Table of Contents

SECTION **PAGE**

SECTION **PAGE**

List of Tables

SECTION **PAGE**

Section 1: Quick Reference Guide

Section 3: Reference Material

SECTION **PAGE**

Section 4: Administrativ/Backup Material

List of Figures

SECTION **PAGE**

Section 3: Reference Material

SECTION **PAGE**

Section 4: Administrativ/Backup Material

Frequently Asked Questions

How would you respond to a Worst Case Discharge?
 Section 4.13 Spill Scenarios / Worst Case Discharge

Which way would a spill drain?
 Section 4.11 Facility Description Each area describes and map shows drain direction.

Where would you find a Small or Average Most Probable Most Probable Spill Scenario?
 Section 4.13 Spill Scenarios / Worst Case Discharge

Do you have an OSRO contract?
 Section 4.19 OSRO/MSRC Contract

Who should be notified immediately in case of a spill?
 Section 1.2 Notification Procedures
 Table 3 Primary Spill Response Team Notification List
 Table 4 Other ExxonMobil and ELIRT Contacts
 Table 5 Outside ExxonMobil Contacts
 Table 6 Emergency Government Support Agencies

What are on-site equipment and boom capabilities?
 Section 1.6 Spill Response Equipment
 Table 8 Spill Response Equipment Storage Locations
 Table 9 Spill Response Equipment – Boats
 Table 10 Spill Response Equipment – Boom
 Table 11 Spill Response Equipment – Recovery

How would you initially contact your oil spill response coordinator?
 Section 1.3 Notification Procedures

How do you access a spill area?
 Section 4.11 Facility Description for both Mississippi River and Intercoastal Canal access

How would you notify required agencies in a timely manner?
 Section 1.3 Notification Procedures
 Table 6 Emergency Government Support Agencies

How would you document a spill?
 Section 1.8 Forms

Where can evacuation routes be found?
 Section 1.7 Evacuation Procedures

Frequently Asked Questions (continued)

Where can the equipment inspection requirements be found?
- Section 1.6 Spill Response Equipment near end of section
- Section 4.11 Facility Description
- Section 4.17 Response Training and Drills to check emergency equipment

Where is the automatic shutoff or overfill protection at the tank car / tank truck rack discussed?
- Section 4.11 Facility Description

What are 5 immediate response actions of a QI?
- Section 2.2 Primary Spill Response Team, Incident Commander (Qualified Individual) Position Description

Where is the FRP located?
- Section 4.9 Distribution List and Response Plan Facility Information Summary Sheets
- Table 28 FRP Manual Distribution List

Has the FRP been shared with your Local Emergency Planning Committee?
- Section 4.9 Distribution List and Response Plan Facility Information Summary Sheets
- Table 28 FRP Manual Distribution List

Is your Emergency Response Action Plan easily accessible?
- Contained within Sections 1, 3, and 4 of the FRP

Does the QI have unlimited spending authority to mitigate a spill?
- Section 2.2 Primary Spill Response Team

Where will the Command Center be located? Alternate Command Center?
- Section 3.2 Communications Plan

How many gallons are stored at the facility?
- Section 4.9 Distribution List and Response Plan Facility Information Summary
- Table 29 Facility Information Summary

Is any part of the facility transportation related?
- (falls under DOT and USCG regulations also)
- Section 4.4 Cross Reference Index USCG 33 CFR Part 154
- Section 4.6 Cross Reference Index DOT 49 CFR Part 194

Do you have a valid LPDES permit?
- Section 4.11 Facility Description

Are outfalls permitted?
- Section 4.11 Facility Description

Frequently Asked Questions (continued)

Do sites follow API 653?
    Section 4.11 Facility Description
    See SPCC for further site soil discussion for each facility

How is the QI notified in case of a spill? After normal working hours?
    Section 1.3 Notification Processes
    Table 3 Primary Spill Response Team Notification List

Who should be notified in the event of a spill?
    Section 1.4 Response Capabilities
    Table 7 Sill Category, Description, and Response Team

How are plant personnel notified of an incident?
    Section 1.7 Evacuation Procedures

How is the community notified of an incident?
    Section 1.7 Evacuation Procedures, last page of section

Do you have a high probability of fire and explosion?
    Section 4.13 Scenarios / Worst Case Discharge
    Table 33 Planning Volumes by Oil Group

Is there a contract or communication with local fire departments?
    Section 1.3 Notification Procedures
    Table 6 Emergency Government Support Agencies

If there were a catastrophic oil spill, where would it go?
    Section 4.11 Facility Descriptions
    Section 4.13 Spill Scenarios / Worst Case Discharge

What are your immediate response actions to a 50 barrel spill?
    Section 4.13 Scenarios / Worst Case Discharge

What are your immediate response actions to a Worst Case Discharge?
    Section 4.13 Scenarios / Worst Case Discharge

What training is required to be a QI?
    Section 4.17 Response Training and Drills

What are the emergency response duties of a QI?
    Section 2.2 Primary Spill Response Team

How does the NIMS-ICS (National Incident Management System/Incident Command System) function?
    Section 2.1 Response Organization Introduction

Frequently Asked Questions (continued)

Can you explain the Unified Command structure?
Section 2.1 Response Organization Introduction

Do you follow the PREP program (Preparedness for Response Exercise Program)?
Section 4.17 Response Training and Drills
Table 36 Summary of PREP Drill Requirements

How often are personnel trained using response equipment?
Section 4.17 Response Training and Drills

Describe the facility's emergency shutdown procedures.
Section 4.11 Facility Descriptions

What spill response equipment does your facility have?
Section 1.6 Spill Response Equipment
Table 8 Spill Response Equipment Storage Locations
Table 9 Spill Response Equipment – Boats
Table 10 Spill Response Equipment – Boom
Table 11 Spill Response Equipment – Recovery

How often is equipment inspected?
Section 1.6 Spill Response Equipment near end of section
Section 4.11 Facility Description
Section 4.17 Response Training and Drills to check emergency equipment

What provisions are made to temporarily store recovered product?
Section 1.6 Spill Response Equipment, end of section

What is the response time for your OSRO?
Section 1.6 Spill Response Equipment

How many OSRO personnel are available for initial response?
Section 1.6 Spill Response Equipment

What are the classifications of your OSRO's?
Section 1.6 Spill Response Equipment
Table 12 OSRO's Under Contract to ExxonMobil

Does your facility rely on it's on equipment tor small spills? Medium Spills? Worst Case Scenario's?
Section 1.6 Spill Response Equipment
Table 8 Spill Response Equipment Storage Locations
Table 9 Spill Response Equipment – Boats
Table 10 Spill Response Equipment – Boom
Table 11 Spill Response Equipment – Recovery

1.1 Introduction

This Facility Response Plan (FRP) details procedures, methods, equipment and identifies response personnel to contain and recover oil spilled into navigable waters and adjoining shoreline. The spill scenarios identified originate in storage, and transfer operations at various ExxonMobil facilities in the Baton Rouge area with the spills migrating offsite. This FRP complies with Environmental Protection Agency Code of Federal Regulations (CFR) 40 CFR Part 112, Department of Transportation pipeline Code of Federal Regulations 49 CFR Part 194, and US Coast Guard Code of Federal Regulations 33 CFR Part 154, all of which deal with Facility Response Plan Requirements addressing oil production and transportation facilities. This plan also complies with all requirements of the National Contingency Plan (NCP), the MSO New Orleans/MSD Baton Rouge Area Contingency Plan (ACP), and the EPA Region VI ACP. This plan is intended to be used for spills migrating offsite.

Refer to Table 1 below for ExxonMobil facilities addressed in this FRP.

Table 1. ExxonMobil Facility Response Plan Facilities Addressed

LDEQ INTEREST NUMBER	FACILITY	EPA CFR	USCG CFR	DOT CFR
2638	Baton Rouge Refinery (BRFF) and On-Site Tank Farms	X		
286	Baton Rouge Chemical Plant (BRCP)	X		
858	Anchorage Tank Farm (ATF)	X		
332	Baton Rouge Terminal	X		
18202	Port Allen Lubricants Plant (PAL)	X		
2638	Interconnecting Pipelines (Pipelines)			X
2638	Refinery Dock (Dock)		X	
3230	Baton Rouge Resins Finishing Plant (BRFP)	X		
19584	Baton Rouge Coke Terminal	X		

The spill response plan contained in the FRP, with the resources and equipment listed herein, is a planning document to demonstrate the potential response capability available to respond to a spill from the facilities covered by this plan. It is not a guarantee of what will occur or the equipment/resource deployment sequencing that will be used in an actual spill event. Nothing in this plan is intended to limit the discretion of persons in charge of an actual spill response to select any sequence, and to take whatever time they deem necessary to maximize the effectiveness of the response, consistent with safety considerations. This plan represents a planning standard but is not and should not be regarded as a performance guarantee. Response operations in any spill event will be tailored to meet the actual circumstances of such event.

This FRP provides guidance for responding to spills of all sizes of spills from minor operational spills, small spills, medium spills, and worst case spills as well as longer term spill responses as defined in Section 1. Three response organizations developed to address various sizes and severities of spills are described in Section 2 – Response Organization.

The facility descriptions in Section 4 – Administrative Material/Back-Up of this FRP identify primary components and equipment (e.g., storage tanks, pipelines) within each facility. The facilities also include ancillary components such as transformers that contain smaller quantities of oil. Although these ancillary components are not specifically listed in the facility descriptions, responses to discharges of oil from any of these components shall be conducted in accordance with this FRP.

Responsibility for initial response in various facilities is as follows:

- ExxonMobil Baton Rouge Refinery Complex, Port Allen Lubricants Plant, and the Chemical Plant – Originating department or operating group will coordinate the spill
- ExxonMobil Operating Vessels at the Refinery – The refinery will coordinate the spill.
- ExxonMobil Chemical owned and operated tanks in the Refinery –ExxonMobil Chemical will coordinate the spill.
- ExxonMobil Owned Oil from Non-Owned Vessels – The vessel operator will coordinate the spill. If the operator does not respond, ExxonMobil will initiate containment and cleanup actions but the vessel operator will repay costs.
- Interconnecting Pipelines – The Refinery will coordinate the spill.
- Chemical Plant Spill to Monte Sano Bayou – Refinery Dock Personnel will coordinate the spill.

1.2 Immediate Response Actions

This section addresses the initial actions to be taken after a spill event. Many of the recommended notification and response actions will occur simultaneously and do not follow precisely the order listed. Checklists provide assistance to ensure key response factors are considered and appropriate actions are implemented. This section includes the following items:

- Initial Response Notification/Response Guide Flowchart (Figure 1)
- Preliminary Site Assessment and Procedures.
- Summary Notification Phone Lists.
- Evacuation Procedures and Maps.

Each of the facilities incorporated into this plan have detailed, written procedures for spill notifications to Federal, State, and Local authorities, mutual aid networks, and warning networks. The site specific procedures include appropriate spill reporting forms which are kept up to date and are distributed as needed throughout the organization. Each employee of the facility has access to the ExxonMobil On-Line Phone Directory. These procedures and directories listed in Table 2 are referenced but are not duplicated or reproduced in this FRP.

Table 2. Manuals Incorporated By Reference

BRCP Environmental Notification Plan	Dock Evacuation Plan DOCK-EP-0506
BRRF Environmental Reporting Guidelines and Procedures	Dock Operations Manual
The PAL Emergency Response Plan (PAL ERP)	BRRF SPCC Plan
ELIRT Job Descriptions as they exist in the ELIRT Manual	BRCP SPCC Plan
ELIRT Equipment Inspection Checklists	Baton Rouge Terminal SPCC Plan
ExxonMobil Organizational Charts	PAL SPCC Plan
ExxonMobil On-Line Phone Directory	BRFP SPCC
MSDS sheet manuals, available at the following locations: **Note:** Some of these may be available in electronic format.	BRFP SWPPP
• Refinery, Docks, Baton Rouge Terminal and Coke Terminal	BRFP Emergency Response Procedures
• Anchorage Tank Farm	
• Port Allen Lubricants Plant	
• Chemical Plant	
• Baton Rouge Resin Plant	
BRRF/BRCP Emergency Plans Manual	
DOT Hazardous Liquids Operations and Maintenance Compliance Manual	

Lists of the most common internal and external contacts are provided in Table 3, Table 4, Table 5, and Table 6 for easy reference.

Preliminary Site Assessment and Procedures

The first responder on the scene of a spill will make a preliminary spill assessment to evaluate the initial health and safety hazards, spill parameters (size, oil type, spill movement, resources at risk), and determine the appropriate immediate response actions. Subsequently, a more detailed assessment will be made to reassess the key spill parameters, evaluate the effectiveness of the existing response actions, and determine any additional equipment and personnel requirements. In either case, the general actions to be taken are summarized below:

- Assist injured personnel if possible.
- Warn all on-site personnel of the incident and potential hazards.
- Determine location and source of spill.
- Estimate size of spill and determine oil type.
- Determine appropriate PPE (See Section 4 – Administrative / Back-Up Material) required to approach and reassess the spill. Retrieve spilled material MSDS if needed. Assess fire, explosion, and hydrocarbon fume hazards (direction and speed of travel).
- Evaluate spill site to area upwind of vapor source if hazardous vapors are present.
- Assess existing spill travel direction and rate of movement.
  - For aquatic spills, estimate wind/current speeds and directions, downstream areas at risk.
  - For land spills, estimate probable spill movements and potential for spill entering any navigable water or adjoining shorelines.
- Determine procedures required to stop, contain, and/or control the spill.
- Assist in determining the number of personnel and quantities of equipment necessary to implement the response techniques.

Emergency Action Plans

The Refinery, Marketing Terminal, and Port Allen Lubricants Plant have standard procedure manuals (listed in Table 2 Manuals Incorporated by Reference) that address responses to an oil spill.

The Chemical Plant procedures for in-plant spill to process or diversion including a spill that reaches the Monte Sano Bayou are described in Section 3 – Reference Material. For quick reference, a series of flowcharts graphically illustrating the proper Chemical Plant spill response for various personnel follow Chemical Plant Spill Response Procedures.

1.3 Notification Procedures

General

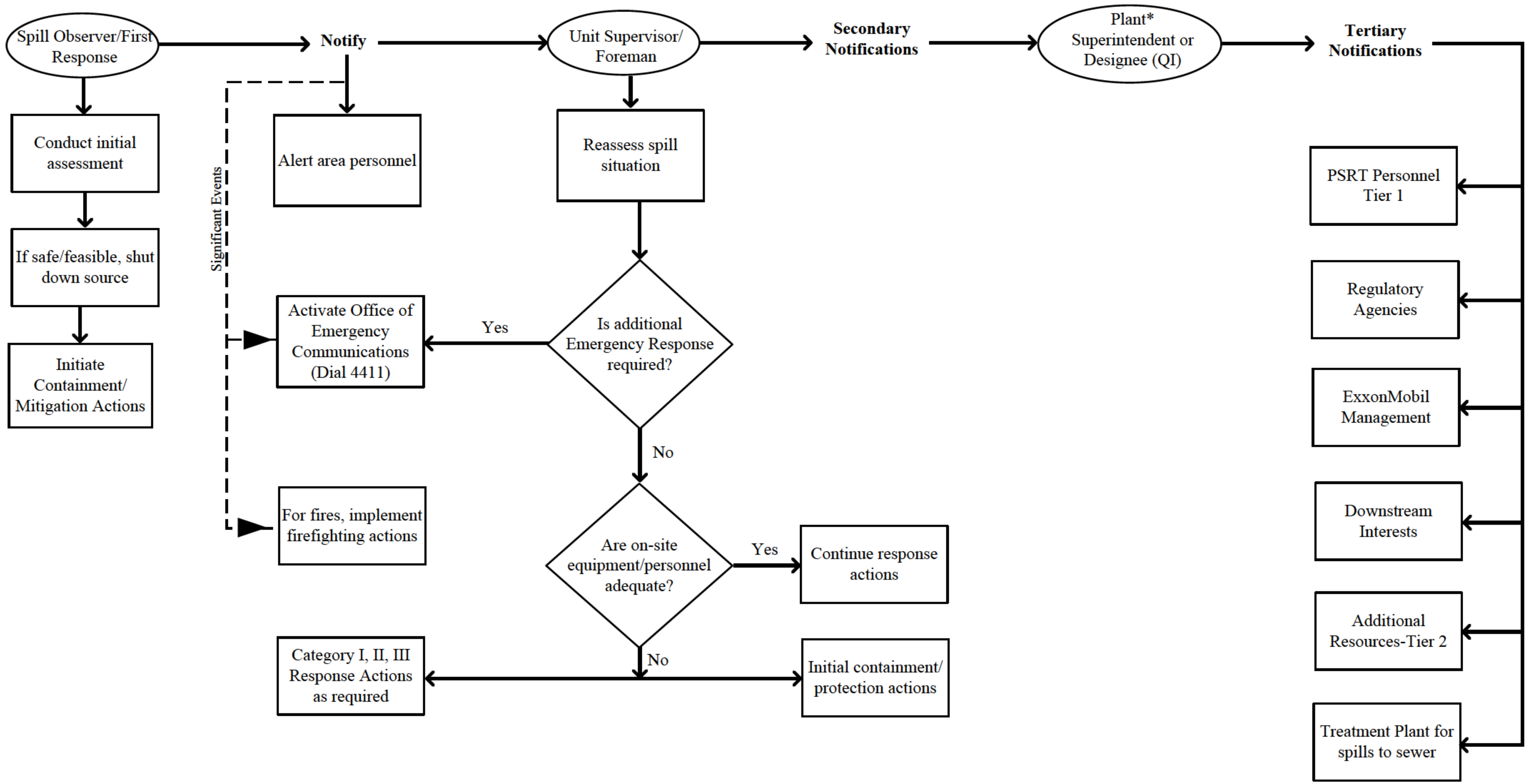
The purpose of this section is to provide information on notification requirements and procedures in the event of a spill.

Figure 1 provides guidelines for the required notifications including the recommended sequence. The reporting procedures, forms, and notification lists should be used to report spills, both internally and externally, in each specific area covered by this FRP. However, for convenience, the phone numbers of the Primary Spill Response Teams are provided in Table 3, phone numbers for various other ExxonMobil and ELIRT personnel are provided in Table 4, and phone numbers of various outside contacts such as contractors, agencies, and media are provided in Table 5. Other notification information, including a list of the Local Emergency Planning committees for the various downstream parishes, industrial water intake contacts, municipal water intakes, and other federal, state, and local agencies, is listed in Table 6.

Downstream Interest Notifications

In the event of a large, uncontained spill to water, the downstream interests (water users, environmentally sensitive, and economically important areas) that may be threatened by the spill must be notified. In the case of downstream water users, a notification to the Lower Mississippi Water Works Warning Network (mid section of Table 5) is generally sufficient to ensure that all potentially affected parties will be notified. In the event that direct notification is desired, the contacts for the downstream industrial water intakes, local emergency planning committies, and other key downstream interests are listed in Table 5 and Table 15. For minor spills, only those facilities in close proximity to the facilities would likely require notification as the spill would probably be recovered, become stranded on a shoreline, or disperse naturally prior to migrating very far from the source of the spill.

Figure 1. Initial Notification/Response Guide



NOTE: The reporting manual and phone lists for each facility are incorporated into this plan by reference.

*Refinery Plant Superintendent handles reporting for the Refinery, Marketing Terminal, Docks, Anchorage Tank Farm, and the Interconnecting Pipelines

Table 3. Primary Spill Response Team (PSRT) Notification List

LOCATION	QUALIFIED INDIVIDUAL (QI)	ON-SITE OPERATIONS MANAGER	OIL SPILL CLEANUP MANAGER
BRRF including on-site tank farms, ATF, and Interconnected P/Ls	On-Shift Refinery Superintendent (225) 977-7641 69-1527 (P) 24 hr.	On-Shift Refinery Shift Supervisor (225) 977-4723 69-1307 (P) 24 hr.	On-Shift Area Unit Controller (225) 977-4723 24 hr.
Refinery Dock	On-Shift Refinery Superintendent (225) 977-7641 69-1527 (P) 24 hr.	On-Shift Dock Supervisor (225) 977-4723 69-1307 (P) 24 hr.	On-Shift Dock Controller (225) 977-8238 24 hr.or (225) 977-8254 24 hr.
BRCP	Chem. Plant Superintendent (225) 977-8133 24 hr.	On-Shift Refinery Shift Supervisor (225) 977-4723 69-1307 (P) 24 hr.	Chem. Plant Superintendent (225) 977-8133 24 hr.
Baton Rouge Terminal	Terminal Superintendent (225) 977-5014 (b) (6) [redacted] (Cell)	Operator on Duty (225) 977-4575 24 hr.	Designated Supervisor (225) 977-4576 (877) 524-2279 (P) 24 hr.
PAL Plant	Plant Manager (225) 977-3402 (708)359-7834 24 hr.	Plant Supervisor (225) 977-3411 (225)678-8522 24 hr.	Blending Supervisor (225) 977-3508 (225) 892-6864 24 hr. Control Room (24 hr) (225) 977-3453
BRFP	Shift Supervisor (225) 977-2515/16 (24 hr)	Adhesion Operations Section Supervisor (225) 977-2547	Shift Supervisor ((225) 977-2515/16 (24 hr)
BRCT	Onshift Refinery Superintendent (225) 977-7641 69-1627 (P) 24 hr	Coker Shift Superintendent (225) 977-7063 (225) 892-8220	On Shift Area Unit Turner (225) 359-6911

Notes: See the ExxonMobil Organizational Charts for the listing of personnel for each job description/job title. (P)=ExxonMobil internal paging system

Table 4. Other ExxonMobil and ELIRTContacts

RESPONSE POSITION	BUSINESS PHONE	24-HR. PHONE
Tech. Serv. Supervisor	977-7605 (P)	977-7641
Legal Advisor	977-4921 (P) 977-4923 (A)	977-7641 or 977-8133
Day / Area Supervisor	977-4723	977-4723
On-Shift Unit Operator	977-4723	977-7641
Public Affairs Manager Alternate Public Affairs Answering System	977-7102(P) 977-7031(A)	977-8133 977-8133 977-8393, press #6, record, hang up to leave message.
Environmental Contact	977-4860	235-9169
Industrial Hygiene Supervisor Industrial Hygienist	977-4490(P) 977-4954(A)	977-8133 or 977-7641 977-8133 or 977-7641
ELIRT/ERT		
Contact via Refinery Superintendent	977-7641	977-7641
Contact via Chemical Plant Superintendent	977-8133	977-8133

Note 1: Phone numbers have a (225) area code unless otherwise indicated.

Note 2: See the ExxonMobil Organizational Charts for the listing of personnel for each job description/job title.

Note 3: (P) = Primary phone number; (A) =Alternate phone number.

Table 5. Outside ExxonMobil Contacts

CONTACT	LOCATION	PHONE
Belle of Baton Rouge Casino	Baton Rouge, LA	(225) 378-6000
Baton Rouge General Hospital ER – Florida Blvd.	Baton Rouge, LA	(225) 387-7000
Baton Rouge General Hospital ER - Bluebonnett	Baton Rouge, LA	(225) 763-4000
Baton Rouge Harbor Service	Baton Rouge, LA	(225) 383-4691
Capital Fleeting, Inc.	Baton Rouge, LA	(225) 338-5900
Chemtrec	Washington, D.C.	(800) 262-8200
Hollywood Casino	Baton Rouge, LA	(225) 709-7777
Turner Industries	Baton Rouge, LA	(225) 922-5050
Lower Mississippi River Waterworks Warning Network Office of Public Health	Baton Rouge, LA	(225) 925-7230
Water Program Regulations Manager at DEQ	Baton Rouge, LA	(225) 925-7228
LSU Campus Police	Baton Rouge, LA	(225) 578-3231
Our Lady of the Lake Hospital	Baton Rouge, LA	(225) 765-6565
Port of Baton Rouge	Baton Rouge, LA	(225) 342-5378 guard (225) 342-1660 Commissioner
Sea River Maritime, Inc.	Houston, TX	(713) 535-6797
SU Police	Baton Rouge, LA	(225) 771-2770
Union Pacific Railroad	Port Allen, LA	(888) 877-7267
USS Kidd Veterans Memorial	Baton Rouge, LA	(225) 342-1942

Table 5. Outside ExxonMobil Contacts (continued)

CONTACT	LOCATION	PHONE
WAFB-TV (Channel 9)	Baton Rouge	(225) 383-9999
WBRZ-TV (Channel 2)	Baton Rouge	(225) 387-2222
WJBO radio (1150 AM)	Baton Rouge	(225) 231-1860
WVLA-TV (Channel 33)	Baton Rouge	(225) 768-9195
WYNK radio (101.5 FM)	Baton Rouge	(225) 231-1860

Table 6. Emergency Government Support Agencies

CONTACT	LOCATION	PHONE
National Response Center[1]	Washington, D.C.	(800) 424-8802 or (202) 267-2675
Office of Pipeline Safety[1]	Baton Rouge, LA	(225) 342-5505
EPA Region VI[1]	Dallas, TX	(866) 372-7745 (hot line)
USCG Baton Rouge Office [1]	Baton Rouge, LA	(225) 298-5400 (504) 365-2500 (24 hour)
DEQ[1] Single Point of Contact Environmental Compliance	Baton Rouge, LA	(225) 219-3640 (225) 219-3710
LA State Police[1] HAZMAT Division (SERC)	Baton Rouge, LA	(225) 925-6595 (225) 925-6596
LEPC[1]	Baton Rouge, LA	(225) 389-2055
USCG New Orleans Office	New Orleans, LA	(504) 365-2500
USCG Captain of the Port	New Orleans, LA	(504) 589-6225
OSHA Local Area	Baton Rouge, LA	(225) 298-5458
OSHA Region VI	Dallas, TX	(972) 850-4145

[1] Must be contacted Immediately (within 1 hour)

Table 6. Emergency Government Support Agencies (continued)

CONTACT	LOCATION	PHONE
Louisiana State Fire Marshall	Baton Rouge, LA	(225) 925-4911
U.S. Army Corps of Engineers	Vicksburg, MS New Orleans, LA	(601) 631-5015 (504) 862-2244
U.S. Army Corps of Engineers - Locks	Industrial Canal Harvey Algiers Port Allen Bayou Boeuf Bayou Sorrel	(504) 947-2606 (504) 366-4683 (504) 366-5187 (after hours) (504) 394-5714 (504) 394-7221 (after hours) (225) 343-3752 (225) 344-8272 (after hours) (985) 384-7626 (985) 384-7202 (after hours) ((225) 659-7773 (after hours)
U.S. Fish and Wildlife Service	Lafayette, LA Atlanta, GA	(337) 291-3125 (404) 679-7057
LA Oil Spill Coordinator	Baton Rouge, LA	(225) 926-6606
East Baton Rouge OEP	Baton Rouge, LA	(225) 389-2100
West Baton Rouge OEP	Port Allen, LA	(225) 346-1577 (225) 343-9234 (after hours)
LA Dept. of Wildlife and Fisheries	Baton Rouge, LA	(225) 765-2800 (225) 765-2441
LA Levee District	See Table 14	N/A
Baton Rouge Fire Department HAZMAT Chief	Baton Rouge, LA	(225) 354-1421
Baton Rouge Area Mutual Aid System (BRAMAS)	Baton Rouge, LA	(225) 383-4425
Baton Rouge Fire Dept.	Baton Rouge, LA	(225) 354-1400

Table 6. Emergency Government Support Agencies (continued)

CONTACT	LOCATION	PHONE
Baton Rouge City Police (Communications Dept.)	Baton Rouge, LA	(225) 389-2000
West Baton Rouge Parish Wide Dispatch	Port Allen, LA	(225) 490-8599
Port Allen City Police	Port Allen, LA	(225) 343-5525
Port Allen Fire Department	Port Allen, LA	(225) 346-5676
West Baton Rouge Parish Sheriff's	Baton Rouge, LA	(225) 343-9234
East Baton Rouge Parish Sheriff's	Baton Rouge, LA	(225) 389-5073
Alsen-St. Irma Lee Fire Department	North Baton Rouge, LA	(225) 774-3473
Brownsfield Fire Department	Baton Rouge, LA	(225) 778-0344
Baker Fire Department	Baker, LA	(225) 775-3712
Federal Aviation Administration	Baton Rouge, LA	(817) 222-5006

1.4 Response Capabilities

Response Organization Structure

The ExxonMobil oil spill response structure consists of three response teams which activate progressively depending on the size, severity, and circumstances of the spill. These three teams correspond to three spill descriptions as depicted in Figure 2 and shown below in Table 7.

Table 7. Spill Category, Description, and Response Team

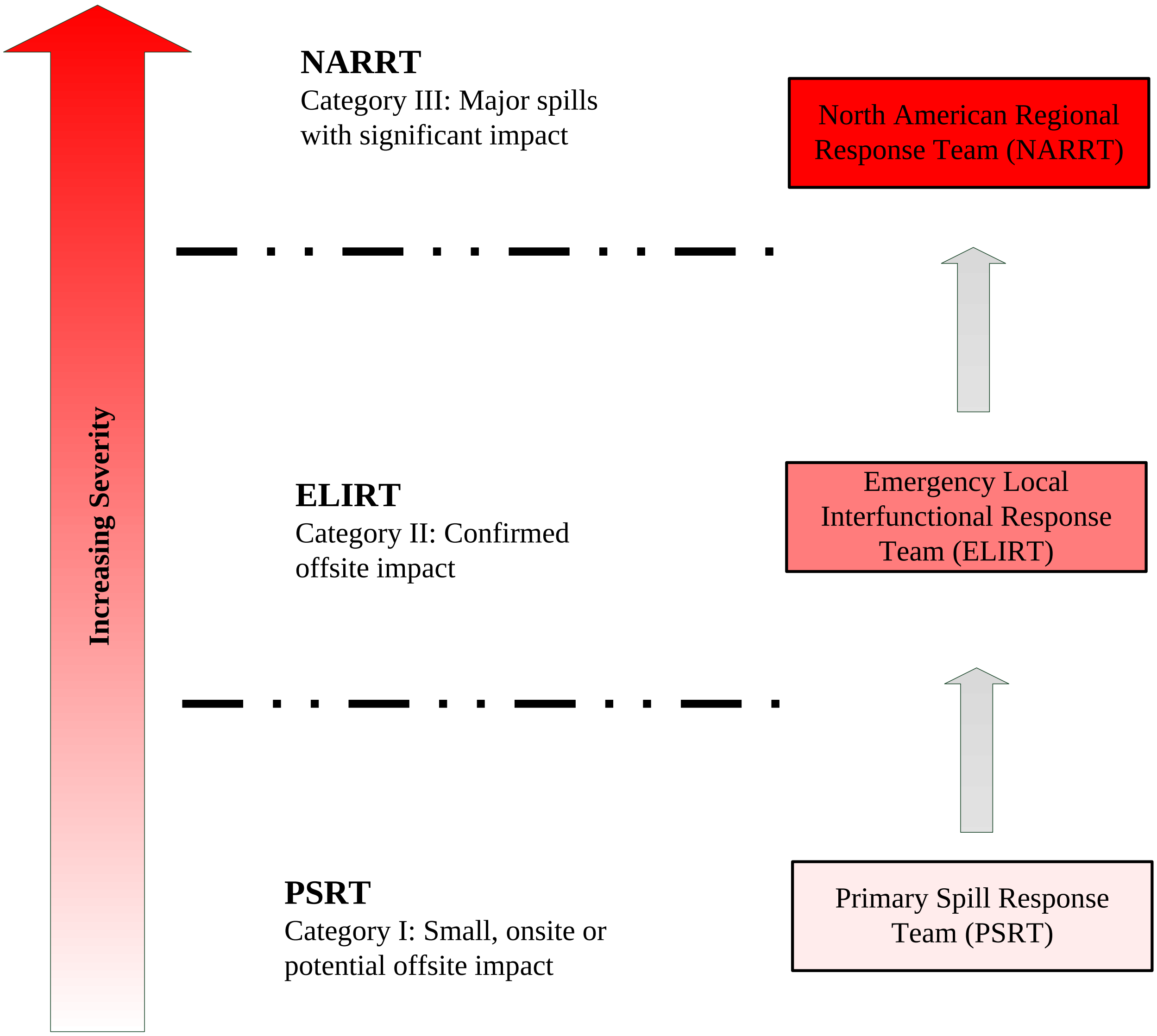
SPILL CATEGORY	SPILL DESCRIPTION	RESPONSE TEAM
Category I	Small (on-site or aquatic) Potential for limited offsite impact	Primary
Category II	Offsite impact	ELIRT
Category III	Significant offsite impact	NARRT

Response Team Progression

The three response teams do not operate independently but will successively supplement the capabilities of the previous team with personnel of higher authority and generally greater experience. All teams have similar organizational structures to facilitate transfers of command and to ensure a "seamless response." Figure 18, Figure 22, and Figure 23, **Section 2 – Response Organization** describe the functions and structure of the response teams in more detail.

In all cases a single person serves as the overall response coordinator. For small, on-site spills, unit personnel will generally handle all containment, recovery, and cleanup activities without additional assistance. For larger spills, ExxonMobil personnel who have authority to ensure an effective and efficient response will relieve the unit personnel. Ultimately, the response coordinator will be Incident Commander (Qualified Individual).

Figure 2. Spill Response Levels



1.5 Spill Categories

The three levels of spill categories are detailed below. Examples of each type of spill can be found in **Section 4 – Administrative Material / Back-Up.**

Category I or Primary Response (local)

A small spill either confined to the dock or near the source within the complex, a limited aquatic spill with the potential to impact other's property downstream or a terrestrial spill that is impacting other people's property. These spills generally require no additional response beyond the capabilities of the facility and/or spilling function. The responders will typically include the following resources:

- Unit or Area personnel (Primary Spill Response Team/ELIRT Strike Team) and equipment
- Other plant personnel
- On-site or local response contractors
- ELIRT Coordinator and Core Staff Support

Category II (regional)

A large spill with impact to others' property and that requires response beyond the capability of the facility and spilling function. The responders may include the following regional resources.

- LMR ELIRT/STRCC Activation
- On-site equipment and personnel (Primary Spill Response Team)
- On-site and local response contractors
- Regional equipment and selected regional spill contractors. See list of OSRO's in Table12.

Category III (national)

A very large spill with significant impact to others' property and that requires a response which is beyond the capability of ExxonMobil's regional resources. The responders will likely include equipment and trained personnel from a specific geographic area or region and may require the combined resources from other regions or specialized or technical services.

- ELIRT/NARRT activation, response operation may be subject to governmental direction
- On-site equipment and personnel (Primary Spill Response Team)
- On-site and local response contractors
- Local and regional spill response contractors. See list of OSRO's in Table 12.
- Other potential vendors as necessary. See Table 13.

See **Section 2 – Response Organization** for more detailed information regarding the various spill response teams.

1.6 Spill Response Equipment

ExxonMobil maintains an inventory of response equipment on-site that is generally adequate to contain and recover most foreseeable spills at each facility. In the case of major or catastrophic spills, ExxonMobil's equipment is well suited to provide the first line of defense with the remaining resources provided by other ExxonMobil facilities or outside response organizations.

ExxonMobil Equipment

Table 9, Table, 10, and Table 11 list major spill response equipment owned and maintained by local ExxonMobil organizations along with various specifications and capabilities, where available. The equipment is stored at the following locations:

Table 8. Spill Response Equipment Storage Locations

FACILITY	STORAGE LOCATION
Refinery	See Figure 47 Refinery Site Plan; Dock
PAL	Storeroom with sorbents for small response stored in the Response Trailer and Stores
ELIRT	Warehouse adjacent to the Refinery
BRFP	Waste Water Treatment plant Storage Building and SE corner of Bag Warehouse.
Baton Rouge Terminal	Sorbents are kept in the garage and pump off areas.
ATF	Boom stored in C Can by the warehouse.

The Refinery and Chemical Plant maintain several vacuum trucks and pumps, respectively, for a variety of uses including spill response. The recovery capacity of these vacuum trucks sufficiently meets the requirements for small or medium size spills.

Table 9. Spill Response Equipment - Boats

EXXONMOBIL FACILITY	NUMBER/MAKE/TYPE	LENGTH (FT)	H.P.
Refinery - Baton Rouge Docks	Slade alum. flat bottom	18	Twin 70
	Slade alum. semi-v hull	20	Twin 90
ELIRT-LMR	2 Lobell semi-v hull	21	Twin 90
	2 Pontoon barge	24	90
	2 Munson deep-v hull	28	Twin 130
	Flat bottom	18	Twin 50
	Alum. Bateau semi-v hull	17	
	2 Flat bottom	16	
	Boston Whaler	15	50
	V-hull fiberglass Aquasport	19.5	140

Table 10. Spill Response Equipment - Boom

EXXONMOBIL FACILITY	MAKE/MODEL	SIZE (IN)	LENGTH (FT)
Refinery - Baton Rouge Docks	Absorbent Boom	18	1,000
	Containment Boom	18	1,700
PAL	Absorbent boom	6	340
	Absorbent boom	8	160
BRFP	Absorbent boom	6	100
ELIRT-Lower Mississippi River	Absorbent Boom	18	15,000
	Containment Boom	18	2,000
	Containment Boom	18	2,000
	Containment Boom	18	2,000
	Containment Boom	18	4,000
	Containment Boom	5	3,000
	Containment Boom (shore based)	18	6,000

Table 11. Spill Response Equipment - Recovery

EXXONMOBIL FACILITY	MAKE/MODEL	TOTAL EFFECTIVE RECOVERY RATE (BPD)
Refinery-Baton Rouge Docks	2 x 80 bbl vacuum trucks	3,480
PAL	74 bales sorbent pads	N/A
	40 rolls sorbent pads	N/A
BRFP	2 sorbent Rolls	N/A
Baton Rouge Terminal	2 bales of sorbent pads 400 sorbent pads	N/A N/A
ELIRT-LMR	2 x Vikoma 12K MKII Disk Skimmer (shore based)	1,400
	3 x Abasco A14-D rope mop (shore based)	288
	2 x 16" Drum Skimmers	1,400
	3 x 16" Drum Skimmers	1,200
	Abasco barrel type rope mop (shore based)	48
	3 x Manta Ray 1 ridged and 1 flexible	1,625
	2 GT - 185 (shore based)	1,350

Equipment Inspection

Equipment will typically be inspected during deployment drills but at a frequency not greater than 12 months. Inspections will be conducted to verify that the equipment is available and in good condition. Each type of equipment inspection is documented with an appropriate checklist. ELIRT equipment is generally inspected and tested on a rotational basis which are generally conducted at least once every three months. Copies of the inventory/inspection forms used by ELIRT are kept in the ELIRT office at the Refinery.

ExxonMobil Spill Response Personnel

Spill response personnel consist mainly of ExxonMobil and on-site contractor personnel.

The primary ExxonMobil Refinery spill response personnel consist of 10-20 personnel from:

- Refinery shift workers
- Dock contract shift workers
- Baton Rouge Terminal shift workers

In addition, the on-site contractor for the Refinery can provide 10-20 spill response personnel within 1-2 hours on a 24-hour basis. All spill response personnel have been trained in spill response.

The ExxonMobil Chemical Plant spill response personnel consist of:

- Chemical Plant Superintendent
- 3-5 Environmental Operations personnel
- Dock Contract Personnel along with boom and spill boats.
- 7-8 personnel from the Refinery

In addition, the on-site contractor for the Chemical Plant can provide 5-10 spill response personnel within 1-2 hours on a 24-hour basis.

The PSRT can respond immediately to spills during normal business hours. Because the members live within close proximity to the facility, they can generally respond within 1-2 hours of notification during off hours.

ELIRT can provide 20 personnel within 1 hour, 50 within 2 hours, and up to 130 within 24 hours.

PAL and BRFP maintain their own primary response system. However, the BRRF/BRCP and ELIRT organizations will be activated as necessary.

Response Contractors

While the on-site contractor for the Refinery and the Chemical Plant is not a USCG-rated OSRO, they provide emergency response personnel under a contract with the Refinery and the Chemical plant.

While the on-site contractor for the Coke Terminal is not a USCG-rated OSRO, they provide emergency response personnel under a contract with the Coke Terminal.

ExxonMobil maintains contracts with several local OSRO's as listed in Table 12. Table 12 also gives these contractor's latest USCG response ratings for the rivers/canals and inland operating areas. Initial pages of the Letters of Procurement verifying these contracts can be found in **Section 4 – Administrative Material/Back-Up**. Complete contract information can be found in the ELIRT office at the Refinery. Other vendors that may provide spill response services can be found in Table 13.

