 - Incident Response Notification Form
	4. Response Equipment List and Location	Emergency Response Action Plan (ERAP or Action Plan) -Response Equipment List and Location
	5. Response Equipment Testing and Deployment	Emergency Response Action Plan (ERAP or Action Plan) -Response Equipment Testing and Deployment Log
	6. Facility Response Team	Emergency Response Action Plan (ERAP or Action Plan) -Terminal Response Team
	7. Evacuation Plan	Emergency Response Action Plan (ERAP or Action Plan) -Evacuation Plan
	8. Immediate Action	Emergency Response Action Plan (ERAP or Action Plan) -Emergency Events and Immediate Response Action -First Response Strategy Report (@ rear of ERAP)
	9. Facility Diagram	Emergency Response Action Plan (ERAP or Action Plan) -Site Diagram(s) -Site & Flow Diagram(s) -Terminal Office Building(s) Evacuation Diagram(s) -Site Evacuation, Site Fire & Site Security Diagrams
<b>1.2</b>	<b>Facility Information</b>	
1.2.1	Facility Name and Location	Introduction – Cover Page Introduction – Facility Information/Geographic Area
1.2.2	Latitude and Longitude	Introduction – Cover Page Introduction – Facility Information/Geographic Area
1.2.3	Wellhead Protection Area	Introduction – Facility Information/Geographic Area
1.2.4	Owner/Operator Information	Introduction – Cover Page Introduction – Facility Information/Geographic Area
1.2.5	Qualified Individual Information	Section B - QI List & Contact Information, QI Training, QI Duties and Authority. Section K - Training
1.2.6	Date of Oil Storage Start-Up	Introduction – Facility Information/Geographic Area
1.2.7	Current Operation	Introduction - Terminal History, Reportable Spill History, Dates, and Types of Substantial Expansion & Current Operation Section C – Daily Operations
1.2.7	NAICS Code	Introduction – Cover Page (NAICS Code) Introduction – Facility Information/Geographic Area
1.2.8	Dates and Type of Substantial Expansion	Introduction – Terminal History, Reportable Spill History, Dates, and Types of Substantial Expansion & Current Operation

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<b>Appendix F. to Part 112</b>	<b>Brief Description</b>	<b>Location in Plan <u>See Table of Contents at Front of Each Section</u></b>
<b>1.3</b>	<b>Emergency Response Information</b>	
1.3.1	Notification	Section B – Emergency Notification Phone List -Form 100 - Incident Response Notification Form
1.3.2	Response Equipment List	Section F – Small (AMPD) Responder Audit Form/Equipment List, OSRO Certifications (USCG OSRO Classifications) Section L – Terminal Response Equipment List
1.3.3	Response Equipment Testing/Deployment	Section K – Terminal Drills/Exercises Section L – Response Equipment Testing & Deployment Section F – OSRO Certification (USCG OSRO Classification) & WCD OSRO Deployment Letter.
1.3.4	Response Personnel	Section B – Terminal Response Team and District Response Team (Company Response Team) Section B – Emergency Response Information Section F – All (Including evidence of contracts)
1.3.5	Evacuation Plans	Section E – All
1.3.5.1	Facility-Wide Evacuation Plan	Same as 1.3.5
1.3.5.2	Resources to Assist in Evacuation Planning	Same as 1.3.5
1.3.5.3	Community Evacuation Plans	Same as 1.3.5
1.3.6	Qualified Individual's Duties	Section B – Qualified Individual Duties
<b>1.4</b>	<b>Hazard Evaluation</b>	
1.4.1	Hazard Identification	Section C – All Section H – All
1.4.2	Vulnerability Analysis	Section D – Vulnerability Analysis
1.4.3	Analysis of the Potential for an Oil Discharge	Section D – Analysis for the Potential for an Oil Spill Section H – Tank Ages
1.4.4	Facility Reportable Oil Spill History	Introduction – Terminal History, Reportable Spill History, Dates, and Types of Substantial Expansion & Current Operation Section D – Analysis for the Potential for an Oil Spill
<b>1.5</b>	<b>Discharge Scenarios</b>	
1.5.1	Small and Medium Discharges	Section D – EPA Regulated Discharges / Small Case Discharge / Medium Case Discharge Section F – Terminal OSROs and Response Times Introduction – Plan References
1.5.1.1	Facility Operations Contributing to Small and Medium Discharges	Section C – Daily Operations Section D – EPA Regulated Discharges / Small Case Discharge / Medium Case Discharge
1.5.1.2	Factors Affecting Response Efforts	Section D – EPA Regulated Discharges / Small Case Discharge / Medium Case Discharge
1.5.2	Worst Case Discharge	Section D – EPA Discharge Scenario / Worst Case Discharge Section F – Terminal OSROs and Response Times
1.5.2.1	Calculation of the WCD Planning Volume	Section D – Planning Volume Calculations
1.5.2.2	Permanently Manifolder Oil Storage Tanks	Section D – Planning Volume Calculations

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<b>1.6</b>	<b>Discharge Detection Systems</b>	
1.6.1	Discharge Detection by Personnel	Section C – Daily Operations Section J – Automated Detection Systems
1.6.2	Automated Discharge Detection	Section C – Daily Operations Section J – Automated Detection Systems
<b>1.7</b>	<b>Plan Implementation</b>	
1.7.1	Response Resources for Small, Medium, and WCD Spills	Section B – Plan Implementation/Response Resources for Small, Medium and Worst Case Discharges Section F – Terminal OSRO and Response Times
1.7.1.1	Implementation of Response Actions -Emergency plans for spill response -Additional response training -Additional contracted help -Access to additional response equipment/experts -Ability to implement the plan including response training and practice drills.	Section B – Emergency Plans for Spill Response Section F – Additional Response Training Section F – Additional Contracted Help Section F – Additional Support, USCG & Navy Resources, & Volunteers. Section B – Intra-Company Interaction, Coordination w/Federal /State / Local Response, Incident Response Team Approach Level I-III Section K – Ability to Implement the Plan Including Response Training And Practice Drills
1.7.1.2	Oil Spill Response Immediate Action	Section B – Description of Immediate Response Actions
1.7.2	Disposal Plans	Section M – Disposal Plans
1.7.2.1	Disposal Plan Description & Permits	Section M – Disposal Plans Section M – Transportation & Disposal Permits, Disposal / Transporters
1.7.2.2	Compliance with Federal, State & Local Regulations	Section M – Compliance with Federal, State & Local Regulations
1.7.3	Containment and Drainage Planning	Section C – Terminal Drainage/Secondary Containment and Containment and Recovery Section G – Site & Flow Diagram
<b>1.8</b>	<b>Self-Inspection, Drills/Exercises, and Response Training</b>	
1.8.1	Facility Self-Inspection	Section L – Terminal Self-Inspection, Form 600 and Form 601
1.8.1.1	Tank Inspection	Section L – Terminal Self-Inspection, Form 600 and Form 601
1.8.1.2	Response Equipment Inspection	Section L – Terminal Self-Inspection, Form 600 and Form 601
1.8.1.3	Secondary Containment Inspection	Section L – Terminal Self-Inspection, Form 600 and Form 601
1.8.2	Facility Drills/Exercises (PREP)	Section K – All
1.8.2.1	QI Notification Drill Logs	Section K –Form 800, logs are maintained in the Terminal Office, online, and in Findlay OPA office
1.8.2.2	Spill Management Team Tabletop Exercise Logs	Section K –Form 800, logs are maintained in the Terminal Office, online, and in Findlay OPA office

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1.8.3	Response Training	Section K
1.8.3.1	Personnel Response Training Logs	Section K – form logs are maintained in the Terminal and in Findlay employee database
1.8.3.2	Discharge Prevention Meeting Logs	Section K – form logs are maintained in the Terminal and in Findlay employee database
<b>1.9</b>	<b>Diagrams</b>	
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	Site Drainage Diagram	Section G – Site & Flow Diagram(s)
	Site Evacuation Diagram	Section E – Evacuation Plan Section G – Evacuation Diagram(s)
<b>1.10</b>	<b>Security</b>	<b>Section O</b>
<b>2.0</b>	<b>Response Plan Cover Sheet</b>	<b>Introduction – Response Plan Cover Sheet</b>
<b>2.1</b>	<b>General Information</b>	<b>Introduction – Facility Information/Geographic Area</b>
<b>2.2</b>	<b>Applicability of Substantial Harm Criteria</b>	<b>Introduction – Applicability of Substantial Harm Criteria</b>
<b>2.3</b>	<b>Certification</b>	<b>Introduction – Facility Response Plan Certification</b>
<b>3.0</b>	<b>Definitions, Acronyms, and References</b>	<b>Table of Contents</b>

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**DOT/ Pipeline and Hazardous Materials Safety Administration**  
**Office of Pipeline Safety**

**49 CFR 194**

<b>Regulatory Requirement Citation</b>	<b>Brief Description of Regulatory Requirement</b>	<b>Location in MPC Response Plan</b>
194.107(a)	Resources for responding to a WCD or threat of a WCD	Action Plan, Section D, Section F, Section L
194.107(b)	Reviewed NCP and ACP and certify consistent with NCP and ACP	Section A
194.107(b)(1)(i)	Demonstrate understanding of Federal response structure and means to contact NRC and FOOSC	Action Plan, Introduction
194.107(b)(1)(ii)	Provisions to ensure safety	Section P
194.107(b)(2)(i)	Address removal of WCD or threat of WCD	Section C, Section D
194.107(b)(2)(ii)	Identify sensitive areas	Section D
194.107(b)(2)(iii)	Describe responsibilities of operator in removing discharge or mitigating threat of discharge	Section A, Section B
194.107(c)(1)(i)	DOT/PHMSA/OPS Information Summary	Introduction
194.107(c)(1)(ii)	Immediate notification procedures	Action Plan
194.107(c)(1)(iii)	Spill detection and mitigation procedures	Section C, Section D, Section J
194.107(c)(1)(iv)	OSRO information	Section F
194.107(c)(1)(v)	Response activities and response resources	Action Plan, Section B, Section F, Section L
194.107(c)(1)(vi)	Contact information for agencies	Action Plan
194.107(c)(1)(vii)	Training procedures	Section K
194.107(c)(1)(viii)	Equipment testing	Action Plan, Section L
194.107(c)(1)(ix)	Drill program	Section K
194.107(c)(1)(i)	Plan review and update procedures	Section A
194.107(c)(3)	Description of response management system	Section B

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**OSHA Emergency Action Plan  
29 CFR 1910.38**

	<b>Brief Description</b>	<b>Location in Plan</b>
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(c) (1)	Procedures for reporting a fire or other emergency	Section E / Action Plan
(c) (2)	Procedures for emergency evacuation, types of evacuation, and exit route assignments	Section E
(c) (3)	Procedures to be followed by employees who remain to operate critical plant operations before they evacuate	Section E
(c) (4)	Procedures to account for all employees after evacuation	Section E
(c) (5)	Procedures to be followed by employees performing rescue or medical duties	Section E
(c) (6)	Name and job title of every employee who may be contacted for further information	Section E
(d)	Employee alarm system. An employer must have and maintain an employee alarm system. The employee alarm system must use a distinctive signal for each purpose and comply with the requirements in § 1910.165.	Sections E & G
(e)	Training. An employer must designate and train employees to assist in a safe and orderly evacuation of other employees.	Section K
(f)	Review of emergency action plan. An employer must review the emergency action plan with each employee covered by the plan:	Section E

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**Fire Prevention Plan  
29 CFR 1910.39 Elements**

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(c) (1)	A list of all major fire hazards, proper handling and storage procedures for hazardous materials, potential ignition sources and their control, and the type of fire protection equipment necessary to control each major hazard	Section I
(c) (2)	Procedures to control accumulations of flammable and combustible waste materials	Section I
(c) (3)	Procedures for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials	Section I
(c) (4)	The name or job title of employees responsible for maintaining equipment to prevent or control sources of ignition or fires	Section I
(c) (5)	The name or job title of employees responsible for the control of fuel source hazards.	Section I
(d)	Employee information. An employer must inform employees upon initial assignment to a job of the fire hazards to which they are exposed. An employer must also review with each employee those parts of the fire prevention plan necessary for self-protection.	Section K

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**Hazardous Waste Operations and Emergency Response  
29 CFR 1910.120 (q) 2**

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	i. Pre-Emergency Planning and Coordination with Outside Parties	Terminal
	ii. Personnel Roles, Lines of Authority, Training and Communication	Introduction; Sections B, K & N
	iii. Emergency Recognition and Prevention	Action Plan
	iv. Safe Distances and Places of Refuge	Sections E & O
	v. Site Security and Control	Section O
	vi. Evacuation Routes and Procedures	Action Plan; Section E
	vii. Decontamination	Section P
	viii. Emergency Medical Treatment and First Aid	Section P
	ix. Emergency Notification and Response Procedures	Section E
	x. Critique of Response and Follow-up	Section K, Form 800
	xi. PPE and Emergency Equipment	Action Plan; Section L
	xii. Emergency Response Organizations	Action Plan; Section B

Note: Hazardous Waste Sampling and Disposal Information is located in Section M.

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40 CFR 262-272 RCRA Hazardous Waste Regulations**

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265.16	Personnel Training	Section K
<b>Subpart C Preparedness and Prevention</b>		
265.31	Maintenance and Operation of the Facility	Sections C & L
265.32	Required Equipment	Action Plan; Sections F, L, N, & G
265.33	Testing and Maintenance of Equipment	Section L
265.34	Access to Communications or Alarm Systems	Section N
265.36	Arrangements with Local Authorities	Introduction
<b>Subpart D Contingency Plan and Emergency Procedures</b>		
265.51	Purpose and Implementation of Contingency Plan	Facility Response Plan
265.52	Contents of Contingency Plan	Action Plan; Sections B, D, E, F, G & L
265.53	Copies of Contingency Plan	Introduction
265.54	Amendment of Contingency Plan	Section A
265.55	Emergency Coordinator	Action Plan; Section B
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**EPA SPCC PLAN  
40 CFR 112**

<b>40 CFR 112 Citation</b>	<b>Requirement from 40 CFR 112</b>	<b>Location in MPC Integrated Plan</b>
112.3(d)	Professional Engineer's certification and certification history	See INTRO Section "P.E Certification" & "Certification History"
112.5(a)-(c)	SPCC Plan amendment procedures	See INTRO Section 'Certification and Review of SPCC Plan'
112.5 & 112.7	Management approval and review	See INTRO Section 'Management Approval & Review of SPCC Plan'
112.7(a)(1) and (2)	Discussion of the facility's conformance with Part 112	See INTRO Section 'Discussion of Facility's Conformance with 40 CFR 112'
112.7(a)(3)(i)	Facility description and diagram with transfer stations and connecting pipes	Facility is described in Action Plan "Response Plan Cover Sheet", Section C, Section G (Diagrams), and Section H (Storage Tanks)
112.7(a)(3)(ii);	Discharge prevention measures	Discharge prevention measures are outlined in FRP Section C "Daily Operation" and "Facility Drainage / Secondary Containment", and Section D "EPA regulated Discharges"
112.7(a)(3)(iii)	Drainage controls and secondary containment	See FRP Section C 'Facility Drainage / Secondary Containment'
112.7(a)(3)(iv)	Emergency response and discharge countermeasures	See Action Plan 'First Response Strategy Report' or 'Tactical Response Plan; Section B; Section C 'Containment & Recovery'; Section D.
112.7(a)(3)(v)	Disposal methods	See Section M
112.7(a)(3)(vi)	Contact list and phone numbers	See Notification List in Action Plan Section
112.7(a)(4)	Spill notification form	See Form 100 in the Action Plan Section
112.7(b)	Prediction of potential discharge from equipment failure	See Table in FRP Section D for "EPA Regulated Discharges"
112.7(c)(1)	Dikes, berms or retaining walls sufficient to contain spilled oil	See Section C "Facility Drainage / Secondary Containment" and the "Site and Flow Diagram" in Section G
112.7(d)(1)	Oil Spill Contingency Plan (not required if the facility has an FRP)	See the FRP
112.7(d)(2)	Management written commitment to respond (not required if the facility has an FRP)	See the FRP
112.7(e) and 112.8(c)(6)	Inspections, tests and records	See Section L "SPCC Plan Inspection Records "
112.7(f)	Personnel training	See Section K 'Annual EPA/USCG Training Requirement
112.7(g)	Security	See Section O/Section 4 'Security Measures'
112.7(h)	Load racks / discharge prevention	See Section C 'Facility Drainage / Secondary Containment'.
112.7(i)	Brittle fracture evaluation	See Section L 'Terminal Self Inspection / Tank Farm Inspections'
112.7(j)	Discussion of conformance with state rules	See INTRO Section 'Discussion of Facility's Conformance with 40 CFR 112'
112.8(b) and 112.8(d)	Facility Drainage	See Section C and the "Site and Flow Diagram" in Section G
112.8(c)(4)(5)(7)(8)	Bulk Storage Tanks	See Section C; "Site Diagram" in Section G; and Section H
112.8(d)	Facility Transfer Operations, Pumping and Facility Process	See Section C
112.8(c)(10)	Prompt removal of discharges	See Section B – "Immediate Actions / Incident Mitigation Procedures" / "Prompt Correction of Visible Discharges"

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## Definitions, Acronyms, and References

ACP	Area Contingency Plans
ANPRM	Advanced Notice of Proposed Rulemaking
BBL	Barrels
CERT	Corporate Emergency Response Team
CHRIS	Chemical Hazards Response Information System
COTPs	Captains of the Port
CWA	Clean Water Act
DOT	Department of Transportation
EC	Emergency Coordinator
EDP	Emergency Planning Districts
EEZ	Exclusive Economic Zone
EMT	Emergency Management Team
EPA	Environmental Protection Agency
ES	Emergency Services
FEMA	Federal Emergency Management Agency
FFOS	First Federal on Scene
FOSC	Federal On-Scene Coordinator
FWPCA	Federal Water Pollution Control Act
GAL	Gallons
HAZMAT	Hazardous Materials
IC	Incident Commander
ICC	Incident Command Center
ICS	Incident Command System
LCP	Local Oil and Hazardous Substances Contingency Plan
LEPC	Local Emergency Planning Committees
MPC	Marathon Petroleum Company
MTR	Marine Transportation Related
NAICS	North American Industry Classification System
NAVIC(NVIC)	Navigation and Vessel Inspection Circular
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NPRM	Notice of Proposed Rulemaking
NRC	National Response Center
NRDA	Natural Resource Damage Assessment
NRS	National Response System
NRT	National Response Team
NSFCC	National Strike Force Coordinator Center
OPA	Oil Pollution Act
QI	Qualified Individual
RA	Regional Administrator
RCRA	Resource Conservation and Recovery Act
RRT	Regional Response Team
RSPA	Research and Special Programs Administration

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SARA	Superfund Amendments and Reauthorization Act
SDWA	Safe Drinking Water Act of 1986
SERC	State Emergency Response Commission
SI	Surface Impoundment
SONS	Spill of National Significance
SPCC	Spill Prevention, Control, and Countermeasures
TAPAA	Trans-Alaska Pipeline Authorization Act
USCG	United States Coast Guard
UTM	Universal Transverse Mercator coordinates

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## Section A: Plan Revisions Procedures

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## PLAN REVISIONS PROCEDURES

The Plan will be reviewed annually by the Terminal Manager and will be revised and updated as necessary to reflect any changes. This plan has been created in accordance with Marathon Petroleum Company standard number TTMHES110.

The Terminal Manager should periodically review the National Contingency Plan (NCP) and the Area Contingency Plan (ACP) as they change and make provisions for incorporation into the Plan.

All changes will be sent to the FRP Staff at the TT&R HES&S Findlay office for incorporation into the Plan.

The FRP Staff is responsible for the Plan maintenance and distribution. When the changes are received the FRP staff will hold the changes for the next scheduled update, revision, or re-submittal. At the scheduled time the FRP Staff will review and make all changes as necessary and will distribute the changes to the appropriate parties as outlined in the distribution list.

**When distributions are received, the revisions should be immediately reviewed and inserted into the Plan and the obsolete pages discarded. This revision will be recorded on the Record of Change which will be included with most distributions.**

### PLAN REVISION UPDATE / RE-SUBMITTAL

The Plan is subject to update and revision for the following changes:

- Identification of a deficiency in the Plan
- Installation or significant changes in equipment or processes
- A change in Company Personnel (Terminal, District, or Response Team)
- A change in telephone numbers
- A change in OSRO (that does not materially change support capabilities)
- Revisions determined to be necessary following review of an exercise or incident

The Plan is subject to re-submittal for the following changes:

- A change in the facility's configuration that materially alters the information in the Plan
- A change in the type of oil handled, stored or transferred that materially alters the required response resources
- A material change in capabilities of the OSRO's equipment and personnel that impacts their response time or capability
- A material change in the facility's spill and response equipment or procedures
- New pipeline construction or purchase
- Change in worst case discharge volume
- Change in NCP/ACP that has a significant impact on the appropriateness of response equipment or strategies

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## **EPA**

The Plan will be revised and resubmitted to the EPA Regional Administrator within 60 days.

## **DOT/PHMSA/OPS**

The plan will be revised and resubmitted to PHMSA within 30 days and reviewed and submitted every 5 years.

## **PLAN DISTRIBUTION**

A copy of this Plan is distributed to stakeholders (see INTRO for distribution) and company personnel who may provide assistance during an emergency at the Knoxville, TN Light Products Terminal.

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## **PLAN APPROVAL LETTERS**

(Following Pages)

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 REGION 4  
 ATLANTA FEDERAL CENTER  
 61 FORSYTH STREET  
 ATLANTA, GEORGIA 30303-8960

4SD-ERRB

MAR 10 2008

Doug Bonk  
 HES&S Safety Manager  
 Marathon Petroleum Company, LLC  
 539 South Main Street  
 Findlay, OH 45840-3295

**Subject: Approval of Facility Response Plan  
 Marathon Petroleum Company, LLC, Knoxville Terminal – Knoxville TN  
 (FRP04TN222)**

Dear Mr. Bonk:

The U.S. Environmental Protection Agency (EPA) has received the requested documentation satisfying the conditions outlined in 40 CFR 112.20. Based on this documentation and the field inspection on February 27, 2008, **EPA grants approval of your Facility Response Plan (FRP)**, indefinitely. This is based upon the requirement set forth in Section 311 of the Clean Water Act, as amended by the Oil Pollution Act of 1990 (OPA), and regulations pursuant to 40 CFR Part 112.

EPA reserves the right to rescind approval if a change in facility status occurs (i.e., determination of significant and substantial harm), or if the owner or operation cannot demonstrate continued compliance with the requirements of OPA. You are required to keep your FRP updated and "fully implementable," and facility changes that materially affect the capability to respond to a worst case discharge must be documented and submitted to EPA.

Please contact me at (404) 562-8752 or [Walden.Ted@epa.gov](mailto:Walden.Ted@epa.gov) should you have any questions regarding this correspondence.

Sincerely,

A handwritten signature in black ink that reads "Ted Walden".

Ted Walden  
 On-Scene Coordinator  
 Emergency Response and Removal Branch

TW/jsc

## Section B: Emergency Response Information

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**EMERGENCY COORDINATOR / DESIGNATED PERSON IN CHARGE / INCIDENT  
COMMANDER**

Name & Address	Title	Office Phone Number	Home Phone Number	24 hour/ Cellular Number	Response Time
Brad Kifer 1144 Farrington Drive Knoxville, TN 37923	Terminal Manager	865/588-6566	(b) (6)	C/865/244-7088	1 hour
<b>Designated Alte</b>					
Mike Vohs 300 Misty Ridge Way Lenoir City, TN 37972-5391	Operator	865/588-6566		C/865/740-9506	1 hour
Craig Sisk 310 Devon Way White Pine, TN 37890	Operator	865/588-6566		C/865/740-9504	1 hour

When a spill or an emergency incident is discovered, it will be reported to the Emergency Coordinator/Designated Person in Charge/QI/Incident Commander who is the Terminal Manager or the Designated Alternate. The Terminal Manager or Designated Alternate will take immediate action as required to mitigate the emergency and act as the QI. If deemed necessary, the Area Manager and/or District Manager will be notified via MAPLINE (1-877-627-5463), calling directly, or paging, and in consultation with the Area Manager/District Manager, a determination will be made of the level of response required.

Via the 1/877/MAPLINE (1-877-627-5463), the emergency operator can connect all parties on a conference call.

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**LIST OF QUALIFIED INDIVIDUALS**

<b>Qualified Individual</b>					
<b>Name &amp; Address</b>	<b>Title</b>	<b>Office Phone Number</b>	<b>Home Phone Number</b>	<b>24 Hour/Cellular Number</b>	<b>Response Time</b>
Brad Kifer (b) (6) <u>Work Address</u> 2601 Knott Road Knoxville, TN 37950-5318	Terminal Manager	865/588-6566	(b) (6)	C/865/244-7088	1 hour
<b>Alternate Qualified Individual(s)</b>					
Rich Walker (b) (6) <u>Work Address</u> 1808 Jones Street Knoxville, TN 37920	Terminal Support Manager	865/577-5151	(b) (6)	C/865/414-1221	1 hour

**QUALIFIED INDIVIDUAL TRAINING**

QIs have received OSHA 24-hour Incident Commander and/or 24-hour Hazardous Materials Technician Training; QI/IC training; participated in PREP Deployment and Spill Management Team Exercises; and received spill prevention and spill response training. Training records are maintained at the facility or office by the QI.

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**EMERGENCY NOTIFICATION / PHONE LIST**

<b>CONTACT NAME</b>	<b>NUMBER</b>
<b>Terminal Manager/EC – Brad Kifer Knoxville, TN LP Terminal</b>	O/865/588-6566 (b) (6) C/865/244-7088
<b>Local Emergency Responders</b>	
MAPLINE Emergency Operator	1/877/MAPLINE (1/877/627-5463)
Police/Fire/Ambulance	911
Knoxville Fire Department (Chief Stan Sharp)	865/595-4468
Knoxville Police Department	865/215-7000
Knoxville Rescue Squad	865/546-4821
LEPC	865/215-1166
<b>Medical Facilities (From Section P)</b>	
Baptist Health System	865/632-5011
Children's Hospital	865/541-8000
Knox County Health Department	865/215-5000
Fort Sanders Regional Medical Center	865/541-1111
Fort Sanders Park West Hospital	865/373-1000
St. Mary's Medical Center	865/545-8000
The University of Tennessee Medical Center	865/305-9000
<b>Federal &amp; State Agencies</b>	
National Response Center	800/424-8802 or 202/267-2675
EPA - Region 4 (24 hour)	404/562-8700
Tennessee Valley Authority (TVA) Police	800/824-3861
TVA Emergency Management (Ron Majiros)	256/386-2149
USCG MSU Paducah	270/442-1621
Tennessee Emergency Management Agency	800/262-3300 or 800/262-3400
Tennessee SERC	615/741-9907
Tennessee State Police	865/594-5800
Tennessee State Fire Marshall	615/741-2981
Tennessee Division of Water Quality	865/594-6035 or 865/594-5529
Tennessee Department of Transportation	865/594-2403
Tennessee Division of Air Pollution	865/594-6035
Tennessee Division of Groundwater	865/694-6035
Tennessee Division of Super Fund	865/594-6035
Tennessee Department of Environmental & Conservation	615/532-0109
Knoxville EMA	865/215-1166
Knoxville County Emergency Communications	865/215-1166
Knoxville County Health Department	865/215-5000
TN Emergency Management Agency	615/741-0001 (24/7)

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**EMERGENCY NOTIFICATION / PHONE LIST**

<b>CONTACT NAME</b>	<b>NUMBER</b>
<b>OSROs</b>	
HEPACO	800/888-7689
Eagle/SWS Environmental First Response	24 Hour - 800/852-8878 Paducah - 270/444-8003
Oil Mop	800/645-6671
U. S. Environmental Services	888/279-9930
American Enviro-Services-Murfreesboro (Evergreen)	866/894-1900
<b>Utilities</b>	
Electric/Gas KUB	865/524-2911
<b>Weather and Media</b>	
Local Weather	865/521-6300
Local Radio	865/588-6511
Local TV	865/637-1272
<b>MPC/SSA/PIPELINE</b>	
Primary Command Post - Primary Terminal Office	865/588-6566
Secondary Command Post(s) - Citgo Terminal	865/588-3555
<b>Neighboring Facilities</b>	
CSX Railroad (Crossing #347567R)	800/232-0144
University of Tennessee Veterinarian School	865/974-8387 or 865/974-5818
Citgo Terminal	865/588-3555
Kinder Morgan Terminal	865/584-4611
Motiva Terminal	865/588-8024
Magellan Terminal	865/588-9695
Cummings Terminal	865/588-6650
Colonial Pipeline	865/584-1817
Park & Recreation Center (Tyson Park)	865/215-2090
<b>Human Services</b>	
American Red Cross	865/584-2999
<b>Response Support – Aviation (From Section F)</b>	
TAC	865/970-9000
<b>Response Support – Portable Housing Source (From Section F)</b>	
TN Waste	865/546-6311
<b>Response Support – Potable Water Source (From Section F)</b>	
Crystal Springs	800/235-7873
<b>Response Support – Sanitary Facilities Source (From Section F)</b>	
TN Waste	865/522-9958
<b>Response Support – Fuel Source (From Section F)</b>	
Regal Petroleum	865/521-5010

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## EMERGENCY NOTIFICATION / PHONE LIST

CONTACT NAME	NUMBER
<b>Disposal Firms (From Section M)</b>	
Aaron Oil	800/239-4549
Allied Energy	205/925-6600; C/205/613-8208; 803/695-4645
Clean Harbors	800/645-8265
Waste Management	865/525-0529
<b>Transporters (From Section M)</b>	
Aaron Oil	800/239-4549
Allied Energy	205/925-6600; C/205/613-8208; 803/695-4645
Clean Harbors	800/645-8265
<b>Container Suppliers (From Section M)</b>	
Volunteer Drum	865/673-9396
Waste Management	865/525-0529
<b>Communication Equipment Suppliers (From Section N)</b>	
Metro Communications	865/546-0311
<b>Security Contractors (From Section O)</b>	
Securitas	865/689-4773
<b>Fire Fighting Services &amp; Equipment</b>	
Williams Fire & Hazard Control, Inc.	800/231-4613 or 409/727-2347 or 281/999- 0276
<b>Locks &amp; Dams</b>	
Cherokee Dam	865/632-6065 or 865/632-2101
Douglas Dam (Jane Wells - Controller)	865/632-6065 or 865/632-2101
Fort Loudon Lock, Dam & Hydro Power Plant	865/632-6065 or 865/986-2762
Watts Bar Lock, Dam & Hydro Power Plant	865/632-6065 or 423/365-7634
<b>Other Numbers (General Contractors, etc)</b>	
Direct Electric	865/637-5787
University of Tennessee Energy Environmental & Resource	865/974-4251

### INCIDENT RESPONSE NOTIFICATION FORM 100 INSTRUCTIONS

- Never include information **which has not been verified**
- **Never speculate** as to **the cause of an incident** or **make any acknowledgment of liability**
- **DOCUMENT THE FOLLOWING**
  - agency notified
  - time agency notified
  - person notified
  - content of message given
- **DO NOT DELAY reporting** due to incomplete information
- Provide as much information as possible

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**Form 100 – Incident Response Notification Form, Page 1 of 4**

Knoxville, TN LP Terminal

40 CFR Part 112 Appendix F 1.3.1

09/00

<b>Caller Information</b>				
Date	Time	Reporter's Name	Position within Company	
Reporter's Facility (address)		Facility Owned by Company	Division of Company	
Responsible Party				
Phone Number	Fax Number	Calling for Responsible Party (Y or N)	Calling for Federal Reporting Obligations (Y or N)	
<b>Incident Description</b>				
Date of Incident	Time		Weather	
Reason for Discharge	Incident Latitude/Longitude		Incident River Mile Post	
Incident Address/Location	Nearest City/County/State		Distance from City (Miles & Direction)	
Material Discharged (Y or N) Confidential (Y or N)	Material in Water? (Y or N)		Name of Water Body	
Container (Drum/Tank/Line, etc.)	Storage Capacity (bbl. or gal.)		Facility Total Storage Capacity	
Chris Code (Material)	Total Discharge Amount (est.)	Unit bbl. or gal.	Material in water (est.)	Unit bbl. or gal.

**Initial notifications should not be delayed pending the collection of all information.**ENV/RELPP/60C  
TTM FRP (Form 100)CUSTODIAN: OPA Coordinator  
COPY: None

REVISED: 3/2005

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**Form 100 – Incident Response Notification Form, Page 4 of 4**

Knoxville, TN LP Terminal

40 CFR Part 112 Appendix F 1.3.1

09/00

<b>Agency Response</b>	
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
Agency on Site:	Agency Representative:
Date Arrived:	Time Arrived:
<b>Contractor Notifications</b>	
Contractor: Name of Contact: Time Contacted:	Comments:  Arrival Time:
Contractor: Name of Contact: Time Contacted:	Comments:  Arrival Time:
Contractor: Name of Contact: Time Contacted:	Comments:  Arrival Time:
Contractor: Name of Contact: Time Contacted:	Comments:  Arrival Time:
<b>Company Notifications</b>	
Contact:  Time:	Comments:  Arrival Time:
Contact:  Time:	Comments:  Arrival Time:
Contact:  Time:	Comments:  Arrival Time:

**Initial notifications should not be delayed pending the collection of all information.****Send completed form to an OPA Coordinator in Findlay.**ENV/RELPP/60C  
TTM FRP (Form 100)CUSTODIAN: OPA Coordinator  
COPY: None

REVISED: 3/2005

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## TERMINAL RESPONSE TEAM

The following personnel are Terminal employees and District employees that comprise the Terminal Response Team which is considered the Core Level I Response Team.

Knoxville Light Products Terminal Response Team						
Name	Title	Office Phone Number	Home Phone Number	24 hour/ Cellular Number	Response Time	Emergency Response Duties
Brad Kifer	Terminal Manager	865/588-6566	(b) (6)	C/865/244-7088	1 hour	QI/IC
Mike Vohs*	Operator	865/588-6566		C/865/740-9506	1 hour	IC/OP/Plan/Log
Craig Sisk	Operator	865/588-6566		C/865/740-9504	1 hour	IC/OP/Plan/Log
Doug Bonk	Environmental Professional	770/427-3800 x605		C/404/313-5606	3 hours	Env/Lia
Steve Bowling	Safety Specialist	615/242-9233		C/615/504-0489	3 hours	Safe

\*Designated Alternate

MPC's emergency response management program has adopted the Incident Command System (ICS). The ICS is compatible with the USCG Incident Management Handbook (USCG COMDT PUB P3120.17) and National Interagency Incident Management Systems (NIIMS).

MPC provides training for personnel as required by OSHA 29CFR 1910.120 and 29 CFR 1910.1200 which is appropriate for their assigned roles and responsibilities in the event of an incident.

### Emergency Response Duties

QI	Qualified Individual
IC	Incident Commander
OP	Operations Section
Plan	Planning Section
Log	Logistics Section
Fin	Finance Section
Adv	Advisor
PA	Public Affairs
Lia	Liaison
Safe	Safety
Leg	Legal

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**DISTRICT RESPONSE TEAM (Company Response Team)**

The following personnel are District employees and Corporate employees that comprise the District Response Team (Company Response Team). The District Response Team is considered the Core Level II Response Team.

<b>Asphalt and Southern Light Products Area, Nashville Area Response Team (Company Response Team)</b>						
<b>Name</b>	<b>Title</b>	<b>Office Phone Number</b>	<b>Home Phone Number</b>	<b>24 hour/Cellular Number</b>	<b>Response Time</b>	<b>Emergency Response Duties</b>
Kevin Miller	Asphalt District Manager	419/421-3891	(b) (6)	C/419/351-1529	7 hours	IC
Chris Kasselmann	District Engineer	419/421-3995	(b) (6)	C/419/957-8671	7 hours	Plan
Mike Harmon	Nashville Area Manager	615/258-4404	(b) (6)	C/615/636-5672	3 hours	IC
Doug Bonk	Environmental Professional	770/427-3800 x605	(b) (6)	C/404/313-5606	3 hours	Env/Lia
Steve Bowling	Safety Specialist	615/242-9233	(b) (6)	C/615/504-0489	4 hours	Safe
Brenda Ladd	Analyst	419/421-2808	(b) (6)	None	7 hours	Fin
Rosanne Colasante	HR Representative	770/427-3800 x 603	(b) (6)	C/404/313-5131	4 hours	PA
Rich Walker Knoxville, TN Asp	Terminal Support Manager	865/577-5151	(b) (6)	C/865/414-1221	1 hour	QI/OP
John Simpson Chattanooga, TN	Terminal Support Manager	423/756-8275	(b) (6)	C/423/280-0853	4 hours	OP
Craig Kuhlman	P & CS Purchasing & Commercial Services	419/421-3773	(b) (6)	C/419/230-1176	7 hours	Log

MPC's emergency response management program has adopted the Incident Command System (ICS). The ICS is compatible with the USCG Incident Management Handbook (USCG COMDT PUB P3120.17) and National Interagency Incident Management Systems (NIIMS).

MPC provides training for personnel as required by OSHA 29CFR 1910.120 and 29 CFR 1910.1200 which is appropriate for their assigned roles and responsibilities in the event of an incident.

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## Emergency Response Duties

QI	Qualified Individual
IC	Incident Commander
OP	Operations Section
Plan	Planning Section
Log	Logistics Section
Fin	Finance Section
Adv	Advisor
PA	Public Affairs
Lia	Liaison
Safe	Safety
Leg	Legal

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## **RESPONSE TEAM RESPONSIBILITIES**

### **Activation of the Terminal Spill Response Team**

- The Terminal Oil Spill Response Team is modular, depending on the size and scope of the incident. Response team positions will be filled by personnel from the Terminal on an as needed basis depending on the circumstances of the spill situation.
- The staffing level needed to cover all task assignments that might be required to respond to an incident will be determined based on the situation.

### **The Spill Observer/First Responder:**

- Will notify an Operator or Supervisor
- Will notify Terminal Manager/Emergency Coordinator/Designated Person in Charge/Incident Commander/QI

### **The Terminal Manager may:**

- Assume QI responsibility and assume Incident Commander responsibility
- Activate the Terminal Spill Response Team
- Activate spill response contractors, as needed
- Notify the Fire and/or Police Departments, as needed
- Notify the District Manager or Area Manager or his Alternate (other District Manager or Area Manager)

### **The District Manager, or Alternate:**

- Will notify Terminal, Transport & Rail (TT&R) Manager
- Will notify the Level II Response Team, as needed
- May go to the site and assume duties of the Incident Commander duties depending on the size and magnitude of the incident
- May notify Legal
- May notify Marine Transportation
- May notify Rail Fleet
- May notify the CERT Team leader via 1/877/MAPLINE (1-877-627-5463)

### **The Environmental Engineer/Environmental Professional**

- Will notify the appropriate regulatory agencies

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## PLAN IMPLEMENTATION

This section is a guide for immediate response actions to be taken when an incident such as a spill, fire or explosion is first observed. Contracted response resources are detailed in Section F of the plan. An immediate action form is shown below and in Section J of the plan.

### Response Resources for Small, Medium and Worst Case Discharges

#### Small Discharge

In the event of a small spill the terminal personnel will follow the instructions below and in Response Guide B in the ERAP. The small spill OSRO will be called and will respond for planning purpose within an hour with equipment and personnel. In the event additional resources are needed, the medium spill OSRO may also be called out to respond. It's likely that a small spill would be captured in containment and would not flow from the terminal property. If necessary, other Marathon personnel would be called to assist in the response.

#### Medium Discharge

In the event of a medium spill the terminal personnel will follow the instructions below and in Response Guide B in the ERAP. The small spill OSRO will be called and will respond for planning purpose within an hour with equipment and personnel. In addition, one or more of the medium spill OSROs will be called to respond and would be expected to arrive within 2-4 hours for planning purposes. If necessary, a WCD OSRO may also be called upon to respond. The Marathon Company Response Team would be called upon to assist. If necessary, an Incident Command Center would be established at the terminal or in a convenient nearby location. If the spill had left the terminal property, OSROs would be asked to respond to locations on the Third Creek and the Tennessee River in the spill path downstream.

#### Worst Case Discharge

In the event of a WCD the terminal personnel will follow the instructions below and in Response Guide B in the ERAP. The small and medium spill OSRO will be called and will respond for planning purpose within an hour with equipment and personnel. The WCD OSRO will also be called and for planning purposes could be on site in 4-6 hours. The WCD release would likely flow from the site and impact the drainage path downstream in Third Creek and the Tennessee River. The Marathon Company Response Team and CERT would be called upon to assist and could be on site within 4-6 hours. An Incident Command Center would be established at the terminal or in a convenient nearby location. OSROs would be asked to respond to locations on the Third Creek and Tennessee River in the spill path downstream. The Marathon Incident Commander would form a Unified command with the FOSC and SOSC. Additional Marathon personnel and OSRO resources would be called upon to man and support the response effort around the clock for whatever time period was necessary to respond and clean up the spill.

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## Description of Immediate Response Actions

In the event of an actual release, terminal personnel will immediately respond as outlined in Section B of the FRP.

In addition the following actions must be taken as outlined in Section 1.7.1.2A to Appendix F to 40 CFR 112, **as long as the actions can be done safely:**

### Oil Spill Response Immediate Actions

1. Stop the product flow.....Act quickly to secure pumps, close valves, etc
2. Warn personnel.....Enforce safety and security measures.
3. Shut off ignition sources.....Motors, electrical circuits, open flames, etc.
4. Initiate containment.....Around the tank and/or in the water with oil boom.
5. Notify MAPLINE (1-877-627-5463) who will contact the MPC Environmental Professional (EP) who will contact the NRC at 1-800-424-8802. In addition, the EP may notify the FOSC and SOSC, as appropriate
6. Notify, as appropriate OSRO, local officials, and neighbors.

(This form may also be found in Section J of this plan).

## Emergency Plans for Spill Response

### Emergency Recognition

Anyone discovering an oil spill or other emergency must first determine their potential involvement in the event based on many factors including the following:

- Level of training for responding to an oil spill
- Size of the spill/event
- Location of spill/event
- Product involved
- Personal Protective Equipment (PPE) available
- Response equipment available
- Availability of back-up personnel

All employees are trained to recognize a spill event and to begin the notification procedures appropriate for the event.

### Prompt Correction of Visible Discharges

Any visible discharge from any container, including seams, gaskets, piping, pump, valves, rivets and bolts will be promptly corrected.

Any oil accumulation in diked areas will be promptly removed.

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## Initial Hazard Assessment

The first trained MPC employee will assume command of the incident until relieved by a more senior MPC employee and must begin assessing the hazard(s) of the spill or other emergency event. When assessing the hazards, the First Responder/Incident Commander (IC) must always evaluate the hazards based on the following priorities:

1. Personnel Protection
2. Environmental Protection
3. Property/Assets Protection

When performing the hazard assessment the First Responder/IC should consider the following hazard categories and specify appropriate controls based on the recognized hazards.

## Chemical Hazards

The IC must undertake a chemical hazard assessment. This begins by determining the source of the leak/spill, the identity of the spilled product and the chemical and physical properties of the spilled product based on the current environmental conditions.

Primary concerns would include the following:

- Volatility – Determine the vapor pressure of the product and based on current environmental conditions determine the potential for flammable/toxic vapor conditions.
- Vapor Density – Determine the vapor density of the spilled product. This will aid in the initial air monitoring conducted at the site.
- Specific Gravity – If the spilled product has the potential to impact a waterway, determine the specific gravity of the product. This information will aid in the air monitoring of vapors from the product and the ability to confine/contain the product and determine clean-up methods.

After performing the initial chemical hazard assessment, the IC must verify the current and near term weather conditions to determine how the weather (temperature, rain, inversions, fog) will affect the site condition and the hazards posed by the spill product.

## Physical Hazards

Next the IC must begin assessing the physical hazards present as a result of the site conditions or the unexpected tasks required for the containment, confinement and/or control of the spill event.

Common physical hazards include:

- Slips, trips and falls
- Struck by or between equipment
- Heavy lifting and back injuries

- Liquid transfers – bonding and grounding
- Excavations
- Water hazards

After the assessment of the physical hazards, the IC must specify control measures that will be implemented to eliminate or reduce the risk. All control measures must be communicated to the affected employees and contractors exposed to these hazards.

### **Environmental Hazards**

Environmental hazards pose a great risk for emergency response workers in the form of heat stress and cold stress. The IC must evaluate the risk of heat stress and/or cold stress and implement controls to reduce the hazards. When performing the assessment the IC must recognize the heat stress risks associated with the increased level of PPE including the use of Flame Resistant (FR) clothing and the cold stress risk of work on or near water. Other environmental hazards that may be encountered include:

- Poisonous plants
- Wild animals
- Insects
- Lightning

Appropriate control measure must be implemented for any other recognized environmental hazards.

### **Establishing Personal Protective Equipment Levels**

Based on the initial chemical, physical, and environmental hazards, the IC must establish minimum levels of PPE appropriate for the recognized hazards and the tasks that must be performed.

MPC TT&R will utilize the Hazardous Waste Operations and Emergency Response (HAZWOPER) level D or modified level D PPE for response to spills involving petroleum hydrocarbons. This will include the following:

- Standard work uniform
- FR coveralls, if applicable
- Safety glasses
- Steel toe boots
- Over boots
- Leather, cotton or chemical resistant gloves
- Hard hat (if appropriate based on task)
- Face shield (if appropriate based on task)
- Goggles (if appropriate based on task)

### **Field Hazard Assessment**

After performing the initial hazard assessment the IC or Designated Alternate will perform a field assessment using a combination LEL/O<sub>2</sub> air monitoring instrument (H<sub>2</sub>S monitoring also for asphalt facilities).

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The field assessment will determine the flammability and toxicity hazards. This initial assessment will be used to determine the extent of the hazardous area (exclusion zone). The exclusion zone will be established using warning tape or other equally effective means and will be illustrated on a map prepared during the spill event.

Information from the initial hazard assessment and the field hazard assessment will be incorporated into the Site Safety and Health Plan (Section P). Information in the Site Safety and Health Plan will be communicated to all affect responders including MPC employees, contractors and local emergency response personnel.

## **Mitigation**

**After performing the hazard assessments, if it is safe to do so,** attempt to stop the source of the discharge and shut down all ignition sources.

### **Transfer System Leak**

If a manifold fails, shut down upstream pumps, close upstream valves.

If a hose fails, shut down upstream pumps, close upstream valves. Drain hose in catch basin, if feasible.

### **Tank Overflow**

If a tank is leaking or overflowing, shut down upstream pump(s) and close the fill line valve. Transfer oil to an alternative tank, if feasible.

### **Tank Failure**

If a tank fails (*i.e.*, collapse) and safety conditions permit, divert oil to an alternative tank and shut all valves associated with the tank. If this is not possible, shut the closest upstream valve. Close all tandem lines associated with the tank.

### **Piping Release**

If the source of the release originates from a pipeline (low pressure), shut down pumps, close pipeline, block valves on both sides of the spill, and drain blocked section of line.

If the source of the release originates from a pipeline (high pressure), shut down pumps, close pipeline, block valves on both sides of spill, construct or obtain temporary containment, bleed pressure off of pipeline into containment.

## **Explosion or Fire**

In response to an explosion or fire, evaluate personnel injuries. Once all personnel have been removed from danger, then:

- Terminate all transfers or receipts
- Shut down all associated equipment, valves, pumps

## **Where liquids and gases are involved attempt to:**

### **For Liquids:**

- Control or disperse vapor
- Cool heated structures
- Divert and control runoff

### **For Gases:**

- Disperse vapors
- Isolate source of gas
- Protect exposures

## **Equipment Failure**

For all equipment failures, upstream valves will be closed and appropriate lines or vessels will be drained or, if pressurized, will be bled down into containment structures.

## **Isolate the Area/Warn Other Personnel**

### **Notification**

Information gathered during the assessments may be documented on Form 100 – Incident Response Notification Form (located earlier in this section) to facilitate reporting efforts.

The First Responder/IC will then begin the notification process, see the Emergency Reporting Flow Chart.

## **Containment, Confinement and Control Methods**

After initial mitigation actions are complete, and notifications have been made to the required agencies, MPC will continue spill containment, confinement and control methods.

### **Containment methods may include:**

- Tightening fittings
- Closing valves, depressurizing the lines
- Plugging and or patching
- Cargo transfer/lightering

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- Reorienting the container

**Confinement techniques and apparatus for land and water may include:**

- Diking
- Diversion
- Retaining
- Overflow dam
- Siphon dam
- Booms
- Filter fence
- Skimming
- Absorbents
- Dispersants
- Mechanical removal
- Biological media

**Control methods may include:**

- Absorption
- Vapor dispersion
- Vapor suppression
- Venting
- Flaring
- Adsorption
- Neutralization
- Solidification
- Burning
- Flaring
- Chemical reaction

Based on the assessment by the Terminal Manager, Emergency Coordinator, Designated Person in Charge or IC, additional clean-up personnel and equipment may be dispatched to the site and deployed to contain, confine and control the spill.

MPC will coordinate the spill recovery and clean-up activities and ensure that these operations are being done to the satisfaction of the various agencies involved.

**Additional Response Training**

See Section F of this plan for “Additional Response Training”.

**Ability to Implement Plan, Including Response Training and Practice Drills**

See Section K of this plan for “Ability to Implement Plan, Including Response Training and Practice Drills”.

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## **MPC's EMERGENCY RESPONSE ORGANIZATIONAL STRUCTURE**

MPC recognizes the different regulations and the different terminology such as Emergency Coordinator, Designated Person in Charge, Incident Commander and Qualified Individual.

Due to staffing size at our Terminals, the Emergency Coordinator, the Designated Person in Charge, the Qualified Individual, and the Incident Commander are the same person and this person is the Terminal Manager or his Designated Alternate.

**The Terminal Manager or Designated Alternate has the authority to contact any or all spill response contractors, emergency agencies and government agencies.**

## **EMERGENCY COORDINATOR DUTIES**

### **Incident Responsibilities**

- Coordinating response in an emergency, the Emergency Coordinator shall be called to the Terminal by Terminal personnel in the event of an actual or threatened emergency.
- Making an assessment of the situation and its direct or indirect health effects and determining what actions to take.
- Reacting to an imminent or actual emergency situation by:
  - Activating facility alarms or communications systems where applicable, to notify Terminal personnel
  - Notifying emergency response agencies such as the paramedics, ambulance, fire and police departments
  - Notifying Response Contractor, if necessary
  - Identifying the character, exact source, amount, and the extent of emitted or discharged materials
  - Documenting the incident, via Form 100
  - Monitoring the response
  - Taking all reasonable measures necessary to ensure that fire, explosion, emission, or discharges do not occur, reoccur, or spread to other materials or structures at the Terminal
  - Immediately after an emergency, with assistance from the District Environmental Professional, and approval of Federal and State environmental agencies, provide for treating, storing, or disposing of residues, contaminated soil, etc., from an emission, discharge, fire, or explosion at the Terminal
  - Communicating with Media

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## Post Incident Responsibilities

- Restoring the emergency response capabilities of the Terminal by replacing used supplies, damaged equipment, and any damaged hazard detectors.
- Restoring the site and/or the operating equipment. The site and/or the equipment may need to be decontaminated and may have suffered physical damage.
- Notifying the appropriate authorities when cleanup is completed and that operations are ready to resume.
- Submitting a written report on the incident to the state environmental agency within 15 days of any incident that results in an environmental release. The report must include the following:
  - Name, address, and telephone number of the individual filing the report
  - Name, address, and telephone number of the Terminal
  - Date, time, weather conditions and location of the incident
  - A brief description of the circumstances causing the incident
  - Description and estimated quantity by weight or volume of material or waste involved
  - Assessment of any contamination of land, water, or air that has occurred due to the incident
  - Description of actions the Terminal intends to take to prevent a similar occurrence in the future

*Note: Copy the District Office and the TT&R HES&S Office in Findlay.*

- Updating the Facility Response Plan as Terminal changes are made and forwarding those changes to the TT&R HES Office in Findlay. The OPA Coordinators at the Findlay Office make the changes and distribute those changes.
- Conducting monthly inspections of safety, emergency, and monitoring equipment.