Table 12. OSRO'S Under Contract to ExxonMobil

CONTRACTORS (OSRO ID #)	ELIRT/ NON-ELIRT CONTRACT NUMBERS[2]	USCG RATINGS[3]							
		RIVERS/CANALS				INLAND			
		MM	W1	W2	W3	MM	W1	W2	W3
MSRC #0022 (Primary) (281-776-4300)	6MPA132	X	X	X	X	X	X	X	X
Clean Harbors Environmental Services, Inc. #0013 (800-645-8265) (Primary)	A1974282	X		X	X	X			X
U.S. Environmental Services, Inc #0038 (888) 267-4901	A2247791	X	X	X	X	X	X	X	
Oil Mop, LLC #0012 (800) 645-6671	A2279853	X	X	X	X	X	X	X	X
Garner Environmental Services, Inc. #0027 (800) 424-1716	A2005671	X	X	X	X	X	X	X	X
HAZ-MAT Response Inc. #0104 (800)229-5252	A2075940	X	X	X	X	X	X	X	X
Miller Environmental Services, Inc. #0072 (361) 289-9800	A2121905	X	X	X	X	X	X	X	X
Phillips PSC #0025 (877) 577-2669	A2304857	X	X	X	X	X	X	X	X

Interim Storage

Vacuum trucks, barges, and debris boxes meet the interim storage requirements for various scenarios described in the hazard evaluations and spill scenarios. Vacuum trucks typically on-

[2] These contracts are reviewed and renewed annually. If for some reason one is not renewed or a contractor is added the FRP will be updated to reflect that.

[3] MM = Maximum Most Probable Discharge, W1 – Worst Case Discharge Tier 1, W2 – Worst Case Discharge Tier 2, W3 – Worst Case Discharge Tier 3

site at the Refinery or available from contractors meet requirements to transport liquid reclaimable material and non-hazardous waste back to the Refinery and Chemical Plant. This waste can be processed through the Chemical Plant or the Refinery.

For larger spills involving considerable on-water recovery, barges of opportunity, storage at the Refinery treatment plant or tankage at Chemical plant AWT provide interim storage. Two oil/water storage tanks (Tank 21 and Tank 22) at the treatment plant can be made available for interim storage in the event of a major spill at the Refinery. Two storage tanks at AWT normally used to store excess storm water can be made available for interim storage in the event of a major spill at the Chemical Plant. These tanks are normally empty. (b) (7)(F), (b) (3) [redacted]

Other barges available from various response contractors can be used as interim storage in the event that considerable oil is recovered. These barges would likely unload into the ballast water system at the ExxonMobil Refinery dock. The ballast treatment system can process approximately 12,000 gpm of oily water and is also equipped with a 70,000 bbl ballast water storage tank for initial oil/water separation prior to processing through the Refinery wastewater treatment unit. ELIRT can also secure additional portable storage containers through contractors if additional interim storage is needed.

1.7 Evacuation Procedures

The following subsections describe procedures to follow in the event of an evacuation from the Refinery, Baton Rouge Coke Terminal, Refinery Dock, Chemical Plant, Anchorage Tank Farm, Baton Rouge Terminal, Port Allen Lubricants, Baton Rouge Resins Finishing Plant, and neighboring communities. Evacuation Routes are also provided for each of the ExxonMobil facilities.

Refinery Evacuation Procedures

The refinery has been divided into four geographic sectors with each sector having predefined emergency routes marked with distinctively colored signs leading to predefined offsite staging areas. Each sector is equipped with a powerful and distinct sounding siren and loud speaker. The Office of Emergency Communication (OEC) has the capability to activate the sirens and issue evacuation orders via the speakers. The Refinery Superintendent and/or OEC have the capability to access all refinery radio frequencies and emergency pagers.

Although all personnel are trained in evacuation procedures, each supervisor is responsible for accounting for his personnel during an emergency. Each building or function within the Refinery has procedures for evacuation and “button up” activities which are available to all personnel.

For emergencies requiring evacuation all personnel (employees and contractors) must follow the unit’s specific evacuation plan.

If an incident necessitates a general evacuation of the Refinery, the signal will consist of an air raid type siren broadcast across the Refinery. A message from the OEC will follow the siren which will include:

- Nature of the problem
- Wind direction
- Location of the problem
- Whether the Louisiana and Arkansas Railroad Company crossing is open or closed

Upon hearing the siren and emergency message, all personnel should evacuate crosswind or upwind to a safe staging area and notify their supervisor of their location. Figure 4 shows various predesignated staging areas and emergency shelters around the Refinery. Figure 3 flowchart details the steps in a general Refinery evacuation.

Figure 3. General Refinery Evacuation

If a general evacuation of the refinery is necessary, do the following:

General Evacuation Procedures

1. The Office of Emergency Communication will activate sirens and issue evacuation orders via speakers; they will also have the capability to access all refinery radio frequencies and emergency pagers.
2. Supervisors will account for their people.
3. Follow local evacuation and "button up" activities as posted in each area of the Refinery.

\+

Use the Emergency Warning System (EWS)

The evacuation signal will consist of an air raid siren broadcast across the refinery. The siren will be followed by a message from the OEC which will include:

- Nature of problem
- Wind direction
- Location of problem
- If Louisiana & Arkansas RR crossing is open or closed

\+

All Personnel

All personnel should evacuate crosswind or upwind to a safe staging area and notify their supervisor of their location.

Refinery QI – On-Shift Superintendent:
225-977-7641
69-1527 (pager)

On-Site Operations Manager/ On-Site Refinery Shift Supervisor
225-977-4723
69-1307 (pager)

Oil Spill Clean-up Manager/ On-Site Area Unit Controller:
225-977-4723

Public Affairs:
225-977-8393 (*6 to leave a message)

An Evacuation Map of the Refinery follows

Refer to unit specific evacuation plans

It may become necessary to consider the following actions in the event of an evacuation:

- **"Button Up", which refers to securing a building, shutting down all fresh air intakes, and sealing cracks in doors if evacuating an area will expose personnel to increased risk.**
- **"Shelter-in-Place", please refer to ExxonMobil guidelines.**

Figure 4. Baton Rouge Refinery Evacuation Map

(b) (3), (b) (7)(F)

[redacted]

Coke Terminal Evacuation Procedures

The Baton Rouge Coke Terminal will follow the same evacuation guidelines as the Refinery. Figure 5 shows various pre-designated evacuation routes.

(b) (3), (b) (7)(F)

[redacted]

Refinery Dock Evacuation Procedures

The Refinery has been divided into four geographic sectors with each sector having predefined emergency routes leading to predefined offsite staging areas. Each sector is equipped with a distinct sounding siren and loud speaker. The Docks are located in Area Four of the Refinery evacuation grid along with EULA and all property west of the Illinois Central Gulf (ICG) Railroad.

If necessary to evacuate the Dock/Terminal area, personnel will be notified by portable radio or by continuous siren. The situation will determine the particular evacuation route.

1. Initial staging area, Staging Area #1 is located in front of the Dock Office between No. 3 and No. 4 berths.
2. If evacuation is to Area Evacuation Points, Dock personnel will evacuate to Staging Area #2 (parking lot) then to evacuation point.
3. If immediate evacuation of the Dock is required for events such as fire or explosion, several evacuation maps with emergency egress routes are posted for easy access.

If the Refinery Superintendent declares an evacuation by water, the Kirby Inland Marine fleet vessel may be needed. Kirby Inland Marine has made a fleet tug available for use as an evacuation boat and will hold up to 50 people. Kirby Inland Marine will advise in advance if the normally assigned fleet vessel is not available. An alternate vessel will be identified

The Refinery Superintendent will make the decision as to which units are to evacuate and should be in communication with the designated building wardens during the entire emergency.

Figure 6 flowchart details the procedure for a Dock evacuation while Figure 7 provides the Refinery Dock evacuation map.

Figure 6. Baton Rouge Refinery Dock Evacuation Flowchart

If evacuation of the dock is necessary, do the following:

General Evacuation Procedures

1. The Office of Emergency Communication will activate sirens and issue evacuation speakers; they will also have the capability to access all refinery radio frequencies and emergency pagers.
2. Supervisors will account for their people.
3. Follow local evacuation and "button up" activities as posted in each area of the Refinery.

+

Evacuation Notification

If it becomes necessary to evacuate the Dock/Terminal area, you will be notified by one of the following methods:

- Portable radio
- Continuous siren

+

Staging Area

The initial staging area (Staging Area #1) is in front of the Dock Office between No. 3 and No. 4 berths.

+

Evacuation Route

The particular evacuation route will be dictated by the situation. If evacuating to Area Evacuation Points, Dock personnel will direct evacuees to Staging Area #2 (parking lot) and then to evacuation point.

An Evacuation Map of the Refinery Docks follows

If IMMEDIATE evacuation is required (fire, explosion, etc.), several routes are available – evacuation maps are strategically placed on the terminal.

Docks QI – On-Shift Refinery Superintendent:
225-977-7641
69-1527 (pager)

On-Site Operations Manager/ On-Shift Dock Supervisor:
225-977-4723
69-1307 (pager)

Oil Spill Clean-up Manager/ On-Shift Dock Controller:
225-977-8238
225-977-8254

Public Affairs:
225-977-8393 (*6 to leave a message)

The Kirby Inland Marine fleet vessel may be needed if the Refinery Superintendent declares an evacuation by water.

The Refinery Superintendent will make the decision on which units are to evacuate and should be in communication with the designated building wardens during the entire emergency.

It may become necessary to consider the following actions in the event of an evacuation:

- **"Button Up", which refers to securing a building, shutting down all fresh air intakes, and sealing cracks in doors if evacuating an area will expose personnel to increased risk.**
- **"Shelter-in-Place", please refer to ExxonMobil guidelines.**

Figure 7. Baton Rouge Refinery Docks Evacuation Routes

(b) (3), (b) (7)(F)

[redacted]

10/04/2010

Chemical Plant Evacuation Procedures

(b) (3), (b) (7)(F)

[redacted]

Figure 8. Chemical Plant Evacuation of Units North of Gulf States Road Flowchart

If evacuation of the Chemical Plants north of Gulf States Road is necessary, do the following:

This system signals all personnel to proceed immediately to the nearest emergency shelter or to one of the in-plant staging areas near the plant exits

Use the Emergency Warning System (EWS)

+

Verbally give evacuation instructions over the "All-Call radio system

Announced to each emergency shelter and staging area, to direct personnel to the appropriate off-site assembly point for evacuation.

An Evacuation Map of the Chemical Plant follows

Chemical Plant Spill Response Phone Nos.

Chemical Plant QI – Chemical Plant Superintendent:
225-977-8133

On-Site Operations Manager/
On-Shift Refinery Shift Supervisor:
225-977-4723
69-1307

Oil Spill Clean-up Manger/
Chemical Plant Superintendent:
225-977-8133

Public Affairs:
225-977-8393 (*6 to leave a message)

It may become necessary to consider the following actions in the event of an evacuation:
- **"Button Up", which refers to securing a building, shutting down all fresh air intakes, and sealing cracks in doors if evacuating an area will expose personnel to increased risk.**
- **"Shelter-in-Place", please refer to ExxonMobil guidelines.**

Figure 9. Chemical Plant Evacuation of Units South of Gulf States Road Flowchart

If evacuation of units south of Gulf States Road is necessary, do the following:

General Evacuation Procedures

1. The Office of Emergency Communication will activate sirens and issue evacuation orders via speakers; they will also have the capability to access all refinery radio frequencies and emergency pagers.
2. Supervisors will account for their people.
3. Follow local evacuation and "button up" activities as posted in each area of the Refinery.

+

Use the Emergency Warning System (EWS)

The evacuation signal will consist of an air raid siren broadcast across the refinery. The siren will be followed by a message from the OEC which will include:

- Nature of problem
- Wind direction
- Location of problem
- If Louisiana & Arkansas RR crossing is open or closed

+

All Personnel

All personnel should evacuate crosswind or upwind to a safe staging area and notify their supervisor of their location.

See Evacuation Map of the Refinery, p. 26

It may become necessary to consider the following actions in the event of an evacuation:

- **"Button Up", which refers to securing a building, shutting down all fresh air intakes, and sealing cracks in doors if evacuating an area will expose personnel to increased risk.**
- **"Shelter-in-Place", please refer to ExxonMobil guidelines.**

Chemical Plant Spill Response Phone Nos.

Chemical Plant QI – Chemical Plant Superintendent:
225-977-8133

Refinery QI:
225-977-7641

On-Site Operations Manager/
On-Shift Refinery Shift Supervisor:
225-977-4723
69-1307

Oil Spill Clean-up Manger/
Chemical Plant Superintendent:
225-977-8133

Public Affairs:
225-977-8393 (*6 to leave a message)

Figure 10. Baton Rouge Chemical Plant Evacuation Routes

RETENTION CODE: MAN4000

[redacted]

(b) (3), (b) (7)(F)

Chemical

CHEMICAL PLANT EVACUATION ROUTES
(DESIGNATED BY ARROWS)

BATON ROUGE CHEMICAL PLANT
EVACUATION ROUTES
AND EMERGENCY PROCEDURES
PLOT PLAN

LAST REV. NUMBER	4	FOR INFORMATION CALL:	OFFSITES X7-4455/7-7294
LAST REV. DATE	5/26/10		CADD FILE NAME chemical plant evac 6-2010.dwg

Anchorage Tank Farm Evacuation Procedures

For emergencies within the Anchorage tank farm, the Process Operator will notify all ExxonMobil and contract personnel by radio or direct contact. The Process Operator will then provide instructions as to the proper evacuation route. Figure 11 shows the evacuation routes.

Figure 11. Anchorage Tank Farm Evacuation Routes

(b) (7)(F), (b) (3)

[redacted]

(b) (3), (b) (7)(F)

[redacted]

Figure 12. Baton Rouge Terminal Evacuation Flowchart

If evacuation of the Baton Rouge Terminal is necessary, do the following:

Terminal Personnel

1. Follow instructions from Supervisors
2. Exit the terminal by routes shown in Figure 13

+

Supervisor in charge

Supervise employees manning the entrance and exit gates and directing traffic as follows:

1. Scenic Highway Entrance Gate – designate a terminal employee to stop all trucks from entering and keep entrance clear.
2. Windborne Street Exit Gate – designate a terminal employee to direct traffic out and keep exit clear

+

Employee on duty

If a fire or other emergency requires an evacuation after normal business hours, conduct the following activities <u>in this order</u>:

1. Call the Refinery to discontinue pumping product to the terminal; request that valves are closed at Refinery meters.
2. Call the Office of Emergency Communications.
3. Activate the loading rack emergency shutdown switch.
4. Turn off automatic tank valve switches.
5. Close all valves leading to the loading rack and turn off all electrical switches as necessary.
6. Instruct all drivers to stop loading at the rack and remove trucks to the safest available location.
7. Call Terminal Superintendent and Operations Manager.
8. Move motor equipment so fire fighting equipment will not be delayed.

An Evacuation Map of the Baton Rouge Terminal follows

Baton Rouge Terminal QI – Terminal Superintendent:
225-977-5014
225-933-2548

On-Site Operations Manager/ Operator On Duty:
225-977-4575

Oil Spill Clean-up Manger/ Designated Supervisor:
225-977-4576
877-524-2279

Public Affairs:
225-977-8393 (*6 to leave a message)

Figure 13. Baton Rouge Terminal Evacuation Routes

(b) (3), (b) (7)(F)

[redacted]

Port Allen Lubricants Plant Procedures

Due to the relatively low flammability and toxicity of the products handled at the Port Allen Lubricants Plant, it is unlikely that a fire or other emergency at the facility would necessitate a complete evacuation. There are, however, nearby industrial facilities that could request an evacuation of the Lubricants Plant. If an evacuation is required, the Blend Controller will notify all personnel by means of phone, radio, and loud speaker system that an evacuation has been requested and that instructions will be given to secure all operations.

In some situations, the outside emergency may only be severe enough to require seeking shelter rather than making a complete evacuation. Other situations may be such that there is insufficient time to carry out a plant evacuation. In either of these situations, all personnel on site will be directed to either the administration building break room or the blend center break room. These two locations are designated as emergency shelters shown on Figure 15.

If it is necessary to evacuate the PAL site, the Plant Supervisors will notify all truck drivers and personnel on site to leave the Lubricants Plant and proceed to a point outside the danger zone which will vary according to the reason for the evacuation. The supervisors should also direct all personnel to assemble outside the front entrance of the main office, conduct a roll call to account for all personnel, and direct all personnel to evacuate to the Port Allen Community Center on North Jefferson Street in Port Allen. People without transportation will be assigned to go with others.

The plant gates should be closed and locked unless this would block a potential egress route or access to an emergency shelter. The employees should periodically check with the Sheriff's Office to determine when it is safe to return to the plant. Drivers must also check back with the plant before returning.

Figure 14. Port Allen Lubricants Plant Evacuation Flowchart

If evacuation of the Port Allen Lubricants Plant is necessary, do the following:

Evacuations in place*

*Only if outside emergency is severe enough to require seeking shelter, or if there is insufficient time for a plant evacuation.

1. Personnel will be directed to either the administration building break room or the blend center break room; these locations are designated emergency shelters and are shown in Figure 3-7.
2. The Blend Controller will coordinate the shutdown of all operations.

Total Evacuation

Supervisors

1. Direct all personnel to assemble outside the front entrance of the main office.
2. Conduct a roll call to account for all personnel.
3. Direct all personnel to evacuate to the West Baton Rouge Sheriff's Office at City Hall in Port Allen – people without transportation will be assigned to go with others.

General Information

1. Plant gates will be closed and locked, UNLESS this would block a potential egress route or access to a safe haven.
2. Employees should periodically check with the Sheriff's Office to determine when it is safe to return to the plant.
3. Drivers must check back with the Plant before returning.

Plant Supervisors

Notify all truck drivers and other non-ExxonMobil personnel to leave the lubricants plant and proceed to a point outside the danger zone.*

*The danger zone will vary according to the reason for the evacuation.

An Evacuation Map of Port Allen Lubricants Plant follows

Port Allen Lubricants Plant QI – Plant Manager:
225-977-3402
708-359-7834

On-Site Operations Manager/Plant Supervisor:
225-977-3411
703-589-5059

Oil Spill Clean-up Manger/Blending Supervisor:
225-977-3508
225-892-6864
225-977-3453

Public Affairs:
225-977-8393 (*6 to leave a message)

Due to the relatively low flammability and toxicity of the products handled at the Port Allen Lubricants Plant, it is unlikely that a fire or other emergency at the facility would necessitate a complete evacuation. There are however, nearby industrial facilities that could request an evacuation of the lubes plant. If an evacuation is required, the Blend Controller will notify all personnel by means of phone, radio, and loudspeaker system that an evacuation has been requested and instructions will be given to secure all operations.

Figure 15. Port Allen Lubricants Plant Evacuation Routes

(b) (7)(F), (b) (3)

[redacted]

Baton Rouge Resins Finishing Plant Evacuation Procedures

Any employee detecting a fire in the Finishing Plant should go to the nearest alarm station and trip the warning system. If a radio is available, transmit the location and details of the emergency. Upon hearing the alarm, personnel in outlying offices will report as follows:

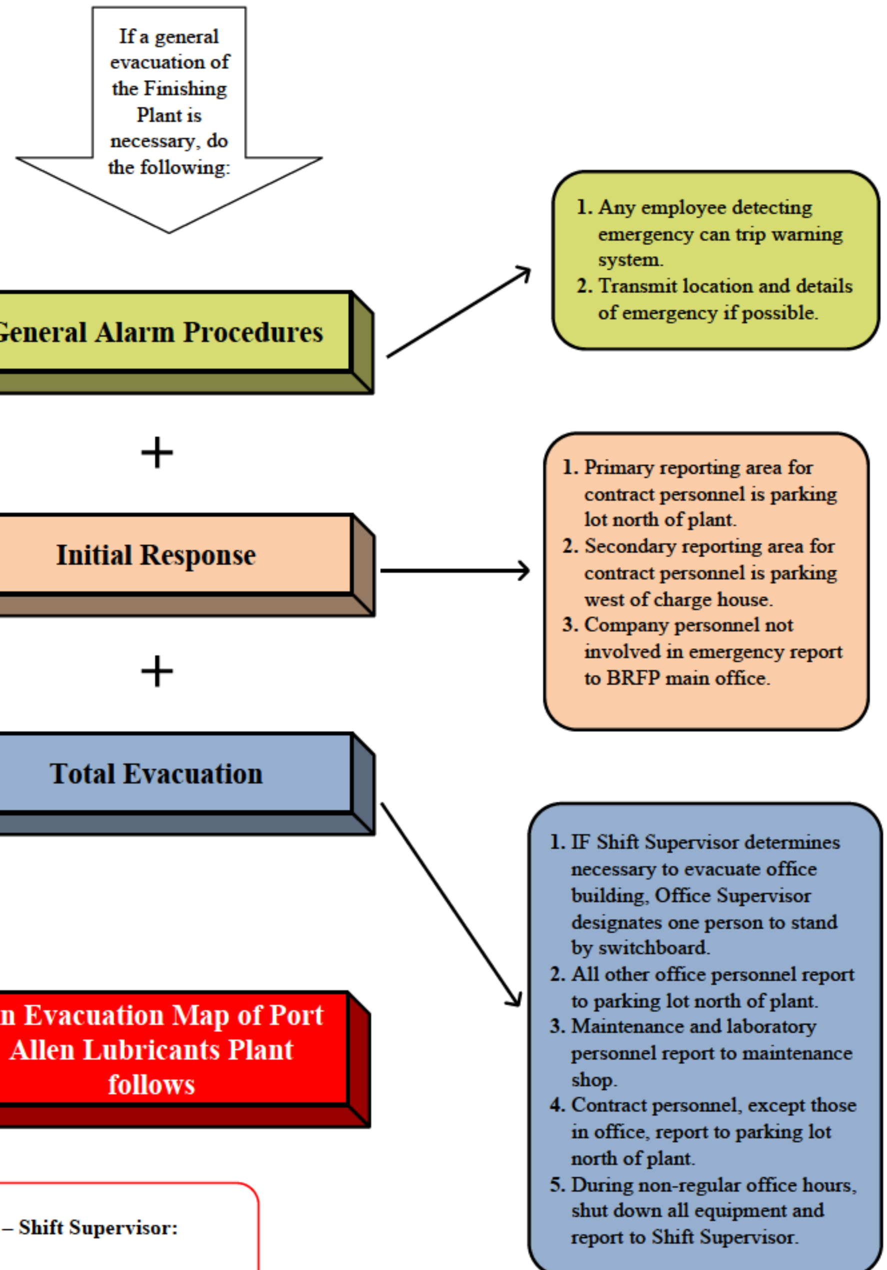
(b) (3), (b) (7)(F) [redacted]

If the Shift Supervisor determines it necessary to evacuate the office building, the Office Supervisor may consider designating one person to remain in building to stand by the switchboard.

- All other office personnel report to the parking lot north of the plant where the Office Supervisor will obtain a head count.
- Maintenance personnel, company and contract, and laboratory personnel report to the maintenance shop and stand by.
- Contract personnel except those working in the main off ice will report to the parking lot north of the plant where the Contract Supervisor will obtain a head count and report to the liaison or Shift Supervisor.

If an emergency occurs during non-regular work hours, the Packaging Crew Operator and Finishing Operator will shut down all equipment in their respective areas and all in-plant personnel are to report to the Shift Supervisor for further instructions.

Figure 16. Baton Rouge Resins Finishing Plant Evacuation Flowchart



Baton Rouge Resins Finishing Plant QI – Shift Supervisor:
225-977-2515
225-977-2516

On-Site Operations Manager/Adhesion Operations Section Supervisor:
225-977-2547

Oil Spill Clean-up Manger:
225-977-2515
225-977-2516

Public Affairs:
225-977-8393 (*6 to leave a message)

Figure 17. Baton Rouge Finishing Plant Evacuation Routes

(b) (7)(F), (b) (3)

[redacted]

Neighboring Communities Evacuation Procedures

The Incident Commander from the involved facility will typically contact the Louisiana State Police – HAZMAT team and request that they initiate the appropriate evacuation procedures.

The decision to evacuate and the determination of the area requiring evacuation will be made by the Incident Commander and the local authorities which will likely include officials from the State Police, Local Emergency Planning Committee(LEPC), and Fire Department (See Table 5 for telephone numbers).

Local communities will likely be alerted of the emergency situation through the CAL (Community Alert) System. The CAL system is operated by six East Baton Rouge Parish Safety Agencies including the following:

- EBR Parish Communications District
- EBR Parish Emergency Medical Services
- Baton Rouge Police Department
- Baton Rouge Fire Department
- EBR Parish Sheriff's Office
- EBR Parish Office of Emergency Preparedness

The CAL System is a community warning system designed to contact citizens at their home, work, or school and provide safety and evacuation instructions in the case of an emergency. CAL automatically dials telephones in the area of an emergency to play a recorded message, and contacts participating schools and media. Additionally, CAL operates sirens and loud speakers which can be used to provide warnings and evacuation instructions.

In addition to the CAL System warnings, firefighters and police may also alert communities by traveling door to door.

The Port Allen LOBP (Lube Oil Blend Plant) is a member of the West Baton Rouge Emergency Response Task Force and uses the CAER Call System in the event of emergencies. The CAER (Community Alert Emergency Response) call system is a computer-based application linking WBR parish industries together for faster communication of emergency events. The WBR CAER Call system is also tied into the North Baton Rouge system thereby linking Port Allen LOBP to the Baton Rouge Complex communication system.

1.8 Forms

ExxonMobil Oil Spill Packet

Baton Rouge Refinery

DOCUMENTS IN PACKET

- **Dock Oil Spill Report Form:**
- **Narrative Statement Forms:**
- **Oil Spill Response/Clean-up Form:**
- **Spill To Ground Report Form:**

DOCUMENTS NEEDED TO COMPLETE PACKET

Initial when completed and inserted in packet

_______ Dock Oil Spill Report Form
(Fax copy to Shift Forman --- ext: 1226)

_______ Berth PIC Statement

_______ Shipmate's/ Tankerman's Statement

_______ PSA Witness Statement

_______ Oil Spill Response and Clean-up Form
(Fax copy to Refinery Superintent --- ext: 4442)
(Fax copy to Environmental --- ext: 5261)
(Fax copy to Shift Forman --- ext: 1226)

_______ Material Safety Data Sheet Located in Dock Office

FORWARD COMPLETE PACKET TO DOCK CLERK FOR DISTRIBUTION

- Section Supervisor
- Dock Day Supervisor
- Dock Controllers (File)
- Regulatory Compliance Contact: Fax # 1013 (Ron Dunham)
- Shift Supervisor

DOCK OIL SPILL REPORT FORM

DATE :	CONTROLLER :	REFINERY SUPERINTENDENT :
TYPE OF OIL OR HAZARDOUS MATERIALS :	TIME WHEN SPILL OCCURRED:	CAUSE OF SPILL / NOTIFICATIONS __ Vessel (non-transfer)* — 4 (* Courtesy Call Only) __ Dock / Vessel (transfer) — All __ Dock (non-transfer) — All __ Sighting * — 4 (* Courtesy Call Only)
VESSEL :	TUGBOAT :	AGENT :
AGENT ADDRESS :	LOCATION OF SPILL (BERTH) :	BERTH PERSON (PIC):
DOCK OPERATOR :	WITNESS :	WITNESS:
SHIFT SUPERVISOR :	DAY SUPERVISOR :	PSA :

NOTIFICATIONS

NOTE: ALL SPILLS MUST BE REPORTED AS SOON AS POSSIBLE. LA. STATE POLICE REPORTING TIME < 1 HOUR.

	NAME	PHONE NO	TIME	DATE	PERSON RECEIVING CALL
1.	LA STATE POLICE (HAZ MAT DIVISION)	225-925-6595			**SP # -**
2.	NATIONAL RESPONSE CENTER	1-800-424-8802			**NRC # -**
3.	LEPC B.R. FIRE DEPT	225-389-2055			
4.	USCG (Baton Rouge) ***NOTE: After hours call #5***	225-298-5400 Office 225-298-5408 Fax			
5.	CAPTAIN OF THE PORT (NEW ORLEANS)	504-365-2200 504-589-6225			
6.	LA. DEQ	225-219-3640			
7.	ENVIROMENTAL DUTY	225-931-3886			
8.	SHIFT SUPERVISOR	4723 / 69-1308			
9.	SECTION SUPERVISOR	7605 / 1-800-346-8846			
10.	DAY SUPERVISOR	8961 / 445-3134 DIG.			
11.	REFINERY SUPER	7641 / 69-1527			

USCG REQUIRED INFORMATION

PERSON REPORTING SPILL
______ REPRESENTING PARTY RESPONSIBLE
______ REPORTING FOR RESPONSIBLE PARTY
______ WITNESS ONLY (Courtesy call)

FROM:
ExxonMobil Refining & Supply Co.
BATON ROUGE REFINERY
P.O. BOX 551

NAME : ________________________________ BATON ROUGE , LA. 70821-0551
(225) 977-7641

CLEAN UP DATA

______IN PROGRESS ______ COMPLETE ______ WILL START - TIME/DATE: _________/_________

______ NONE - REASON____

SIGHTING/SPILL DATA FORM

ExxonMobil Refining & Supply Co. , Mississippi River Mile Marker 232

______ SIGHTING ______ SPILL

SLICK SIZE AND COLOR

____

ESTIMATEED QUANTITY SPILLED INTO RIVER **(REPORT THE AMOUNT SPILLED INTO RIVER ONLY)**

______ TRACE, < 1BBL. (AMT. IN GALLONS) ______ WEATHER CONDITION: _______________

______ MINOR, 1 < 25 BBLS. (AMT.) ______ WIND DIRECTION , SPEED : ______________

______ MODERATE, 25 < 250 BBLS. (AMT.) ______ RIVES CURRENT (MPH EST.) ______________

______ MAJOR, > 250 BBLS. (AMT.) ______ OIL SPILL (MOVING / CONT.) ______________

APPARENT RESPONSIBILITY FOR SPILL : ______ REFINERY ______VESSEL ______OTHER

GIVE REASON : ____

____

VESSEL DATA SECTION - TO BE COMPLETED IF VESSEL/BARGE INVOLVED IN SPILL

VESSEL TYPE : ______ TANK SHIP ______ TANK BARGE (SEA GOING) ______ TOW BOAT, TUG, BARGE

VESSEL OPERATION AT TIME OF SPILL:

______ DISCHARGING CARGO ______ LOADING CARGO ______ PUMPING BALLAST

______ TAKING ON BALLAST ______ OTHER

(Describe:____)

VESSEL / BARGE MOVEMENT	**VESSEL / OWNER IDENTIFICATION**
PRESENT LOCATION :	VESSEL / TOW BOAT / BG. NAME:
ESTIMATED DEPARTURE :	OWNER / AGENT :
NEXT PORT OF CALL:	OWNER / AGENT TEL. # : ( )
OFFICIAL REGISTRATION NO. OR CALL SIGN	OWNER / AGENT ADDRESS :
GROSS TONNAGE:	
HOME PORT :	NATIONALITY :
LICENSED VESSEL PERSONNEL	
TANKERMAN / MATE IN CHARGE:	TANKERMAN / MATE LICENSE NO :

HOME ADDRESS :	EMPLOYER :
	HOME TEL. #

USCG RELEASE TO RESUME OPERATIONS: NAME:_______________________TIME:______________

REPORT COMPILED BY: _______________________

Distribution List: 1) Environmental Contact - Ron Dunham, 2) Shift Supervisor, 3) Section Supervisor – Jack Frens

NARRATIVE STATEMENT FORM

TIME/DATE OF INCIDENT: __________ / ________________

TIME/DATE OF STATEMENT: ________ / ________________

I, ____________________________ make the following statement freely and voluntarily

to __________________________________ who has identified himself/ herself to me as an investigator of the U.S. Coast Guard. I know that this statement may be used in evidence.

I have read the above statement, consisting of ______ page(s), and it is true. I have signed each page and have been given an opportunity to make any corrections or additions.

Signature of person making statement

Witnessed By

Address and job title of person making statement:

OIL SPILL RESPONSE/CLEAN-UP FORM

EQUIPMENT USED

DATE:	**VESSEL:**	**LOCATON:**	**TIME:**
	OIL SPILL BOATS		**TOTAL COST**
NUMBER OF BOATS USED:	HOURS BOATS USED:		
MININUM CHARGE ON BOATS: $100.00 EACH	COST PER HOUR/BOAT $50.00		
	OIL SPILL EQUIPMENT		
ABSORPTION PADS	NO. OF BUNDLES:	COST OF ABSORBTION PADS: $76.88/BUNDLE	
VISCOUS SWEEP	NO. OF FEET:	COST PER FT: $3.00	
ABSORPTION BROOM	NO. OF FEET:	COST PER FT: 4.90	
CONTAINMENT BROOM	NO. OF FEET:	COST PER FT: $9.65	
BARRELS	NO. OF BARRELS:	COST PER BARREL: $30.00 EACH	
OIL DRY	NO. OF BAGS	COST OF DRY/BAG: $4.76	
MISCELANEOUS		COST OF MISCELANEOUS ITEMS:	
	CONTRACTOR'S LABOR		
NO. OF CONTRACTORS:	HOURS CONTRACTORS WORKED:	COST FOR CONTRACTOR'S $20.00/HOUR	
	DOCK PERSONNEL		
NO. OF DOCK EMPLOYEES USED:	HOURS DOCK EMPLOYEES USED:	COST PER DOCK EMPLOYEE/HOUR: $29.99	
	DISPOSAL OF WASTE		
NO. OF BARRELS:	COST PER BARREL: $100.00/BARREL	TOTAL COST OF DISPOSAL OF WASTE:	

TOTAL COST OF CLEANUP: ______________________________

REPORT COMPILED BY: _____________________________________

SPILL FOLLOWUP REPORT

First Line Supervisor: 1) Complete/sign this form (*if spill to soil or water*) & 2) Send[1] to Environmental within 3 days of spill.

NAME OF PERSON MAKING REPORT: ______	PHONE: ______	PAGER: ______	
REPORT DATE: ______	RELEASE DATE & TIME: ______	RELEASE LOCATION: (List the unit/zone or the nearest intersection) ______	

EVENT DESCRIPTION: ______

COMPOSITION OF MATERIAL RELEASED: List ALL hazardous components including hazardous air pollutants (HAPs). See associated procedure on DMS or Environmental Intranet site for complete list of HAPs. Attach calculation method, analytical data, and/or MSDS used to determine organic HAP concentrations.

ESTIMATED ORGANIC HAP CONCENTRATION (CHECK ALL THAT APPLY)	☐ <10 PPMW HAP	☐ >10 PPMW AND <500 PPMW HAP	☐ ≥ 500 PPMW HAP	☐ ≥ 20 WT % OF REMEDIATION MATERIAL
☐ TOTAL ORGANIC HAP ______ PPMW	☐ NO ORGANIC HAP	☐ OTHER HAZARDOUS COMPONENT(S) [e.g. Lead, H_2S, etc.] ______ List name and estimated amount / concentration of each non-HAP hazardous component.		
☐ INDIVIDUAL ORGANIC HAP List name and estimated concentration (ppmw) of each organic HAP. ______		______		

RELEASED TO: (CHECK ALL THAT APPLY)	☐ SOIL	Estimated Amount:	☐ CONCRETE	Estimated Amount:	☐ WATER	Estimated Amount:	☐ SEWER	Estimated Amount:	☐ AIR	Estimated Amount:

Material is only subject to Site Remediation MACT if release to soil or water occurs. Material released to air / concrete / sewer is not subject.
Material collected in vacuum truck is not subject to Site Remediation MACT, if the material is directly returned to a process.

CLEANUP ACTION AND/OR REMEDIATION METHOD USED: (CHECK ALL THAT APPLY)	☐ VACUUM TRUCK (ESTIMATE AMOUNT) ______	☐ ABSORBENTS (LIST TYPE) ______
☐ SOIL COLLECTED (ESTIMATE AMOUNT) ______	☐ OTHER (DESCRIBE) ______	

POTENTIAL EXEMPTIONS FROM SITE REMEDIATION MACT: (CHECK ALL THAT APPLY)	☐ SPILLED MATERIAL <10 PPMW HAP	☐ SPILLED MATERIAL <500 PPMW HAP	☐ SPILLED MATERIAL ADDED TO SITE 1 MG LIST (ENV. PERMISSION REQUIRED)	☐ SPILLED MATERIAL COLLECTED AND TRANSFERRED OFFSITE WITHIN 30 DAYS. OFFSITE FACILITY MUST RECEIVE MATERIAL WITHIN 30 DAYS.
☐ MATERIAL NOT SUBJECT TO SITE REMEDIATION MACT	☐ NO REMEDIATION MATERIAL COLLECTED	☐ NO EXEMPTIONS APPLY		

TYPE, SIZE, AND NO. OF CONTAINERS USED FOR REMEDIATION MATERIAL: (CHECK ALL THAT APPLY)	☐ NO REMEDIATION MATERIAL COLLECTED	☐ BUCKET NO.: ___ SIZE: ___	☐ DRUM NO.: ___ SIZE: _____
☐ ROLL-OFF BIN NO.: ___ SIZE: ______	☐ DUMP TRUCK NO.: ___ SIZE: ______	☐ OTHER ______ NO.: ___ SIZE: ______	

IF REMEDIATION MATERIAL COLLECTED, GREEN STICKERS HAVE BEEN APPLIED? ☐ YES ☐ NO ☐ NO REMEDIATION MATERIAL COLLECTED
Site Remediation MACT labels (green stickers) are available in Waste Management Office (WMO).
If the total HAP content is ≥ 20% by weight of the total remediation material, then visual inspection and LDAR monitoring of the containers are required.
Otherwise, only visual inspection of the containers is required. If needed, contact the LDAR Office at x5820 for white LDAR container stickers & LDAR Monitoring Form.
If event not subject to Site Remediation MACT (e.g. no remediation material collected), skip to *Required Signatures.*

Container ID	Visual Inspection Date	Defect(s) detected? (Yes / No)	Defect Location ("NA" if none)	Brief Description of Defect	Detection Date	Any Corrective Action	Reason for Any Delay of Repair	Date Delayed Repair Expected Complete

REMEDIATION MATERIAL DISPOSITION (CHECK ALL THAT APPLY) *THIS SECTION NORMALLY COMPLETED BY WMO*	☐ NONE COLLECTED	☐ CARLYSS LANDFILL	☐ WOODSIDE LANDFILL	☐ SABRE	☐ PROCESS	☐ OTHER ________

Specific restrictions regarding offsite disposal facility selection apply to remediation material containing > 10 ppmw HAP and *Site Remediation MACT Notification* must accompany the associated waste manifest. Remediation material containing > 500 ppmw HAP cannot be sent to SABRE. Contact BRCP / BRRF Waste Management Office for assistance.

Required Signatures [1,2]

☐ CLEANUP COMPLETED (DATE): ________________ ☐ CLEANUP NOT YET COMPLETED (WHY NOT): ________________

PERSON RESPONSIBLE FOR CLEANUP: *(USUALLY FIRST LINE SUPERVISOR)* ________________ PHONE: ________________ PAGER: ________________

SIGNATURE OF PERSON CERTIFIYING CLEANUP COMPLETION: ________________

SIGNATURE OF WASTE COORDINATOR: *(REPRESENTATIVE OF WASTE MANAGEMENT ORGANIZATION)* ________________

NOTES:

[1]If choose to submit form by ***email*** *(complete Step 1 & skip to Step 3)* or ***fax*** (*skip Step 1 and start with Step 2)*:

1. Email completed form *(without signatures)* to *becky.d.froedge@exxonmobil.com* ***AND*** copy *veda.v.ferdinand@exxonmobil.com* (if BRCP spill) OR *chris.bonaventure@exxonmobil.com* (if BRRF spill).
2. Fax to *Becky Froedge at 7-1013* ***AND*** fax to *Veda Ferdinand at 7-2074* (for BRCP spills) ***OR*** to *Joseph Austin at 7-4759* (for BRRF spills).
3. Print and sign the form.
4. Send original, signed (i.e. signature of person certifying cleanup) form to appropriate Waste Management Office (either BRCP or BRRF) **with** the container(s) of remediation material (i.e. when the container(s) are transferred).
5. Waste Coordinator (a representative of the Waste Management Office) will sign the form upon receipt of container(s) and after verifying information is complete.