The Emergency Coordinator is responsible for being thoroughly familiar with all aspects of this Plan, all operations and activities at this Terminal, the location and characteristics of materials of the Terminal, the location of records and the layout of the Terminal.

## DESIGNATED PERSON IN CHARGE DUTIES

**Person In Charge** - The highest ranking MPC employee on site during an incident is deemed to be the “person in charge.”

This person or the Designated Alternate will assume responsibility for coordination of all emergency response activities. This employee will be thoroughly familiar with all aspects of this Plan, all operations and activities at the Terminal, the locations and characteristics of hazardous substances, the location of all records within the Terminal, and the Terminal layout. In addition, this person will have the authority to begin committing the resources needed to implement the provisions of this Plan.

### Incident Responsibilities

- If possible in a safe manner, stop the spill and begin containment. Determine the cause of the spill, fire, or explosion. Monitor for other leaks, pressure build-up, valve or pipe releases, etc.
- Shut down power sources and stop Terminal operations as necessary.
- As soon as feasible, fill out Form 100. Initial notifications should not be delayed pending the collection of all information.
- Initiate all necessary incident phone calls.
- **Keep MPC management updated.**
- Continue initial containment and recovery steps.
- Mobilize response - contractors, additional MPC support, etc.
- Set up a command center.
- Begin determining objectives, priorities, and needed actions for the next 4, 12, and 24 hour periods.
- **Prepare initial media statement.**
- **Increasing the Spill Response.** In the event a spill exceeds the capability of the Terminal Spill Response Team:
  - The Terminal Manager will request additional assistance from his District Manager.
  - The District Manager may activate and mobilize the members of or the entire MPC CERT Team.

## INCIDENT COMMANDER DUTIES

The Incident Commander is in charge of emergency response operations. He is responsible for the overall management of operations, including the development of strategic objectives that provide overall guidance for the tactical strategies that will be developed to address the emergency situation. The Incident Commander approves the General Plan and Incident Action Plans and the ordering and release of resources, supervises the work of the command staff, and monitors and evaluates the performance of the Emergency Response Team. He also communicates with senior company management, government agencies, and the media, as necessary.

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## QUALIFIED INDIVIDUAL DUTIES

MPC has designated Qualified Individuals (QI) with responsibilities and full authorities to implement removal actions, and manage spill incidents of different volumes and magnitude. The QIs are required to have a minimum of 24 hours of HAZWOPER Training - OSHA - 29CFR 1910.126 and be familiar with the implementation of the Terminal Facility Response Plan. Qualified Individuals have authority to:

- Ensure the activation of internal alarms and hazard communication systems to notify all Terminal personnel, contract personnel, transport drivers, etc.
- Ensure the notification of all response personnel (police, fire, medical, etc.) as needed.
- Ensure the identification, character, exact source, amount, and extent of the release, as well as other items needed for notification.
- Ensure the notification of appropriate Federal, State, and local authorities, including the National Response Center, State Emergency Response Commission, and Local Emergency Planning Committee, via the Environmental Engineer or Environmental Professional.
- Ensure the assessment of the interaction of the spilled substance with water and/or other substances stored at the Terminal and ensure the communication of that information to the response personnel at the scene of that assessment.
- Ensure the assessment the possible hazards to human health and the environment due to the release. This assessment must consider both the direct and indirect effects of the release (*i.e.*, the effects of any toxic, irritating, or asphyxiating gases that may be generated, or the effects of any hazardous surface water runoffs from water or chemical agents used to control fire and heat-induced explosion), via the Safety Specialist or Safety Professional and/or the Environmental Engineer or Environmental Professional.
- Ensure the assessment and prompt actions to contain and remove the substance released.
- Ensure the coordination of rescue and response actions as previously arranged with all response personnel.
- Use authority to immediately access company funding to initiate cleanup activities.
- Direct cleanup activities until relieved.
- Ensure implementation incident mitigation procedures.
- Ensure the notification of any of the Oil Spill Response Organizations (OSRO) or response contractor(s) listed in Section F in addition to any OSRO with which MPC has an Environmental Service Contract.
- Ensure notification of any Terminal Transport & Rail District Manager and Support Managers for additional support.
- Ensure a liaison relationship with the pre-designated FOSC.
- Obligate funds requested to carry out response activities.
- All MPC QIs will comply with the requirements as set forth by Federal

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regulations, including:

- Speaking fluent English
- Located within the United States
- Being available on a 24-hour basis
- Being familiar with the implementation of the Facility Response Plan
- Being trained in the responsibilities of the Qualified Individual within the Facility Response Plan

## REGULATORY REPORTING

In the event of a release of oil or hazardous substance, the MPC Environmental Professional is charged with making the required telephone notifications and written reports to local, state, and federal regulatory agencies. As required by local, state, and federal regulations, in the event of a spill, MPC's Environmental Professional will notify as necessary the parties as listed on the Emergency Notification/Phone List in Section B. The MPC Environmental Professional must keep an accurate list of telephone notifications and written reporting in the event of a release. The Incident Response Notification Form 100, contains a list of basic information that must be gathered and reported concerning the spill.

Required Notifications and Reporting:

1. Telephone Notification to the National Response Center – The MPC Environmental Professional must ensure that spills into or upon navigable waters (in essence, any spill) of the United States are reported as soon as there is knowledge of the spill to the National Response Center (NRC). The reporting requirement is immediate, and should be by telephone to the NRC at 800-424-8802. Do not wait to call while gathering information for the Incident Response Notification Form, Form 100, regarding the spill. Follow up calls may be necessary to communicate all information. The MPC Environmental Professional is responsible for documenting the fact that the report to the NRC has been made, or the Environmental Professional shall personally make the report to the NRC.
2. Telephone Notification to Other Federal Agencies – The MPC Environmental Professional must also notify, as appropriate, the EPA Regional Administrator(s) for the EPA Region(s) affected by any release, the appropriate U. S. Coast Guard Marine Safety Office if in a designated COTP Zone, and DOT/PHMSA/OPS if the release is from a regulated facility. In some cases, the notification to the NRC fulfills this requirement. Any release must be reported as soon as possible, but after notifying the NRC.
3. Telephone Notification to State Agencies – Each state has immediate telephone reporting requirements in the event of a release of oil or a hazardous substance, including notifying the State Emergency Response Commission (SERC). MPC Environmental Professionals must make telephone notifications to state agencies in the event of a release. This FRP contains an Emergency Notification/Phone List in Section B which should be consulted. State notifications always include the SERC. Most states have internet web sites that outline the immediate reporting requirements. In addition, the SERC can provide guidance as to each state's immediate telephone reporting requirements. MPC's OPA Coordinator can assist in determining required state notification requirements.

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4. Telephone Notification to Local Agencies – Local reporting requirements include notifying the Local Emergency Planning Committee, the local Fire Chief and/or the local Emergency Management Agency (EMA). The MPC Environmental Professional must make the required local notifications. This will always include the local Fire Chief and the LEPC.
5. State Written Reporting – Many states also have written follow up reporting requirements following a spill. The MPC Environmental Professional must determine the reporting requirements for any state affected by a release of oil or hazardous substance and prepare and submit the required report in the required time frame. Most states have internet web sites that outline the immediate reporting requirements. MPC OPA Coordinators assist in determining which written reports are required.
6. MPC Written Report – The MPC Environmental Professional should send a completed Incident Response Notification Form, Form 100, to the MPC OPA Coordinator within five days of the incident.

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## **INCIDENT RESPONSE TEAM APPROACH LEVEL I – III**

Responders to a spill will use a tiered approach by first utilizing resources and manpower available locally. The level of response can then be increased by bringing in resources from outlying areas as required by the size of the incident, the ability to control it, and the gravity of the situation. As subsequent tiers are activated, they absorb the lower tiers and assume responsibility for management of the response.

### **TIERED LEVEL OF RESPONSE**

MPC follows the Incident Command System.

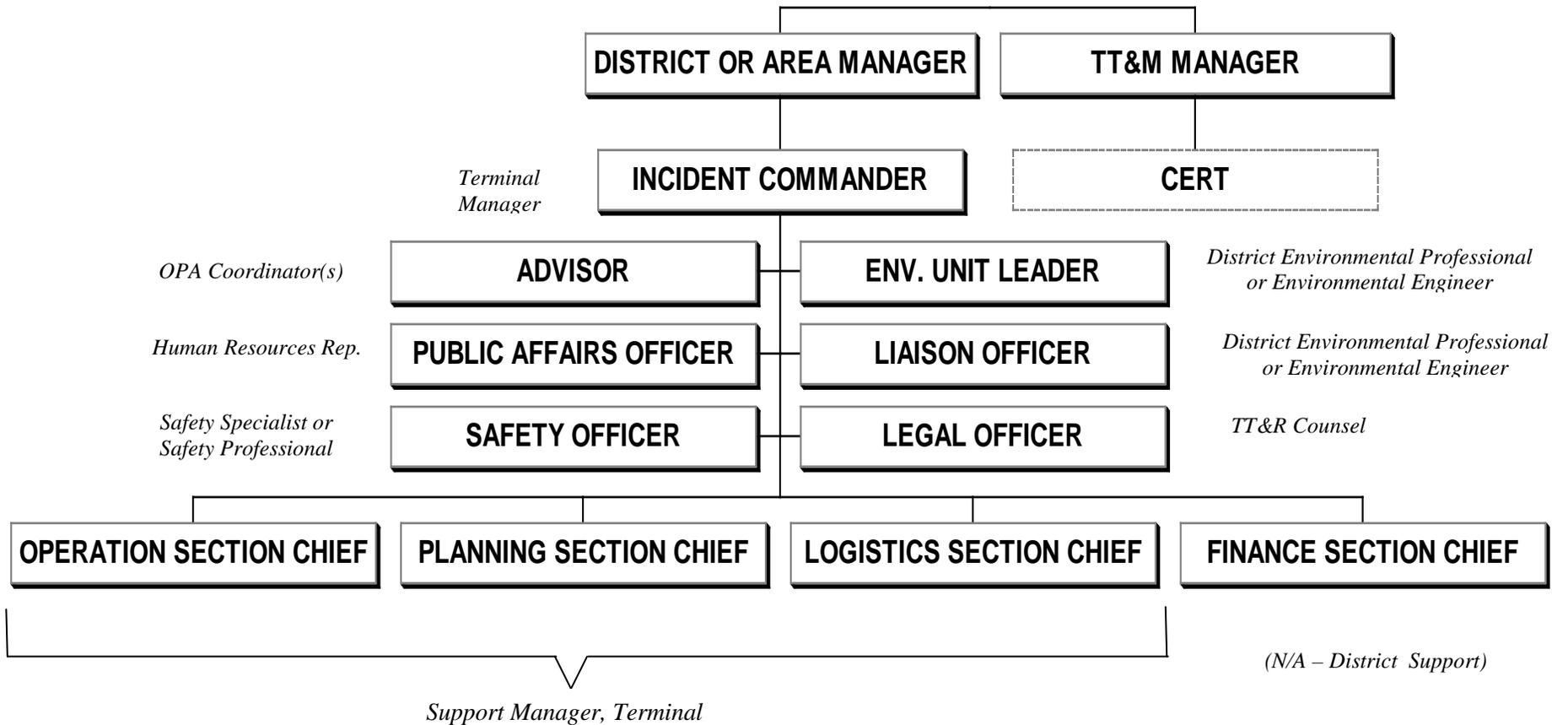
Level I - Those incidents that can be managed locally, with local personnel, equipment, and contractors. The Terminal Response Team is modular, depending on the size and scope of the incident, positions will be filled by personnel from the Terminal on an as needed basis depending on the circumstances of the spill situation.

Level II - Those incidents that require area resources for spill management, response, and support. The District Response Team will combine with the Terminal Response Team.

Level III - Those incidents that require resources from the entire organization for spill management, response, and support.

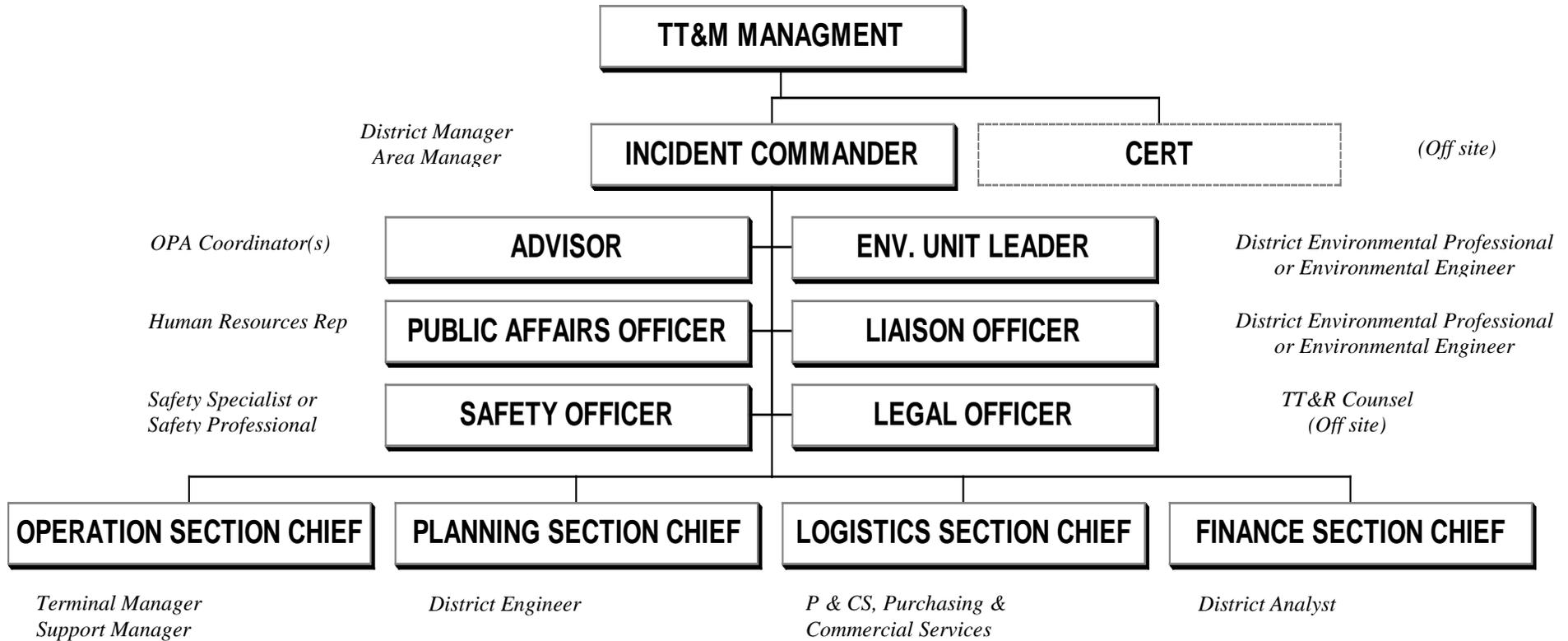
MPC's response organization is intended to be flexible and depending on the situation, all ICS units may not be staffed or several units may be handled by the same person depending on the situation.

# TERMINAL, TRANSPORT & RAIL (TT&R) LEVEL I RESPONSE TEAM



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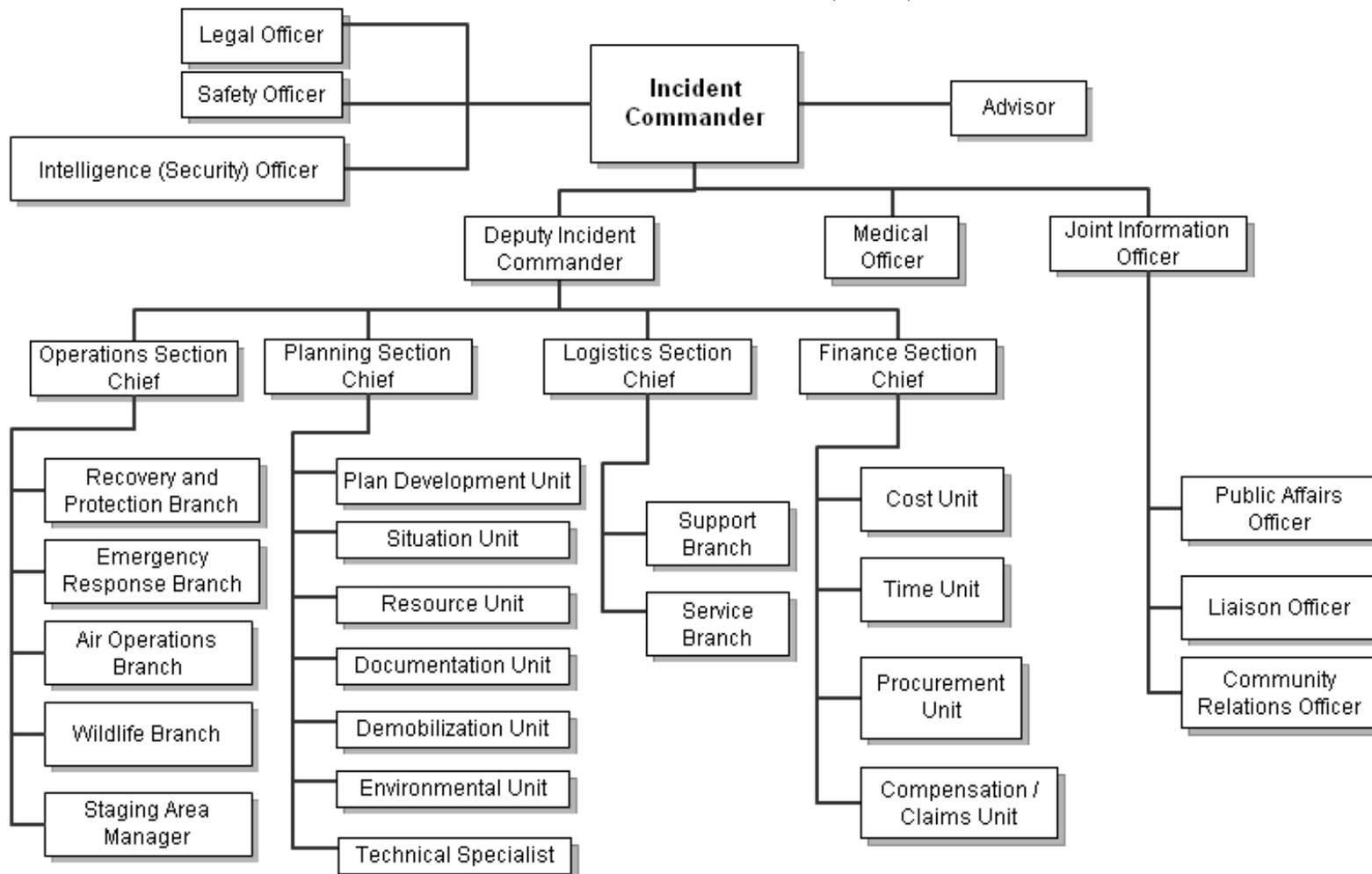
# TERMINAL, TRANSPORT & RAIL (TT&R) LEVEL II RESPONSE TEAM



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# CORPORATE EMERGENCY RESPONSE TEAM – (CERT) LEVEL III RESPONSE TEAM

## DOMESTIC EMERGENCY STRIKE TEAM INCIDENT ORGANIZATION CHART (ICS 207)



**Note: Not all positions listed above need to be filled and will be filled on an as needed basis.**

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## **INTRA COMPANY INTERACTION**

Listed below are several MPC Departments that TT&R may call for additional support in the event of an incident.

- 1) Marine Operations. This group could provide Operations support.
- 2) TT&R Rail Operations. This group could provide Operations support.
- 3) Marketing, Transportation & Engineering. MT&E could provide Operations support.
- 4) Refineries, Technical Services Group & Health, Safety and Environment. The different refineries could provide Operations, Safety and Environmental support.
- 5) Marathon Pipeline LLC. The pipeline group could provide Operations, and Environmental support.
- 6) Purchasing and Commercial Services. This group can provide Logistic support.
- 7) Law. In addition to Legal support, Legal also documents the incident.
- 8) Human Resources. HR supports Community Relations.
- 9) Environment and Safety. This group can provide Environmental, Safety, and Natural Resource Damage Assessment support.
- 10) Medical Services and Human Resources and the Environment. These two groups could provide Health Services and Environmental support.
- 11) Research and Development. This group can provide environmental sampling and analysis.
- 12) Financial Planning & Treasurer. This group can provide Finance and Treasury support.
- 13) Communications. This group can provide Public Affairs/Media support.

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## **COORDINATION WITH FEDERAL / STATE / LOCAL RESPONSE**

MPC'S response organization will utilize an Incident Command System (ICS) to manage the response internally. Using this management system will ensure all MPC response personnel, spill response contractors and agency representatives are coordinating the response effort within a specified organizational structure.

In the event of a discharge or a substantial threat of a discharge that would involve the activation of the Federal On-Scene Coordinator (FOSC), this Plan is designed to be consistent with both the National Contingency Plan (NCP) and the Area Contingency Plan (ACP) which designates the coordination and responsibilities between the responsible party and the FOSC. MPC intends to remain in command of all response activities. A Unified Command Structure will be formed by MPC that will include MPC's Response Teams and representatives of federal, state and local agencies to manage the response activities.

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## DAILY OPERATIONS

The Knoxville Light Product Terminal receives gasoline, kerosene, and diesel fuel by pipeline. Gas additives and dyes are received by truck and unloaded at the load rack. All products are loaded at the load rack and shipped out by transport.

The Terminal hours of operation are 24 hours per day, 7 days per week, including holidays as market demands dictate. The Terminal is staffed from 7:00 a.m. to 4:00 p.m., Monday through Friday, excluding holidays.

During daily routine operation, Terminal personnel make daily visual inspections of each tank. This inspection includes visual observations for shell damage, faulty pipe supports, oil present in diked areas from leaks or drips, and product levels. Daily visual inspections of pipes, pumps, and valves are also made.

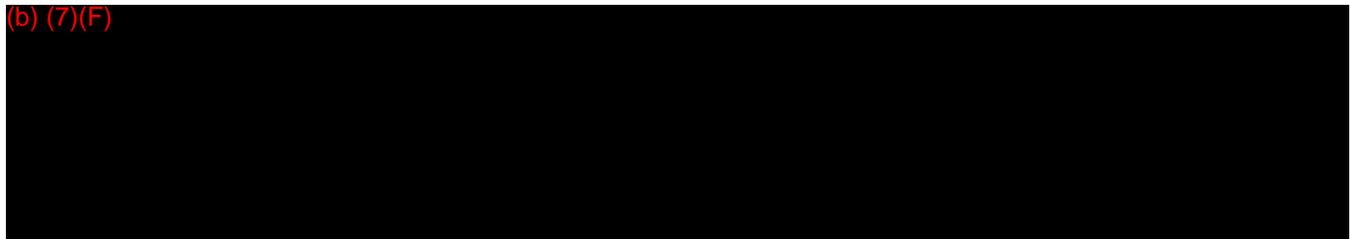
Any discrepancies found are reported immediately to the Terminal Manager.

As detailed below, our operations components are constructed and maintained to prevent product loss.

### Bulk Storage Tanks

All storage tanks and external apparatus are visually inspected on a routine basis by Terminal personnel. Periodic inspections are conducted by qualified MPC personnel. Records of all inspections are maintained at the Terminal.

(b) (7)(F)



### In Plant Piping

Pipe supports are designed to minimize abrasion and corrosion and allow for expansion and contraction. Aboveground piping is supported by semi-circular shaped sections of pipe, structural channel sections, and/or sections of pipe positioned transverse to the piping.

Guardrails and curbs are present to protect aboveground piping and prevent damage from vehicular traffic. Also, aboveground piping is located in such a manner as to have minimal exposure to vehicular traffic.

Terminal personnel are required to inspect all tankage, piping, and valves on a routine basis. The Auditing Department makes periodic inspections. Qualified MPC personnel make periodic Terminal inspections and safety inspections. Periodic inspections follow written procedures. Records of these inspections are maintained.

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## **Loading/Unloading Facilities**

Loading/unloading procedures meet the minimum requirements and regulations of the Department of Transportation.

The unloading area has a quick drainage system.

The containment system will hold the maximum capacity of any single compartment of a tank truck loaded/unloaded in the Terminal. Open trench drains collect any spillage at the loading rack area. The trench drains lead to an oil/water separator where separation of hydrocarbons and water occurs. The hydrocarbons are returned to Tank T-1 and the water is pumped to WA-10-A and WA-10-B. Exposed water is periodically removed from the Terminal and disposed per federal and state regulations.

Transport units are checked by Terminal personnel for compliance with all safety requirements (overflowing sensing devices that automatically shutdown product flow, brake interlock, etc.) before a unit receives original authorization to load and annually thereafter. Loading instructions are issued to each driver as he/she is trained in the load procedure. Warning signs are posted at each loading lane. All authorization to load is computer controlled.

Drains and outlets on tank trucks are checked by the driver for leakage before loading/unloading or departure.

## **Pipeline Receipts**

At least 12 hours prior to a receipt, the opening tank volume will be verified. The Colonial or Plantation Pipeline Company pumping or control station is contacted to verify the batch size, product(s), the time and date of start up and project shutdown, the projected pumping rate, and other matters necessary to ensure an orderly and safe receipt operation. The Terminal verifies that the tank(s) can hold the volume to be received.

The Terminal is manned at the start of the receipt by assigned personnel. All tank and Terminal pipeline valves are kept closed prior to the beginning of the receipt. The normal receipt rate for gasoline is 3,000 bph for Colonial Pipeline Company. The normal receipt rate for fuel oils is 1,200 bph for Plantation Pipeline Company and 2,500 bph for Colonial Pipeline Company. These rates keep the Terminal line pressures under a maximum of 150 psi for which the Terminal's lines are rated. The start up is coordinated by telephone with the Colonial or Plantation Pipeline Company operator. At the beginning of the receipt, the Terminal's receipt tank and pipelines are checked to assure that there is no leakage and that the product is being received into the proper tank.

The Terminal is manned during the receipt when product or tank changes are made. Terminal personnel coordinate this activity with the pipeline operator.

The Terminal is manned at the end of the receipt. All tank and Terminal pipeline valves are closed after the receipt. Samples are taken from each tank which received product.

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Samples are tested for gravity, appearance, color, and flashpoint depending on the product sampled.

The Terminal has a direct telephone line to the Colonial and Plantation Pipeline Company's pumping or control center to direct all pumping start ups and shutdowns.

All tanks have a high level alarm system. The Colonial and Plantation Pipeline Company's pumping station or control center have access to this alarm system. The pipeline operator can initiate an emergency shutdown if necessary. The alarm system on each tank is set at a level to allow the pipeline operator sufficient time to immediately cease pumping operations prior to a tank overflow. Subsequent to such a shutdown, the Terminal Manager or the designated person in charge would be notified.

### **DOT / PHMSA /OPS Pipelines at the Knoxville Terminal**

The Colonial Pipe Line Company and Plantation Pipeline Company provide petroleum products to the terminal through pipe line segments from their nearby pipe line stations. These pipe line segments connect directly to the pipeline receipt manifold in the terminal located adjacent to Tank T-1 inside the dike. The Colonial Pipe Line segments into the terminal are the property of Colonial Pipe Line. The Plantation Pipe Line segment into the terminal is the property of MPC. A synopsis of information on pipelines servicing the terminal follows:

<b>Pipe Line Name</b>	<b>Description</b>	<b>Owner</b>	<b>DOT/PHMSA/OPS Responsibility</b>
Colonial Pipeline from nearby station to terminal pipeline manifold	One buried 8" gas line and one buried 8" fuel oil line. Supply only, no discharge capability.	Colonial	Colonial
Plantation Pipe Line from nearby station to terminal pipeline manifold	One buried 8" diameter fuel oil line, approximately 1964' long,, supply only, no discharge capability.	MPC	MPC

The MPC-owned Plantation Pipe Line segment is subject to regulation by the DOT/PHMSA/OPS and is covered by this response plan. A regulatory cross reference is provided in the Table of Contents, a DOT/PHMSA/OPS Information Summary is included in the INTRO Section, and a schematic jurisdictional drawing is provided in Section G. This pipeline segment consists of a gate valve and check valve at the manifold in the PPL station and the connecting pipeline segment to the pipeline manifold in the MPC terminal. The pipe line segment can only be used for delivery – the terminal cannot pump back into the segment.

Compliance with DOT/PHMSA/OPS regulations requires that written procedures be prepared for **“Abnormal and Emergency Situations and Response for Pipelines.”** These procedures have been prepared and are an appendix to this section.

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## **FACILITY DRAINAGE / SECONDARY CONTAINMENT**

### **General Facility Drainage**

Containment of an oil spill, leak, or drip and prevention of these materials reaching navigable waters is accomplished by means of dikes and diversionary structures.

General drainage on the terminal flows south. General drainage from the terminal flows in open drainage ditches first south, then east, then northeast to Third Creek about a mile to the northeast. Third Creek flows southwest and enters the Tennessee River. Drainage on the terminal is shown in the Site and Flow Diagram in Section G. The direction of predicted spill flows, if material should flow beyond containment areas, is depicted in Section D. Also see the Tactical Response Plan in the ERAP for drainage flow near the terminal.

The valves are kept closed and in a locked condition when not being used.

Gate and butterfly valves are utilized to control drainage of surface water between dike areas. Water to be discharged from the Terminal property passes through one of the Terminal's environmental dike drains before being manually drained. The valves are kept closed and locked when not in use.

All water drainage from secondary containment is performed by Terminal personnel under the direction of the Terminal Manager or Operator. Visual observation and inspection for any hydrocarbon sheen on the water is made prior to any drainage and throughout discharge. Any hydrocarbon sheens observed would be removed by the use of oil absorbent materials, skimmers, or vacuum truck prior to discharging any water.

The environmental dike drain apparatus are periodically inspected for hydrocarbons and all valves, separators, and pump apparatus are periodically maintained.

All dike drainage will be conducted in accordance with any NPDES permit conditions.

### **Secondary Containment and Drainage for Tankage**

The tank farm area is surrounded by an earthen dike, which provides containment for the entire contents of the largest single tank plus sufficient freeboard to allow for precipitation. The secondary containment has sufficient capacity to contain the shell capacity of the largest tank, plus freeboard for a rain event.

Within this large dike, there are four intermediate dikes. The intermediate dikes have been notched to facilitate cascading.

There are three drainage locations from secondary containment. One is in containment around Tank 120-9, one in containment around Tank 55-7, and one in containment around Tank T-1. The drains from around Tanks 120-9 and 55-7 flow through environmental dike drains constructed to trap floating oil and drain to the west from the terminal. The drain from around Tank T-1 flows to the east onto terminal property.

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## **Available Volume of Containment**

See the Site & Flow Diagram in Section G for containment particulars.

Total containment volume around the large oil storage tanks is (b) (7)(F) . See the Site & Flow Diagram in Section G for containment particulars.

## **Routes of Stormwater Drainage from Oil Storage Areas**

As noted earlier, the secondary containment around the large oil storage tanks has three stormwater drains. The drains on the west side of the terminal flow first west off site and then turn south in an open drainage ditch on the west side of the terminal. This drainage ditch turn east, then northeast and connects with Third Creek about a mile northeast of the terminal. The secondary containment drain on the east side drains out onto the terminal yard and flows generally south across the terminal.

Drains from the several small additive tanks, and the WAT Tanks drains out onto the ground and then flows into catch basins that drain to the south off the terminal. One outside the terminal, these drains intersect with open drains that flow to Third Creek.

## **Construction Materials Used in Drainage Troughs**

Drainage at the terminal flows over gravel, soil, blacktop, and concrete.

## **Type and Number of Valves Used in the Drainage System**

See the Site & Flow Diagram in Section G for valves locations.

There are three drain valves from the main secondary containment areas. All valves are open and close type valves, not flapper type valves.

## **Sump Pump Capacities**

There are no sump pumps in drainage.

## **Containment Capacity of Weirs and Booms**

There are no weirs or booms in drainage.

## **Other Cleanup Materials**

None.

## **Secondary Containment and Drainage for Loading Facilities**

The truck load rack is ramped and curbed to contain spills. Drainage from the truck loading rack flows into an open trench drain that flows to a 10,000-gallon oil/water separator. Hydrocarbons are separated and recovered oil is pumped to Tank T-1. The effluent water is pumped to WA-10-A and WA-10-B. The effluent is disposed of off-site in an approved treatment facility.

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## **CONTAINMENT AND RECOVERY**

Many techniques exist for containing petroleum product spills. Natural features, weather conditions, and local situations will dictate how the spill is to be contained. This should be done during the initial assessment phase of the contractor's response. At times and under certain conditions it may be necessary to deploy multiple containment areas and protective/deflective booms to aid in the collection and the sheltering of environmentally sensitive areas.

Containment scenarios involving gasoline products must be treated with extreme caution. Due to the flammable/combustible nature of these products, vapor suppression should be exercised. Explosimeter readings should be taken at regular intervals at various locations.

### **Containment Considerations – Land**

In the event of a catastrophic loss of a tank storing gasoline or oil, secondary containment is designed to contain the volume of the largest tank. Assuming this is an instantaneous release, some of the product might surge over the dike. In this case the product could possibly flow over the dike.

Containment boom should be used as a precautionary measure.

Extreme caution should be exercised when determining if containment by booms of product is feasible.

Extreme caution should be employed when electing to contain gasoline. All efforts should be made to monitor and suppress vapors.

When recovering gasoline products, ensure that all mechanical, electrical, and manual equipment are rated for Class I, Group D environments.

### **Containment Considerations – Water**

Booms will be deployed to contain any releases. Any environmentally sensitive areas requiring deflecting booms are noted on the maps in Section G.

### **Recovery Considerations – Land**

Once stable containment has been achieved, cleanup and recovery will begin. Several methods exist to cleanup and recover product.

In containment ditches, sorbent material, vacuum trucks, or soil removal can be utilized.

For product standing on soil, a collection point can be excavated and lined to receive product by herding.

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For product standing on semi-permeable ground, sorbent materials, vermiculite/perlite, or flushing to a collection pond can be utilized.

Product that remains inside the permanent diked area can be recovered by means of vacuum units, earth removal equipment, and sorbent material.

Any product that flows into the storm drain can be flushed, contained, or removed at the outfall location. This would need to be coordinated with local government agencies.

### **Recovery Considerations – Water**

Once stable containment has been achieved, cleanup and recovery will begin. Many methods exist to clean up and recover product.

Directing the containment boom towards a collection point is most common. Skimmers and direct vacuum can be used at narrow collection points along with sorbent materials for residual sheen. Prop wash and herding can be used to drive the product to the collection point. Skimmer boats can be used in a wide open boom situation where a collection point would be difficult to establish. Small inlets, coves, and slips, which are completely enclosed, make ideal collection areas.

When cleaning and recovering product from beaches, standard sand removal is utilized. Restoration of the beach will commence after the area is deemed clean.

When cleaning riprap and seawalls, high pressure hosing is generally used. Secondary methods include steam cleaning. Before steam cleaning is chosen, be sure to contact the governing environmental agency to determine whether steam cleaning is detrimental to certain marine organisms.

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## GUIDELINE 1

### **Considerations for Spills of High Flash Oils into Water**

(Flash Point Higher than 100° Fahrenheit)

**NOTE:** Personnel safety is the primary consideration in any emergency. Avoid excessive exposure to liquid and vapors. These procedures are considerations only. Actual circumstances may dictate that procedures followed may differ somewhat from those listed below.

These materials are not extremely flammable and the preferred response is containment and mechanical recovery.

- Determine the direction and expected duration of spill movement.
- Deploy containment boom and skimmers in attempt to contain and recover as much oil as possible. Monitor the boom for effectiveness.
- Advise boats operating in the area of potential danger and direct them out of the area.
- Request that the U.S. Coast Guard establish vessel traffic control or a “no wake” zone in the area.
- If the spill escapes the immediate area, review the location of environmentally sensitive areas and the Response Maps. Determine which of these may be threatened by the spill and direct the clean-up contractor to proceed to these locations and protectively boom sensitive areas.

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## GUIDELINE 2

### **Considerations for Spills of Low Flash Oils into Water**

(Flash Point Lower than 100° Fahrenheit)

**NOTE:** Personnel safety is the primary consideration in any emergency. Avoid excessive exposure to liquid and vapors. These procedures are considerations only. Actual circumstances may dictate that procedures followed may differ somewhat from those listed below.

These materials float on water and are extremely flammable. With low flash oils (gasoline) significant evaporation will occur if the material is dispersed over water. Consideration should be given to whether or not permitting the material to evaporate and disperse is preferable to attempting to contain an extremely flammable material that may be at explosive concentrations. The preferred response is to protect shorelines from fouling and/or allow evaporation to occur, then contain the spill, and recover.

- Determine the direction and expected duration of spill movement.
- Deploy containment boom and skimmers in an attempt to contain and recover as much oil as possible. Monitor the boom for effectiveness.
- Advise boats operating in the area of potential danger and direct them out of the area.
- Request that the U.S. Coast Guard establish vessel traffic control or a “no wake” zone in the area and an advisory noting “High Flammability.”
- If the spill escapes the immediate area, review the location of environmentally sensitive areas. Determine which of these may be threatened by the spill and direct the clean-up contractors to proceed to these locations to protectively boom sensitive areas.
- After light ends have dissipated so that the flash point is above 100°F, containment will become more practical.

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### GUIDELINE 3

#### Considerations for Spills on Land

**NOTE:** Personnel safety is the primary consideration in any emergency. Avoid excessive exposure to liquid and vapors. These procedures are considerations only. Actual circumstances may dictate that procedures followed may differ somewhat from those listed below.

- Start confinement operations immediately to prevent oil from reaching waterways or groundwater.
- Consider covering oil with foam.
- If the ground is permeable, line and dike a temporary storage location.
- Be alert for underground utilities and water-bearing formations. Remember that oil may penetrate deeper if impermeable natural layers are disturbed.
- If oil enters any underground piping system (electrical, cable, telephone, etc.), contact operator immediately.
- Do not allow vehicles to run over saturated areas.
- For low flash product, use non-sparking systems, have fire trucks or firefighting equipment nearby, and inform personnel involved of the product's flammability.

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## MARATHON PETROLEUM COMPANY (MPC)

### Abnormal and Emergency Situations and Response for Pipelines Servicing MPC TT&M Terminals

#### NORMAL, ABNORMAL, AND EMERGENCY ALARMS AND GENERAL RESPONSES

The purpose of this section is to define Normal and Abnormal operations and Emergency events, and provide general guidelines for MPC TT&M terminals serviced by Pipelines.

MPC TT&M's foremost objective is to operate terminals within the respective design limits of those facilities. In most cases, Pipelines deliver refined products to MPC terminals and in some cases MPC terminals pump into Pipelines. To ensure the safe operation of Pipelines connected to MPC terminals, safety devices are installed and operating procedures are developed to insure that normal operating conditions do not exceed the design limits of the Pipeline. The following definitions should be considered when determining the proper response to a given situation.

#### DEFINITIONS FOR NORMAL AND ABNORMAL OPERATIONS AND EMERGENCY EVENTS

- A. Normal Operations - Operations that are within current operating parameters (e.g. flow rate, pressure)
- B. Abnormal Operations - Operations that are outside current operating parameters.
  - 1. Typical response for any Abnormal Operation:
    - a. Attempt to determine the cause of the Abnormal Operation.
    - b. Take appropriate action to correct cause of Abnormal Operation.
    - c. Notify the designated responsible person, Pipeline Operator, and 1-877-MAPLINE.
    - d. Check for variations from Normal Operations after Abnormal Operation has ended to assure the integrity and safety of the system.
  - 2. Examples of Abnormal Operation:
    - a. Unintended Pipeline valve closures or shutdowns.
    - b. Pressure surges exceeding 110% of Pipeline operating pressure limits.

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- c. Sustained pressure or flow rates above or below current operating limits.
  - d. Sustained loss of communication.
  - e. Operations of any safety device, including alarms, relief valves, or rupture discs.
  - f. Any other component malfunction or personnel error that could cause a hazard to persons or property.
- C. Emergency Event – A Pipeline event involving, or which could imminently involve, a MPC terminal which might be hazardous to persons or property. An emergency event requires immediate response.
- 1. Typical response for any Emergency event:
    - a. Shut down the Pipeline and isolate the emergency area.
    - b. Notify the appropriate Pipeline Operations Center personnel immediately by telephone.
    - c. If warranted, designated MPC personnel should notify the local fire, police or sheriff.
    - d. If warranted, designated MPC personnel should notify government agencies.
    - e. Check for variations from normal operations when restarting the system to assure the integrity and safety of the system.
    - f. Notify 1-877-MAPLINE.
  - 2. Examples:
    - a. Fire or explosion occurring near or directly involving a Pipeline at a terminal.
    - b. Accidental release of hazardous liquid from a Pipeline.
    - c. Pipeline operational failure causing a hazardous condition.
    - d. Natural disaster affecting a Pipeline

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## **STANDARD PROCEDURES FOR NORMAL, ABNORMAL, AND EMERGENCY ALARMS**

The following procedures address specific alarms or situations and describe a general response. Terminal personnel must use their judgment in any situation in order best respond to a given situation. The Pipeline Operations Center personnel should be contacted immediately to be sure of the procedure when in doubt. MPC should be notified by calling 1-877-MAPLINE.

All abnormal and emergency situations should be documented and logged in the terminal log. Items that should be indicated are time of incident or alarm, who was contacted, what time the contact was made, what was done to correct the situation, and any other information which may be important to determining the cause of situation.

### **I. ABNORMAL AND EMERGENCY SITUATIONS AND RESPONSES**

Terminal personnel must react immediately to abnormal or emergency situations. Abnormal situations must be immediately evaluated and corrective action taken. Emergency situations require that the Pipeline be shut down and the emergency area isolated. In addition, the appropriate Pipeline Operations Center personnel and Pipeline field personnel should be notified immediately. Prior to restarting the affected Pipeline, terminal personnel should receive notification from Pipeline personnel that the integrity and safety of the Pipeline is intact.

#### **A. COMMUNICATIONS FAILURE (Abnormal)**

1. Contact the appropriate Pipelines Operations Center personnel and Pipeline field person for the affected location immediately. If communications are lost to the delivery station and communications have not been restored within 15 minutes, shut down the line.
2. After repairs are completed, the designated field person and/or company representative should contact Pipeline Operations Center personnel to verify the problem has been corrected. The time of this call should be logged in the terminal log.

#### **B. FIRE (EMERGENCY)**

The required action in this event is as follows:

1. Shut down the Pipeline and other terminal operations.
2. Make notification to appropriate Emergency Agencies.
3. Notify the Pipeline Operations Center personnel.
4. Take emergency response action as required by this FRP.
5. Notify 1-877-MAPLINE.

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- C. **FLOW RATE CHANGE (UNEXPLAINED) (Abnormal)** normally, terminal personnel will not be aware of flow rate changes. Most likely, the Pipeline Operations Center servicing the terminal will detect a fluctuation and notify terminal personnel. Terminal personnel may be asked to investigate and assist with determining the cause of the flow rate change.

The required action in this event is as follows:

1. Determine leak possibility from log checks, or meter readings.
  - a. Look for an established pattern of flow rate variation by reviewing logs or meters.
  - b. Attempt to explain the variation by presence of combinations of light and/or heavy fluids in the line, variations in pressures, or packing of the line due to unit run combinations changing.
  - c. If possible, verify meter reading with local personnel. Also compare tank gauges with meters if possible.
  - e. Inform appropriate field person of situation if problem persists.
  - f. Check receipt and delivery stations for flow rates, pressures and other pertinent data to see if they indicate the possibility of a leak.

D. **GRAVITY CHANGE (UNEXPLAINED) (Abnormal)**

The required action in this event is as follows:

1. Refer to appropriate schedule for explanation. The gravity change could be a result of cuts made along the system, manifold and tank line fills, unit starts, and pressure fluctuations.
2. Check for communications interruptions.
3. If the gravity change can't be explained, notify the appropriate Pipeline Operations Center personnel. If the risk of commingling product is imminent, shut down line.

E. **HAZARDOUS ATMOSPHERE (EMERGENCY)**

This condition could be caused by a leak in the station piping.

The required action in this event is as follows:

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1. If the units do not shut down, attempt to shut them down.
2. Notify field personnel immediately.
3. Potentially, the Pipeline Operations Center personnel may detect an alarm and request that terminal personnel investigate the cause of the alarm.

Delivery or Receipt Location -

The required action in this event is as follows:

1. Shut down the pipeline system affected by the alarm.
2. Notify field personnel immediately.
3. Notify the appropriate Pipeline Operations Center personnel if the alarm is determined to be valid upon investigation by field personnel.

F. HIT LINE/SUSPECTED LEAK NOTIFICATION (Abnormal)

A notification that one of our pipe lines may be experiencing a release or has been hit will in all probability be reported to MPC by a person other than a MPC employee. The required action in this event is as follows:

Be sure to get as much information as possible, with special attention to the following:

- Name of caller and phone number

- Location Information

State, County, Township, City, Street, Cross Street

1. Shut down the line(s) involved. If there are several lines in the area and a determination cannot be made as to which line is involved, shut down any Pipelines in the area until the hit line has been identified.
2. Immediately relay above information to the appropriate field person.
3. The line(s) will remain shut down until the damage is inspected by field personnel and a determination made whether to start up or remain down for repairs.
4. The appropriate Pipeline Operations Center personnel will notify terminal personnel of decisions regarding Pipeline start up or remaining shut down.
5. Notify 1-877-MAPLINE.

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#### G. LINE OVERAGES (Abnormal)

The required action in this event is as follows:

1. Try to determine if there is a measurement problem.
  - a. Look for established pattern of running over by reviewing previous logs.
  - b. Compare tank gauges with meters if possible.
  - c. Inform appropriate Pipeline Operations Center personnel of situation if problem persists.

#### H. LINE SHORTAGES (Abnormal)

The required action in this event is as follows:

1. Determine leak possibility from logs and meters.
  - a. Look for an established pattern of being short by reviewing previous logs.
  - b. If possible, verify meter reading with local personnel. Also compare tank gauges with meters if possible.
  - c. Inform appropriate Pipeline Operations Center personnel of situation if problem persists.
  - d. If problem is unresolved or remains unexplained, inform the Operations Center Supervisor and/or the Area Supervisor of the situation.

#### I. PERSONNEL ERROR (Abnormal)

A personnel error could cause an abnormal operation situation. When any act, accident, occurrence, unwanted release of energy, unwanted release or commingling of product, or near miss situation occurs that would NOT BE construed as normal operating procedures, action should be taken.

The required action in this event is as follows:

1. Analyze the situation and initiate corrective measures as needed.
2. Notify the appropriate field person if deemed necessary.
3. Notify the Pipeline Operations Center personnel.

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**J. PRESSURE INCREASE (UNEXPLAINED) (Abnormal)**

Normally, pressure increases will be seen first by the Pipeline Operations Center personnel, who will take appropriate corrective action. Any sudden and unexplained increase of pressure is cause for great concern. If there is no explanation for it, the system must be shut down immediately and the terminal personnel will be notified. The affected system should be monitored closely while shutting it down. Trending should be used to help determine pressure increase versus other events if necessary. The required action in this event is as follows.

1. Shut down system.
2. Notify terminal personnel.
3. Investigate and correct the problem.

**K. PRESSURE LOSS (UNEXPLAINED) (Abnormal)**

Normally, pressure decreases will be seen first by the Pipeline Operations Center personnel. A sudden loss of pressure could indicate a leak on the system. The line must be shut down, and terminal personnel notified to investigate.

The system should be monitored closely while shutting it down. Trending should be used to help determine pressure drop versus other events if necessary.

The required action in this event is as follows:

1. If unexplained, shut down system.
2. Notify terminal personnel.

**L. PRESSURE RELIEF (EMERGENCY)**

The required action in this event is as follows:

1. Shut down the line on which the pressure relief is occurring.
2. Notify the appropriate Pipeline Operations Center personnel immediately.
3. Wait for clearance from Pipeline Operations Center personnel before restarting line.

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N. TANK FIRE (EMERGENCY)

The required action in this event is as follows:

1. Shut down the flow into tank if the alarm is generated by a tank that is being pumped into. (If the tank is being pumped down at the time the alarm is generated, continue pumping out).
2. Call the appropriate Pipeline Operations Center personnel immediately.
3. Take action as required by the Terminal Fire Plan.
4. Notify 1-877-MAPLINE.

O. TANK LEVEL CHANGE (UNEXPLAINED) (Abnormal)

The required action in this event is as follows:

1. Determine leak possibility:
  - a. Attempt to explain the change by communications interruptions, weather-related occurrences, or special usage (such as tanks used for truck unloads).
  - b. Verify tank gauge reading with local personnel. Compare tank gauges with meters.
  - c. Inform appropriate field person of situation if problem persists.
  - d. If problem is unresolved or remains unexplained, inform the Pipeline Operations Center personnel.

P. OIL SPILL (EMERGENCY)

**NOTE: See the FRP for detailed response procedures.**

An oil spill at one of our stations may be reported to the Operations Center by a person other than a MPL employee using the 800 phone numbers.

The required action in this event is as follows:

1. Immediately relay above information to the appropriate field personnel and be sure that the Pipeline Operations center Personnel is aware of the situation.

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2. Shut down line section involved unless advised otherwise by the field personnel.
4. Take action as required by this FRP.
5. Notify 1-877-MAPLINE.

**Q. UNIT SHUTDOWN (UNEXPLAINED) (Abnormal)**

The required action in this event is as follows:

1. Any restart must be coordinated with the appropriate Pipeline Operations center personnel and terminal personnel. Attempt to restart unit as directed. Monitor the unit and station closely for any variations from normal.
2. If unit will not restart and is needed for throughput requirements, take action as directed by the Pipeline Operations Center personnel.

**R. UNIT STARTUP (UNEXPLAINED) (Abnormal)**

**Manned Station**

The required action in this event is as follows:

1. Call the station operator to investigate the problem.

**S. VALVE CLOSURE (UNEXPLAINED) (EMERGENCY)**

Normally, the Pipeline Operations Center personnel will determine that a valve has closed and take appropriate action. Terminal personnel may be asked to assist in determining the cause of the valve closure.

1. As directed, attempt to reopen the valve. If the valve remains closed and has inhibited the flow of fluid, shut down the affected line. Whether or not the valve opens, proceed with step 2.
2. Call the Pipeline Operations Center personnel for direction.

**T. VALVE OPENING (UNEXPLAINED) (Abnormal)**

Normally, the Pipeline Operations Center personnel will determine that a valve has opened and take appropriate action. Terminal personnel may be asked to assist in determining the cause of the valve opening.

The required action in this event is as follows:

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1. As directed, attempt to close valve. If valve will not go closed and a possibility of contamination exists, shut down the affected system. Whether or not the valve closes, proceed with step 2.
2. Call the appropriate Pipeline Operations Center personnel for direction.

#### U. TANK OVERFILL

All MPC oil storage tanks are fitted with high-high level alarms connected to an uninterruptible power supply. If a high-high level alarm is triggered, an alarm sounds at the terminal, and at the appropriate Pipelines Operations Center. The autodialer is triggered and calls terminal personnel and MAPLINE. The autodialer message must be acknowledged or it will continue to dial. It also might want to be noted that the two alarms are from two independent systems. Therefore, there is a backup in case one fails. The signals are "supervised" meaning that if a connection comes loose or there is a broken wire, you will also be notified.

If terminal personnel become aware of a tank overflow, do the following:

1. Shutdown the pipeline.
2. Investigate the problem and take corrective action.
3. Notify 1-877-MAPLINE.

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## Section D: Incident Strategies / Oil Spill Response Planning

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## PLANNING DISTANCE CALCULATION

In order to determine an appropriate area of concern between the Terminal and sensitive environments in the event of a release, the EPA has developed mechanisms for the calculation of a facility's planning distance.

40 CFR 112 Appendix C, Attachment C-III provides instruction for the calculation of a planning distance from a facility's point of discharge over land and on still, tidal-influenced, and moving, navigable waters.

### Horizontal Range Over Land

As outlined in 40 CFR 112, appendix C, Attachment C-III, Sections 5.5 and 5.6, there is no requirement to calculate flow over land if the facility is less than 0.5 mile from a navigable waterway. The drainage at the terminal goes into unnamed drainage ditches and flows about 0.8 miles to Third Creek and then into the Tennessee River.

### Equation to Determine Planning Distance for Oil Transport on Navigable Waters

$$d_2 = (v) * (t) * (c)$$

v = ft/s; estimated river velocity

t = 27 hours; response time – usually 24 hours for arrival of spill response organization plus 3 hours for deployment

c = 0.68 [(s\*mi)/(hr\*ft)]; constant conversion factor

### Estimated River Velocity (ft/s)

The Tennessee River is located approximately 2.25 miles southeast of the facility. In lieu of using the Chezy-Manning's equation to estimate the velocity of the Tennessee River, velocity information was obtained from Mr. George Law at the U.S.G.S. Tennessee office. Mr. Law obtained velocity information for five points in the Tennessee River located near the downtown area in Knoxville, TN. The information originated from the Federal Emergency Insurance Study, January 3, 1990, Community # 475434. The average of the five velocities was used to calculate the planning distance.

### Planning Distance Calculation

$$d = (v) * (t) * (c)$$

$$d = + (ft/s) * (27 \text{ hr}) * [0.68 (s*mi)/(hr*ft)]$$

$$d = 93 \text{ miles}$$

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## EPA PLANNING VOLUME CALCULATIONS

In order to satisfy EPA requirements at 40 CFR 112.20, an owner or operator must complete planning volume calculation worksheets if the facility could cause substantial harm to the environment. These worksheets are contained in Appendix D to 40 CFR 112.

### For MPC Knoxville, TN Light Products Terminal

Part A.1 For facilities containing only one aboveground oil storage tank, the worst case discharge planning volume equals the capacity of the oil storage tank. If adequate secondary containment (sufficiently large to contain the capacity of the aboveground oil storage tank plus sufficient freeboard to allow for precipitation) exists for the oil storage tank, multiply the capacity of the tank by 0.8.

**A.1 N/A**

Part A.2 Are *all* aboveground storage tanks or groups of aboveground oil storage tanks at the facility *without* adequate secondary containment?

**A.2 No**

Part A.2.2 If the answer is no, calculate the total aboveground oil storage capacity of tanks without secondary containment. If *all* aboveground oil storage tanks or groups of aboveground oil storage tanks at the facility have adequate secondary containment, ENTER "0" (zero).

**A.2.2 0 (zero)**

Part A.2.3 Calculate the capacity of the largest single aboveground oil storage tank within an adequate secondary containment area or the combined capacity of a group of aboveground oil storage tanks permanently manifolded together, whichever is greater, PLUS THE VOLUME FROM QUESTION A.2.2.

(b) (7)(F)

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Attachments to Appendix E

Attachment E-1  
Worksheet to Plan Volume of Response Resources  
for Worst Case Discharge

Gasoline

Part I Background Information

Step (A) Calculate Worst Case Discharge in barrels (Appendix D) [**Group I Oil**] (b) (7)  
(A)

Step (B) Oil Group<sup>1</sup> (Table 3 and section 1.2 of this appendix) ..... 2  
(B)

Step (C) Operating Area (choose one) .....  Nearshore/Inland Great Lakes  or Rivers and Canals

Step (D) Percentages of Oil (Table 2 of this appendix)

Percent Lost to Natural Dissipation	Percent Recovered Floating Oil	Percent Oil Onshore
<span style="border: 1px solid black; padding: 5px;">80</span>	<span style="border: 1px solid black; padding: 5px;">10</span>	<span style="border: 1px solid black; padding: 5px;">10</span>
(D1)	(D2)	(D3)

Step (E1) On-Water Oil Recovery  $\frac{\text{Step (D2)} \times \text{Step (A)}}{100}$  ..... 11,507  
(E1)

Step (E2) Shoreline Recovery  $\frac{\text{Step (D3)} \times \text{Step (A)}}{100}$  ..... 11,507  
(E2)

Step (F) Emulsification Factor (Table 3 of this appendix) ..... 1.0  
(F)

Step (G) On-Water Recovery Resource Mobilization Factor (Table 4 of this appendix)

Tier 1	Tier 2	Tier 3
<span style="border: 1px solid black; padding: 5px;">.30</span>	<span style="border: 1px solid black; padding: 5px;">.40</span>	<span style="border: 1px solid black; padding: 5px;">.60</span>
(G1)	(G2)	(G3)

<sup>1</sup> A facility that handles, stores, or transports multiple groups of oil must do separate calculations for each oil group on site except for those oil groups that constitute 10 percent or less by volume of the total oil storage capacity at the facility. For purposes of this calculation, the volumes of all products in an oil group must be summed to determine the percentage of the facility's total oil storage capacity.

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Pt. 112, App. E

Attachment E-1 (Continued)  
Worksheet to Plan Volume of Response Resources  
for Worst Case Discharge

Part II On-Water Oil Recovery Capacity (barrels/day)

Tier 1	Tier 2	Tier 3
3,452	4,603	6,904
Step (E1) x Step (F) x Step (G1)	Step (E1) x Step (F) x Step (G2)	Step (E1) x Step (F) x Step (G3)

Part III Shoreline Cleanup Volume (barrels) ..... 11,507  
Step E2 x Step (F)

Part IV On-Water Response Capacity By Operating Area  
(Table 5 of this appendix)  
(Amount needed to be contracted for in barrels/day)

Tier 1	Tier 2	Tier 3
1,875	3,750	7,500
(J1)	(J2)	(J3)

Part V On-Water Amount Needed to be Identified, but not Contracted for in Advance (barrels/day)

Tier 1	Tier 2	Tier 3
1,577	853	0
Part II Tier 1 – Step (J1)	Part II Tier 2 – Step (J2)	Part II Tier 3 – Step (J3)

NOTE: To convert from barrels/day to gallons/day, multiply the quantities in Parts II through V by 42 gallons/barrel.

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Attachments to Appendix E

Attachment E-1  
Worksheet to Plan Volume of Response Resources  
for Worst Case Discharge

Diesel Oil

Part I Background Information

Step (A) Calculate Worst Case Discharge in barrels (Appendix D) [**Group II Oils**] (b) (7)  
(A)

Step (B) Oil Group<sup>1</sup> (Table 3 and section 1.2 of this appendix) ..... 1  
(B)

Step (C) Operating Area (choose one) .....  Nearshore/Inland Great Lakes  or Rivers and Canals

Step (D) Percentages of Oil (Table 2 of this appendix)

Percent Lost to Natural Dissipation	Percent Recovered Floating Oil	Percent Oil Onshore
<span style="border: 1px solid black; padding: 5px;">40</span>	<span style="border: 1px solid black; padding: 5px;">15</span>	<span style="border: 1px solid black; padding: 5px;">45</span>
(D1)	(D2)	(D3)

Step (E1) On-Water Oil Recovery  $\frac{\text{Step (D2)} \times \text{Step (A)}}{100}$  ..... 7,850  
(E1)

Step (E2) Shoreline Recovery  $\frac{\text{Step (D3)} \times \text{Step (A)}}{100}$  ..... 20,933  
(E2)

Step (F) Emulsification Factor (Table 3 of this appendix) ..... 1.8  
(F)

Step (G) On-Water Recovery Resource Mobilization Factor (Table 4 of this appendix)

Tier 1	Tier 2	Tier 3
<span style="border: 1px solid black; padding: 5px;">0.30</span>	<span style="border: 1px solid black; padding: 5px;">0.40</span>	<span style="border: 1px solid black; padding: 5px;">0.60</span>
(G1)	(G2)	(G3)

<sup>1</sup> A facility that handles, stores, or transports multiple groups of oil must do separate calculations for each oil group on site except for those oil groups that constitute 10 percent or less by volume of the total oil storage capacity at the facility. For purposes of this calculation, the volumes of all products in an oil group must be summed to determine the percentage of the facility's total oil storage capacity.

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Pt. 112, App. E

Attachment E-1 (Continued)  
Worksheet to Plan Volume of Response Resources  
for Worst Case Discharge

Part II On-Water Oil Recovery Capacity (barrels/day)

Tier 1	Tier 2	Tier 3
4,239	5,652	8,478
Step (E1) x Step (F) x Step (G1)	Step (E1) x Step (F) x Step (G2)	Step (E1) x Step (F) x Step (G3)

Part III Shoreline Cleanup Volume (barrels) ..... 37,679  
Step E2 x Step (F)

Part IV On-Water Response Capacity By Operating Area  
(Table 5 of this appendix)  
(Amount needed to be contracted for in barrels/day)

Tier 1	Tier 2	Tier 3
1,875	3,750	7,500
(J1)	(J2)	(J3)

Part V On-Water Amount Needed to be Identified, but not Contracted for in Advance (barrels/day)

Tier 1	Tier 2	Tier 3
2,364	1,902	978
Part II Tier 1 – Step (J1)	Part II Tier 2 – Step (J2)	Part II Tier 3 – Step (J3)

NOTE: To convert from barrels/day to gallons/day, multiply the quantities in Parts II through V by 42 gallons/barrel.

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## **VULNERABILITY ANALYSIS / SENSITIVE AREAS**

The following pages discuss critical and sensitive areas considered in developing priorities for deploying spill response resources in the area of the Knoxville Terminal. The information in this section will assist in identifying critical environmentally sensitive areas and aid in determining booming strategies.

Information regarding the actual location of a spill and visual observation/verification of spill movement must be used to make a final determination in developing a response strategy.

### **Response Considerations**

A description of key features is provided below.

#### **Critical Areas to Monitor or Protect**

- Critical areas are those areas which, if impacted by spilled oil, may result in threats to the safety or health of the general public. These include commercial water intakes/water wells, highly developed or populated public areas, or marinas.

#### **Developed**

- These areas are defined as areas with a concentrated presence of man-made structures.
- The impacts are in terms of public safety, visibility, aesthetics, and public relations, as well as oiling of piers and potential property damage/loss claims.

#### **Water Intakes/Wells**

- Intakes for commercial, industrial, and municipal water usage are subject to impact due to safety hazards, loss of use, and damage claims.
- Booming or other measures to protect these intakes/wells should be undertaken.

#### **Recreation Areas**

- Publicly accessible recreation areas generally have good water/shoreline access for logistical purposes.
- More importantly, these areas should be monitored for potential public safety/health threats.

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## **Marinas**

- Marinas have a great potential for public exposure to hazards and damage. They should be boomed to exclude oil.

## **Environmental Sensitivities**

The environmental sensitivity of shoreline types and habitats are prioritized into three categories (high, moderate, and low – see below), which will allow the responder to allocate response resources during the first stages of a response. The priorities are intended to assist responders initially with the knowledge that responsible federal and state resource agency representatives will arrive on site to further clarify priorities within each category. Areas with known populations of federal/state listed threatened or endangered species are also noted in this section.

### **High**

- Habitats that have particularly high productivity or the presence of threatened or endangered species.
- Shallow flats, marshes, wetlands, and areas used for nesting by birds.
- Areas that are sheltered from energy generated by water movement and will tend to retain oil over time.
- Highly sensitive shorelines which are biologically productive environments where cleaning can be difficult and time consuming.
- Flats and marshes that support significant wildlife species.
- Marshes that are important to migrating bird species as stop-over, feeding, and overwintering areas.

### **Moderate**

- Habitats that are somewhat resistant to the effects of oiling.
- Coarse and fine-grained sand beaches and gravel beaches.

### **Low**

- Low productivity habitats and man-made structures, including erosional scarps, sand beaches, seawalls, jetties, piers, and bulkheads.

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## **Sensitive Areas Within Planning Distance of Facility**

This section details the critical and sensitive areas that have been identified to date which have the potential to be at risk in the event of a release at the Terminal.

In order to determine specific vulnerable sites located within the planning distance of the facility, the Area Contingency Plan and the Geographic Names Information System (GNIS) database were reviewed and a comprehensive listing of vulnerable sites was compiled. The potential effect of an oil spill on each type of vulnerable site that is located within the planning distance is presented below. Additionally, the methods to prevent and/or minimize the impacts to the identified sensitive sites are discussed.

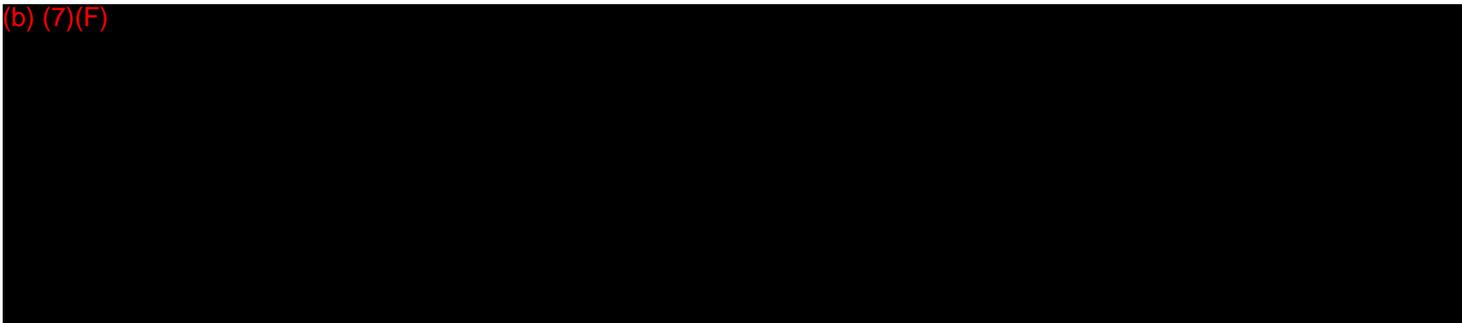
The specific actions considered to protect a vulnerable site, or to minimize the potential effects of a spill on a vulnerable site, would be tempered in a real spill event by the actual path of the spill and the actual hazards presented. For light product terminals, the spilled product could be gasoline, diesel (including kerosene and No. 2 diesel oil), ethanol or additives. For asphalt terminals, the spilled product could be kerosene, asphalt, asphalt emulsions, heavy fuel oil or additives. For specific guidance on the actual hazards of a release, the MSDS and the DOT Emergency Response Guidebook can be consulted for hazards and recommended evacuation distances. The specific actions taken should be as directed by the Unified Command under the Incident Command System.

### **Water Intakes**

Water intakes are underwater structures used to collect water for public drinking water, public utilities, or private industry. In the event that a spill enters a body of water on which water intakes are present, the direct effects may include petroleum contamination of intake water, intake structures, and facility equipment. Indirectly, oiled vegetation or wildlife may be impinged onto or entrained into the structure resulting in damages to the intake structure. In addition to the emergency notifications detailed in Section B, response efforts may include strategic booming immediately around the spill area (source control), shutting down the water intake, or exclusion (protective) booming around potentially affected intake structures. The shutdown of water intakes as a preventative measure may result in social and economic impacts. Potential effects and specific response actions will depend on the nature of the released material.

Downstream water intakes on the Tennessee River are as follows:

(b) (7)(F)



## Schools

There are two potential effects from a release, direct contact with spilled material or exposure to flammable or irritating vapors. Direct contact with the spilled material would occur if the school was located in the spill pathway. In the event that a spill directly impacts the property of an educational institution, the effects may include: oiling of the school facility, equipment, and property; interruption of traffic flow to and from the facility; and potential fire hazards. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. If confined in a waterway or low area, vapor impingement may occur on downwind areas. In this event, air monitoring for potential fire hazards and irritating vapors is the response requirement, depending on the nature of the released material. In addition to the emergency notifications detailed in Section B, responses to these effects may include source control, strategic booming immediately around the spill area, evacuation of students and personnel, rerouting of traffic near the facility, excavation of contaminated soil, monitoring and possible suppression of flammable/irritating vapors, and decontamination of oiled equipment, buildings, pavement. Potential effects and specific response actions will depend on the nature of the released material.

Schools	(b) (7)(F)
Happy Home School (historical)	
West High School	
Tyson Junior High School	
U T Department of Agriculture	
Lyons View School (historical)	
Louisville Junior High School (historical)	
Holston College (historical)	
Wesleyan School	
Martel School (historical)	
Busselltown School (historical)	
Burnett School (historical)	
Browder School	
New Providence Special Education Center	
Loudon Junior High School	
Matlock School (historical)	

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## Medical Facilities

Medical facilities are more likely affected by vapors downwind of the spill path than by direct contact with released product. In the event that a spill impacts the property of a medical facility, the effects may include: oiling of the facility, equipment, and property; interruption of traffic flow to/from the medical facility; and potential fire hazards. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. Air monitoring for flammable and/or irritating vapors should be considered, depending on the nature of the released material. In addition to the emergency notifications detailed in Section B, responses to these potential problems might include the following: source control, strategic booming immediately around the spill area, rerouting of traffic near the facility, excavation of contaminated soil, monitoring and possible suppression of flammable/irritating vapors, and decontamination of oiled equipment, buildings, pavement. Potential effects and specific response actions will depend on the nature of the released material.

<b>Medical Facilities</b>
Fort Sanders Hospital
University Hospital
Lakeshore Mental Health Institute
Peninsular Psychiatric Hospital
Bacon Hospital

(b) (7)(F)

## Residential Areas

A release of oil in the vicinity of a residential area may affect property, structures, and inhabitants. Specific effects may include oiled animals and vegetation, oiled homes and associated structures, and potential fire hazards. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. If the spill has reached a waterway, or has been confined to a low area, vapor impingement is a potential problem downwind of the spill path. Vapors can be flammable, irritating, or may only pose an odor problem. Air monitoring should be conducted downwind of the spill path to monitor for vapors, depending on the nature of the released material. Responses to these effects may include strategic booming immediately around the spill area, evacuation of residents, rerouting of traffic, excavation of contaminated soil, suppression of flammable vapors, and decontamination of oiled buildings, structures, pavement, etc. Potential effects and specific response actions will depend on the nature of the released material.

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Residential Areas	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Marble City	773766.63	3982939.80	35°57'09"	83°57'53"
Sequoyah Hills	772920.84	3981093.09	35°56'10"	83°58'29"
Lakemoor Hills	772424.37	3980090.31	35°55'38"	83°58'50"
Lyons View	771446.01	3980091.18	35°55'39"	83°59'29"
Timberlake	773830.85	3978436.82	35°54'43"	83°57'56"
Riverbend	772910.52	3976557.86	35°53'43"	83°58'35"
Welwyn (historical)	774995.43	3976529.37	35°53'40"	83°57'12"
Topside	774482.78	3974446.39	35°52'33"	83°57'35"
Beechwood	773525.83	3973706.93	35°52'10"	83°58'14"
Fox Hills	771986.37	3973968.09	35°52'20"	83°59'15"
Peninsular Estates	768598.73	3973895.37	35°52'21"	84°01'30"
Louisville	766686.49	3968192.18	35°49'18"	84°02'53"
Lakeview	765376.05	3968337.08	35°49'24"	84°03'45"
Cactus Cove	762175.42	3970370.45	35°50'33"	84°05'50"
Gravelly Hills	759032.41	3968766.28	35°49'44"	84°07'57"
Choto Estates	757725.71	3967926.29	35°49'18"	84°08'50"
Choto Hills	758801.96	3967185.95	35°48'53"	84°08'08"
Mount Vernon	760155.83	3966454.99	35°48'28"	84°07'15"
Castaway Cove	760952.38	3964997.03	35°47'40"	84°06'45"
Moralfa	761688.28	3964772.23	35°47'32"	84°06'16"
Mahoney Mill	761937.99	3963977.82	35°47'06"	84°06'07"
Marmor	760546.56	3964276.55	35°47'17"	84°07'02"
Scenic Point Estates	758809.08	3965242.78	35°47'50"	84°08'10"
Watershaw	758083.07	3964296.52	35°47'20"	84°08'40"
Disco	756837.23	3963920.46	35°47'09"	84°09'30"
Coulter Shoals	754557.14	3965397.00	35°47'59"	84°10'59"
Waterhaven	755901.07	3965003.81	35°47'45"	84°10'06"
Rio Vista	756113.55	3962851.21	35°46'35"	84°10'00"
Sequoyah Heights	756033.69	3962139.31	35°46'12"	84°10'04"

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Residential Areas	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Unitia	755028.55	3959519.62	35°44'48"	84°10'47"
Point Harbor	750930.31	3963936.42	35°47'15"	84°13'25"
Busselltown	749989.55	3962552.88	35°46'31"	84°14'04"
Fort Loudon Estates	750196.43	3963237.18	35°46'53"	84°13'55"
Huntsville	745639.06	3962615.41	35°46'37"	84°16'57"
Sugarlimb	743120.69	3961867.48	35°46'15"	84°18'38"
Robinson Mill	742186.74	3956506.81	35°43'22"	84°19'21"
Loudon	741126.07	3957588.22	35°43'58"	84°20'02"
New Providence	739559.02	3962542.05	35°46'40"	84°20'59"
Lake-A-Wana	735632.44	3962745.31	35°46'50"	84°23'35"
Adolphus	732809.24	3958290.76	35°44'28"	84°25'32"
Dogwood Shores	731501.44	3960261.55	35°45'33"	84°26'22"
Paint Rock (historical)	729594.02	3963048.46	35°47'05"	84°27'35"
Paint Rock Farm Lake Estates	729813.31	3964287.59	35°47'45"	84°27'25"
Crestwood	725750.94	3968871.25	35°50'17"	84°30'02"
Green Acres	724756.11	3969493.10	35°50'38"	84°30'41"
Anglers Cove	722965.89	3966826.66	35°49'13"	84°31'55"
Sequoyah Shores	723165.97	3969822.46	35°50'50"	84°31'44"
Stowe Station	723076.80	3972349.14	35°52'12"	84°31'45"
Brown Ellis	721491.87	3972494.60	35°52'18"	84°32'48"
Lakeview	721538.29	3970645.16	35°51'18"	84°32'48"
Westshore Estates	720737.66	3970532.96	35°51'15"	84°33'20"
Circle M	720255.62	3969749.38	35°50'50"	84°33'40"
Chapman Grove	718568.88	3966871.15	35°49'18"	84°34'50"
Idle Oaks	717084.76	3965970.92	35°48'50"	84°35'50"
Lakeharbor	716596.68	3965372.82	35°48'31"	84°36'10"
Holiday Hills	715687.07	3962514.35	35°46'59"	84°36'49"
Cannon Subdivision	713678.40	3961416.63	35°46'25"	84°38'10"
Bay View	713134.06	3960015.95	35°45'40"	84°38'33"
Woodland Cove	713064.15	3960815.72	35°46'06"	84°38'35"
Shorewood	712121.60	3962397.10	35°46'58"	84°39'11"

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## Businesses

In the event that a spill impacts the property of a business, the effects may include: oiling of the facility, equipment, inventory, and property; interruption of traffic flow to/from the business; and potential fire hazards. A spill event that results in the closure of roads surrounding a business may also indirectly affect the business by the loss of revenue. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. If the spill has reached a waterway, or has been confined to a low area, vapor impingement is a potential problem downwind of the spill path. Vapors can be flammable, irritating, or may only pose an odor problem. In addition to the emergency notifications detailed in Section B, responses to these effects may include strategic booming immediately around the spill area, protective booming of docks and marinas, evacuation of business owners, employees, and patrons, rerouting of traffic near the business, excavation of contaminated soil, suppression of flammable vapors, and decontamination of oiled buildings, structures, pavement, etc. Air monitoring should be conducted downwind of the spill path to monitor for vapors. Potential effects and specific response actions will depend on the nature of the released material.

Businesses	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
University of Tennessee Experimental Farm	774820.74	3983713.53	35°57'33"	83°57'10"
Cherokee Golf and Country Club	771927.81	3980753.58	35°55'60"	83°59'09"
Maxey Dock	774160.15	3977552.95	35°54'14"	83°57'44"
Hillvale Country Club	774879.92	3974582.05	35°52'37"	83°57'19"
Knoxville Council Girl Scout Camp	773021.19	3972982.69	35°51'47"	83°58'35"
Duncan Dock	771957.44	3975726.49	35°53'17"	83°59'14"
Knoxville Boat Club Dock	769507.36	3974570.59	35°52'42"	84°00'53"
Blue Grass Dock	765985.52	3972304.66	35°51'32"	84°03'16"
Fort Loudoun Yacht Club Dock	766119.47	3971999.95	35°51'22"	84°03'11"
Kellys Fort (historical)	767079.34	3968511.68	35°49'28"	84°02'37"
Louisville Dock	767486.14	3968339.63	35°49'22"	84°02'21"
Gillespies Landing (historical)	766113.92	3968853.49	35°49'40"	84°03'15"
Concord Dock	759039.51	3972807.65	35°51'55"	84°07'52"
Choto Marina	757900.78	3966234.56	35°48'23"	84°08'45"
Smoky Landing Dock	758705.79	3962741.14	35°46'29"	84°08'17"
Parks Ferry (historical)	755665.62	3966169.65	35°48'23"	84°10'14"
Knoxville YMCA Camp	754602.78	3962961.98	35°46'40"	84°10'60"

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Businesses	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Macs Dock	755662.94	3960185.29	35°45'09"	84°10'21"
Leepers Ferry (historical)	754660.40	3960958.16	35°45'35"	84°10'60"
Lenoir City Marina	749593.57	3964977.93	35°47'50"	84°14'17"
Bussell Ferry	748219.12	3963828.86	35°47'14"	84°15'13"
Thurmans Dock	747770.56	3963693.04	35°47'10"	84°15'31"
Lenoir City Industrial Park	746804.39	3963203.01	35°46'55"	84°16'10"
Hall Ferry (historical)	746318.86	3962573.23	35°46'35"	84°16'30"
Browders Ferry (historical)	746372.88	3960631.60	35°45'32"	84°16'30"
Blairs Ferry (historical)	741376.03	3958582.08	35°44'30"	84°19'51"
Loudon County Farm (historical)	740640.72	3960659.44	35°45'38"	84°20'18"
Moores Ferry (historical)	740981.59	3961069.53	35°45'51"	84°20'04"
Huff Ferry (historical)	739881.03	3959003.37	35°44'45"	84°20'50"
Andersons Ferry (historical)	738166.68	3959173.64	35°44'52"	84°21'58"
Loudon County Prison Camp (historical)	732590.65	3958963.37	35°44'50"	84°25'40"
Pond Creek Ferry (historical)	732258.48	3959171.15	35°44'57"	84°25'53"
Paint Rock Ferry (historical)	729537.00	3963293.45	35°47'13"	84°27'37"
Huffines Ferry (historical)	726485.45	3965712.72	35°48'34"	84°29'36"
Huffines Landing (historical)	726581.01	3965900.56	35°48'40"	84°29'32"
Long Island Dock	726464.84	3968457.66	35°50'03"	84°29'34"
Long Island Ferry (historical)	725877.34	3967887.53	35°49'45"	84°29'58"
R C Marina	726140.29	3968387.18	35°50'01"	84°29'47"
Lakeside Golf Course	726091.38	3970297.65	35°51'03"	84°29'47"
James Ferry (historical)	722778.91	3969257.61	35°50'32"	84°31'60"
Fort Southwest Point (historical)	723103.27	3971301.82	35°51'38"	84°31'45"
Twin Rivers Ferry (historical)	722595.04	3971566.52	35°51'47"	84°32'05"
Midtown Dock	721928.30	3972134.78	35°52'06"	84°32'31"
Southwest Point Golf Course	721986.00	3970810.72	35°51'23"	84°32'30"
Hood Landing (historical)	719921.91	3968014.83	35°49'54"	84°33'55"
Hood Landing Ferry (historical)	719918.84	3968137.97	35°49'58"	84°33'55"
Picketts Landing (historical)	716001.14	3966098.68	35°48'55"	84°36'33"
Ellis Ferry (historical)	715775.23	3966093.16	35°48'55"	84°36'42"
Ellis Ford (historical)	715775.99	3966062.10	35°48'54"	84°36'42"

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Businesses	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Rockwood Ferry (historical)	712639.15	3962841.33	35°47'12"	84°38'50"
Camp John Knox	712224.33	3962337.40	35°46'56"	84°39'07"
Kings Shoal Ford (historical)	712219.90	3963540.58	35°47'35"	84°39'06"

## Wetlands

The effects of a release of oil into a wetland area might include oiling of animals, vegetation, and sediment and the creation of an oil slick on areas of open water. Because water movement within a wetland habitat is minimal, oil spilled in these areas may pool and may persist. Swamps and marshes often serve as nurseries for fish and shellfish and exhibit high biodiversity. Due to the typically soft sediments that underlie wetland areas, the use of mechanized equipment for clean up efforts may cause more harm than the initial oiling. Responses to these effects include strategic booming immediately around the spill area and protective booming around identified sensitive wetland areas, and will depend heavily on the nature of the wetlands and potential routes of access for collection equipment. Potential effects and specific response actions will depend on the nature of the released material.

There are no identified wetlands areas at risk within the planning distance.

## Fish and Wildlife

Fish and wildlife species may be impacted directly or indirectly by an oil spill. A direct impact on wildlife would include physical contact with the released oil (oiling of a bird's feathers or an otter's fur) and toxic contamination (inhalation of petroleum vapors or ingestion of oil). Indirect impacts on wildlife would include the destruction of a species' habitat or food source or the displacement of the species or food source.

Direct effects of oil on fish populations include fish kills, specifically the egg and larval stages, which are more vulnerable to oil pollution than those in the adult stage. Spills to rivers used for spawning or used for migration to spawning grounds can affect future populations. Fish that have been tainted by an oil spill may not be fit to eat, thus affecting animals higher in the food chain.

Depending on the life cycle, behavior, and physiology of a particular wildlife species, the effects of an oil spill can vary. Otters and beavers are vulnerable due to the structure of their fur as well as their swimming behaviors. Birds that utilize the water-surface interface are at risk of contamination. Heavily oiled birds typically die as a result of their contamination. The specific effects on wildlife will depend on the nature of the released material.

Responses to these effects include strategic booming immediately around the spill area, protective booming around identified fish and wildlife habitat, and cleaning of affected animals by properly trained professionals. The response efforts in the direct vicinity of the impacted habitat depend heavily on the nature of the habitat and potential routes of access for collection equipment. Potential effects and specific response actions will depend on the nature of the released material.

### *Wildlife Rehabilitation*

In an oil spill incident, it is possible that birds, aquatic life, and/or other wildlife may come in contact with the spilled material. If wildlife becomes involved in the spilled material, it will be necessary to perform wildlife rescue and rehabilitation operations. The capture and treatment of wildlife, especially endangered species, is highly regulated by the U.S. Department of the Interior. To conduct these operations, it will be necessary to obtain assistance from properly trained, licensed, and permitted organizations and personnel. It is important to ensure that any personnel involved in wildlife rescue and rehabilitation operations, including volunteers, have received the appropriate level of Hazardous Waste Operations and Emergency Response (HAZWOPER) training.

In the event that wildlife is impacted, advice and assistance from trained and experienced persons in the area of wildlife rescue and rehabilitation may be requested.

The Corporate Emergency Response Team (CERT) will arrange for various agencies to be available for this service, such as:

- Tri-State Bird Rescue and Research, Inc.  
Newark, DE  
**Administrative:** 302/737-9543
- International Bird Rescue Research Center (IBRRC)  
Fairfield, CA  
**Administrative:** 707/207-0830

There are no identified fish and wildlife areas at risk within the planning distance.

### **Lakes and Streams**

Lakes are characterized by generally very low wave and current energy, although the surface may often become choppy. Water levels may fluctuate widely throughout the seasons and over time. Often other sensitive environments are in close proximity to lakes, such as wetlands, habitat for migratory birds, nesting birds and mammals, and fish

nursery grounds. Lakes also often support various recreational activities. Depending on the severity of the spill, the effects may range from shoreline damages to fish and wildlife kills. Wind and tidal exchange will control the distribution of a slick, and can either hold the slick against a lee shore or spread it along shores or even into previously clean areas.

Small rivers and streams are characterized by shallow water (one to two meters in depth) and narrow channels. These systems are highly variable. The flow rates can range from fast-flowing to slow-moving. The channels may be free of debris or choked with log jams, mid-channel sand bars, and islands. The shoreline may have a high slope or a low bank fringed with vegetation or wetlands. Slicks typically contaminate both banks. The oil may mix throughout the entire water column in shallower streams, thus potentially affecting both aquatic and benthic organisms.

Responses to these effects include strategic booming immediately around the spill area and protective booming around vulnerable areas such as the mouths of creeks and inlets, and will depend heavily on the nature of the habitat and potential routes of access for collection equipment. Deflection boom can also be used to direct floating spills from vulnerable areas. Potential effects and specific response actions will depend on the nature of the released material.

<b>Lakes and Streams</b>
West Fork Third Creek
East Third Creek
Third Creek
Looney Shoals
Spring Creek
McCarrell Spring
Henson Spring Branch
Flenniken Branch
Knob Creek
DeArmond Spring
DeArmond Spring Branch
Little River
Duncan Branch
Beardens Creek
George Creek
Sinking Creek
Lackey Creek

(b) (7)(F)

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(b) (7)(F)

<b>Lakes and Streams</b>
Cox Creek
Caney Branch
Poland Creek
Sinking Creek
Little Turkey Creek
Turkey Creek
Holder Branch
Gallagher Creek
Ish Creek
Cloyd Creek
Dry Creek
Lee Spring
Duff Spring
Fork Creek
Fort Loudoun Lake
Muddy Creek
Town Creek
Little Tennessee River
Little Tennessee River
Little Tennessee River
Sycamore Branch
Steekee Creek
Hubbard Branch
Hotchkiss Creek
Sweetwater Creek
Rodgers Spring
Ray Branch
Rodgers Branch
Hines Creek
Cave Creek
Pond Creek
Prospect Branch

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<b>Lakes and Streams</b>
Polecat Creek
Spring Branch
Cave Spring Branch
Wolf Creek
Greasy Run Creek
Paint Rock Creek
Buck Creek
Richland Creek
Huffine Branch
Laurel Bluff Branch
Johnson Valley Creek
Stamp Creek
Smith Creek
Chamberlain Branch
Riley Creek
Martin Branch
Rose Spring
Marsh Spring
Chapman Branch
Bowman Branch
Caney Creek
Bullet Branch
Shields Spring
Scott Spring
Hood Branch
Claude Reed Lake
Jackson Branch
Bolden Branch
Bolden Spring
Ellis Creek
Granny Branch

(b) (7)(F)

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## Endangered Flora and Fauna

Oil spills affect endangered flora and fauna by either directly impacting the individual or by destroying the habitat in which the species lives. In addition to the emergency notifications detailed in Section B, responses to these effects may include strategic booming immediately around the spill area, excavation of contaminated soil, suppression of flammable vapors, and cleaning of affected animals by properly trained professionals. Protective booming around vulnerable areas, as well as booming the mouths of creeks where sensitive species have been identified, should be conducted. Deflection boom can also be used to direct floating spills from vulnerable areas. Potential effects and specific response actions will depend on the nature of the released material.

<b>Fauna</b>	<b>Status</b>
Southern acornshell	Endangered
Gray bat	Endangered
Indiana bat	Endangered
Cumberland bean	Endangered
Purple bean	Endangered
Green Blossom	Endangered
Tubercled Blossom	Endangered
Turgid Blossom	Endangered
Yellow Blossom	Endangered
Catspaw	Endangered
Slender chub	Threatened
Spotfin entire chub	Threatened
Ovate clubshell	Endangered
Southern clubshell	Endangered
Cumberlandian combshell	Endangered
Upland combshell	Endangered
Memphis crayfish	Endangered
Blackside dace	Threatened
Amber darter	Endangered
Bluemask darter	Endangered
Boulder darter	Endangered
Duskytail entire darter	Endangered
Slackwater darter	Threatened
Snail darter	Threatened
Bald eagle	Threatened
Appalachian elktoe	Endangered
Cumberland elktoe	Endangered
Fanshell	Endangered
Triangular kidneyshell	Endangered
Alabama lampmussle	Endangered
Pale lilliput	Endangered
Conasauga logperch	Endangered
Pygmy madtom	Endangered
Smoky entire madtom	Endangered

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<b>Fauna</b>	<b>Status</b>
Yellowfin madtom	XN
Yellowfin madtom (except where XN)	Threatened
Winged mapleleaf	Endangered
Royal marstonia	Endangered
Alabama moccasinshell	Threatened
Coosa moccasinshell	Endangered
Appalachian monkeyface	Endangered
Cumberland monkeyface	Endangered
Pink mucket	Endangered
Oyster mussel	Endangered
Birdwing pearlymussel	Endangered
Cracking pearlymussel	Endangered
Dromedary pearlymussel	Endangered
Littlewing pearlymussel	Endangered
White wartyback pearlymussel	Endangered
Cumberland pigtoe	Endangered
Finerayed pigtoe	Endangered
Rough pigtoe	Endangered
Shiny pigtoe	Endangered
Southern pigtoe	Endangered
Orangefoot pimpleback	Endangered
Finelined pocketbook	Threatened
Eastern puma	Endangered
Rough rabbitsfoot	Endangered
Tan riffleshell	Endangered
Pink ring	Endangered
Anthony's riversnail	Endangered
Blue shiner	Threatened
Painted snake coiled forest snail	Threatened
Spruce-fir moss spider	Endangered
Carolina northern flying squirrel	Endangered
Pallid sturgeon	Endangered
Least tern	Endangered
Red wolf	XN
Red wolf (except where XN)	Endangered
Red-cockaded woodpecker	Endangered

<b>Flora</b>	<b>Status</b>
Price's potato-bean	Threatened
Braun's rock-cress	Endangered
Cumberland sandwort	Endangered
American hart's-tongue fern	Threatened
Pyne's ground-plum	Endangered
Cumberland rosemary	Threatened

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<b>Flora</b>	<b>Status</b>
Leafy prairie-clover	Endangered
Tennessee purple coneflower	Endangered
Spreading avens	Endangered
Rock gnome lichen	Endangered
Roan mountain bluet	Endangered
Eggert's sunflower	Threatened
Small whorled pogonia	Threatened
Spring creek bladderpod	Endangered
Ruth's golden aster	Endangered
Green pitcher-plant	Endangered
Large-flowered skullcap	Endangered
Blue ridge goldenrod	Threatened
Virginia spiraea	Threatened
Tennessee yellow-eyed grass	Endangered

In the event of a release, MPC will coordinate with the United States Fish and Wildlife Service (USFWS), and state and local wildlife management groups to ensure the protection of all threatened and endangered species within a release area.

### **Recreational Areas**

In the event that a spill impacts a recreational area, the effects may include: oiling of the area, structures, and property; interruption of traffic flow to/from the area; and potential fire hazards. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. In addition to the emergency notifications detailed in Section B, responses to these effects may include strategic booming immediately around the spill area, evacuation of visitors and employees of the areas, rerouting of traffic near the recreational area, excavation of contaminated soil, suppression of flammable vapors, and decontamination of oiled structures, buildings, pavement. Potential effects and specific response actions will depend on the nature of the released material.

<b>Recreational Areas</b>	<b>UTM Coordinates</b>		<b>Standard Coordinates</b>	
	<b>Easting</b>	<b>Northing</b>	<b>Latitude (N)</b>	<b>Longitude (W)</b>
Tyson Park	775514.73	3983179.89	35°57'15"	83°56'43"
Sequoyah Park	773376.45	3980150.93	35°55'39"	83°58'12"
Jones Bend Blount County Park	769472.79	3974045.31	35°52'25"	84°00'55"
Keller Bend Park	766090.73	3969623.54	35°50'05"	84°03'15"
Louisville Point Park	766993.14	3968880.01	35°49'40"	84°02'40"
Admiral Farragut Park	763065.56	3971692.95	35°51'15"	84°05'13"
Carl Cowan Park	762747.75	3971374.74	35°51'05"	84°05'26"

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Recreational Areas	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Poland Creek Recreation Area	761977.28	3968575.49	35°49'35"	84°05'60"
Concord Park	759096.42	3972562.79	35°51'47"	84°07'50"
Yarberry Peninsular Recreation Area	751660.92	3962106.10	35°46'15"	84°12'58"
Lenoir City Park	749990.57	3965174.57	35°47'56"	84°14'01"
Loudon Marine Park	741489.04	3958122.16	35°44'15"	84°19'47"
Paint Rock Wildlife Management Area	728266.27	3963846.76	35°47'32"	84°28'27"
Long Island Wildlife Management Area	725541.62	3967261.70	35°49'25"	84°30'12"
Riley Creek Recreational Area	723496.94	3967672.69	35°49'40"	84°31'33"
Southwest Point Park	723227.26	3971366.01	35°51'40"	84°31'40"

### Transportation Routes

Transportation routes are typically indirectly affected by a spill event through the interruption of traffic flow. Other effects may include: oiling of pavement, vegetation, and soil; the creation of an oil slick on areas of open water; and potential fire hazards. Should human contact result from the spill, the potential route of exposure might include skin contamination, inhalation, or accidental ingestion. In addition to the emergency notifications detailed in Section B, responses to these effects may include strategic booming immediately around the spill area, evacuation of persons traveling the route, rerouting of traffic by authorized personnel, excavation of contaminated soil, suppression of flammable vapors, and decontamination of oiled structures, buildings, pavement, etc. The halting of river traffic in the case of a spill to a major waterway or rerouting vehicular traffic from business areas would likely result in economic impacts. Potential effects and specific response actions will depend on the nature of the released material.

Transportation Routes	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Interchange 385	773121.39	3983506.18	35°57'28"	83°58'18"
James E Karnes Bridge	775514.60	3982376.83	35°56'49"	83°56'44"
Cates Bridge	774566.38	3974171.32	35°52'24"	83°57'32"
Wrights Ferry (historical)	770435.69	3974599.01	35°52'42"	84°00'16"
Henrys Ferry (historical)	766458.55	3971609.26	35°51'09"	84°02'58"
Sapple Ferry (historical)	765911.49	3968908.47	35°49'42"	84°03'23"
Lowe Ferry (historical)	763474.91	3971427.52	35°51'06"	84°04'57"
Praters Ferry (historical)	758650.19	3968940.54	35°49'50"	84°08'12"
J Carmichael Greer Bridge	749212.21	3964257.63	35°47'27"	84°14'33"
Loudon Bridge	741272.28	3958702.50	35°44'34"	84°19'55"

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## Utilities

In the event that a spill impacts a utility line or right-of-way, the effects may include: oiling of pavement, vegetation, and structures; interruption of utility services to homes and businesses; the creation of an electrical hazard; and potential fire hazards. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. In addition to the emergency notifications detailed in Section B, responses to these effects may include strategic booming immediately around the spill area, evacuation of persons near the utility line or right-of-way, rerouting of traffic by authorized personnel away from the utility line or right-of-way, excavation of contaminated soil, suppression of flammable vapors, and decontamination of oiled structures, buildings, pavement, etc. Potential effects and specific response actions will depend on the nature of the released material.

There are no identified utilities at risk within the planning distance.

## Others Areas of Economic Importance

In the event that a spill impacts an area of economic concern, the effects may include: oiling of vegetation, soil, and structures; interruption of traffic flow to/from the area; and potential fire hazards. Should human contact result from the spill, the potential exposure routes might include skin contamination, inhalation, or accidental ingestion. Responses to these effects depend heavily on the nature of the sensitive area and potential routes of access for collection equipment, but may include strategic booming immediately around the spill area, evacuation, rerouting of traffic, excavation of contaminated soil, suppression of flammable vapors, and decontamination of oiled equipment, buildings, pavement, etc. Potential effects and specific response actions will depend on the nature of the released material.

Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Bethlehem Star Church	769695.10	3984016.83	35°57'48"	84°00'34"
Happy Home Cemetery	769917.75	3984116.96	35°57'51"	84°00'25"
Montwood Church	769814.85	3984174.88	35°57'53"	84°00'29"
Middlebrook Pike Church	770145.49	3983228.76	35°57'22"	84°00'17"
West View United Methodist Church	773408.36	3983977.15	35°57'43"	83°58'06"
WKGN-AM (Knoxville)	773229.19	3983262.96	35°57'20"	83°58'14"
Washburn Street Church	772819.64	3982724.88	35°57'03"	83°58'31"
Knott Cemetery	773482.89	3983177.55	35°57'17"	83°58'04"
Marble City Baptist Church	774013.61	3983070.78	35°57'13"	83°57'43"
First Church of Christ Science	774380.97	3982526.88	35°56'55"	83°57'29"
First United Methodist Church	774503.51	3982622.89	35°56'58"	83°57'24"
Tennessee Valley Unitarian Church	774772.84	3982847.89	35°57'05"	83°57'13"
Calvary Baptist Church	775046.11	3982917.53	35°57'07"	83°57'02"

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Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
WIMZ-AM (Knoxville)	774986.84	3983224.45	35°57'17"	83°57'04"
Second Presbyterian Church	775471.89	3982961.95	35°57'08"	83°56'45"
University of Tennessee Hospital Airport	775740.92	3981581.98	35°56'23"	83°56'36"
Looney Islands	774750.65	3980348.11	35°55'44"	83°57'17"
Barber Hill	774980.84	3979398.98	35°55'13"	83°57'09"
Cherokee Bluffs	773989.91	3979800.14	35°55'27"	83°57'48"
Wells Cemetery	772611.80	3979726.26	35°55'26"	83°58'43"
Peter Blow Bend	772213.52	3980423.66	35°55'49"	83°58'58"
Mount Pleasant Church	772170.13	3981008.75	35°56'08"	83°58'59"
Wallace Chapel African Methodist Episcopal Zion Ch	771786.16	3981274.55	35°56'17"	83°59'14"
Lyons Island	772541.19	3978767.78	35°54'55"	83°58'47"
Lyons Shoals	772470.15	3978611.19	35°54'50"	83°58'50"
Lake Hills Church	773301.70	3978513.68	35°54'46"	83°58'17"
Jones Cove	773070.85	3977857.88	35°54'25"	83°58'27"
McCarrell Cemetery	773948.24	3977916.22	35°54'26"	83°57'52"
Williams Island (historical)	774016.71	3976498.89	35°53'40"	83°57'51"
Williams Shoals	774219.95	3976444.12	35°53'38"	83°57'43"
Lyons Bend	773448.86	3975401.66	35°53'05"	83°58'15"
Volunteer Yacht Basin	774715.26	3974238.16	35°52'26"	83°57'26"
Thomas Fort (historical)	774419.39	3974043.46	35°52'20"	83°57'38"
Mount Zion Cemetery	772895.65	3972978.80	35°51'47"	83°58'40"
Badgetts Bar	772448.92	3974445.52	35°52'35"	83°58'56"
Little River Shoals	771954.99	3974985.60	35°52'53"	83°59'15"
Flenniken Cemetery	772064.34	3975513.21	35°53'10"	83°59'10"
Little River Islands (historical)	771554.05	3974973.24	35°52'53"	83°59'31"
Price Hollow	771399.11	3975924.75	35°53'24"	83°59'36"
Wright Bluff	770547.07	3975034.47	35°52'56"	84°00'11"
Wright Cemetery	770784.17	3974671.90	35°52'44"	84°00'02"
Bear Hollow	770724.37	3974175.83	35°52'28"	84°00'05"
Red Hollow	770208.98	3974623.16	35°52'43"	84°00'25"
Badgett Hollow	769529.80	3974664.57	35°52'45"	84°00'52"
Bearden Cemetery	769404.28	3974660.73	35°52'45"	84°00'57"
Jones Bend	769098.97	3973972.82	35°52'23"	84°01'10"
Jones Cemetery	768564.05	3974203.07	35°52'31"	84°01'31"
Jones Cemetery	768899.47	3973904.54	35°52'21"	84°01'18"
Post Oak Island (historical)	769408.30	3972871.63	35°51'47"	84°00'59"
Wrights Shoals	769909.57	3972916.94	35°51'48"	84°00'39"
George Cemetery	770707.54	3970627.91	35°50'33"	84°00'10"
Toole Bend	769410.37	3971174.65	35°50'52"	84°01'01"
Byerly Cemetery	768632.58	3970317.98	35°50'25"	84°01'33"

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Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Lewis Cemetery	767963.47	3970821.86	35°50'42"	84°01'59"
Beech Grove Church	768062.85	3972521.90	35°51'37"	84°01'53"
Jackson Bend	767574.57	3971242.09	35°50'56"	84°02'14"
Jones Chapel	765513.24	3972136.07	35°51'27"	84°03'35"
Neeley Hollow	765963.00	3972211.80	35°51'29"	84°03'17"
Keller Bend	765912.64	3969711.46	35°50'08"	84°03'22"
Louisville Church	767699.92	3968747.03	35°49'35"	84°02'12"
Logan Hill	767121.41	3967957.66	35°49'10"	84°02'36"
Louisville Post Office	766634.95	3968251.71	35°49'20"	84°02'55"
Saint Marks Church	766539.29	3968094.45	35°49'15"	84°02'59"
Sheep Pen Bluff	764758.87	3969645.70	35°50'07"	84°04'08"
Keller Bluff	764970.29	3970978.07	35°50'50"	84°03'58"
Bond Quarry	765377.21	3971638.87	35°51'11"	84°03'41"
Weatherspoon Island (historical)	764310.67	3971204.84	35°50'58"	84°04'24"
Stony Point	763651.08	3971401.68	35°51'05"	84°04'50"
Henson Island (historical)	761881.59	3970948.10	35°50'52"	84°06'01"
Russells Shoals	761605.14	3970971.00	35°50'53"	84°06'12"
Holston Cumberland Presbyterian Church (historical)	761030.17	3969163.80	35°49'55"	84°06'37"
Holston Cemetery	760980.47	3969162.33	35°49'55"	84°06'39"
Russell Bend	760359.62	3969761.46	35°50'15"	84°07'03"
McReynolds Island (historical)	759078.44	3971481.73	35°51'12"	84°07'52"
Turkey Creek Shoals	759091.97	3971883.02	35°51'25"	84°07'51"
Taliaferro Bend	758624.05	3970697.71	35°50'47"	84°08'11"
Concord Post Office	758336.85	3972787.05	35°51'55"	84°08'20"
Calloway Island (historical)	758403.66	3971369.77	35°51'09"	84°08'19"
Calloway Ridge	757958.39	3972004.17	35°51'30"	84°08'36"
Concord Quarry	757906.90	3972033.76	35°51'31"	84°08'38"
Taliaferro Island (historical)	758564.38	3969307.83	35°50'02"	84°08'15"
Early Cemetery	757744.44	3966415.46	35°48'29"	84°08'51"
Earley Island (historical)	758262.29	3965905.31	35°48'12"	84°08'31"
Chota Shoals	758397.82	3965539.47	35°47'60"	84°08'26"
Vinegar Valley	759686.84	3963602.74	35°46'56"	84°07'37"
Ishs Fort (historical)	758333.48	3964303.83	35°47'20"	84°08'30"
Ish Cemetery	758046.98	3964665.26	35°47'32"	84°08'41"
Friendsville Church	759397.43	3961466.54	35°45'47"	84°07'51"
Friends Church	758800.56	3961232.53	35°45'40"	84°08'15"
Choto Bend	757319.46	3965476.93	35°47'59"	84°09'09"
Parks Bend	756089.25	3965441.23	35°47'59"	84°09'58"
Saltpetter Bluff	756190.78	3966277.02	35°48'26"	84°09'53"
Keener Cemetery	754613.55	3966077.11	35°48'21"	84°10'56"