If choose to ***hand-deliver*** form or send by ***plant mail***:

1. Send a copy of the form *with signature of person certifying cleanup* to *Becky Froedge in RMO 4042* or *fax to 7-1013*
2. Send a copy of the form *with signature of person certifying cleanup* to *Veda Ferdinand in CPMO 312* (if BRCP spill) **OR** to *Joseph Austin in WMO Room 2* (if BRRF spill).
3. Send original, signed (i.e. signature of person certifying cleanup) form to appropriate Waste Management Office (either BRCP or BRRF) **with** the container(s) of remediation material (i.e. when the container(s) are transferred).
4. Waste Coordinator (a representative of the Waste Management Office) normally signs the form after receipt of final container(s) and after verifying information is complete.

[2]Signatures are required when cleanup is complete. If cleanup is not complete when initial transfer of containers to WMO occurs (e.g. more containers of remediation material associated with the same spill are generated after initial transfer), resubmit form to appropriate Waste Management Office and to Becky Froedge in Environmental when complete. Use the procedure in *Note 1* to re-submit the form.

TABLE OF CONTENTS

SECTION **PAGE**

TABLE OF CONTENTS

SECTION **PAGE**

2.1 Introduction

ExxonMobil uses the National Incident Management System Incident Command System (NIMS-ICS) approach to crisis management. The National Incident Management System of structured, standardized, organizational framework used nationwide to respond to emergencies utilizes the Incident Command System. The use of the NIMS-ICS as well as the Unified Command System promotes collaboration between ExxonMobil, oversight regulatory agencies, and other public organizations impacted by a crisis event. The response organization described in this FRP using the NIMS-ICS approach adapts well to any size incident.

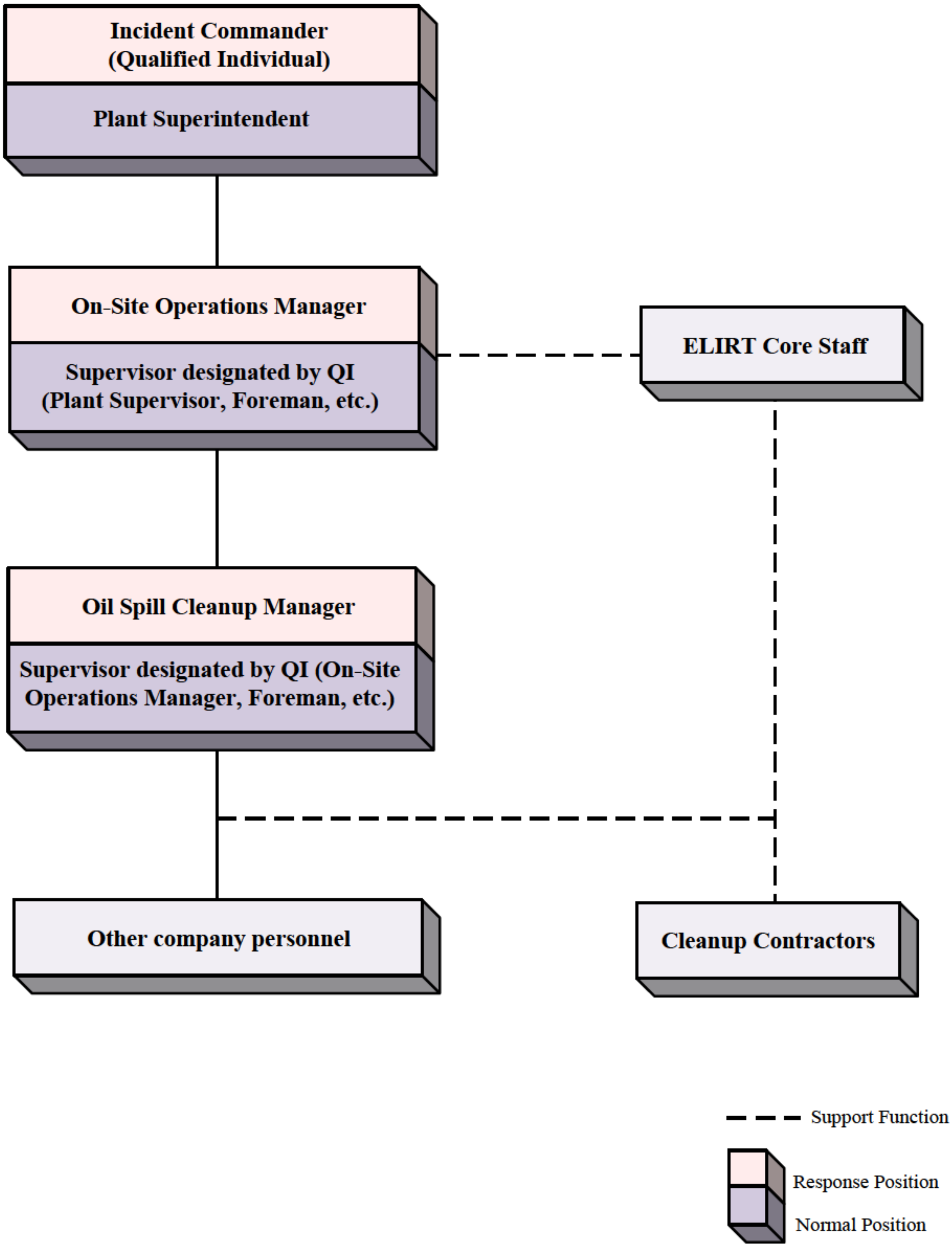
2.2 Primary Spill Response Team (PSRT)

The PSRT responds to Category I spills. This team is on site 24 hours a day and can provide immediate response as necessary, usually within 30 minutes of a spill. Additionally, contractors working in both the Refinery and Chemical Plant can respond during normal working hours and are on call during off hours.

The PSRT provides supervisory levels available to create a command structure to accommodate the emergency incident. The nature of the incident will determine the scale and complexity of the response organization at the scene. For example, smaller contained spills may only require the activation of the Operations branch whereas larger spills may require activation of the entire team as well as the core group from the ELIRT. Additionally, for smaller spills, one person may be responsible for two or more positions whereas larger spills may require multiple personnel to effectively fill a single position.

Descriptions of each PSRT position, the primary responsibilities, and pre-emergency planning activities follow in this section along with an organizational representation in Fi[redacted]ure 18.

Figure 18. Primary Spill Response Team (Functional) For Category I Spills



Incident Commander (Qualified Individual) Position Description

The Qualified Individual (QI) is a 24 hour contact familiar with implementation of this FRP, and trained in his/her responsibilities. Table 3, Primary Spill Response Team Notification List located in Section 1, lists these individuals and their contact numbers. The QI is responsible for implementing response plans, directing response operations, and resolving internal conflicts that arise during response operations either directly or through the use of qualified designees.

The QI will vary depending on the location as shown below. This initial QI or their designee may be superseded by higher management personnel based on the size and extent of a spill event so that the QI remains authorized to obligate sufficient funds for spill response. The Federal On-Scene Commander (FOSC), along with other local agencies, will be advised in advance of any additional management support or QI change. However, at no time shall the authorization for or expenditure of funds in excess of the liability limits allowed by the Oil Pollution Act of 1990 be regarded as a waiver of any rights that ExxonMobil may have in claiming such liability limit or defenses under federal law.

The Qualified Individuals for the Refinery, Chemical Plant and Marketing Terminal are their respective superintendents, who are available 24 hours a day. The QI for the Port Allen Lubricant Plant is the plant manager during working hours and the Refinery Superintendent after hours. The home numbers and addresses for each designated individual have not been provided since a QI is available 24 hours a day for each site. The names of each person holding the position listed below can be obtained from ExxonMobil Organizational Charts which are kept up to date, widely distributed to all employees, and are incorporated herein by reference. The current phone numbers for each person holding the position listed below can be obtained by all employees from the ExxonMobil On-line Phone Directory.

Primary Responsibilities

The QIs have full authority to implement this response plan and initiate the following activities as necessary. A flowchart listing these primary responsibilities is included in this section.

- Activate internal alarms and/or communication systems to alert facility personnel and notify response team members.
- Ensure that shutdown and containment of spill is immediately initiated.
- Take actions to endure the safety of all personnel.
- Notify and coordinate internal response and rescue activities with the PSRT.
- Access interaction of spilled material with water and/or other substances stored at facility and notify response personnel appropriately.
- Assess possible hazards to human health and to the environment.
- Activate IH as necessary.
- Contact Site Management and relay following information:
- Determine level of PSRT response and initial assessment needs.
- Maintain information on incident and actions taken.
- Provide special instruction for PSRT personnel reporting to incident.

- Conduct initial implementation briefing to team members.
- Ensure notification of, and coordinate activity with, outside agencies, USCG/NRC, LDEQ HAZMAT, LDNR, EPA, OSHA, etc. and participate as member of joint Incident Command.
- Identify the character, exact source, amount and extent of the release required for notifications.
- Designate Spill Manager if necessary.
- Access and implement removal and containment actions.
- Assist Operations Manager Chief to ensure shutdown and containment of spill.
- Assess on-site security needs and relay to Security.
  - Closing of highways/waterways.
  - Escorts for personnel involved with incident.
  - Alcohol and drug testing/search of personnel going to site.
- Assess company funding to initiate cleanup.
- Obligate funds to carry out all necessary or directed spill response activities.
- Activate response contractors as necessary.
- Oversee development of long-range action plan.
- Direct cleanup activities.
- Implement and direct overall incident management.
- Act as liaison with federal and state On-Scene Coordinators, local government representatives, and affected third parties (Major landowner, municipalities, etc.).
- Provide On-Scene Commander, if activated, with regular updates for media and public officials.
- Ensure protection of safety at the response site.

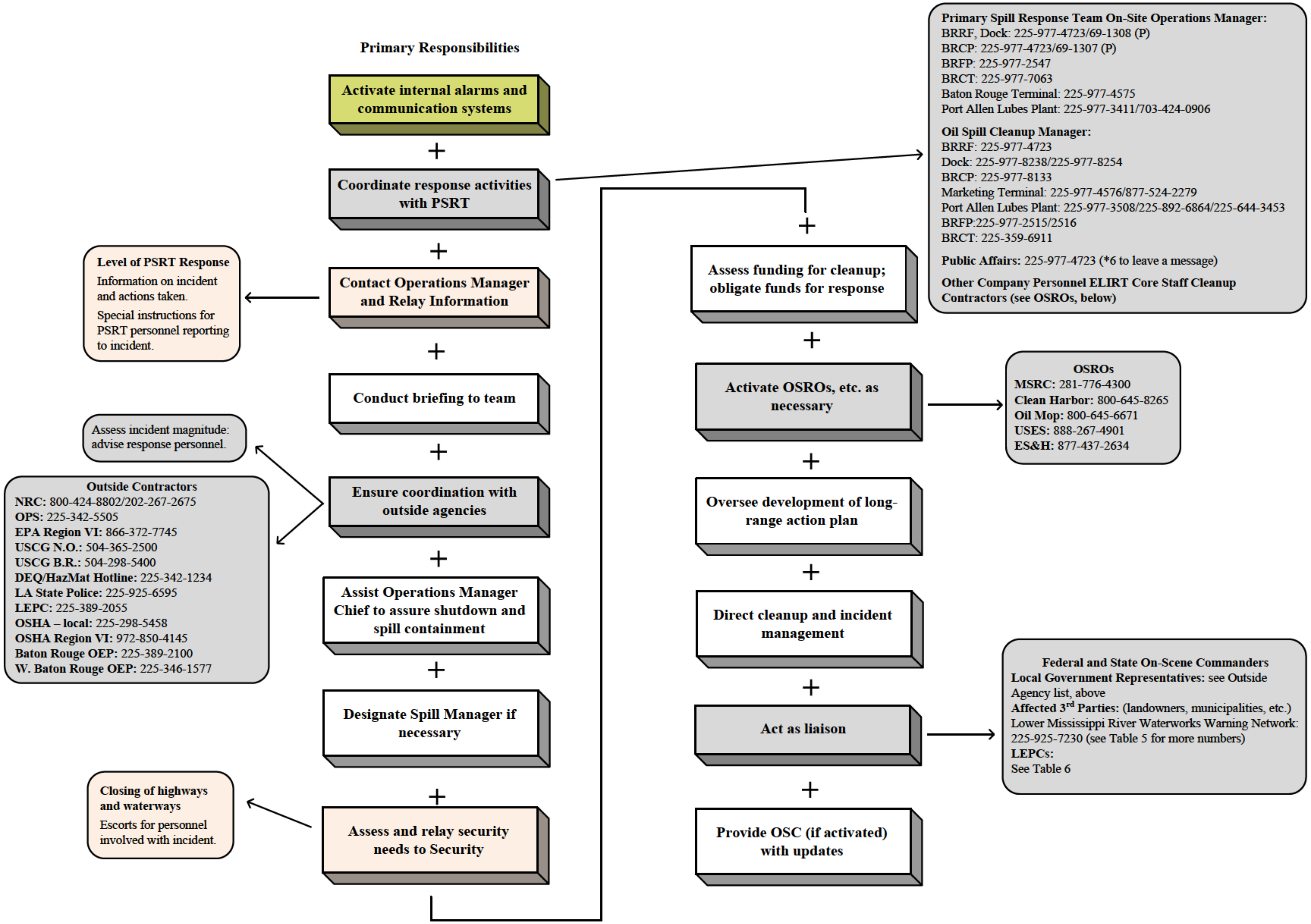
Pre-Emergency Planning:

- Review and approve pre-emergency planning activities.
- Ensure appropriate and trained personnel are assigned to PSRT.
- Establish appropriate emergency resource authorization guidelines for non-ELIRT situations.
- Keep appraised of and develop mutual assistance agreements as appropriate.
- Ensure field personnel are aware of PSRT information needs.
- Ensure activation procedures for outside resources are developed and available.

Immediate Supervisor

In Category II and III Spills, the Incident Commander heads the spill management team, but coordinates his actions with the unified command.

Figure 19 – Incident Commander/Qualified Individual Primary Responsibilities Flowchart



On-Site Operations Manager Position Description

The On-Site Operations Manager is responsible for developing response plans, activating response personnel, directing response operations, resolving internal conflicts that arise during response operations, and for reporting the progress and plans of the response operations to the Incident Commander. Table 3, Primary Spill Response Team Notification List gives the job title and contact number for the On-Site Operations Manager for each location.

On-Site Operations Manager Primary Responsibilities:

The On-Site Operations Managers have full authority to implement this Facility Response Plan and initiate the following activities as necessary. Figure 20 lists these responsibilities.

- Mobilize and staff the On-Site command Center.
- Conduct initial assessment of incident. Formulate and review incident action/mobilization plans with Incident Manager.
- Supervise the Oil Spill Clean-Up Containment Manager/Spill Response Supervisor, Safety/Health Manager, and the Planning/Technical Manager.
- Ensure that the safety of response personnel is accorded the highest priority in all aspects and phases of response operations.
- Activate the necessary ELIRT, OSRO's, and industry resources to implement response.
- Update Incident Commander on the progress and plans of the response operation on a timely basis.
- Ensure that response personnel have the equipment, materials, and supplies necessary to carry out their duties in a safe, effective, and efficient fashion.
- Oversee the development of daily and programmatic incident action plans.
- Work with the Federal On-Scene Commander in both planning and direction of response operations.
- Conduct daily briefing and debriefing meetings.
- Work with the Incident Commander on matters concerning safety, spill magnitude, and changes or developments in each operation that may affect the other.
- Evaluate collecting water samples upstream and downstream of the spill to determine the impact of the event.
- Provide the Public Affairs Advisor with accurate and timely information on the status of response operations.
- Oversee the preparation of all reports, plans, and other materials for submission to regulatory agencies.
- Document the event.

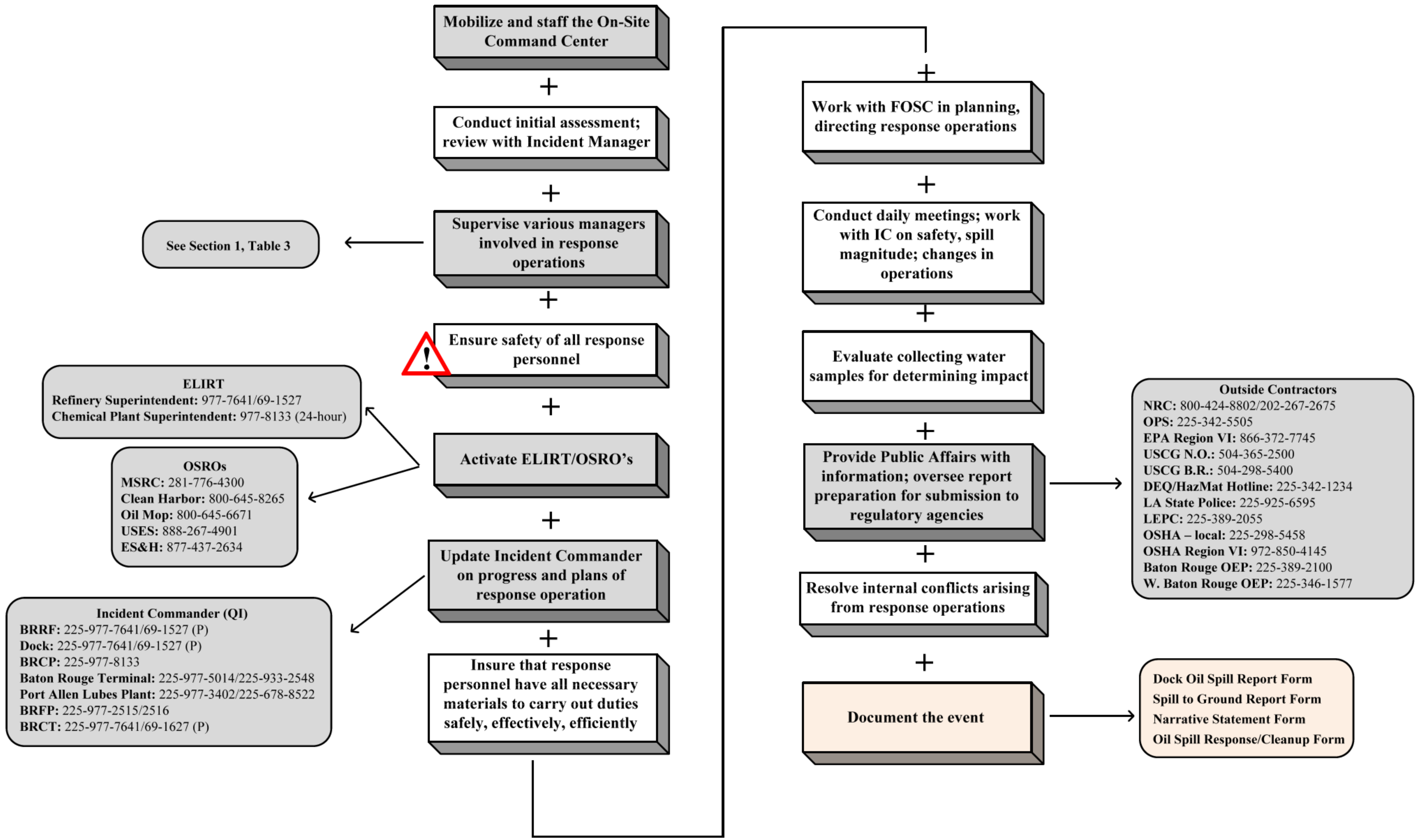
On-Site Operations Manager Pre-Emergency Planning:

- Keep abreast of ELIRT capability and assist in improving ELIRT response capabilities as required.
- Develop PSRT initial briefing agenda.
- Provide PSRT periodic updates on status of pre-emergency planning activities and other items of interest.
- Provide PSRT briefing on lessons learned from recent spills and drills.

On-Site Operations Manager Immediate Supervisor;

The On-Site Operations Manager reports to the Incident Commander.

Figure 20. On-Site Manager Primary Responsibility Flowchart



Oil Spill Clean-Up Manager Position Description

The Oil Spill Clean-Up Manager is responsible for the management and coordination of all containment, recovery, burning, shoreline protections, shoreline clean-up, and waste disposal activities that occur during response operations. Table 3, Primary Spill Response Team Notification List gives the job title and contact number for the Oil Spill Clean-Up Manager for each location.

Oil Spill Clean-Up Manager Primary Responsibilities:

The Oil Spill Clean-Up Managers have full authority to implement this FRP and initiate the following activities as necessary. Figure 21 lists these responsibilities.

- Work closely with Planning/Technical group to determine appropriate response strategy.
- Ensure personnel safety the highest priority throughout the conduct of the spill response operations.
- Supervise the Containment/Recovery Supervisors and Primary Response Team.
- Mobilize fast response equipment.
- Mobilize Field Supervisors and activate operations staff as required.
- Direct deployment of response equipment and supervise on-water, near-shore, and shoreline response.
- Provide information on operations status and make recommendations to the On-Site Operations Manager.
- Serve as the field contact person for government agencies.
- Provide support for public affairs activities including serving as a spokesperson and assisting in the preparation or review of information for release to external customers.
- Ensure adequate records are kept during a spill response operation.

Oil Spill Clean-Up Manager Pre-Emergency Planning:

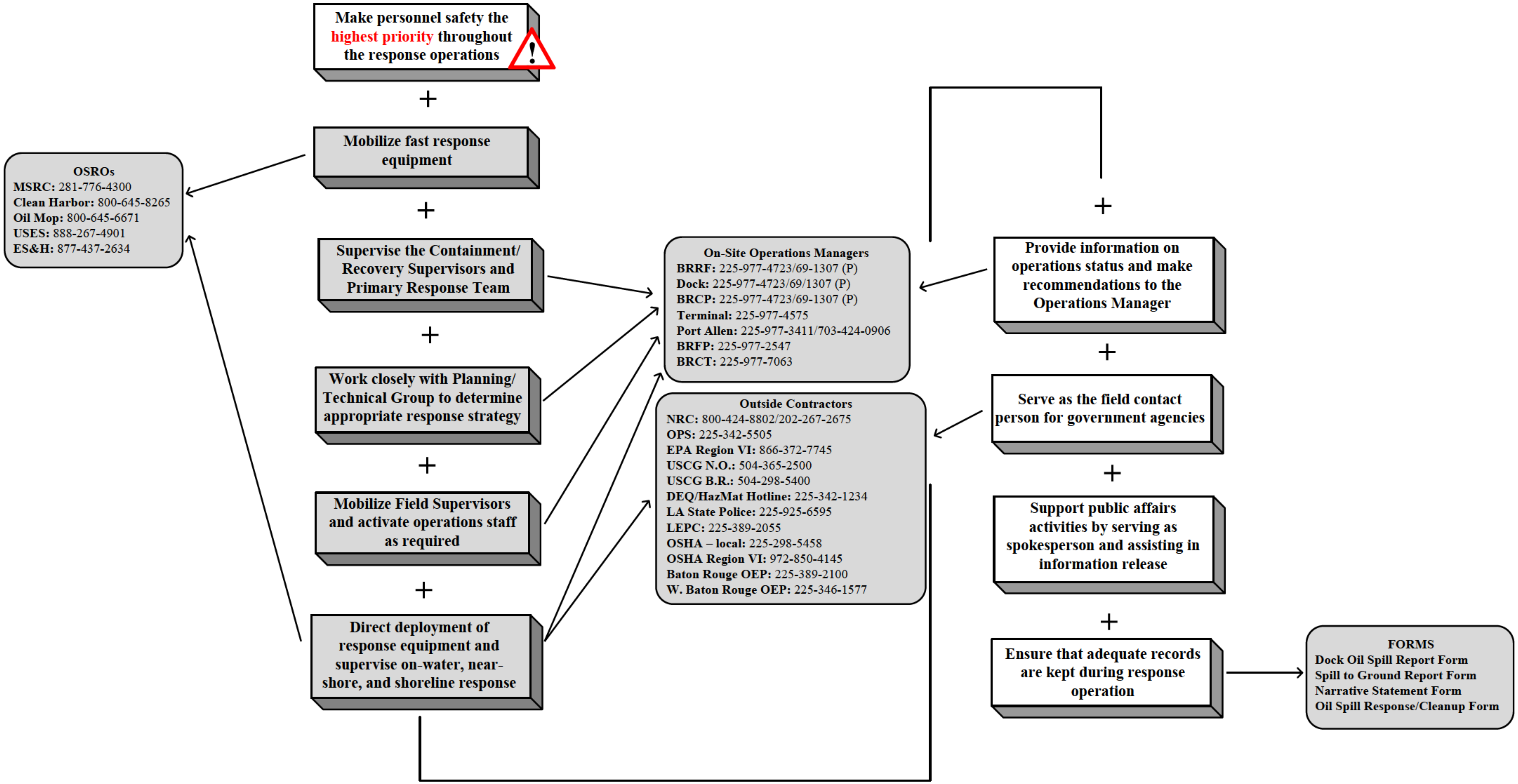
- Oversee pre-emergency planning activities of operations staff.
- Maintain staffing plan and ensure training needs are met.
- Develop reporting tools to keep On-Site Operations Manager and Incident Commander informed during a response.
- Keep informed of ELIRT and ICI/MSRC capabilities, available industry assistance and maintain list of contacts.

Oil Spill Clean-Up Manager Immediate Supervisor"

The Oil Spill Clean-Up Manager reports to the On-Site Operations Manager.

Figure 21. Oil Spill Clean-Up Manager Primary Responsibility Flowchart

Designated by QI/Reports to On-Site Operations Manager



2.3 Emergency Local Interfunctional Response Team

For spills that exceed the response capability of the PSRT and/or migrate off-site (Categories II and III spills), the Lower Mississippi Region (LMR) ELIRT will be activated and provide additional response capabilities (equipment, personnel, technical support) as necessary. The ELIRT team consists of trained personnel from the refinery and other local ExxonMobil functions. The ELIRT team contains the key elements required to execute an effective response, including Spill Team Response, Containment and Clean-Up (STRCC), casualty assessment, damage control, legal, public affairs, and overall crisis management. The ELIRT can mobilize in its entirety or in modular components as dictated by the situation.

Individuals from the participating ExxonMobil functions make up the LMR ELIRT and STRCC teams. Currently approximately 80 people make up the LMR ELIRT Team. The majority of the team members work and reside in the Greater Baton Rouge area and are therefore available for quick response.

Response time to a spill incident is critical. A core of approximately 55 people, with representation from each group in the bottom tier of the ELIRT organizational chart, has been designed for rapid response to remote spills. This core group of people is expected to mobilize and be in route to the incident site within 2 hours from the time of notification.

Each position in the ELIRT organization can be filled with various personnel from the participating ExxonMobil organizations. The spilling function or affiliate will staff the Incident Commander and the Casualty/Damage Control Manager positions as indicated in Figure 22. The remaining ELIRT positions will be filled with available personnel as needed from any of the participating organizations.

Descriptions of each of the STRCC team and other ELIRT positions, their primary responsibilities and duties, minimum training requirements, and other information are provided in the LMR ELIRT Manual maintained in the ELIRT Coordinator’s office in Baton Rouge, Louisiana. The ELIRT Manual is incorporated by reference only.

Figure 22. Lower Mississippi River Emergency Local Interfunctional Response Team

Casualty/Damage Control Manager
- Salvage
- Repair and Stabilization of incident source

Administrative Support
- Info relay
- Secretarial

Incident Commander
- Activates ELIRT
- Media spokesperson
- Dir Ext Affairs

Command Staff

Safety/Medical
- Info relay
- Secretarial

Security
- Protect property & equipment
- Crowd control

Legal
- Legal support
- HQ legal liaison

Public Affairs
- Media relations

Agency Liaison
- Agency issues

Operations Manager
- Activate field operations staff
- Move to on-site command center
- Manage on-site response operations
- Communicate response issues to/from IC Containment & Recovery
- Shoreline protection
- Dispersant/burning
- Waste management/regulatory permits
- Waste transportation
- Disposal/incineration
- Air operations
- Field Supervisor
- Industrial Hygiene Supervisor
- Safety Supervisor
- ECA Chemnet (as required)
- Chemical incident
- Leak plugging/sealing

Planning Manager
- Technical services
- Tracking surveillance
- Fate and effects
- Historian
- External damage assessment

Administrative Support
- Info relay
- Secretarial

Logistics Manager
- Resource/procurement
- Materials procurement
- Accounting
- Transportation
- Warehouse
- Food/shelter
- Boat/vessel support
- Telecommunications
- Air support
- Landowner & row

Finance/Administration Manager
- Risk management/claims
- Human Resources Coordinator
- Community relations
- Government relations
- PA Assistant

Deputy Incident Commander
- Direct ELIRT response
- Direct internal affairs

HQ Assessment Team
- HQ Oil Spill Coordinator
- Public Affairs

Administrative Support
- Info relay
- Secretarial

External Experts As Required
- Oil Spill Consultants
- OSRC
- MSRC
- Wildlife Specialist

ELIRT Core Staff
- ELIRT mobilization
- Material/equipment

Site Contacts
- Company contact

See Table 4, Other ExxonMobil and ELIRT Contacts for phone numbers

2.4 North American Regional Response Team (NARRT)

For significant spills exceeding the capabilities of the PSRT and ELIRT organizations (Category III spills), the NARRT will be activated to provide supplemental response and technical support capabilities. The NARRT may be mobilized in its entirety or in “as needed components” depending on the crisis situation. The NARRT consists of spill and other specialists from ExxonMobil Headquarters and affiliates nationwide. Note that if a spill is escalated to this level, the response operation will likely be subject to governmental direction. Details on the ELIRT and NARRT Organizations are contained in the respective manuals maintained on file in the ELIRT Coordinator’s office in Baton Rouge, Louisiana.

The ExxonMobil North American Response Team (NARRT) is composed of ON-Scene and Headquarters groups as shown in Figure 23. The roles for the Headquarters groups are:

- Support for the On-Scene team
- Long range strategy and policy for the response
- Coordination of offsite external interactions.

The NARRT activation procedure is designed to have NARRT members traveling to a spill scene within 3-12 hours of notification. NARRT members should arrive at the spill scene within 12-24 hours of notification.

The roles of the On-Scene team as shown on the right of Figure 23 are:

- Coordination of on-scene external interactions as the ExxonMobil spokesperson.
- Near term direction for the clean-up.
- Independent assessment of the response need.

The dashed boxes indicate where the spilling function or affiliate has a lead role.

The role of the On-Scene Commander is primarily to oversee the response and to manage external issues and communications associated with the response as well as communications to senior management. The Headquarters Assessment Team will provide independent legal, public affairs, and operational assessments for senior management, the On-Scene Commander, and the Incident Commander. They will also assist, as needed, via advice, strategy, and resource acquisition. Security, Legal, and Public Affairs will report to the ON-Scene Commander. The Casualty/Damage Control Team will contain and stabilize the source of the spill. The Incident Commander’s primary focus will be on containment and clean-up of the spill.

Figure 23. NARRT Response (Interfunctional & HQ) For Category III Spills

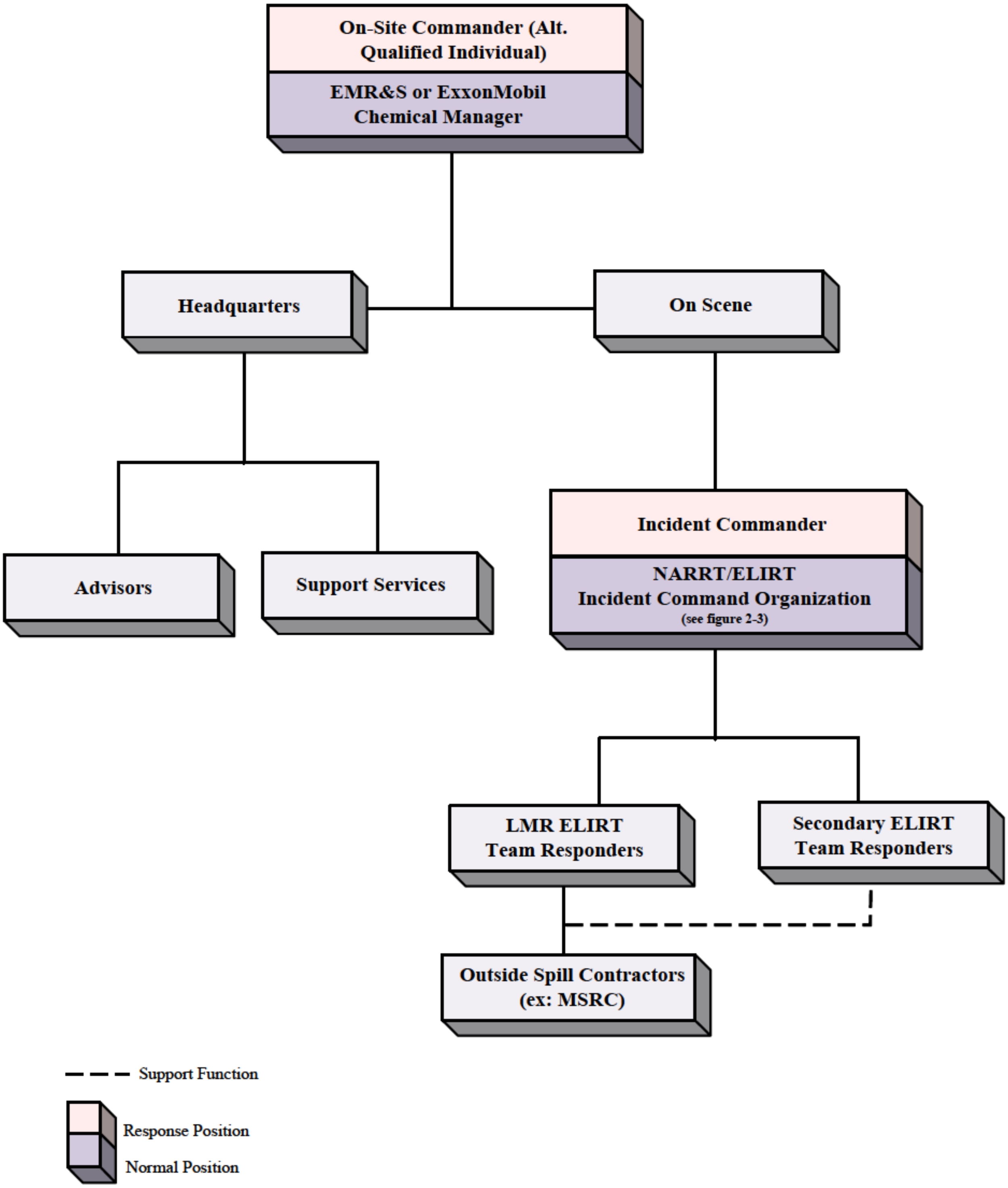


TABLE OF CONTENTS

SECTION **PAGE**

TABLE OF CONTENTS

SECTION **PAGE**

Section 3: Reference Material

3.1 Contact Information

Overview

The tables on the following pages contain contact information for various support agencies and local officials. These tables include:

- Specialized Spill Response and Support Services
- Louisiana Levee Districts
- Local Emergency Planning Committees

Table 13. Specialized Spill Response and Support Services

CONTACT	LOCATION	PHONE
MECHANICAL CONTRACTORS		
Don Miller & Assoc.	Baton Rouge, LA	(225) 275-2926
Slades Industrial Service	Baton Rouge, LA	(225) 357-3314
ELECTRICAL CONTRACTORS		
Ike Smith Electric (ISE)	Baton Rouge, LA	(225) 275-7074
HEAVY EQUIPMENT		
Turner Industries	Baton Rouge, LA	(225) 356-1301
Hertz Equipment	Baton Rouge, LA	(225) 926-9239
SAND, GRAVEL, AND FILL		
General Sand and Gravel	Baton Rouge, LA	(225) 261-3953
EQUIPMENT RENTAL COMPANIES		
AAA Rental – All	Baton Rouge, LA	(225) 291-1356
Central Outdoor Power Sales	Baton Rouge, LA	(225) 261-8021
Hertz Equipment Rental	Baton Rouge, LA	(225) 926-9239
NES Equipment Rental	Harvey, LA	(504) 368-4277
Neff Rental Service	Lafayette, LA St. Rose, LA Geismar, LA	(337) 237-6318 (504) 466-1200 (255) 647-6333
RSC Supply	Baton Rouge, LA	(225) 383-5296
MARINE TRANSPORTATION		
Capitol Fleeting, Inc.	Baton Rouge, LA	(225) 338-5900
Canal Barge Company	New Orleans, LA	(504) 581-2424
Kirby Ocean Transport	Belle Chasse, LA	(504) 392-7800
McKinney Harbor Towing	Baton Rouge, LA	(225) 388-9846
McDonough Marine Service	New Orleans, LA	(504) 780-8100

Table 13. Specialized Spill Response and Support Services (continued)

CONTACT	LOCATION	PHONE
MARINE TRANSPORTATION (continued)		
Otto Candies	Des Allemands, LA	(504) 469-7700
Star Fleet	New Orleans, LA	(504) 368-2200
Tidewater	New Orleans, LA	(504) 568-1010
Harbor Towing & Fleet	New Orleans, LA	(504) 368-2200
Kirby Inland Marine	Baton Rouge, LA	(225) 201-3000
MARINE ASSOCIATIONS		
Mississippi River Maritime Association	Denham Springs, LA	(225) 791-7575
Gulf States Maritime Association	Metairie, LA	(504) 833-4190
GICA Gulf Intercoastal Canal Association (Operators on Port Allen Route)	Metairie, LA	(504) 371-5964
Army Corp of Engineers, Michelle Ulm	Metairie, LA	(504) 862-1842
AIRCRAFT FOR SURVEILLANCE FLIGHTS		
Baton Rouge Air Charter	Baton Rouge, LA	(225) 358-0055
ERA Helicopters	Lake Charles, LA	(337) 478-6131
Petroleum Helicopters, Inc. All sizes; Bell 206 - 576	Lafayette, LA	(337) 235-2452
Southern Helicopters	Baton Rouge, LA	(225) 642-0075

Table 13. Specialized Spill Response and Support Services (continued)

CONTACT	LOCATION	PHONE
TRUCKING COMPANIES		
B & G Crane	Baton Rouge, LA Jefferson, LA	(225) 343-9400 (504) 733-9400
Blue Flash	Baton Rouge, LA	(225) 293-0185
ExxonMobil Baton Rouge Terminal	Baton Rouge, LA	(225) 977-7885
ExxonMobil Refinery Auto Garage	Baton Rouge, LA	(225) 977-8016
J.E. Merit	Baton Rouge, LA	(225) 359-6878
Turner Industries	Baton Rouge, LA	(225) 356-1301
VACUUM TRUCKS AND SUPER SUCKERS		
Charles Holston, Inc. (CHI)	Eunice, LA	(800) 252-5563
Lo-Vac, Inc.	Lottie, LA	(225) 637-3634
ProServe	Prairieville, LA	(225) 677-8887
VIP International	Baton Rouge, LA	(225) 753-8575
Veolia Vacuum Trucks	Baton Rouge, LA	(225) 292-2881
WASTE HAULING/DISPOSAL		
CEI (Liquids)	Walker, LA	(225) 667-1707
Lo-Vac, Inc. (Liquids)	Lottie, LA	(225) 637-3634
Philips (Liquids/Solids)	Baton Rouge, LA	(800) 797-9992
Woodside Landfill (Non-Haz.)	Walker, LA	(225) 667-6160
SALVAGE DIVE COMPANIES		
CAL Divers	Lafayette, LA	((337) 235-9820
Val's Diving Service	New Orleans, LA	(504) 394-6569

Table 13. Specialized Spill Response and Support Services (continued)

CONTACT	LOCATION	PHONE
BIRD/WILDLIFE RESCUE		
International Bird Rescue Research Center	Fairfield, CA San Pedro, CA	(707) 207-0380 (310) 514-2573
Wildlife Rehab and Education	League City, TX	(281) 332-8319 [redacted] (Cell) (713) 279-1417 (pager)
International Wildlife Research	Galveston, TX	(409) 740-4527
Tri-State Bird Rescue & Research	Wilmington, DE	(281) 250-7839 (831) 475-4964
OIL SPILL TECHNICAL CONSULTING		
Clean Harbors	Baton Rouge, LA	800.OIL.TANK (800.645.8265)
ES&H Consulting	Houma, LA	(877) 497-2634
Marine Spill Response Corporation (MSRC)	Houston, TX	(281) 776-4300 (800) 259-6772 (24 hr)
Oil Mop	Belle Chasse, LA	(504) 394-6110 (800) 645-6671(24 hr)
U.S Environmental Services	Baton Rouge, LA	(225) 673-4200 (225) 677-9549 (fax) (888) 267-4901 (24 hr)
CK Associates, Inc.	Baton Rouge, LA	(225) 755-1000
Environmental Science Services, Inc.	Baton Rouge, LA	(225) 927-7171 (24 hours)
EcoScience Resource Group	Baton Rouge, LA	(225) 755-8844
TOWING SERVICE		
Road Runner Towing	Baton Rouge, LA	(225) 356-3061

Table 14. Louisiana Levee Districts

Mississippi River: Left Bank (East)		Phone
10 - 82	Grand Prairie L.D.	(504) 297-5578
82 - 91	Lake Borgne Basin L.D.	(504) 682-5941
91 - 104	Orleans L.D.	(504) 286-3100 (504) 286-3100, ext. 1040 (24 hours)
104 - 115	East Jefferson L.D.	(504) 733-0087
115 - 228	Pontchartrain L.D.	(225) 869-9721 (800) 523-3148
228 - 230	Metro. Council of Baton Rouge L.D.	(225) 389-3158
Mississippi River: Right Bank (West)		
10 - 81	Plaquemines Parish L. D.	(504) 297-5578
81 - 96	Orleans L.D.	504) 286-3100 (504) 286-3100, ext. 1040 (24 hours)
96 - 115	West Jefferson L.D.	(504) 340-0318 (24 hours)
115-176	S. Lafourche L.D.	(985) 632-7554
176 - 300	Atchafalaya L.D.	(225) 387-2249
300 - 320	Fifth LA L.D.	(318) 574-2206
Other Relevant Districts		
	LaFourche Basin L.D.	(800) 827-7034

Table 15. Local Emergency Planning Committees

COMMITTEE	LOCATION	TELEPHONE NUMBERS
Ascension Parish Emergency Planning Committee	828 South Irma Boulevard Gonzales, LA 70737	Phone: (225) 621-8360 Fax: (225) 621-8362 Emergency: (225) 621-8300
Assumption Parish Emergency Planning Committee	c/o Assumption Parish Office of Emergency Preparedness P.O. Box 520 Napoleonville, LA 70390	Phone: (985) 369-7386 Fax: (985) 369-7341 Emergency: (985) 369-2912
East Baton Rouge Parish Emergency Planning Committee LEPC	c/o EBRP Office of Emergency Preparedness P.O. Box 1471 Baton Rouge, LA 70821	Phone: (225) 389-2100 Fax: (225) 389-2114 Emergency: (225) 389-2055
Jefferson Parish Emergency Planning Committee	c/o Jefferson Parish Emergency Management 1887 Ames Boulevard Marrero, LA 70072	Phone: (504) 349-5360 Fax: (504) 349-5366 Emergency: (504) 349-5317
Lafourche Parish Emergency Planning Committee	c/o Lafourche Parish Office of Emergency Preparedness P.O. Drawer 5548 Thibodaux, LA 70302	Phone: (985) 537-7603 Fax: (985) 537-7297 Emergency: (985) 532-2808
Orleans Parish Emergency Planning Committee	c/o New Orleans Fire Department 317 Decatur Street New Orleans, LA 70130	Phone: (504) 658-8700 Fax: (504) 658-8701 Emergency: (504) 821-2222
Plaquemines Parish Emergency Planning Committee	c/o Plaquemines Parish Government/Port Authority 7163 Highway 39, Suite 202 Braithwaite, LA 70040	Phone: (504) 274-2477 Fax: (504) 295-5635 Emergency: (504) 297-5600
St. Bernard Parish Emergency Planning Committee	c/o St. Bernard Parish OEP 8201 West Judge Perez Drive Chalmette, LA 70043	Phone: (504) 278-4268 Fax: (504) 271-7343 Emergency: (504) 271-0411
St. James Parish Emergency Planning Committee	c/o St. James Parish Emergency Preparedness Department P.O. Box 106 Convent, LA 70723	Phone: (225) 562-2364 Fax: (225) 562-2269 Emergency: (225) 562-2200

Table 15. Local Emergency Planning Committees (continued)

COMMITTEE	LOCATION	TELEPHONE NUMBERS
St. John the Baptist Parish Emergency Planning Committee	c/o Dept. of Public Safety, Office of Civil Defense 1801 West Airline Highway La Place, LA 70068	Phone: (985) 652-2222 Fax: (985) 652-2183 Emergency: (985) 652-6338
West Baton Rouge Parish Emergency Planning Committee	c/o West Baton Rouge Parish Office of Emergency Preparedness P.O. Box 757 Port Allen, LA 70767	Phone: (225) 346-1577 Fax: (225) 346-0284 Emergency: (225) 343-9234

3.2 Communications Plan

Introduction

This chapter provides general information on communications during a small or large spill. The following topics are discussed:

- Emergency Communication Systems
- Response Management Communications
- Response Operations Communications
- Logistics Communications
- Communications Practices

Table 16 provides general information on the amount and type of available communication equipment. Table 16 and Table 17 provide communication channels, phone numbers, and fax lines.