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Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Big Island (historical)	755500.58	3964931.15	35°47'43"	84°10'22"
Coulter Shoals	755308.80	3964616.91	35°47'33"	84°10'30"
Cane Island (historical)	755478.45	3963974.41	35°47'12"	84°10'24"
Leeper Bluff	755075.72	3961370.99	35°45'48"	84°10'43"
Leeper Cemetery	755033.07	3961092.14	35°45'39"	84°10'45"
Unitia Cemetery	755447.48	3959809.30	35°44'57"	84°10'30"
Unitia Presbyterian Church	755447.48	3959809.30	35°44'57"	84°10'30"
Prater Cemetery	754216.72	3961500.64	35°45'53"	84°11'17"
Sister Island Shoals	753343.02	3961291.27	35°45'47"	84°11'52"
Sister Islands (historical)	753065.46	3961344.41	35°45'49"	84°12'03"
Beals Chapel	753000.50	3962730.59	35°46'34"	84°12'04"
Booth Chapel	750228.67	3962096.60	35°46'16"	84°13'55"
Martel Church	751819.11	3966244.71	35°48'29"	84°12'47"
Bussell Shoals	750692.10	3963466.63	35°46'60"	84°13'35"
Jackson Cemetery	750326.43	3963055.42	35°46'47"	84°13'50"
South Holston Church	749814.11	3962516.84	35°46'30"	84°14'11"
Bell Canton Shoals	749617.05	3964145.79	35°47'23"	84°14'17"
Lakeview Cemetery	749857.10	3965448.40	35°48'05"	84°14'06"
Norton Islands (historical)	749293.30	3964044.50	35°47'20"	84°14'30"
Fort Loudoun Dam	749133.71	3964378.67	35°47'31"	84°14'36"
Bussell Island	748094.93	3962869.34	35°46'43"	84°15'19"
Nelson Street Baptist Church	747460.02	3964024.12	35°47'21"	84°15'43"
Hall Bend	748122.57	3961882.98	35°46'11"	84°15'19"
Tellico Dam	747696.07	3962766.01	35°46'40"	84°15'35"
Lenoirs Shoals	747451.09	3963437.59	35°47'02"	84°15'44"
Riverview Baptist Church	745905.43	3962993.67	35°46'49"	84°16'46"
Riverview Bend	746214.21	3962724.66	35°46'40"	84°16'34"
WLIL-AM (Lenoir City)	745911.80	3961852.40	35°46'12"	84°16'47"
WLIL-FM (Lenoir City)	745911.80	3961852.40	35°46'12"	84°16'47"
Saddle Dam 1	747392.94	3961924.75	35°46'13"	84°15'48"
Saddle Dam 2	747236.41	3961210.85	35°45'50"	84°15'55"
Huff Cemetery	747067.01	3960989.60	35°45'43"	84°16'02"
Wilkerson Field	746236.04	3961028.64	35°45'45"	84°16'35"
Saddle Dam 3	746998.79	3960710.10	35°45'34"	84°16'05"
Browder Bend	745795.01	3960615.55	35°45'32"	84°16'53"
Browder Cemetery	745646.22	3961444.19	35°45'59"	84°16'58"
Browder Island	744713.25	3961541.60	35°46'03"	84°17'35"
Huntsville Hollow	744849.77	3962069.46	35°46'20"	84°17'29"
Browder Bar	744756.22	3961820.38	35°46'12"	84°17'33"
Rock Quarry Bar	743157.19	3959647.82	35°45'03"	84°18'39"
Carmichael Island	743618.81	3958395.84	35°44'22"	84°18'22"

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Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Sycamore Hollow	744051.69	3958192.34	35°44'15"	84°18'05"
Blair Bluff	743170.79	3957304.30	35°43'47"	84°18'41"
Loudon County	742682.16	3957691.74	35°43'60"	84°19'00"
Winding Shoals	742321.00	3957126.70	35°43'42"	84°19'15"
Mount Olive Baptist Church	740756.61	3958225.48	35°44'19"	84°20'16"
Loudon United Methodist Church	740653.71	3958314.84	35°44'22"	84°20'20"
Loudon Church of the Nazarene	740927.96	3958415.56	35°44'25"	84°20'09"
Loudon County Courthouse	740825.90	3958473.85	35°44'27"	84°20'13"
Carmichael Inn Museum	740800.58	3958473.16	35°44'27"	84°20'14"
First Baptist Church	740674.00	3958500.81	35°44'28"	84°20'19"
Loudon Post Office	740798.89	3958535.29	35°44'29"	84°20'14"
Loudon City Hall	740868.11	3958752.57	35°44'36"	84°20'11"
Harrison Island	741237.06	3959996.16	35°45'16"	84°19'55"
Loudon Shoals	741029.50	3960207.02	35°45'23"	84°20'03"
Potters Field Cemetery	740618.95	3961460.49	35°46'04"	84°20'18"
New Providence Baptist Church	739334.67	3962473.80	35°46'38"	84°21'08"
Hotchkiss Valley	739423.04	3961983.22	35°46'22"	84°21'05"
Creseys Island (historical)	739265.95	3961300.59	35°46'00"	84°21'12"
Creseys Shoals	739246.47	3961083.56	35°45'53"	84°21'13"
Harrison Cemetery	740152.96	3960091.06	35°45'20"	84°20'38"
Loudon Cumberland Presbyterian Church	740623.35	3958499.44	35°44'28"	84°20'21"
Sweet Water Shoals	736925.63	3960466.03	35°45'35"	84°22'46"
Sweetwater Island	736791.69	3960771.10	35°45'45"	84°22'51"
Doughty Cemetery	736236.45	3961774.39	35°46'18"	84°23'12"
Matlock Island	735663.62	3961573.71	35°46'12"	84°23'35"
Hines Valley	735521.64	3962217.21	35°46'33"	84°23'40"
Matlock Cemetery	734841.10	3961336.47	35°46'05"	84°24'08"
Bogarts Shoals	734414.26	3962249.99	35°46'35"	84°24'24"
Matlock Bend	733954.88	3961590.57	35°46'14"	84°24'43"
Pond Creek Shoals	732945.41	3961717.17	35°46'19"	84°25'23"
Pond Creek Island (historical)	732849.90	3961530.36	35°46'13"	84°25'27"
Bacon Shoals	732836.01	3961129.20	35°46'00"	84°25'28"
Wilson Cemetery	732828.89	3958507.77	35°44'35"	84°25'31"
Barber Shaft Ridge	728184.63	3960205.47	35°45'34"	84°28'34"
Marble Bluff	730861.71	3960676.73	35°45'47"	84°26'47"
Brabson Cemetery	731726.44	3962210.31	35°46'36"	84°26'11"
Wilson Island Shoals	731248.29	3962227.79	35°46'37"	84°26'30"
Wilson Island	731041.13	3962469.95	35°46'45"	84°26'38"
Greasy Run Valley	730570.64	3965109.98	35°48'11"	84°26'54"
Paint Rock Bluff	730164.46	3963340.83	35°47'14"	84°27'12"
Muecke Cemetery	729572.43	3963880.55	35°47'32"	84°27'35"

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Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Byrd Cemetery	728759.63	3962256.38	35°46'40"	84°28'09"
Bush Island	728964.72	3964050.21	35°47'38"	84°27'59"
Tennessee Chapel	728184.33	3962148.28	35°46'37"	84°28'32"
Hickey Cemetery	727213.08	3960828.83	35°45'55"	84°29'12"
Seven Islands	728312.11	3964033.34	35°47'38"	84°28'25"
Huffine Island	728146.18	3963628.29	35°47'25"	84°28'32"
Seven Islands Shoals	727557.59	3964074.97	35°47'40"	84°28'55"
Tennessee Church	728284.92	3966067.62	35°48'44"	84°28'24"
Stamp Creek Valley	725379.42	3965715.54	35°48'35"	84°30'20"
Round Island (historical)	725485.37	3966489.81	35°49'00"	84°30'15"
Johnston Valley	725939.65	3967395.10	35°49'29"	84°29'56"
Long Island	725542.42	3967230.64	35°49'24"	84°30'12"
Neergaard Cemetery	725830.00	3968748.93	35°50'13"	84°29'59"
Pisgah Ridge	725145.38	3969008.99	35°50'22"	84°30'26"
Ebben Island (historical)	723909.33	3968238.21	35°49'58"	84°31'16"
Slave Cemetery	723545.09	3967734.96	35°49'42"	84°31'31"
Wilker Ridge	723005.07	3966241.49	35°48'54"	84°31'54"
Meadowlake Airport	722328.61	3967180.29	35°49'25"	84°32'20"
Roane County	722757.14	3970120.76	35°51'00"	84°31'60"
Wester Bluff	722625.37	3970363.89	35°51'08"	84°32'05"
Biss Cemetery	723008.90	3970064.94	35°50'58"	84°31'50"
Slave Cemetery	722558.46	3971010.53	35°51'29"	84°32'07"
South West Point	722973.87	3971451.75	35°51'43"	84°31'50"
Center Cemetery	721285.45	3971717.87	35°51'53"	84°32'57"
Marney Bluff	721022.06	3968196.59	35°49'59"	84°33'11"
Riley Cemetery	721537.71	3966667.53	35°49'09"	84°32'52"
Winchester Hollow	722254.65	3966130.46	35°48'51"	84°32'24"
Hood Cemetery	719906.58	3967613.69	35°49'41"	84°33'56"
Chapman Grove Church	718545.26	3966839.48	35°49'17"	84°34'51"
Caney Creek Island (historical)	717507.37	3969188.38	35°50'34"	84°35'30"
Caney Fork Church (historical)	716949.69	3970439.06	35°51'15"	84°35'51"
Bowers Cemetery	716131.27	3970018.24	35°51'02"	84°36'24"
Bowman Cemetery	716105.39	3970078.66	35°51'04"	84°36'25"
Caney Shoals	716457.12	3969039.35	35°50'30"	84°36'12"
Delaney Cemetery	715652.58	3969080.73	35°50'32"	84°36'44"
Joiner Hollow	714389.03	3968371.71	35°50'10"	84°37'35"
Turner Bar	715894.54	3967390.43	35°49'37"	84°36'36"
Picket Cemetery	716184.13	3965825.63	35°48'46"	84°36'26"
Butler Cemetery	716642.37	3964541.38	35°48'04"	84°36'09"
Shields Cemetery	716859.62	3963868.44	35°47'42"	84°36'01"
Suck-egg Hollow	716513.29	3963644.60	35°47'35"	84°36'15"
Shields Bar	715248.06	3964014.47	35°47'48"	84°37'05"
Hagler Cemetery	715899.53	3963074.57	35°47'17"	84°36'40"

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Other Areas of Economic Importance	UTM Coordinates		Standard Coordinates	
	Easting	Northing	Latitude (N)	Longitude (W)
Brown Cemetery	715441.02	3962291.89	35°46'52"	84°36'59"
Shields Dam (historical)	714896.77	3962988.00	35°47'15"	84°37'20"
Claude Reed Dam	715734.17	3961620.78	35°46'30"	84°36'48"
Jackson Cemetery	714895.41	3962001.12	35°46'43"	84°37'21"
Brown Cemetery	714324.44	3961709.76	35°46'34"	84°37'44"
Johnson Bend	713580.92	3963356.87	35°47'28"	84°38'12"
Mans Hollow	713648.60	3960552.29	35°45'57"	84°38'12"
Hornsby Cemetery	713660.48	3960059.72	35°45'41"	84°38'12"
Ellis Cemetery	712587.65	3961822.18	35°46'39"	84°38'53"
Ellis Cemetery	713028.65	3963343.56	35°47'28"	84°38'34"
Union Star Cemetery	711767.16	3962542.91	35°47'03"	84°39'25"
Kings Bar	712252.60	3963232.78	35°47'25"	84°39'05"
Perry Cemetery	711472.89	3963275.16	35°47'27"	84°39'36"
White Bluff	711918.39	3964612.32	35°48'10"	84°39'17"

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## **ANALYSIS FOR THE POTENTIAL FOR AN OIL SPILL**

### **Oil Spill History**

To our knowledge, there has never been a reportable spill from the terminal.

### **Horizontal Range of a Potential Spill**

The horizontal range of a spill is as indicated in the beginning of this section, beneath the heading “**PLANNING DISTANCE CALCULATION**”. Spills move with time, therefore, immediate action should be taken to minimize the potential impact and damage that a spill may have on an area. Oil moves across the surface of the water as a result of wind and current. It is important to have knowledge of tides, currents, prevailing winds, and other factors which will permit the prediction of how and where a slick will move.

### **Site Conditions**

The Knoxville Terminal is situated in Knox County, Tennessee.

See Section G for a plot plan of the Terminal and tank farm. The tank farm is not directly located on a navigable waterway.

The area in the vicinity of the Terminal consists of residential and industrial properties.

The weather is typical south-mideastern climate, with four mild seasons. Prevailing winds are from the southwest. Wind speeds average five to ten miles per hour. Rainfall occurs throughout the year and produces an annual average of approximately 40 inches annually.

### **Geographic Boundaries**

The Terminal is bordered by Knott Road on the northeast, L&N Railroad to the southeast, and by industrial and residential properties on the remainder of the boundaries.

### **Trajectory Analysis**

Assumptions:

- Slicks move with the wind at approximately three to four percent of the wind velocity.
- When the wind velocity is low or wind is absent, the slick will tend to move with the current at about the same velocity and in the same direction as the current.
- When the wind is blowing, the slick will be affected by both water and wind currents, and the movement of the slick will be a function of both forces.

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- When the wind direction is opposite to the current, the wind may reduce or possibly reverse the oil slick velocity at the surface.
- When high rainfall creates fast currents, wind will have little effect, if any, on slick movement. The slick will move at the same velocity and direction of the fast current.

A computer model may be used to estimate spill movements. Aerial surveillance provides the most effective means of determining spill size, location, and movement. Frequent helicopter and/or fixed wing aircraft overflights may be utilized for surveillance purposes.

Facility drainage information describing the movement of a released product over land or water may be found in Section C.

### **Vulnerability to Natural Disaster**

Normal communications with area Disaster Services agencies will address planning contingencies for events such as, but not limited to the following:

Storage tanks can be vulnerable to damage by very heavy rains if sufficient storm water accumulates in the tank's secondary containment, increasing the tank's buoyancy. Storage tanks can also be affected by very strong winds which can cause the tank to collapse. Both situations can be prevented by increasing the inventory in the tank to adequately anchor the system.

### **Tank Age and Other Factors Influencing the Potential for an Oil Spill**

Information regarding tank ages at this Terminal may be found in Section H. No other factors were noted.

## **EPA REGULATED DISCHARGES**

### **Small Case Discharge**

#### **Small Spill Response Resources**

This facility does have DOT/PHMSA regulated pipeline segment from the nearby Plantation Pipe Line Station and the DOT/PHMSA Response Plan is integrated into this EPA FRP. The EPA small discharge amount for this facility is 2100 gallons.

From 40 CFR 112, Appendix E, the required small response resources consist of the following:

- 1000' of containment boom deployable within an hour of the detection of an oil discharge
- Oil recovery devices with an effective daily recovery capacity equal to 2100 gallons available within 2 hours of the detection of an oil discharge
- Daily oil storage capacity of 4200 gallons available for recovered oily material.

These resources are available from the small resource provider HEPACO.

A spill of this size could occur in one of six areas.

- Loading or Unloading of Surface Transportation
- Facility Maintenance
- Facility Piping
- Pumping Stations and Sumps
- Oil Storage Tanks
- Vehicle Refueling

#### **Small Spill Scenarios & Factors**

##### **Loading or Unloading of Surface Transportation**

###### **Loading or Unloading of Surface Transportation Small Spill Scenarios**

The load rack has secondary containment that flows to an oil water separator and any small spill would likely be contained in the system. Additionally, the load rack is covered with a canopy and water would not likely flow onto the pad. There are catch basins to the west of the load rack that do flow offsite in underground drainage so any product that spilled out of containment to the west would be potentially released.

Age and condition of surface transportation loading components

The surface loading components are in good condition.

Estimate of size of a small case discharge that could occur in this area

If a small case discharge were to occur during the loading or unloading of surface transportation, the spill would likely be 50 barrels (2,100 gallons).

Proximity to downgradient wells, waterways, and drinking water intakes

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for well, waterway, and water intake information.

Proximity to fish and wildlife and sensitive environments

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for fish, wildlife, and sensitive environment information.

Likelihood that the discharge will travel off-site

If a small case discharge were to occur during the loading or unloading of surface transportation, it is unlikely for any released material to travel off-site. Loading or unloading of surface transportation occurs within curbed areas which drains to an underground oil/water separator. The spilled material would remain in the truck unloading area.

Location of the material spilled

If a small case discharge were to occur during the loading or unloading of surface transportation, the spilled material would be contained within the curbed loading area and would drain into an oil/water separator. The spilled material would remain in the truck unloading area.

Material discharged

If a small case discharge were to occur during the loading or unloading of surface transportation, the released material would be gasoline, fuel oil, kerosene, ethanol, transmix, or additive.

Weather or aquatic conditions

If a small case discharge were to occur during the loading or unloading of surface transportation, the released material would not be affected by weather or aquatic conditions. The curbed loading area will contain a small spill.

Available remediation equipment

A full listing of emergency equipment at this Terminal is provided in the Action Plan and Section L.

Probability of a chain reaction of failures

If a small case discharge were to occur during the loading or unloading of surface transportation, there is little probability of a chain reaction of failures. A truck spill is not likely to trigger additional discharges.

Direction of spill pathway

If a small case discharge were to occur during the loading or unloading of surface transportation, the released material would likely remain in the truck unloading area.

**Facility Maintenance****Facility Maintenance Small Spill Scenarios**

Generally, any spill during facility maintenance would be small and should be immediately noticed.

Estimate of size of a small case discharge that could occur in this area

If a small case discharge were to occur during facility maintenance activities, the spill would likely be up to 50 barrels (2,100 gallons).

Proximity to downgradient wells, waterways, and drinking water intakes

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for well, waterway, and water intake information.

Proximity to fish and wildlife and sensitive environments

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for fish, wildlife, and sensitive environment information.

Likelihood that the discharge will travel off-site

If a small case discharge were to occur during facility maintenance activities, it is unlikely for any released material to travel off-site. All equipment subject to maintenance is contained within a secondary containment area.

Location of the material spilled

If a small case discharge were to occur during facility maintenance activities, the spilled material would be contained within adequate secondary containment.

Material discharged

If a small case discharge were to occur during the loading or unloading of surface transportation, the released material would be gasoline, fuel oil, kerosene, ethanol, transmix, or additive.

*Weather or aquatic conditions*

If a small case discharge were to occur during facility maintenance activities, the released material would not be affected by weather or aquatic conditions. The potentially affected equipment is contained within adequate secondary containment.

*Available remediation equipment*

A full listing of emergency equipment at this Terminal is provided in the Action Plan and Section L.

*Probability of a chain reaction of failures*

If a small case discharge were to occur during facility maintenance activities, there is little probability of a chain reaction of failures. The Terminal has in place a program to isolate equipment undergoing maintenance from the process flow (Lock Out-Tag Out Program).

*Direction of spill pathway*

If a small case discharge were to occur during facility maintenance activities, the released material would likely drain to the secondary containment area.

**Facility Piping****Facility Piping Small Spill Scenarios***Age and condition of facility piping components*

All lines are in good condition.

*Estimate of size of a small case discharge that could occur in this area*

If a small case discharge were to occur within facility piping, the spill would likely be 50 barrels (2,100 gallons).

*Proximity to downgradient wells, waterways, and drinking water intakes*

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for well, waterway, and water intake information.

*Proximity to fish and wildlife and sensitive environments*

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for fish, wildlife, and sensitive environment information.

*Likelihood that the discharge will travel off-site*

If a small case discharge were to occur within facility piping, it is unlikely for any released material to travel off-site. The piping covered under this FRP is contained within adequate secondary containment.

Location of the material spilled

If a small case discharge were to occur within facility piping, the spilled material would remain on the ground or in a drain system that is contained.

Material discharged

If a small case discharge were to occur within facility piping, the released material would be gasoline, fuel oil, kerosene, transmix, or additive.

Weather or aquatic conditions

If a small case discharge were to occur within facility piping, the released material would be not affected by weather or aquatic conditions. A small case discharge would be contained within adequate secondary containment.

Available remediation equipment

A full listing of emergency equipment at this Terminal is provided in the Action Plan and Section L.

Probability of a chain reaction of failures

If a small case discharge were to occur within facility piping, there is little probability of a chain reaction of failures. Piping to all tanks are separated by block valves at piping manifolds. If one pipe fails, it would be segregated from other piping by block valves.

Direction of spill pathway

If a small case discharge were to occur within facility piping, the spilled product would move in all directions, but would be contained by curbing or dikes.

## **Pumping Stations and Sumps**

### **Pumping Station and Sumps Small Spill Scenarios**

Age and condition of pumping stations and sumps

The components used in pumping stations and/or sumps are in good condition.

Estimate of size of a small case discharge that could occur in this area

If a small case discharge were to occur within pumping stations and/or sumps, the spill would likely be 50 barrels (2,100 gallons).

Proximity to downgradient wells, waterways, and drinking water intakes

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for well, waterway, and water intake information.

Proximity to fish and wildlife and sensitive environments

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for fish, wildlife, and sensitive environment information.

*Likelihood that the discharge will travel off-site*

If a small case discharge were to occur within pumping stations and/or sumps, it is unlikely that any released material would travel off-site.

*Location of the material spilled*

If a small case discharge were to occur within pumping stations and/or sumps, the spilled material would be contained within close proximity of the pump or sump.

*Material discharged*

If a small case discharge were to occur within pumping stations and/or sumps, the released material would be gasoline, fuel oil, kerosene, transmix, or additive.

*Weather or aquatic conditions*

If a small case discharge were to occur within pumping stations and/or sumps, the released material would not be affected by weather or aquatic conditions due to the location of the pumps and sumps.

*Available remediation equipment*

A full listing of emergency equipment at this Terminal is provided in the Action Plan and Section L.

*Probability of a chain reaction of failures*

If a small case discharge were to occur within pumping stations and/or sumps, there is little probability of a chain reaction of failures. Each pump is segregated by piping manifolds and block valves.

*Direction of spill pathway*

If a small case discharge were to occur within pumping stations and/or sumps, released material would likely move in all directions, but would be contained by curbs or dikes.

## **Oil Storage Tanks**

### **Oil Storage Tanks Small Spill Scenarios**

*Age and condition of oil storage tank components*

The ages and reasons for past failures of all tanks may be found in Section H.

*Estimate of size of a small case discharge that could occur in this area*

If a small case discharge were to occur from the failure of oil storage tanks, the spill would likely be 50 barrels (2,100 gallons).

*Proximity to downgradient wells, waterways, and drinking water intakes*

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for well, waterway, and water intake information.

*Proximity to fish and wildlife and sensitive environments*

Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for fish, wildlife, and sensitive environment information.

*Likelihood that the discharge will travel off-site*

If a small case discharge were to occur from the failure of oil storage tanks, it is unlikely for any released material to travel off-site. All storage tanks are contained within a dike area.

*Location of the material spilled*

If a small case discharge were to occur from the failure of oil storage tanks, the spilled material would drain into and be contained in the confines of the diked area around the tanks.

*Material discharged*

If a small case discharge were to occur from the failure of oil storage tanks, the released material would be gasoline, fuel oil, kerosene, transmix, or additive.

*Weather or aquatic conditions*

If a small case discharge were to occur from the failure of oil storage tanks, the released material would not be affected by weather or aquatic conditions. The diked area around the tanks would contain the release.

*Available remediation equipment*

A full listing of emergency equipment at this Terminal is provided in the Action Plan and Section L.

*Probability of a chain reaction of failures*

If a small case discharge were to occur from the failure of oil storage tanks, there is little probability of a chain reaction of failures. No manifolded tanks exist at this Terminal. The tanks are connected by piping, but they are segregated by piping manifolds and block valves.

*Direction of spill pathway*

If a small case discharge were to occur from the failure of oil storage tanks, the released material would move in all directions around the tanks, but would be contained within the diked areas.

## **Vehicle Refueling**

### **Vehicle Refueling Small Spill Scenarios**

No vehicle refueling occurs at this Terminal.

## Medium Case Discharge

### Medium Spill Response Resources

This facility does have DOT/PHMSA regulated pipeline segment from the nearby Plantation Pipe Line Station and the DOT/PHMSA Response Plan is integrated into this EPA FRP. The EPA medium discharge for this facility is 36,000 gallons.

This is not a designated high volume port area so the required response time is 12 hours.

From 40 CFR 112, Appendix E, the required medium discharge response resources consist of the following:

- Sufficient quantity of containment boom available to arrive within the response times for oil collection and containment and for protection of fish and wildlife and sensitive environments.
- Oil recovery devices with a daily recovery rate equal to 50 percent of the planning volume (18,000 gallons) available within the response times
- Daily oil storage capacity of 36,000 gallons available for recovered oily material.

These resources are available from the medium spill OSROs listed in Section F of this FRP.

### Medium Spill Scenarios & Factors

A release of this size would result in the same scenarios and factors as described for a small case discharge with the following exceptions.

A medium case discharge could occur as a result of a piping failure at the pipeline receipt manifold. The receipt manifold is located outside the diked area at Tanks 30-2 and 20-3. There are no containment dikes around the manifold area. Should a release occur at this area, product would flow southward across Terminal property to the driveway, then to Knott Road along a drainage ditch to CSX Railroad. The delivery manifold is located adjacent to the loading rack.

## Worst Case Discharge

### Worst Case Discharge Spill Response Resources

This facility does have DOT/PHMSA regulated pipeline segment from the nearby Plantation Pipe Line Station and the DOT/PHMSA Response Plan is integrated into this EPA FRP.

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This is not a designated high volume port so the required response time is 12 hours for Tier 1 resources, 36 hours for Tier 2 resources, and 60 hours for Tier 3 resources.

From the Attachments to Appendix E, Attachment E-1 calculations earlier in this section:

<b>On Water Recovery Capacity*</b>	<b>Tier 1</b>	<b>Tier 2</b>	<b>Tier 3</b>
Gasoline [Group I Oil]	3,452	4,603	6,904
Diesel Oil [Group II Oils]	4,239	5,652	8,478
<b>Shoreline Recovery Capacity*</b>			
Gasoline [Group I Oil]	11,507		
Diesel Oil [Group II Oils]	37,679		

\*All volumes calculated in barrels and calculations are shown earlier in Section D.

From 40 CFR 112, Appendix E, the required WCD response resources consist of the following:

- The above indicated on-water oil recovery capacity in barrels per day to arrive on-scene within the time for each response tier.
- Shoreline recovery capacity as shown above.
- Firefighting resources.
- Sufficient quantities of boom for the protection of fish and wildlife and sensitive environments within the area potentially impacted by a worst case discharge from the facility.
- Daily oil storage capacity equal to twice on-water recovery capacity noted above.

As indicated in Section F of this FRP, all contracted WCD OSROs are USCG-classified indicating they have adequate resources for responding to a WCD for the designated USCG COTP location.

### WCD Scenarios

No tanks at this Terminal are manifolded together.

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No vehicular traffic will be allowed in areas of vapors. Only trained personnel will enter the contaminated area for the recovery process.

Whenever petroleum products are released, the potential for fire and/or explosion exists.

Released product is likely to be in areas:

- Remaining in the tank
- Contained within the tank dike
- On land, but outside the containment area
- On water, or in a pathway that could contaminate water with continued inclement weather

In the event of a spill of this size, the Terminal Manager would be notified, the Terminal Response Team would be alerted, and this Plan would be activated.

The Terminal Response Team would begin control and containment efforts.

The OSRO contractor(s) would be called to contain, recover, and clean up.

### **Planning Factors for the Worst Case Discharge**

#### *Size of a worst case discharge*

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#### *Proximity to downgradient wells, waterways, and drinking water intakes*

There are no known wells in the drainage path. Drainage flows to Third Creek, then the Tennessee River. There are municipal and industrial water intakes on the Tennessee River. Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for more well, waterway and water intake information.

Proximity to fish and wildlife and sensitive environments

There are no designated vulnerable or sensitive areas in the drainage path. Please refer to the Vulnerability Analysis/Sensitive Areas portion of this section for fish and wildlife and environment information.

Likelihood that the discharge will travel off-site

In the event of a WCD, there is the likelihood of an offsite release.

Location of the material spilled

Initially into containment and then offsite in the drainage path.

Material discharged

The Worst Case Discharge material is gasoline.

Weather or aquatic conditions

Storm water runoff would exacerbate any release off site.

Available remediation equipment

The terminal has limited spill reponse equipment. A full listing of emergency equipment at this Terminal is provided in Section L. OSROs would be expected to provide the bulk of any spill reponse equipment requirements.

Probability of a chain reaction of failures

In the event of a WCD, the likelihood of a chain event of failures is anticipated.

Direction of spill pathway

Drainage path from the terminal is in above ground ditches heading to the northeast to Third Creek, and then southeast in Third Creek to the Tennessee River.

## Potential for Other Equipment Failure, Type & Control

Source	Product	Capacity Gal.	Dimensions (Hgt. x Diameter)	Failure/Cause	Secondary Containment
Drum Storage	Petroleum Products	55		R/ML	Spill pallets, Curbing, O/W Separator, Dike
Tanker Truck Unloading/Loading Rack	Gasoline, Ethanol, Additive	10,000	Portable Tank Trailer	OF/R/ML	Curbing, Ramped Pad, Drains, O/W Separator
Tanker Truck Unloading Area	Gasoline additive	6,000	Portable Tank Trailer	OF/R/ML	Curbing, Spill Pans
Vapor Recovery Unit	All Products	N/A		R/ML	Curbed Pad
Aboveground Product Lines	All Products			R	Dike
Pad Mounted Transformer	Transformer Oil	60 gallons (est)		R/L	None
OF = Over fill			R = Rupture		ML = Major Leak

### Discussion:

1. There is one loading rack, which consists of four lanes. The loading rack is designed and constructed of concrete with curbing to contain a spill and drain to trench drains. Any hydrocarbon/water mixture collected under the loading rack passes from the trench drain system to a trash trap then through an oil/water separator and is pumped to either a petroleum contact water tank or a transmix tank.

All persons loading are instructed to stand by the loading controls at all times during loading operation. When loading a truck at the load rack, the flow rate is 560 gpm per load arm and when unloading a truck of returned product the flow rate is 300 gpm.

All tank trailers loading at this facility are required to be equipped with overflow sensing devices which automatically shut down flow of product.

2. The product lines at the facility are below ground. The flow rates through the lines vary from 1,500 gpm to 2,000 gpm. The lines aboveground are inspected on a daily basis. Any failure from the aboveground lines would be contained within the dike areas.
3. Drum storage is currently in Lane 4, with all empty drums stored in an undiked area adjacent to the wastewater accumulation tanks. If a waste container larger than a drum is stored, it will be stored in the dike area of Tank O-10-10.

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## **ARRANGEMENT WITH STATE AND LOCAL AGENCIES**

MPC has made arrangements with various state and local agencies to coordinate emergency services. Contact names and phone numbers of emergency response agencies are listed in Section B.

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**KNOXVILLE LP VULNERABILITY DIAGRAMS**  
**(FOLLOWING PAGES)**

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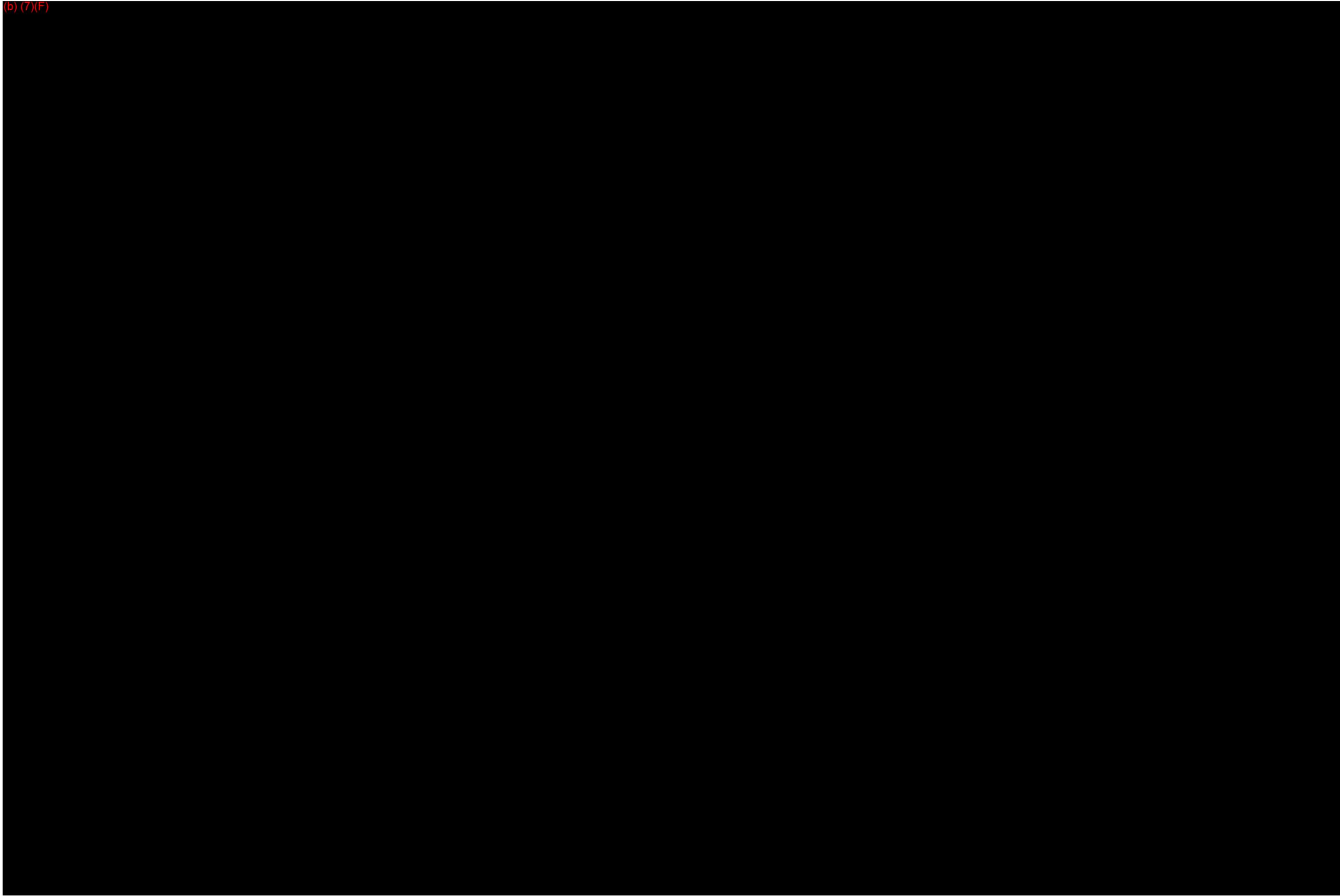


















## Section E: Evacuation Plan

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## OSHA Emergency Action Plan

This plan is meant to meet the requirements of the written emergency action plan in 29 CFR 1910.38 *Emergency action plan*.

Procedures for reporting a fire or other emergency - In the event of an emergency, the person observing the emergency shall communicate immediately with other persons at the terminal and alert them of the incident. The Terminal Manager or senior person present at the terminal shall take charge of responding to the incident. The Emergency Action Guides in the FRP shall serve as the basis for taking action in the event of a fire/explosion, product release, tornado or heavy weather, or security incident. There is also a guide for a General Emergency which provides guidance for any unexpected type of emergencies.

Procedures for emergency evacuation - The Terminal Manager or senior person present at the terminal shall determine the need for an evacuation and order an evacuation, if determined necessary. Evacuation routes are shown in the FRP Evacuation Plan Diagram. In addition, each building has a diagram showing exit routes. Exit signage within the normally occupied indicates exits within each building. If an evacuation is ordered, employees shall proceed to the designated mustering area.

Procedures to be followed by employees who remain to operate critical plant operations before they evacuate – There are no critical operations that would require any employees to remain at the terminal in the event of an evacuation.

Procedures to account for all employees after evacuation – The Terminal Manager or senior person present at the employee will take a head count at the mustering location to ensure all employees have evacuated.

Procedures to be followed by employees performing rescue or medical duties – The Facility Manager at each location shall conduct an assessment to determine their response capabilities.

If the following criteria are not met, all employees shall be first aid and CPR trained:

- If responder is located greater than 10 miles from location or;
- If the responder station is not manned at all times during a 24-hour, 7 days/week period.
- Please note: Employees trained in first aid and CPR shall provide medical assistance on a voluntary basis and only if they feel proficient in the treatment to be administered. The procedures established in the Bloodborne Pathogen Control Policy (TTMHES401) shall be followed.

AED's - For further detailed information see MPC HES Standard 414 Automatic External Defibrillator Protocol.

Name of employee who can be contacted for additional information on the emergency action plan – The Terminal Manager can be contacted by any employee who needs more information.

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Employee alarm system – If the terminal has 10 or less employees, word of mouth, cell phones, or intrinsically safe radios will be used to communicate the nature of the emergency and the required actions. This satisfies the requirements of 29 CFR 1910.165(d) for an employee alarm system.

Training – If there are 10 or less employees at the terminal, the Terminal Manager or senior person present at the terminal shall train all personnel as scheduled below in how to conduct a safe and orderly evacuation.

Training Schedule – Employees shall be trained on this plan when the employee is first assigned to the terminal, when any employee's responsibilities under the plan change, when the plan changes, and at least annually.

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## EVACUATION PLAN

In the event Terminal evacuation becomes necessary, the following Plan should be followed to ensure employee/visitor safety. Announcement of an evacuation will be made by the Terminal Manager or Designated Alternate.

It shall be the Terminal Manager or Designated Alternate's responsibility to train each employee annually on the proper evacuation procedures.

The Terminal will cooperate with local officials during any evacuation of the area. In the event of a community evacuation, the Knox County Local Emergency Planning Committee will be in control of the evacuation.

### The following safety authorities shall be notified:

- 911 Central Dispatch
- Knoxville Fire Department
- Knoxville Police Department
- Knox County Police

### The local public safety authorities may need to establish traffic control at:

- Corner of Knott Road and Middlebrock Pike about .25 mile to the southeast of the terminal.

### Spill equipment and Fire Department staging areas are:

- Northwest of the Terminal Office building
- Fleet Transport Company

### Evacuation centers are:

- Penn Tank Lines  
Middlebrock Pike
- I-640 Plaza on Wester Avenue

### Medical treatment is available at:

Baptist Health System  
137 Blount Avenue  
Knoxville, TN  
865/632-5011

Children's Hospital  
2018 Clinch Avenue  
Knoxville, TN  
865/541-8000

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Knox County Health Department  
Main Health Center, 140 Dameron Avenue  
Knoxville, TN  
865/215-5000

Fort Sanders Regional Medical Center  
1901 Clinch Ave.  
Knoxville, TN 37916  
865/541-1111

Fort Sanders Park West Hospital  
9352 Park West Blvd.  
Knoxville, TN  
865/373-1000

St. Mary's Medical Center  
900 Oak Hill Avenue, NE  
865/545-8000

The University of Tennessee Medical Center  
1924 Alcoa Highway  
Knoxville, TN  
865/305-9000

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## **TERMINAL OFFICE BUILDING(S)**

If immediate evacuation of the office area becomes necessary, please try to use the main entrance. If this is not possible, the rear door should be used. Everyone should go to the mustering point, which is located in the parking lot to be accounted for and receive any additional information that may be necessary for their safety.

The Terminal Manager or the Designated Alternate will be responsible for taking the head count and administering instructions.

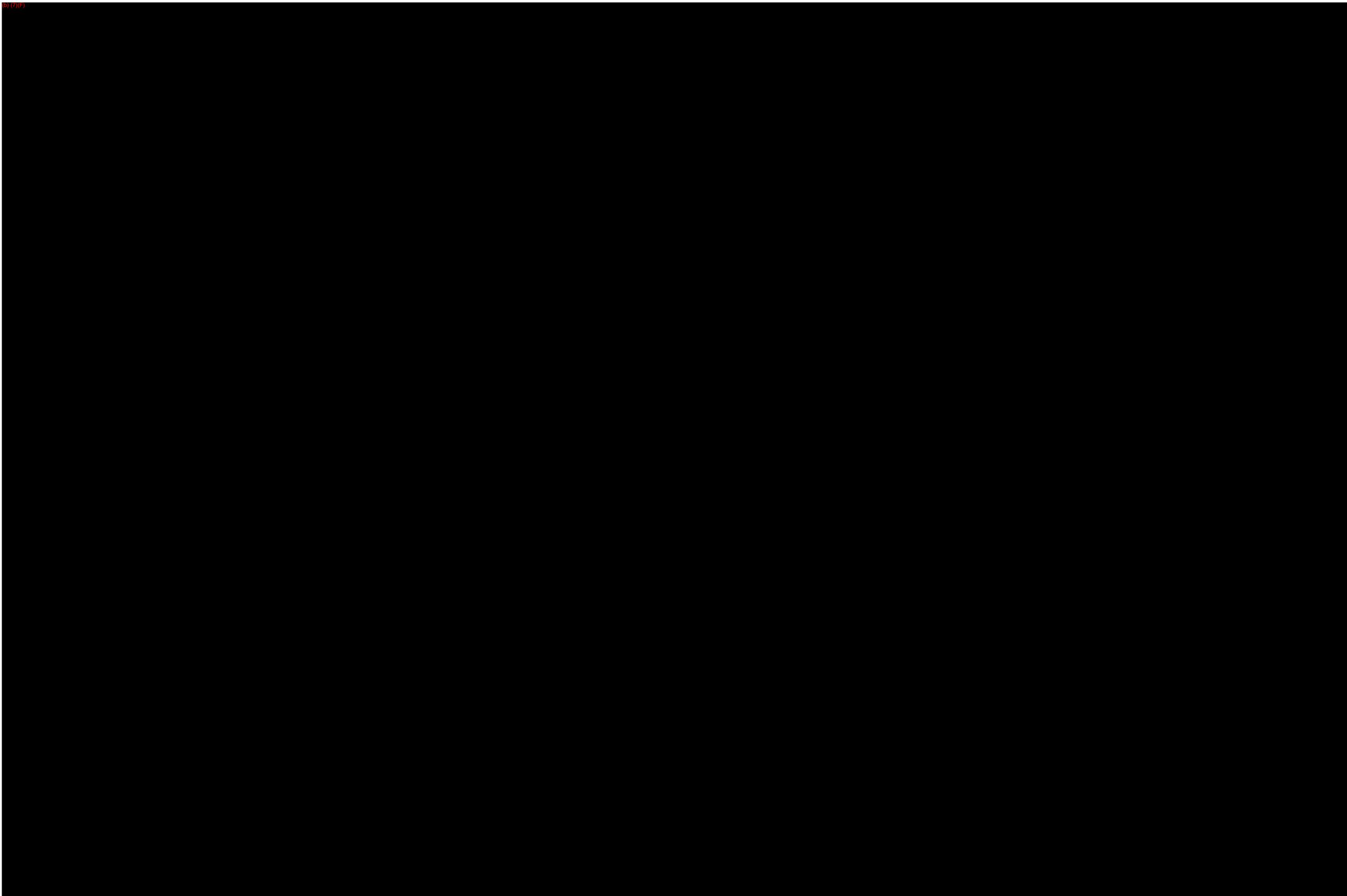
Following this write up is a diagram of the Terminal Office.

The Evacuation Plan Terminal Office Diagram details:

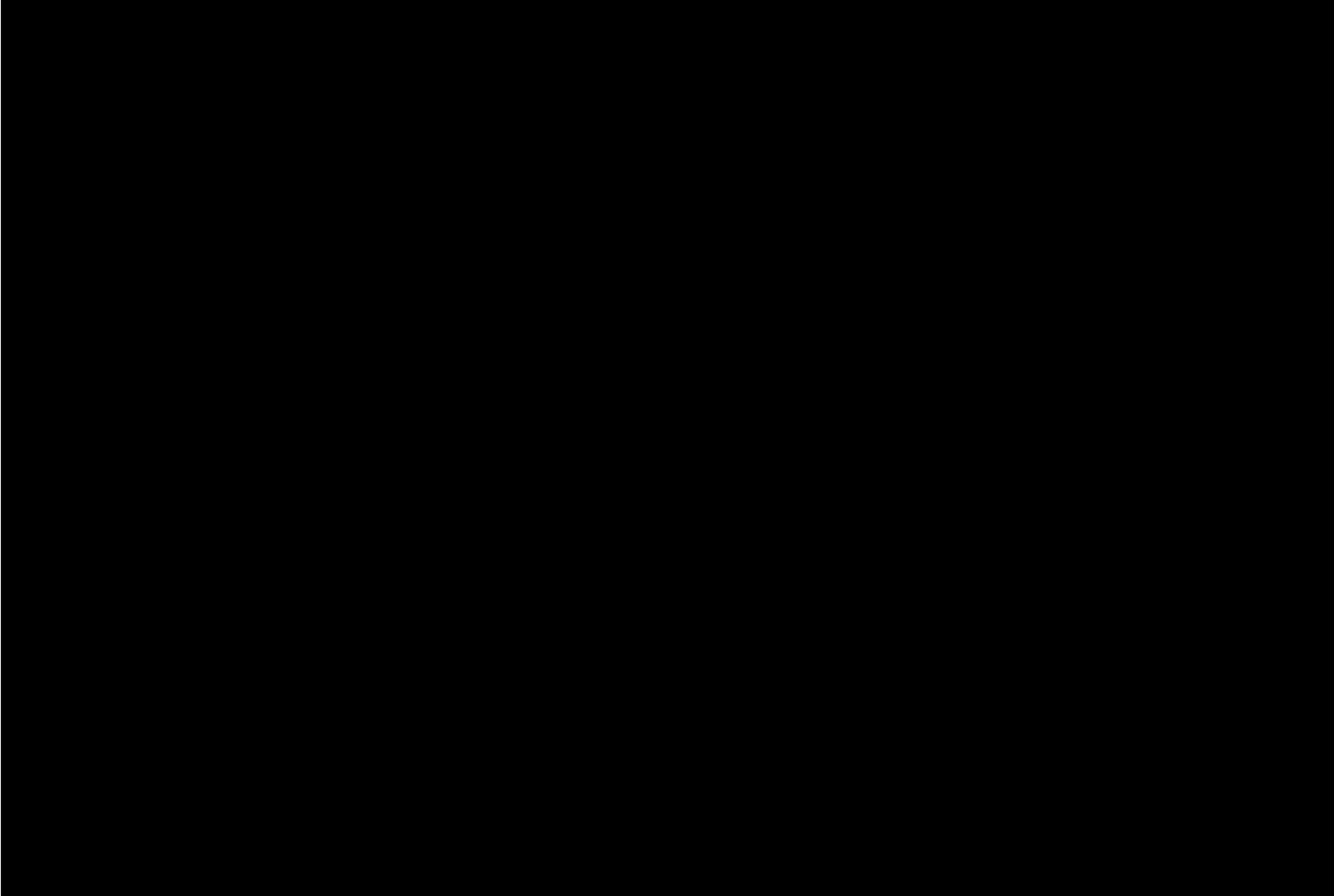
- Preferred exit doors, routes to exit the building
- Fire extinguishers
- First aid kits
- Blood borne pathogen kits
- Exit signage (illuminated or not)
- Emergency lighting
- Eye shower stations, if applicable
- Emergency showers, if applicable
- Immediate mustering point(s) outside of building, either written directions or marked on diagram
- Shelter in place area(s)

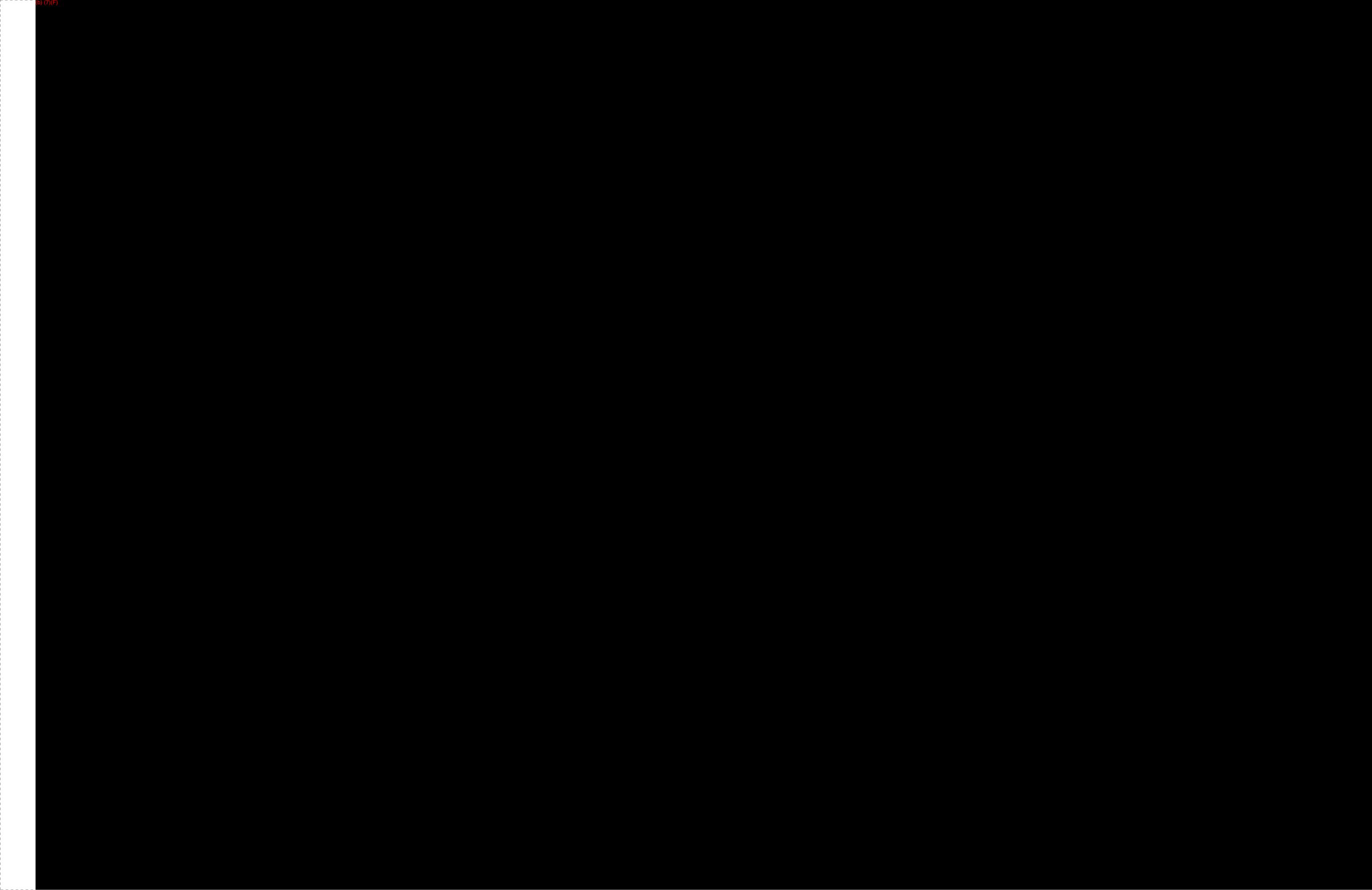
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## **ENTIRE TERMINAL PROPERTY**

If evacuation of the entire Terminal grounds becomes necessary, employees working outside the office will be notified via public intercom in terminal office and loading lanes to immediately start taking the necessary steps in shutting the Terminal down. Personnel should immediately discontinue their current activity and report to the on-site mustering point for accountability and further instructions.

In the case of a complete evacuation of the Terminal property, the off-site mustering point is located Penn Tank Lines parking area located on Middlebrook Pike.

In case of severe weather the Terminal's designated "shelter in place" location is the Terminal office building.

The Terminal Manager or the Designated Alternate will be responsible for taking the head count and administering instructions.