Day-to Day operations utilizes complex radios. Individuals should turn these alphanumeric radios to the proper channel in an emergency. Channels exist for ELIRT, EMT, Fire (the designated emergency channel for central communication), Rescue, Security, and Industrial Hygiene.

Emergency Communication Systems

Minor Spills

For minor spills, facility direct point-to-point communications using two or more UHF portable radios will be used. All response communications will be conducted on Channel 1 in the Refinery, and Environmental Operations in the Chemical Plant.

Larger Spills

In the unlikely event of a major spill, the Emergency Command Center will be established in the Refinery EMC (3rd floor) and/or the BRCP war room unless the spill circumstances require an alternate location. In certain situations, the Emergency Command Center may establish a remote command center near the downstream area with the greatest level of activity. In this case, ExxonMobil communications van will establish the temporary communications at the remote command center.

An advanced communications system may be required to establish an effective communications network. Communication equipment available for response activities consist of the following:

- UHF hand-held radios
- UHF mobile radios
- UHF base stations
- Scanners
- Cellular phones
- Facsimile machines
- VHF marine base stations
- VHF marine hand-held radios
- VHF marine mobile radios
- VHF air to ground hand-held
- VHF air to ground base stations

Table 16 provides a more detailed listing of available equipment located at the Refinery and the local LMR ELIRT office. Additional equipment can be obtained if necessary. The ExxonMobil corporate office maintains an inventory of portable communications equipment specifically designed for use in an oil spill or other emergency incident.

Response Management, Operations, and Logistics Communications

Because of the heavy volume of radio traffic associated with a moderate to large spill response operation, one or more net control base stations and digital scanning receivers may be used. Assigning specific frequencies or phone lines to particular operations can increase the effectiveness of a communications system. Separate frequencies are often assigned to management, response operations, and logistical support.

Spill response related communications will primarily utilize the dedicated ELIRT radio channel on the complex wide radio system. Typically, activities involving response operations, logistics, and management will use this channel for radio communications.

A number of phone lines, facsimile lines and fax machines will be dedicated to response activities. Key phone and facsimile numbers will be made available on a need-to-know basis to avoid overwhelming the communication systems.

Response Management Communications

For larger spills involving extensive communication needs, one channel may be assigned for the exclusive use of response management functions. When multiple channels are used, a portable scanning receiver may be installed at the Command Center to enable the Incident Commander and other management personnel to monitor conversations on the key response channels. Only the operating frequencies of all the parties involved in the spill are entered into the scanner to avoid scanning other refinery operations. The scanner cycles these frequencies every few seconds until one of the parties comes on the air. It then locks onto that frequency until the transmission is complete. This provides an excellent tool for anticipating operational and/or logistical problems before they develop. Scanners obtained from outside vendors may be used to document the progress of a major spill by automatically recording all radio traffic.

Response Operations Communications

Point-to-point communications in the field will be conducted with hand-held and mobile radios. Portable radios will be used by the various response team supervisors and other key response personnel, contractor supervisor, agency representatives, aircraft pilots, etc. In some cases, radios may also be issued to the state or federal On-Scene Coordinator such that personnel can communicate directly with response managers. Hand-held radios can be used for communication within close proximity (20 mile radius). Most hand-held radios are four channel models; however, some are equipped with six channels. The mobile units fitted to spill response vehicles are six channel models. A list of various UHF radio and VHF marine channels, and their frequencies are listed in Table 16. One or more portable repeaters may be used if a large area is affected. Cellular phones may also be used particularly for field supervisors where clear, concise person-to-person communication is needed. Communication in the Chemical Plant will occur on the Environmental Talk Group of the 800 mHz system.

The Emergency Response organization has Iridium satellite phones on site. The phones are active but not in-service. When a situation arises that requires satellite phone usage, the phones will be placed in service.

Logistics Communications

As with Operations communications, Logistics communications will be conducted on Channel #1 for small spills but may require dedicating a separate channel in the event of a large spill. In this case, one of the channels that operate off of the refinery repeaters or a portable repeater may be dedicated to Logistics. This will maximize the operating range such that Logistics personnel can be contacted while in the field, in town picking up supplies, or within the refinery/chemical plant.

Communications Practices

Good communications practices will be the responsibility of the Planning/Technical group or designee and Telecommunications Advisor. For small spills, the Operations Supervisor will be responsible for ensuring the response personnel follow proper communications practices.

For larger spills, a quiet atmosphere with clear connections to the Command Center will be a major consideration in locating the Communications Center. Once the Communications Center is established, the Planning/Technical group may participate in any scheduled planning meeting to determine communication requirements for the next day's operation. This should allow sufficient lead time to assemble any additional equipment that may be needed.

In any spill event, responders, managers, regulatory agency phone numbers (including cell) and radio frequencies, are continuously updated and distributed to the response team. The Incident Commander is responsible for distribution.

Table 16. Communication Equipment Summary for Spill Response

Equipment Location/Type	Quantity	Description	Frequencies/Phone #	Range/Use
Refinery Complex				
UHF Mobile Radios (in refinery vehicles)	5	Motorola Maxtracs-6 channel (base unit)	450 MHz	5 miles
VHF marine base	1	Midland	156.250-157.125 MHz	80 miles
VHF marine mobile	1	Standard	156.250-157.125 MHz	20 miles
VHF hand-held	1	Motorola	156.250-157.125 MHz	5 miles
Cellular phones (Complex)	14	Portable battery-operated units Mobile (in vehicle) units	See Table 17	Unlimited
Telephone lines (Refinery EWC)	18	Hard lines to Command Center	See Table 17	Unlimited
LMR ELIRT				
UHF hand-held radios	30	MDL P-200-6 channel hand held	451-459 MHz	Operate within 5 miles of refinery. Line of sight beyond 5 miles of refinery or for simplex operation.
UHF hand-held radios	30	MT 500 Motorola-4 channel or Saber Motorola-6 channel	450 MHz	Operations within 5 miles of refinery. Line of sight (5 miles) beyond 5 miles of refinery or for simplex operation.
UHF mobile radios in vehicles	14	Motorola Maxtracs-6 channel	451-459 MHz	5 miles
VHF marine mobile	7	Standard Horizon	156.250-157.125MHz	20 miles
VHF Marine hand held	20	Kenwood TKM 207	156.250-157.125 Mhz	5 miles
VHF A/G base	2	Terra Tx 720	720 Ch	
Cellular phone	6	(Mobile in response vehicle)	See Table , Incident Commander	Unlimited
Cellular phone	10	Portable H.H. battery operated	See Table , Incident Commander	Unlimited
56-foot communication van	1	20-line telephone system, 6 line Cellular phone system UHF, VHF, A/G, marine, PC computer and printer, copier, FAX 110 V and 12V, 45 KW Gen.	See Table , Incident Commander	Unlimited

Table 17. Emergency Response Cell Phones

CELLULAR PHONES	PHONE NUMBER	PURPOSE
Command Van	(225) 931-3772	Emergency Response Use-Portable
Command Van	(225) 931-3773	Emergency Response Use-Portable
Command Van	(225) 931-3774	Emergency Response Use-Portable
Command Van	(225) 931-3775	Emergency Response Use-Portable
Command Van	(225) 931-3776	Emergency Response Use-Portable
Command Van	(225) 931-3777	Emergency Response Use-Portable

Brigade Officers

NAME	PHONE NUMBER	POSITION
Ed Traylor	(225) 202-8115	Fire Chief/ELIRT Coordinator
Steve Perry	(225) 977-4131	Emergency Preparedness Coordinator
Jeff Miller	(225) 977-1266	Logistics Officer
Bert VanBuren	(225) 931-3877	Fire Station / Labor

Security

NAME	PHONE NUMBER	POSITION
Obie Cambre	(225) 977-1384	EP & Security Manager
Clint Lockhart	(225) 978-5827	LT
Danny Denison	(225) 931-3891	LT
Robert Manuel	(225) 931-1305	Technical

Table 17. Emergency Response Cell Phones (continued)

Emergency Response

NAME	PHONE NUMBER	POSITION
Obie Cambre	(225) 977-1384	Emergency Preparedness Advisor
Steve Perry	(225) 977-4131	Emergency Preparedness Coordinator
Rob Davidson	(225) 287-5091	Emergency Response Supervisor

CHEMNET

NAME	PHONE NUMBER	POSITION
Steve Perry	(225) 977-4131	CHEMNET
Jackie Johnson	(225) 931-2838	CHEMNET
Pete Decoteau	(225) 931-3836	CHEMNET
Mike Brice	(225) 931-3862	CHEMNET
Chris Baxter	(225) 278-4112	CHEMNET

3.3 Spill Response Procedures

Chemical Plant Spill Response Procedure

Spill Observer, First Response

1. Report spill to affected Unit Supervisor and, if familiar with equipment, take action to stop, control, and/or contain oil spillage.
2. Report spill to Chemical Plant Superintendent immediately giving location, size, source (if known), and safety impact.

Chemical Plant Superintendant

1. Assume role of Incident Commander/Qualified Individual.
2. Manage the overall response for the spill incident.
3. Notify Infrastructure Supervisor and Primary Fire Squad OPS Chief to report spill site.
4. Notify agencies and management. These include:
   - US Coast Guard
   - Environmental Duty Person
   - State Police
   - National Response Center
5. Verify that the unit has taken action to contain and control the spill. This includes:
   - Cover sewer grate
   - Stop influent flow from spill
   - Other actions as appropriate.
6. Review the spill site with the Infrastructure Supervisor to develop clean-up plan and ensure plan is adequate.

Infrastructure Supervisor

1. Immediately report to spill site when notified.
2. If the spill threatens the Monte Sano Bayou, report directly to the Bayou and evaluate possible containment sites.
3. Evaluate the spill.
4. Communicate with the Chemical Plant Superintendent regarding the status of the spill and plans to contain/control.
5. If the spill is internal to a process operating area or zone shop, consult with the Shift Team Leader of the area to determine:
   - Material spilled

- Quantity spilled
- Surface area impacted by the spill
- Sewers contaminated or threatened by the spill

6. If the spill reached Monte Sano Bayou, direct sampling of the Bayou at the following locations:
   - Within the spill
   - Upstream of the plant at or near the Scenic Highway bridge
   - Downstream of the spill
7. Direct sample personnel to:
   a. Place samples in wide mouth jars.
   b. Label with date, time, and location of sample.
8. Transport samples to Chemical Plant Laboratory.

Volunteer Fire Squad Team 6 OPS Chief

1. Assume the role of Operations Supervisor for all spills in the Chemical Plant that affect the Monte Sano Bayou.
2. If the spill has reached Monte Sano Bayou, determine, in conjunction with the Chemical Plant Superintendent, whether employing Docks personnel to deploy boom between the Monte Sano Bayou and the Mississippi River would be beneficial. Use the following questions to determine boom needs:
   a. Is the Bayou moving toward the river?
   b. Is the spill significant enough to pose a threat to the river?
   c. Is oil non-water soluble?
3. If boom is to be deployed, notify Docks personnel to deploy boom if available.
   a. Deploy boom only during daylight hours.
   b. If Docks personnel are NOT available (I.E tying up a ship), call ELIRT to supply personnel for booming operation.
4. Request an MSDS for the spilled material from Industrial Hygiene.
5. Determine PPE requirements.
6. Request OEC to notify the Canadian National Illinois Central (CNIC) and Kansas City Southern (KCS) railroads.
7. Request Security to open the appropriate perimeter gates.

8. Direct clean up/recovery of spilled material. Spills exceeding the capability of the on-site response team, or which require on-site supervision for an extended period of time should be referred to ELIRT or an appropriate OSRO for containment and clean-up.
9. After spill cleanup is complete, review spill site with the Chemical Plant Superintendent to ensure the site has been adequately cleaned.
10. Ensure decontamination of both personnel and equipment used in support of the spill.
11. In conjunction with the Chemical Plant Superintendent, declare the spill incident over.
12. Complete Spill Response Checklist (Attachment 1 of BRCP-EP-0641) and prepare a short narrative of the event. This narrative should include:
    a. Names of personnel who responded
    b. Identity of equipment employed
    c. Chronology of mitigation and clean up efforts
13. Send a copy of the completed Spill Response Checklist to Environmental Section.

Refer to the following figures for Chemical Plant Spills:

Figure 24. Chemical Plant Spill Response Flowchart

In Response To A Spill To The Monte Sano Bayou

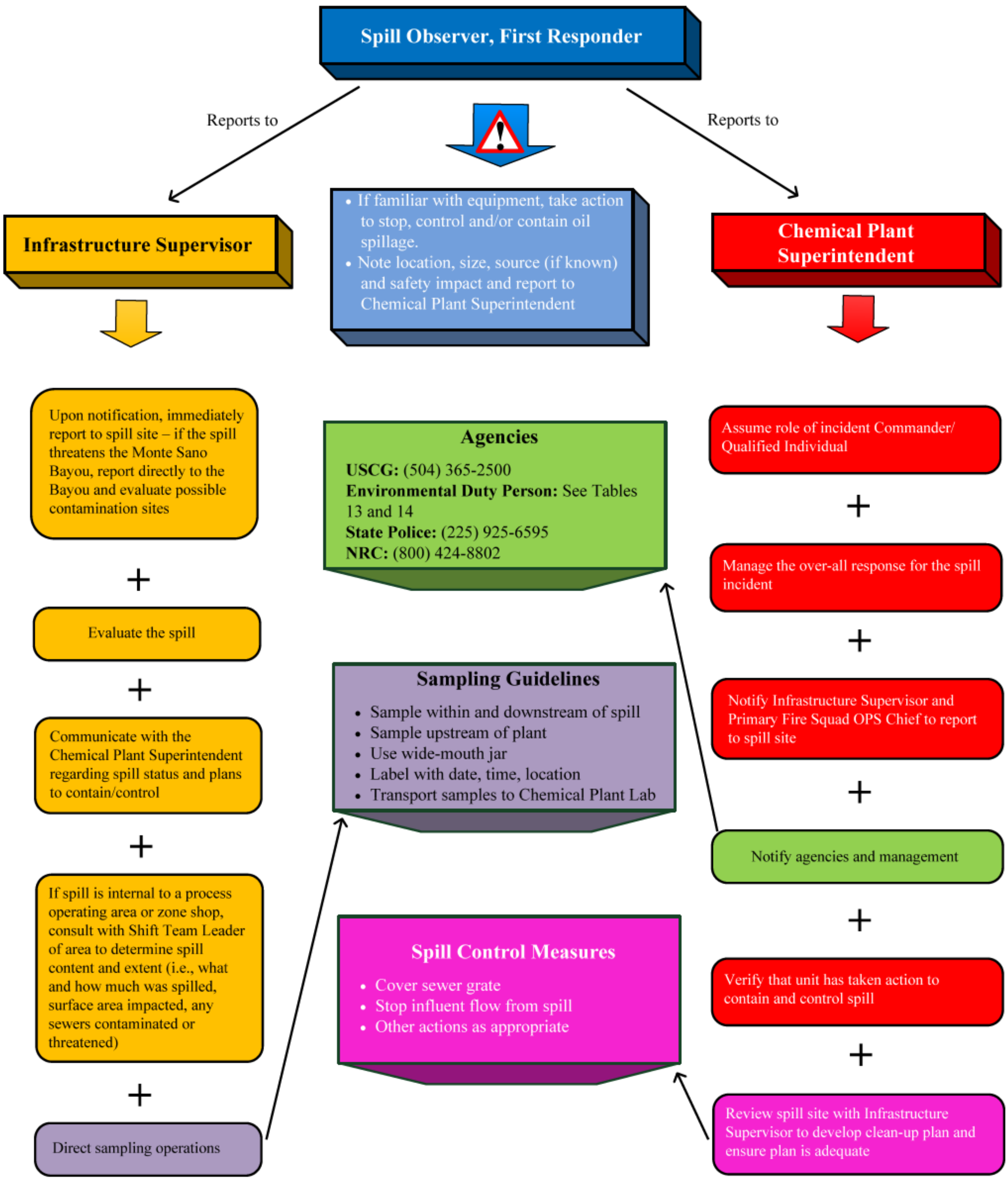


Figure 25. Primary Fire Squad OPS Chief Responsibilities Flowchart

Assume role of Operations Supervisor for all spills in the Chemical Plant that affect the Monte Sano Bayou

Make personnel safety the highest priority throughout the response operations

+

If spill reaches Monte Sano Bayou, do the following in conjunction with the Chemical plant Superintendent

- Determine whether employing Docks personnel to deploy boom between Monte Sano Bayou and Mississippi River would be beneficial.
  - Is bayou moving towards river?
  - Is spill significant enough to pose threat to river?
  - Is oil persistent?
  - Is spill non-water soluble?
- If deploying boom, notify Docks personnel to deploy.
- If Docks personnel not available, call ELERT to supply personnel.

+

Request MSDS for spilled material from Industrial Hygiene

+

Determine PPE requirements

+

Request OEC to notify the CNIC and KCS Railroads

+

Request Security to open appropriate perimeter gates

+

Direct clean-up/recovery of spilled material

+

Direct clean-up/recovery of spilled material

+

After clean-up, review site with Chemical Plant Superintendent to ensure site adequately cleaned

+

Ensure personnel and equipment de-contaminated

+

In conjunction with Chemical Plant Superintendent, declare spill incident over

+

Complete Spill Response Checklist, prepare short narrative of event, send copy to Environmental Contact (RMO 4012)

Narrative of Event

Narrative should include:

1. Names of personnel who responded
2. Identify of equipment deployed
3. Chronology of mitigation and clean-up efforts

FORMS

The Spill Response Checklist is Attachment 1 of BRCP-EP-0641

Review the entire FRP, so that you are familiar with all response operations!

Oil Spill Cleanup Managers

BRRF – On-Shift Area Unit Controller:
225-977-4723

Refinery Dock – On-Shift Dock Controller:
225-977-8238

BRCP – Chem Plant Superintendent:
225-977-8133

Baton Rouge Terminal – Designated Supervisor:
225-359-6911

Port Allen Lubricants Plant – Blend Supervisor:
225-977-3508
225-977-3453

Mitigation/Source Control Measures

In the event of a spill, several immediate response actions should be taken to control the spill at the source and mitigate the potential consequences. These actions include measures to ensure human health and safety, control the spill, and protect the local environment.

Immediate response procedures have been identified for various types of spills as follows:

- General spills
- Spills associated with different types of equipment (tanks, pipelines, transfer equipment)
- Different types of spills (tank overfills, failures, piping leaks)
- Spills at specific locations at the refinery (dock or tank farms)

Whenever possible contain and recover spilled material in the immediate area in which the spill occurred. For extremely volatile materials such as gasoline, make efforts to disperse the material and/or vapors due to the imminent danger of ignition.

Additional response actions or strategies to be considered and implemented by trained personnel only in the event of a spill are described below:

- For most spills or leaks, contain release by closing valves to shut off the source, opening valves to bypass the leak, and/or using dikes or berms.
- For fire or explosion hazard, use water fog to disperse vapors or foam to blanket vapors.
- For large spills, contain release by digging ditches or constructing berms to divert the flow to a suitable retaining area.
- For some smaller and/or volatile product spills, flush the spilled material into the sewer system (must first receive authorization from the QI or Operations Manager and also alert the Environmental Utilities, Louisiana (EULA) for BRRF and wastewater treatment plant operator for BRCP).
- For heavy products, spills may be left to solidify to facilitate subsequent recovery and disposal. For flammable products, recovery actions should only be taken with the fire brigade standing by and while using non-sparking and explosion proof mechanical devices.
- For spills that do not present a fire hazard, use local contractors for cleanup.
- For large spills that enter the sewer system, alert the EULA for BRRF and the Advanced Wastewater Treatment (AWT) plant operator for BRCP.

Specific Equipment/Spill Type

Specific step-by-step procedures provide guidance to personnel as to appropriate response actions in spill situations. Table 18 provides summaries of the initial spill mitigation measures to be taken for several general spill scenarios that could occur. In addition, Table 9, Table 10, and Table 11 in Chapter 1 list the typical equipment requirements to respond to an average most probable size spill (i.e. 50 bbl).

Table 18. Mitigation Actions Table

ACTION	PERSONNEL RESPONSIBLE	ACTION STEPS
CHEMICAL PLANT		
1. Plant Fire / Explosion	1. Observer 2. Chemical Plant Superintendent 3. Unit Operator/Area Supervisor 4. Plant Superintendent/Fire Department 5. Plant Superintendent	1. Notify OEC 2. Assess situation and notify responsible unit 3. Isolate/pump off tank as appropriate 4. Initiate fire suppression activities 5. Implement initial spill response actions as appropriate
2. Storage Tank Overfill	1. Observer 2. Unit Personnel 3. Unit Personnel 4. Area Supervisor/Plant Supt. 5. Area Supervisor/Plant Supt.	1. Notify Chemical Plant Supt. or OEC and responsible unit personnel 2. Shutdown flow to tank 3. Isolate tank 4. Assess situation for appropriate action 5. Implement initial spill response actions as appropriate.
3. Storage Tank Failure	1. Observer 2. Unit Personnel 3. Unit Personnel 4. Area Supervisor/Plant Superintendent 5. Unit Personnel 6. Area Supervisor/Plant Superintendent 7. Area Supervisor/Plant Superintendent	1. Notify Chemical Plant Supt. or OEC and responsible unit personnel 2. Shutdown flow to tank 3. Isolate tank 4. Assess situation for appropriate action 5. Pump off oil as appropriate 6. Implement initial spill response actions as appropriate 7. Notify environmental supervisor

Table 18. Mitigation Actions Table (continued)

ACTION	PERSONNEL RESPONSIBLE	ACTION STEPS
CHEMICAL PLANT (continued)		
4. Pipeline Rupture/Leak	1. Observer 2. Unit personnel 3. Unit personnel 4. Area Supervisor/Plant Supt. 5. Area Supervisor 6. Area Supervisor	1. Notify Chemical Plant Supt. or OEC/Area Supervisor 2. Determine source and shutdown affected transfer operations 3. Depressurize line as necessary 4. Implement initial spill response actions as appropriate 5. Isolate and evacuate affected lines as appropriate 6. Notify environmental supervisor
5. Equipment Failure (pumping system/relief valve failure, etc.)	1. Observer 2. Unit personnel 3. Unit personnel 4. Area Supervisor/Plant Supt. 5. Area Supervisor 6. Area Supervisor	1. Notify Plant Supt. or OEC/Area Supervisor 2. Determine source and shutdown affected transfer operations 3. Depressurize equipment as necessary 4. Implement initial spill response actions as appropriate 5. Isolate and evacuate affected equipment as appropriate 6. Notify environmental supervisor
BATON ROUGE REFINERY/TANK FARMS/BATON ROUGE TERMINAL/DOCKS		
1. MLA/Hose Failure	1. Shore Person-in-Charge (PIC) 2. Shore PIC 3. Shore PIC 4. Shore PIC and DCC Contact and Dock Controller 5. DCC Contact and Dock Controller	1. Shutdown transfer To vessel - Activate dock ESD To refinery - Shut down vessel pumps and activate dock ESD 2. Close presentation valves to isolate leak 3. Drain MLA/Hose 4. Assess situation 5. Initiate initial spill response actions as appropriate
2. Vessel Tank Overfill	1. Shore PIC 2. Shore PIC and Tankerman-In-Charge (TIC) 3. Shore PIC and TIC 4. Shore PIC and TIC 5. TIC	1. Shutdown transfer To vessel - Activate dock ESD To refinery - Shut down vessel pumps and activate dock ESD 2. Close presentation valves to isolate leak 3. Assess situation 4. Initiate initial spill response actions as appropriate 5. Lighter affected tank

Table 18. Mitigation Actions Table (continued)

ACTION	PERSONNEL RESPONSIBLE	ACTION STEPS
BATON ROUGE REFINERY/TANK FARMS/BATON ROUGE TERMINAL/DOCKS (continued)		
3. Fire Explosion-Dock	1. Shore PIC 2. Dock Controller 3. Dock Controller 4. Dock Controller 5. Dock Controller 6. Dock Controller 7. Dock Controller/DCC contact	1. Shutdown transfer To vessel - Activate dock ESD To refinery - Shut down vessel pumps and activate dock ESD 2. Activate deluge system 3. Evacuate fire area 4. Notify OEC 5. Assess situation/count for personnel 6. Implement initial fire suppression actions 7. Implement initial spill response actions as appropriate
4. Fire/Explosion - Refinery	1. Observer 2. Refinery Supervisor 3. Unit Operator/Area Supervisor/Refinery Supervisor 4. Refinery Supervisor/Fire Department 5. Refinery Supervisor	1. Notify OEC 2. Assess situation and notify responsible unit 3. Isolate/pump off tank as appropriate 4. Initiate fire supervisor activities 5. Implement initial spill response actions as appropriate
5. Storage Tank Overfill	1. Notify responsible unit personnel 2. Shut down flow to tank 3. Isolate tank 4. Assess situation for appropriate action 5. Implement initial spill response actions as appropriate	1. Observer 2. Unit personnel 3. Unit personnel 4. Area Supervisor 5. Area Supervisor
6. Storage Tank Failure	1. Notify responsible unit personnel 2. Shut down flow to tank 3. Isolate tank 4. Assess situation for appropriate action 5. Pump off additional as appropriate 6. Implement initial spill response actions as appropriate 7. Notify EULA	1. Observer 2. Unit personnel 3. Unit personnel 4. Area Supervisor/Refinery Superintendent 5. Unit personnel 6. Area Supervisor/Refinery Superintendent 7. Area Supervisor/Refinery Superintendent

Table 18. Mitigation Actions Table (continued)

ACTION	PERSONNEL RESPONSIBLE	ACTION STEPS
BATON ROUGE REFINERY/TANK FARMS/BATON ROUGE TERMINAL/DOCKS (continued)		
7. Piping Rupture/Leaking-Docklines and Underwater Pipelines	1. Notify Dock Controller/Area Supervisor 2. Shutdown all dock transfer operations (dock ESD) 3. Shutdown all other pipeline transfer operations as appropriate 4. Implement initial spill response actions as appropriate 5. Determine source 6. Isolate and evacuate affected lines as appropriate	1. Observer 2. Unit personnel 3. Unit personnel 4. Unit personnel 5. Unit personnel 6. Area Supervisor
8. Pipeline Rupture/Leak-Refinery	1. Notify Area Supervisor 2. Determine source and shutdown affected transfer operations 3. Depressurize line as necessary 4. Implement initial spill response actions as appropriate 5. Isolate and evacuate affected lines as appropriate 6. Notify EULA	1. Observer 2. Unit personnel 3. Unit personnel 4. Unit personnel 5. Area Supervisor 6. Area Supervisor
9. Equipment Failure (pumping system/relief valve failure, etc.)	1. Notify Area Supervisor 2. Determine source and shutdown affected transfer operations 3. Depressurize equipment as necessary 4. Implement initial spill response actions as appropriate 5. Isolate and evacuate affected equipment as appropriate 6. Notify EULA	1. Observer 2. Unit personnel 3. Unit personnel 4. Unit personnel 5. Area Supervisor 6. Area Supervisor
PORT ALLEN LUBRICANTS PLANT		
1. Truck Overfill/Leak	1. Stop flow of material 2. Contain material (especially if outside the containment area) 3. Notify Blend Controller 4. Assess situation 5. Implement initial spill response actions as appropriate	1. Plant Technicians 2. Plant Technicians 3. Plant Technicians 4. Plant Technicians 5. Plant Technicians

Table 18. Mitigation Actions Table (continued)

ACTION	PERSONNEL RESPONSIBLE	ACTION STEPS
PORT ALLEN LUBRICANTS PLANT (continued)		
2. Under River Pipeline Leak	Stop flow of material in the line Depressure pipeline Isolate line of both banks of the river Notify BR Refinery Shift Superintendent	1. Blend Controller 2. BR Refinery West 3. Complex Operator 4. Complex Operator
3. Tank Failure	1. Stop flow into tank (if applicable) 2. Assess situation 3. Pump liquid out of tank 4. Shutdown tank field sump pump and close block valve to contain spillage within the containment area 5. Implement initial spill response actions as appropriate	1. Blend Controller 2. Blend Controller 3. Blend Controller 4. Blend Controller 5. Blend Controller
4. Tank Overfill	1. Stop flow into tank (if applicable) 2. Isolate tank and pump level down 3. Assess situation 4. Shutdown tank field sump pump and close block valve to contain spillage within the containment area 5. Implement initial spill response actions as appropriate	1. Blend Controller 2. Blend Controller 3. Blend Controller 4. Blend Controller 5. Blend Controller
BATON ROUGE FINISHING PLANT		
1. Plant Fire/explosion	1. Observer 2. Shift Supervisor 3. Operations Personnel 4. Brownsfield Fire Department 5. Environmental Coordinator	1. Activate warning system using nearest alarm station 2. Assess situation and establish command post location 3. Shutdown/isolate affected equipment 4. Initiate fire suppression activities 5. Direct containment/cleanup activities.
2. Storage Tank Overfill	1. Observer 2. Operations Personnel 3. Shift Supervisor 4. Shift Supervisor 5. Environmental Coordinator	1. Notify Shift Supervisor immediately 2. Shutdown flow and isolate tank 3. Assess situation for appropriate action 4. Initiate spill containment & cleanup 5. Provide guidance for containment/cleanup effort

Table 18. Mitigation Actions Table (continued)

ACTION	PERSONNEL RESPONSIBLE	ACTION STEPS
BATON ROUGE FINISHING PLANT (continued)		
3. Storage Tank Failure	1. Observer 2. Operations Personnel 3. Shift Supervisor 4. Operations Personnel 5. Shift Supervisor 6. Environmental Coordinator	1. Notify Shift Supervisor immediately 2. Shutdown flow to tank and isolate tank 3. Assess situation for appropriate action 4. Pump off oil as appropriate 5. Initiate spill containment & cleanup 6. Provide guidance for containment/cleanup effort
4. Pipeline Rupture/Leak	1. Observer 2. Operations Personnel 3. Operations Personnel 4. Shift Supervisor 5. Environmental Coordinator	1. Notify Shift Supervisor immediately 2. Determine Source and shutdown affected transfer operations 3. Depressurize line as necessary 4. Initiate spill containment & cleanup 5. Provide guidance for containment/cleanup
5. Equipment Failure (pumping system/ relief valve failure, etc.)	1. Observer 2. Operations Personnel 3. Operations Personnel 4. Shift Supervisor 5. Environmental Coordinator	1. Notify Shift Supervisor immediately 2. Determine Source and shutdown affected transfer operations 3. Depressurize equipment as necessary 4. Initiate spill containment & cleanup 5. Provide guidance for containment/cleanup
BATON ROUGE COKE TERMINAL		
1. Plant Fire/explosion	1. Observer 2. Shift Supervisor 3. Operations Personnel 4. Environmental Coordinator	1. Activate warning system using nearest alarm station 2. Assess situation and establish command post location 3. Shutdown/isolate affected equipment 4. Initiate fire suppression activities 5. Direct containment/cleanup activities.
2. Drum Leak/Diesel Tank Overfill	1. Notify responsible unit personnel 2. Shut down flow to tank 3. Isolate tank 4. Assess situation for appropriate action 5. Implement initial spill response actions as appropriate	1. Observer 2. Unit personnel 3. Unit personnel 4. Area Supervisor 5. Area Supervisor

Secondary Response Actions

When initial actions do not contain a spill, a number of secondary or supplemental response actions must be taken. The table below provides descriptions of these supplemental response actions for various locations within the facilities. Subsequent sections provide additional information and guidelines for responding to terrestrial and aquatic spills.

Table 19. Secondary Response Actions

DIKED TANK AREAS
• Dike drain valves, if available, remain closed during normal operation. Following a spill, these valves can be left closed to contain the material within the dike, or, in some cases, opened to allow smaller spills to drain to the waste water sewer system to minimize the affected area within the dike.
• The Operations Manager or QI will consider controlled drainage of the material to the wastewater sewer system if the containment volume cannot contain the entire spill and/or site-wide containment is utilized.
• The Operations Manager or QI will determine the proper method for removing the spilled material from within the dikes. This may include the use of a contracted vacuum truck or portable pumps.
• In the event that spilled material was not contained within the dike (site-wide containment) and intentionally or accidentally drained to the sewer system, the EULA Controller or other treatment unit operator for the refinery complex will monitor the system effluent and take appropriate actions to comply with the environmental regulations.
• Residual spilled material will be cleaned up using applicable methods such as absorbent materials, flushing to the sewer, and contaminated sediment removal.
UNCONTAINED TANK AND PIPELINE SPILLS
• Wash smaller spill volumes to the sewer system after receiving clearance from the Operations Manager or QI.
• Contain spills of greater volume by construction of earthen dikes or berms. The Refinery primary uses site-wide containment to comply with SPCC.
LOADING RACKS
• Immediately shut down all loading/unloading operations.
• Flush spilled material into loading rack drains
• Clean up residual spilled material using applicable methods such as absorben material or continued flushing.

Table 19. Secondary Response Actions (continued)

ENVIRONMENTAL UTILITIES, LOUISIANA
Spills resulting from upsets at the EULA could enter the Mississippi River if left uncontained. This is the only likely pathway for spills from within the refinery proper to enter or reach the river as the levee system generally precludes direct drainage to the river.
• Divert discharge to holding ponds or basins until upset can be corrected.
• Ensure integrity of permanent primary and secondary booms within the outfall canal.
• Alert the dock Primary Response Team and place on standby in the event that the existing booms fail for any reason.
MARINE DOCK
Mitigation/response actions for spills at the dock area are as follows:
• Activate the Dock Emergency Shutdown System to sound the alarm siren and close air activated Emergency Isolation Valves on all loading arms.
• Secure all dock areas and ensure transfer operations are shut down.
• Activate the Primary Response Team and initiate containment boom deployment using equipment maintained at the dock.
• Use sorbents and/or skimmers to recover floating oil contained by the booms.
• Activate the PSRT or ELIRT if assistance is required.
ANCHORAGE TANK FARM EAST PARISH CANAL/PORT ALLEN LUBRICANTS
The parish canal flows through the Anchorage Tank Farm and has only a limited vulnerability to oil spills due to the existence of tank dikes or berms on either side of the canal. If oil were to enter the canal, follow these mitigation/response actions:
• Close large motor-operated sluice gate near the tank farm control house at the canal's exit point. The sluice gate may be partially closed during high water flows to act as an underflow dam.
• If the spill sets off-site, deploy containment boom at Intracoastal Canal maintained at the tank farm at suitable downstream access points if oil passes under sluice gate or, in dry weather, construct blocking dams with sandbags or onsite earthen materials.
• Recover the contained oil with vacuum trucks and sorbents.
• Clean canal banks by using water streams or sprays to flush oil out of the sediments and back into the water for recovery.
• Manually remove all residual oil with sorbents or sediment removal techniques

Table 19. Secondary Response Actions (continued)

ANCHORAGE TANK FARM WEST PARISH CANAL
The canal flows through the western portion of the tank farm and has a limited vulnerability to oil spills due to the existence of tank dikes and berms on either side of the canal. The tank farm oil water separator does, however, discharge to the canal and in the event of a very large spill, the separator could become overwhelmed and oil could be discharged to the canal. If oil were to reach the canal, take the following actions:
• Deploy containment boom at Intracoasta Canal suitable downstream access points or in dry weather, construct blocking dams with sandbags or earthen materials
• Recover contained oil with vacuum trucks and sorbents.
• Clean canal banks by using water streams or sprays to flush oil out of sediments and back into the water for recovery.
• Manually remove all residual oil with sorbents or sediment removal techniques.
ADVANCED WASTEWATER TREATMENT (AWT – CHEMICAL PLANT)
During prolonged and / or frequent periods of heavy rainfall, the volume of storm water runoff from process areas may exceed the storage capacity at AWT resulting in storm water overflowing into the Monte Sano Bayou. The following steps should be taken in such an event:
• Maximize wastewater treatment processing rates.
• Implement emergency hydraulic cutbacks in all operating units
• Eliminate all discretionary flows.
• Deploy absorbent booms and pads in the bayou to contain and recover oil and floating material.
FINISHING PLANT DRAINAGE CANAL
The canal flows in front of the facility along the road to the Cypress Swamp which flows to the Comite River via the Cypress Bayou. The canal has limited exposure due to secondary containment for all tanks in the facility. The facility process and storm water outfalls discharge to the canal. In the event of a very large spill, upset, or breach of containment oil could be discharged to the canal. Take the following actions if oil does reach the canal:
• Deploy containment boom at suitable downstream access points (Rafe Mayer Road, Hwy. 19, and Illinois Railroad Crossing) or, in dry weather, construct blocking dams with sandbags or earthen materials. See photos following this section where booms may be placed at New Rafe Mayer Road crossings.
– Note some boom remains permanently in the canal.
• Recover the contained oil with vacuum trucks and sorbents.