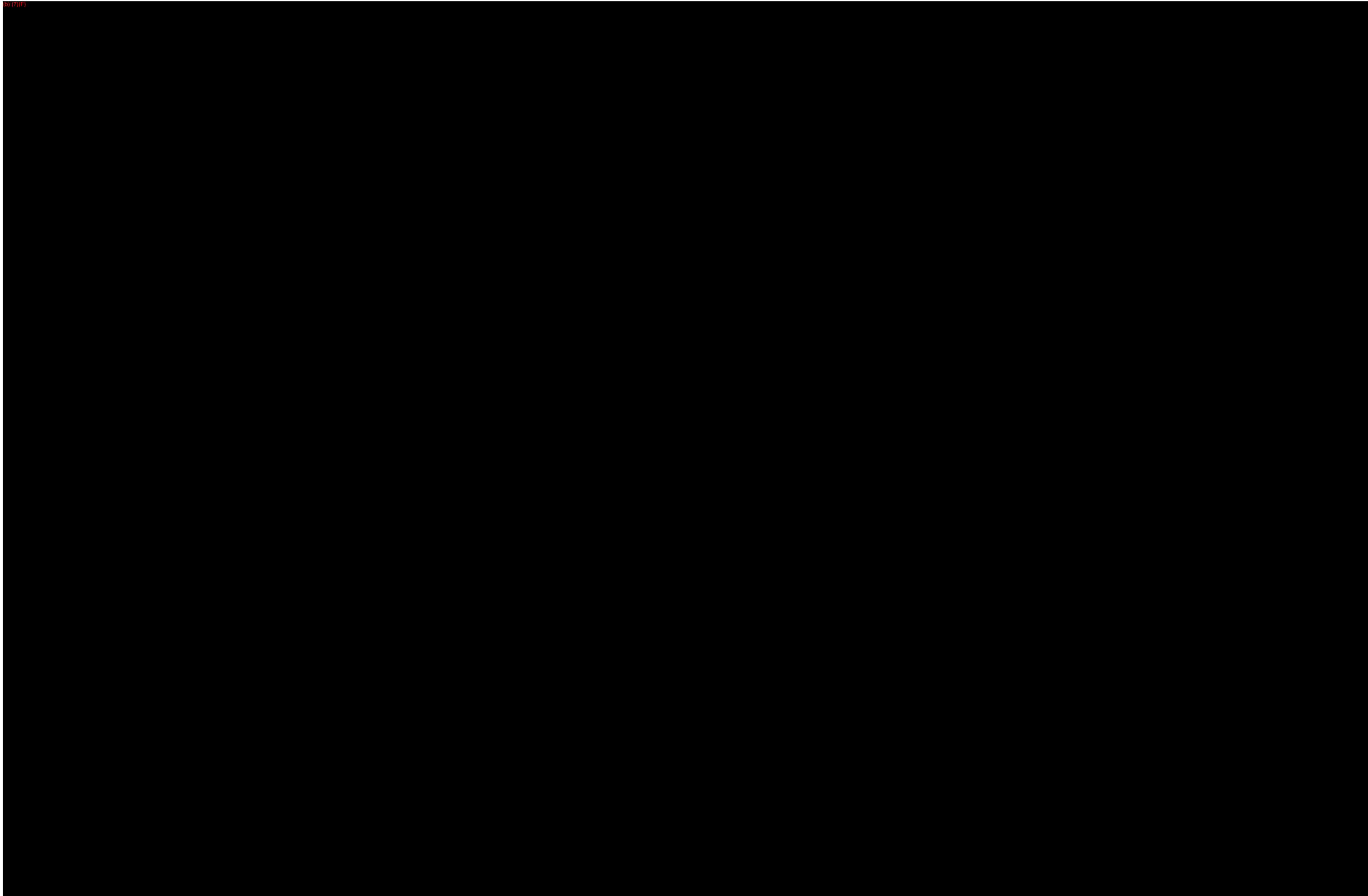
Following this write up is a diagram of the Terminal.

The Evacuation Plan Terminal Site Diagram details:

- Pedestrian routes within the tank farm(s)
- Entire Terminal Evacuation Mustering Point
- Shelter in place location(s)
- External communications, speakers, sirens or horns, if applicable
- Written directions to off site evacuation point
- Alternate Command Post
- Transport safe haven, if applicable

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**MPC****Knoxville, TN LP Terminal****EVACUATION PLAN****SUMMARY SHEET**

- |      |  |  |
|------|--|--|
| I.   | Sound fire alarm.                          | By public intercom in terminal office and loading lanes  |
| II.  | Call Fire/Police Dept.                     | 911 – Central Dispatch, if applicable<br>Knoxville Fire Department & Knoxville Police Department |
| III. | Extinguish fire if safe to do so.          | (If fire is out of control or too dangerous, wait at a safe distance for help to arrive.)        |
| IV.  | Evacuate employees and personnel vehicles. |  |

**THE FOLLOWING WILL BE ACCOMPLISHED BY TERMINAL PERSONNEL ONLY!**

- |       |  |
|-------|--|
| V.    | Open gates for emergency vehicles.   |
| VI.   | Close piping valves.   |
| VII.  | Essential Personnel, necessary to interface with the Fire Department, move away a <b>safe distance</b> to await Fire Department. |
| VIII. | Non Essential Personnel, go to the Offsite Mustering Point:  |

Citgo Terminal  
2600 Knott Road  
Knoxville, TN 37950  
423/588-3555

Safe Haven: Penn Tank Lines parking area, on Middlebrook Parkway. A secondary Safe Haven is the Parking area of I-640 Plaza at Oak Ridge Hwy & I-640.

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## MPC Knoxville, TN Light Products Terminal

### Evacuation Plan Considerations

No.	EPA Evacuation Plan Considerations	MPC Terminal Responses
1.	<b>Location of stored materials</b>	Primary material stored in tankage is gasoline, ethanol, and light petroleum products such as diesel fuel. Evacuation routes are away from the storage tanks toward Knott Road.
2.	<b>Hazard imposed by spilled material</b>	Gasoline and ethanol are flammable. Diesel is combustible. All are hazardous from inhalation, contact, and ingestion. Evacuation routes are away from the storage tanks.
3.	<b>Spill flow direction</b>	The general drainage from the terminal is to the south.
4.	<b>Prevailing wind direction and speed</b>	Winds are from the southwest and on average from 5 to 10 mph.
5.	<b>Water currents, tides, and wave conditions (as applicable)</b>	A small drainage ditch passes adjacent to the terminal, but is not considered a factor in any evacuation.
6.	<b>Arrival route of emergency response equipment and personnel</b>	Emergency personnel and vehicles would arrive on the east side of the terminal at the entrance gate on Knott Road.. Personnel would evacuate out the gate onto Knott Road.
7.	<b>Evacuation routes</b>	Evacuation routes are towards the north through the main gate and are indicated on The Evacuation Diagram.
8.	<b>Alternative routes of evacuation</b>	In an emergency, terminal personnel could also evacuate through several gates located around the terminal.
9.	<b>Transportation of injured personnel to nearest emergency facility</b>	Local medical facilities are indicated on page E-3.
10.	<b>Location of alarm/notification systems</b>	A description of the terminal alarm and notification system is found on page E-10.
11.	<b>The need for a centralized check-in area for evacuation validation (roll call)</b>	An initial evacuation location has been established on the entrance road, and a secondary evacuation location has been established at the Citgo Terminal, approximately ¼ mile south on Knott Road.
12.	<b>Selection of a mitigation command center</b>	Initially the terminal office, and if evacuation is necessary, then at the Citgo Terminal.

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No.	EPA Evacuation Plan Considerations	MPC Terminal Responses
13.	<b>Location of shelter at the facility as an alternative to evacuation</b>	The terminal office building has been established as the designated "Shelter-in-place" location.

**NOTE: In the event of a community evacuation, the Knox County Local Emergency Planning Committee will be in control of the evacuation.**

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## Section F: Response Support - Oil Spill Removal Organizations

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## **OIL SPILL REMOVAL ORGANIZATIONS (OSROs)**

### **OSRO Contracts, Audits, and Site Familiarization Visits**

MPC has developed an OSRO Program which includes written contracts with OSROs, MPC audits of OSRO facilities, and periodically inviting OSRO personnel for site familiarization visits.

Contracts - MPC has executed Environmental Services Contracts with all OSROs that MPC utilizes and lists in the FRP. MPC has written contracts with all spill response contractors and requires certain levels of insurance, personnel training, equipment maintenance, and safety performance. Prior to being accepted as a spill response contractor, each contractor must complete a safety questionnaire and be approved before a contract can be instituted. A copy of the signature page of the WCD OSRO for the terminal is located later in this section. (See TOC for location.)

Audits - MPC has an ongoing audit program in which a MPC employee periodically visits and inspects the locations of all spill response contractors cited in a MPC FRP. This audit includes an on-site inspection of the contractor's facility and includes documenting the available equipment, and ensuring the equipment is serviced and maintained properly. MPC has developed an audit form based on the forms used by the USCG in auditing OSROs. An audit report is generated from each visit which includes personnel training, exercises conducted, contracts, spill response equipment, firefighting equipment, support equipment, personal protective equipment, and transportation equipment. The MPC evaluator makes a subjective determination of acceptable qualification after each audit. Spill response contractors are audited when they first contract with MPC in order to qualify, and then are audited at approximate 2-3 year intervals thereafter. Whenever there is a change in ownership, contractors are normally again audited to ensure that an acceptable level of readiness is being maintained and equipment is acceptable. A completed audit form for the small (AMPD) responder is located later in this section. (See TOC for location.) Note that this completed audit form includes an equipment list for the small spill OSRO that would be available for a small spill to augment the terminal's spill response equipment.

Site Familiarization Visits - MPC Terminal Managers are encouraged to periodically invite listed OSROs to visit the terminal for site familiarization. MPC Form 850 OSRO Site Familiarization Checklist can be used to document the OSRO site familiarization visit and provides guidelines for the information to be reviewed. A copy of MPC Form 850 is located later in this section (See TOC for location.). At the discretion of the MPC Terminal Manager, the small spill OSRO or the WCD OSRO should be invited. OSRO site familiarization visits should be scheduled at least once every two years.

MPC also evaluates the performance of contractors and their equipment during drills and actual responses. If MPC deems any contractor unacceptable, or equipment is not acceptable, MPC will no longer cite the contractor in an FRP, or use that contractor for response.

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## **Terminal OSRO Contractors**

The terminal does maintain some spill response equipment for immediate response to a small spill. MPC terminals rely on OSROs for all additional equipment.

The OSROs that will initially be called to respond to a small (AMPD), medium (MMPD), and WCD spill are listed on the following page. In addition, secondary OSROs are listed that may be called upon for additional support. The response times and the USCG OSRO classifications, if so classified, are also listed in the following pages.

## **Procedures for Ensuring Maintenance of Non-USCG Classified Contract Spill Responders**

MPC has taken steps to ensure that all designated spill response contractors will provide well-maintained and properly serviced equipment in a timely fashion. MPC qualifies spill response contractors by both a written contract and an on-site audit.

MPC has written contracts with all spill response contractors and requires certain levels of insurance, personnel training, equipment maintenance, and safety performance. Prior to being accepted as a spill response contractor, each contractor must complete a safety questionnaire and be approved before a contract can be instituted. After being qualified, an on-site audit of the contractor's facility is performed.

MPC has an ongoing audit program in which a MPC employee periodically visits and inspects the locations of all spill response contractors cited in a MPC FRP. This audit includes an on-site inspection of the contractor's facility and includes documenting the equipment available and ensuring the equipment is serviced and maintained properly. In performing the audits, MPC has developed an audit form based on the audit forms used by the USCG in auditing OSROs. An audit report is generated from each visit which includes personnel training, exercises conducted, contracts, spill response equipment, firefighting equipment, support equipment, personal protective equipment, and transportation equipment. The MPC evaluator makes a subjective determination of acceptable qualification after each audit. Spill response contractors are audited when they first contract with MPC in order to qualify, and then are audited at approximate 2 to 3 year intervals thereafter. Whenever there is a change in ownership, contractors are normally again audited to ensure that an acceptable level of readiness is being maintained and equipment is acceptable.

MPC also evaluates the performance of contractors and their equipment during drills and actual responses. If MPC deems any contractor or their equipment unacceptable, MPC will no longer cite the contractor in an FRP

## **Terminal Equipment**

The terminal response equipment list can be found in Section L (as noted in the Regulatory Cross Reference Index).

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

**TERMINAL OSROs & RESPONSE TIMES**

<b>OSRO</b>	<b>SPILL SIZE ADDRESSED</b>	<b>RESPONSE TIME</b>
HEPACO Knoxville, TN 800/888-7689	Small	15 minutes
HEPACO Blountville, TN 800/888-7689	Small	4 hours
HEPACO Chattanooga, TN 800/888-7689	Small	4 hours
HEPACO Nashville, TN 800/888-7689	Small	6 hours
HEPACO Nashville, TN 800/888-7689	Small	6 hours
Eagle SWS Nashville, TN 800/852-8878	Medium	6 hours
American Enviro-Services (Evergreen) Murfreesboro, TN 866/894-1900	Medium	6 hours
Eagle SWS Nashville, TN 800/852-8878	Worst Case	5 hours
Eagle SWS Decatur, AL 800/852-8878	Worst Case	7 hours
Eagle SWS Birmingham, AL 270/444-8003 or 8008/852-8878	Worst Case	7 hours
Eagle SWS Paducah, KY 800/852-8878	Worst Case	10 hours
Eagle SWS Panama City Beach, FL 800/852-8878	Worst Case	17 hours
Oil Mop, Inc. Belle Chasse, LA 800/645-6671	Worst Case Backup	17 hours

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<b>OSRO</b>	<b>SPILL SIZE ADDRESSED</b>	<b>RESPONSE TIME</b>
U.S. Environmental Services Meraux, LA 888/279-9930	Worst Case Backup	18 hours

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**OSRO Certifications (USCG OSRO Classifications)**

The Worst Case Discharge (WCD) OSRO and additional support OSROs have USCG Classifications from the indicated Captain of the Port (COTP) zone. The bolded OSRO is the primary WCD responder.

**Eagle/SWS Environmental First Response****Nashville, TN****800/852-8878****Rivers MM, W1, W2, W3; Inland MM, W1,W2, W3**

Eagle/SWS Environmental First Response

Decatur, AL

800/852-8878

Rivers MM, W1, W2, W3; Inland MM, W1,W2, W3

Eagle/SWS Environmental First Response

Birmingham, AL

800/852-8878

Rivers MM, W1, W2, W3; Inland MM, W1,W2, W3

Eagle/SWS Environmental First Response

Panama City Beach, FL

800/852-8878

Rivers MM, W1, W2, W3; Inland MM, W1,W2, W3

Oil Mop, Inc.

Paducah, KY

800/645-6671

Rivers MM, W1,W2, W3; Inland MM, W1, W2, W3

Eagle/SWS Environmental First Response

Paducah, KY

270/444-8003 or 800/852-8878

Rivers W2, W3; Inland W2, W3

HEPACO, Inc.

Nashville, TN

800/888-7689

River MM

HEPACO, Inc.

Blountville/Chattanooga/

Knoxville

800/888-7689

River MM

U.S. Environmental Services

Meraux, LA

888/279-9930

Rivers MM, W1, W2, W3; Inland MM, W1, W2

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

**ADDITIONAL CONTRACTED HELP**

Following is a partial listing of General Contractors that may be called for additional support.

Direct Electric  
2308 Sycamore Drive  
Knoxville, TN 37921  
865/637-5787

**Emergency Work Orders and Purchase Orders are available to the Terminal Manager.**

**ADDITIONAL RESPONSE TRAINING**

In the event of a release incident, MPC will ensure that response personnel are adequately trained to respond to the incident. Both MPC and contracted response personnel are presently trained to the requirements of OSHA HAZWOPER Standard, 29 CFR 1910.120(q).

In addition, when a release incident occurs, MPC and MPC response contractors will perform a site hazard assessment and site characterization and develop a site-specific Health and Safety Plan (HASP) outlining specific site hazards and the methods by which workers can protect themselves from those hazards. The HASP will be used to provide training to response personnel prior to undertaking any response activities. The HASP will be updated as needed and response personnel will be trained as the incident develops.

In the event that untrained workers must be hired, MPC will work with the response contractors to qualify workers and develop and present a training program acceptable to the U.S. Coast Guard, EPA, and OSHA.

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**TERMINAL PLANNING VOLUMES**

Discharge volumes to be addressed at this facility are as follows:

<b>SPILL SIZE</b>	<b>AMOUNT IN GALLONS</b>	<b>AMOUNT IN BARRELS</b>
Small Spill (EPA)	2,100	50
Medium Spill (EPA)	36,000	858
Worst Case Discharge (EPA)	(b) (7)(F)	

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## **RESPONSE SUPPORT**

### **AVIATION**

TAC  
2343 W General Aviation Dr, # B  
Alcoa, TN  
865/970-9000

### **PORTABLE HOUSING/OFFICE**

TN Waste  
6618 Rutledge Pike  
Knoxville, TN 37924  
865/546-6311

### **POTABLE WATER**

Crystal Springs  
800/235-7873

### **SANITARY FACILITIES**

TN Waste  
4521 Rutledge Pike  
Knoxville, TN 37914  
865/522-9958

### **FUEL**

Regal Petroleum  
2516 Fillmore Avenue  
Knoxville, TN  
865/521-5010

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## **VOLUNTEERS**

MPC will not hire and/or train volunteers for work on a spill response incident. Instead, MPC will refer volunteers to appropriate state and/or local agencies or organizations that are set up to handle volunteers.

## **USCG & NAVY RESOURCES**

The USCG and Navy also have stockpiles of equipment that are generally available to the private sector after sources of equipment provided by private contractors have been exhausted. The USCG stores material in Mobile, Alabama, Ft. Dix, New Jersey, and Hamilton Field, California. The Navy maintains equipment in Stockton, California and Williamsburg, Virginia. The Navy also has salvage equipment. Requests for federal equipment can be expedited when made through the Federal On-Scene Coordinator.

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

**Form 850 (OSRO Site Familiarization Checklist)**

Terminal :

Knoxville Light Products

Date :

Contractor: \_\_\_\_\_

06/00

Items to be Reviewed:		
	1.	Review the Terminal's FRP Action Plan.
	2.	Review key personnel and contacts for both the Terminal and Contractor. Note any personnel changes for both parties.
	3.	Review Contractor's regular hour, 24-hour emergency, and Terminal's telephone numbers to assure that the correct numbers are listed.
	4.	Discuss response time of Contractor from his location to the Terminal. Typical response time from initial call to arrival on site is _____ minutes.
	5.	Discuss contact individuals ( <i>i.e.</i> , Incident Commander) when Contractor arrives on site.
	6.	Discuss the Contractor's primary and secondary routes to the Terminal and ingress and egress inside the Terminal.
	7.	Review the locations identified as staging areas and command centers for the Terminal.
	8.	Discuss site security measures that will be in place at the Terminal in the event of an incident.
	9.	Review potential personnel exposures ( <i>i.e.</i> , H <sub>2</sub> S, Benzene, MTBE) and other special Terminal site safety requirements to be followed during a response.
	10.	Review Contractor's equipment and resources. Discuss equipment available at the Terminal (if applicable), as well as the capability of the equipment.
	11.	Review the Site & Flow Diagrams as well as the Worst Case Discharge Diagram. (Onsite Oil flow patterns) Discuss Contain, Confine and Control Strategies.
	12.	Review the Spill Defensive Locations Diagram and the USGS Emergency Response Wall Chart (or equivalent). (Offsite Oil flow patterns) Discuss Contain, Confine and Control Strategies.
	13.	Review the types of products the Terminal handles and location of Material Safety Data Sheets.
	14.	Review items unique to the Terminal both operationally and site specific.
	15.	Walk the Terminal reviewing the operation and any changes since previous visit.
	16.	Comments:
Signatures:		
<b>Terminal Manager</b>		
	<i>Sign</i>	<i>Print Name</i>
<b>Contractor Representative:</b>		
	<i>Sign</i>	<i>Print Name</i>

**Note: This sample Form 850 is to fulfill regulatory purposes only. Please use the online form in the PREP database for completion.**

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

**WCD OSRO Environmental Services Contract**  
**&**  
**WCD OSRO Equipment Deployment Letter**

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# **OSRO ENVIRONMENTAL SERVICES CONTRACT**

**(Following Pages)**

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

**EMERGENCY RESPONSE SERVICES CONTRACT**  
**MARATHON PETROLEUM COMPANY LLC**  
539 South Main Street  
Findlay, Ohio 45840

THIS CONTRACT is entered into as of the 8<sup>th</sup> day of May, 2006 by and between **Marathon Petroleum Company LLC**, a Delaware limited liability company with an address of 539 South Main Street, Findlay, Ohio 45840 (hereinafter "COMPANY") and **Southern Waste Services Inc.** a Florida corporation having an address of 901 McClosky Blvd, Tampa, FL 33605 (hereinafter "CONTRACTOR"). For purposes of this Contract, the term "COMPANY" includes any affiliates of Marathon Petroleum Company LLC including, but not limited to, Catlettsburg Refining, LLC, Speedway SuperAmerica LLC and Marathon Pipe Line LLC.

**WITNESSETH:**

THAT for and in consideration of the covenants, contract, terms, provisions and conditions hereinafter set forth, the parties do hereby mutually agree, each with the other, as follows:

**ARTICLE 1 - SCOPE OF SERVICES**

- 1.1 CONTRACTOR agrees to provide COMPANY, on an emergency basis, with services at Company's refineries, terminals, pipelines, service stations and transportation facilities (all hereinafter "Facilities") as may be required by Company to mitigate, remediate, cleanup or remove the conditions caused by a release, spill or discharge into the environment of crude oil, petroleum products, chemicals and other materials all as further described in Exhibit C to this Contract (hereinafter "Spill Response Services").
- 1.2 CONTRACTOR agrees, when called upon by COMPANY, that CONTRACTOR will respond with its best efforts using the appropriate personnel, equipment and supplies, ("Spill Response Resources") identified in Exhibit D to this Contract. CONTRACTOR further agrees, when called upon by COMPANY, that CONTRACTOR will utilize its best efforts to provide Spill Response Resources within response times stipulated by the COMPANY and/or applicable Federal and state laws, rules and regulations where such Spill Response Resources have not already been committed to a previous response. CONTRACTOR agrees to notify COMPANY promptly and in writing within seven (7) days, of any additions to or deletions from the list of Spill Response Resources identified in Exhibit D to this Contract, attached hereto and made a part hereof. CONTRACTOR also agrees to immediately notify COMPANY in writing in the event CONTRACTOR's response capability is reduced by 20% or more.
- 1.3 CONTRACTOR agrees that COMPANY may identify CONTRACTOR as a spill responder in any spill response plans required by or filed with applicable Federal and state governmental agencies including but not limited to the U.S. Coast Guard, provided COMPANY provides the CONTRACTOR the name, location, type of products and estimated worst case discharge.
- 1.4 In order to provide COMPANY with Spill Response Services capabilities, CONTRACTOR will:
- a. maintain or subcontract individuals on 24 hour call trained in current release control and clean-up technology in accordance with OSHA Hazwoper regulations 29CFR§1910.120 (including between 24 and 80 hours of training depending on the individual duties) and applicable regulations of the Department of Transportation and its subordinate agencies. All personnel must have attended an accredited training course, if so required by law, and be capable of administering the Spill Response Services required in this Contract;
  - b. maintain or subcontract for fully equipped emergency release control units adequate to provide coverage in the states and locations listed in Exhibit E, Facilities and States for Coverage of Spill Response Services, attached hereto and made a part hereof; and
  - c. upon receipt of an initiation of a request for Spill Response Services ("Initiation") as provided in this Article 1 below, promptly dispatch resources to arrive on the scene of the release within the time frame specified in Exhibit E, attached hereto and made a part hereof.
- 1.5 COMPANY may initiate a Spill Response Service by a direct telephone call to CONTRACTOR at the number identified in Exhibit D. Upon initiating Spill Response Services, COMPANY shall, to the best of its ability provide to CONTRACTOR such information as CONTRACTOR deems necessary. CONTRACTOR shall mobilize and dispatch initial CONTRACTOR personnel and resources within one and one-half (1 ½) hours after an Initiation. COMPANY shall, within a reasonable time

- 1.14 COMPANY recognizes that CONTRACTOR is not required to accept any waste transportation or disposal services, in connection with Spill Response Services, provided by CONTRACTOR nor is CONTRACTOR obligated to offer such waste transportation and disposal services. Any such services will be provided as agreed by the parties.

## ARTICLE 2 - NON-EMERGENCY RESPONSE SERVICES

- 2.1 In connection with providing Spill Response Services, CONTRACTOR may be requested by COMPANY to provide limited environmental services, including, but not limited to additional cleanup outside the scope of Spill Response Services, remediation or studies.
- 2.2 CONTRACTOR at COMPANY's request will develop jointly with COMPANY, an emergency response contingency plan. Such a contingency plan will be designed to be an extension to COMPANY's operation and would be directed by COMPANY personnel. It shall incorporate geographic response times, service type requirements, resource requirements, subcontractor recommendations and risk assessment information specifically for the locations specified at Exhibit E. CONTRACTOR will provide training, as necessary, to ensure that the subcontractors and COMPANY personnel understand the procedures set forth in Article 1 above.
- 2.3 CONTRACTOR shall, at the request of COMPANY, participate with COMPANY and any governmental agency designated by COMPANY in tests, inspections and drills to verify the availability and condition of the Spill Response Resources identified in Exhibit D to this Contract. CONTRACTOR also agrees to notify COMPANY in writing of any exercises/drills, or actual spill response participated in by CONTRACTOR and not initiated by COMPANY. CONTRACTOR shall fulfill the requirements to maintain its "OSRO" status at no charge to COMPANY and shall provide COMPANY with a copy of its certification by January 31 of each year.
- 2.4 CONTRACTOR shall immediately notify COMPANY of any safety related incident, including, but not limited to personal injury that occurs in connection with any Spill Response Services provided hereunder.

## ARTICLE 3 - TERM

- 3.1 This Contract shall have a term of five (5) years commencing on May 8, 2006 and ending on May 7, 2011.

The term of this Contract shall be extended until completion of any outstanding Spill Response Services.

## ARTICLE 4 - COMPENSATION

- 4.1 Spill Response Services to be furnished during the term of this Contract shall be furnished at the rates agreed to in writing by the parties (the "Rate Sheet") as identified on Exhibit F "Compensation" attached hereto and made a part hereof unless otherwise provided in the applicable Job Order.
- 4.2 No overtime work or premium rates will be paid or authorized by CONTRACTOR unless COMPANY has expressly approved such payment in writing.
- 4.3 CONTRACTOR must give thirty (30) days advance written notice of proposed rate changes to the Rate Sheet. No rate change or cost change will be effective until accepted by COMPANY in writing. Such change will not apply to any Spill Response Services in progress at time of notice without COMPANY's written consent.
- 4.4 CONTRACTOR shall comply with the requirements and procedures regarding compensation as outlined in Exhibit F attached hereto.

## ARTICLE 5 - PAYMENT

- 5.1 If required by COMPANY, each invoice must, in addition to total charges, show separately on its face the labor costs or equipment costs, as applicable, material costs, and any applicable freight charges and sales and use taxes. In addition, if required by COMPANY, any applicable markups such as fringe benefits, unemployment taxes, workers' compensation insurance, payroll taxes, overhead and profit, etc. must be itemized. Equipment rental must be invoiced separately, on a monthly basis. The invoice must list each piece of equipment separately, with the description taken verbatim from the Rate Sheet submitted with the Contract. Material and/or third party equipment rentals shall include third party invoices as support.
- 5.2 COMPANY shall pay CONTRACTOR's invoice within thirty (30) days of receipt of such invoice by COMPANY's Accounts Payable Department.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives have executed this Contract as of the day and year first above written.

SOUTHERN WASTE SERVICES INC

By: [Signature]  
Printed Name: Jamie Michael  
Title: Contract Manager  
Taxpayer I.D.#: 650185433

MARATHON PETROLEUM COMPANY LLC

By: [Signature]  
Printed Name: STEVEN WILLIS  
Title: Mgr. HSES-T&M

130978-16 (6/04)

RECEIVED  
APR - 7 2006  
PURCHASING &  
COMMERCIAL SERVICES

**EMERGENCY RESPONSE SERVICES CONTRACT**  
**MARATHON PETROLEUM COMPANY LLC**  
 539 South Main Street  
 Findlay, Ohio 45840

THIS CONTRACT is entered into as of the 16<sup>th</sup> day of October, 2006 by and between **Marathon Petroleum Company LLC**, a Delaware limited liability company with an address of 539 South Main Street, Findlay, Ohio 45840 (hereinafter "COMPANY") and **United States Environmental Services LLC** a Louisiana corporation having an address of 2809 E. Judge Perez Drive, Meraux, LA 70075 (hereinafter "CONTRACTOR"). For purposes of this Contract, the term "COMPANY" includes any affiliates of Marathon Petroleum Company LLC including, but not limited to, Catlettsburg Refining, LLC, Speedway SuperAmerica LLC and Marathon Pipe Line LLC.

**WITNESSETH:**

THAT for and in consideration of the covenants, contract, terms, provisions and conditions hereinafter set forth, the parties do hereby mutually agree, each with the other, as follows:

**ARTICLE 1 - SCOPE OF SERVICES**

- 1.1 CONTRACTOR agrees to provide COMPANY, on an emergency basis, with services at Company's refineries, terminals, pipelines, service stations and transportation facilities (all hereinafter "Facilities") as may be required by Company to mitigate, remediate, cleanup or remove the conditions caused by a release, spill or discharge into the environment of crude oil, petroleum products, chemicals and other materials all as further described in Exhibit C to this Contract (hereinafter "Spill Response Services").
- 1.2 CONTRACTOR agrees, when called upon by COMPANY, that CONTRACTOR will respond with its best efforts using the appropriate personnel, equipment and supplies, ("Spill Response Resources") identified in Exhibit D to this Contract. CONTRACTOR further agrees, when called upon by COMPANY, that CONTRACTOR will utilize its best efforts to provide Spill Response Resources within response times stipulated by the COMPANY and/or applicable Federal and state laws, rules and regulations where such Spill Response Resources have not already been committed to a previous response. CONTRACTOR agrees to notify COMPANY promptly and in writing within seven (7) days, of any additions to or deletions from the list of Spill Response Resources identified in Exhibit D to this Contract, attached hereto and made a part hereof. CONTRACTOR also agrees to immediately notify COMPANY in writing in the event CONTRACTOR's response capability is reduced by 20% or more.
- 1.3 CONTRACTOR agrees that COMPANY may identify CONTRACTOR as a spill responder in any spill response plans required by or filed with applicable Federal and state governmental agencies including but not limited to the U.S. Coast Guard, provided COMPANY provides the CONTRACTOR the name, location, type of products and estimated worst case discharge.
- 1.4 In order to provide COMPANY with Spill Response Services capabilities, CONTRACTOR will:
- a. maintain or subcontract individuals on 24 hour call trained in current release control and clean-up technology in accordance with OSHA Hazwoper regulations 29CFR§1910.120 (including between 24 and 80 hours of training depending on the individual duties) and applicable regulations of the Department of Transportation and its subordinate agencies. All personnel must have attended an accredited training course, if so required by law, and be capable of administering the Spill Response Services required in this Contract;
  - b. maintain or subcontract for fully equipped emergency release control units adequate to provide coverage in the states and locations listed in Exhibit E, Facilities and States for Coverage of Spill Response Services, attached hereto and made a part hereof; and
  - c. upon receipt of an initiation of a request for Spill Response Services ("Initiation") as provided in this Article 1 below, promptly dispatch resources to arrive on the scene of the release within the time frame specified in Exhibit E, attached hereto and made a part hereof.
- 1.5 COMPANY may initiate a Spill Response Service by a direct telephone call to CONTRACTOR at the number identified in Exhibit D. Upon initiating Spill Response Services, COMPANY shall, to the best of its ability provide to CONTRACTOR such information as CONTRACTOR deems necessary. CONTRACTOR shall mobilize and dispatch initial CONTRACTOR

- 1.14 COMPANY recognizes that CONTRACTOR is not required to accept any waste transportation or disposal services, in connection with Spill Response Services, provided by CONTRACTOR nor is CONTRACTOR obligated to offer such waste transportation and disposal services. Any such services will be provided as agreed by the parties.

## **ARTICLE 2 NON-EMERGENCY RESPONSE SERVICES**

- 2.1 In connection with providing Spill Response Services, CONTRACTOR may be requested by COMPANY to provide limited environmental services, including, but not limited to additional cleanup outside the scope of Spill Response Services, remediation or studies.
- 2.2 CONTRACTOR at COMPANY's request will develop jointly with COMPANY, an emergency response contingency plan. Such a contingency plan will be designed to be an extension to COMPANY's operation and would be directed by COMPANY personnel. It shall incorporate geographic response times, service type requirements, resource requirements, subcontractor recommendations and risk assessment information specifically for the locations specified at Exhibit E. CONTRACTOR will provide training, as necessary, to ensure that the subcontractors and COMPANY personnel understand the procedures set forth in Article 1 above.
- 2.3 CONTRACTOR shall, at the request of COMPANY, participate with COMPANY and any governmental agency designated by COMPANY in tests, inspections and drills to verify the availability and condition of the Spill Response Resources identified in Exhibit D to this Contract. CONTRACTOR also agrees to notify COMPANY in writing of any exercises/drills, or actual spill response participated in by CONTRACTOR and not initiated by COMPANY. CONTRACTOR shall fulfill the requirements to maintain its "OSRO" status at no charge to COMPANY and shall provide COMPANY with a copy of its certification by January 31 of each year.
- 2.4 CONTRACTOR shall immediately notify COMPANY of any safety related incident, including, but not limited to personal injury that occurs in connection with any Spill Response Services provided hereunder.

## **ARTICLE 3 – TERM**

- 3.1 This Contract shall have a term of five (5) years commencing on October 16, 2006 and ending on October 15, 2011.

The term of this Contract shall be extended until completion of any outstanding Spill Response Services.

## **ARTICLE 4 - COMPENSATION**

- 4.1 Spill Response Services to be furnished during the term of this Contract shall be furnished at the rates agreed to in writing by the parties (the "Rate Sheet") as identified on Exhibit F "Compensation" attached hereto and made a part hereof unless otherwise provided in the applicable Job Order.
- 4.2 No overtime work or premium rates will be paid or authorized by CONTRACTOR unless COMPANY has expressly approved such payment in writing.
- 4.3 CONTRACTOR must give thirty (30) days advance written notice of proposed rate changes to the Rate Sheet. No rate change or cost change will be effective until accepted by COMPANY in writing. Such change will not apply to any Spill Response Services in progress at time of notice without COMPANY's written consent.
- 4.4 CONTRACTOR shall comply with the requirements and procedures regarding compensation as outlined in Exhibit F attached hereto.

## **ARTICLE 5 - PAYMENT**

- 5.1 If required by COMPANY, each invoice must, in addition to total charges, show separately on its face the labor costs or equipment costs, as applicable, material costs, and any applicable freight charges and sales and use taxes. In addition, if required by COMPANY, any applicable markups such as fringe benefits, unemployment taxes, workers' compensation insurance, payroll taxes, overhead and profit, etc. must be itemized. Equipment rental must be invoiced separately, on a monthly basis. The invoice must list each piece of equipment separately, with the description taken verbatim from the Rate Sheet submitted with the Contract. Material and/or third party equipment rentals shall include third party invoices as support.
- 5.2 COMPANY shall pay CONTRACTOR's invoice within thirty (30) days of receipt of such invoice by COMPANY's Accounts Payable Department.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives have executed this Contract as of the day and year first above written.

UNITED STATES ENVIRONMENTAL SERVICES LLC

By: *Tom Sumner*  
Printed Name: TOM SUMNER  
Title: COO  
Taxpayer I.D.#: 72-1334322

MARATHON PETROLEUM COMPANY LLC

By: *Charles S. Willis*  
Printed Name: C.S. WILLIS  
Title: Mgr. TT&M HESSES

130978-16 (6/04)

**EMERGENCY RESPONSE SERVICES CONTRACT**  
**MARATHON PETROLEUM COMPANY LLC**  
539 South Main Street  
Findlay, Ohio 45840

THIS CONTRACT is entered into as of the 25 day of July, 2006 by and between **Marathon Petroleum Company LLC**, a Delaware limited liability company with an address of 539 South Main Street, Findlay, Ohio 45840 (hereinafter "COMPANY") and **Oil Mop, LLC** a Louisiana corporation having an address of 131 Keating Drive., Belle Chasse, LA 70037 (hereinafter "CONTRACTOR"). For purposes of this Contract, the term "COMPANY" includes any affiliates of Marathon Petroleum Company LLC including, but not limited to, Catlettsburg Refining, LLC, Speedway SuperAmerica LLC and Marathon Pipe Line LLC.

**WITNESSETH:**

THAT for and in consideration of the covenants, contract, terms, provisions and conditions hereinafter set forth, the parties do hereby mutually agree, each with the other, as follows:

**ARTICLE 1 - SCOPE OF SERVICES**

- 1.1 CONTRACTOR agrees to provide COMPANY, on an emergency basis, with services at Company's refineries, terminals, pipelines, service stations and transportation facilities (all hereinafter "Facilities") as may be required by Company to mitigate, remediate, cleanup or remove the conditions caused by a release, spill or discharge into the environment of crude oil, petroleum products, chemicals and other materials all as further described in Exhibit C to this Contract (hereinafter "Spill Response Services").
- 1.2 CONTRACTOR agrees, when called upon by COMPANY, that CONTRACTOR will respond with its best efforts using the appropriate personnel, equipment and supplies, ("Spill Response Resources") identified in Exhibit D to this Contract. CONTRACTOR further agrees, when called upon by COMPANY, that CONTRACTOR will utilize its best efforts to provide Spill Response Resources within response times stipulated by the COMPANY and/or applicable Federal and state laws, rules and regulations where such Spill Response Resources have not already been committed to a previous response. CONTRACTOR agrees to notify COMPANY promptly and in writing within seven (7) days, of any additions to or deletions from the list of Spill Response Resources identified in Exhibit D to this Contract, attached hereto and made a part hereof. CONTRACTOR also agrees to immediately notify COMPANY in writing in the event CONTRACTOR's response capability is reduced by 20% or more.
- 1.3 CONTRACTOR agrees that COMPANY may identify CONTRACTOR as a spill responder in any spill response plans required by or filed with applicable Federal and state governmental agencies including but not limited to the U.S. Coast Guard, provided COMPANY provides the CONTRACTOR the name, location, type of products and estimated worst case discharge.
- 1.4 In order to provide COMPANY with Spill Response Services capabilities, CONTRACTOR will:
- a. maintain or subcontract individuals on 24 hour call trained in current release control and clean-up technology in accordance with OSHA Hazwoper regulations 29CFR§1910.120 (including between 24 and 80 hours of training depending on the individual duties) and applicable regulations of the Department of Transportation and its subordinate agencies. All personnel must have attended an accredited training course, if so required by law, and be capable of administering the Spill Response Services required in this Contract;
  - b. maintain or subcontract for fully equipped emergency release control units adequate to provide coverage in the states and locations listed in Exhibit E, Facilities and States for Coverage of Spill Response Services, attached hereto and made a part hereof; and
  - c. upon receipt of an initiation of a request for Spill Response Services ("Initiation") as provided in this Article 1 below, promptly dispatch resources to arrive on the scene of the release within the time frame specified in Exhibit E, attached hereto and made a part hereof.
- 1.5 COMPANY may initiate a Spill Response Service by a direct telephone call to CONTRACTOR at the number identified in Exhibit D. Upon initiating Spill Response Services, COMPANY shall, to the best of its ability provide to CONTRACTOR such information as CONTRACTOR deems necessary. CONTRACTOR shall mobilize and dispatch initial CONTRACTOR personnel and resources within one and one-half (1 ½) hours after an Initiation. COMPANY shall, within a reasonable time

- 1.14 COMPANY recognizes that CONTRACTOR is not required to accept any waste transportation or disposal services, in connection with Spill Response Services, provided by CONTRACTOR nor is CONTRACTOR obligated to offer such waste transportation and disposal services. Any such services will be provided as agreed by the parties.

## **ARTICLE 2 NON-EMERGENCY RESPONSE SERVICES**

- 2.1 In connection with providing Spill Response Services, CONTRACTOR may be requested by COMPANY to provide limited environmental services, including, but not limited to additional cleanup outside the scope of Spill Response Services, remediation or studies.
- 2.2 CONTRACTOR at COMPANY's request will develop jointly with COMPANY, an emergency response contingency plan. Such a contingency plan will be designed to be an extension to COMPANY's operation and would be directed by COMPANY personnel. It shall incorporate geographic response times, service type requirements, resource requirements, subcontractor recommendations and risk assessment information specifically for the locations specified at Exhibit E. CONTRACTOR will provide training, as necessary, to ensure that the subcontractors and COMPANY personnel understand the procedures set forth in Article 1 above.
- 2.3 CONTRACTOR shall, at the request of COMPANY, participate with COMPANY and any governmental agency designated by COMPANY in tests, inspections and drills to verify the availability and condition of the Spill Response Resources identified in Exhibit D to this Contract. CONTRACTOR also agrees to notify COMPANY in writing of any exercises/drills, or actual spill response participated in by CONTRACTOR and not initiated by COMPANY. CONTRACTOR shall fulfill the requirements to maintain its "OSRO" status at no charge to COMPANY and shall provide COMPANY with a copy of its certification by January 31 of each year.
- 2.4 CONTRACTOR shall immediately notify COMPANY of any safety related incident, including, but not limited to personal injury that occurs in connection with any Spill Response Services provided hereunder.

## **ARTICLE 3 – TERM**

- 3.1 This Contract shall have a term of five (5) years commencing on July 25, 2006 and ending on July 24, 2011.

The term of this Contract shall be extended until completion of any outstanding Spill Response Services.

## **ARTICLE 4 - COMPENSATION**

- 4.1 Spill Response Services to be furnished during the term of this Contract shall be furnished at the rates agreed to in writing by the parties (the "Rate Sheet") as identified on Exhibit F "Compensation" attached hereto and made a part hereof unless otherwise provided in the applicable Job Order.
- 4.2 No overtime work or premium rates will be paid or authorized by CONTRACTOR unless COMPANY has expressly approved such payment in writing.
- 4.3 CONTRACTOR must give thirty (30) days advance written notice of proposed rate changes to the Rate Sheet. No rate change or cost change will be effective until accepted by COMPANY in writing. Such change will not apply to any Spill Response Services in progress at time of notice without COMPANY's written consent.
- 4.4 CONTRACTOR shall comply with the requirements and procedures regarding compensation as outlined in Exhibit F attached hereto.

## **ARTICLE 5 - PAYMENT**

- 5.1 If required by COMPANY, each invoice must, in addition to total charges, show separately on its face the labor costs or equipment costs, as applicable, material costs, and any applicable freight charges and sales and use taxes. In addition, if required by COMPANY, any applicable markups such as fringe benefits, unemployment taxes, workers' compensation insurance, payroll taxes, overhead and profit, etc. must be itemized. Equipment rental must be invoiced separately, on a monthly basis. The invoice must list each piece of equipment separately, with the description taken verbatim from the Rate Sheet submitted with the Contract. Material and/or third party equipment rentals shall include third party invoices as support.
- 5.2 COMPANY shall pay CONTRACTOR's invoice within thirty (30) days of receipt of such invoice by COMPANY's Accounts Payable Department.

**ARTICLE 24 - BINDING EFFECT**

24.1 All rights conferred by this Contract shall be binding upon, inure to the benefit of, and be enforceable by or against the respective successors and assigns of the parties hereto.

**ARTICLE 25 - HEADINGS**

25.1 The subject headings in this Contract are for convenience only and are not determinative of the substance of the subject clause.

**ARTICLE 26 - WAIVER**

26.1 Any waiver by either party of any provision or condition of this Contract shall not be construed or deemed to be a waiver of any other provision or condition of this Contract, nor a waiver of a subsequent breach of the same provision or condition, unless such waiver is expressed in writing and signed by the parties. COMPANY's consent to delay in the performance by CONTRACTOR of any obligation shall not be applicable to any other obligation. Delay in the enforcement of any remedy in the event of a breach of any term or condition, or in the exercise by either party of any right, shall not be construed as a waiver of such remedy or right.

**ARTICLE 27 - ETHICAL BUSINESS PRACTICES**

27.1 No director, officer, employee or agent of CONTRACTOR shall give or receive any commission, fee, rebate, or gift, except those articles of nominal value given as sales promotion or holiday remembrances, or the value of reasonable entertainment consistent with local social and business custom, or enter into any business arrangement with any director, employee or agent of COMPANY without prior written notification thereof to COMPANY. CONTRACTOR shall promptly notify COMPANY of any violation of this paragraph and any consideration received as a result of such violation shall be paid or credited to COMPANY.

27.2 CONTRACTOR shall disclose in writing and shall assist COMPANY in identifying any financial transactions between any employee of COMPANY, including family members, and CONTRACTOR, its officers, directors, shareholders/owners and employees.

**ARTICLE 28 - SURVIVAL**

28.1 Except as otherwise provided herein warranties, covenants and obligations at Articles 7, 8, 12, and 14 shall survive termination or cancellation of this Contract, regardless of the reason for such termination or cancellation, and shall continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives have executed this Contract as of the day and year first above written.

OIL MOP, LLC

By: *Joseph J Christiana*

Printed Name: Joseph J Christiana

Title: Vice President

Taxpayer I.D.#: 72-1347053

MARATHON PETROLEUM COMPANY LLC

By: *Stan Willis*

Printed Name: C.S. Willis

Title: Mgr. IT&M HES&S



130978-16 (6/04)

## **WCD OSRO EQUIPMENT DEPLOYMENT LETTER**

(Following Pages)

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.



# EQUIPMENT DEPLOYMENT REPORT

Documentation of SWS equipment used during spill response, drills or training

RESPONSIBLE PARTY: TVA

RP CONTACT: Ron Majiros

RP PHONE #: 256-762-3411

RP FAX #: \_\_\_\_\_

SWS SUPERVISOR: Todd Robinson

SWS JOB #: NS0-081-2327

START DATE OF PROJECT: 12/ 23/08 (on going as 1/13/10)

SWS SERVICE CENTER: Nashville

SWS PHONE #: 800-852-8878

MSO / COTP SECTOR: Louisville

## ENVIRONMENT (CHECK ONE)

**PROTECTED**

SHELTERED

UNSHELTERED

## GEOGRAPHICAL DESCRIPTION (Facility, Body of Water, Miles of Shore)

Emory River, Clinch River, Tennessee River (approx. 28 river miles)

**EQUIPMENT DEPLOYED** Boom (minimum 1,000 ft of hard boom), skimmers, vacuum trucks, boats, temporary storage devices, Command/Communications Center.

15,250 ft of 18" boom, 9-work boats, 2- vacuum trucks, skimmers, 3- Barge Mounted Vacuum Recovery Units, command communications

## SWS PERSONNEL: List by category (supervisor, foreman, equipment operator, technician, etc.)

1-Project manager, 1-admin, 4- supervisors, 9- boat operators, 17- technicians

**ADDITIONAL REMARKS:** This is an ongoing job and boom is adjusted daily do to site and weather conditions.

**SWS CERTIFIES THAT:** 1) The equipment is in good working order and was properly operated in the environment indicated;  
2) Involved personnel demonstrated competency in deployment and operation of the equipment.

01/13/10

Todd Robinson

DATE

SWS SUPERVISOR

SIGNATURE ON FILE

SUPERVISOR SIGNATURE

This report is used for crediting SWS's client response plan holders for OSRO equipment deployment under the Preparedness Response Exercise Program (PREP), all deployments, whether during actual spill response, training or exercise / drills must be properly documented.

\* Paducah Annual  
Response Drill.



## EQUIPMENT DEPLOYMENT REPORT

Documentation of SWS equipment used during spill response, drills or training

RESPONSIBLE PARTY: TransMontaigne RP CONTACT: Bob Fish - MGR.  
 RP PHONE #: 270-442-1606 RP FAX #: 270-443-8571  
 SWS SUPERVISOR: Richard Kell SWS JOB #: PDB-909-0310  
 START DATE OF PROJECT: 10-21-09 SWS SERVICE CENTER: Paducah  
 SWS PHONE #: 800-852-8878 MSO / COTP SECTOR: Louisville, Ky.

### ENVIRONMENT (CHECK ONE)

PROTECTED  SHELTERED  UNSHELTERED

### GEOGRAPHICAL DESCRIPTION (Facility, Body of Water, Miles of Shore)

Ohio River, Paducah River Front Area, Paducah, Ky.

EQUIPMENT DEPLOYED Boom (minimum 1,000 ft of hard boom), skimmers, vacuum trucks, boats, temporary storage devices, Command/Communications Center.

2- Response Boats (1-28' w/ Twin 115 O.B., 1-26' w/ Twin 115 O.B.)

1- Foilex Skimmer, 1000'-18" River Containment Boom.

SWS PERSONNEL: List by category (supervisor, foreman, equipment operator, technician, etc.)

1- Supervisor, 2- Equip. (Boat) Operators, 6- 40HR. Trained Techs.

### ADDITIONAL REMARKS:

Annual Spill Response Drill For TransMontaigne / SWS  
Clients To Include a Table Top Exercise and Equip. Deployment.

SWS CERTIFIES THAT: 1) The equipment is in good working order and was properly operated in the environment indicated;  
 2) Involved personnel demonstrated competency in deployment and operation of the equipment.

10-21-09  
DATE

Richard Kell - MGR.  
SWS SUPERVISOR

SIGNATURE ON FILE  
SUPERVISOR SIGNATURE

This report is used for crediting SWS's client response plan holders for OSRO equipment deployment under the Preparedness Response Exercise Program (PREP), all deployments, whether during actual spill response, training or exercise / drills must be properly documented.



## EQUIPMENT DEPLOYMENT REPORT

Documentation of SWS equipment used during spill response, drills or training

RESPONSIBLE PARTY: Canal Barge Co. RP CONTACT: E. Chandler / T. Smith  
 RP PHONE #: 504 585 4626 RP FAX #: 504 585 4609  
 SWS SUPERVISOR: Liz Conner SWS JOB #: NSH 0905 339  
 START DATE OF PROJECT: 5/29/09 SWS SERVICE CENTER: NSH-220  
 SWS PHONE #: 800-852-8878 MSO / COTP SECTOR: St. Louis, Ohio River Valley

### ENVIRONMENT (CHECK ONE)

PROTECTED  SHELTERED  UNSHELTERED

### GEOGRAPHICAL DESCRIPTION (Facility, Body of Water, Miles of Shore)

Ohio River (Owensboro Ky). Mile Post 759

### EQUIPMENT DEPLOYED

Boom (minimum 1,000 ft of hard boom), skimmers, vacuum trucks, boats, temporary storage devices, Command/Communications Center.

1100' OF 18" RIVER CONTAINMENT BOOM

1- 28' Response Boat B#35

### SWS PERSONNEL: List by category (supervisor, foreman, equipment operator, technician, etc.)

1- Resp. Mgr - J. Conner , 1- Marine Operator - DANIEL KELL

4- Technicians - B. Howell, D. Tolles, B. Spears, L. Smith

### ADDITIONAL REMARKS:

Work Completed on 5/30/09.

SWS CERTIFIES THAT: 1) The equipment is in good working order and was properly operated in the environment indicated;  
 2) Involved personnel demonstrated competency in deployment and operation of the equipment.

6-1-09  
DATE

Liz Conner  
SWS SUPERVISOR

[Signature]  
SUPERVISOR SIGNATURE

This report is used for crediting SWS's client response plan holders for OSRO equipment deployment under the Preparedness Response Exercise Program (PREP). All deployments, whether during actual spill response, training or exercise / drills must be properly documented.



## EQUIPMENT DEPLOYMENT REPORT

Documentation of SWS equipment used during spill response, drills or training

RESPONSIBLE PARTY: Marathon Oil RP CONTACT: Ken Lockett  
 RP PHONE #: 615-258 4400 RP FAX #: 615 242 9229  
 SWS SUPERVISOR: T. Robinson / N. Conner SWS JOB #: NSH0905045  
 START DATE OF PROJECT: 5-5-09 SWS SERVICE CENTER: NSH-220  
 SWS PHONE #: 800-852-8878 MSO / COTP SECTOR: Ohio Valley

### ENVIRONMENT (CHECK ONE)

PROTECTED  SHELTERED  UNSHELTERED

### GEOGRAPHICAL DESCRIPTION (Facility, Body of Water, Miles of Shore)

Cumberland River Nashville, TN.

EQUIPMENT DEPLOYED Boom (minimum 1,000 ft of hard boom), skimmers, vacuum trucks, boats, temporary storage devices, Command/Communications Center.

300'-18" River Containment Boom

1-28' Response Boat.

SWS PERSONNEL: List by category (supervisor, foreman, equipment operator, technician, etc.)

1-Foreman, 1-Boat Operator, 2-Technicians.

### ADDITIONAL REMARKS:

Personnel and Equipment Deployed to Support Asphalt Hose Change-out. No Discharge Occurred During Change-out Operations

SWS CERTIFIES THAT: 1) The equipment is in good working order and was properly operated in the environment indicated; 2) Involved personnel demonstrated competency in deployment and operation of the equipment.

5-5-09  
DATE

James D. Conner  
SWS SUPERVISOR

[Signature]  
SUPERVISOR SIGNATURE

This report is used for crediting SWS's client response plan holders for OSRO equipment deployment under the Preparedness Response Exercise Program (PREP), all deployments, whether during actual spill response, training or exercise / drills must be properly documented.