Table 19. Secondary Response Actions (continued)

FINISHING PLANT DRAINAGE CANAL (continued)
• Clean canal banks by using water streams or sprays to flush oil out of sediments and back into the water for recovery.
• Manually remove all residual oil with sorbents or sediment removal techniques.

Figure 26

Photo 10-1. BRFP Spill Recovery Containment Area

Figure 27

Photo 10-2. BRFP Spill Recovery Containment Area

Group V Petroleum Oils Responses

The OSRO's identified in Table 12 of this FRP can respond, locate, contain, recover, and assess the impacts of Group V petroleum oil spills. These OSRO's can arrive within 24 hours of notification. In general, the procedures and strategies for responding to a Group V Worst Case Discharge to the Maximum Extent Practicable include:

- Secure the source of the spill.
- Deploy surface containment for floating/emulsified oil
- Initiate aerial surveys to identify downstream surface impacts/"risings".
- Establish sampling grid downstream and begin sediment sampling.
- Use suction dredge or pumps to recover spilled products. Use mechanical recovery (backhoe, clamshell, etc.) for solidified product recovery as appropriate and where subsurface conditions permit (no pipeline crossings or sensitive substrates). **Note:** These actions may require special approvals from the U.S. Army Corps of Engineers.
- Use conventional techniques for floating oil recovery and for shoreline oil remediation.

Spill Assessment

Type

In most situations, spills occur during transfer operations and will be easily identifiable by the personnel involved based on their knowledge of the material(s) being transferred. Spills from storage tanks and pipelines can also be quickly identified since the contents of each are known.

If a spill of unknown origin does occur, the type of product may be identified by color, odor or analytical methods. For example, it is easy to differentiate the odor of gasoline from jet or diesel fuel although it is generally impossible to differentiate between types of gasoline or between diesel and jet fuel by odor alone. In addition, the color and odor difference between crude oil and most refined products is obvious with the exception of black oils (Bunker C/#6 Fuel Oil). Finally, a sample of the spilled material may be analyzed for gravity or by gas chromatography (GC) to identify the material.

Size/Quantity

Early in a spill response, total spill volume determines, in part, the equipment, logistics, manpower, and disposal requirements. Actual spill volumes are often unavailable or inaccurate so that field estimates are generally required. A few quick methods, as discussed below, can be used to provide working approximations of spill size.

If a total pipeline failure occurs during a transfer operation, estimate the total spill volume by multiplying the pumping rate by the elapsed time between leak commencement and transfer shut down plus the contents of the line between the two closest valves or isolation points.

Volume loss (bbl) = Pump rate (bbl/min) x Elapsed time (min) + Line contents (bbl)

Spills resulting from flange or hose leaks will likely occur at a significantly lower rate. For tank overfills, the elapsed time multiplied by the pumping rate limits the total volume spilled.

A visual assessment of the surface area and thickness of the slick can provide a working estimate of spill volume on water. Slick dimensions can also be estimated from the air using surveillance electronics and occasionally from the water surface using radar.

Climatic and Hydrographic Conditions

The prevailing climatic and hydrographic conditions at the time of a spill can influence a variety of response factors and should be quantified to the extent practical as soon as possible following the discovery of a spill. The key climatic and hydrographic conditions and affected response factors are:

- **Wind water speed and direction** - Aquatic spill trajectories, vapor plume dispersions, boom deployment, technique effectiveness, vessel and aircraft safety, and others.
- **Current water speed and direction** - Aquatic spill trajectories, boom deployment, technique effectiveness, and shoreline access restrictions, and others.
- **Visibility** - Spill movement tracking, surveillance, aircraft and vessel safety.
- **Temperature** - Spill volatility, worker productivity and safety, equipment effectiveness, and others.

Wind speed and direction must be approximated unless a wind sock or anemometer is available. Grass or fine sediments can be thrown into the air to estimate wind direction but wind speed estimates are typically very qualitative. All Incident Commanders have current weather information available to them through internet.

Current speeds for the Mississippi River in the Baton Rouge area vary considerably depending on river flow and stage. The mean surface velocity at an average stage of 22 feet is approximately 3.2 miles/hour whereas the maximum velocity is approximately 7.9 miles/hour at 40 feet. A summary of the mean and maximum surface velocities for various river stages is provided in Table 20 and is based on information from the U.S. Army Corps of Engineers, New Orleans District, observations of 1975 – 1983 at Baton Rouge, Louisiana..

Table 20. Surface Velocities for Various River Stages

RIVER STAGE (FT)	MEAN VELOCITY (MPH)	MAX. VELOCITY (MPH)
2	1.2	1.5
12	2.5	3.4
22	3.2	4.5
32	4.2	5.8
40	5.5	7.9

Spill Surveillance

Begin surveillance of large aquatic spills as soon as possible after discovery of a spill to enable the Incident Manager and other response personnel to track movements and develop and maintain an effective response plan. Spill trajectory estimates are also a critical component of response planning and implementation particularly with respect to the protection of sensitive areas.

Spill surveillance is best accomplished through the use of helicopters or small planes. Helicopters are preferred due to their superior visibility and maneuverability. If fixed-wing planes are to be used, the wing-over types provide significantly better visibility. Document all significant observations both in writing and with photographs and/or video equipment. Photocopy the sensitive area maps provided (Figures 31 - 43) and use as base maps to record aerial observations unless other maps (topographic maps or nautical charts) are available.

Reduced visibility conditions such as dense fog or low cloud cover require other methods of surveillance. If the spill does not involve gasoline or other highly flammable products, boats may be used to patrol the area and document the location and movements of the spill. Vehicles may also be used to observe the water from various vantage points although reduced visibility will also tend to limit the effectiveness of this method.

Containment and Recovery

Containment and recovery refers to the techniques or methods employed to contain and recover floating material or material flowing overland. Recovery of terrestrial spills is addressed in Table 21, Summary of Containment and Recovery Techniques. Containment is most effective when conducted near the source of the spill where the material has not spread over a large area and the contained material is of sufficient thickness to allow effective recovery and/or cleanup. The feasibility of effectively implementing containment and recovery techniques is generally dependent on the size of the spill, available logistical resources, implementation time, and environmental conditions or nature of the terrain in the spill area. A containment and recovery operation implementation guide is shown in Figure 28.

Aquatic spill containment is accomplished primarily through the use of spill containment booms and damming techniques. Skimmers are usually the most efficient means of recovery although pumps, vacuum systems, and sorbents can also be effective. For terrestrial spills, sorbent booms or materials, trenches and earthen berms, or other physical barriers are most often used to contain material migrating on the ground surface. Recovery of free material from the ground surface is best achieved by using pumps, vacuum trucks, and/or sorbents as discussed. The terrestrial containment and aquatic containment and recovery techniques applicable to the Baton Rouge Refinery Complex and the Baton Rouge Chemical Plant area are summarized in Table 21. Some techniques are applicable to both terrestrial and aquatic containment and, consequently, have been listed twice.

Figure 28. Containment and Recovery Implementation Sequence

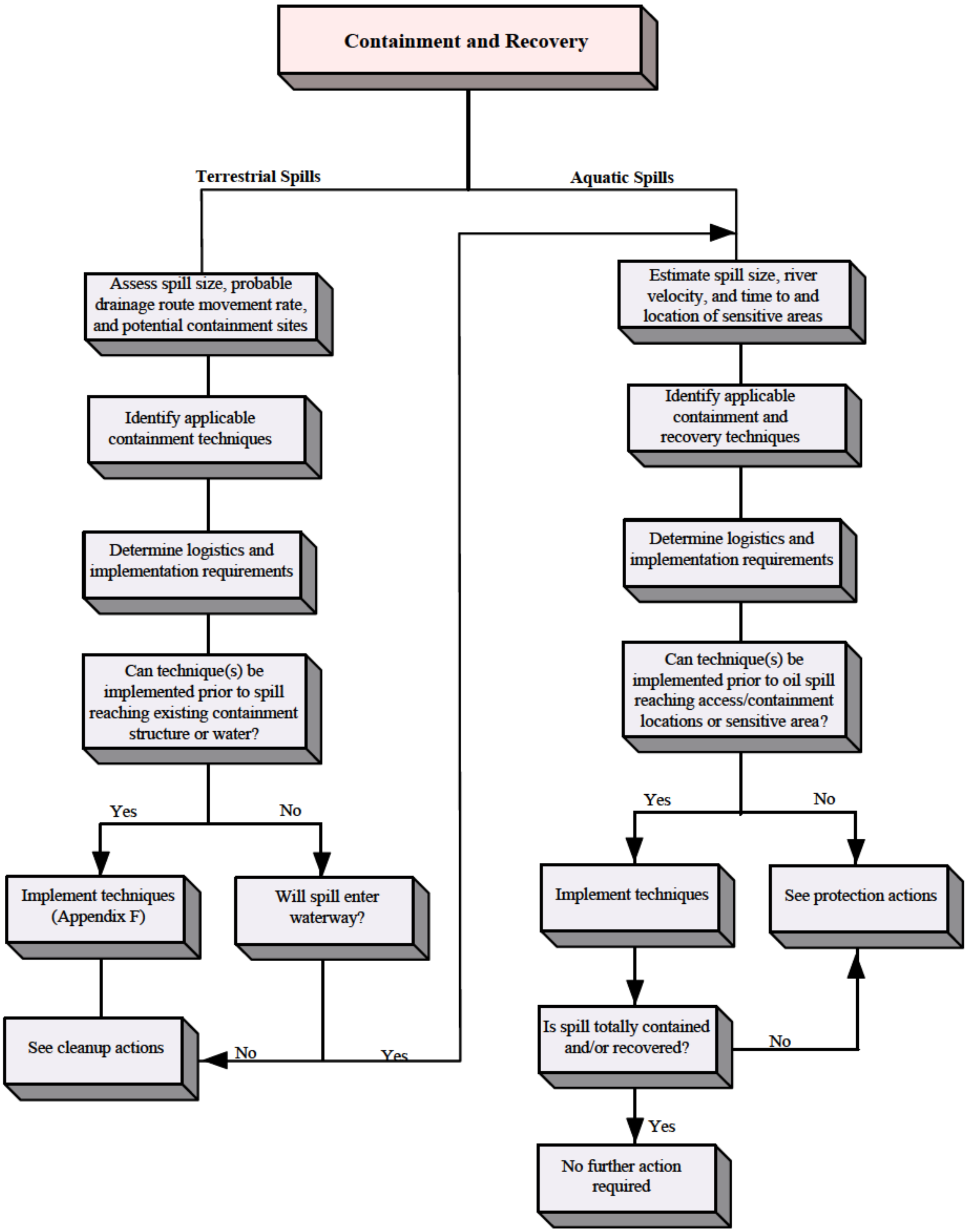


Table 21. Summary of Containment and Recovery Techniques

TECHNIQUE[1]	DESCRIPTION	PRIMARY LOGISTICAL REQUIREMENTS	USE LIMITATIONS[2]	POTENTIAL ENVIRONMENTAL EFFECTS
Terrestrial Spills - Containment				
A. Containment/Diversion Berms	Construct earthen berms ahead of advancing surface spill to contain spill or divert it to a containment area.	Equipment 1 backhoe, bulldozer, front-end loader, or set of hand tools Personnel 4-8 workers	• Steep slopes • Porous substrate	• Disturbance to surface soils and vegetation • Increased oil penetration
B. Storm Drain Blocking	Block drain opening with sediments, plastic sheet, boards, etc. and secure to prevent oil from entering drain.	Equipment Misc. hand tools 1 Board, plastic sheet, mat., etc. Personnel 1-2 workers	• May be advantageous for oil to enter drain • Heavy precipitation	• Increased oil penetration • Oil can spread to other areas
C. Blocking Dams	Construct dam in drainage course/stream bed to block and contain flowing oil. Cover with plastic sheeting. If water is flowing, install inclined pipes during dam construction to pass water underneath.	Equipment 1 Backhoe, bulldozer, front-end loader, or set of hand tools 1 plastic sheeting roll Personnel 4-6 workers	• Upstream storage capacity • Flowing water	• Increased oil penetration
D. Culvert Blocking	Block culvert opening with plywood, sediments, sandbags, etc. to prevent oil from entering culvert	Equipment Misc. hand tools Misc. plywood, sandbags, etc. Personnel 3-4 workers	• Upstream storage capacity • Flowing water	• Increased oil penetration
E. Interception Trench	Excavate ahead of advancing surface/near-surface spill to contain oil. Cover bottom and downgradient side with plastic.	Equipment 1 Backhoe, or set of hand tools Misc. plastic sheeting Personnel 3-6 workers	• Slope • Depth to near-surface flow	• Increased oil penetration • Disturbance to surface soils and vegetation

Table 21. Summary of Containment and Recovery Techniques (continued)

TECHNIQUE[1]	DESCRIPTION	PRIMARY LOGISTICAL REQUIREMENTS	USE LIMITATIONS[2]	POTENTIAL ENVIRONMENTAL EFFECTS
Terrestrial Spills – Containment (continued)				
F. Shoreline Containment Booming	Deploy boom around point of oil entry into water and anchor to shoreline on either side.	Equipment 1 boat 100 ft boom (min.) 3 anchor systems (min.) Personnel 2-3 workers	• Currents >1-2 kts • Waves >1-2 feet • Water depths >50 feet	• Minor disturbance to substrate at anchor points • Heavy oiling of shoreline within booms and associated impacts
G. Diversion Booming	Boom is deployed from the shoreline at an angle towards the approaching slick and anchored or held in place with a work boat. Oil is diverted towards the shoreline for recovery.	Equipment 1 boat 3 anchor systems (min.) 100 ft. boom (min.) Personnel 3 workers plus boat crew	• Currents >2-3 kts • Waves >1-2 feet • Water depth >50 feet (anchoring) • Sensitive shorelines	• Minor substrate disturbance at anchor points • Heavy oiling at shoreline anchor point
H. Narrow Channel Containment Booming	Boom is deployed across channel at an angle to contain floating oil passing through channel.	Equipment 1 boat, vehicle, or winch 1-2 booms (1.2 x channel width each) 2-10 anchor systems Personnel 2-3 workers	• Currents >2-3 kts • Water depths >50 feet (anchoring) • Sensitive shorelines	• Minor substrate disturbance at anchor points • Heavy shoreline oiling at downstream anchor point

Table 21. Summary of Containment and Recovery Techniques (continued)

TECHNIQUE[1]	DESCRIPTION	PRIMARY LOGISTICAL REQUIREMENTS	USE LIMITATIONS[2]	POTENTIAL ENVIRONMENTAL EFFECTS
Terrestrial Spills – Containment (continued)				
I. Sorbent Barriers	A barrier is constructed by installing two parallel lines of stakes across a channel, fastening wire mesh to the stakes and filling the space between with sorbents.	Equipment (per 100 feet of barrier) Misc. hand tools 1 boat 20 fence posts 200 feet wire mesh 200 ft^2 sorbents Misc. fasteners, support lines, additional stakes, etc. Personnel 2-3 workers	• Water depths >5-10 feet • Currents >0.5 kts • Soft substrate	• Minor substrate disturbance at post and shoreline anchor points • High substrate disturbance if boat is not used
Aquatic Spills - Containment and Recovery				
J. Skimmers	Portable skimmers are placed within containment booms in the area of heaviest oil concentration.	Equipment (portable) 50 ft. hoses (min.) 1 Pump (if required) 500 gal. storage (min.) Personnel 4 workers plus boat crews	• High winds • Waves >0.5 - 1 feet • Currents > 2 kts	• No significant effects
K. Sorbents	Sorbents are applied manually to heavy oil coatings or accumulations on land or sheens on water to recover the oil.	Equipment Misc. sorbents Misc. bags or containers for oiled sorbents Personnel 1-10 workers	• Very light or weathered oil coatings/sheens • Steep or slippery shorelines	• Significant substrate disturbance • Foot traffic can trample vegetation and crush organisms • Possible ingestion of residual sorbents by animals

Table 21. Summary of Containment and Recovery Techniques (continued)

TECHNIQUE[1]	DESCRIPTION	PRIMARY LOGISTICAL REQUIREMENTS	USE LIMITATIONS[2]	POTENTIAL ENVIRONMENTAL EFFECTS
Aquatic Spills - Containment and Recovery (continued)				
O. Debris Exclusion	Install fence barrier upstream of containment site to exclude debris. Barges may also be anchored at an angle to the shoreline to deflect debris towards the center of the river.	Equipment (per 100 ft of barrier) Misc. hand tools 1 boat 10 fence posts 100 feet cyclone fence Misc. fasteners, support lines, etc. Personnel 2-3 workers	• Water depths >5-10 ft • Currents >3-4 kts • Soft substrate	• Minor substrate disturbance at post and anchor points
P. Bottom Barriers	A trench is excavated, overflow dam constructed, or filter fence installed across stream channel to contain submerged oil	Equipment 1 backhoe, clamshell, dredge 1 boat 1 submerged oil monitor (radar) Personnel 4 workers	• Currents > 6 kts • Water depths > 20 ft. • Turbidity restrictions	• Significant substrate disturbance • Temporary alteration of waterway hydro-dynamics
Q. Bottom Dredging/Pumping	Dredges, pumps, vacuum trucks, etc. are used to recover submerged oil accumulations	Equipment 1 pump, vacuum truck, dredge 1 boat 1 storage container Misc. hoses and fittings Personnel 2 driers 3-4 workers	• Currents >2-3 kts • Water depths >20 ft • Turbidity restrictions • Solidified oil	• Significant substrate disturbance • Temporary siltation of waterway

Table 21. Summary of Containment and Recovery Techniques (continued)

TECHNIQUE[1]	DESCRIPTION	PRIMARY LOGISTICAL REQUIREMENTS	USE LIMITATIONS[2]	POTENTIAL ENVIRONMENTAL EFFECTS
Aquatic Spills - Containment and Recovery (continued)				
R. Open Water Containment Booming	Boom is deployed between two boats in a "U" shape in front of approaching slick to contain oil and prevent contact with shoreline.	Equipment 2 - Boats 200 ft. - Boom (min.) Misc. - Tow lines, bridles, connectors, etc. Personnel 4 - Workers plus boat crews	• Waves > 1-2 feet • High winds • Currents >2 kts	• No significant effects

1 - Technique letter designations correspond to those used in the associated decision guides and the descriptions in Figure 29. Spill containment Technique Selection Guide for Spills to Land and Figure 30. Aquatic Spill Containment and Recovery Technique Selection Guide.

2 - In addition to implementation time and accessibility.

Terrestrial Spills

Containment dikes, curbs, or some form of secondary containment system surround all storage tanks and the truck and rail car loading/unloading areas. A sewer or runoff collection system services the diked storage tank areas and most of the complex facilities in general. These containment systems are designed for the collection and containment of surface runoff including spills and the diversion of such runoff to the Wastewater Treatment Unit at the Chemical Plant or EULA unit at the Refinery or some form of oil/water separation or treatment system at the outlying facilities.

ExxonMobil design standards require that tanks be located at least 100 feet from property lines if spillage from those tanks could endanger adjacent property. Berms have also been constructed in areas near property lines to provide further safeguards against offsite migration. For spills within the refinery proper, a levee on the western boundary protects the Mississippi River from the runoff of spills and oily rainwater. For spills at the Chemical Plant, controlled drainage systems that divert runoff from process areas to process wastewater sewers protect the Monte Sano Bayou from the runoff of spills and oil rainwater. These measures and others minimize the potential for an uncontained terrestrial spill to occur within the complex boundaries or to migrates offsite.

In general, containment and recovery of terrestrial spills is usually best achieved by using sorbent booms/materials, earthen containment berm, trenches, or physical barriers within a natural or manmade drainage course. This method is generally preferable as the oil is already partially contained and concentrated. The presence of existing drainage courses or containment structures is often critical to the effective containment of large terrestrial spills as most containment techniques for flat surfaces do not provide a significant amount of storage capacity.

In the case of minor spills, it is often preferable to direct a spill towards the nearest process sewer inlet to facilitate spill containment and recovery. Approval from the Operations or Incident Managers and Environmental Shift Supervisors is needed for this containment and recovery technique at all facilities. For all spills that are directed to, or naturally enter the sewer system, the EULA operator for BRRF and/or the BRCP Wastewater Treatment Plant operator should be alerted to the situation immediately so that the appropriate actions can be taken to handle the incoming oil. In this situation, the FRP will be activated to contain any release should a spill occur.

Technique Selection

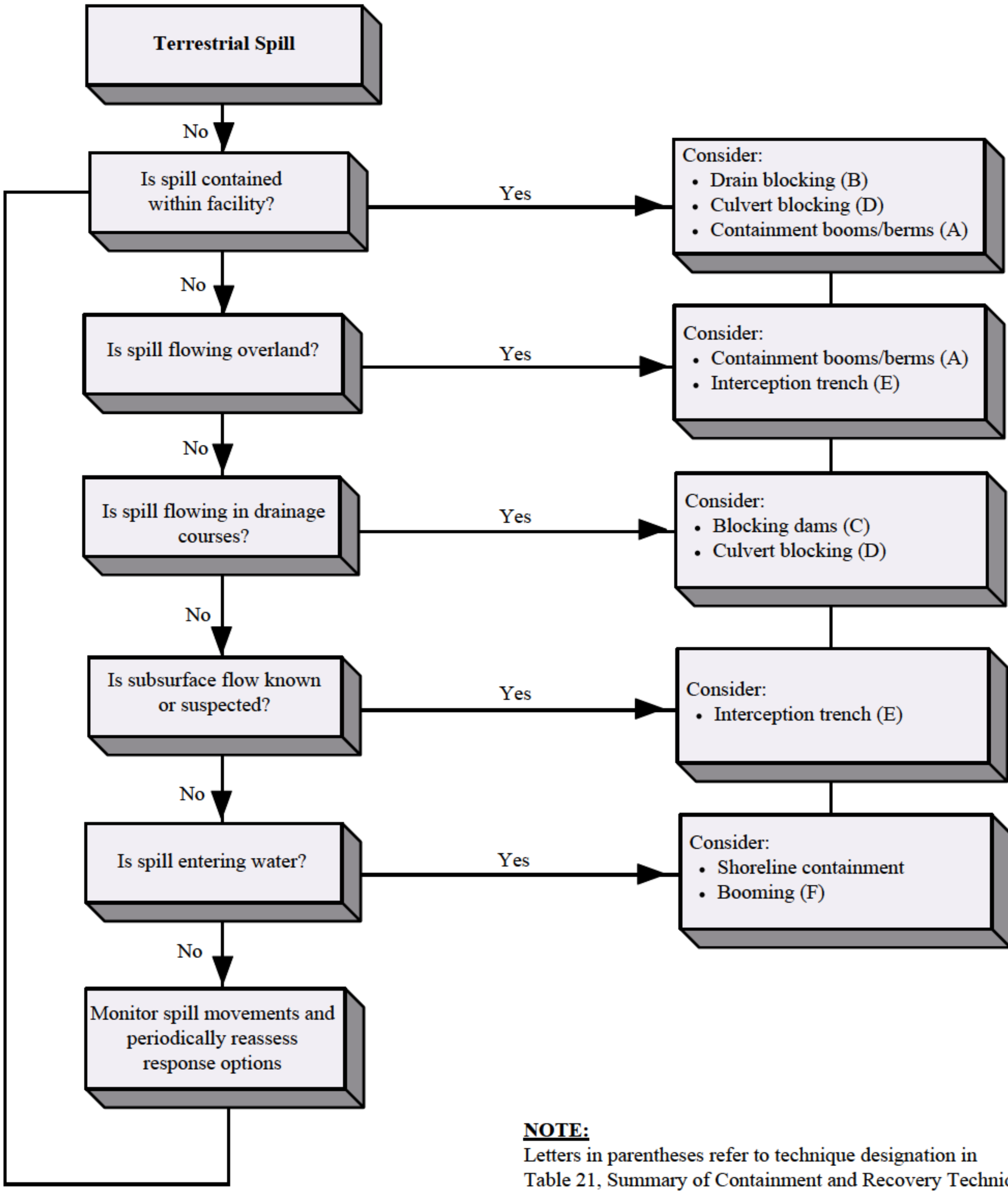
The primary factors influencing terrestrial containment and recovery are as follows:

- **Size** - Most containment techniques provide limited storage capacity.
- **Slope** - Berms and barriers are generally less effective on steeper slopes and accessibility may be limited.
- **Surface texture** - Rough surfaces with natural ridges and depressions enhance containment and should be taken advantage of whenever possible.

- **Substrate permeability** - Highly permeable sediments will allow rapid penetration of oil into the substrate thus complicating containment and recovery.
- **Existing drainage courses** - Oil is more easily contained and recovered if it is flowing within, or can be diverted to, existing natural or manmade drainage structures.
- **Storm water runoff** - Runoff generally requires the containment of larger quantities of liquids and complicates oil recovery.

A selection guide for spill containment and recovery techniques for spills to land is given in Figure 29. If alternative response strategies such as in-situ burning or dispersants are needed, Federal and State permission will be obtained as provided for in the applicable ACP Procedures for obtaining an expedited decision on use of dispersants.

Figure 29. Spill Containment Technique Selection Guide for Spills to Land



NOTE:
Letters in parentheses refer to technique designation in Table 21, Summary of Containment and Recovery Techniques.

Aquatic Spills

Effective containment and recovery of aquatic spills depends, in part, on the spill circumstances, how quickly the techniques can be implemented, and the prevailing environmental conditions. Regardless of the size of the spill, containment is most effective if conducted at or near the source before the spill migrates a significant distance downstream. The larger the area covered by the spill, the more equipment and manpower will be required. Containment at or near the source is also often associated with thicker layers of oil within the containment booms which, in turn, increases the efficiency of most skimmers. Away from the source, the oil will spread to very thin layers or sheen making recovery difficult, even with sorbents. The prevailing environmental conditions can affect containment and recovery both in terms of effectiveness and deployment of equipment. The relatively high prevailing currents along the Mississippi River will generally complicate booming operations in most areas along the main portion of the river. In high currents and/or winds, equipment deployment is difficult and often times unsafe. Wind and currents can add significant tension on containment booms making it difficult to deploy and anchor the booms in place or connect sections of boom together in the water. Strong currents can cause entrainment of oil in the water stream flowing beneath the boom, resulting in ineffective containment or boom failure. Shallow water can cause the boom to "lay down," which also allows oil to pass underneath.

The primary aquatic spill concerns are releases to the following:

- **BRRF**
    - Mississippi River - Refinery Dock/Callahan's Bayou
- **BRCP**
    - Monte Sano Bayou - Baton Rouge Chemical Plant
    - Mississippi River - Baton Rouge Chemical Plant
- **BRFP**
    - Ash Slough – Baton Rouge Finishing Plant
    - Cypress Bayou - Baton Rouge Finishing Plant
    - Comite River - Baton Rouge Finishing Plant
- **ATF and PAL**
    - Parish Canal – Anchorage Tank Farm and Port Allen Lubes
    - Intracoastal Waterway - Anchorage Tank Farm and Port Allen Lubes
- **BRCT**
    - Mississippi River – Baton Rouge Coke Terminal

Mississippi River Containment Strategies

The Baton Rouge Refinery dock is approximately 0.5 mile in length and can service a number of tankers and/or barges simultaneously. Therefore, containment of spills at the dock could be complicated by the presence of other vessels.

Approximately 1,700 feet of 18-inch oil spill containment boom is stored at various locations at or near the dock. Response boats are also stationed at the dock to implement deployment of containment booms. Although booms may not effectively contain oil in strong currents, they are valuable in diverting oil to lower current areas where it can be contained and recovered.

The general spill containment strategies that should be used during vessel transfer operations at the dock are described below. These practices are general and are not intended to replace the judgment of the Incident or Operations Manager. During very low river stages or when oil is trapped between two barges, it may be desirable to use a boom to contain the oil rather than divert it.

- **For spills at the outside berths** - Deploy the boom to divert the oil toward the dock by securing one end of the boom to the outside of a moored vessel and securing the other end to the dock downstream of the vessel. The intent is to divert oil along the boom and towards the dock rather than contain the oil within the boom.
- **For spills under the dock** - Deploy the boom in a containment ("U") configuration by securing one end to the outside of the dock and the other end to the inside. Because the dock serves to slow the currents significantly, booming in this manner under the dock can be an effective means of spill containment and should be followed immediately by recovery with sorbents or skimmers.
- **For spills on the inside of the dock** - Deploy the boom at an angle to divert oil toward the bank along the east bank by securing one end of the boom to the inside of the dock or a moored vessel and the other end to a point on the bank a considerable distance downstream. Once the oil reaches the calm area, it can be contained using another boom and then recovered with sorbents or skimmers.
- **For spills on the dock** - Take appropriate action to prevent oil from reaching the river. Wash light to moderate oils down the deck drains and into the catch basins. Heavy oil may plug the drains and should be excluded from these areas and contained and recovered with sorbents.
- **For spills on the deck of a barge or vessel** - Take appropriate action to prevent oil from reaching the river including plugging deck scuppers and placing sorbent materials on and around the spilled oil.
- **For spills from the BRCP** - Large spills from the chemical plant that escape containment in the Monte Sano Bayou could enter the Mississippi River and affect downstream areas.

If a spill was large and/or escaped containment, the following strategies could be employed to contain and recover the floating oil at downstream locations:

- Conduct a trajectory analysis to estimate initial spill movements and probable location(s) for shoreline contact.
- Deploy diversion booms (Technique G) at estimated shoreline contact points. Barges may also be anchored at an angle into the current to divert oil to the shoreline.
- Use bridge abutments, piers, and/or anchored barges whenever possible to anchor boom in place.

- Divert oil into inlets, coves, and areas behind spits or piers extending into the water where back eddies will tend to temporarily trap oil and currents are low enough for containment booming (Technique G).
- Divert oil into side channels or sloughs to facilitate containment (Technique G) if currents are not excessive and area is not environmentally sensitive.
- Establish diversion booming sites on the outside shorelines of river bends where oil will naturally concentrate.
- Recover heavy oils with dip nets and sorbents.
- Contain Group V oils (sinkers) with fishing nets, silt curtains, or wire mesh screen anchored to the bottom downstream of the spill (Technique P).

In the unlikely event that a spill reaches the lower portions of the Mississippi River where the river is generally wider and currents are moderated at times by tidal influences, containment, and/or recovery may be accomplished using open water containment booming procedures as described in Technique G in Table 21, Summary of Containment and Recovery Techniques.

Monte Sano Bayou Containment Strategies

The Monte Sano Bayou is a small waterway that drains the local area to the north of the BRCP and discharges to the Mississippi River approximately one mile to the west of the chemical plant. The bayou runs along the base of a cut in the otherwise flat terrain at the north end of the chemical plant and resembles a small stream until it approaches the river where it widens into a bayou or slough before reaching the river. Spills that escape containment on the north side of the BRCP could enter the bayou and migrate towards the Mississippi River.

The general strategies for containing oil spills to the Monte Sano Bayou include the following:

- Notify BRCP QI; which in turn activates Dock Personnel to respond.
- Depending on river levels, deploy containment booms at the closest access point to the source of the spill and several other secondary locations between the source and the river.
- Construct blocking dams (underflow or overflow), time permitting, to contain the oil along the narrower portions of the bayou.
- Construct sorbent barriers along the bayou if water depths preclude containment boom deployment and dam construction is not feasible.

If the water flow in the bayou is high and/or containment actions cannot be implemented upstream, containment booms should be deployed in the wider and lower current portion of the bayou near its confluence with the Mississippi River. Booms should be deployed at an angle to the current with the downstream end on the south side of the bayou which is more accessible than the northern side and generally has less shoreline vegetation that could become oiled. Booms may also be deployed in a "U" configuration at the head of the slough near the river to contain the oil as it flows into the slough. Vacuum trucks and/or portable skimmers and storage tanks can be positioned along the south shore of the bayou to recover the oil from the booms and transport it back to the chemical plant for interim storage prior to recycling or disposal.

Comite River Containment Strategies

For **spills from the BRFP -** Large spills from the BRFP plant that escape containment in the Cypress Bayou could enter the Comite River and affect downstream areas.

If a spill was large and/or escaped containment at the facility, the following strategies could be employed to contain and recover the floating oil at downstream locations:

- Conduct a trajectory analysis to estimate initial spill movements and probable location(s) for shoreline contact.
- Deploy diversion booms at estimated shoreline contact points.
- Use bridge abutments, piers, and/or anchored barges whenever possible to anchor boom in place.
- Divert oil into inlets, coves, and areas behind spits or piers extending into the water where back eddies will tend to temporarily trap oil and currents are low enough for containment booming (Technique G).
- Divert oil into side channels or sloughs to facilitate containment (Technique G) if currents are not excessive and area is not environmentally sensitive.
- Establish diversion booming sites on the outside shorelines of river bends where oil will naturally concentrate.
- Recover heavy oils with dip nets and sorbents.
- Contain Group V oils (sinkers) with fishing nets, silt curtains, or wire mesh screen anchored to the bottom downstream of the spill (Technique P).

In the unlikely event that a spill reaches the lower portions of the Comite River where the river is generally wider and currents are moderated at times by tidal influences, containment, and/or recovery may be accomplished using open water containment booming procedures as described in Technique G in Table 21, Summary of Containment and Recovery Techniques.

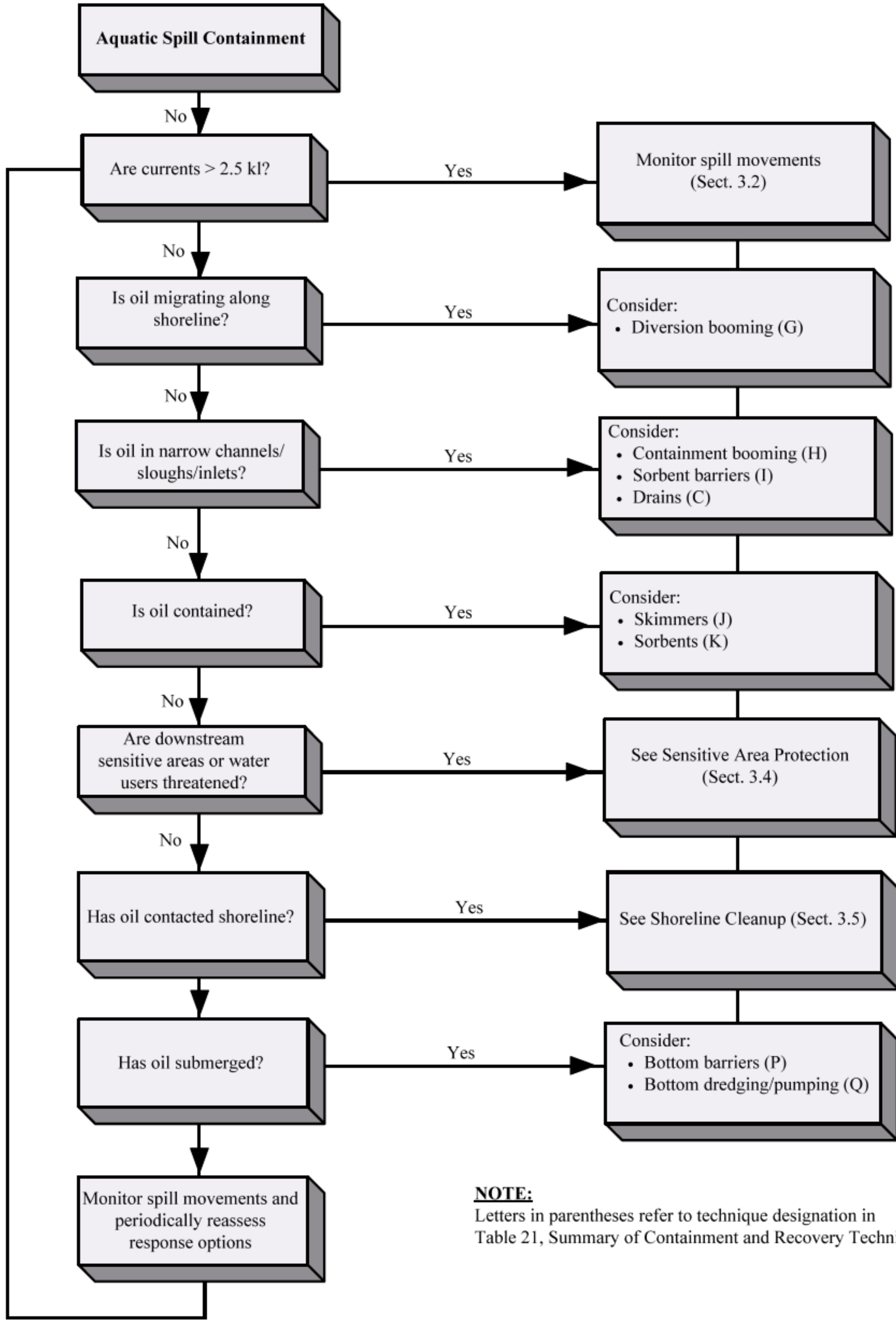
Technique Selection: Selection of an appropriate aquatic containment and recovery technique depends on a number of factors including:

- **Current speed** - Surface currents greater than 1 mph can cause boom failure or entrainment of oil beneath the boom, where booms are placed at right angles to the current. When angled into or away from the current, booms can generally tolerate currents up to 2 to 3 mph before failure occurs.
- **Water depth** - Depths greater than 50 feet can complicate boom anchor placement, whereas depths less than 2 feet can preclude effective boom use. Depths less than 5 to 10 feet can also preclude the use of larger boats for logistical purposes.
- **Channel width** - Widths greater than 200 to 300 feet will generally preclude using booms to completely contain oil floating in the waterway, particularly if strong currents are present.

- **Slick thickness** - Recovery effectiveness with pumps/vacuum systems and skimmers decreases as slick thickness decline, becoming relatively ineffective for very thin slicks or sheens.
- **Shoreline access** - Obstacles (rocks, debris, man-made structures, etc.) in the water or steep or densely vegetated shorelines could restrict access and present safety and operational problems.
- **Anchor points** - Soft bottom substrates can complicate boom anchor placement.
- **Safety** - High currents and winds, large obstacles, and other dangerous conditions could present safety hazards and preclude certain techniques.

Based on the above factors, a containment and recovery technique selection guide has been prepared and is shown in Figure 30. If alternative response strategies such as in-stu burning or dispersants are needed, Federal and State permission will be obtained as provided for in the applicable ACP.

Figure 30. Aquatic Spill Containment and Recovery Technique Selection Guide



NOTE:
Letters in parentheses refer to technique designation in Table 21, Summary of Containment and Recovery Techniques.

3.4 Sensitive Areas

Identification

In most spill situations, time does not allow research of the locations and nature of downstream sensitive areas. Therefore, Table 22 provides a summary of the primary aquatic sensitive areas of interest that may be impacted by a spill. Figure 31 through Figure 43 provide detailed maps of these sensitive areas. Table 22 identifies locations and descriptions, relative sensitivities, recommended protection measures, and other information on each identified sensitive area. A relative sensitivity rating has been given to each of the sensitive areas. These ratings are based on their tolerance to oil spills and the general perceived intrinsic value of the resource. The Comments column in Table 22 describes the primary sensitivity concern for each site. All areas within the planning distance calculated in Section 4 and required by regulation are shown in Figure 31 and Figure 32. The other maps, Figure 33 through Figure 43 are included herein for ease of reference only.

EPA Region VI Inland Area Contingency Plan, Annex F for Louisiana, lists the following endangered species for East and West Baton Rouge Parishes, the location of the facilities covered by this plan: Louisiana black bear, red cockaded woodpecker, ivory-billed woodpecker, bald eagle, Florida panther, Eskimo curlew, and Bachman's warbler.

The key sensitivities along the Mississippi are the numerous municipal and industrial water intakes situated along the majority of the downstream area. The municipal intakes have a greater sensitivity as, unlike most industrial intakes, they cannot tolerate the presence of even minute amounts of free or dissolved oil. Most intakes are, however, situated well below the water surface and during higher river stages, may not be as vulnerable to oil spills as during lower river stage conditions. Other sensitivities include occasional commercial/sport fishing areas, a least tern breeding area, and the Delta National Wildlife Area at the Head of Passes. Due to their greater sensitivity, only the municipal water intakes are addressed in the Table 22.

Table 22. List of Primary Aquatic Sensitive Areas of Interest

Site Number	Site Description	Comments	Relative Sensitivity Level	Periods of Greatest Sensitivity	Recommended Protection Measures	General Logistical Requirements
BATON ROUGE						
A	Manchac Point batture[1]	Applicable for water levels above 30 ft. – mile 215	High	Winter, Spring	Exclusion boom (L)between dike remnants	Boom- 500 ft. Anchor Systems-7
PLAQUEMINE						
A	Manchac Point batture1	Applicable for water levels above 30 ft. – mile 215	High	Winter, Spring	Exclusion boom (L) between dike remnants	Boom - 500 ft. Anchor Systems-7
DONALDSONVILLE *						
1	(b) (7)(F), (b) (3) [redacted]	[redacted]	Moderate	All year	Contact Waterworks Warning Network	
B	Philadelphia Point batture	Applicable to high water conditions	High	Winter, Spring	Exclusion booming (L) of openings to batture	Boom - 500 feet Anchor Systems-6
COLLEGE POINT *						
2	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-works Warning Network	
3	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
4	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
LAPLACE *						
5	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
6	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
7	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	

Table 22. List of Primary Aquatic Sensitive Areas of Interest (continued)

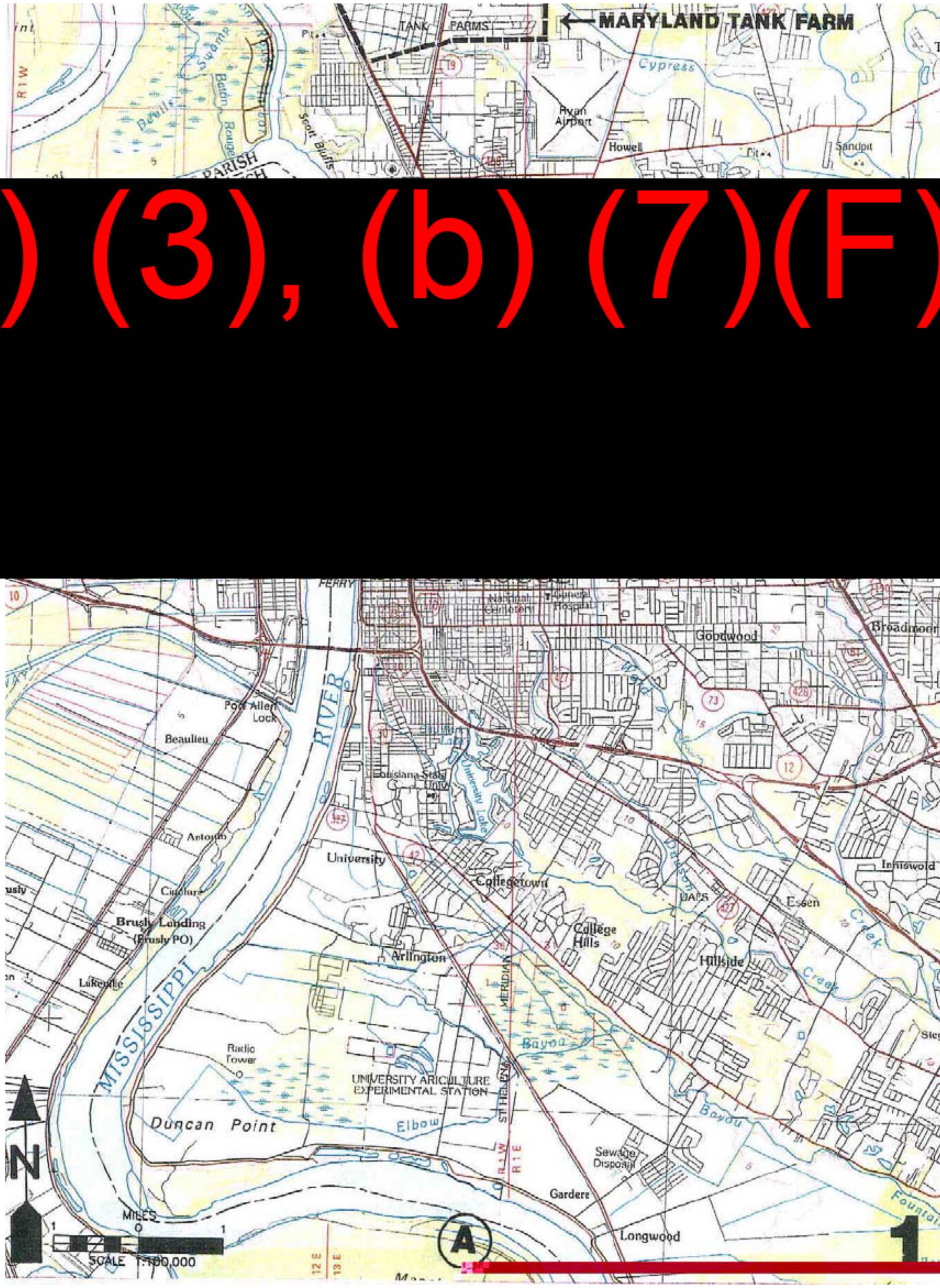
Site Number	Site Description	Comments	Relative Sensitivity Level	Periods of Greatest Sensitivity	Recommended Protection Measures	General Logistical Requirements
			KENNER *			
8	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
9	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
10	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
			NEW ORLEANS *			
11	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
12	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
13	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
14	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
15	[redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
			ALLIANCE *			
	No Sensitive Areas Identified					
			WEST POINT A LA HACHE *			
19	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-wor Warning Network	
			PORT SULPHUR *			
20	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-works Warning Network	

Table 22. List of Primary Aquatic Sensitive Areas of Interest (continued)

Site Number	Site Description	Comments	Relative Sensitivity Level	Periods of Greatest Sensitivity	Recommended Protection Measures	General Logistical Requirements
TRIUMPH *						
21	(b) (7)(F), (b) (3) [redacted]	[redacted]	High	All year	Contact Water-works Warning Network	
22	[redacted]	[redacted]	High	All year	Contact Water-works Warning Network	
PILOTTOWN *						
23	Head of Passes - Least tern breeding area and Delta National Wildlife Area	Least tern are a Federally monitored species	High	May to July	Diversion/ Deflection boom (G/M) to shorelines at suitable access points upstream	Boom - 3,000 feet Anchor Systems-50
1 - Incorrectly identified as Plaquemine Point in MSO New Orleans ACP						

*** The sensitive areas from Donaldsonville to Pilottown lie outside of the planning distance required by regulation. This information is provided for ease of reference only.**

Figure 31. Sensitive Areas Map – Baton Rouge



[redacted]

Figure 32. Sensitive Areas Map – Plaquemine

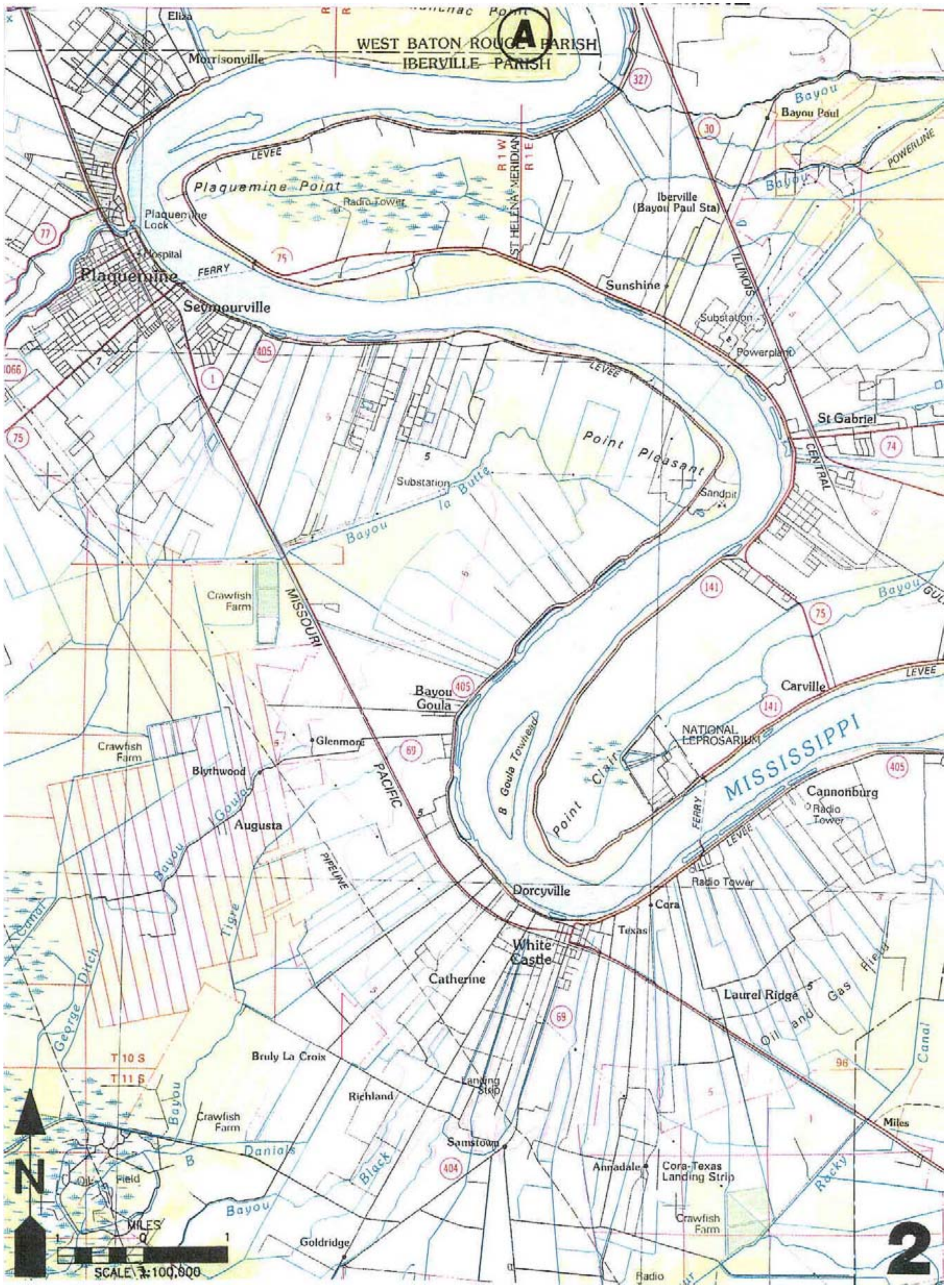


Figure 33. Sensitive Areas Map – Donaldsonville

(b) (3), (b) (7)(F)

[redacted]

Figure 34. Sensitive Areas Map – College Point

(b) (3), (b) (7)(F)

[redacted]

Figure 35. Sensitive Areas Map – Laplace

(b) (3), (b) (7)(F)

[redacted]

Figure 36. Sensitive Areas Map – Kenner

(b) (3), (b) (7)(F)

[redacted]

Figure 37. Sensitive Areas Map – New Orleans

(b) (7)(F), (b) (3)

[redacted]

Figure 38. Sensitive Areas Map – Alliance

(b) (7)(F), (b) (3)

[redacted]

Figure 39. Sensitive Areas Map – West Point A La Hache

(b) (7)(F), (b) (3)

[redacted]

Figure 40. Sensitive Areas Map – Port Sulphur

(b) (7)(F), (b) (3)

[redacted]

Figure 41. Sensitive Areas Map – Triumph

(b) (7)(F), (b) (3)

[redacted]

Figure 42. Sensitive Areas Map – Pilottown

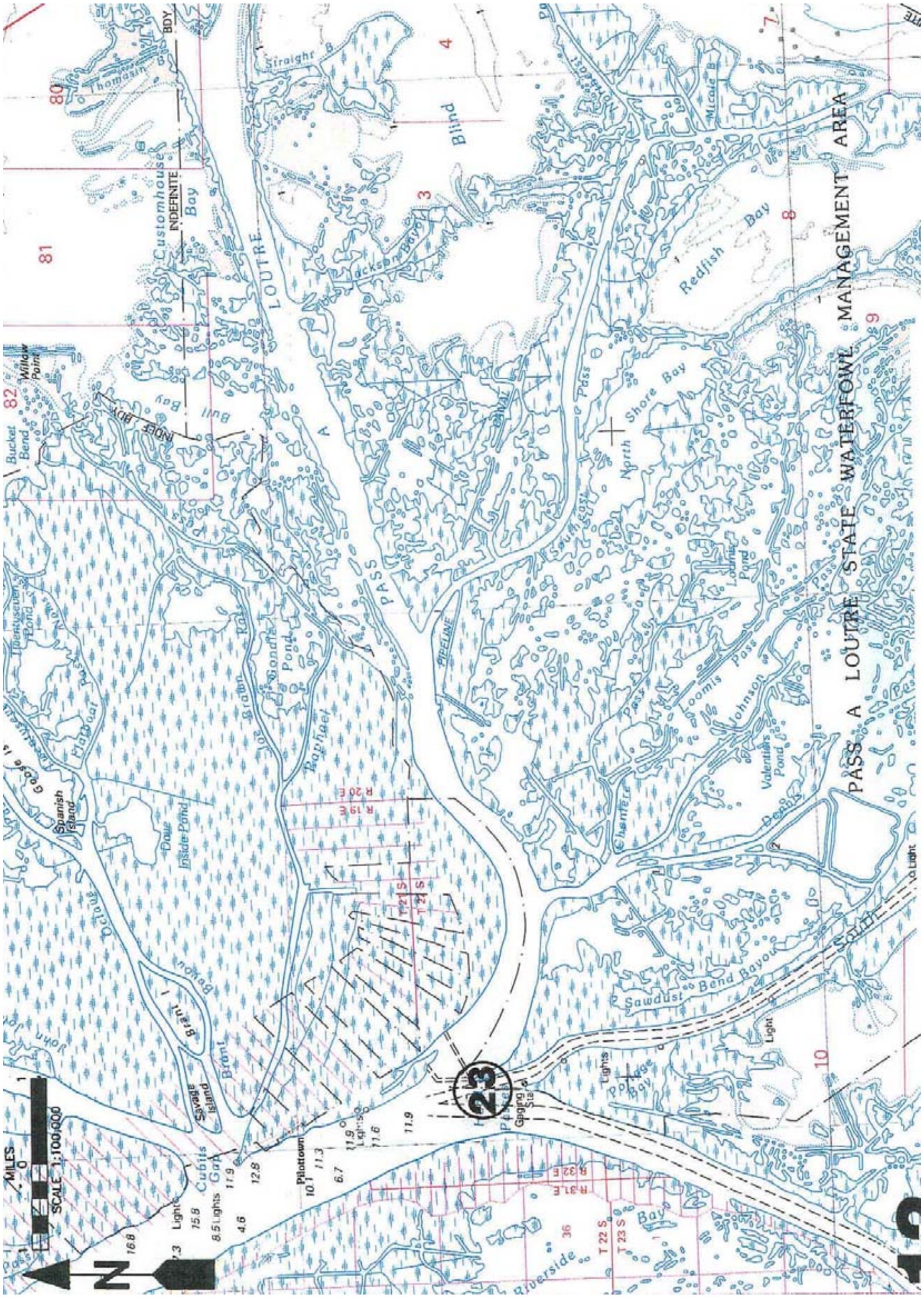
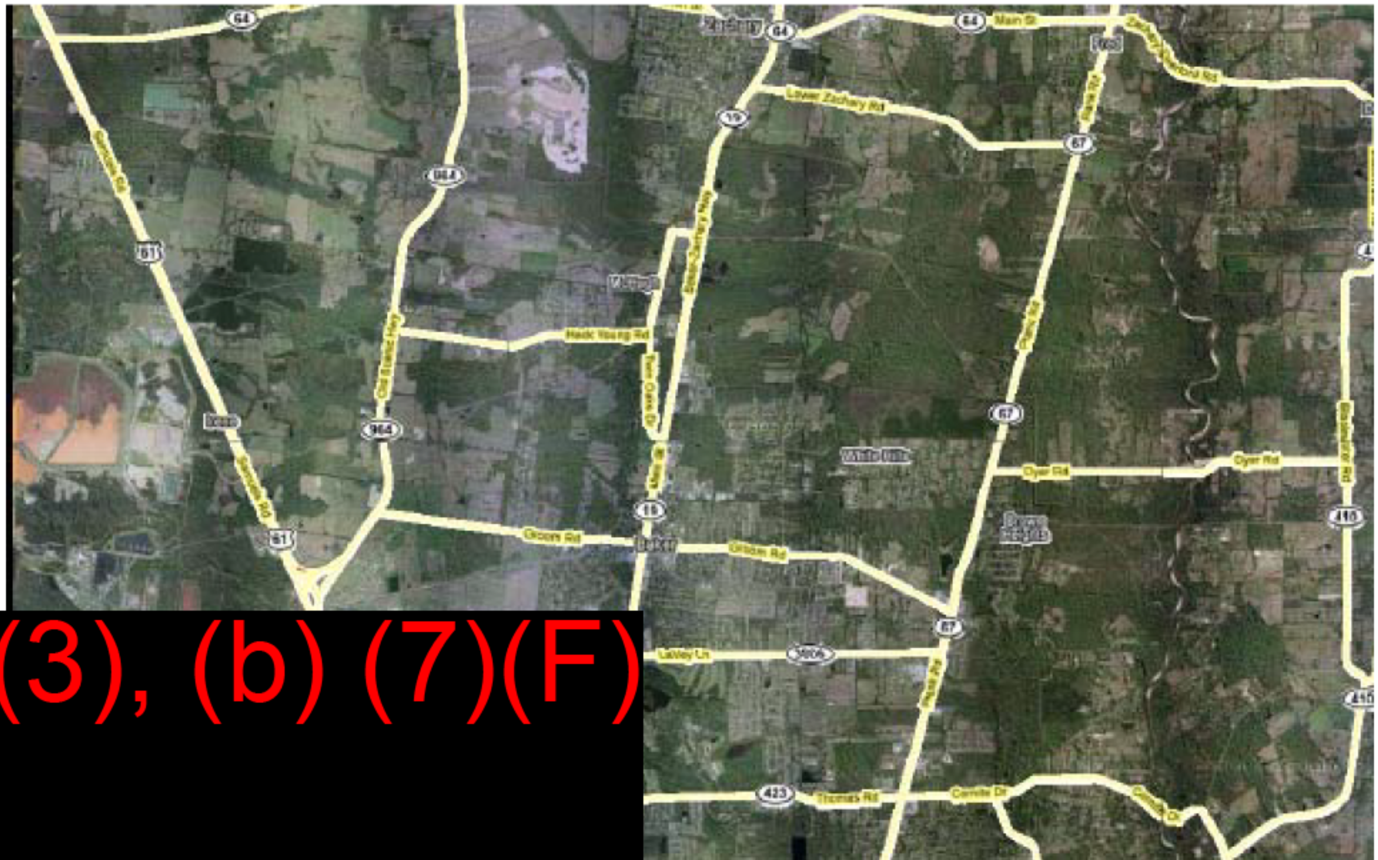


Figure 43. Sensitive Areas Map – Comite River Area



(b) (3), (b) (7)(F) [redacted]

Protection

In the event of a spill to the Mississippi River, Comite River or Intercoastal Canal, it may be necessary to protect downstream sensitive areas if it appears that local containment and recovery efforts will not be sufficient to control the entire spill. Terrestrial spills are not considered in this section as no terrestrial sensitivities have been identified in the vicinity of the ExxonMobil Complex.

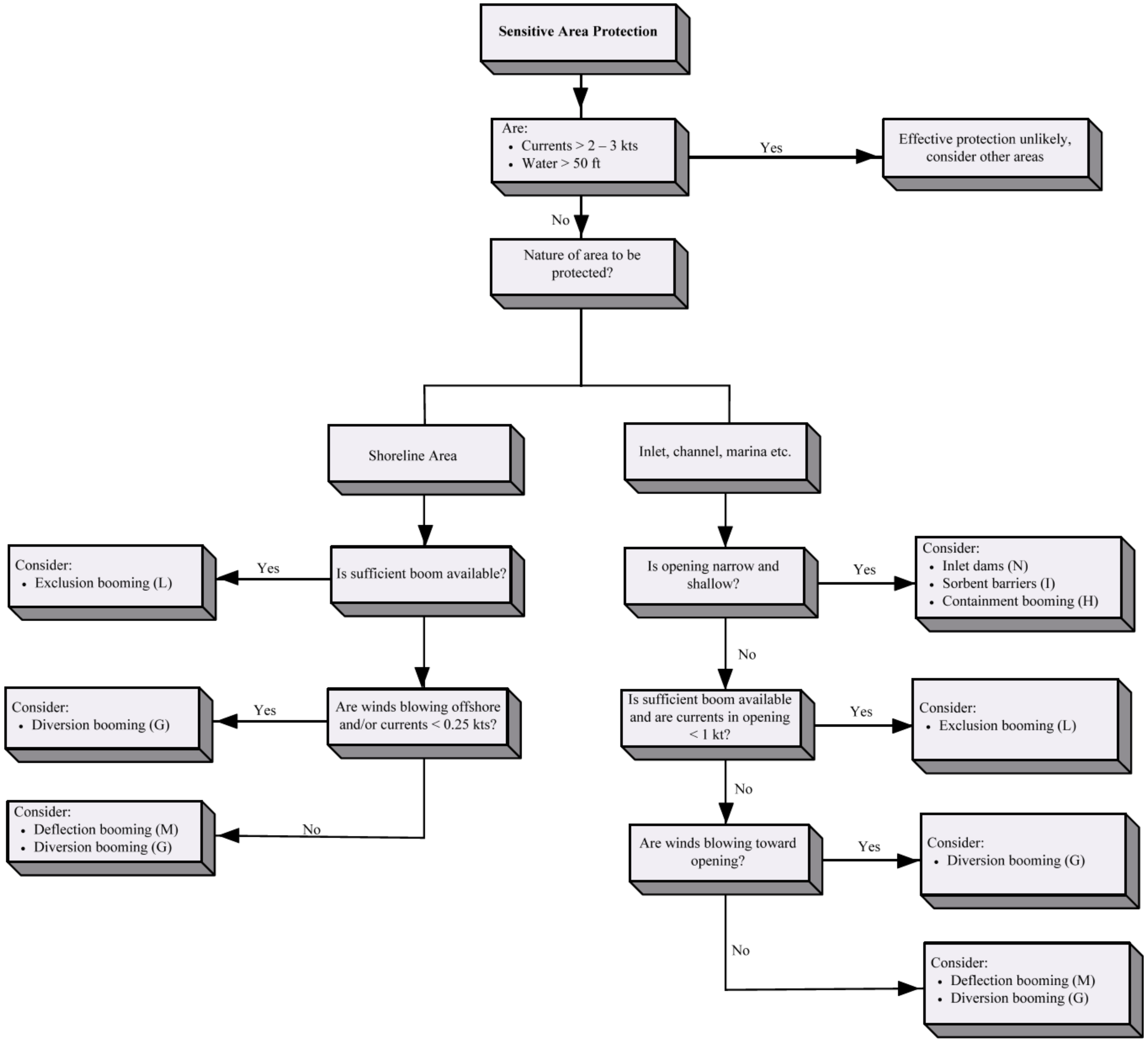
Protection refers to the implementation of techniques or methods to prevent oil from making contact with a shoreline or aquatic area that is determined to be sensitive for environmental, economic, cultural, or human use reasons. Implementation of sensitive area protection techniques must consider a number of factors, several of which are included in Figure 44, Protection Technique Selection Guide. These are further explained in Table 23, Summary of Aquatic Protection Techniques.

Due to the Mississippi River shorelines consisting primarily of man-made levees, there are few environmentally sensitive areas located downstream of the Refinery complex and the Chemical Plant. The exception to this is the area just north of Head of Passes where there is no levee system and a spill reaching this area could migrate into the marsh areas bordering the river. It is, however, unlikely that a significant amount of oil would remain on the water by the time a spill reached this area due to the containment and recovery measures that would be taken by ExxonMobil following a spill and the natural dissipation (evaporation, dispersion, degradation, flocculation, etc.) and stranding along the shoreline that will take place.

The shorelines along the Comite River and Intercoastal Canal do not have a protective man-made levee system. ExxonMobil will take containment and recovery measures to prevent a significant amount of oil from migrating into the areas along these shorelines.

Selected containment and recovery techniques listed in Table 21 (e.g., diversion and narrow channel containment booming and sorbent barriers) can also be used for protection purposes. The common protection techniques are summarized in Table 21

Figure 44. Protection Technique Selection Guide



NOTE:
Letters in parentheses refer to technique designation in Table 21.

Table 23. Summary of Aquatic Protection Techniques

Technique[1]	Description	Primary Logistical Requirements	Use Limitations[2]	Potential Environmental Effects
F. Shoreline Containment Booming	Deploy boom around point of oil entry into water and anchor to shoreline on either side.	Equipment 1 boat 100 ft boom (min.) 3 anchor systems (min.) Personnel 2-3 workers	• Currents >1-2 kts • Waves >1-2 feet • Water depths >50 feet	• Minor disturbance to substrate at anchor points • Heavy oiling of shoreline within booms and associated impacts
G. Diversion Booming	Boom is deployed from the shoreline at an angle towards the approaching slick and anchored or held in place with a work boat. Oil is diverted towards the shoreline for recovery.	Equipment 1 Boat 3 Anchor systems (min.) 100 ft Boom (min) Personnel 3 Workers plus boat crew	• Currents >2-3 kts • Waves >1-2 feet • Water depth >50 feet (anchoring) • Sensitive shorelines	• Minor substrate disturbance at anchor points • Heavy oiling at shoreline anchor point
H. Narrow Channel Containment Booming	Boom is deployed across entire river channel at an angle to contain floating oil passing through channel.	Equipment 1 Boat, vehicle, or winch 1-2 Booms (1.2 x channel width each) 2-10 anchor systems Personnel 2-3 Workers	• Currents >2-3 kts • Water depths >50 feet (anchoring) • Sensitive shorelines	• Minor substrate disturbance at anchor points • Heavy shoreline oiling at downstream anchor point
I. Sorbent Barriers	A barrier is constructed by installing two parallel lines of stakes across a channel, fastening wire mesh to the stakes and filling the space between with sorbents.	Equipment (per 100 feet of barrier) Misc. Hand tools 1 Boat 20 fence posts 200 feet Wire mesh 200 ft^2 Sorbents Misc. Fasteners, support lines, additional stakes, etc. Personnel 2-3 Workers	• Water depths >5-10 feet • Currents >0.5 kts • Soft substrate	• Minor substrate disturbance at post and shoreline anchor points • High substrate disturbance if boat is not used

Table 23. Summary of Aquatic Protection Techniques (continued)

Technique[1]	Description	Primary Logistical Requirements	Use Limitations[2]	Potential Environmental Effects
L. Exclusion Booming	Boom is deployed across or around sensitive areas and anchored in place. Approaching oil is excluded from area.	Equipment (per 500 feet of boom) 1 Boat 6 anchor systems 750 ft Boom (min.) Personnel 3 Workers plus boat crew	• Currents > 1-2 kts • Waves > 1-2 feet • Water depth >50 feet (anchoring)	• Minor substrate disturbance at anchor points
M. Deflection Booming	Boom is deployed from the shoreline away from the approaching slick and anchored or held in place with a work boat. Oil is deflected away from shoreline.	Equipment 1 Boat 5 Anchor systems Boom (200 feet) Personnel 3 Workers plus boat crew	• Currents >2-3 kts • Waves >1-2 feet • Water depth >50 feet (anchoring) • ·Onshore winds	• Minor substrate disturbance at anchor points • Oil is not contained and may contact other shorelines
N. Inlet Dams	A dam is constructed across the inlet or channel using local shoreline sediments to exclude oil from entering inlet. Dam can be covered with plastic to minimize erosion.	Equipment 1 Backhoe, bulldozer, front-end loader, or set of hand tools 1 Plastic sheeting roll Personnel 2-6 Workers	• Water outflow • Inlet depth >5 feet • Excessive inlet width	• Sediment/vegetation disturbance at borrow areas • Inlet substrate disturbance • Increases suspended sediments • Water in inlet can become stagnant

1 - Technique letter designations correspond to those used in the associated decision guides and the descriptions in Figure 29. Spill containment Technique Selection Guide for Spills to Land and Figure 30. Aquatic Spill Containment and Recovery Technique Selection Guide.

2 - In addition to implementation time and accessibility.

Prioritization of Sensitive Areas for Protection

It is seldom possible to protect large sections of shoreline following a major spill. Limitations of time, manpower, equipment, water currents, and weather conditions will often restrict the number of areas that can be protected. Therefore, if more than one sensitive area is threatened, the setting of protection priorities becomes an important element of a rapid and effective response.

The need to protect a particular sensitive area or section of shoreline is directly related to the following:

- Presence of an environmental, cultural, human use, and/or economical sensitive feature.
- Potential degree of oil impact.
- Relative level of sensitivity (see Section Identification of Sensitive Areas).
- Potential oil residence time.
- Feasibility of effectively implementing a protection technique prior to oil contacting the shoreline.

Figure 45 illustrates how these variables can be combined into a general decision guide for selecting relative protection priorities. Explanations of how each variable influences prioritization are provided below.

Sensitive Features

In addition to the sensitive areas identified in Identification of Sensitive Areas Section, other shorelines may possess certain features that are also considered sensitive. These features, listed in order of relative sensitivity, typically include the presence of the following:

- Light to moderate bird or waterfowl use areas.
- Small marsh or wetland areas.
- Residential or commercial waterfront areas.
- Recreation or high public use areas.
- Boat launching ramps.
- Other similar areas.

Potential Degree of Impact

The potential for oil to make contact with a section of shoreline can be estimated using the information included in the Spill Assessment section. The amount of oil that reaches a shoreline depends in part on the quantity spilled and the cohesiveness of the slick. If the quantity spilled is large, the slick does not break into patches or streamers, and it is headed directly at a section of shoreline, the potential degree of impact would be high. Conversely, if the slick has dispersed into patches, the potential degree of impact could be low. The potential is best determined by trajectory estimates followed by aerial reconnaissance.

Potential Residence Time

The potential oil residence time is primarily dependent on the:

- Degree of impact.
- Type of shoreline sediments.
- Level of exposure to the elements.

In general, higher degrees of impact, coarser, well sorted sediments, and lower levels of exposure to wind, waves, currents, and natural flushing will increase the residence time of the oil on the shoreline. The sediment type can have the greatest effect on residence time as coarser grain sediments usually permit the oil to penetrate deeper into the shoreline but also allow for greater natural flushing and degradation. Finer grained sediments typically inhibit penetration but if oil does become incorporated into the sediments, residence time will increase.

Lower levels of exposure, such as in protected backwater areas or narrow sloughs, will increase the residence time due to the decreased natural flushing action by wind and vessel-generated waves and currents.

Technique Effectiveness

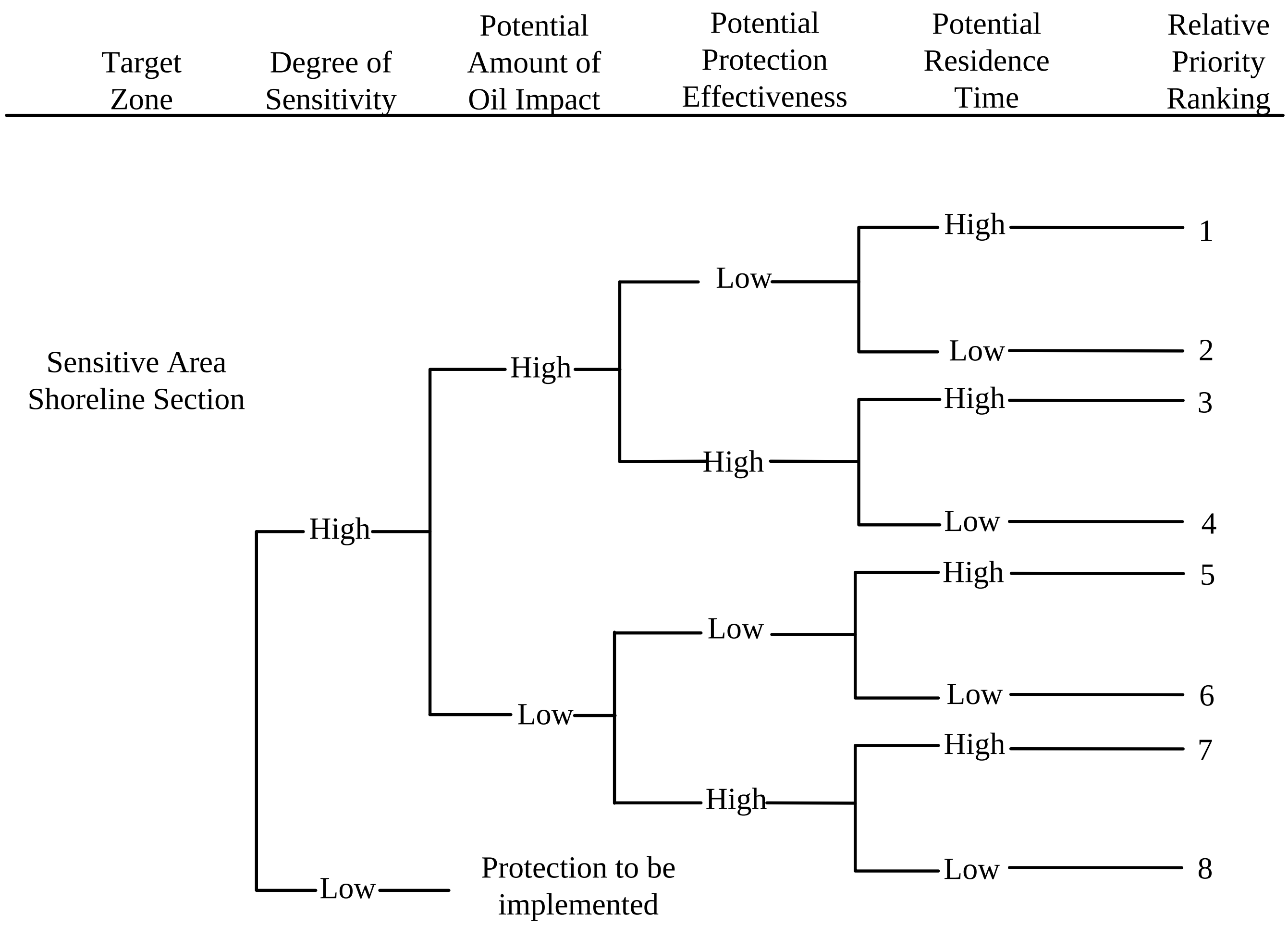
The probable effectiveness or success of protecting a particular area would be evaluated at the time of a spill and is primarily dependent on:

- Current and wind conditions.
- Availability of the required equipment, manpower, and logistics.
- Accessibility of shoreline.
- Time available to implement the technique prior to shoreline contact.

Typically, the probable effectiveness would decrease if high winds and currents were present, only limited manpower, equipment, and logistical support were available, the shoreline was relatively inaccessible, and little time was available prior to shoreline contact.

In this case, protection efforts should focus on other areas with a higher probability of success.

Figure 45. Protection Operation Prioritization Guide



Protection Technique Selection

Selection of an appropriate protection technique depends on a variety of factors including:

- Current speed - Surface currents greater than 1 knot can cause boom failure or entrainment of oil beneath the boom, where booms are placed at right angles to the current. Booms angled into or away from the direction of flow can generally tolerate currents up to 2 to 3 kt before failure occurs.
- Water depth - Depths more than 50 feet can complicate boom anchor placement, whereas depths less than 2 feet can preclude effective boom use.
- Shoreline access - Obstacles (rocks, debris, man-made structures, etc.) in the water or steep or densely vegetated shorelines could limit access and present safety and operational problems.
- Anchor points - Soft bottom substrates can complicate boom anchor placement.
- Safety - High currents, winds, large obstacles, and other dangerous conditions could present safety hazards and preclude certain techniques.

TABLE OF CONTENTS

TABLE OF CONTENTS

SECTION **PAGE**

4.1 Plan Approvals

U.S. Department of Homeland Security
United States Coast Guard

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United States Coast Guard
Marine Safety Unit

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Baton Rouge, LA 70809
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Fax: (225) 298-5408

16455/BRWF33

MAR 26 2010

ExxonMobil Baton Rouge Facility
Attn: Ron Dunham
P.O. Box 551
Baton Rouge, LA 70809

Subj: FACILITY RESPONSE PLAN AMENDMENT APPROVAL LETTER

The amendments submitted for the approved Facility Response Plan (FRP) dated January 26, 2010, are **approved.**

I commend your efforts in maintaining a response plan that reflects your company's operating procedures and organizational structure. I remind you that your plan is a vital working document and that implementing this plan will help ensure effective oil spill response and mitigation. Please be sure that all parties with responsibilities under the plan are familiar with the plans, procedures, and requirements.

ExxonMobil Baton Rouge Facility is prohibited from handling, storing, transporting, transferring, or lightering oil unless it is operating in full compliance with this plan. Compliance includes ensuring that the required resources are available and in place through contract or other approved means and that the exercises required by 33 Code of Federal Regulations (CFR) 154.1055 are being properly conducted. The marine transportation related portion of your facility must have a copy of this plan and we recommend that it be kept alongside the operations manual.

This approval will remain throughout the term of your valid FRP that expires December 04, 2013. You must review your plan annually and resubmit the plan to the U.S. Coast Guard for re-approval six months before the end of this approval period, as required by 33 CFR 154.1065. **You are required to keep a copy of this letter with your plan.** If you have any questions, please contact Petty Officer Adam Foret at (225) 298-5400 ext. 288 or USCG Marine Safety Unit Baton Rouge Facility Department at (225) 298-5400 option 4.

Sincerely,

M. C. Cooney
Lieutenant, U.S. Coast Guard
By direction

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

FEB 17 1995

FRP-06-LA-00014
EXXON BTN RGE REF CMPLX-EXXON REF, MKT BULK TER, EXXON DECK
EXXON COMPANY USA
P O BOX 551
BATON ROUGE, LA 70821-0551

This letter is to notify you that the U.S. Environmental Protection Agency (EPA) has approved your facility's response plan based upon the statutory requirements set forth in the Clean Water Act (CWA) §311(j)(5), as amended by the Oil Pollution Act of 1990. This approval was based upon a technical review of the plan submissions. Please be advised that EPA will continue to monitor your facility's approval status through site inspections and information validation.

On February 17, 1993, EPA proposed a facility response plan regulation, 58 FR 8824, which, pending promulgation of the Final Rule, provided guidance for the preparation of facility response plans. The Final Rule requires facilities to revise their plans to meet more stringent regulations. This approval of your facility's response plan does not mean that your current plan will necessarily satisfy the requirements of EPA's final regulation, nor does it exempt your facility from the requirement to comply with the final rule.

On July 1, 1994, the Agency published the final Facility Response Plan Regulation, 59 FR 34070. You should be aware that pursuant to CWA §311(j)(5), EPA is required to review each plan periodically. To satisfy this requirement, EPA will include your plan on a staggered review schedule. Your company will be advised of the review schedule.