## EQUIPMENT DEPLOYMENT REPORT

Documentation of SWS equipment used during spill response, drills or training

RESPONSIBLE PARTY: TVA

RP CONTACT: Ron Majiros / Dawayne McKee

RP PHONE #: (256) 386-2149

RP FAX #: (815) 425-1038

SWS SUPERVISOR: D. Holt

SWS JOB #: COR0901116

START DATE OF PROJECT: 1/9/09 - 2/28/09

SWS SERVICE CENTER: Corp

SWS PHONE #: 800-852-8878

MSO / COTP SECTOR: Ohio Valley

### ENVIRONMENT (CHECK ONE)

PROTECTED     SHELTERED     UNSHELTERED

### GEOGRAPHICAL DESCRIPTION (Facility, Body of Water, Miles of Shore)

Widows Creek a tributary of the TN River in Stevenson AL

**EQUIPMENT DEPLOYED** Boom (minimum 1,000 ft of hard boom), skimmers, vacuum trucks, boats, temporary storage devices, Command/Communications Center.

2,600' of containment boom, 2 skid mounted vacuum units on barges, 3 vacuum trucks, 2 18' work boats, 1 16' work boat,

1 frac tank

**SWS PERSONNEL:** List by category (supervisor, foreman, equipment operator, technician, etc.)

1 Project Manager, 1 Supervisor, 3 Boat Operators, 3 Vacuum Truck (Equipment) Operators, 1 Safety, 1 Foreman, 4 Technicians

### ADDITIONAL REMARKS:

Had numerous subcontractors on site as technicians and operating the skid mounted vacuum units.

**SWS CERTIFIES THAT:** 1) The equipment is in good working order and was properly operated in the environment indicated;  
2) Involved personnel demonstrated competency in deployment and operation of the equipment.

3/24/09  
DATE

D. Holt  
SWS SUPERVISOR

SIGNATURE ON FILE  
SUPERVISOR SIGNATURE

This report is used for crediting SWS's client response plan holders for OSRO equipment deployment under the Preparedness Response Exercise Program (PREP), all deployments, whether during actual spill response, training or exercise / drills must be properly documented.

Corporate Headquarters  
2211 St. Andrews Blvd. Panama City, FL 32405

**Small (AMPD) Responder Audit Form/Equipment List  
(Following Pages)**

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

## MPC Audit Form

**Oil Spill Removal Organization (OSRO)**

Marathon Petroleum Company LLC

Site: HEPACO, Inc

OSRO Auditing Program

Date: 11/17/99

Signature of Auditor: \_\_\_\_\_

Updated: 6/23/2008**Owner and Site Information**

( Owner Information ) Corporate Office (HQ)		( Site Information )	
<b>Owner Name:</b>	HEPACO, Inc.	<b>Site Name:</b>	HEPACO, Inc.
<b>Address 1:</b>	P.O. Box 26308 (Support Services)	<b>Address 1:</b>	2711 Burch Drive
<b>Address 2:</b>	2711 Burch Drive, Charlotte, NC, 28269 (Regional Office)	<b>Address 2:</b>	
<b>City:</b>	Charlotte	<b>City:</b>	Charlotte
<b>State:</b> NC	<b>Zip Code:</b> 28221-6308	<b>State:</b> NC	<b>Zip Code:</b> 28269
<b>Country:</b>	USA	<b>Country:</b>	USA
<b>Contact 1:</b>	Ron Horton, President	<b>Contact 1:</b>	Richard Horton
<b>Contact 2:</b>		<b>Contact 2:</b>	Bob Baxter
<b>Response Phone:</b>	(800)888-7689	<b>Response Phone:</b>	(704)598-9787 or (800)888-7689 24hr ER
<b>Business Phone:</b>	(704)598-9782 or Regional Office (704)598-9787	<b>Business Phone:</b>	(800)280-9787
<b>FAX:</b>	(704)598-7823	<b>FAX:</b>	(704)598-9224
<b>Organization Type:</b>	<input type="radio"/> OSRO: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Organization Type:</b>	<input type="radio"/> OSRO: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Latitude/Longitude Coordinates:</b>		<b>Latitude/Longitude Coordinates:</b>	
<b>Degrees</b>	<u>35.27</u> <input checked="" type="checkbox"/> N <u>-80.83</u> <input type="checkbox"/> E	<b>Degrees</b>	<u>35.27</u> <input checked="" type="checkbox"/> N <u>-80.83</u> <input type="checkbox"/> E
<b>Minutes</b>	<u>    </u> <input type="checkbox"/> S <u>    </u> <input checked="" type="checkbox"/> W	<b>Minutes</b>	<u>    </u> <input type="checkbox"/> S <u>    </u> <input checked="" type="checkbox"/> W
<b>Seconds</b>	<u>    </u> <u>    </u>	<b>Seconds</b>	<u>    </u> <u>    </u>
<b>Is ER number answered 24 hrs/day, 7 days/wk?:</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		<b>Insurance coverage?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
<b>Mobilization Time (minutes from call out to rolling):</b> 7 days/wk 24 hr/day <u>30</u> Minutes.		<b>Any off Hours?(when)</b> <u>NA</u>	
<b>LEGEND: ORGANIZATION TYPES</b>			
<b>OWNER:</b>	G = Government Agency	CO = CO-OP	<b>SITE:</b> A = Administrative Site
	S = Salvage Company	M = Manufacturer	C = Cleanup Site
	O = OSRO	S = Support	W = Waste Site
	C = Cleanup Contractor		O = Operator Site
			M = Maintenance Site
			V = Vessel Mooring Site



## MPC Audit Form

**Oil Spill Removal Organization (OSRO)**

Marathon Petroleum Company LLC

Site: HEPACO, Inc

OSRO Auditing Program

Date: 6/23/2008

Signature of Auditor: \_\_\_\_\_

**Prep. Exercises/Response to Incidents:**

Date	Response/Drill	Location	Resources/Equipment at Response/Drill
Last 12 Months: Several responses were initiated that included the deployment of Boats, Containment Boom, Vac Truck, etc. These responses were for various petroleum and non-petroleum products.			
	Deployment Drills	Locally - Clients	Employee Training and Prep Requirements.
	Table Top Drills	Varies - Clients	Employee Training and Prep Requirements.

**List Certifications, Licenses, Contracts, and Basic Order Agreements (BOA)**

Federal, State, or Local Agency	Certification/License Number	Expiration Date	Comments
USCG		N/A	BOA
Licensed Waste Transporter			
EPA ID#			
DOT ID#			
24hr Agreements for Personnel or Equipment such as; Backhoes, Trackhoes, Pumps, etc.			
Outside Laboratory work by Prism Laboratory, Pace, Or Client Preference.			
Member: (NRC)			

**List Geographical Area of Coverage:** 100 Mile Radius of locations. (Will Travel Anywhere)

**Operating Environments (check all that apply):**

Land  Inland rivers/lakes  Marine near-shore  Marine off-shore  HAZMAT Responder  Shoreline

MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

#### Containment Boom:

Owner	Location	(BT)	(CT)	(Env)	Manufacturer	Freeboard (inches)	Skirt (inches)	Height (inches)	Length (feet)	Selection Codes					
										B	A	T	P	D	
(HEPACO)	Charlotte, NC	C	U	RI		----	----	18	2000	Y	Y	Y	N	Y	
(HEPACO)	Durham, NC	C	U	RI		----	----	18	600	Y	Y	Y	N	Y	
24hr Agreement for boom from:															
Duke Power Company. (Charlotte, NC)		C	U	RI		----	----	18	3000	Y	Y	Y	N	Y	
Owner	Location	(BT)	(CT)	(Env)	Manufacturer	Freeboard (inches)	Height (inches)	Length (feet)	Quantity	Selection Codes					
										B	A	T	P	D	
(HEPACO)	Each Site	OT	U	RI	(Absorbent Boom)	----	2" - 8"	----	Several Bales	Y	Y	Y	Y	Y	
Bundles of absorbent pads, pillows, sweeps, and bags of dry/chemical absorbent stored at each facility.										Y	Y	Y	Y	Y	

LEGEND:			
Boom Type (BT)	Connector Type (CT)	Environment (Env)	Selection Codes
C = Curtain	AN = ANSI	R = River/Canal	B = USCG BOA/MOU
F = Fence	AS = ASTM	I = Inland	A = Available
FR = Fire	B = Bolt	O = Ocean	T = Transportable
I = Ice	Q = Quick	G = Great Lake	P = Packaged
IN = Intertidal	SLI = Slide		D = Dedicated
OT = Other	SLO = Slotted		
	U = Universal		
	OT = Other		

**Additional Comments or Explanation Below:**

(Anchors at facilities are available for anchoring the boom)  
 (Poles with glow sticks for lighting/markings boom)

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MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Product Transfer Pumps

Owner	Location	Power (PC)	PUMP (TPT)	Qty (each)	Manufacturer/Additional Information	Capacity (gpm)	Weight (pounds)	Selection Codes				
								B	A	T	P	D
(HEPACO)	Charlotte, NC	A	D	3	3" Diaphragm Pumps	-----	Portable	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	A	D	2	2" Diaphragm Pumps (SS)	-----	Portable	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	A	D	1	1" Diaphragm Pump (Poly)	-----	Portable	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	G	C	4	2" Trash Pumps	-----	Portable	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	A	C	2	2" Submersible Pumps	-----	Portable	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	A	C	2	2" Diaphragm Pumps (Poly)	-----	Portable	Y	Y	Y	N	N

LEGEND:		
Power Codes (PC)	Transfer Pump Type (TPT)	Selection Codes
A = Air	A = Archimedian Screw	B = USCG BOA/MOU
D = Diesel	B = Bladeless	A = Available
E = Electric	C = Centrifugal	T = Transportable
G = Gas	D = Diaphragm	P = Packaged
H = Hydraulic	P = Peristalic	D = Dedicated
N/A = Not Applicable	PC = Progressive Cavity	
OT = Other	S = Sliding Shoe	
	OT = Other	

**List any special requirements or hoses for using equipment:**

\_\_\_\_\_  
 Sufficient supply of suction, discharge, and chemical hose of various sizes and materials at facilities.  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Drum Pumps at facilities.  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Additional portable pumps and power packs available by rental.  
 \_\_\_\_\_  
 \_\_\_\_\_

MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Support Vessel(s)

Owner	Location	Type	(VT)	(Env)	H/P	Length (ft)	Transit (knots)	Storage (gal)	Qty (ea)	Selection Codes							
										B	A	T	P	D	O	N	S
(HEPACO)	Charlotte, NC	Work Boat (John Boat)	J/U	RI	25	16	----	NA	2	Y	Y	Y	N	N	N	N	Y
(HEPACO)	Durham, NC	Work Boat (John Boat)	J/U	RI	25	14	----	NA	1	Y	Y	Y	N	N	N	N	Y

LEGEND:		
Environment (Env)	Vessel Type (VT)	Selection Codes
R = River/Canal	C = Crane	B = USCG BOA/MOU
I = Inland	D = Deck Barge	A = Available
O = Ocean	H = Hotel Barge	T = Transportable
G = Great Lakes	J = John Boat	P = Packaged
	T = Trawler	D = Dedicated
	U = Utility Work Boat	O = Offload Capable
	OT = Other	N = Night Capability
		S = Shallow Water

**Describe any special requirements for using this equipment:**

\_\_\_\_\_

Sufficient Trailers and equipment to transport vessels.

\_\_\_\_\_

Boating safety equipment (ie. Life rings, Life vests & Air Horns.)

\_\_\_\_\_

(Several anchors are available for anchoring the vessels)

\_\_\_\_\_

MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC

Site: HEPACO, Inc

OSRO Auditing Program

Date: 6/23/2008

Signature of Auditor: \_\_\_\_\_

### Skimmers

Owner	Location	Skimmer	(ST)	(Env)	Capacity (bpd)	Product Group	Storage (gal)	Qty (ea)	Selection Codes					
									B	A	T	P	D	S
(HEPACO)	Charlotte, NC	Double Drum Skimmer	D/A	RI	----	1-4	NA	1	Y	Y	Y	N	Y	N
(HEPACO)	Charlotte, NC	Manta Ray	V/S	RI	----	1-4	NA	1	Y	Y	Y	N	Y	N

LEGEND:			
Environment (Env)	Skimmer Type (ST)	Selection Codes	Product Group
R = River/Canal	A/S = Air	B = USCG BOA/MOU	1
I = Inland	B/A = Belt/Adhesion	A = Available	2
O = Ocean	D/A = Disc/Adhesion	T = Transportable	3
G = Great Lakes	O = Oleophilic	P = Packaged	4
	R/A = Rope Adhesion	D = Dedicated	5
	V/S = Vortex/Suction	S = Self Propelled	
	W = Weir		
	W/S = Weir/Suction		
	OT = Other		

Describe special requirements for using this equipment:

\_\_\_\_\_

Air Compressors & Vacuum devices for skimmer operation.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Oil/Water Separators

Owner	Location	Type	Separator Type	Capacity (Gal)	Quantity (each)	Selection Codes				
						B	A	T	P	D
		(Frac Tanks could be used for Oil/Water Separation.)	G	21000	-----					
(HEPACO)	Charlotte, NC	Oil/Water Separator (Small)	C	-----	1	Y	Y	Y	N	N

<b>LEGEND:</b>	
<b>Selection Codes</b>	<b>Separator Type</b>
B = USCG BOA/MOU	C = Centrifuge
A = Available	CO = Coalescing
T = Transportable	F = Filter
P = Packaged	G = Gravity
D = Dedicated	OT = Other

**Comments:**

\_\_\_\_\_  
 Frac Tanks would be rented.  
 \_\_\_\_\_  
 \_\_\_\_\_



MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Vacuum System(s)

Owner	Location	Manufacturer	Holding Capacity Storage In Gals	Vac Type	Capacity (bpd)	Quantity (each)	Selection Codes				
							B	A	T	P	D
(HEPACO)	Charlotte, NC	Vacuum Trucks (Liquid Ring)	3000	T	-----	2	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	Vacuum Truck (SS)	5500	L	-----	1	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	Vacuum Loader	NA	L	-----	1	Y	Y	Y	N	N
(HEPACO)	Charlotte, NC	Drum Vacuums	55	L	-----	2	Y	Y	Y	N	N

Describe any special requirements for using this equipment:

Several Portable Wet/Dry Vacuums, HEPA Vacuums, & Mercury Vacuum.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

<b>LEGEND:</b>	
<b>Selection Codes</b>	<b>Type of Vac Sys</b>
B = USCG BOA/MOU	L = Loader
A = Available	T = Truck
T = Transportable	
P = Packaged	
D = Dedicated	

MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Beach Cleaners

Owner	Location	Beach Cleaner Type	Quantity (each)	Selection Codes					
				B	A	T	P	D	S
(HEPACO)	Charlotte, NC	3500 psi Steam Pressure Washer	1	Y	Y	Y	N	N	Y
(HEPACO)	Charlotte, NC	2500 psi Pressure Washer	1	Y	Y	Y	N	N	Y
(HEPACO)	Charlotte, NC	10K Water Blaster Truck w/Vac. System & Oil/Water carbon filter.	1	Y	Y	Y	N	N	Y
<b>Additional Equipment that could be used for this is included with the Support Equipment Section.</b>									

LEGEND:	
Selection Codes	Beach Cleaner Types
B = USCG BOA/MOU	M = Manual Cleaner
A = Available	M/C = Mechanical Cleaner
T = Transportable	M/H = Mechanical Hydraulic
P = Packaged	P/B = Paddle Belt
D = Dedicated	S/B = Screening Belt
S = Self Supported	V/C = Vacuum Washer
	OT = Other

Describe any special requirements for using this equipment:

Plenty of high pressure hose.

MPC Audit Form

### Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
 OSRO Auditing Program  
 Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Fire-Fighting Equipment

Owner	Location	Model	Quantity (each)	Weight (pounds)	Selection Codes				
					B	A	T	P	D
(HEPACO)	(Most HEPACO employees at the facility are also area firefighters)								
		Proximity Suits/Turn-out Gear used as PPE.			Y	Y	Y	N	N
		~ 50 Gallons of AFFF foam			Y	Y	Y	N	N
	(No fire-fighting equipment for major fires, hand held fire extinguishers are available for small fires.)								

Describe any special requirements for using this equipment:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

<b>LEGEND:</b>
<b>Selection Codes</b>
B = USCG BOA/MOU
A = Available
T = Transportable
P = Packaged
D = Dedicated

## MPC Audit Form

**Oil Spill Removal Organization (OSRO)**

Marathon Petroleum Company LLC

Site: HEPACO, Inc

OSRO Auditing Program

Date: 6/23/2008

Signature of Auditor: \_\_\_\_\_

**Dispersant(s)**

Owner	Location	Manufacturer	Model	Quantity (gal)	Weight (pounds)	Selection Codes				
						B	A	T	P	D
(HEPACO)	Charlotte, NC									
	(Oil dispersants used for dry land cleaning applications, such as equipment and roadways)									
	NONE USED FOR WATERWAY CLEANUP									

**Dispersant Delivery**

Owner	Location	Manufacturer	Model	Quantity (each)	Weight (pounds)	Selection Codes				
						B	A	T	P	D
(HEPACO)	Charlotte, NC									
	NONE									

LEGEND:	
Selection Codes	Dispersant Delivery Types
B = USCG BOA/MOU	FS = Foam Stockpile
A = Available	T = Team
T = Transportable	V = Vessel
P = Packaged	OT = Other
D = Dedicated	

Describe any special requirements for using this equipment:

\_\_\_\_\_

Regulatory Agency approval for use on waterways.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## MPC Audit Form

**Oil Spill Removal Organization (OSRO)**

Marathon Petroleum Company LLC

Site: HEPACO, Inc

OSRO Auditing Program

Date: 6/23/2008

Signature of Auditor: \_\_\_\_\_

(i.e. Transportation, Communication, Personal Protective, Salvage, Aerial Surveillance, Computerized Spill Tracking Equipment.)

Owner	Location	Equipment	Quantity (each)	Comments Concerning This Equipment
(HEPACO)	Charlotte, NC	Tools	Several	(Shovels, Rakes, Hoes, Squeegees, Mops, Nets, Chainsaws, Rope, Plugging, Leave Blowers, Heaters, Welders, Samplers, Etc.)
		Communication: (Mobile, Marine Band, & Portable VHF Radios)(Cellular Phones)(Beepers)		
		Several: Generators, Air Compressors, Air Blowers, Power Supplies, & Portable Lighting.		
	Direct Services Provided:	Site Assessment & Remediation, Source & Incident Control, Sampling, Product Transfer, Industrial Cleaning, Waste Transport & Disposal, Air Monitoring, Lead & Asbestos Abatement, General Contracting, UST & AST, Emergency Response, Facility Decontamination & Decommissioning, Lab Packs.		
	Responder PPE:	(Type "A,B,C,D" PPE), 1st Responder Suits, SCBA units, Portable Eyewashes, First Aid Kits, Hazmat Kits, Protective Gloves and Boots, Respirators w/Assorted Cartridges, Decontamination Equipment, Traffic Control, Confined Space Entry Equipment & Recovery Harness, Cascade Breathing Systems & Hose, and Hip Airs.		
	Analytical services, equipment, and qualified operating personnel: Outside Laboratory work by Prism Laboratory, Or Client Preference.			
	Oxygen Analyzers, Toxic Gas Analyzer, Combustible & Multi Gas Indicators, PH Indicators, Acid Neutralization, PID, Dreager Tubes, Personnel Monitoring, Radiation Meter, Soil Sampling Kits.			
(HEPACO)	Charlotte, NC	14' ER Trailer	1	Fully Equipped for Oil Spills.
(HEPACO)	Charlotte, NC	32' ER Trailer	1	Fully Equipped for Oil Spills and Level A& B Hazmat Responses..
(HEPACO)	Charlotte, NC	53' Command Post	1	Communication Equipment & Office Space.
(HEPACO)	Charlotte, NC	Utility Trailers	6	Misc. Equipment Transport.
(HEPACO)	Charlotte, NC	18' Boom Trailer	1	Containment Boom and Boat Transport.
(HEPACO)	Charlotte, NC	Pickup Trucks	9	Equipment and Personnel Transport.
(HEPACO)	Charlotte, NC	Dump Truck	1	18 yd
(HEPACO)	Charlotte, NC	24' Box Trucks	1	Equipment Transport.
(HEPACO)	Charlotte, NC	30' Lowboy Trailer	1	Equipment Transport.
(HEPACO)	Charlotte, NC	14' Flatbed Trailers	2	Equipment Transport.
(HEPACO)	Charlotte, NC	Excavator	1	54K weight class.
(HEPACO)	Charlotte, NC	ATV	1	4x4
(HEPACO)	Charlotte, NC	Bobcat	1	
(HEPACO)	Charlotte, NC	Backhoe	1	4 Wheel Drive



## Oil Spill Removal Organization (OSRO)

Marathon Petroleum Company LLC  
OSRO Auditing Program  
Date: 6/23/2008

Site: HEPACO, Inc

Signature of Auditor: \_\_\_\_\_

### Group V Oil/Asphalt Cleanup

Owner	Location	Cleanup Equipment Type	Quantity (each)
(HEPACO)	Charlotte, NC	Methods for locating the petroleum oil on the bottom or suspended in the water column. (ie. Sonar, sampling equipment, divers, or other)	
		List:	
		Contract and/or Rent (2) Certified Divers at Facility	
		Methods for containing the petroleum oil on the surface or suspended in the water column. (ie. Containment boom or fence, silt curtains, or other to reduce bottom spreading)	
		List:	
		Containment Boom & Silt Fence, Construction Fence	
		Bottom and shoreline recovery equipment. (ie. Dredges, pumps, or other)	
		List:	
		Contract and/or Rent	
		Equipment necessary to assess the impact of such discharges.	
		List:	
		Contract and/or Rent	
		Other equipment necessary to respond to a discharge of the type petroleum oil stored or transported.	
		List:	
		Backhoe, Excavator, Dump Truck	
<b>Additional Equipment that could be used for this is included with the Support Equipment Section.</b>			

Is equipment capable of being obtained and deployed within 24hrs ?  Yes  No

Describe any special requirements for using this equipment:

\_\_\_\_\_

\_\_\_\_\_

## Section G: Terminal Drawings and Maps

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**EPA – MPC FRP Diagram Cross Reference  
(for Section 1.9 Diagrams from App F to 40 CFR 112)**

EPA Site Plan Diagram

<b>Item</b>	<b>EPA Item Description</b>	<b>MPC Diagram Location</b>
A	Entire facility to scale	Site Diagram
B	Above and below ground oil storage tanks	Site Diagram
C	Contents and capacities of bulk oil storage tanks	Site Diagram
D	Contents and capacities of drum oil storage areas	Site Diagram (note if not present)
E	Contents and capacities of surface impoundments	Site Diagram (note if not present)
F	Process buildings	Site Diagram
G	Transfer areas	Site Diagram
H	Secondary containment systems	Site and Flow Diagram
I	Structures where hazmat is stored or handled	Site Diagram
J	Location of communication and emergency response equipment	Terminal Site Evacuation, Site Fire, and Site Security Diagram
K	Location of electrical equipment that contains oil	Site Diagram
L	Jurisdictional interface	USCG Dock and EPA/USCG Jurisdictional Diagram

EPA Site Drainage Plan Diagram

<b>Item</b>	<b>EPA Item Description</b>	<b>MPC Diagram Location</b>
A	Major sewers, manholes and drains	Site and Flow Diagram (SPCC)
B	Weirs and shut off valves	Site and Flow Diagram (SPCC)
C	Surface water receiving streams	Site and Flow Diagram (SPCC)
D	Fire fighting water sources	Terminal Site Evacuation, Site Fire, and Site Security Diagram
E	Other utilities	Terminal Site Evacuation, Site Fire, and Site Security Diagram
F	Response personnel ingress and egress	Emergency Response Diagram
G	Response equipment transportation routes	Emergency Response Diagram
H	Direction of spill flow from discharge points	Spill Defensive Locations Diagram (if present) and First Response Strategy Report (if present in Action Plan)

EPA Site Evacuation Plan Diagram

<b>Item</b>	<b>EPA Item Description</b>	<b>MPC Diagram Location</b>
A	Site plan diagram with evacuation routes	Terminal Site Evacuation, Site Fire, and Site Security Diagram
B	Location of evacuation regrouping areas	Terminal Site Evacuation, Site Fire, and Site Security Diagram

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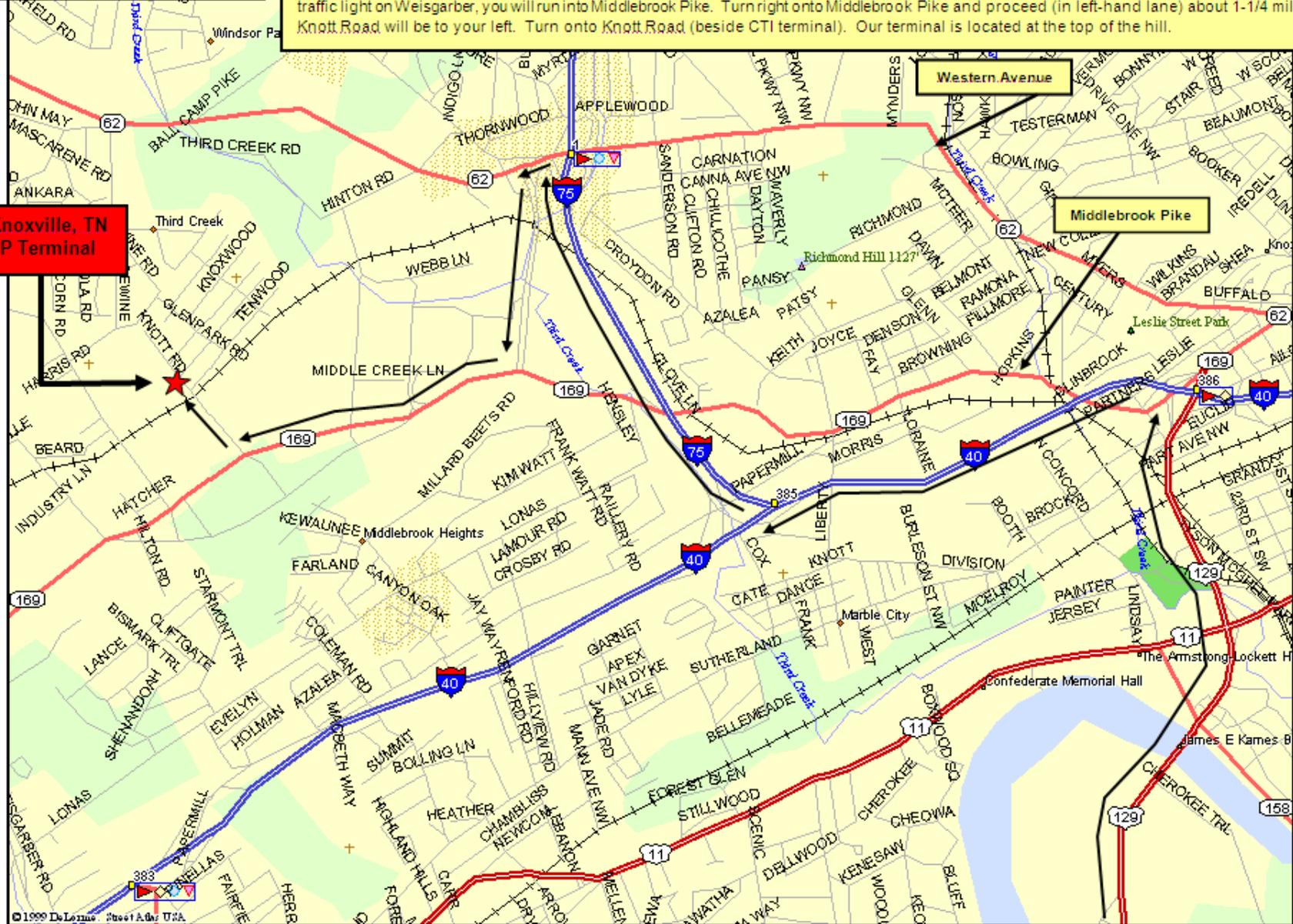
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**Knoxville, TN LP Terminal**  
 2601 Knott Road  
 Knoxville, TN  
 865/588-6566

**From McGee-Tyson Airport (Route 1):** Take Highway 129 from airport toward Knoxville (north) to I-40/I-75 West. Exit onto I-40 and I-75 West to I-640. Take exit 1B onto Western Avenue to 44<sup>th</sup> Street. Cross bridge (44<sup>th</sup> Street) to Middlebrook Pike. Turn right onto Middlebrook Pike. Look for an Exxon terminal – Knott Road runs alongside Exxon. Turn right onto Knott Road. Our terminal is located at the top of the hill.

**From McGee-Tyson Airport (Route 2):** Take Highway 129 from airport toward Knoxville (north) to I-40/I-75 West. Exit onto I-40 and I-75 West to the Papermill Road exit. Turn left onto Papermill Road at traffic light. Proceed two traffic lights to Weisgarber Road. Turn right onto Weisgarber. At third traffic light on Weisgarber, you will run into Middlebrook Pike. Turn right onto Middlebrook Pike and proceed (in left-hand lane) about 1-1/4 miles. Knott Road will be to your left. Turn onto Knott Road (beside CTI terminal). Our terminal is located at the top of the hill.

**Knoxville, TN LP Terminal**



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## Section H: Hazard Evaluation / Identification

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## HAZARD EVALUATION / IDENTIFICATION

This section describes the products stored at this Terminal and their hazards. All Terminal tanks and their identification number, product, capacity, type, year built and size are described on the Storage Tank Identification & Secondary Containment/Diked Areas pages.

There are fourteen (14) aboveground tanks at the Knoxville, TN Light Products facility: (1) transmix, (2) gasoline, (1) kerosene, (4) No. 2 fuel oil, (1) diesel dye, (2) additive, (1) Ethanol, (2) water, (2) Clean and Gas Free.

All of the aboveground tanks that contain oil or hazardous materials have secondary containment sufficient to contain the shell capacity of the largest tank plus freeboard for a rain event.

Containment areas and tanks within each containment area are summarized below.

Containment Area Number	Tank Numbers
CA-1	Tanks: 120-9, 30-8, 55-7
CA-2	Tanks: 20-6, 30-5, 30-4
CA-3	Tanks: 20-3, 30-2
CA-4	Tank: T-1
CA-5	Tank: AA-8-2, AA-3-1
CA-6	Tank: WA-10-1, WA-10-2
CA7	Tank: AA-1-3
CA8	Tank: AA-1-4
CA9	Tank: O-10-10

All of the above listed secondary containment dikes are sufficient to contain the shell capacity of the largest tank plus freeboard for a rain event.

### Surface Impoundments

There are no surface impoundments as described in 40 CFR 112, Appendix F, Section 1.4.1.

### Labeled Schematic Drawings

See Section G For labeled schematic drawings of the terminal.

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**HAZARD CLASSIFICATION**

<b>Product</b>	<b>Hazard Class</b>
Transmix	Flammable
Gasoline	Flammable
Kerosene	Combustible
Diesel Oil	Combustible
Diesel Dye	Combustible
Additive	Flammable
Ethanol	Flammable

\* These products are not classified as oil under 40 CFR 112.

**LOCATION OF MATERIAL SAFETY DATA SHEETS AND SARA 312 REPORTS**

Material Safety Data Sheets (MSDS) for all products and substances listed above are located in the Terminal office and are readily accessible. At the discretion of the Terminal Manager, MSDS can be placed at the end of this section for ready reference. MSDS are also posted on MaraView.

SARA 312 Reports are located in the HES&S manuals.

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## Storage Tank Identification & Secondary Containment / Diked Areas

Knoxville, TN Light Products Terminal

40 CFR Part 112 Appendix F 1.4.1 and 49 CFR 194

5/01

Tank No.	Product	Shell Capacity (gal.)	Normal Fill Level (gal.)	Roof Type/ Year of Construction or Re-fabrication Date	Tank Diameter X Height	Composition of Tank	Failure/Cause	Max. Capacity (gal.) of Secondary	Containment Area Number
T-1	Transmix	(b) (7)(F)		CF 1954	20' x 18'	Steel	N/A	(b) (7)(F)	CA4
20-3	Clean and Gas Free	(b) (7)(F)		CF 1954	60' x 40'	Steel	N/A	(b) (7)(F)	CA3 (CA3+CA2+C A1)
20-6	Diesel Oil	(b) (7)(F)		G Dome 1954	60' x 40'	Steel	N/A	(b) (7)(F)	CA2 (CA1 + CA2)
30-2	Gasoline	(b) (7)(F)		G Dome 1954	67' x 48'	Steel	N/A	(b) (7)(F)	CA3 (CA3+CA2+C A1)
30-4	Kerosene	(b) (7)(F)		C 1954	67' x 48'	Steel	N/A	(b) (7)(F)	CA2 (CA1 + CA2)
30-5	Diesel Oil	(b) (7)(F)		C 1954	67' x 48'	Steel	N/A	(b) (7)(F)	CA2 (CA1 + CA2)
30-8	Diesel Oil	(b) (7)(F)		CF 1961	67' x 48'	Steel	N/A	(b) (7)(F)	CA1
55-7	Diesel Oil	(b) (7)(F)		G Dome 1956	90' x 48'	Steel	N/A	(b) (7)(F)	CA1
120-9	Gasoline	(b) (7)(F)		CF 1978	134' x 48'	Steel	N/A	(b) (7)(F)	CA1
AA-1-3	Diesel Dye	(b) (7)(F)		H	6' x 5'	Steel	N/A	(b) (7)(F)	CA7 (CA7 + CA5)
AA-3-1	Additive	(b) (7)(F)		H	6' x 14'	Steel	N/A	(b) (7)(F)	CA5

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## Storage Tank Identification & Secondary Containment / Diked Areas

Knoxville, TN Light Products Terminal

40 CFR Part 112 Appendix F 1.4.1 and 49 CFR 194

5/01

Tank No.	Product	Shell Capacity (gal.)	Normal Fill Level (gal.)	Roof Type/ Year of Construction or Re-fabrication Date	Tank Diameter X Height	Composition of Tank	Failure/Cause	Max. Capacity (gal.) of Secondary Containment	Containment Area Number
AA-8-2	Additive	(b) (7)(F)		C 1990	10' x 12'	Steel	N/A	(b) (7)(F)	CA5
WA-10-1	Water			H 1990	16' x 10'	Steel	N/A		CA6
WA-10-2	Water			H	16' x 10'	Steel	N/A		CA6
AA-1-4	Clean and Gas Free			H	4' x 5' 5"	Steel	N/A		CA8
O-10-10	Ethanol			CF 2007	40' x 50'	Steel	N/A		CA9 (CA9 + CA3 + CA2 + CA1)

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NOTE: Unless otherwise noted, all Terminal tanks are **Aboveground Tanks**

- Tank Number, tank identification (numbers or letters)
- Product stored in tank
- Shell Capacity – the volume equivalent of the design liquid level of a tank in gallons
- Normal Fill Level – the normal upper operating level of the tank in gallons
- Roof Type – C (cone roof); CF (covered floater); D (dome); H (horizontal above); IFR (internal floater roof); OFR (open floater roof); S (skid)
- Year of Construction or Refabrication Date in (parentheses)
- Tank dimensions diameter by height
- Composition of tank/construction material
- Failure/Cause, if there has been a failure in the history of the tank
- Maximum Capacity of Secondary Containment (diked area in gallons)

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## AVERAGE DAILY THROUGHPUT

Storage tank and secondary containment information is detailed on the Storage Tank Identification & Secondary Containment/Diked Areas information pages found in Section H.

Section G has tank and secondary containment information on a plot plan of the Terminal. Information concerning MSDS for each product is located in the Terminal office and are readily accessible.

Product	Average Daily Throughput (Gallons)
Gasoline & Ethanol	1,800,810
Distillate	582,057

## TRANSFER VOLUMES

- **Barge Transfers:** N/A
- **Pipeline Transfers:** 115,000 bbls
- **Truck Transfers:** Up to 10,000 Gallons

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## Section I: Fire Prevention

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**REGULATORY STANDARD:**

OSHA            29 CFR 1910.39 Fire Prevention Plan  
                     29 CFR 1910.157 Portable Fire Extinguishers

**GENERAL**

Marathon Petroleum Company (MPC), Terminal, Transport, & Rail (TT&R) will ensure that potential fire hazards within our facility(s) are evaluated. This Fire Plan is intended to address evaluating and identifying potential fire hazards, providing proper exits, fire fighting equipment, emergency plans, written procedures, and communicating information concerning these hazards to employees.

**WRITTEN PROGRAM**

TT&R will review and evaluate this plan on an annual basis, when changes occur to 29 CFR 1910.39, or when facility operational changes occur that require revision. Effective implementation of this program requires support from all levels of management within this company. This written program will be communicated to all personnel that are affected by it. It encompasses the total workplace, regardless of number of workers employed or the number of work shifts. It is designed to establish clear goals, and objectives.

**FACILITY EVALUATION**

TT&R will evaluate this facility to determine where the potential for fuel and ignition sources is high and where ignition sources are present. When these two components are present the criteria required for designation as a high risk fire hazard area exists.

- **Information program** – Those areas/jobs meeting the criteria for a high risk fire hazard area or having a known potential to pose a hazard will be designated as high risk fire hazard areas. TT&R will inform exposed employees, by posting danger signs, conducting awareness training, or by any other equally effective means, of the existence and location of the hazard and the danger posed.
- **Equipment program** – Suitable fire protection equipment will be provided, worn, and used where machines, operations, or processes present a fire hazard. Any situation that could provide an ignition source, fuel, or a combination of these hazards will be reviewed. When information indicating limitations or precautions is received from the manufacturer concerning fire hazards associated with equipment used by or belonging to TT&R, they will be immediately transmitted to employees and care taken to see that such limitations and precautions are strictly observed.

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- **High risk fire hazard area/job listing.**

Area/Task	Ignition Source	Date Evaluated	Current Control Method
Loading Rack	Smoking		No Smoking Permitted
	Hot Engines		Engine Shutdown While Loading
	Hot Work		Obtain Hot Work Permit
	Static		Transports Bonded & Grounded While Loading
Laboratory	Smoking		No Smoking Permitted in Lab
	Hot Work		Obtain Hot Work Permit
Tank Farm	Hot Work		Obtain Hot Work Permit
	Hot Engines		Obtain Hot Work Permit
	Smoking		No Smoking Permitted in Tank Farm
Marine Facility	Hot Engines		Obtain Hot Work Permit
	Hot Work		Obtain Hot Work Permit
	Static		Grounding

## MEANS OF EGRESS

All facilities belonging to MPC will meet as a minimum the basic building codes required for safety and health. This section details general fundamental requirements essential to providing a safe means of egress from fire and like emergencies.

- **Basic egress premise** – Every building or structure, new or old, designed for human occupancy owned by this company will be provided with exits sufficient to permit the prompt escape of occupants in case of fire or other emergency. The design of exits and other safeguards will be such that reliance for safety or life in case of fire or other emergency will not depend solely on any single safeguard. Where required, additional safeguards will be provided for life safety in case any single safeguard is ineffective due to some human or mechanical failure.
- **Design criteria** – All buildings or structures will be so constructed, arranged, equipped, maintained, modified, and operated as to avoid undue danger to the lives and safety of our employees from fire, smoke, fumes, or resulting panic during the period of time reasonably necessary for escape from the building or structure in case of fire or other emergency.

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- **Exit requirements** – All buildings or structures will be provided with exits of the type, number, location, and capacity appropriate to the individual building or structure, with due regard to the character of the occupancy, the number of persons exposed, the fire protection available, and the height and type of construction of the building or structure, to afford all occupants convenient facilities for escape. All exits will be so arranged and maintained as to provide free and unobstructed egress from all parts of the building or structure at all times when it is occupied. It is understood that no lock or fastening device designed to prevent free escape from the inside of any building will be installed except in mental, penal, or corrective institutions where supervisory personnel is continually on duty and effective provisions are made to remove occupants in case of fire or other emergency.
- **Egress marking** – Every exit will be clearly visible or the route to reach it will be conspicuously indicated in such a manner that every occupant of every building or structure who is physically and mentally capable will readily know the direction of escape from any point, and each path of escape, in its entirety, will be so arranged or marked that the way to a place of safety outside is unmistakable. Any doorway or passageway not constituting an exit or way to reach an exit, but of such a character as to be subject to being mistaken for an exit, will be so arranged or marked as to minimize its possible confusion with an exit and the resultant danger of persons endeavoring to escape from fire finding themselves trapped in a dead-end space, such as a cellar or storeroom, from which there is no other way out.
- **Illumination requirements** – In every building or structure equipped for artificial illumination, adequate and reliable illumination will be provided for all exit locations. Exit signs will be installed at the point of exit from the building.
- **Alarms** – In every building or structure of such size, arrangement, or occupancy that a fire itself may not provide adequate warning to occupants, fire alarm facilities will be provided where necessary to warn occupants of the existence of fire so that they may escape, or to facilitate the orderly conduct of fire exit drills.
- **Number of Exits** – Every building or structure, section, or area thereof of such size, occupancy, and arrangement that the reasonable safety of numbers of occupants may be endangered by the blocking of any single means of egress due to fire or smoke, will have at least two means of egress remote from each other, so arranged as to minimize any possibility that both may be blocked by any one fire or other emergency conditions.
- **Additional Provisions** – It is understood that compliance with these requirements will not be construed as eliminating or reducing the necessity for other provisions for safety of persons using a structure under normal occupancy conditions, or requiring or permitting any condition that may be hazardous under normal occupancy conditions.

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## FIRE PREVENTION PLAN

The following elements, at a minimum, will be included in the fire prevention plan:

- **Workplace hazards** – The list in section **FACILITY EVALUATION** describes the major workplace fire hazards and their proper handling and storage procedures, potential ignition sources (such as welding, smoking and others) and their control procedures, and the type of fire protection equipment or systems which can control a fire involving them.
- **Manager Responsibilities** –
  - The terminal / facility manager is responsible for maintenance of equipment and systems installed to prevent or control ignitions or fires.
  - The terminal / facility manager is responsible for control of fuel source hazards.
- **Housekeeping for fire prevention** – Terminal managers will control accumulations of flammable and combustible waste materials and residues so that they do not contribute to a fire emergency. The housekeeping procedures will be included in the written fire prevention plan.
- **Training** –
  - TT&R will apprise employees of the fire hazards of the materials and processes to which they are exposed.
  - TT&R will review with each employee upon initial assignment those parts of the fire prevention plan which the employee must know to protect the employee in the event of an emergency.
- **Plan location** – The written plan will be kept in the workplace and made available for employee review.
- **Maintenance** – This employer will regularly and properly maintain, according to established procedures, equipment and systems installed on heat producing equipment to prevent accidental ignition of combustible materials. The maintenance procedures will be included in the written fire prevention plan.
- **Equipment control devices** – Employees and supervisors will be aware of the specific type of control devices on equipment involved with combustible materials in the workplace and should make sure, through periodic inspection or testing, that these controls are operable. Manufacturers' recommendations should be followed to assure proper maintenance procedures.

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## PORTABLE FIRE SUPPRESSION EQUIPMENT

The requirements of this section apply to the placement, use, maintenance, and testing of portable fire extinguishers provided for the use of employees of TT&R.

- **General requirements** –
  - TT&R shall provide portable fire extinguishers and shall mount, locate and identify them so that they are readily accessible to employees without subjecting the employees to possible injury.
  - Only approved portable fire extinguishers shall be used to meet the requirements of this section.
  - This employer shall not provide or make available in the workplace portable fire extinguishers using carbon tetrachloride or chlorobromomethane extinguishing agents. Any employee finding such an extinguisher should report the find to the Safety Department.
  - TT&R shall assure that portable fire extinguishers are maintained in a fully charged and operable condition and kept in their designated places at all times except during use.
  - TT&R shall permanently remove from service all soldered or riveted shell self-generating soda acid or self-generating foam or gas cartridge water type portable fire extinguishers which are operated by inverting the extinguisher to rupture the cartridge or to initiate an uncontrollable pressure generating chemical reaction to expel the agent. Any employee finding such an extinguisher should report the find to the Safety Department.
- **Selection and distribution** – Portable fire extinguishers shall be provided for employee use and selected and distributed based on the classes of anticipated workplace fires and on the size and degree of hazard which would affect their use.
  - **Class A fires** – Class A fires are classed as ordinary combustibles or fibrous material, such as wood, paper, cloth, rubber and some plastics. Portable fire extinguishers for use by employees on Class A fires will be distributed so that the travel distance for employees to any extinguisher is 75 feet (22.9 m) or less.
  - **Class B fires** – Class B fires are classed as flammable or combustible liquids such as gasoline, kerosene, paint, paint thinners and propane. Portable fire extinguishers for use by employees on Class B fires will be distributed so that the travel distance from the Class B hazard area to any extinguisher is 50 feet (15.2 m) or less.
  - **Class C fires** – Class C fires are classed as energized electrical equipment, such as appliances, switches, panel boxes and power tools. Portable fire extinguishers for use by employees on Class C fires will be distributed so that the travel distance from the Class C hazard area to any extinguishing agent is 50 feet (15.2 m) or less.

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- **Class D fires** – Class D fires are classed as certain combustible metals, such as magnesium, titanium, potassium and sodium. Portable fire extinguishers or other containers of Class D extinguishing agent used by employees will be distributed so that the travel distance from the combustible metal working area to any extinguishing agent is 75 feet (22.9 m) or less.
- **Inspection, maintenance and testing** – This employer shall be responsible for the inspection, maintenance and testing of all portable fire extinguishers used by this company.
  - **Monthly inspections** – Portable extinguishers or hoses used in lieu thereof will be visually inspected monthly and documented in FTMS.
  - **Annual maintenance check** –
    - Portable fire extinguishers will be subjected to an annual maintenance check and documented.
    - TT&R shall record the annual maintenance date and retain this record for one year after the last entry or the life of the shell, whichever is less.
  - **Hydrostatic testing** – TT&R shall assure that hydrostatic testing is performed by trained persons with suitable testing equipment and facilities. Alternate equivalent protection will be provided when portable fire extinguishers are removed from service for maintenance and recharging.
    - **Hydrostatic Test records** - TT&R shall maintain and provide upon request, evidence that the required hydrostatic testing of fire extinguishers has been performed. Such evidence shall be in the form of a certification record which includes the date of the test, the signature of the person who performed the test and the serial number, or other identifier, of the fire extinguisher that was tested. Such records shall be kept until the extinguisher is hydrostatically retested at the specified time. Only the most current testing data shall be retained.
    - **Dry Chemical Extinguishers** – TT&R shall assure that stored pressure dry chemical extinguishers that require a 12 year hydrostatic test are emptied and subjected to applicable maintenance procedures every 6 years. Dry chemical extinguishers having non-refillable disposable containers are exempt from this requirement. When recharging or hydrostatic testing is performed, the 6 year requirement begins from that date.
    - **Hydrostatic Visual Inspection** – In addition to an external visual examination, an internal examination of cylinders and shells will be made prior to being tested or subjected to hydrostatic tests.
    - **Portable Extinguishers** – Portable extinguishers will be hydrostatically tested at the intervals required by the NFPA, except under any of the following conditions:
      - When the unit has been repaired by soldering, welding, brazing, or use of patching compounds.
      - When the cylinder or cell threads are damaged.

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- When there is corrosion that has caused pitting, including corrosion under removable name plate assemblies.
  - When the extinguisher has been burned in a fire.
  - When a calcium chloride extinguishing agent has been used in a stainless steel shell.
- **Training and education** – Where portable fire extinguishers for employee use are provided in the workplace, this employer will also provide an educational program to familiarize employees with the general principles of fire extinguisher use and the hazards involved with incipient stage fire fighting.
  - **Training intervals** – TT&R shall provide the education upon initial employment and at least annually thereafter. In addition, TT&R employees will be required to attend hands on fire training every four years.
  - **Locations/Types of Portable Fire Extinguishers.**
    - A list of the type and size of portable and wheeled fire extinguishing units available at this location are located in the FTMS system.
    - The placement of this equipment is shown on the facility diagrams in Section G.

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### Foam Requirements for Fire Pre-Planning

Tank #	Tank Diameter X Height	Roof Type	Shell Capacity (Gallons)	Product	Foam Solution Rate (GPM)	Foam Concentrate Required (Gallons) (a)	Supplemental Foam Hose Streams @ 50 GPM			Total Foam Solution Rate (GPM)	Total Foam Concentrate Required (Gallons) (a)+(b)
							Number of Handlines	Application Time	Supplemental Foam Concentrate Required (Gallons) (b)		
T-1	20' x 18'	CF	(b) (7)(F)	Transmix	50	1 % - 98 3 % - 98	1	10	1 % - 15 3 % - 15	100	1 % - 113 3 % - 113
20-3	60' x 40'	CF		Clean and Gas Free	NFR	1 % - N/A 3 % - N/A	N/A	N/A	1 % - N/A 3 % - N/A	N/A	1 % - N/A 3 % - N/A
20-6	60' x 40'	G Dome		Diesel Oil	452	1 % - 226 3 % - 379	1	20	1 % - 10 3 % - 30	502	1 % - 236 3 % - 709
30-2	67' x 48'	G Dome		Gasoline	564	1 % - 367 3 % - 1,100	2	20	1 % - 20 3 % - 60	664	1 % - 387 3 % - 1,160
30-4	67' x 48'	C		Kerosene	564	1 % - 282 3 % - 846	2	20	1 % - 20 3 % - 60	664	1 % - 302 3 % - 906
30-5	67' x 48'	C		Diesel Oil	564	1 % - 282 3 % - 846	2	20	1 % - 20 3 % - 60	664	1 % - 302 3 % - 906
30-8	67' x 48'	CF		Diesel Oil	564	1 % - 282 3 % - 846	2	20	1 % - 20 3 % - 60	664	1 % - 302 3 % - 906
55-7	90' x 48'	G Dome		Diesel Oil	1,018	1 % - 509 3 % - 1,527	2	20	1 % - 20 3 % - 60	1,118	1 % - 529 3 % - 1,587
120-9	134' x 48'	CF		Gasoline	2,256	1 % - 1,467 3 % - 4,400	3	30	1 % - 45 3 % - 135	2,406	1 % - 1,512 3 % - 4,535
AA-1-3	6' x 5'	H		Diesel Dye	5	1 % - 2 3 % - 7	1	10	1 % - 5 3 % - 15	55	1 % - 7 3 % - 22
AA-3-1	6' x 14'	H		Additive	5	1 % - 3 3 % - 9	1	10	1 % - 5 3 % - 15	55	1 % - 8 3 % - 24
AA-8-2	10' x 12'	C		Additive	13	1 % - 6 3 % - 19	1	10	1 % - 5 3 % - 15	63	1 % - 11 3 % - 34
WA-10-1	16' x 10'	H		Water	N/A	1 % - N/A 3 % - N/A	N/A	N/A	1 % - N/A 3 % - N/A	N/A	1 % - N/A 3 % - N/A

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Tank #	Tank Diameter X Height	Roof Type	Shell Capacity (Gallons)	Product	Foam Solution Rate (GPM)	Foam Concentrate Required (Gallons) (a)	Supplemental Foam Hose Streams @ 50 GPM			Total Foam Solution Rate (GPM)	Total Foam Concentrate Required (Gallons) (a)+(b)
							Number of Handlines	Application Time	Supplemental Foam Concentrate Required (Gallons) (b)		
WA-10-2	16' x 10'	H	(b) (7)(F)	Water	N/A	1 % - N/A 3 % - N/A	N/A	N/A	1 % - N/A 3 % - N/A	N/A	1 % - N/A 3 % - N/A
AA-1-4	4' x 5'5"	H	(b) (7)(F)	Clean and Gas Free	N/A	1 % - N/A 3 % - N/A	N/A	N/A	1 % - N/A 3 % - N/A	N/A	1 % - N/A 3 % - N/A
O-10-10	40' x 50'	CF	(b) (7)(F)	Ethanol	201	1 % - 392 3 % - 392	1	20	1 % - 30 3 % - 30	251	1 % - 422 3 % - 422

- Notes:
- Roof Type – C (cone roof); CF (covered floater); D (dome); H (horizontal above); IFR (internal floater roof); OFR (open floater roof); S (skid)
  - Calculation based on NFPA 11, over the top application rate of 0.16 gpm/sq.ft. for 65 minutes for Class I products, or 50 minutes for Class II products.
  - The Ethanol and Transmix tanks require an AR-AFFF foam concentrate
  - Foam Concentrate supply calculated utilizing 1% foam proportioning for Hydrocarbons (Gasoline) and 3% for Ethanol & Transmix
  - Supplemental Foam lines per NFPA 11

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# Marathon Refining Fire Fighting Resources

- Refineries must retain resources for their own protection at all times
- Availability of individual resources dependent upon the refinery's needs and mobilization capabilities at time of request

## Illinois Refining (Robinson)

<b>Facility</b>	Marathon Petroleum <b>Illinois Refining Division</b>
<b>Address</b>	400 South Robinson Ave. Robinson, IL 62454
<b>Emergency Contact Instructions</b>	Call refinery security control at (618) 544-2121 and request a mutual aid response by fire brigade. Advise location, type of incident, and provide call back/contact phone numbers

## Kentucky Refining (Catlettsburg)

<b>Facility</b>	Marathon Petroleum <b>Kentucky Refining Division</b>
<b>Address</b>	11631 US Route 23 Catlettsburg, KY 41129
<b>Emergency Contact Instructions</b>	Call refinery security at (606) 921-6282 and request a mutual aid response by fire brigade. Advise location, type of incident, and provide call back/contact phone numbers.