If EPA determines during its next review that the response plan is inadequate, or if EPA acquires information which indicates your response plan is insufficient to manage potential discharges, EPA will require appropriate revisions to your plans. Failure to make such revisions may affect your plan's approved status.

If you have any questions concerning this letter, please contact my office at 214-665-6489.

Sincerely,

Donald P. Smith

Donald P. Smith
Senior On-Scene Coordinator

Recycled/Recyclable

The EPA has not responded to subsequent updates with an approval letter.

U.S. Department
of Transportation
**Research and
Special Programs
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

February 24, 2004

Certified Mail – 7003 0500 0003 5666 5701 Return Receipt Requested

Mr. Ron Dunham
ExxonMobil Refining and Supply Company
P.O. Box 551
Baton Rouge, LA 70821

Re: RSPA Sequence Number 1548 (Baton Rouge Refinery)

Dear Mr. Dunham,

The Research and Special Programs Administration (RSPA) has reviewed the October 22, 2003 revision to the "substantial harm" Facility Response Plan (FRP) referenced above. Your revision does not impair the completeness of your plan with respect to the applicable response planning elements required by 49 CFR 194, *Response Plans For Onshore Oil Pipelines*; we will insert the changes as requested. As a reminder, the next 5-year resubmission of your plan will be due on June 8, 2007.

Please refer to the "RSPA Plan Sequence Number" listed above in all plan-related correspondence, including e-mails. E-mail is the preferred method for submitting inquiries, questions and comments to me at le.herrick@rspa.dot.gov. You can also telephone me at (202) 366-5523 or fax me at (202) 366-4566. Thank you for your cooperation.

Sincerely,

L. E. Herrick
Response Plans Officer

The DOT has not responded to subsequent updates with an approval letter.

4.10 Plan Format and Administration

This plan was originally developed in 1992 following the guidelines and general format included in the U.S. Coast Guard Navigation and Vessel Inspection Circular No. 7-92 and USCG 33 CFR Part 154 due to the absence of EPA regulations at that time. Minor changes were made to the suggested format in those documents to enhance plan functionality and access to key response information as well as to provide additional response information not specifically required by the above regulations and guidelines. The plan was re-written in 1996-1997 to incorporate the "Facility Response Plan" Guidance. Cross-references to the Facility Response Plan Regulations are included in this chapter.

The plan was then re-done again in 2004 to remove the SPCC Requirements.

Plan Updating

The ExxonMobil Refinery Emergency Preparedness Coordinator is responsible for reviewing, updating, and distributing this FRP. The plan will be reviewed and updated in accordance with all applicable regulations [33 CFR 154.1065(a), 40 CFR 112.(g), 49 CFR 194.121]. The plan will be reviewed by responsible personnel in its entirety (with each person reviewing their sections) every 5 years. Any changes will be replaced in the controlled manuals and sent to the regulatory agencies by the Refinery Emergency Preparedness Coordinator or his designee. In the interim, if a user of the plan determines there is an operational change that requires significant update to the plan (i.e. extension of pipeline, addition/deletion of facilities, change in QI, change in OSRO, etc) he will contact the Emergency Preparedness Coordinator who will revise the plan within 30 days. In addition, the plan will be revised as needed to incorporate post-drill and post-incident evaluation results. These revisions are to be sent to each person that has a controlled copy of the plan and to the regulatory agencies.

The Refinery Incident Manager or his designee will review the National Oil and Hazardous Substance Contingency Plan (NCP) and applicable Area Contingency Plans (ACPs) annually and make revisions to this plan as necessary to ensure consistency.

Revision Log

The FRP, which contains USCG, EPA, and DOT requirements, was completed May 1, 1997. The original FRP was approved on December 15, 1997 (See Section 4 Approvals). Any revision after that date has been entered on the Revision Log Sheet (See Table 24).

Plan revision or amendments will be numbered sequentially. The revised section, page number, and purpose of the revision (code or text) will also be entered on the log sheet.

Revision Procedures

All pages in the plan have the preparation date shown in the footer to identify when the information was last revised. Any changes to the text or figures should also include a revision date in the footer. Copies of all revised pages must be distributed immediately to each person on the plan distribution list to ensure all copies of the FRP are current. Pen and ink changes may be made to the plan for minor revisions only such as a phone numbers or minor increases or decreases in response equipment quantities. In this case, a transmittal letter is all that is required explaining the change and instructing the plan holders to enter it into their copies.

In addition, if the revision is a complete redistribution of the entire manual, the certification sheets located in Figure 4.3 must be signed by the appropriate manager and placed in each manual.

4.11 Facility Descriptions

This section provides information specific to the following ExxonMobil facilities:

- Refinery
- Coke Terminal
- Chemical Plant
- Anchorage Tank Farm
- Baton Rouge Terminal
- Port Allen Lubricants Plant
- Interconnecting Pipelines
- Refinery Dock
- Resins Finishing Plant

Information is provided in the following areas as required for each facility by 40 CFR 112.20(h) (EPA-FRP), 33 CFR 154.1035 (USCG-FRP), and 49 CFR 194 (DOT-FRP).

- Facility Description
- Tank car/truck loading/unloading
- Drainage and Spill Containment
- Spill Detection and/or Prevention
- Storage and Diversionary Structures
- Piping
- Transfer Operations
- Inspections/Records
- Security
- Fire Control

These facility descriptions identify all primary components and equipment (e.g., storage tanks, pipelines, etc.) within each facility. The facilities also include ancillary components, such as transformers, that contain smaller quantities of oil. Although these ancillary components are not specifically listed in the facility descriptions, responses to discharges of oil from any of these components shall be conducted in accordance with this plan.

Refinery

Facility Description

The Refinery is located on the east bank of the Mississippi River at river mile 232. It is located in the industrial complex northwest of Baton Rouge at 4045 Scenic Highway in East Baton Rouge Parish. The Refinery is bounded by industrial property on the north, commercial and residential properties on the south and east, and the Mississippi River on the west. The Mississippi River is the nearest receiving body of water.

The Refinery began operations in November of 1909 and began the storage of oil between April and November of that year. Today, the refinery covers about 1,000 acres (excluding the remote tank fields) of level land and employs approximately 2,100 people in a 24-hour a day operation. The Refinery is a thoroughly integrated complex with a crude run of 515,000 barrels per calendar day. The major refinery processes include distillation, catalytic cracking, hydrocracking, reforming, coking, alkylation, polymerization, dewaxing, deasphalting, hydrofining, treating, and blending. Approximately 500 petroleum products and grades of products are produced by the various refining processes and range from propane to residual fuel, asphalt, and coke.

Refinery facilities include more than thirty major process units including tankage, loading facilities, docks, river water clarifiers, office buildings and laboratories. In addition, ExxonMobil Chemical Company has ten process units (Plasticizers, Oxo, Aromatics, PALA, POX, Eagle, Lion, Cat Plant, Poly, and LOLA) as well as storage tanks located within the Refinery which are listed in the tank database maintained by the Environmental Department. Environmental control facilities include a 10,000-gpm wastewater treatment plant, two 5 million-gallon wastewater containment tanks, two storm water basins, a sulfur recovery and tail gas cleanup unit, a catalytic cracking regenerator flue gas scrubber, a marine vapor recovery unit, and a benzene recovery unit. A site plan of the Refinery is provided in Figure 47.

Coke Terminal

ExxonMobil Corporation operates the Baton Rouge Coke Terminal (BRCT) located in Baton Rouge, Louisiana in East Baton Rouge Parish. A Facility Plot Plan is provided as Figure 49.

Petroleum coke comes into the BRCT by railcar from the ExxonMobil refinery. These railcars are moved into a covered area and emptied though the bottom into a concrete-lined underground pit. A conveyor at the bottom of the pit moves the coke to the enclosed crusher where oversize pieces are crushed. From the crusher, the main conveyor takes the coke to the barge to be loaded or, when a barge is not available, to a storage pad to be held in storage piles. When a barge becomes available, a front-end loader moves the coke from the storage piles to a hopper. The hopper feeds a conveyor that transfers the coke to the main conveyor where it is transferred to the barge.

Coke is removed from the process equipment at the refinery using water. The facility does not maintain any stationary combustion sources; all motors are electric. The only combustion sources onsite are mobile vehicles (i.e. a diesel backhoe, a front-end loader, and two railcar moving vehicles). To fuel the mobile vehicles, the BRCT maintains a 600-gallon diesel storage tank.

Thomas Yard

Thomas Yard is the southern railroad spur and is adjacent to the refinery. The area is managed by the Baton Rouge Chemical Plant. Thomas Yard is used for the storage of materials for delivery to and from the facility. Empty cars may also be stored at the site. Up to a maximum of 30 rail cars may be stored with the largest car being approximately 33,000 gallons.

Materials stored in the cars are various chemicals from the Chemical Plant. A list of those possible materials can be found in the BRCP SPCC Plan. All cars are inspected by the railroad company prior to entering the Yard.

Emergency response is provided by the facility. Initial emergency notifications will be made to the Chemical Superintendent. Small leaks (valves) they will be handled by Petroleum Services Corporation. Larger spills will be handled by the ChemNet organization and/or BRRF Emergency Response.

During the course of a day there is normal daily activity within the site that would observe any leaking cars, however this is not documented formally. A formal written inspection is performed during normal working days.

SABRE

The Baton Rouge Refinery's Beneficial Reuse Program consists of an asphalt paving materials manufacturing operation. The operation uses non-hazardous petroleum contaminated soils and concrete rubble from the seven ExxonMobil facilities in close geographical proximity to the Refinery to produce asphaltic paving materials under a program called SABRE (Soils-to-Asphalt-Beneficial Reuse at Exxon). ExxonMobil recycles non-hazardous soils into asphaltic paving products as a preferred environmental alternative to landfill disposal.

Raw materials are collected during construction projects at the seven facilities and the SABRE recycle product is re-used as roadbase or fill at these same facilities. The SABRE equipment is located and operated at a designated site within the Refinery on a recycling pad designed and constructed to specifications contained within the existing Beneficial Reuse Plan.

SABRE is located on the river on the very SW part of the facility. The area has two tanks: 1) 5500 gallon 3% asphalt emulsion and 2) 500 gallon diesel tank. The SABRE area is regularly visited and is inspected per SPCC. Each tank has greater than 110% containment.

Tank Car/Truck Loading/Unloading

The Refinery has ten tank car and tank truck loading racks which handle liquid hydrocarbon: PALA, Lube, Wax, Oxo, NOVA, TEL, Cetane, Additives, Propane, Sulfur and Light Ends. Tank cars and tank trucks are loaded. Some of the racks can service both types of vehicles. The equipment used and procedures followed at the racks meet the requirements established by the Department of Transportation. Large warning signs are used at some racks to prevent vehicle departure before the complete disconnection of transfer lines. Other racks require that ignition keys be retained by the operator to prevent premature vehicle departure before the complete disconnection of transfer lines. Tank cars are loaded during "X" shift but are not removed until "Y" shift. This practice greatly reduces the chance of cars being moved while connected to loading lines. Drains and outlets of cars and trucks are checked before loading is begun. Where necessary, adjustments and repairs are made to prevent the leaking of oil in transit.

External covers are provided for several of the loading/unloading facilities to segregate the loading rack catch basins from storm water use. These are discussed in more detail in the SPCC Plan.

Drainage and Spill Containment

The majority of the Refinery is fairly level, well-drained and not located in a flood area. A spill which spreads out should follow normal drainage patterns (Figure 48) to sewer catch basins which can generally be sealed using covers.

Spills that occur in most of the tank field areas and the loading racks will likely occur inside diked areas in tank fields. If a significant spill occurs and remains undetected, it will eventually flow to the catch basins inside the dikes which are connected to the Refinery sewer system. Once the spill is discovered, the catch basin may be sealed, providing complete containment within the dike. The spilled material will then be recovered by vacuum truck and the affected area cleaned up.

Spills occurring at process units will generally reach catch basins more quickly than in tank fields because these areas are paved. They have considerably more employee traffic than the tank fields which usually leads to rapid identification of spills or discharges of oil. After a spill has occurred at a unit, the catch basins will be sealed as appropriate. In addition to being paved, process units usually have curbs or toewalls around the equipment which limit spill spreading. Further containment can be achieved through the use of temporary berms. Once contained, the spilled material will be recovered by vacuum trucks and the affected areas cleaned up.

Areas around pipebands have a somewhat smaller spill potential. Spills in these areas would be contained by sealing catch basins and using temporary berms. However, areas adjacent to paved streets under pipebands are generally not paved and may be very irregular. Vacuum trucks would be used for initial recovery followed by washing of the unit. Depending on the degree of irregularity, significant manual labor may be required in the use of sorbents, mops, and other equipment.

The Refinery maintains a fleet of contractor vacuum trucks, with at least one driver on call 24 hours a day. In a normal day, several trucks can be diverted to a spill. Portable sump pumps can be used with the trucks to expedite recovery operations. Water streams can be used for washing the area and collecting the remaining oil. Disposable sorbents (kept in plant inventory) can be used for the final cleanup.

There are five below ground sewer systems in the refinery. Centrifugal pumps were installed upstream of the API separators in 1994 to route normal sewer flow to the wastewater containment tanks. Any spilled oil that makes its way to these centrifugal pumps will also be routed to these same tanks up to the capacity of the pumps. The separators (main bays) in the refinery no longer meet the definition of API separators since they no longer function for primary waste water treatment. However, for the purposes of describing the refinery sewer system, the term API separator(s) may be used since the bays still exist. Recovered oil from the waste water containment tanks is then sent to specific tankage assigned to the Refinery slop system. If additional volume is then required, the slop tanks can be pumped at a rate of 500 barrels per hour to make room for additional slops.

Every attempt will be made to pump the spilled material to the wastewater containment tanks from the sewer systems. Any spilled material that cannot be handled by these centrifugal pumps will be diverted to the 24 million-gallon Rain Basin-1 or, as an absolute last resort, diverted to the 15 million-gallon Rain Basin-2. Diversion to the rain basins is a last resort response. Any spilled oil that reaches the rain basins can be collected with vacuum trucks or surface oil skimmers. RB1 and RB2 are the only spill containment surface impoundments.

Spill Detection and/or Prevention

The Refinery is designed for the quick detection and prevention of problems. Written procedures cover all aspects of the operation of process units. Operational procedures and practices, including the flushing and draining of sample lines to collection pails or pump-out systems, are followed to prevent or minimize spills and discharges to the Refinery sewer system.

Set procedures are also followed for tank and equipment cleaning. When a piece of equipment is disconnected, catch pans are utilized to contain any residual oil which may drain from the equipment or the line. Minimum displacement valves and recycle lines which do not require displacement of sample line oil, have been installed in many locations throughout the Refinery.

All critical and most non-critical instruments are monitored from control houses or centers. Some equipment items, such as furnaces, automatically shut down when certain set values are exceeded. Control valves are set to fail in the safe position should instrument air pressure be lost. Unit equipment is protected by safety valves.

A spill to the sewer system would be detected promptly by Refinery personnel or detection systems. Effluent quality is closely monitored through the on-line analysis and the regular collection and analysis of composite and grab samples.

Wastewater treatment operating personnel make frequent observations of the wastewater treatment facilities as part of their normal duties to ensure that its operation is acceptable and that no undetected upsets have occurred. The full-time wastewater treatment operator visually inspects the mainline sewers several times each shift. The continuing surveillance provided by the controller, the operators, the assistant operators, the wastewater treatment personnel and other employees is a key element is early spill detection.

The Pollution Control Group is responsible for monitoring and auditing the Upstream Sewer Surveillance Program. Their main responsibilities include unit inspections, troubleshooting, and monitoring effluents. This team routinely checks sewers and process units for spills, leaks, and other conditions which can lead to discharges or spills. When upsets or unusual conditions are detected anywhere in the wastewater system, this group tracks back through the various sewer systems to find the source of the problem. Based on their findings, appropriate corrective action is taken.

Roughly twenty percent of the Refinery storage tanks have internal steam heating coils for maintaining minimum temperatures of certain materials. Much of the steam condensate in the Refinery is recovered and reused. Condensate which is not recovered goes to the Refinery sewer. Leakage of oil into a heating coil poses no pollution problem since the condensate is handled and treated in the same manner as other waters routinely produced in Refinery operations. If a problem is suspected, the coil can easily be pressure tested to confirm the existence of a leak, and corrective action can be taken as appropriate.

Refinery bulk storage tanks, spheres and spheroids are equipped with level measuring instruments. Varecs are used almost exclusively. All gauges have local readouts, and the vast majority of those gauges are wired to operations control centers. All gauges are checked for operation and accuracy periodically by operations personnel. This procedure is incorporated into the shift operating orders. All problems are logged in an effort to identify any gauges with recurring malfunctions. High level pump cutoffs are not used. However, high level alarms are used on all spheres, spheroids, and on tanks in critical service. The alarms trigger annunciators which are constantly manned operating posts. In addition, frequent attention is given to tank instrumentation by operations personnel. An advanced real-time computer monitoring system provides hourly computer printouts of tank levels.

Several major steps have been taken to protect against tank overfilling. Every area control center and several operator buildings have monitors from the advanced computer system for monitoring tank levels. The computer can display up to 20 tanks simultaneously, including their current level, emergency levels, target level, and direction of movement (filling or emptying). During the installation of this monitoring system, each level gauge was overhauled and new wire was used to connect each tank to the control center. Also, alarms were installed to signal initial movement in a tank. This alarm signals the operator to verify that the correct tank is being filled or emptied. Alarms are also provided to detect drastic changes in tank levels which may be caused by a hung level gauge suddenly freeing or other indication of mechanical trouble or leak. These alarms help ensure that the level measurement equipment is kept in reliable working condition. In addition to the advanced monitoring system, independent high level alarms are installed on approximately 150 tanks containing low flash materials.

Operators of DOT pipelines follow procedure P-195.402(d) in the DOT Pipeline Operations and Maintenance Manual to detect and respond to abnormal operations in order to prevent a substantial threat of a worse case discharge resulting from an abnormal operation. These abnormal operations include: unintended valve closure or pipeline shutdown, increase or decrease in pressure or flow rate outside normal operating limits, loss of communication and operation of a safety device.

Storage and Diversionary Structures

Bulk storage is approximately [redacted] (b) (3), (b) (7)(F), excluding the remote tank fields. Normal daily throughput is 515,000 barrels per day. The storage tank areas within the refinery are divided into several fields depending on location and product stored. These tank farms or fields include the:

- Knox Field (gasoline)
- Zone I Area (distillate)
- Zone II East Area (miscellaneous products)
- East Area (miscellaneous products)
- Specialties (lube oils)

The facility has approximately 450 atmospheric bulk storage tanks and 12 spheres, spheroids and hemispheroids under pressure. New tanks are constructed in accordance with applicable API codes. Storage vessels designed for a pressure of 15 psia or greater are built to applicable ASME codes. Vessel designs consider maximum and operating temperatures and pressures, compatibility of stored material, and construction materials. All tankage is carbon steel constructed with special grades or alloys used when required. The older tanks in the Refinery are predominantly of riveted construction, while tanks erected since the early 1930's have all been welded. Only approved contractors are used for tank construction. All phases of the construction are closely monitored and inspected by ExxonMobil personnel. Welds receive X-ray examination as the tank is being built. All welders and welding procedures must receive approval and certification. In addition to the tank itself, careful consideration is given to the foundation with complete excavation and backfilling when necessary.

There are Tanks in the Refinery that are not diked but do not pose significant pollution or safety problems. The materials stored are viscous and will normally not travel very far or very rapidly if leaked or spilled. Although secondary containment does not exist in the form of dikes, a spill can be contained in the Refinery sewer and oil/water separation facility. Any spill in this area would also be noticed quickly because of the location. Due to the natural grade of the area, a spill could not leave Refinery property.

The Refinery does not have any buried or partially buried bulk hydrocarbon/oil storage tanks. All bulk storage is aboveground (see Section 5). However, three small underground tanks do exist that do store hydrocarbons. These UST's are operated consistent with UST regulations to prevent leaks and spills. It is not expected that buried or partially buried tanks will be used in the future.

Tanks are periodically removed from service for cleaning and maintenance. The frequency of this work varies with the past history of a tank and the service in which it is being used. Much of the time maintenance is of a preventive nature; tanks are taken out of service on schedules. Typically, a maintenance supervisor has specific responsibility for offsite tankage. Tanks are painted for protection against corrosion and weathering. The bottoms of some tanks are cathodically protected. These systems are also included in maintenance work lists. Leaks and other problems which occur are corrected.

When bulk storage tanks are idle for an extended period of time, unused nozzles (those without connected piping) are blanked off on all tanks without regard to the tank's state of service. Normally, tanks can be drained only through their suction lines.

Mobile or portable storage tanks are typically not used by the Refinery. All bulk storage is permanent, fixed-position tankage. However, contractors working within the Refinery frequently do use portable storage tanks for fueling or storage purposes. These tanks may contain as much as 500-1,000 gallons of gasoline or diesel fuel. The location of these tanks must be approved by a Refinery construction supervisor. Consideration is given to the potential safety and pollution risks associated with the location. The potential for pollution is very low since these tanks should be placed in acceptable locations. I f a spill should occur, the substance could be contained at the site or drain to the Refinery sewer system.

Inspections/Records

The field-erected aboveground storage tanks will be inspected and non-destructive integrity tested in accordance with API Standard 653. The Facility will conduct external and internal inspections for the aboveground storage tanks as follows:

- **Routine In-Service Inspection (API 653, Section 6.3.1) –** Visual inspections are performed by facility personnel at an interval not to exceed one month. A site-specific inspection task (Tank Walk-Around Task) has been developed for the Refinery. This task documents when the visual inspection was performed, who performed it, and if any problems were found. This is tracked in the ExxonMobil Tiger System. The Marketing Terminal and BRFP information is retained via paper.

- **External In-Service Inspection (API 653, Section 6.3.2) –** Visual external inspections are performed by or under that direction of an API 653 Authorized Inspector at least every five years.
- **Internal Inspections (API 653, Section 6.4) –** All tanks are given an internal inspection by or under the direction of an API 653 Authorized Inspector at the intervals defined by API 653, Section 6.4.2 or 6.4.3.

The basic approach for inspection procedures and record keeping is guided by the ExxonMobil's inspection guidelines. Thorough records are maintained in the plant's file system. These records include construction specifications, ultrasonic thickness measurements and subsequent inspections and repairs. The schedule of tank inspections is retained with the refinery's business teams. The schedule is maintained as usual and customary business records and shall be made available upon request. A regular schedule of inspections is set based on general service conditions and performance history. Any inspection not made on schedule will be properly recorded in an equipment plan and will be highlighted to management via routine stewardship activities.

Shop-fabricated bulk storage tanks are mounted on leak prevention barriers (e.g., concrete) or are elevated where all product-retaining surfaces are visible (i.e., the container has no contact with the ground) to ensure any leaks are immediately detected. These tanks are visually inspected at an interval not to exceed one month. The visual-only inspection shall assess the containers' exterior surfaces checking for leaks, shell distortions, signs of corrosion, paint coating deterioration, and malfunctioning of appurtenances. Facility personnel knowledgeable of facility operations, the container and the characteristics of the product stored shall conduct this inspection. If deterioration, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition. . The routine in-service visual inspections are documented using Tiger checklist.

The portable bulk storage containers (drums, totes, etc.) in dedicated container storage areas (Satellite Accumulation Areas, Garage, Transportation Building, Shop, Warehouse, etc. except for Container Storage Area), are inspected as part of the operator's normal rounds because these containers are under constant surveillance by facility personnel. The routine in-service visual inspections are documented by exception (e.g., noted on a Job Ticket). If deterioration, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition.

The container storage areas are inspected at an interval not to exceed monthly. The routine in-service inspections are documented by geographic operating areas instead of by individual containers. The visual-only inspection shall assess the containers' exterior surfaces checking for leaks, shell distortions, signs of corrosion, paint coating deterioration, and malfunctioning of appurtenances. Facility personnel knowledgeable of facility operations, the container and the characteristics of the product stored shall conduct this inspection. If deterioration, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition. The routine in-service (Tiger Task) visual inspections are documented by area using the checklist.

The BRRF also regularly maintains 28-30 satellite accumulation areas throughout the site. These areas are regularly inspected and volumes are small. At least once per month, all containers are formally inspected for leaks at satellite accumulation areas and in the less than 90-day storage areas (e.g. 55-gallon drums, roll-off boxes, and any other oil containers in the designated area). Confirmation is obtained to whether the containers are in good general condition. Documentation of the inspection is with a paper or electronic signature. Established procedures for reporting leaks or other areas of concern (RCRA requirements for accumulation/storage of hazardous waste) is by submitting proper work requests.

API 650 tanks that are out of service (idle)[1] but not permanently closed[2] shall be deferred from the tank integrity testing and inspection program if the tank does not contain any residual oil. The tank shall be integrity tested prior to placing the tank back into service, if the testing schedule has expired.

Tanks that are in-service (idle) shall continue to be inspected under the tank integrity testing program if the tank contains any residual oil. In service (idle) tanks are tanks that are currently not in operation, contains sludge and oil in the tank, and associated piping may/may not be connected to the tank.

API Standard 653 (Section 5, Third Edition, 2001 or equivalent section from most recent edition) is used for brittle fracture evaluation for all API 650 field-erected aboveground tanks that undergo a repair, alteration, reconstruction, or a change in service.

Working tanks that have automatic gauging systems are checked once per quarter against automatic read-out to ensure accuracy. Any discrepancies are checked by the Mechanical Department and repaired as required. Information on the level gauges is maintained in Operation's files.

Any alarm failure must be fixed prior to receipt, or if not, alternate safety procedures requiring management approval must be employed. Inspection information on the alarm testing is maintained in the operation's files.

Integrity and leak testing will be conducted at the time of installation, modification, construction, relocation, or replacement of buried piping to be put into oil service. As a minimum, the initial testing will only be conducted on the specific piece or length of piping that is newly installed, modified, relocated or replaced. Such testing will follow ASME B31.3, Section 345 for new installations, or API 570, Section 8.2.6 for existing buried piping modifications, relocations or replacements.

Integrity and leak testing records will be maintained for purposes of documenting piping design and repair activities. Record retention is for a minimum of 5 years per ASME B31.3, Section 346. SPCC required records will be kept at the facility.

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[1] Out-of-service tanks are tanks not in use, cleaned and either likely to be back in use. Associated piping is disconnected from the tank and blanked off and all valves are closed and locked.

[2] *Permanently closed* means any container or facility for which: (1) All liquid and sludge has been removed from each container and connecting line; and (2) All connecting lines and piping have been disconnected from the container and blanked off, all valves (except for ventilation valves) have been closed and locked and conspicuous signs have been posted on each container stating that it is a permanently closed container and noting the date of closure.

If a section of buried line in oil service is exposed either unintentionally or exposed due to a non-related construction or maintenance activity, the exposed piping will be examined for deterioration by facility personnel knowledgeable of facility operations, the piping, and the characteristics of the product transferred. The external examination will include a visual inspection the external surface of the piping and or coating for leaks, pipe deformations or dents, deteriorated or damaged coating, and paint/coating concerns beyond light surface rust and minor paint chipping.

If a section of buried line is exposed specifically for inspection, maintenance or repair, the exposed piping will be examined for deterioration by or under the direction of an API authorized inspector. The external examination (adapted from API 570 Section 9 "Inspection of Buried Piping", Section 9.1.6(c) will include a visual inspection of the external condition of the piping. If the coating is deteriorated or damaged, it should be removed in that area to visually examine the condition of the underlying metal.

If deteriorated coating, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition. Repairs/alterations will follow API 570 Section 9.3 *"Repairs to Buried Piping Systems*", where applicable.

Inspection documentation is not provided for either unintentional or intentional exposure of piping unless deteriorated coatings or corrosion are found and corrective action is taken. The Facility will maintain permanent and progressive records documenting deteriorated coatings or corrosion damage findings and corrective action. *ExxonMobil Americas Refining Inspection Manual* provides a checklist for documentation of exposed piping. SPCC required records will be kept at the Facility.

The scope of aboveground piping inspections is limited to piping in oil service that is outside the unit battery limit, including inter-unit piping. Inside battery limit (IBL) piping is excluded from the SPCC inspection requirements because the IBL piping is associated with manufacturing equipment (e.g., process vessels) and is also regulated under OSHA 29 CFR Part 1910.119, *Process Safety Management of Highly Hazardous Chemicals*.

Routine observations of aboveground piping, valves and appurtenances will be performed for piping as required in the LDAR program. Visual observations will be periodically conducted (e.g., daily to monthly depending on service and location) by the plant operators as part of their normal rounds to check for leaks and obvious corrosion. If piping deterioration, corrosion, or leaks are found, additional examination and corrective action will be taken as indicated by the magnitude of the condition. The external in-service, visual observations will be documented by exception. Documentation (e.g., work orders, operator logs, etc.) will be noted where deteriorated coatings, corrosion, or leaks are found and corrective action is required.

The plant also has an inspection program designed to monitor piping integrity. External in-service inspections will be performed at intervals based on the API 570 piping classifications. The external in-service inspection program shall follow API 570, Section 5.4.3 and Appendix D. The inspection shall be performed at intervals in accordance with API 570, Section 6.4. The inspection shall include a visual observation of the pipe's exterior surface checking for leaks, damage, distortions, corrosion, and paint coating deterioration. The inspection shall also assess the general condition of items, such as flange joints, expansion joints, valve glands and bodies, general alignment and supports, and locking of valves. The external in-service visual observation will be documented using the procedures described in the Global Inspection Practices. The visual external inspection shall be performed by or under the direction of an API Authorized Inspector. The schedule of piping inspections is retained in the refinery's inspection data management system. The schedule shall be maintained as usual and customary business records and shall be made available upon request.

Any repairs or alterations will be done in accordance with API 570 Section 8, *"Repairs, Alterations, and Rerating of the Piping Systems*, where applicable.

Records will be maintained for purposes of piping inspection and repair history. The facility will retain permanent and progressive records documenting inspection results, any deteriorated coatings, corrosion findings and leaks, and corrective action taken. SPCC required records will be kept at the facility.

A leak inspection of the Refinery pipe bands are conducted weekly and documented with a signature. This is done in addition to normal process rounds.

LPDES permits LA 0005584 (BRRF) and LA 0005683 (ATF) require weekly and monthly monitoring requirements for key pollutants discharged in the Refinery's effluent. The monitoring results are documented in Discharge Monitoring Reports (DMRs) submitted to the State each month following the end of each reporting period.

Plant personnel conduct formal (Tiger Task) monthly visual inspections of the facility to check the following: piping, equipment and tanks for leakage; soils for staining and discoloring; and accumulations of storm water in the diked areas (more frequent informal walk-around observations are conducted but are not documented.)

Process unit equipment receives regular inspection and maintenance. ExxonMobil inspectors are assigned to specific process units. All equipment is considered for inspection during unit turnarounds. The degree of inspection will vary with the equipment's history and service. A visual inspection in the field may suffice, or an extensive examination in the mechanical shop may be required. Suspect equipment is kept under close surveillance and critical properties are monitored. Some equipment can be bypassed and removed from service for more extensive inspection while unit operations continue.

The Coke Terminal, Saber and Thomas Yard are not included in the Tiger Task inspections for SPCC. These areas conduct their own monthly inspections.

Security

(b) (7)(F), (b) (3)

[redacted]

(b) (7)(F), (b) (3)

[redacted]

Figure 47. Refinery-Site Plan

(b) (7)(F), (b) (3)

[redacted]

(b) (7)(F), (b) (3)

[redacted]

(b) (7)(F), (b) (3)

[redacted]

Figure 48. Refinery-Drainage Diagram

(b) (7)(F), (b) (3)

[redacted]

Figure 49. Baton Rouge Coke Terminal Plot Plan

(b) (7)(F), (b) (3)

[redacted]

Chemical Plant

The Chemical Plant is located approximately one mile east of the Mississippi River at river mile 232 north of the City of Baton Rouge and parish of East Baton Rouge. It is situated in an industrial area of Baton Rouge. The plant is bounded on the north by the Monte Sano Bayou, on the east by Scenic Highway, on the south by Gulf States Utilities Road and ExxonMobil Baton Rouge Refinery, and on the west by the Louisiana and Arkansas Railroad. Some Chemical Plant operations and storage tanks are physically located within the boundaries of the ExxonMobil Baton Rouge Refinery immediately to the south of the Chemical Plant.

The Chemical Plant is an onshore petrochemical manufacturing plant that began operation and oil storage in April 1941. The plant processes petrochemical distillates and light hydrocarbon gases into a wide variety of petrochemical products including ethylene, propylene, butadiene, benzene, methyl ethyl ketone, alcohols, plasticizers, acetates, synthetic elastomers, and others. The Chemical Plant also includes a full scale laboratory (CPLab) for supporting the manufacturing facilities and a Chemical Technology Development Laboratory (CTDL) for evaluating new product and process technology developments and providing manufacturing support.

A listing of tanks is maintained by the Environmental Department and can also be found in this plan in Section 5

A map of the Chemical Plant showing facility and oil storage tank locations is provided in Figure 50. The nearest receiving water for the Chemical Plant is the Monte Sano Bayou which borders the plant to the north and flows to the Mississippi River. The Mississippi River borders the Refinery on the west side and is the nearest receiving water for the tanks within the refinery.

Thomas Yard

Thomas Yard is a railroad spur south, but adjacent to the Baton Rouge Refinery (See Figure 52). The area is managed by the Baton Rouge Chemical Plant. Thomas Yard is used for the storage of materials for delivery to and from the facility. Empty cars may also be stored at the site. Up to a maximum of 30 rail cars may be stored with the largest car being approx 33,000 gallons.

Materials stored in the cars are various chemicals from the Chemical Plant. A list of those materials can be found in the SPCC plan. All cars are inspected by the railroad company prior to entering the yard.

Emergency response is provided by the facility. Initial emergency notifications will be made to the Chemical Superintendent, which is the QI. Small leaks (valves), will be handled by Petroleum Services Corporation. Larger spills would be handled by the ChemNet organization and/or ELIRT.

During the course of a day there are personnel within the site that could observe any leaking cars. These leaks would not be formally documented.

Tank Car/Truck Loading/Unloading

There are specific areas at the Chemical Plant where various products are loaded and unloaded from tank trucks and rail cars. The tank truck and rail car loading areas are equipped with containment systems that will hold the maximum capacity of any single compartment of a tank truck or railcar loaded or unloaded at the plant.

Drainage from loading racks is designed so that spills flow into the process sewers. The spill would then flow to the oil/water separator and to the plant's advanced wastewater treatment (AWT) facility. The process water sewer system is designed to handle spills of oil and other materials handled onsite. It is constructed of concrete and other oil-resistant materials. The detention capacity of the oil/water separator in this system can easily hold the largest expected spill from the loading racks. In addition, there is significant detention volume in the sewer lines and other waste water treatment facilities.

Loading/unloading procedures meet the minimum requirements and regulations of the Department of Transportation. A written checklist procedure is followed for loading operations. For tank trucks, the wheels are chocked, the hand brake is set, and the keys are removed from the ignition. The driver and all personnel are required to get out of the truck during the loading but to stay within 25 feet of the operation. For tank cars, warning signs are placed at least 30 feet ahead of the cars, wheels are chocked, and the hand brake is set. After loading is completed, transfer lines are disconnected from both tank cars and tank trucks and they are carefully inspected before safeguards are removed. An interlocked warning light, a physical barrier system, or warning signs are provided in loading/unloading areas to prevent vehicular departure before transfer lines are disconnected. Before departure, drains and outlets on tank trucks and tank cars are checked for leakage. These are further covered in the SPCC Plan.

Drainage and Spill Containment

A drainage plan of the Chemical Plant is shown in Figure 51.

The Baton Rouge Chemical Plant has a wastewater treatment plant that removes better than 95 percent of the organic contaminants from the process wastewater. In order to achieve this high efficiency, it was necessary to minimize the hydraulic loading on the treatment plant. This is accomplished by draining rainfall runoff from normally clean areas of the plant to a non-process sewer system which flows directly to the Monte Sano Bayou. This system includes the Avenue "J" and Avenue "E" Storm Sewers and the Avenue "C" and Avenue "H" Diversion Sewers.

The Chemical Plant's secondary containment and surface drainage control systems are designed to collect, contain, and/or treat all process wastewater, storm water run-off from process areas, and spills that may occur within the Chemical Plant. Spills and storm water run-off from chemical plant storage tanks within the adjacent Refinery are handled by their secondary containment and drainage control systems. The remainder of this section applies to drainage and containment from the Chemical Plant (North of GSU Road), and any Chemical Plant facilities and storage tanks located in the Refinery are addressed in the Refinery "Drainage and Spill Containment" Section.

All oil storage tanks, process areas, and tank truck and rail car loading/unloading areas within the Chemical Plant have some form of secondary containment, either containment dikes, curbs, or nearby process sewer inlets.

Most of the large storage tanks located in the Chemical Plant are diked. Drain lines from diked areas to the process or non-process sewer systems have gate valves which are kept closed. The contents of the diked areas are inspected before being drained to the sewers. Manual pumps are used if liquid stored in a diked area which normally drains to a non-process sewer must be directed to the process sewer system for treatment.

All surface drainage from process or loading areas is directed by curbs to a process water sewer system. This system is designed for the collection and containment of surface runoff from these areas, which includes spills, and the diversion of such runoff to the oil/water separator and AWT.

Drainage from non-process areas such as roads and roofs flow to one of the following:

1. Two diversion sewers (Ave "C" and "H") which flow directly to Monte Sano Bayou.
2. Two storm sewers (Ave. "J" and "E") which, during dry weather, flow to the oil/water separator with a detention capacity of 116,000 gal. (2,760 bbl.), but which are diverted to the bayou during rain storms.
3. The bayou in areas covered by the Storm water Pollution Prevention Plan.

The non-process sewer outfalls that typically have flow are monitored for pH and TOD to allow for early detection of problems and implementation of countermeasures. Intermittent non-process sewer outfalls are monitored once per week when water is present in the system and being discharged to the bayou.

In dry weather, spill control valves in the Ave. "J" sewer and the MBLA/TFLA area are used to direct water flow to the process water sewer system. Valve status is set and logged in the Environmental Unit diversion sewer log, every Monday or as weather conditions change. The Avenue “E” Storm sewer has a sump preceding its outfall which pumps flows under 600 gpm to the oil/water separator. Pumps have been installed in key locations in the Avenue “C” Diversion Sewer to capture dry weather contamination, if any exists, and transfer it to the process sewer. These sewer systems will drain directly to the bayou via their outfalls during a significant rainfall.

Toe walls and curbs direct flow to process sewers in undiked areas where oil spills may occur. An oil/water separator collects drainage from the process sewers and recovers the insoluble material. Following the separator, the water goes to AWT where soluble materials are biologically treated.

The procedure for supervising the drainage of rainwater from secondary containment into a storm drain or an open watercourse is covered in the Baton Rouge Chemical Plant Document Management System, Wastewater Management Standard No. 109. Valves are installed in the sewer lines from the diked areas and can be opened only after authorization from the Infrastructure Operations Shift Foreman. Operating unit personnel must inspect and obtain a sample from each diked area, take it to the Chemical Plant Lab for TOD and pH analyses, and report the results to the ICC Shift Foreman. The foreman will authorize drainage to a non-process sewer if laboratory results are within the permit limits. After the diked area is drained, the drain valve must be re-blocked and its status must be reported to the Infrastructure Shift Foreman as being closed. If the lab results are not acceptable for draining to the non-process sewer, the ICC Shift Foreman will specify an alternate disposition such as manual pumping to the process sewer system.

Spill Detection and/or Prevention

ExxonMobil Chemical has implemented several systems to provide for the rapid detection of spills from storage tanks and other areas within the facility. These systems involve both the use of automated equipment and standard procedures for detecting actual and potential spills from the storage tanks and non-process areas of the Chemical Plant. Each of these systems is described below.

Most storage tanks are provided with a minimum of one automatic level gauging instrument which is readable locally at the base of the tank and, in some cases, is monitored remotely from a central control station. Tanks that are remotely monitored are typically equipped with an independent high level alarm which is set to allow personnel sufficient time to stop flow without exceeding the safe fill level of the tank. Similar high level alarms are also provided on each atmospheric storage tank that handles material with a flash point of 100°F or lower. The alarms are located so they are audible to personnel controlling the filling of the tank. Automatic high level cutoffs are also fitted to pumps used to transfer oil into selected tanks.