## Michigan Refining (Detroit)

<b>Facility</b>	Marathon Petroleum <b>Michigan Refining Division</b>
<b>Address</b>	1300 South Fort Street Detroit, MI 48217
<b>Emergency Contact Instructions</b>	Call refinery security control at (313) 297-6229 and request a mutual aid response by fire brigade. Advise location, type of incident, and provide call back/contact phone numbers

## Ohio Refining (Canton)

<b>Facility</b>	Marathon Petroleum <b>Ohio Refining Division</b>
<b>Address</b>	2408 Gambrinus Rd Canton, OH 44706
<b>Emergency Contact Instructions</b>	Call refinery scale house at (330) 478-5041 and request a mutual aid response by fire brigade. Advise location, type of incident, and provide call back/contact phone numbers

## Texas Refining (Texas City)

<b>Facility</b>	Marathon Petroleum <b>Texas Refining Division</b>
<b>Address</b>	502 10 <sup>th</sup> Street South Texas City, TX 77590
<b>Emergency Contact Instructions</b>	Call refinery security control at (409) 945-2331 and request a mutual aid response by fire brigade. Advise location, type of incident, and provide call back/contact phone numbers

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# Other Marathon Fire Fighting Resources

## Marathon Petroleum (Cincinnati)

<b>Facility</b>	Marathon Petroleum <b>Cincinnati Terminal</b>
<b>Address</b>	4015 River Road Cincinnati, OH 45204
<b>Emergency Contact Instructions</b>	Contact Terminal Operator or MAPLINE at 1-877-627-5463

- **Availability of individual resources dependent upon the terminal's needs and mobilization capabilities at time of request**

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## Section J: Discharge Detection Systems

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## DISCHARGE DETECTION BY PERSONNEL

### Description of Procedures and Personnel for Spill Detection

At the terminal, discharge detection is a combination of periodic and timely terminal inspections by terminal personnel combined with electronic operational alarms indicating potential storage tank overfills. In addition, during load rack and additive tank transfers, personnel monitor the transfer at the location and can immediately respond to any leakage. If a spill occurs, personnel will take appropriate action to respond as outlined below ('Description of Initial Response Actions') and Section B, including use of the Emergency Notification / Phone List and Form 100, Incident Response Notification Form that are located in Section B.

### Facility Inspections

Daily inspections are performed by the Terminal Manager or a Designated Terminal employee. These inspections include a daily inventory check, visual inspection of all tanks, exposed pipelines, and secondary containment areas. Any discrepancies found are immediately reported to the Terminal Manager.

See Section L for inspection criteria.

In the event of a release, Terminal personnel will refer to the incident mitigation procedures in the Action Plan.

### Description of Immediate Response Actions

In the event of an actual release, terminal personnel will immediately respond as outlined in Section B of the FRP.

In addition the following actions must be taken as outlined in Section 1.7.1.2A to Appendix F to 40 CFR 112, **as long as the actions can be done safely:**

#### Oil Spill Response Immediate Actions

1. Stop the product flow.....Act quickly to secure pumps, close valves, etc
2. Warn personnel.....Enforce safety and security measures.
3. Shut off ignition sources.....Motors, electrical circuits, open flames, etc.
4. Initiate containment.....Around the tank and/or in the water with oil boom.
5. Notify MAPLINE (1-877-627-5463) who will contact the MPC Environmental Professional (EP) who will contact the NRC at 1-800-424-8802. In addition, the EP may notify the FOSC and SOSC, as appropriate
6. Notify, as appropriate OSRO, local officials, and neighbors.

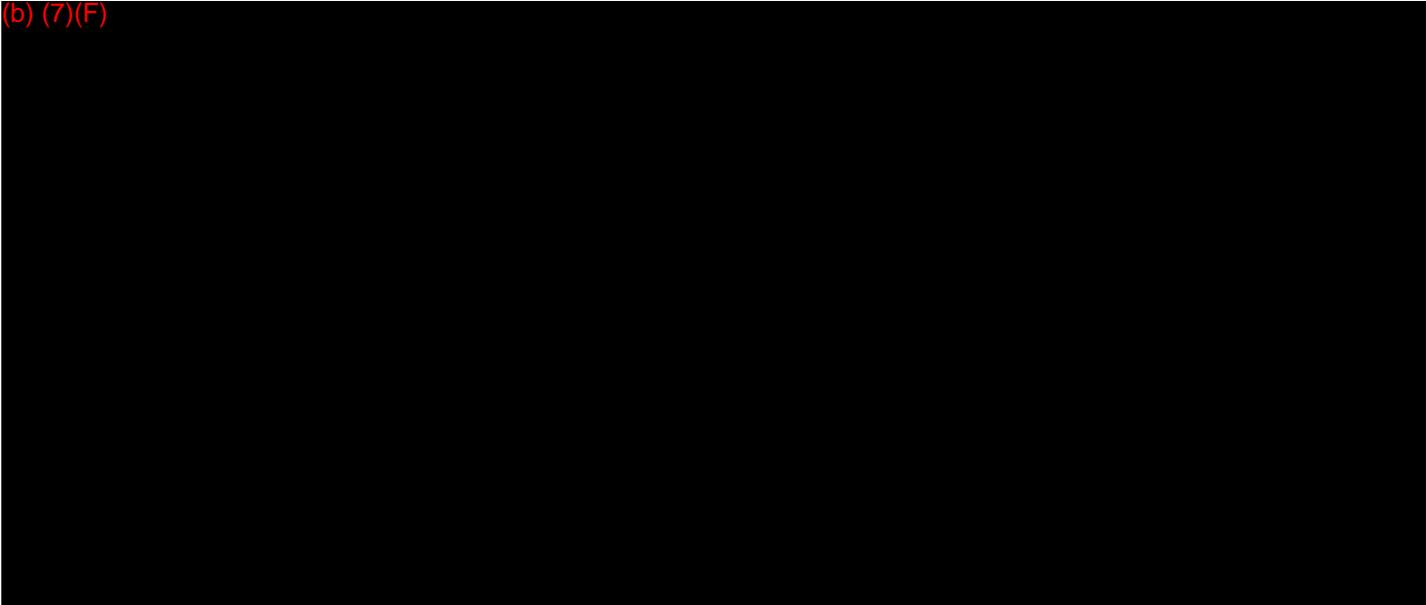
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### **Emergency Response Information (Referenced)**

Emergency response and emergency response contact information may be found in Section B, Evacuation Information in Section E, OSRO information in Section F, and storage tank information in Section H. All information contained in this plan may be cross referenced in the Table of Contents Section near the front of the plan.

### **AUTOMATED DISCHARGE DETECTION**

(b) (7)(F)



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## Section K: Training & Drills

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## **TERMINAL, TRANSPORT & RAIL (TT&R) TRAINING**

MPC provides training for the Terminal and District Response Team members, which is appropriate for their assigned roles and responsibilities within their job classification. A job matrix defines job classifications with written descriptions for all training requirements for that job.

All Response Team members are trained to deal with spills, fires and other emergencies. Regulations include but are not limited to:

- 40 CFR Part 112 Oil Pollution Prevention (Facility Response Plan)
- 40 CFR Part 112 Oil Pollution Prevention (Spill Prevention Control and Countermeasures Plan)
- 40 CFR Part 262 Generator Regulatory Requirements and 40 CFR Part 265 Interim Status Facility Regulatory Requirements (RCRA Contingency Plan)
- 29 CFR Part 1910.38 (a) Employee Emergency Plan
- 29 CFR Part 1910.38 (b) Fire Prevention Plan
- 29 CFR Part 1910.120 (q) Emergency Response to Hazardous Substances Release
- 29 CFR Part 1910.1200 Hazard Communication

## **TRAINING RECORDS**

Terminal Transport & Rail maintains personnel training records on VTA Administrator, an electronic database in Findlay, Ohio. Additionally, each Terminal maintains a hard copy of training records for the employees assigned to that Terminal. Training records will be retained for a minimum of five years and as long as personnel have duties related to response.

## **DRILLS**

MPC has chosen to participate in the National Preparedness for Responses Exercise Program (PREP) to meet the intent of the Oil Pollution Act of 1990. The PREP addresses exercises, drills, and notification requirements, which MPC follows. Each Terminal maintains logs and records that document drills and exercises. Drill documentation will be retained for a minimum of five years.

## **Contractors (OSRO, etc.)**

Under conditions of the contract, contractors working for MPC will ensure that their employees have appropriate training to perform the expected duties. The contractor is responsible for maintaining all training records of their employees. MPC affirms compliance during contract review procedures and periodic auditing of contractor records.

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## **TERMINAL, TRANSPORT & RAIL PREVENTION TRAINING PROGRAM LEVEL I AND LEVEL II RESPONSE TEAMS**

### **Prevention Training Requirements for the Terminal's Facility Response Plan for Facility Personnel**

#### **Level I Drills**

#### **Prevention Training Requirements (SPCC)**

- Operations and maintenance of equipment
- Applicable pollution control laws
- Contents of facility's SPCC plan
- General facility operations

#### **Training Elements for Facility Personnel**

Demonstrate knowledge of:

- Agency the Terminal is regulated under (EPA, USCG, RSPA, State, etc...)
- Notification procedures and requirements for
  - External (Federal, State agencies, OSROs)
  - Internal
  - Utilizing Form 100
- Communication system used for notifications
  - Phone calls verses using MAPLINE
- Products transferred, stored and or shipped
  - Material Safety Data Sheets
  - Special handing procedures
  - Health and Safety Hazards
  - Spill procedures
  - Firefighting procedures
- Operational responsibilities and procedures for utilizing available Terminal equipment that may be used to mitigate or prevent an oil discharge
- Operational responsibilities and procedures to shut down affected operations (rack, a transfer, etc...)
- Operational responsibilities and procedures to follow in the event of a discharge, potential discharge, emergency involving the following equipment or scenario:
  - Tank Overfill
  - Tank Rupture
  - Piping or Pipeline Rupture
  - Piping or Pipeline leak, both under pressure and not under pressure
  - Explosion or Fire
  
  - Equipment Failure
  - Failure of Secondary Containment

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- Operational capabilities of the Terminal's contracted Oil Spill Removal Organization to respond to:
  - Average most probable discharge (small discharge)
  - Maximum most probable discharge (medium discharge)
  - Worst Case Discharge
- Names of Qualified Individual, and how to contact him
- Qualified Individual responsibilities and authority
- MPC TT&R organizational structure used to manage response actions for:
  - Command and Control
  - Public Information
  - Safety
  - Liaison with government agencies
  - Spill response operations
  - Planning
  - Logistics support
  - Finance
- Drills and exercise programs that meet the federal requirements
- Area Contingency Plan for the area in which the Terminal is located
- National Contingency Plan
- Roles and responsibilities (authority) of federal and state agencies in pollution response
- OSHA requirements for worker health and safety (29 CFR 1910.120)

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## **Prevention Training Requirements for the Terminal's Facility Response Plan for Facility Personnel / Spill Management Team**

### **Level II Drills**

#### **Spill Management Team**

The function of a Spill Management Team is to assist in the response of an oil spill. The organizational structure is based on the Incident Command System. Emergency response management activities are Command, Operations, Planning, Logistics and Administration and Finance.

Spill Management Team members will be trained according to their functional role within the Incident Command System.

#### **Training Elements for the Spill Management Team**

Demonstrate knowledge of:

- Agency which the Terminal is regulated under (EPA, USCG, RSPA, State, etc...)
- Notification procedures and requirements for:
  - External (Federal, State agencies, OSROs)
  - Internal
  - Utilizing Form 100
- Communication system used for notifications
  - Phone calls verses using MAPLINE
- Products transferred, stored and or shipped
  - Material Safety Data Sheets
  - Special handing procedures
  - Health and Safety Hazards
  - Spill procedures
  - Firefighting procedures
- Terminal Personnel operational responsibilities and procedures for use of Terminal equipment which may be used to mitigate an oil discharge
- Operational capabilities of the Terminal's contracted Oil Spill Removal Organization to respond to:
  - Average most probable discharge (small discharge)
  - Maximum most probable discharge (medium discharge)
  - Worst Case Discharge
- The responsibilities and authority of the Qualified Individual identified within the Facility Response Plan and within MPC TT&R's response organizations
- *Procedures for transferring responsibility for direction of response activities from shore to the vessel personnel.*

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- MPC TT&R organizational structure used to manage response actions for:
  - Command and Control
  - Public Information
  - Safety
  - Liaison with government agencies
  - Spill response operations
  - Planning
  - Logistics support
  - Finance
- The responsibilities and duties of the oil spill management team members within the MPC TT&R's organizational structure, in accordance with designated job responsibilities
- The requirements of oil spill management team members assigned role within the Incident Command System, as described within the Facility Response Plan
- Drills and exercise programs that meet the federal and state regulations as required by OPA
- Procedures of a post discharge review of the Facility Response Plan to evaluate and validate its effectiveness
- Area Contingency Plan for the area in which the Terminal is located
- National Contingency Plan
- Roles and responsibilities (authority) of federal and state agencies in pollution response
- Available response resources
- Ordering procedures to acquire OSRO resources, in accordance with designated job assignments
- Basic information on spill operations and oil spill clean-up technology including:
  - Oil containment
  - Oil recovery methods and devices
  - Equipment limitations and uses
  - Shoreline clean-up and protection
  - Spill trajectory analysis
  - Use of dispersants, in-situ burning, bioremediations
  - Waste storage and disposal considerations
- Hazard recognition and evaluation
- Site safety and security procedures
- OSHA requirements for worker health and safety (29 CFR 1910.120)
- Incident Command system and Unified Command System
- Public affairs, as applicable to designated job responsibilities
- Crisis management, as applicable to designated job responsibilities
- Personnel management, as applicable to designated job responsibilities
- Sensitive biological areas, as applicable to designated job responsibilities
- Procedures for directing the deployment and use of spill response equipment, as applicable to designated job responsibilities

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## HAZWOPER EMERGENCY RESPONSE GUIDELINE

### Emergency Responder Responsibilities and Knowledge Levels (Regulatory):

#### I. First Responder Awareness

Employees who are likely to witness or discover a hazardous material spill/release and who have been trained to initiate the emergency response sequence by notifying the proper authorities of the spill/release.

- A. Take no further action beyond notifying the authorities of a release
- B. Demonstrated competencies in the following:
  - 1. An understanding of what hazardous materials are, and the associated risks
  - 2. An understanding of the potential outcomes associated with hazardous material emergencies
  - 3. The ability to recognize the presence of hazardous material substance in an emergency
  - 4. The ability to identify the hazardous substance(s) if possible
  - 5. An understanding of the role of the First Responder Awareness Level in the employer's emergency response plan
  - 6. The ability to utilize the Department of Transportation's *Emergency Response Guidebook*
  - 7. The ability to recognize the need for additional resources, and the proper notifications required

#### II. First Responder Operations Level

Employees who respond to spills/releases or potential spills/releases as part of an initial response for the purpose of protecting nearby persons, property, and the environment from the effects of the release. They are trained to respond in a defensive fashion without trying to stop the spill/release. Their function is to contain the spill/release from a safe distance, keep it from spreading, and prevent exposures.

- A. Do not attempt to stop the release
- B. Receive eight hours of training or demonstrate competency and certification by the employer:
  - 1. Knowledge of basic hazard and risk assessment techniques
  - 2. Know how to select and use available personal protective equipment
  - 3. An understanding of basic hazardous material terminology

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4. Know how to perform basic control, containment, and/or confinement operations with equipment and personal protective equipment available within the employees' specific work area
5. Know how to implement basic decontamination procedures
6. An understanding of relevant site-specific standard operating procedures and termination procedures

### **III. Hazardous Materials Technician**

Employees who respond to spills/releases for the purpose of stopping the spill/release assume a more aggressive role than a First Responder Operations Level in that they will approach the point of release in order to plug, patch, or otherwise stop the spill/release.

- A. Receive 24 hours of training equal to the first responder operations level
- B. Competency in the following, certified by the employer:
  1. Implement the employer's emergency response plan
  2. Know the classification, identification and verification of known and unknown materials by using field survey instruments and equipment
  3. Function within an assigned role in the Incident Command System
  4. Select and use proper PPE provided to the hazardous material technician
  5. Understand hazard and risk assessment techniques
  6. Perform basic control, containment and/or confinement operations within the capabilities of the resources and PPE available with their unit
  7. Understand and implement decontamination procedures
  8. Understand basic chemical and toxicological terminology and behavior
  9. Ability to understand termination procedures

### **IV. Hazardous Materials Specialist**

Employees who respond with and provide support as needed

- A. Respond with and support Hazardous Materials Technicians
- B. Act as site liaison with Federal, State, local and other governmental authorities in regard to site activities
- C. Receive 24 hours of training equal to the technician level
- D. Competency in the following, certified by the employer:
  1. Implement the local emergency response plan
  2. Know the classification, identification and verification of known and unknown materials by using advanced survey instruments and equipment
  3. Knowledge of the state emergency response plan
  4. Select and use proper PPE provided to the hazardous materials specialist
  5. Understand in-depth hazard and risk assessment techniques
  6. Perform specialized control, containment and/or confinement operations within the capabilities of the resources and PPE available

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7. Determine and implement decontamination procedures
8. Have the ability to develop a site safety and control plan
9. Understand chemical radiological and toxicological terminology and behavior

## **V. On Scene Incident Commander**

Employees who will assume control of an incident scene beyond the First Responder Awareness Level

- A. Receive 24 hours of training equal to the first responder operations level
- B. Competency in the following, certified by the employer:
  1. Know and be able to implement the employers incident command system
  2. Know how to implement the employer's emergency response plan
  3. Know and understand the hazards and risks associated with employees working in chemical protective clothing
  4. Know how to implement the local emergency response plan
  5. Know of the State Emergency Response Commission Plan (SERC) and the Federal Regional Response Team
  6. Know and understand the importance of decontamination procedures

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## DOCUMENTATION

On completion of Level I, Level II, or Hazwoper training, the person conducting the training will complete the Employee Education Documentation Form, or the Terminal Hazwoper training form.

MPC shall maintain the following documents and records in Findlay, OH. Training documents and records are available to the terminal via MaraWeb (MPC's intracompany web site).

- A. Duties for Level I and Level II personnel
- B. A written description of the type and amount of training
- C. Records that document that the training or job experience required has been given to and completed by Terminal personnel
- D. Records of personnel training for this Terminal are available at the Terminal and records of other personnel training are available at MPC's Findlay, Ohio office
- E. Records are available for inspection by any appropriate Federal or State Agency

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## **PREP EXERCISE PROGRAM**

In order to familiarize personnel with response and notification procedures and test response capabilities announced and unannounced drills will be conducted on a periodic basis. The drills or exercises will be completed and documented as outlined below.

### **Qualified Individual (QI) Notification Exercise**

The purpose of a QI Notification Exercise is to ensure that the MPC QI, or designee, can be reached in a spill response emergency and carry out the required duties. Direct contact must be made by radio, pager, telephone, or fax. Annually, one QI Notification Exercise should be carried out during non-business hours. For terminals, the QI Notification Exercise will be initiated on a quarterly basis by the terminal manager or a designee at the terminal. The TM will document the QI Notification on TT&R Form 800. The form will be retained at the terminal for five years.

### **Equipment Deployment Exercise**

The purpose of the exercise is to demonstrate the ability of Terminal personnel to deploy and operate Terminal owned and operated response equipment identified in the Facility Response Plan (If the Terminal has equipment).

Terminal equipment deployment drills will be conducted semi-annually. The unannounced annual drill may be credited toward one of the semi-annual drills. See Equipment Testing.

If the Terminal depends on a contracted OSRO for equipment deployment, OSRO equipment must be deployed annually and a letter documenting deployment provided to the Terminal.

Records of these exercises shall be maintained at the Terminal for at least five years.

### **Spill Management Team Tabletop Drill**

The purpose of the drill is to exercise the Terminal Response Team in managing a spill response.

The PREP Objectives for this exercise are to be completed each year. Every 3 years all components of the entire Facility Response Plan must be exercised. See Triennial Exercise of the Plan.

At least one spill management team tabletop drill in a triennial cycle would involve simulation of a worst case discharge scenario.

Records of these drills shall be maintained at the Terminal for at least five years.

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## **Drill and Exercise Credit**

The Terminal or Plan Holder should take credit for the above drills or exercises when conducted in conjunction with other exercises or during an actual spill response when the objectives are met, the response is evaluated, and a proper record is generated.

## **Terminal Exercise of the Plan**

Components of the Plan that must be exercised at least once every three years include:

### **Organization Design**

- Notifications
- Staff mobilization
- Ability to operate within the Response Management System described in the Facility Response Plan

### **Operational Response**

- Discharge control
- Assessment of discharge
- Containment of discharge
- Recovery of spilled material
- Protection of sensitive areas
- Disposal of recovered material and contaminated debris

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## Response Support

- Communications
- Transportation
- Personnel support
- Equipment maintenance and support
- Procurement
- Documentation

## Internal Unannounced Exercises

Annually, each terminal must conduct one unannounced exercise. This is not a separate exercise, it just means that one of the required exercises must be conducted unannounced. This could be the QI Exercise, the Deployment Exercise, or the SMT Tabletop Exercise. In addition, the EPA allows use of an optional Emergency Procedures Exercise to fulfill the unannounced exercise requirement.

An unannounced exercise is where the participants do not have prior knowledge of the exercise. Response to an actual spill or other emergency should be taken as credit for the unannounced exercise.

## Government-Initiated Unannounced Exercises

General – TT&R terminals and vessels may be directed by the Coast Guard or EPA to participate in an unannounced exercise. Coast Guard and/or EPA personnel may arrive unexpectedly and announce that the terminal or vessel has been selected to participate in a Coast Guard or EPA initiated unannounced exercise. Note that participation is mandatory, unless there is a specific condition on the vessel or at the terminal that may result in a safety hazard. The purpose of the exercise is to test the response preparedness of the terminal or vessel. The cost of the exercise will be borne by MPC TT&R. Records must be retained for a minimum of five years.

Description of the Exercise – The exercise will be a simulated small discharge necessitating mobilization of response equipment to the site and deployment and operation of the equipment. In general, the expectation is that boom will be deployed within approximately one hour, and that recovery devices will be available and in operation within two hours. Boom deployment up to 1,000 feet may be required or the agency may opt to have a lesser amount deployed. Note that if the terminal's approved FRP has less than 1,000 feet of containment boom, that lesser amount is the maximum amount of containment boom that must be deployed. Operation of recovery devices may be required or the agency may permit simulated operation. Adequate oil storage must be demonstrated for the small spill. Sufficient trained personnel must be available to deploy and operate the equipment. The exercise will last approximately four hours.

Exercise Expectation – The Coast Guard or EPA personnel will describe the hypothetical spill situation and then expect TT&R personnel to rapidly and effectively respond. The situation will be a small spill necessitating boom deployment and use of recovery devices for a spill of up to

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2,100 gallons. Demonstration that recovered oil storage capacity is available to contain 4,200 gallons will be required. The exercise will consist of proper notifications, boom deployment, oil recovery, demonstration of adequate storage capacity, and availability of adequate trained personnel. Proper notifications must be made, or simulated, as directed by the agency personnel – telephone notifications must be made to the TT&R QI, and National Response Center, at a minimum. If the approved TT&R FRP lists containment boom, TT&R personnel must deploy their own containment boom. If the approved plan does not list containment boom, TT&R personnel must call out their small spill OSRO to deploy boom. In either case, the small spill OSRO must be called to provide personnel and equipment for the recovery and storage devices. When TT&R personnel call the small spill OSRO, the OSRO should be advised that this is a Coast Guard or EPA unannounced exercise, and that safety of personnel is a major concern. The small spill OSRO must send adequate trained personnel to deploy and operate the equipment.

Safety – The responsibility for safety during the exercise rests with TT&R and the responding personnel from the OSRO. TT&R and OSRO personnel must comply with all regulatory safety requirements and must not act in an unsafe manner. Not observing regulatory safety requirements and/or operating unsafely will likely result in an unsatisfactory exercise evaluation.

Exercise Evaluation – The exercise will be evaluated by the agency conducting the exercise in accordance with their regulations. Basic requirements of the exercise are that the TT&R vessel or terminal demonstrates that the response plan can be implemented in a timely fashion, that response resources are available and in a functioning condition, that there are adequate response personnel, and that response personnel are adequately trained.

### **Government Area Exercise**

The purpose of an area exercise is to exercise the entire response community in a particular area. The response community includes the federal, state, and local government and industry. This exercise is designed to exercise the government and industry interface for spill response.

Participation is not required if the Plan holder has participated in an Area Exercise within the preceding six years.

### **Evaluation of Drills and Exercises**

Each drill or exercise shall be evaluated as outlined in the PREP Guidelines. MPC Form 800 contains the evaluation criteria from the PREP Guidelines and should be used to both document and evaluate the drill or exercise.

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## Documentation of Drills

A record of each drill or exercise conducted will be maintained on site at the Terminal and in the OPA Coordinator's office. A copy of the record will be sent to the OPA Coordinators, and the District Managers. This record is maintained for a minimum of five years. The records log at the Terminal must be readily accessible for inspection by any appropriate Federal or State Agency.

The record will document the drill type and the participants including, Terminal personnel and any outside Oil Spill Removal Organization.

The IC will generate a record documenting the Level I/Level II Spill Management Team Table Top Drill with copies forwarded to Terminal Manager, and TT&R OPA Coordinators.

The Emergency Preparedness Group will generate a record documenting the Level III Responders and members of the CERT Team Spill Management Team Table Top Drill. Copies will be sent to the Terminal Manager, OPA Coordinator and District Managers.

Records of Area Exercises are to be maintained by the OPA Coordinators for at least five years from the date of the exercise.

## MPC Response Organization Drill

MPC CERT Team, Level III Responders will conduct a drill every three years that exercises the entire components of the Facility Response Plan. This exercise may be conducted at any of the MPC locations. This drill will utilize the resources available to the Emergency Response Team, Levels I through III.

Upon completion, records verifying the occurrence of the drill will be sent to all MPC Division facilities to be retained in the drill log at each site. Although this drill may be held at just one location, because it is a corporate response (CERT Team) drill, it serves to fulfill the three-year requirement for all facilities.

## Oil Spill Equipment Testing (For Terminals that have equipment)

All oil spill equipment will be tested and maintained per the National Preparedness for Response Exercise Program (PREP) guidelines. Annually, and generally at the time of a deployment drill, all listed equipment will be inspected for worthiness and accuracy with the listed inventory. This inspection will be part of the comprehensive training and standard maintenance program of the Terminal. The Terminal Manager or his Designated Alternate will document all inspections and any maintenance per the forms in Section L.

Note: The Oil Spill equipment that is to be **tested** is containment and/or deflective types of boom, skimmers, etc. All other equipment should be **inspected**.

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## **Evacuation and Fire Exercises**

Each Terminal shall schedule a drill for activating and exercising its fire control system and evacuation procedures. The system may consist of equipment and procedures or just procedures. The demonstration shall be conducted at least annually. The Terminal Manager or Designated Alternate an assigned company representative is responsible for coordinating the drill and notification of agencies and company representatives. The drill shall allow for the participation of local response agencies such as the fire department, LEPC or Coast Guard. Planning for any drill shall include invitation to participate to such local agencies and shall be concluded several days before the actual drill.

Testing of Terminal equipment shall be conducted in accordance with local, state and federal regulations. In no case shall the interval between drills exceed one year. Each Terminal shall prepare a list of fire equipment, the required test interval for each piece and record the test dates.

## **Responsibility for Planning, Conducting, and Monitoring Drills**

There are many MPC elements that contribute to planning, conducting, and monitoring drills, including documenting the drills. However, the person ultimately responsible for ensuring all aspects of the drill program is the Terminal Manager.

## **ABILITY TO IMPLEMENT PLAN, INCLUDING RESPONSE TRAINING AND PRACTICE DRILLS**

The FRP serves as the basis for all training and drills - MPC personnel are not only trained in the FRP, but are expected to use the FRP in practice for both drills and actual response. As outlined in the FRP, MPC has developed an overall program to prepare terminal personnel for spill response and to respond to other emergencies. This program consists of the training and drills as outlined in FRP Section K "Training and Drills". Personnel are trained in accordance with the OSHA HAZWOPER Standard for spill response, as well as spill prevention in accordance with EPA requirements. Personnel are also trained for positions in the Incident Command System (ICS), and qualified for positions in a Spill Management Team following the guidance in the ICS System. Terminal personnel also participate in the National Preparedness for Response Exercise Program (PREP) in accordance with the PREP Guidelines. Drills are held at the terminal level annually, and at district, and corporate wide on a periodic basis. In addition to drills, MPC personnel may be asked to participate as responders in actual responses. Actual responses are evaluated and used to refine future training and drills. Thus, MPC personnel are prepared to respond as needed and are able to implement the FRP.

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## ANNUAL EPA/USCG TRAINING REQUIREMENT

(Description of terminal personnel training to meet EPA regulatory requirements for the Annual Discharge Prevention Meeting and the Annual Personnel Response Training).

- **Annual HAZWOPER Refresher for Emergency Responder**  
(Level 1 or Level 2 SMT Tabletop or Equipment Deployment Exercise)  
[29 CFR 1910.120(q)(8)]

MPC has established that participation in a Level 1 or Level 2 Spill Management Team Tabletop Exercise or a MPC Equipment Deployment Exercise is **PARTIAL fulfillment** of the annual OSHA emergency response HAZWOPER training for MPC TT&R personnel. In addition, personnel must complete selected specific requirements as outlined in the MPC TT&R HAZWOPER Standard. Note that participation in an actual response is considered to be COMPLETE fulfillment of the annual OSHA HAZWOPER refresher training.

- **Annual EPA Discharge Prevention Meeting**  
[40 CFR 112.7(f)(1)]

This annual training for terminal personnel should be a review of the methods for preventing spills at the terminal. The training should include a review of the terminal SPCC Plan and the means outlined therein to minimize or prevent spills. Recommended minimum training time is one hour and should include discussing overfill prevention, site drainage from diked and undiked areas, correct drainage procedures, and logging requirements for opening, monitoring, and closing drainage valves.

- **Annual EPA/USCG Terminal Personnel Response Training**  
[40 CFR 112.7(f)(3) / 33 CFR 154.1050]

This annual training for terminal personnel should be a review of the spill response procedures at the terminal. The training should include a review of the Facility Response Plan and the spill response procedures therein. Recommended training time is one hour and should include notification procedures, initial spill containment, confinement, and control procedures, location and use of terminal spill response equipment, and information on initial spill response locations outside the terminal.

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**Form 800 (Terminal PREP Exercise and Personnel Training Report)**

Page 1 of 3  
(Revised 2/04)

<b>MPC Form 800</b>		
Facility Name _____	Date of Exercise/Training _____	
Preparer's Name _____	Preparer's Signature _____	
<b>A. PREP Exercises (Check all that apply)</b>	USCG <input type="checkbox"/>	EPA <input type="checkbox"/>
<input type="checkbox"/> <b>QI Notification Exercise</b>		
<input type="checkbox"/> <b>SMT Tabletop Exercise</b>		
<input type="checkbox"/> AMPD / Small Spill Scenario	<input type="checkbox"/> MPC Level One Exercise	
<input type="checkbox"/> MMPD / Medium Spill Scenario	<input type="checkbox"/> MPC Level Two Exercise	
<input type="checkbox"/> WCD / WCD Scenario		
<input type="checkbox"/> <b>Equipment Deployment</b>		
<input type="checkbox"/> Facility-Owned	<input type="checkbox"/> CO-OP Owned	<input type="checkbox"/> OSRO-Owned (If performed at MPC terminal)
<input type="checkbox"/> <b>Emergency Procedure for Terminal</b>		
<input type="checkbox"/> Unannounced	<input type="checkbox"/> Announced	
<input type="checkbox"/> <b>Government-Initiated Unannounced Deployment Exercise</b> (Attach Agency Evaluation)		
<input type="checkbox"/> USCG COTP _____	<input type="checkbox"/> EPA Region _____	
<b>Exercise Objectives</b> (Complete prior to Exercise)		
1. _____		
2. _____		
3. _____		
4. _____		
5. _____		
<input type="checkbox"/> <b>Actual Incident</b> (Describe below, list participants, and complete D. Lessons Learned)		
<b>Written Description of Exercise or Actual Incident</b>		
<b>Participants</b> (Check all that apply and list MPC personnel separately on OTIS Sign-in Sheet for Exercise Credit Purposes)		
<input type="checkbox"/> MPC Terminal Personnel _____	<input type="checkbox"/> MPC Area/District Personnel _____	
<input type="checkbox"/> Local Agencies (List) _____	<input type="checkbox"/> State Agencies (List) _____	
<input type="checkbox"/> Federal Agencies (List) _____	<input type="checkbox"/> OSRO _____	

ENV/RELPP/60C  
TTM FRP (Form 800)

CUSTODIAN: Terminal  
COPY: FRP & EPA

REVISED: 3/2005

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**Form 800 (Terminal PREP Exercise and Personnel Training Report)**

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(Revised 2/04)

<b>MPC Form 800</b>					
<b>B. SMT Tabletop / Equipment Deployment Drill Evaluation Components</b>					
<b>Identify those components that were exercised during the PREP Exercise or Incident:</b>					
1. Notifications		6. Containment		11. Transportation	
2. Staff Mobilization		7. Recovery		12. Personnel Support	
3. Unified Command		8. Protection		13. Equipment Maintenance	
4. Discharge Control		9. Disposal		14. Procurement	
5. Assessment		10. Communications		15. Documentation	
<b>C. Exercise Evaluation - Accomplishment of Objectives</b>					
1.					
2.					
3.					
4.					
5.					
<b>D. Incident/Exercise Evaluation – Lessons Learned</b>					
1.					
2.					
3.					
4.					
5.					
<b>E. Terminal Personnel Training - (Attach List of Participants Using OTIS Sign-in Sheet)</b>					
<input type="checkbox"/> Annual HAZWOPER Refresher for Emergency Responder (Level 1 or Level 2 SMT Tabletop) [29 CFR 1910.120(q)(8)]					
<input type="checkbox"/> Annual EPA Discharge Prevention Meeting [40 CFR 112.7(f)(1)]					
<input type="checkbox"/> Annual EPA/USCG Terminal Personnel Response Training [40 CFR 112.7(f)(3) / 33 CFR 154.1050]					
<input type="checkbox"/> USCG Facility Operations Person in Charge of Transfer Operations [33 CFR 154.710(e)]					
<b>Notes:</b>					
1. Submit participants for exercises and training on OTIS Sign-in Sheet.					
2. Maintain original completed copy of this form and participant list(s) for 5 years.					
3. Send a copy of this form and participant list(s) to OPA 90 Coordinator in TT&R					

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TTM FRP (Form 800)

CUSTODIAN: Terminal  
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**Form 800 (Terminal PREP Exercise and Personnel Training Report)**

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(Revised 2/04)

**1. Annual HAZWOPER Refresher for Emergency Responder (Level 1 or Level 2 SMT Tabletop or Equipment Deployment Exercise) [29 CFR 1910.120(q)(8)]**

MPC has established that participation in a Level 1 or Level 2 Spill Management Team Tabletop Exercise or a MPC Equipment Deployment Exercise is PARTIAL fulfillment of the annual OSHA emergency response HAZWOPER training for MPC TT&R personnel. In addition, personnel must complete selected specific requirements as outlined in the MPC TT&R HAZWOPER Standard. Note that participation in an actual response is considered to be COMPLETE fulfillment of the annual OSHA HAZWOPER refresher training.

**2. Annual EPA Discharge Prevention Meeting [40 CFR 112.7(f)(1)]**

This annual training for terminal personnel should be a review of the methods for preventing spills at the terminal. The training should include a review of the terminal SPCC Plan and the means outlined therein to minimize or prevent spills. Recommended minimum training time is one hour and should include discussing overfill prevention, site drainage from diked and undiked areas, correct drainage procedures, and logging requirements for opening, monitoring, and closing drainage valves.

**3. Annual EPA/USCG Terminal Personnel Response Training [40 CFR 112.7(f)(3) / 33 CFR 154.1050]**

This annual training for terminal personnel should be a review of the spill response procedures at the terminal. The training should include a review of the Facility Response Plan and the spill response procedures therein. Recommended training time is one hour and should include notification procedures, initial spill containment, confinement, and control procedures, location and use of terminal spill response equipment, and information on initial spill response locations outside the terminal.

**4. USCG Facility Operations Person in Charge of Transfer Operations [33 CFR 154.710(e)]**

This training is to document the required training for those terminal personnel who are designated as Persons in charge of USCG-regulated transfers. The USCG Operations Manual should serve as the basis for the training. Specific training requirements include how to properly transfer product, how to respond in an emergency during transfer, knowledge of the Operations Manual, knowledge of transfer systems and operations, and spill notification and response procedures. This training is required before any terminal personnel are designated as Persons in charge. Although there is no periodic training requirement, MPC recommends an annual refresher be conducted with terminal personnel.

ENV/RELPP/60C  
TTM FRP (Form 800)

CUSTODIAN: Terminal  
COPY: FRP & EPA

REVISED: 3/2005

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## Section L: Terminal Self Inspection, Response Equipment

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\*Copies of recent log forms may be included at the end this section as necessary to demonstrate compliance. Official copies of the log forms are available on-line at any TT&R Facility or at MPC headquarters in Findlay, OH.

## **TERMINAL SELF INSPECTION**

### **Inventory**

The Terminal conducts a daily inventory of product, which serves as a check for potential leaks. The inventory in storage is compared and reconciled with the quantity of product received and the quantity of product shipped.

If the daily inventory indicates a discrepancy, the inventory and gauging will be rechecked. If the discrepancy is unresolved by a recheck, the discrepancy will be reported to the Terminal Manager.

### **Tank Farm Inspections – Light Products Terminals**

All field-erected aboveground storage tanks (ASTs) are inspected on a regular basis in accordance with API Std 653 recommendations. All shop fabricated aboveground storage tanks (AST's) are inspected on a regular basis in accordance with STI-SP001-4<sup>th</sup> Edition. These include in-service and out-of-service inspections at intervals not to exceed those specified by the standards. In addition, daily and monthly inspections are performed.

The routine walk-arounds are performed visually by terminal personnel. All storage tanks are observed for signs of abnormal conditions which could affect the integrity of the tank and lead to a product release. Deficiencies are reported to the terminal manager and addressed as soon as possible.

The monthly inspections are also performed by terminal personnel and are documented on appropriate forms. All storage tanks are observed for signs of abnormal conditions which could affect the integrity of the tank and lead to a product release. Deficiencies are reported to the terminal manager and addressed as soon as possible. Records of these inspections are maintained in the terminal office for a period of three years, in accordance with the company's records management policy.

The 5-year in-service inspection is performed by an authorized inspector. The inspection includes ultrasonic thickness testing of the tank shell and a more thorough assessment of the condition of the tank, its appurtenances and the foundation. Deficiencies are reported to the terminal manager and addressed as soon as possible. Records of these inspections are retained in each tank's official file for the life of the asset, in accordance with the company's records management policy.

At an interval not to exceed 20 years, every field-erected AST is removed from service, cleaned, and a comprehensive internal and external inspection is performed in accordance with API 653. The tank is repaired or upgraded by a qualified tank contractor as required to bring the tank into API 653 compliance. Complete documentation of the inspection and repairs is included in the tank's official file for the life of the asset, in accordance with the company's records management policy.

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If a tank is removed from service and cleaned outside the normal out-of-service inspection cycle, a visual inspection of the tank bottom will be performed. If significant corrosion is evident, non-destructive testing will be performed to assess the floor's condition. Other abnormal conditions affecting the tank's integrity will be addressed at that time. Records of these inspections are retained in each tank's official file for the life of the asset, in accordance with the company's records management policy.

If a field-constructed aboveground container undergoes a repair, alteration, reconstruction, or a change in service that might affect the risk of a discharge or failure due to brittle fracture or other catastrophe, or has discharged oil or failed due to brittle fracture failure or other catastrophe, an evaluation of the container for risk of discharge or failure due to brittle fracture or other catastrophe will be completed.

### **Tank Farm Inspections – Asphalt Terminals**

All field-erected aboveground storage tanks (ASTs) are inspected on a regular basis in accordance with API Std 653 recommendations. All shop fabricated aboveground storage tanks (AST's) are inspected on a regular basis in accordance with STI-SP001-4<sup>th</sup> Edition. These include in-service and out-of-service inspections at intervals not to exceed those specified by the standards. In addition, daily and monthly inspections are performed.

The daily inspection takes place every work day and is performed visually by terminal personnel. All storage tanks are observed for signs of abnormal conditions which could affect the integrity of the tank and lead to a product release. Deficiencies are reported to the terminal manager and addressed as soon as possible.

The monthly inspections are also performed by terminal personnel and are documented on appropriate forms. All storage tanks are observed for signs of abnormal conditions which could affect the integrity of the tank and lead to a product release. Deficiencies are reported to the terminal manager and addressed as soon as possible. Records of these inspections are maintained in the terminal office for a period of three years, in accordance with the company's records management policy.

The in-service inspection is performed by an authorized inspector. The inspection includes a more thorough assessment of the condition of the tank, its appurtenances and the foundation. Deficiencies are reported to the terminal manager and addressed as soon as possible. Records of these inspections are retained in each tank's official file for the life of the asset, in accordance with the company's records management policy.

The out-of-service inspection is performed by an authorized inspector. The inspection includes ultrasonic thickness testing of the tank shell and floor, and a more thorough assessment of the condition of the tank, its appurtenances and the foundation. Deficiencies are reported to the terminal manager and addressed as soon as possible. Records of these inspections are retained in each tank's official file for the life of the asset, in accordance with the company's records management policy.

The maximum internal inspection interval for field erected AST's is based on the corrosion rate or 10 years, whichever is less. Tanks with less than 10 years remaining service are removed from service, cleaned, and a comprehensive internal and external inspection is performed in accordance with API Std 653. The tanks are repaired or upgraded by a qualified tank contractor as required to bring the tank into API Std 653 compliance. Complete documentation of the inspection and repairs is included in the tank's official file for the life of the asset, in accordance with the company's records management policy.

If a field-erected AST undergoes a repair, alteration, reconstruction, or a change in service that might affect the risk of a discharge or failure due to brittle fracture or other catastrophe, or has discharged oil or failed due to brittle fracture failure or other catastrophe, an evaluation of the AST for risk of discharge or failure due to brittle fracture or other catastrophe will be completed.

### **Response Equipment Inspection**

All oil spill response equipment is visually inspected as part of the monthly inspection done by the Terminal Manager or a designated Terminal employee.

See Form 601 (Facility Response Equipment List/Inspection Log) at the end of this section, for inspection criteria and documentation of inspection record.

### **Fire Equipment Inspection**

Inspections of fire extinguishers are conducted monthly with detailed inspections conducted annually. All other fire equipment such as hoses, hydrants/monitors, foam system, fire buildings and equipment are inspected annually. If equipment is used, it will be inspected and repaired or replaced as necessary before being put back into service.

### **Records Retention**

The Terminal maintains records of tank and secondary containment, response equipment, and fire extinguisher inspections for a five (5) year period.

MPC Form 601 (Facility Response Equipment Inspection Log) should be retained for a period of five (5) years.

Any of the above records may be kept electronically on the company network.

## TERMINAL RESPONSE EQUIPMENT LIST

**The following oil spill response equipment is available at the Knoxville, TN Light Products Terminal:**

Equipment	Location
3/16" x 18" x 18" Absorbent Pads	Warehouse
10` x 8" Absorbent Booms	Warehouse
Oil Dry	Warehouse
Shovels	Warehouse
Rake	Warehouse

The Knoxville Tennessee LP Terminal belongs to the Knoxville Terminaling Association

The equipment located at the Terminal is accessible within minutes.

**This Terminal relies on contracted Oil Spill Response Organizations (OSROs) for all additional response equipment.**

### RESPONSE EQUIPMENT TESTING AND DEPLOYMENT DRILL LOG

- Last Inspection or Response Equipment Test Date: See the Response Equipment Inspection Log (Form 601) available online at the facility or a sample at the end of this section.
- Inspection Frequency: Monthly
- Last Deployment Drill Date: There is no equipment to be deployed. This terminal depends on OSRO equipment.
- Deployment Frequency: OSRO deploys equipment annually as indicated in the OSRO deployment letter at the end of Section F. If terminal has containment boom, deployments are performed bi-annually and recorded on PREP form 800 as outlined in Section F.
- Oil Spill Removal Organization Certification (if applicable): See Section F - USCG OSRO classification & OSRO Deployment Letter.

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## SPCC PLAN INSPECTION RECORDS

The followings inspection records are to be maintained.

<b>Inspection Record</b>	<b>Type</b>	<b>Method, Circumstance and Required Action</b>
Stormwater Discharge Records	Written (See Section 3, Page 2); Periodic  Records Location: SPCC Plan	Prior to drainage of diked areas from facility, visual inspection will be conducted. Presence of oil will be noted and removed prior to any discharge.
Terminal Inspections	Written; Normal work day during normal terminal operating hours  Records Location: Terminal Supervisor's office	Visual inspection conducted at least once on a normal work day basis during normal operating hours. Inspections are recorded on pre-printed inspection form. Terminal inspections include: (a) visual observations of all dike areas for signs of deterioration, discharges or signs of oil accumulation within the diked area. All oil will be removed promptly; (b) visual observations of all external tank shells for evidence of corrosion, deterioration and/or discharge. All oil will be removed promptly; and (c) visual inspections of all aboveground piping within the facility. This inspection includes a visual assessment of flanges, gaskets, pipeline supports, expansion joints, etc. Abnormal observations will be communicated promptly with management to facilitate the proper response as expeditiously as possible.
STI-SP001 Tank Inspections Shop-fabricated Tanks	Written; Periodic  Records Location: Terminal office	Follows regular schedule as deemed by STI-SP001.
API 653 Tank Inspections Field –erected Tanks	Written; Periodic  Records Location: Terminal office	Follows regular schedule as deemed by API 653 guidance. This inspection may also include integrity testing (which is accomplished via hydrotesting the tank prior to return to service) and inspection of tank's internal supports, floor and floating roof and seals, if applicable. Brittle fracture failure is assessed as deemed necessary by the Project Engineer in charge of the API 653 project following a careful review of the tank information presented.
API 570 – Piping Inspection Code: Inspection, Repair, Alteration, and Rerating of In-Service Piping Systems	Written; Periodic  Records Location: Terminal office	Whenever a section of underground pipe is exposed for any reason, the appropriate inspection is conducted to assess the stability and integrity of the pipe. Additionally, new, reconstructed, modified, relocated and/or replacement pipe will be tested in accordance with the API 570 guidelines.
Lowermost drain and all outlets of tank car or tank truck before and after loading	Visual	Prior to loading and after loading any product into a tank car or tank truck, the transport driver/loader is instructed to visually inspect and ensure that all drains and outlets of the tank car or tank truck are properly closed and not leaking. The required inspection is communicated during driver/loader training and is included in the driver loading instructions presented to all drivers and/or loaders.
Liquid Level Sensing Devices	Test; Regularly  Records Location: Terminal Supervisor's office	All tank level alarms are tested on a pre-determined schedule according to Company policy. Written documentation is maintained to ensure compliance with this requirement.

In addition, there are Facility Response Plan requirements for a monthly inspection of storage tanks and secondary containment. These inspections are performed and logged on MPC Form 600 and records maintained for five years in accordance with FRP requirements. (See the facility FRP Section K). There are also FRP requirements for response equipment and firefighting equipment inspections, which are performed and logged in accordance with FRP requirements with records maintained in accordance with the FRP for five years. See FRP Sections I and K for details.

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Note: This sample Form 600 (Storage Tank and Secondary Containment/Diked Areas Inspection Log) is to fulfill regulatory purposes only. Please use the online form in FTMS for completion.

# Tank Inspection - Form 600

Terminal:

Date:

Address:

	Tank #					
Tank Numbering/Identification						
Leaks						
Grounding						
Shell Condition						
Foundation						
Weed/Vegetation						
Drainage						
Interstitial Space(Qtr exc Fla-mthly)						
Water Draw						
Flow Direction and Marking Decals						
Thermal Relief Systems						
Piping and Pipe Supports						
Product Pumps and Motors						
Flange Piping Connections						
Mixers (Asphalt)						
Board Gauges (Asphalt)						
Insulation						
Stairway/Railings						
Sample Valves/Tank Valves						
Shell Vents/Gauge Hatch						
Roof Drain Sump						
Anti Rotation Device						
Gauge Tube						
Self Level Stairs						
Emergency Drains						
Open Floater Deck and pontoons						
Floating Roof Seal						
Intern Floater Pan, Legs (hatchvisual)						
Geodesic Dome Roof (Annual)						
Gauge Equipment						
Foundations and Piping Check						
Secondary Containment/Dike Berm						
Retention and Drainage Ponds						
Comments						
Tank Level Alarm Test						

This includes all information required in the EPA regulations 40 CFR Part 112 Appendix F 1.8.1.

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# Legend

Task#	Short Description	Instructions
1	Tank Numbering/Identification	Tanks should be numbered in accordance with the company Tank Identification System.
2	Leaks	Check for leaks looking for: Drip marks, Discoloration, Puddles having spilled or leaked material, Corrosion, Cracks, and Localized Dead vegetation.
3	Grounding	Verify ground wires are attached to tank and ground rods.
4	Shell Condition	Look for signs of bulges or distortion in the shell plates and signs of corrosion.
5	Foundation	Check foundation for: Ringwall cracks, Tank perimeter settling, Discoloration, Puddles containing leaked/spilled material, Gaps between tank and foundation, Animal borings under foundation, Grade material/corrosion on chine, Damage by vegetation roots
6	Weed/Vegetation	There should be no weeds or vegetation within the first couple feet of the chine area.
7	Drainage	The grade should prevent water from accumulating around the base of the tank.
8	Interstitial Space(Qtr exc Fla-mthly)	Remove plug or cap on inspection port and use detection meter to determine if there is hydrocarbon presence. Also check for substantial water amount.
9	Water Draw	Verify water draw valve is not leaking and is in good condition.
10	Flow Direction and Marking Decals	All above ground piping should have adequate labeling information indicating flow direction, product decals, and origination/destination.
11	Thermal Relief Systems	Look for leaks around relief lines and valves.
12	Piping and Pipe Supports	Ensure supports and expansion couplers are positioned properly and bolts, nuts, rods are tight. Vent and drain valves plugged and handles removed. Ensure pipe coating is intact.
13	Product Pumps and Motors	Ensure items are properly supported, aligned, tightened, grounded, and guarded. Check for leaks and listen that check valve is working properly.
14	Flange Piping Connections	Ensure all bolts are present and properly sized, none are short bolted, connections are not leaking or seeping.
15	Mixers (Asphalt)	Check for leaks or visible problems with the mixer.
16	Board Gauges (Asphalt)	Verify there are no visual problems with the board gauge.
17	Insulation	Check to ensure the insulation is in good condition.
18	Stairway/Railings	Verify there is no corrosion where the stairway framing or handrails attach. Check for any loose handrails and treads.
19	Sample Valves/Tank Valves	Verify no signs of leaking or corrosion on or around taps, connections, fittings, or valves.
20	Shell Vents/Gauge Hatch	Verify vent screens are in place and not plugged. Verify hatches and lids are closed with seal gasket in place and hinge in good condition.
21	Roof Drain Sump	Verify sump is clean with no signs of product. Verify no corrosion on roof, sump, or sump valves.
22	Anti Rotation Device	Verify floating roof has not rotated out of device.
23	Gauge Tube	Verify tube is plumb, attached, and not damaged.
24	Self Level Stairs	Verify ladder is on tracks, treads are not loose, down bolts are in place, free of corrosion, and handrails not loose, damaged, or corroded.
25	Emergency Drains	Verify emergency drains have a vapor emission control device installed.
26	Open Floater Deck and	Check pontoons for presence of hydrocarbons with detection meter. Verify there are

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<b>Task#</b>	<b>Short Description</b>	<b>Instructions</b>
	Pontoons	no problems with the deck.
27	Floating Roof Seal	Check seal condition for no gaps, holes, openings, or tears (visual via hatch for IFRs).
28	Intern Floater Pan, Legs(hatchvisual)	Check for visible product on roof, damage, seal problems, missing or displaced column, ladder penetration cover materials, bonding cables attached.
29	Geodesic Dome Roof (Annual)	Inspect that no gasket is loose, bolts or panels missing from structure, and nothing has shifted.
30	Gauge Equipment	Verify there are no signs of damage to the equipment.
31	Foundations and Piping Check	Tank, Tank Foundations and Piping - Check For: Droplets of stored material, Discoloration, Corrosion, Bowing of pipe between supports, Evidence of stored material seepage from valves or seals, Localized dead vegetation. Make comments as needed.
32	Secondary Containment/Dike Berm	Level of precip in dike/avail capacity, Drainage valve operation, Permeability of Dike/berm/floor area, Debris, Erosion, Location/Status of pipes-inlets-drainage beneath tanks, Cracks, Discoloration, Spilled/leaked material presence, Corrosion, Valve condition
33	Retention and Drainage Ponds	Retention and Drainage Ponds - Check For: Erosion, Available capacity, Presence of spilled or leaked material, Debris, and Stressed vegetation. Make comments as needed. presence Corrosion, Valve condition
34	Comments	If you need to make a comment, select status of comment, then type in comments box.
35	Tank Level Alarm Test	Refer to Tank Alarm Test Procedure for details

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**Note: This sample Form 601 is to fulfill regulatory purposes only. Please use the online form in the PREP database for completion.**

### Form 601 (Facility Response Equipment List/Inspection Log)

(40 CFR Part 112 Appendix F 1.3.2 & 1.8.1.2 – Retain for 5 years)

Page 1 of 3  
03/03

**Terminal Name** Knoxville, TN Light Products **Date** \_\_\_\_\_

#### 1. Skimmers/Pump

Type	Model	Year	Capacity	Recovery	Storage	Date Fuel Change	Inspection Date/Initials Comments

**Comment as appropriate:**

Is all equipment accessible? \_\_\_\_\_ Any correction needed? \_\_\_\_\_  
 Are all items operational? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_  
 Last test date or last use date? \_\_\_\_\_  
 Shelf life and expected replacement date? \_\_\_\_\_

#### 2. Boom (Operable ONLY)

Type	Model	Year	Size (length)	Containment Area	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:**

Is all boom accessible? \_\_\_\_\_ Any correction needed? \_\_\_\_\_  
 Is all boom deployable? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_  
 Last test date or last use date? \_\_\_\_\_  
 Shelf life and expected replacement date? \_\_\_\_\_

#### 3. Dispersant Chemicals Stored (In Shelf Life ONLY)

Type	Amount	Date Purchased	Treatment Capacity	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:** Are dispersants accessible? \_\_\_\_\_ Are dispersants ready for use? \_\_\_\_\_ Shelf life/expected replacement date \_\_\_\_\_

Were appropriate procedures used to receive approval for use of dispersants in accordance with the NCP (40 CFR 300.190) and the Area Contingency Plan (ACP), where applicable \_\_\_\_\_? Name and State of On-Scene Coordinator (OSC) authorizing use \_\_\_\_\_

Date \_\_\_\_\_

ENV/RELPP/60C  
TTM FRP (Form 601)

CUSTODIAN: Terminal  
COPY: FRP & EPA

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### Form 601 (Facility Response Equipment List/Inspection Log)

(40 CFR Part 112 Appendix F 1.3.2 & 1.8.1.2 – Retain for 5 years)

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03/03

#### 4. Dispersant Dispensing Equipment (Operable ONLY)

Type & Year	Storage Location	Response Time (minutes)	Inspection Date/Initials Comments

**Comment as appropriate:** Is all equipment accessible? \_\_\_\_\_ Are all items operational? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_ Last test date or last use date? \_\_\_\_\_ Shelf life / expected replacement date? \_\_\_\_\_

#### 5. Sorbents Pads, Sorbent Booms

Type	Year Purchased	Amount	Absorption Capacity	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:** Are sorbents accessible? \_\_\_\_\_ Are sorbents ready for use? \_\_\_\_\_ Shelf life / expected replacement date? \_\_\_\_\_

#### 6. Hand Tools

Type of Tool	Age	Quantity	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:** Are hand tools accessible? \_\_\_\_\_ Are hand tools in good repair? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_ Shelf life / expected replacement date? \_\_\_\_\_

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TTM FRP (Form 601)

CUSTODIAN: Terminal  
COPY: FRP & EPA

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### Form 601 (Facility Response Equipment List/Inspection Log)

(40 CFR Part 112 Appendix F 1.3.2 & 1.8.1.2 – Retain for 5 years)

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#### 7. Communication Equipment (Operable ONLY) (Radios/Cellular Phones)

Type of Device	Age	Quantity	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:**

Is all equipment accessible? \_\_\_\_\_ Any correction needed? \_\_\_\_\_  
 Are all devices operational? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_  
 Last test date or last use date? \_\_\_\_\_  
 Shelf life / expected replacement date? \_\_\_\_\_

#### 8. Fire Fighting and Personnel Protective Equipment (Operable ONLY)

06/00

Type & Year	Age	Quantity	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:**

Is all equipment accessible? \_\_\_\_\_ Any correction needed? \_\_\_\_\_  
 Is all equipment operational? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_ Last  
 test date or last use date? \_\_\_\_\_  
 Shelf life / expected replacement date? \_\_\_\_\_

#### 9. Other (Heavy Equipment) Boats and Motors (Operable ONLY)

Type & Year	Age	Quantity	Storage Location	Inspection Date/Initials Comments

**Comment as appropriate:**

Is all equipment accessible? \_\_\_\_\_ Any correction needed? \_\_\_\_\_  
 Is all equipment operational? \_\_\_\_\_ Any repairs needed? \_\_\_\_\_ Last  
 test date or last use date? \_\_\_\_\_  
 Shelf life / expected replacement date? \_\_\_\_\_

ENV/RELPP/60C

CUSTODIAN: Terminal

REVISED 3/2005

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## Section M: Sampling & Disposal Information

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## **RCRA CONTINGENCY PLAN OUTLINE**

MPC Terminals may/may not be RCRA hazardous waste generators.

A cross reference for the RCRA Contingency Plan is located in the Table of Contents section.

This disposal plan is in accordance with federal regulations in 40 CFR 250-265.

### **SAMPLING / ANALYSIS**

The Terminal Manager (Emergency Coordinator) with support from the Environmental Professional will coordinate activities to ensure proper sampling and material characterization of operational generated waste material and material generated as the result of a spill, fire, etc. This will be done by either testing by a qualified lab or based on generator's knowledge of the material (product) to determine if the material is hazardous waste or not. Environmental Professionals have been trained to properly implement the waste characterization regulations. Further, the Waste Management Plan outlines the hazardous constituents to be tested for terminal waste streams.

### **DISPOSAL PLAN**

#### **Recovering, Reusing, Decontaminating, or Disposing of Materials**

To ensure proper storage of waste materials, all waste materials must be segregated by type of material. Proper segregation will facilitate proper disposal/recycling/treatment management.

Solid materials generated during a spill or fire event would typically be contaminated soils, contaminated organic debris, contaminated trash, contaminated equipment and contaminated worker clothing and personal protective equipment (PPE).

#### **Recovered Product**

- Liquid material generated during a spill or fire event, such as recovered product, could be temporarily stored in vacuum trucks, frac tanks, trailers, or any available tankage at the Terminal. Depending on the amount of liquids, a barge may be used to temporarily store liquids.
- Water and product mixtures will be sent to recovery reprocessing at a refinery or third-party vendor, or the material may be sent to a local municipal waste water treatment plant for treatment and processing.

#### **Contaminated Soil**

- Contaminated soils could either be excavated and stored on lined temporary storage areas, hauled off in dump trucks or left in place for in-situ soil remediation.
- Excavated contaminated soil may be sent off site for disposal or some form of treatment. Soils not excavated may be treated by in-situ treatment or bioremediation.

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## **Contaminated Equipment and Materials**

- To ensure public safety, waste containers should be stored at least 50 feet from the fence line whenever possible.
- Operationally generated solid waste materials are usually temporarily stored in 55-gallon drums, lined roll off dumpsters or dump trucks.
- Operationally generated liquid waste materials are usually temporarily stored in vacuum trucks, frac tanks, or liquid transports.
- Contaminated Terminal equipment such as piping, pumps, parts, valves, shovels, tools, etc., will be decontaminated and reused if possible,(or non-hazardous disposal or scrap metal recycling) and if not possible will be temporarily stored in lined drums or lined roll off dumpsters before being sent off site for disposal or recycling.
- Organic debris (limbs, leaves, etc.) could either be stored on a lined temporary storage area or lined roll off dumpsters. Inorganic trash could be temporarily stored in lined roll off dumpsters.
- Contaminated organic debris, depending on the material, will be sent off site for treatment and disposal.
- Contaminated inorganic debris, depending on the material, will be sent off site for treatment and disposal.

## **Personnel Protective Equipment**

- Contaminated worker clothing and PPE will be decontaminated and reused if possible, and if not possible, will be temporarily stored in lined drums or lined roll off dumpsters.
- Worker clothing and PPE will be decontaminated if possible, or sent offsite for treatment if hazardous or non-hazardous disposal, as necessary.

## **Decontamination Solutions**

- Other liquids that could be generated during an event are decontamination solutions. Decontamination solutions could either be temporarily stored in 55-gallon drums, frac tanks or vacuum trucks.
- Spent solutions may include oily water or non-oily rinse water. The two streams should be kept separately or for small amounts can be mixed. These solutions can be kept in frac tanks, tank trucks, drums, or PVCs farm tanks.

## **Absorbents**

- Contaminated spill response equipment will be decontaminated and reused if possible, and if not possible, will be temporarily stored in lined drums or lined roll off dumpsters.
- Contaminated absorbents and spill response generated materials will be sent offsite for proper recycling or disposal.
- Absorbents can be kept separately and in some cases even squeezed out and reused. Used absorbents can be stored in lined roll offs boxes that can be covered to prevent water intrusion.

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## Spent Chemicals

- Other liquids could be generated during an event such as fire fighting foam. Fire fighting foam could either be picked up with a vacuum truck or washed to the oil water separator, as it is a non-hazardous material.
- It's unlikely that other chemicals would be used in a spill in inland waters. If chemicals are used the means of storage and disposal of the spent chemical must be determined before use.

## COMPLIANCE WITH FEDERAL, STATE & LOCAL REGULATIONS

MPC Terminal waste management is governed by the solid waste regulations of the State Environmental Protection Division in the state in which the Terminal operates and the EPA (40 CFR Part 260-265). These regulations outline methods and procedures for proper waste management, transportation and disposal/recycling/treatment. Any disposal will be conducted in full accordance with Federal, State, and Local regulations.

Personnel are directed to refer to the TT&R Waste Management Plan for additional detail regarding any content contained in this Plan.

## TRANSPORTATION & DISPOSAL PERMITS

All waste transported for disposal/recycling/treatment must be properly labeled and accompanied with the proper paperwork.

All waste shipments are tracked by either a bill of lading, a non-hazardous manifest, or a RCRA Uniform Hazardous Waste Manifest.

All disposal/recycling/treatment will be done by companies that have obtained the **necessary** permits to accept and treat that type of waste.

Further, any such recycling and disposal companies will have been vetted and approved for use by the Corporate Environmental Support Group's 'Waste Management Vendor Approval Program'.

Following is a listing for hazardous and non-hazardous disposal firms, transporters, and container suppliers that the Terminal is currently using for operational generated wastes. In response to event generated wastes MPC would use additional firms that are permitted to recycle, treat and or dispose of hazardous waste.

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**DISPOSAL / TRANSPORTERS**

The Terminal currently uses the below listed firms for operational generated waste materials. Note: The Corporate 'Waste Management Vendor Approval Program' (WMVAP) database must be queried for approved waste facilities before arranging for recycling/disposal.

**Disposal Firms**

Aaron Oil  
11 North Water Street  
Mobile, AL 36602  
800/239-4549

Allied Energy  
2700 Ishkooda-Wenonah Road  
Birmingham, AL 35211  
205/925-6600; C/205/613-8208; 803/695-4645

Clean Harbors  
800/645-8265

Waste Management  
2552 Western Avenue  
Knoxville, TN 37921  
865/525-0529

**Transporters**

Aaron Oil  
11 North Water Street  
Mobile, AL 36602  
800/239-4549

Allied Energy  
2700 Ishkooda-Wenonah Road  
Birmingham, AL 35211  
205/925-6600; C/205/613-8208; 803/695-4645

Clean Harbors  
800/645-8265

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## **VENDORS THAT PROVIDE WASTE CONTAINER SERVICES**

Volunteer Drum  
865/673-9396

Waste Management  
2552 Western Avenue  
Knoxville, TN 37921  
865/525-0529

NOTE: In case of a spill incident, Tank T-1 can be used for temporary storage of recovered product.

## **RECORDS, DISPOSAL FORMS and DISPOSAL STATUS TRACKING**

Weekly paper waste inspections are maintained at the facility. Electronic waste disposal records are maintained in the OIS system which is accessible to all Marathon employees, and paper copies of waste shipping documentation are maintained at the facility.

Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

**Section N: Communications**

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## **COMMUNICATION**

Additional Communications Equipment could be obtained from:

- Metro Communications (radios, fax machines, cell phones)  
865/546-0311

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## **LINES OF COMMUNICATION**

Spill response and planning communications between MPC personnel and responsible government agencies on the Federal Regional Response Team (RRT) will occur formally between the MPC Incident Commander and the Federal On-Scene Coordinator (EPA or USCG).

## **COMMUNICATIONS EQUIPMENT**

### **Radios**

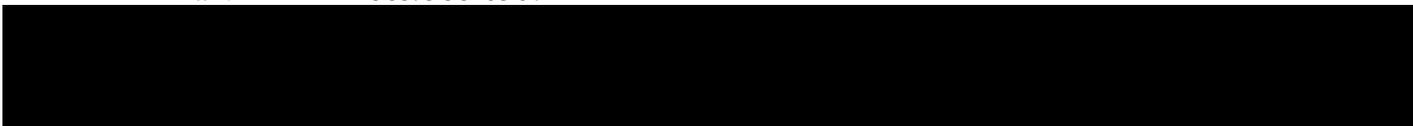
Field communications during a spill response will be via the existing Knoxville, TN Terminal communications Network. The Terminal has three (3) intrinsically safe hand-held radios.

### **Telephones**

Telephones available during a spill response are as follows:

- Incoming phone lines to Terminal

Office:	865/588-6566
Additional Numbers:	865/558-0919
	865/584-6928

- Fax: 865/588-6567
- 

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## **CERT COMMUNICATION PLAN & EQUIPMENT**

Marathon currently owns and maintains a minimum initial response communications equipment package under the current CERT Program. This equipment, stored in Findlay, OH, is available to Marathon and MPC domestic operations any time through a request for assistance from CERT. The plan is modular in nature to allow a range of response activity from specific equipment/personnel requests needed for small events to the broader commitments required for a long-term major event.

On-site set-up and operation of the initial equipment package for a command post can generally be expected within 8 hours or less of a request, depending on location, aircraft availability, weather, etc. The initial package is made up of the following main equipment items.

- 2 VHF repeaters and 36 VHF, intrinsically-safe, handheld radios
- 1 UHF repeater and 3 UHF, intrinsically-safe, handheld radios
- 1 link repeater to link the UHF and VHF systems together, if necessary
- HF SSB radio
- Personal cell phones

The following can be available in approximately 48 hours or less.

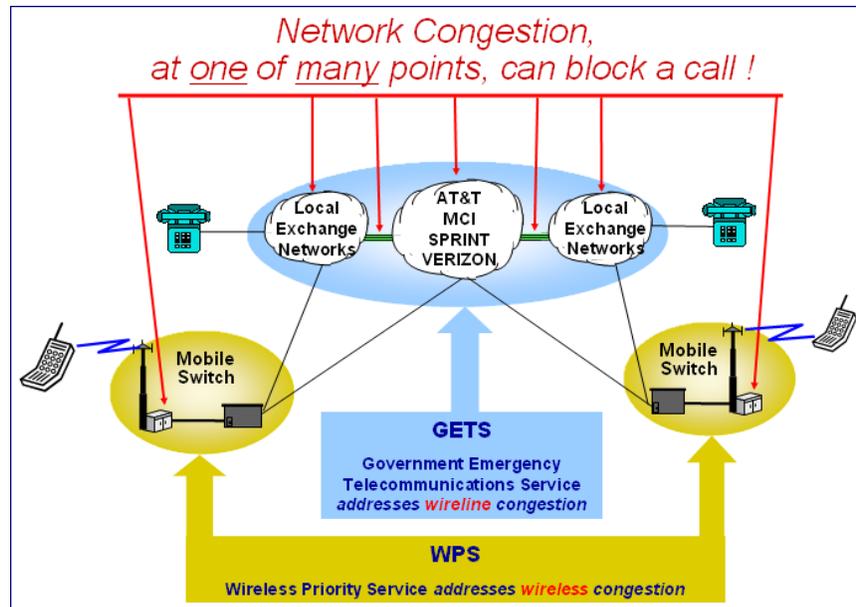
- PBX (telephone system) capable of supporting 16 outside lines and 56 extensions
- LAN system consisting of an NT server, a switch, and 4 hubs capable of supporting up to 40 connected devices (*e.g.*, laptop computers, scanners, laser and poster printers, etc.)
- FAX machines

In addition, in the event of a major incident in a remote location, the Company has plans, procedures, and contacts to contract supplemental communications equipment, personnel resources, and portable office trailers to provide a complete remote operational command post within 72 hours after a request to CERT, provided sufficient phone lines are available.

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## NATIONAL COMMUNICATIONS SYSTEM - GETS/WPS

The National Communication System (NCS, <http://www.ncs.gov/>) is a White House sponsored program within the Department of Homeland Security. The NCS offers National Security and Emergency Preparedness (NS/EP) communications services during national emergency or crisis where network congestion decreases the probability of completing a call. As part of the critical infrastructure, Petroleum companies participate in these programs. We would get the lowest priority in the NCS systems but it would still be at a higher level than the general public and most businesses. The NCS provides two services which are of interest to us – GETS & WPS.



**Government Emergency Telecommunications Service (GETS) <http://gets.ncs.gov>. GETS provides priority in establishing voice calls over the land line networks.**

The GETS system provides emergency access and priority processing in the public switched wired network, from any phone. It can be used for local and long distance calls. GETS numbers can be shared in an emergency so someone with a GETS number could provide it to other key personnel. A cell phone can be used to access the GETS system assuming a user can get thru the cellular origination point. The WPS system below may help with that.

**Wireless Priority Service (WPS) <<http://wps.ncs.gov>> - Provides priority in establishing voice calls using wireless or cellular services.**

The WPS system provides priority network access to the wireless network from specifically identified cell phones. WPS works in a similar manner to GETS but focuses on wireless calls. The user calls \*272 to initiate a call. This system addresses wireless congestion at the call origination and termination locations by giving the user "cell tower priority".

The HES&S Environmental Compliance department is responsible for coordinating TT&R's use of these systems. They keep the GETS/WPS records correct in terms of who holds what position

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and what their contact numbers are.

#### GETS

Northern Light Products - District Manager  
 Marine Transportation Manager  
 Asphalt & Southern Light Products District Manager  
 Transport Operations Manager  
 HES&S Manager  
 Terminal Services & Rail Manager

#### GETS & WPS

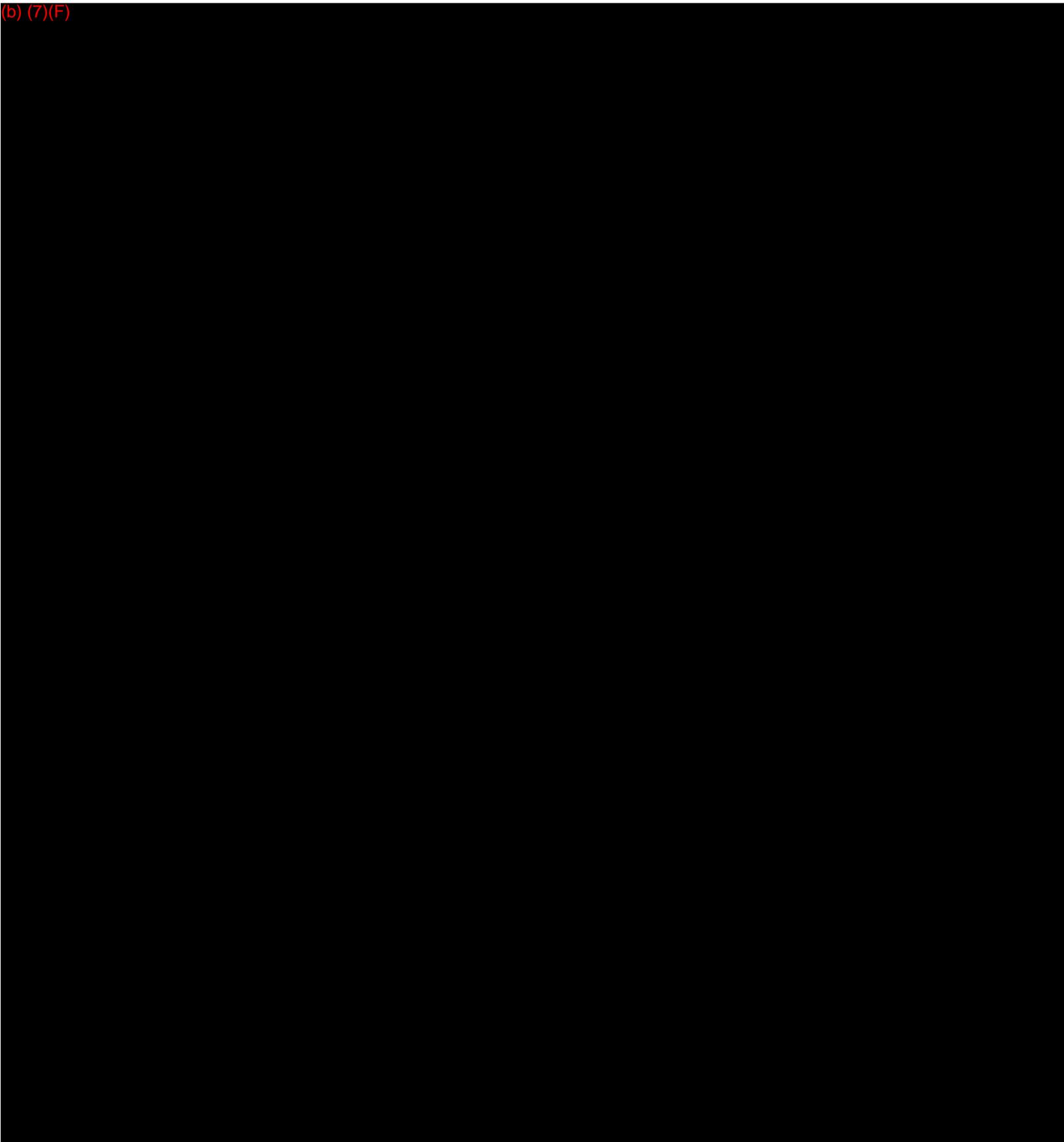
Hurricane Coordinator - Atlanta Area Manager  
 Tanker Operations & Vetting Manager  
 Tampa Terminal Manager  
 Ft. Lauderdale Terminal Manager  
 Garyville Terminal Manager

The people in the roles above get regular reminders from the OpsEnvironmental system to make familiarization calls to the system. The calls should only be made to the special phone number shown on the card and referred to in the email.

Description	: Test your GETS emergency phone card.-2007/07/15 : NCS system : : Responsible Person: <b>Every GETS cardholder</b> : : Make a GETS call Periodically to maintain proficiency in using GETS. : : With your GETS card handy.... : (1) Dial the GETS system at 1-710-627-4387 : (2) Enter the PIN number from the front of your card : (3) Enter the destination phone number 703-818-3924 : (4) Wait until the recording completes or starts over. : : Please contact your EPG Coordinator with any questions.
Due Date	2007-07-15 00:00:00
Number of Days Left	0
Model	[* National Communication System
Tickler	Test your GETS emergency phone card.-2007/07/15
Triggered By	Test your GETS emergency phone card.-2007/07/15

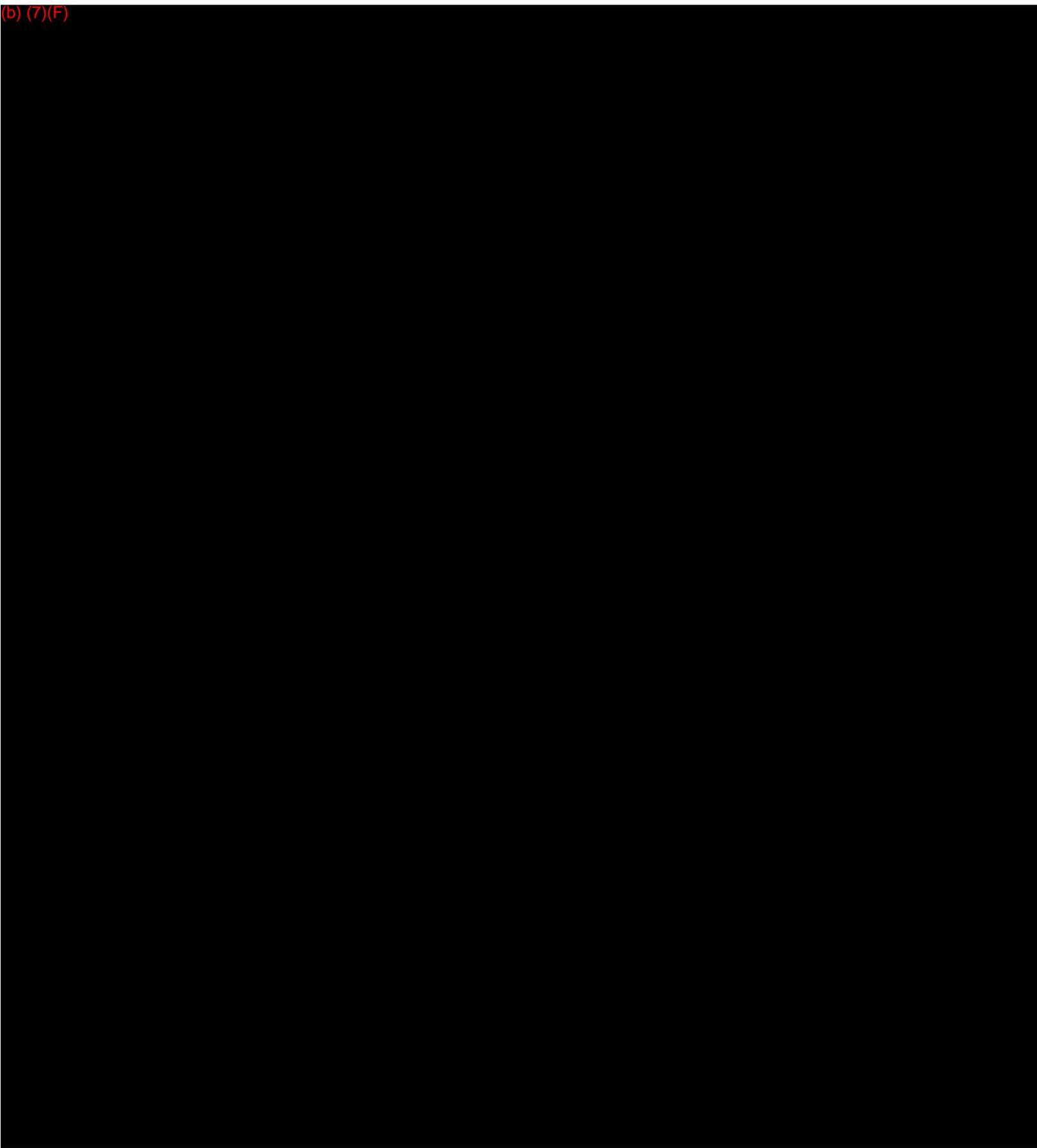
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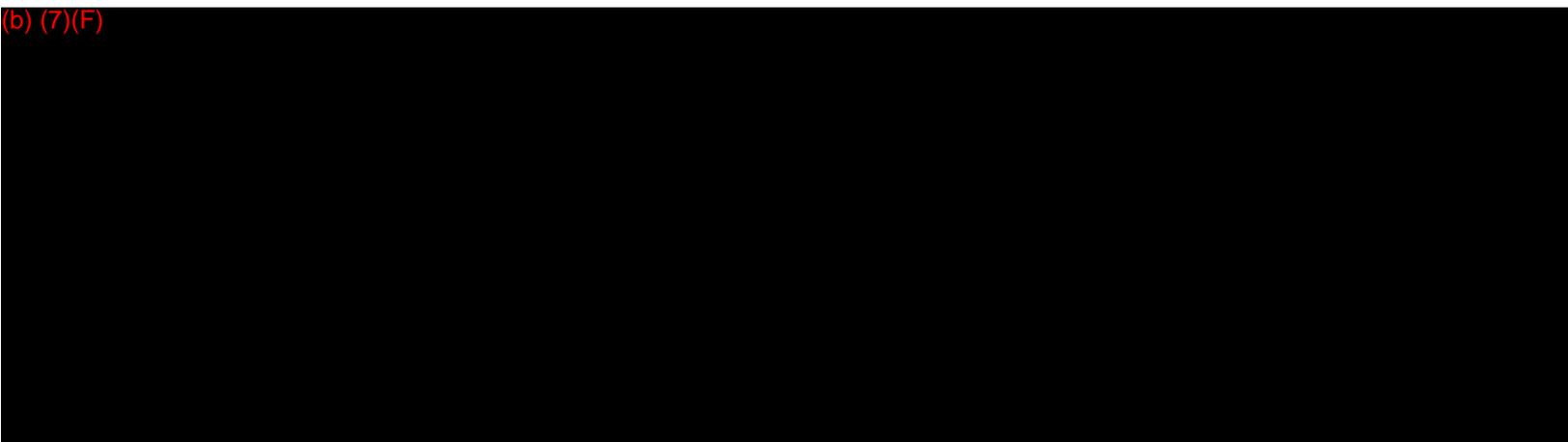
Attention: Printed copies should be used with caution. The user of this document must ensure the current approved version of the document is being used.

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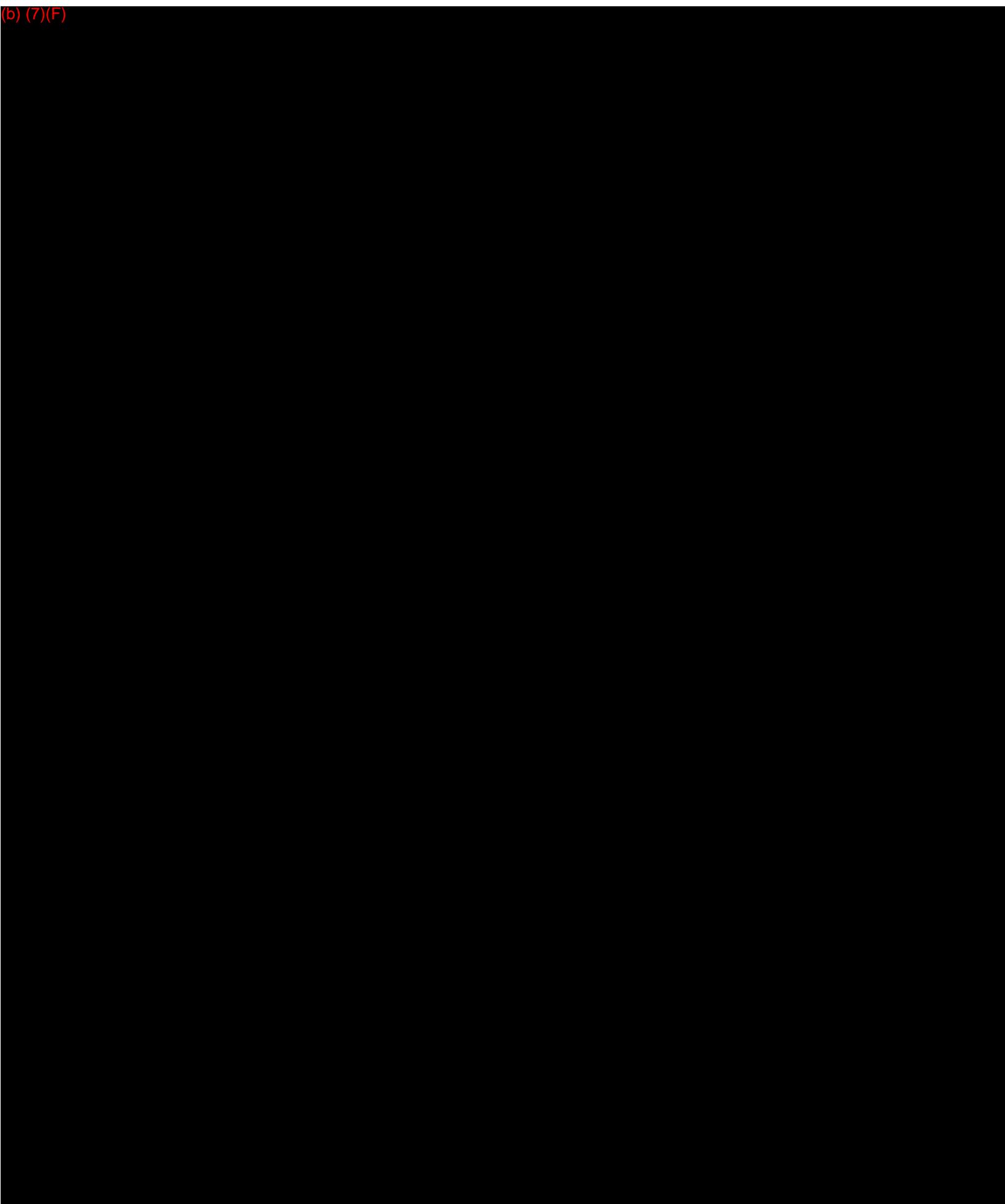








(b) (7)(F)





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## **AREA LODGING & FOOD SERVICES**

### **Hotels**

Holiday Inn West  
Kirby Road  
Knoxville, TN  
865/584-3911

### **Food Service**

Rothchild Catering  
8807 Ten Mile Center  
Knoxville, TN  
865/690-0103

Buddy's Bar-B-Q  
Kingston Pike  
Knoxville, TN  
865/588-0528

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## Section P: Medical, Site Safety & Health Plan

### Table of Contents

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**LIST OF MEDICAL FACILITIES**

Baptist Health System  
137 Blount Avenue  
Knoxville, TN  
865/632-5011

Children's Hospital  
2018 Clinch Avenue  
Knoxville, TN  
865/541-8000

Knox County Health Department  
Main Health Center, 140 Dameron Avenue  
Knoxville, TN  
865/215-5000

Fort Sanders Regional Medical Center  
1901 Clinch Ave.  
Knoxville, TN 37916  
865/541-1111

Fort Sanders Park West Hospital  
9352 Park West Blvd.  
Knoxville, TN  
865/373-1000

St. Mary's Medical Center  
900 Oak Hill Avenue, NE  
865/545-8000

The University of Tennessee Medical Center  
1924 Alcoa Highway  
Knoxville, TN  
865/305-9000

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## **SITE-SPECIFIC PROCEDURES**

Anyone handling spilled material will wear as a minimum the following protective equipment:

- Rubber, neoprene, or nitrile gloves
- Rain suits or disposable coveralls where clothing contamination is likely to occur

Any entry into confined spaces will be conducted following Terminal confined space entry permit procedures.

Anyone who handles spilled material and gets a small amount of spilled material on their skin or clothing will decontaminate at the end of the work period/shift. Areas of gross contamination should be decontaminated immediately.

Decontamination will include a shower where any significant contamination occurs.

Equipment that comes in contact with spilled material will be cleaned before it leaves the site. Where it is not possible to completely clean equipment before it leaves the site, steps will be taken as needed to prevent the spread of spilled material. This equipment will be cleaned as soon as possible.

All containers of spilled material will be labeled. The label will include the identity of the spilled material and appropriate hazard warnings.

Anyone handling or likely to come in contact with the spilled material must receive a review of the MSDS for the spilled material. This review must take place prior to the employee handling or contacting the spilled material.

Log(s) of workers on site must be kept by the workers' managers. The purpose of these logs is to account for everyone on site at all times.

**ALL CLEAN-UP CONTRACTORS MUST HAVE CURRENT HAZWOPER TRAINING, INCLUDING REFRESHER, APPROPRIATE FOR THE TASKS WHICH THEY WILL BE ASKED TO PERFORM.**

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## **SAFETY / HEALTH / SECURITY**

### **CORPORATE POLICY**

It is the corporate policy of MPC to provide a safe workplace for all workers. All employees and contractors are responsible for maintaining the safety and health of all workers at MPC's facilities/operations at the Knoxville, TN Light Products Terminal.

Prior to engaging in **any** spill response activity:

- All employees/contractors must have received orientation on MPC's Safety Plan.
- All contractor response personnel must be in compliance with OSHA training requirements.
- All other personnel will have completed appropriate training for their position as outlined in Section K.
- No employee/contractor shall engage in hazardous activities until the appropriate hazardous control measures have been established, including engineering and administrative controls and personal protective equipment.

### **GENERAL RESPONSE SAFETY**

All company and contractor personnel are expected to comply with the Site Safety and Health Plan for each spill incident.

- Any concern regarding health or safety issues should be immediately addressed.
- The first responder must consider the spill site as dangerous and consider the local atmosphere surrounding the spill as containing flammable and/or toxic vapor until air monitoring procedures prove that the area is safe.
- The first responder must exit the area against or across the wind if possible and must also evacuate others who are working in the area.
- All injuries, no matter how minor, must be reported to a MPC Manager in a timely manner.
- Prior to entering a spill area, a qualified person must perform an initial safety and health evaluation of the site as outlined in this section.
- When appropriate, all workers must observe and follow the MPC Site Respiratory Protection Program in accordance with the TT&R Safety Policy and Procedures Manual.

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## TEMPERATURE / HEALTH CONCERNS

Ambient temperatures can substantially affect work conditions and worker safety. All personnel should remain alert to changing conditions affecting their safety. Some temperature concerns are:

### Heat Stress

- Before work begins, TT&R Safety Personnel will establish work/rest regimens based on ambient conditions and levels of PPE required for the task.
- During rest periods, remove/open protective clothing to facilitate body cooling.
- Adjust work/rest regimens as ambient conditions or levels of PPE change.
- Force fluids! All workers will be encouraged to increase fluid intake, keeping in mind that thirst is not an adequate indicator of the need for fluids.
- Electrolyte replacing fluids (*e.g.*, Gatorade, etc.) should be provided to personnel conducting operations in protective clothing.

### Hypothermia

- Before work begins, TT&R Safety Personnel will establish work/rest regimens based on ambient conditions and levels of PPE required for the task.
- Persons exposed to wet conditions or immersion may have an increased risk of hypothermia.
- Layered clothing generally protects against cold better than single “heavy” garments.
- An affected person should be moved to a warm area and provided with dry clothing.
- Be aware of the mobility restraints when wearing multiple layers of clothing.

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## **AIR MONITORING**

A Terminal/operation employee shall be designated as a Safety Monitor and shall be trained in the operation of air monitoring equipment. The Incident Commander must ensure that Safety Monitors are trained and that their equipment is maintained and ready for use.

The air monitoring equipment which will be used to detect flammable and/or toxic atmosphere must be calibrated by a qualified person prior to any air monitoring activity.

Records of calibration will be kept with each air monitoring instrument.

**The following air monitoring measurements must be made prior to entry into a spill area in the order in which they are listed.**

- Oxygen concentration in percent O<sub>2</sub>
- Flammable concentration expressed as Lower Explosive Limit (LEL)
- Benzene (if gasoline is involved)
- LEL readings above 10% require immediate evacuation of the area and elimination of ignition sources.
- Oxygen readings below 19.5% require the use of air supplied respiratory protection

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## DECONTAMINATION

Establish “Exclusion - Hot”, “Decontamination - Decon”, and “Support - Safe” zones as required. The establishment of these zones helps to prevent the removal of contaminants from the containment area and unauthorized entry into contaminated areas.

- Regardless of the decontamination facilities/operations available, all efforts to minimize personnel exposure should be taken.
- Decontamination facilities/operations should be positioned prior to employee/contractor entrance to areas where potential for exposure to contamination exists. The appropriate Material Safety Data Sheets (MSDS) are available to aid health professionals treating the injured parties.
- Decontamination facilities/operations should be designed to prevent further contamination of the environment and should have a temporary storage area for items that will be reused in the contaminated area.
- Particular attention should be paid to personal hygiene prior to eating, drinking, or smoking.

## WATER SAFETY (For Facilities/Operations with Protected Spills into Waterways)

USCG approved personal flotation devices (PFDs) shall be worn during all operations conducted in boats or where the possibility exists of falling into the water. PFDs used during night operations should be equipped with reflective tape to assist in locating personnel in the water.

### **In the event that any person falls into the water:**

- Stop all operations immediately
- Throw person a lifesaving device
- If person cannot be safely pulled to shore, launch a boat
- Approach the person from downstream or downwind
- Shut off engine when close
- Use boarding ladder if possible (If no ladder is available, use area of lowest freeboard)
- Keep boat balanced
- Do not go into the water to help unless the person is unconscious
- Bring the person on board stomach to gunnel
- Take precaution against hypothermia

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**During boom deployment operations the following safety practices should be considered:**

- Adequate communication between the boat operator and personnel at the boom storage site is recommended to allow the operator to be informed immediately of any problems that may cause injuries to personnel or damage to equipment.
- Stay clear of tow lines as they may exhibit a whipping action if they break. The tow line should be attached to the tow vessel in such a way that it can be cast loose if necessary. Always have a knife on board in the event that it becomes necessary to free the boom from the boat due to strong currents, entanglement, or other factors.
- When taking up slack on the tow line ensure that all personnel stay clear to avoid the potential of getting a limb tangled in the line. Never allow anyone to hold a tow line during boom deployment. **Avoid tying the tow line to an off-center cleat as it can cause steering difficulties or allow the vessel to take on water.**
- Pull the boom at a reasonable, steady speed. Excessive speed can exert undue strain on the vessel, boat, and boom.
- Ensure that the boat has sufficient power for existing currents, winds, and length of boom being towed.

**EMERGENCY MEDICAL TREATMENT**

On-site emergency medical response requires the same rapid assessment of the patient as any other situation, but requires the responders to be aware of other considerations that may affect the way they handle the patient. These considerations include the following:

- The potential for contamination of the patient, responders, and equipment should be addressed. Responders should arrange to treat all patients **AFTER** the injured party has been decontaminated according to the incident-specific Site Safety and Health Plan.
- Site personnel should make the initial assessment of the patient and determine the severity of the injury/illness.
- If the treatment needed is critical care or “life saving” treatment, rapid decontamination of the injured/ill party should be started. Refer to the Site Safety and Health Plan for steps to be taken in an “abbreviated” decontamination for medical treatment.
- **The need for full decontamination should be carefully weighed against the need for prompt medical treatment.**
- The ambulance responding to medical emergencies shall be contacted as soon as possible and instructed exactly where to respond when needed and the nature of the contaminant. Refer to the emergency notification/phone list for a list of available emergency services and phone numbers.

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**INITIAL SITE SAFETY AND HEALTH PLAN**

Effective Until: \_\_\_\_/\_\_\_\_/\_\_\_\_  
 Revision No. \_\_\_\_\_  
 AFE Number \_\_\_\_\_

**INCIDENT INFORMATION**

INCIDENT NAME: \_\_\_\_\_

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Time: \_\_\_\_\_

Nature of Incident: \_\_\_\_\_

Command Post Location: \_\_\_\_\_

Command Post Telephone Number: \_\_\_\_\_

Product Involved: \_\_\_\_\_ (Attach MSDS)

**SITE CHARACTERIZATION**

**Source**       Transport       Terminal       Rail car  
 Barge (Barge No. \_\_\_\_\_)       Other \_\_\_\_\_

**Water**       Bay       Canal       Creek       River  
 Shoreline       Wetlands       Muddy       Sandy  Rocky  
 Other \_\_\_\_\_

**Waves**       Height \_\_\_\_\_ ft/m       Direction \_\_\_\_\_

**Current**       Speed \_\_\_\_\_ mph/kts       Direction \_\_\_\_\_

**Land**       Brushland       Forest  Grassland       Hills       Mountains  
 Other \_\_\_\_\_

**Use**       Commercial       Farmland       Government       Industrial       Public  
 Recreational       Residential       Other \_\_\_\_\_

**Weather**       Ice       Rain       Snow  Other  
 Temperature \_\_\_\_\_ EF/EC       Wind/Direction \_\_\_\_\_ mph

**Pathways for Dispersion**       Air       Water       Land       Other \_\_\_\_\_

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**Site Security & Access Points** (please describe): \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### Site Hazards

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Boat safety          | <input type="checkbox"/> Fire, explosion, in-situ burning | <input type="checkbox"/> Visibility              |
| <input type="checkbox"/> Chemical hazards     | <input type="checkbox"/> Heat Stress                      | <input type="checkbox"/> Pumps and hoses         |
| <input type="checkbox"/> Cold Stress          | <input type="checkbox"/> Helicopter operations            | <input type="checkbox"/> Steam and hot water     |
| <input type="checkbox"/> Confined spaces      | <input type="checkbox"/> Lifting                          | <input type="checkbox"/> UV radiation            |
| <input type="checkbox"/> Drum handling        | <input type="checkbox"/> Motor vehicles                   | <input type="checkbox"/> Slips, trips, and falls |
| <input type="checkbox"/> Equipment operations | <input type="checkbox"/> Noise                            | <input type="checkbox"/> Trenching/excavation    |
| <input type="checkbox"/> Electrical hazards   | <input type="checkbox"/> Overhead/buried utilities        | <input type="checkbox"/> Weather                 |
| <input type="checkbox"/> Fatigue              | <input type="checkbox"/> Plants/wildlife                  | <input type="checkbox"/> Work near water         |
| <input type="checkbox"/> Other _____          | <input type="checkbox"/> Other _____                      | <input type="checkbox"/> Other _____             |

### Initial Air Monitoring

% O<sub>2</sub> \_\_\_\_\_ %LEL \_\_\_\_\_ ppm Benzene \_\_\_\_\_  
 ppm H<sub>2</sub>S \_\_\_\_\_  Other (specify) \_\_\_\_\_

**Monitoring Requirements:**  Continuous  Periodic (Interval: \_\_\_\_\_)  Personal (OV Badge)

**NOTE:** Air Monitoring results will be posted in the Command Post.

## CONTROL MEASURES

### Engineering Controls

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Source of release secured | <input type="checkbox"/> Valve(s) closed                  | <input type="checkbox"/> Facility shut down |
| <input type="checkbox"/> Site secured              | <input type="checkbox"/> Energy sources locked/tagged out | <input type="checkbox"/> Other _____        |

### Personal Protective Equipment (Check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Impervious suits _____         | <input type="checkbox"/> Respirators _____         |
| <input type="checkbox"/> Inner gloves _____             | <input type="checkbox"/> Eye Protection _____      |
| <input type="checkbox"/> Outer gloves _____             | <input type="checkbox"/> Personal floatation _____ |
| <input type="checkbox"/> Flame resistant clothing _____ | <input type="checkbox"/> Boots _____               |
| <input type="checkbox"/> Hard hats _____                | <input type="checkbox"/> Hearing Protection _____  |
| <input type="checkbox"/> Other _____                    |  |

**Decontamination**  Stations established.

**Sanitation**  Facilities provided per OSHA 29 CFR 1910.120(n).

**Illumination**  Facilities provided per OSHA 29 CFR 1910.120(m).

**Medical Surveillance**  Provided per OSHA 29 CFR 1910.120(f).

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## WORK PLAN

- Booming       Skimming       Vac Trucks       Pumping       Excavation
- Heavy equip.     Sorbant pads     Patching       Hot work       Appropriate permits
- Other (describe): \_\_\_\_\_

**(Buddy System must always be used)**

**NOTE:** All work shall be conducted in accordance with procedures established during Safety Briefings and the approved Incident Action Plan. (IAP will be provided as a separate document.)

**Training**       MPC and Contract personnel are required to be trained in accordance with 29 CFR 1910.120 for the level which they are performing duties.

## ORGANIZATION

<u>Title</u>	<u>Name</u>	<u>Telephone/Radio</u>
Federal OSC	_____	_____
State OSC	_____	_____
LEPC	_____	_____
MPC Senior Manager	_____	_____
Incident Commander	_____	_____
Deputy Incident Commander	_____	_____
Safety Officer	_____	_____
Public Affairs	_____	_____
Operations Section Chief	_____	_____
Planning Section Chief	_____	_____
Logistics Section Chief	_____	_____
Environmental Unit Leader	_____	_____
Finance Section Chief	_____	_____
Legal Officer	_____	_____
Liaison Officer	_____	_____
Joint Information Manager	_____	_____
Community Relations	_____	_____
Contractor "A" Safety Officer	_____	_____
Contractor "B" Safety Officer	_____	_____
Agency "A" Safety Officer	_____	_____
Agency "B" Safety Officer	_____	_____

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# EMERGENCY PLAN

**Alarm system**       Air Horn       Radio Signal       Other \_\_\_\_\_

**Evacuation Plan** .....  Rally Locations Established  
.....  Site Personnel Briefed on Locations

**First Aid**                       First Aid Kits (Location: \_\_\_\_\_ )  
    Emergency Eye Wash (Location: \_\_\_\_\_ )  
    Emergency Shower (Location: \_\_\_\_\_ )  
    Other First Aid Supplies (Location: \_\_\_\_\_ )

**Inclement Weather**     Action Level for Work Stoppage Established  
   Action Level:  Lightning       High Winds       Other: \_\_\_\_\_

<b>Emergency Services Notifications</b>	<b>Phone Number</b>
<input type="checkbox"/> Hospital	_____
<input type="checkbox"/> Ambulance	_____
<input type="checkbox"/> Air Ambulance	_____
<input type="checkbox"/> Fire	_____
<input type="checkbox"/> Law Enforcement	_____
<input type="checkbox"/> Emergency Response/Rescue	_____
<input type="checkbox"/> Other	_____
<input type="checkbox"/> Other	_____

**Safety Briefings**       Initial safety briefing prepared.                       Briefing reviewed/updated as necessary

## INCLUDED ATTACHMENTS/APPENDICES

### Attachments

- Site Map
- Material Safety Data Sheets
- PPE ensemble sheets
- Decontamination procedures and layout
- Hazard information for oils containing Benzene
- Sanitation requirements
- Hazard information for oils not containing Benzene
- Industrial Hygiene Air Monitoring Form
- Site safety briefing documentation form

Initial Site Safety & Health Plan Completed By \_\_\_\_\_

Date Completed: \_\_\_\_/\_\_\_\_/\_\_\_\_

Latest Revision: January 6, 2000

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