In addition to the level gauges described above, each tank is equipped with provisions for manual gauging. Manual gauging is conducted periodically for inventory control purposes and to calibrate the local and/or remote gauging equipment. The high level alarms are usually triggered manually on a periodic basis to ensure they are functioning properly.

Another form of discharge detection is the monitoring of the process and non-process sewer outfalls. The treated effluent from AWT (outfall 001) and the Avenue "C" and "H" diversion sewer outfalls are continuously monitored for TOD, pH and flow. Outfall No. 001 is also monitored for oil and grease daily. Ave. "J" and "E" storm sewer outfalls have intermittent flow and are monitored for total oxygen demand (TOD) and pH once per week during periods of discharge. In addition, frequent visual inspections of the outfalls are conducted to check for the presence of oil or unusual conditions.

Storage and Diversionary Structures

The Chemical Plant utilizes numerous bulk storage tanks for the storage of process materials and intermediate and finished products (see Section 5). Most of the large storage tanks at the Chemical Plant are surrounded by dikes to provide secondary containment in the event of a tank failure or overflow. Many of the smaller tanks are located in process unit areas which drain to the process sewers and oil/water separator; therefore, they are not equipped with containment dikes. There is no uncontrolled drainage from the diked or process areas within the Chemical Plant boundaries into open waterways.

Atmospheric tank design is consistent with API Code 650. Pressure vessel design is consistent with ASME Standards. Construction materials are suitable for the oils stored within the vessels and tanks. Fail-safe engineering features for this equipment include: high level alarms, high level pump cutoffs, computer controls, radio communication, and other controls where appropriate.

Dikes are constructed according to ExxonMobil Engineering Basic Practices 9-1-1 and 9-3-1. Construction materials are normally earth or concrete. Most dikes have volumes adequate to hold the contents of the largest single tank plus at least a six-inch rainfall.

Inspections/Records

The field erected aboveground storage tanks will be inspected and non-destructive integrity tested in accordance with API Standard 653, Section 6. The facility will conduct external and internal inspections for the aboveground storage tanks as follows:

- Routine In-service Inspection (6.3.1) - Visual inspections are performed by facility personnel at an interval not to exceed one month. A site-specific inspection task (Tank Walk-Around Task) has been developed for the Plant. This task documents when the visual inspection was performed, who performed it, and if any problems were found. This is tracked in the ExxonMobil Electronic Task Book.
- External In-Service Inspection (6.3.2) - Visual external inspections are performed by or under that direction of an API 653 Authorized Inspector at least every five years.
- Internal Inspections (6.4) - All tanks are given an internal inspection by or under the direction of an API 653 Authorized Inspector at the intervals defined by API 653, Section 6.4.2 or 6.4.3.

The basic approach for inspection procedures and record keeping is guided by the ExxonMobil's inspection guidelines. Thorough records are maintained in the plant's file system. These records include construction specifications, ultrasonic thickness measurements and subsequent inspections and repairs. The schedule of tank inspections is retained with the Inspection Department. The schedule shall be maintained as usual and customary business records and shall be made available upon request. A regular schedule of inspections is set based on general service conditions and performance history. Any inspection not made on schedule will be properly recorded in an equipment plan and will be highlighted to management via routine stewardship activities.

Shop-fabricated bulk storage tanks are mounted on leak prevention barriers (e.g., concrete) or are elevated where all product-retaining surfaces are visible (i.e., the container has no contact with the ground) to ensure any leaks are immediately detected. These tanks are visually inspected at an interval not to exceed one month. The visual-only inspection shall assess the containers' exterior surfaces checking for leaks, shell distortions, signs of corrosion, paint coating deterioration, and malfunctioning of appurtenances. Facility personnel knowledgeable of facility operations, the container and the characteristics of the product stored shall conduct this inspection. If deterioration, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition. The routine in-service visual inspections are documented using the Electronic Task Book.

The portable bulk storage containers (drums, totes, etc.) in dedicated container storage areas are inspected as part of the operator's normal rounds because these containers are under constant surveillance by facility personnel. The routine in-service visual inspections are documented by exception (e.g., noted on a Work Ticket). If deterioration, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition.

The container storage areas are inspected at an interval not to exceed monthly. The routine in-service inspections are documented by geographic operating areas instead of by individual containers. The visual-only inspection shall assess the containers' exterior surfaces checking for leaks, shell distortions, signs of corrosion, paint coating deterioration, and malfunctioning of appurtenances. Facility personnel knowledgeable of facility operations, the container and the characteristics of the product stored shall conduct this inspection. If deterioration, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition.

The BRCP also regularly maintains satellite accumulation areas throughout the site. These areas are regularly inspected and volumes are small. At least once per month, all containers are formally inspected for leaks at satellite accumulation areas and in the less than 90-day storage areas (i.e., 55 gallon drums, roll-off boxes, and any other oil containers in the designated area). Confirmation is obtained to whether the containers are in good general condition. Documentation of the inspection is with a paper or electronic signature. Established procedures for reporting leaks or other areas of concern (RCRA requirements for accumulation/storage of hazardous waste) is by submitting proper work requests.

API 650 tanks that are out of service (idle)[1] but not permanently closed[2] shall be deferred from the tank integrity testing and inspection program if the tank does not contain any residual oil. The tank shall be integrity tested prior to placing the tank back into service, if the testing schedule has expired.

Tanks that are temporarily idle shall continue to be inspected under the tank integrity testing program if the tank contains any residual oil. In service (idle) tanks are tanks that are currently not in operation, contains sludge and oil in the tank, and associated piping may/may not be connected to the tank.

API Standard 653 Section 5 is used for brittle fracture evaluation for all API 650 field-erected aboveground tanks that undergo a repair, alteration, reconstruction, or a change in service.

[1] Out of service tanks are tanks not in use, cleaned and likely to be back in use. Associated piping is disconnected from the tank and blanked off and all valves are closed and locked.

[2] *Permanently closed* means any container or facility for which: (1) All liquid and sludge has been removed from each container and connecting line; and (2) All connecting lines and piping have been disconnected from the container and blanked off, all valves (except for ventilation valves) have been closed and locked, and conspicuous signs have been posted on each container stating that it is a permanently closed container and noting the date of closure.

Working tanks that have automatic gauging systems are checked once per quarter to ensure accuracy. Any discrepancies are checked by the Mechanical Department and repaired as required.

Any alarm failure must be fixed prior to receipt, or if not, alternate safety procedures requiring management approval must be employed. Inspection information on the alarm testing is maintained in the operation's files.

Integrity and leak testing will be conducted at the time of installation, modification, construction, relocation, or replacement of buried piping to be put into oil service. As a minimum, the initial testing will only be conducted on the specific piece or length of piping that is newly installed, modified, relocated or replaced. Such testing will follow ASME B31.3, Section 345 for new installations, or API 570, Section 8.2.6 "Pressure Testing of Piping Systems" Addendum 3 for existing buried piping modifications, relocations or replacements.

Integrity and leak testing records will be maintained for purposes of documenting piping design and repair activities. Record retention is for a minimum of 5 years per ASME B31.3, Section 346. SPCC required records will be kept at the facility.

If a section of buried line in oil service is exposed either unintentionally or exposed due to a non-related construction or maintenance activity, the exposed piping will be examined for deterioration by facility personnel knowledgeable of facility operations, the piping, and the characteristics of the product transferred. The external examination will include a visual inspection the external surface of the piping and or coating for leaks, pipe deformations or dents, deteriorated or damaged coating, and paint/coating concerns beyond light surface rust and minor paint chipping.

If a section of buried line is exposed specifically for inspection, maintenance or repair, the exposed piping will be examined for deterioration by or under the direction of an API authorized inspector. The external examination (adapted from API 570 Section 9 “Inspection of Buried Piping", Section 9.1.6(c) Excavation, will include a visual inspection of the external condition of the piping. If the coating is deteriorated or damaged, it should be removed in that area to visually examine the condition of the underlying metal.

If deteriorated coating, corrosion, or a leak is found, corrective action will be taken as indicated by the magnitude of the condition. Repairs/alterations will follow API 570 Section 9.3 "Repairs to Buried Piping Systems", where applicable.

Inspection documentation is not provided for either unintentional or intentional exposure of piping unless deteriorated coatings or corrosion are found and corrective action is taken. The facility will maintain permanent and progressive records documenting deteriorated coatings or corrosion damage findings and corrective action. ExxonMobil Americas Refining Inspection Manual provides a checklist for documentation of exposed piping. SPCC required records will be kept at the facility.

The scope of aboveground piping inspections is limited to piping in oil service that is outside the unit battery limit, including inter-unit piping. Inside battery limit (IBL) piping is excluded from the SPCC inspection requirements because the IBL piping is associated with manufacturing equipment (e.g., process vessels) and is also regulated under OSHA 29 CFR Part 1910.119, Process Safety Management of Highly Hazardous Chemicals.

Routine observations of aboveground piping, valves and appurtenances will be performed for piping as required in the LDAR program. Visual observations will be periodically conducted (e.g., daily to monthly depending on service and location) by the plant operators as part of their normal rounds to check for leaks and obvious corrosion. If piping deterioration, corrosion, or leaks are found, additional examination and corrective action will be taken as indicated by the magnitude of the condition. The external in-service, visual observations will be documented by exception. Documentation (e.g., work orders, operator logs, etc.) will be noted where deteriorated coatings, corrosion, or leaks are found and corrective action is required.

The plant also has an inspection program designed to monitor piping integrity. External in-service inspections will be performed at intervals based on the API 570 piping classifications. The external in-service inspection program shall follow API 570, Section 5.4.3 and Appendix D. The inspection shall be performed at intervals in accordance with API 570, Section 6.4. The inspection shall include a visual observation of the pipe's exterior surface checking for leaks, damage, distortions, corrosion, and paint coating deterioration. The inspection shall also assess the general condition of items, such as flange joints, expansion joints, valve glands and bodies, general alignment and supports, and locking of valves. The external in-service visual observation will be documented using the procedures described in the Global Inspection Practices. The visual external inspection shall be performed by or under the direction of an API Authorized Inspector. The schedule of piping inspections is retained in the Plant’s inspection data management system. The schedule shall be maintained as usual and customary business records and shall be made available upon request.

Any repairs or alterations will be done in accordance with API 570 Section 8, "Repairs, Alterations, and Rerating of the Piping Systems, where applicable.

Records will be maintained for purposes of piping inspection and repair history. The facility will retain permanent and progressive records documenting inspection results, any deteriorated coatings, corrosion findings and leaks, and corrective action taken. SPCC required records will be kept at the facility.

A leak inspection of the Plant pipe bands are conducted as part of normal process rounds. Inspections required internally by the Electronic Task Book (SPCC) capture pipebands.

The plant follows Wastewater Management Standard No. 102: Tank Firewall Drainage when draining rainwater detained within tank firewalls to the sewer system.

LPDES permit LA 0005401 requires weekly and monthly monitoring requirements for key pollutants discharged in the Plant’s effluent. The monitoring results are documented in Discharge Monitoring Reports (DMRs) submitted to the state each month following the end of each reporting period.

The LPDES Storm Water (LAR05N087) requires the maintenance of a Storm Water Pollution Prevention Plan (SWPPP) for compliance. The SWPPP documents the management practices and storm water pollution prevention measures that are in place or will be implemented at the facility in order to prevent or minimize the contamination of storm water discharges by potential pollutant sources at the site. The SWPPP also contains the monitoring and reporting requirements for the storm water outfalls

Plant personnel conduct formal (Electronic Task Book) monthly visual inspections of the facility to check for leaks, piping, equipment, tanks (More frequent informal walk-around observations are conducted but are not documented.).

Process unit equipment receives regular inspection and maintenance. ExxonMobil inspectors are assigned to specific process units. All equipment is considered for inspection during unit turnarounds. The degree of inspection will vary with the equipment's history and service. A visual inspection in the field may suffice, or an extensive examination in the mechanical shop may be required. Suspect equipment is kept under close surveillance and critical properties are monitored. Some equipment can be bypassed and removed from service for more extensive inspection while unit operations continue.

Security

(b) (7)(F), (b) (3)

[redacted]

Figure 50. Chemical Plant Oil Storage Locations

REFER TO INSERT FOLDER

Figure 51. Chemical Plant Facility Site/Drainage Diagram

(b) (7)(F), (b) (3)

[redacted]

Figure 52. Thomas Yard

(b) (7)(F), (b) (3)

[redacted]

Anchorage Tank Farm

Facility Description

The Anchorage Tank Farm is located 1 mile north of Port Allen, west of Louisiana Highway 1 in the parish of West Baton Rouge. This site is approximately 1 mile west and across the Mississippi River from the Refinery. The tank field is bounded by residential and industrial property on the east, by wooded land on the west, and by sugar cane fields on the north and south. A canal that leads to the Intercoastal Waterway passes through the tank farm along its western boundary.

Construction of the Anchorage Tank Farm was started in 1926. Operations began in November, 1926. Today, the remote tank field covers about 150 acres of land and is manned 24 hours a day. Twenty tanks provide over 4 million barrels of crude oil storage capacity. Additional facilities include piping stations, an ExxonMobil pipeline terminal, and eight transfer lines to the Refinery. The facility does not include tank car/truck loading/unloading racks. Drainage from the tank farm flows to the parish canal, which leads to the Intercoastal Waterway, which leads into the Mississippi River. The eight transfer lines run under the Mississippi River. The tank farm layout including tank locations is shown in Figure 53.

Tank 1440 at the Anchorage Tank Farm serves as a breakout tank for ExxonMobil Pipeline's DOT lines that make deliveries to the tank farm. (b) (7)(F), (b) (3) [redacted] This is a riveted/welded tank that was reconstructed in 1953.

Drainage and Spill Containment

The Anchorage Tank Farm drainage plan is shown in Figure 53. This facility has no underground conveyances except where culverts pass under roads. Each tank in the tank farm is individually diked. Dikes are of earthen construction with capacities > 110% of the tank volume. All diked areas are drained by an interconnected system of natural hydraulic flow ditches. Drainage from all diked areas is restricted by block valves which allow containment of the oil in the event of a spill. The diked area drainage valves are operated in the closed position. The valves are only opened after the water contained in the diked area has passed a visual inspection. Any material not contained at the immediate vicinity of the spill will eventually flow into one of the drainage ditches. The spilled material can then be removed from the ditch by vacuum truck or sump pump. Water flow and drainage can be observed at all points in the system.

The system of ditches converges upon and discharges into an oil/water separator. The small amount of oil which is not picked up at the site of the spill or in the drainage ditch will be recovered in the separator. The separator is not of API design, but functions in an equivalent manner. The separator, which is located in a non-flood area, provides holdup time, thereby reducing the velocity of water and allowing free oil to rise to the surface where it is removed by skimming. A slop tank receives the oil recovered from the separator. Skimming pump suction is located on the upstream side of the outlet baffles. If the permanent skimming facilities are inadequate, the separator is accessible to vacuum trucks which are available in case of an emergency. If additional slop recovery volume is required, the slop tank can be pumped to the

Refinery. Spare steam-driven skimming pumps are maintained in the Refinery and are available as temporary replacements or as supplements. The steam-driven pumps can also be powered by compressed air. A loss of electrical power would not affect wastewater operations due to the availability of these spare pumps.

The separator discharges through a concrete flume into the westernmost parish canal near the south boundary of the Tank Farm. These two canals merge one mile downstream and then run 1-2 miles to the Intercoastal Waterway. Two miles further downstream the Waterway joins the Mississippi River.

Normal water flow from the Tank Farm is very small. The major flow handled by the separator is rainwater runoff. The drainage ditch and separator receive most water flow within the Tank Farm. A small amount of storm water from the open areas drains to either of the two parish drainage canals. These canals originate north of the Tank Farm and carry parish runoff through the area. Equipment is on hand for retention and recovery operations in the parish canals should some oil be released. The eight pipelines to the Refinery run at grade to the Mississippi River where they go underground.

The eastern parish canal has a very limited vulnerability to spilled oil. Drainage of areas where Refinery pipelines pass in the Tank Farm or north of the Tank Farm could enter the canal. A large motor-operated sluice gate has been installed in this canal just as it passes through a culvert to leave the Tank Farm on the south. This sluice gate is within 300 feet of the control house and can be quickly operated if oil were to enter the canal. The gate can block the canal's flow entirely or can function as an underflow baffle to allow storm water to pass while retaining oil. Vacuum trucks and sorbents can be used for complete recovery of all oil. Complete recovery is essential since there are no additional permanent containment facilities downstream. The western canal has no sluice gate installation since the probability of oil entry into it is very low.

It is very unlikely that any spilled material would avoid containment and pass through the entire system to be discharged from the Tank Farm. Should that event occur, access to the spill is available through the intercoastal canal. Oil spill boom is on hand for deployment in either ditch before the oil leaves the Tank Farm. The boom could also be used at downstream locations or at points after the parish canals have merged. During dry weather, sand bags could be used as another effective means of containment. In this case, vacuum trucks would be used for recovery of the oil. Substantial manual labor would be used for final cleanup to ensure no oil residue would be left to be swept out with the next rain. Sorbents would be used extensively in all stages of cleanup.

Spill Detection and/or Prevention

Operation of the separator is among the responsibilities of the Tank Farm Operator. The operator periodically checks the separator and ditches for upset conditions and operates the skimming pumps. The facilities are reliable and effective in keeping oil from being discharged from the Tank Farm. The system presents almost no opportunity for human errors that could result in the discharge of oil. The system is simple with minimal mechanical action involved.

Many precautions are taken to help prevent spills in the Anchorage Tank Farm. When equipment is out of service for extended periods of time, certain precautions are taken to prevent accidental usage of the equipment. Loading and unloading connections of idle pipelines are blank flanged or capped. Bulk storage tanks are rarely allowed to become idle. Unused nozzles (those without connected piping) are blanked off on all tanks without regard to the tank's state of service. Normally, tanks can be drained only through their suction lines. Starter controls on all pumps are located in areas restricted to employees and other authorized personnel only. Such limited access provides protection against the improper use of pumps. In addition, idle pumps are electrically blocked out to minimize the opportunity for operator error. Equipment determined to be permanently idle is removed and sent to a designated storage yard within the Refinery.

None of the tanks are equipped with internal steam heating coils or any other type of heating elements. Bulk storage tanks are equipped with level measuring instruments. Varec gauges are used exclusively. Warnings are provided to the operator by an advanced real-time computer monitoring system and hourly computer printouts of changes in tank levels. The computer system indicates stop levels, high levels, and independent high levels for all tanks. The operator will act accordingly when one of the alarms is activated. The alarms trigger annunciators at constantly manned operating posts. All gauge problems are logged in an effort to identify any gauges with recurring malfunctions. High-level pump cutoffs are not used. In addition to the attention given to tank instrumentation by operations personnel, the Maintenance Department has approximately ten technicians which maintain tank field instruments.

Maintenance of facilities plays an important part in spill prevention. The Maintenance Department has a supervisor responsible for offsite equipment and tankage. Much of the maintenance is performed routinely and is designed to be preventive in nature. The Maintenance Department has all the equipment and facilities necessary to effectively work most jobs.

Normal dry weather flow originates from storage tank water draws. In order to prevent the inadvertent release of oil to the drainage ditches during the water draw operation, all water bottoms are collected via a closed system in a common draw-off tank. Oil is returned to the system and water is pumped to the Refinery via one of seven transfer lines.

Spills most commonly occur inside diked areas. Lines draining these areas are equipped with valves to contain spills within the dike. The spill can then be recovered by vacuum truck.

Storage and Diversionary Structures

Anchorage Tank Farm has 20 atmospheric bulk storage tanks presently in crude service and two firewater tanks. Tanks are constructed in accordance with applicable national codes. Maximum and operating temperatures and pressures, compatibility of stored material, and construction materials are considered in vessel design. All tanks are carbon steel constructed with special grades or alloys used when required. The older tanks are predominantly of riveted construction while tanks erected since the early 1930's have all been welded. Tanks are constructed by approved contractors only. All phases of construction are closely monitored and inspected by Refinery personnel. Welds receive X-ray examination as the tank is being built. All welders and welding procedures must receive approval and certification before being used. In addition to the tank itself, careful consideration is given to the foundation. Complete excavation and backfilling is performed when necessary.

The Tank Farm does not have any buried or partially buried oil storage tanks. All bulk oil storage is above ground. It is not expected that buried or partially buried tanks will be used in the future.

Tanks are periodically removed from service for cleaning and maintenance. The frequency of this work varies with the past history of a tank and the service in which it is being used. Much maintenance is of a preventive nature, and tanks are therefore taken out of service on schedules which are conducive to this effort. A maintenance supervisor has the specific responsibility for tankage.

Several small storage tanks are used in the tank field. One storage tank is located immediately west of the control room and is used to hold gasoline for the operator's truck. 55 gallon drums are maintained in this area. Another 320-gallon diesel tank is located north of the separator. It is used for fueling the skimming pump. Should a spill escape containment, the oil would flow into one of the tank farm's drainage ditches and on to the separator. Contractors occasionally working within the tank farm also use portable storage tanks for fueling purposes. These tanks might contain as much as 500 gallons of gasoline or diesel fuel. The location of these tanks must be approved by a Refinery construction supervisor. Consideration is given to the potential safety and pollution risks associated with the location. The potential for pollution is very low since these tanks should be placed in acceptable locations which will drain to the ditch system should a spill occur.

Transfer Operations

Oil movements in the Tank Farm are under the control of the Operating Services Department. That department has total responsibility for the operation of the Tank Farm and the transfers that takes place within it. The Tank Farm is primarily a local operation with backup control available from a large control center in the Refinery. Continuous communication is maintained between the center and personnel in the field.

Written procedures cover all aspects of operation of the Tank Farm. Startup, shutdown, and emergency situations are emphasized. Tank filling operations are conducted so as to minimize the potential for overfilling and other mishaps. The operator can monitor tank level via an advanced real-time computer monitoring system. The operator is in continuous, direct radio communication with other departmental personnel performing transfers. Pumping does not begin until it is verified that valves are properly set and that the system is prepared for the transfer. Instantaneous tank level readings can be obtained for all tanks. During transfer operations, remote readouts are periodically taken in an effort to spot any problems that may exist. Each observation is entered on a gauging sheet and a reconciliation (based on the expected pumping rate and tank height differential) is performed.

Emergencies and problems are quickly detected. Control valves are set to fail in the safe position should actuating media pressure be lost. Equipment is protected by safety valves which discharge to closed systems when problems result in increased operating pressures (except for thermal expansion safety valves, which discharge to the atmosphere).

Inspections/Records

The inspection of bulk storage tanks, pipelines, and associated equipment is a continuous activity. The scheduling of inspections is based on the equipment's use, age, and the presence of corrosion or special coatings.

Periodic inspections are made by qualified members of the Refinery's Inspection Group. Records are kept in accordance with applicable regulations and are available for review by the Inspections Section. One full-time inspector is assigned to oversee tankage. Other inspectors can be utilized for special welding problems and for expertise on protective coatings. Informal inspections are typically performed on the tanks once a month by operating personnel.

Above ground piping, flanges, valves, supports, and metal surfaces are inspected periodically. Wall thicknesses are measured by X-ray techniques or other non-destructive techniques. All sensing devices are tested on a regular basis.

Usually tanks are thoroughly inspected whenever they are removed from service for physical cleaning or mechanical work. Tanks are frequently visually inspected by operating personnel for deterioration and leaks. Inspections are performed taking into consideration the size, complexity, and condition of the facilities. Past history and type of service are important in determining frequency of inspection. Tanks are hydrotested when the integrity of shells or bottoms is suspect. Inspections utilize visual and other nondestructive techniques. When corrosion is indicated, shell thicknesses are measured. Tank foundations are also examined to the fullest extent possible when inspections are made. Extensive safety audits of specific areas in the Refinery are conducted annually. Inspections of equipment and facilities are carried out in accordance with established procedures. National codes and API Practices are used as guidance for inspection of Refinery equipment. Extensive inspection files are maintained on all identifiable equipment such as tanks, drums, pumps and exchangers. Only the inspector assigned to the unit or area can make entries or changes to the file on that unit or area.

In addition to the Refinery inspectors, external specialists are available with expertise in areas such as welding quality, insulation, and protective coatings. Expertise recognized by the oil industry is also readily available from other locations within the company.

Pumps used in the Tank Farm are built in compliance with codes regulating their construction. As they are being built, the pumps are subjected to frequent inspection by outside inspectors. Their inspection reports are made a part of the file maintained by the Refinery on major equipment. The inspectors will not certify equipment for shipment until all tests have been passed and requirements met.

Buried lines are not regularly exposed and inspected unless they are considered critical or are suspected to be leaking. When excavation does expose underground lines, they are inspected and repaired if necessary. New piping is painted with a zinc rich primer for corrosion resistance.

Some lines are inspected regularly, but most piping is examined on a less routine basis. Conditions requiring investigation may be discovered by the casual observations of workers in the various piping areas.

Unit operators make several rounds per day and are on the alert for potential pollution and spill conditions. The Operators visually evaluate the influent and effluent of the Tank Farm oil/water separator. Any sighted oil is backtracked to its source. Visible oil leaks on equipment are corrected when discovered or reported to the Maintenance Group for repair or replacement of the defective equipment.

Security

(b) (7)(F), (b) (3)

[redacted]

Figure 53. Anchorage Tank Farm Facility Site/Drainage Diagram

(b) (7)(F), (b) (3)

[redacted]

Baton Rouge Terminal

The Baton Rouge Bulk Terminal is located on a 6.2 acre tract adjacent to and designed with the same standards such as valve, tank, and pipeline design as the Refinery. The terminal layout is provided in Figure 54.

The facility was originally built in 1938. Continual upgrades and capital improvements have been made within the facility since that time. The facility receives, handles, stores, and distributes bulk petroleum products. The terminal receives motor gasoline, diesel fuel and aviation fuels through dedicated pipelines from the Baton Rouge Refinery and stores the products in tanks before loading into tank trucks for delivery to local retail outlets and other customers. Product is delivered and/or received into the plant's storage tanks by pipeline directly from the adjacent refinery. Deliveries are made from the terminal by outside haulers with capacities ranging from 600 to 10,200 gallons. Deliveries of ethanol are made by truck.

Truck Loading/Unloading

The Baton Rouge terminal does have loading racks. Tank trucks are loaded, with some of the racks being equipped to service both types of vehicles. The equipment used and procedures followed at the racks meet the requirements established by the Department of Transportation.

Drainage and Spill Containment

If a spill were to occur, the contents could be contained within the diked area surrounding the tanks. The topography is generally flat, with the drainage in a westerly direction. The entire facility (excluding the tank farm area) has been graded to drain both north and south as well as to the west. All surface drainage drains into surface inlets or catch basins inside the fenced area. An interconnecting system of drainage carries runoff from the Refinery and Baton Rouge Terminal to one sewer system which services both areas. Any remaining material not contained in the catch basins would follow normal drainage patterns to the Refinery sewer system. A site drainage diagram is provided in Figure 54.

Spill Detection and/or Prevention

All bulk storage tanks at the Baton Rouge Terminal tanks are all equipped with high level alarms. These instruments signal in a control room. For more information, see the “Spill Detection and/or Prevention” Section of the Refinery.

Storage and Diversionary Structures

There are nineteen bulk storage tanks at the Baton Rouge Terminal (see Section 5). All of these tanks are enclosed by a single dike. There are three underground tanks: a slop tank, an oil/water separator, and an off-spec product tank. The volume contained within the diked area is more than sufficient to contain the entire contents of the largest tank. (For information on tank construction and design, see the “Storage and Diversionary Structures” Section of the Refinery.

Piping

This is covered in the Terminal SPCC Plan.

Inspections/Records

Inspections are conducted with the same frequency and using the same procedures as inspections in the Refinery. For additional inspection information and recordkeeping procedures, see the "Inspections/Records" Section of the Refinery.

Security

See the "Security" Section of the Refinery.

Figure 54. Baton Rouge Terminal Facility Site/Drainage Plan

(b) (7)(F), (b) (3)

[redacted]

Port Allen Lubricants Plant

Facility Description

The Port Allen Lubricants Plant (PAL) is located on approximately 50 acres of land, 2 miles north of the town of Port Allen. It is located across the Mississippi River from the Refinery on Highway 1 at the south end of Lobdell Railway overpass at the intersection of Vicknair Street. The plant is outside the western levee of the Mississippi River, 232 miles above the Head of Passes.

Oil storage at the PAL plant began in July 1990. The current operations at the lubricants plant include; blending, packaging, bulk receipt and shipment, and package shipment of lubricants and petroleum specialties. Most of the base stocks are received from the Baton Rouge Refinery through three 8-inch pipelines under the Mississippi River. Most additives are received via tank car on a railroad spur to the property. The property includes more than 250,000 square feet of buildings. Bulk base stocks and finished products are shipped from four tank truck loading racks and one rail car loading rack. All tankage and loading facilities are within concrete containment facilities.

Water from the containment areas is treated in an on-site water treatment facility that operates under a Louisiana Pollutant Discharge Elimination System (LPDES) permit number LA0085821. All rainwater run-off (even that which has not had any contact with oil) is discharged through an outfall weir that is also regulated by the LPDES permit. The layout of the Port Allen Lubricants Plant is shown in Figure 55.

Tank Car/Truck Loading/Unloading

Rail car loading operations are conducted automatically to avoid the potential for overfilling and spills. Each car is spotted at the loading rack and inspected prior to connecting the loading arms. The desired amount by weight is entered into the computer and the transfer is activated by facility personnel. Once the predesignated quantity has been transferred, the system automatically shuts down including closure of the loading arm valve and shut down of the transfer pump. Stop signs (“Stop – Tank Car Connected”) are placed at least 25 feet from the tank car.

Emergency shutdown switches are located at each transfer rack position and in the control room. Activation of the emergency shutdown system shuts down all transfer pumps and closes automatic valves in the supply lines to each transfer rack. Scully overfill protection will also shutdown pumps and close automatic valves to prevent railcar overfill.

Spill containment for the loading rack consists of a sump located underneath the scale. Any spills or drips collected in the sump are pumped to the displacement oil tank (Tank 304).

The three rail car unloading areas are lined with plastic drip pans. These pans drain to sumps located underneath the unloading areas. Spills or drips collected in the sump are pumped to the displacement oil tank.

Tank truck loading operations are conducted in a manner similar to the rail cars except that plant personnel are present at the loading rack at all times during the transfer.

Drainage and Spill Containment

The facility drainage diagram is given in Figure 55.

In the Tank Farm at the Port Allen Lubricants Plant, all product tankage has a complete dike system constructed to appropriate standards and designed for effective containment. Dike walls and floors are sufficiently impervious for containment; there are no open drains, sewers, or other connections that would allow uncontrolled discharge of material. The tank farm floors are constructed of concrete and sloped to a catch basin.

All tank transfer areas are curbed. Spills are contained, absorbed, or allowed to flow from the area to a sump, as at the tank car transfer area, then pumped to the displacement oil tank (Tank 304).

In the plant yard, all product tankage has a complete dike system for containment of product, and there are no open drains, sewers, or other connections that could discharge spilled product. In the event of a spill at a transfer rack, the activation of the emergency shutdown system cuts off all loading pumps as well as closing automatic valves in the product supply lines to each loading rack. Drains are located at each rack to collect any spilled material. The drains are connected to a sump that pumps liquid to the displacement oil tank. Packaged material spilled in the yard will be contained by sorbent material and diking if necessary.

Spill Detection and/or Prevention

All tanks on the tank farms are equipped with ground-level gauges and a high-level alarm system to facilitate monitoring. The transfer lines are continuously monitored through instrumentation and routine visual inspections. Continuous visual inspections are performed by plant technicians for pipeline, flange, valve, or other leaks, and appropriate repairs are made, or shutdown occurs.

The piping is cathodically protected and is pressure tested for leak detection before each use. Any problems that may occur with these pipes from the east bank manifold to the PAL Plant are handled by PAL. Pipelines within the facility are inspected weekly by the Operations Superintendent or his designee for proper maintenance. Any leak, discharge, or system failure is immediately reported. Spills are contained by plant personnel. All personnel are instructed on the importance of immediate reporting of a leak or other failure that may result in the discharge of material.

At truck and rail tank car loading locations there are emergency shutdown switches at each transfer rack position and in the control room. Activation of the emergency shutdown system stops all loading pumps and closes automatic valves in the material supply lines to and from each transfer rack.

Scully overfill protection devices are also located at each loading rack and will shutdown pumps and close automatic valves to prevent overfill of tank trucks.

Storage and Diversionary Structures

The PAL Plant includes 121 above ground tanks for the storage of lube oil base stocks, additives and finished products. All tanks are equipped with level gauges that are monitored periodically each day and more frequently during product receipts from the pipelines. These tanks are located in Section 5 of the FRP.

Transfer Operations

For receipts of product from the pipelines, the receiving tanks are gauged to assure sufficient capacity is available to accept the quantities to be delivered. Plant personnel will monitor the receipt of product using the tank gauges and are in constant radio communication with the Blend Center (main control station).

Under River Piping

All pipelines located aboveground are welded steel and placed on pipe racks. These lines should present no serious leakage or rupture exposure but are spot inspected annually for metal deterioration.

The welded steel underground sections of line are double wrapped and coated. All steam lines are insulated. Ample provision is made for thermal expansion and contraction.

The three oil transfer pipelines from the ExxonMobil Refinery, Baton Rouge are maintained by ExxonMobil PAL beginning at the manifold on the east bank of the Mississippi River. The piping is cathodically protected and is pressure tested for leak detection before each use. Any problems that may occur with these pipes from the east bank manifold to the PAL plant are handled by ExxonMobil PAL.

Inspections/Records

Pipelines and equipment are inspected in accordance with applicable regulations. At the tank farms, inspections are performed by plant technicians for pipeline, flange, valve or other leaks, and appropriate repairs are made or shutdown will occur. An annual system inspection is made by ExxonMobil Refining and Supply Company’s safety and environmental specialist.

Pipelines with the facility are inspected weekly by the Operations Superintendent or his designee for proper maintenance. Any leak, discharge, or system failure is immediately reported. Spills are contained by plant personnel. An annual inspection is made by ExxonMobil Refining and Supply Company’s safety and environmental specialist.

Security

(b) (7)(F), (b) (3)

[redacted]

(b) (3), (b) (7)(F)

[redacted]

Figure 55. Port Allen Lube Plant Facility Site/Drainage Plan

(b) (7)(F), (b) (3)

[redacted]

Interconnecting Pipelines

The interconnecting pipelines at the ExxonMobil Baton Rouge Complex, which are regulated by the Department of Transportation's Office of Pipeline Safety (DOT/OPS) OPA rules include the lines to the Anchorage Tank Farm and the Port Allen Lubricants Plant. See Figure 56 for Interconnecting Pipelines Site Plan. Pipeline sizes, lengths, normal contents, capacities, and other information used to calculate the worst-case discharges are provided in Section 5.

There is only one response zone, which contains all the interconnecting pipelines. It is in the state of Louisiana, and covers the parishes of East Baton Rouge, West Baton Rouge, Iberville, Ascension, St. James, St. John the Baptist, St. Charles, Jefferson, Orleans, and Plaquemines.

The worst-case discharge for the interconnecting pipelines is much smaller than the worst-case discharge for other facilities contained in this response plan. In fact, none of the interconnecting pipelines are large enough to pose a "significant and substantial harm" under the DOT/OPS OPA rules, since they are all less than 10 miles in length. Thus, the majority of this plan is dedicated to other non-pipeline spill scenarios.

Figure 56. Interconnecting Pipelines Site Plan

(b) (7)(F), (b) (3)

[redacted]

Refinery Dock

Facility Description

The Refinery dock is located on the Mississippi River along the west side of the Refinery. The dock is a steel and concrete structure, 3,000 feet long, and approximately 50 feet wide. The dock operates 24 hours a day, 7 days a week. The docks are served by various pipelines that connect to the Refinery's tankage. The marine transportation-related portion of the facility ends at the first valve inside secondary containment for the Refinery. See Section 5 for a list of marine transportation related dock pipelines and Figure 62 shows the boundary for the USCG facilities.

There are five transfer points on the dock called berths. The dock runs parallel to the Mississippi River and all five berths are approachable from the outside (river side) of the dock. Berths 1, 2, and 3 can also be approached from the inside (shore side) making eight docking areas in total. The Berths 1 through 4 on the outside are capable of handling ships or barges whereas Berth 5 on the outside and Berths 1, 2, and 3 on the inside are suitable for barges only. Berths 1 and 5 have limited loading line ability while Berths 2, 3, and 4 are considered full service areas. A description of each berth is provided below, and a layout of the dock is shown in Figure 57 through Figure 61.

- **Berth 1** - This berth is 1,000 feet long and is the southernmost and newest berth. Transfers can be made from either the shore or river side of this berth. Ships can dock on the river side only. There are four clusters of loading lines servicing the river side, four clusters servicing the shore side, and one set of four loading arms that service only the river side of the berth. There are two smaller loading arms located on the south end of the dock that service only the shore side of this berth. (See Figure 57)
- **Berth 2** - This berth is 500 feet long. Transfers can be made from either the shore or river side of the berth. Ships can dock on the river side only. Three clusters of loading lines service the river side, three clusters service the shore side, and one set of five loading arms service only the river side of the berth. (See Figure 58)
- **Berth 3** - This berth is 500 feet long. Transfers can be made from either the shore or river side of the berth. Ships can dock on the river side only. Three clusters of loading lines services the river side of the berth and three loading arms service the shore side. (See Figure 59)
- **Berth 4** - This berth is 510 feet long. Only the river side of the berth is used. Both ships and barges can be handled here. There are two clusters of loading lines and one set of five loading arms that service the berth. (See Figure 60)
- **Berth 5** - This berth is 490 feet long. Only the river side of the berth is used. It is serviced by five loading arms but can only accommodate barges. (See Figure 61)

The Berths typically accommodate ships that are 820 feet up to 90,000 deadweight tons (76 thousand dead weight tons (KDWT)) fully loaded. Larger ships can be handled on a one-time basis with special consideration from the Dock Supervisor or Section Supervisor in advance of its arrival. The number of ships and barges that can be handled simultaneously depends on the size of the vessels and the type of products they transfer.

Other major components of the refinery dock include the pipe risers, valve clusters and loading arms which are described below.

Riser and Valve Clusters - Dock pipe lines lie on four levels of pipe supports under the Dock deck. Risers from each line extend through the Dock deck to facilitate hose connections. These risers are in groups called clusters. There are four clusters in Berth 1, three in Berth 2, three in Berth 3, and two in Berth 4. Berth 5 has loading arms only. All risers are fitted with quarter turn valves to which the cargo hoses are connected during transfer.

Loading Arms - There are 25 hydraulically operated steel loading arms currently being used on the Dock.

These arms have selected lines available to them for loading and discharging products. Berth 2 has five hydraulically operated arms as does Berth 4. Berth 5 has five hydraulically operated loading arms; two of which are used for Resid/Coker Feed service and one arm dedicated to receiving caustic only. The other three arms are for mixed products.

(b) (3), (b) (7)(F)

[redacted]

Fire Control

The Refinery Dock is equipped with sprinkler and foam application systems to aid in the response to, and control of, fires at the dock. The sprinkler system is actually situated below the dock and is intended to cool the dock structure and associated pipelines as a means of preventing collapse or rupture from the intense heat that can accompany large petroleum fires. The system consists of 17 sprinkler headers which are supplied from a main firewater line that runs the length of the dock. The headers can be activated individually from a control panel adjacent to the dock office.

The application of fire retardant foam at the dock is facilitated by two application systems: the new foam system and the old foam system. The new system consists of:

- One 1,600 - gallon bladder tank
- One 8-inch line
- Two foam risers
- One short foam monitor
- 18 monitors elevated to 38 feet above the dock

This system provides the capability of producing foam without waiting for the refinery firefighting equipment to arrive as with the old system. The system can be manifolded remotely or manually into the Old Foam System, the discharge of the P-12 firewater pump, or the dock firewater lines. The system can be used to apply deluge water to the dock area and moored ships as well as applying foam. The system is activated by manually opening the valves at the base of the desired monitors. Foam is added to the water streams by pushing the “Foam” button on the control panel in the dock office.

The Old Foam System is not automated and cannot produce foam without the use of a foam truck which is available from Refinery Fire Department. It can, however, be manifolded into the New Foam System by operating selected valves. The system consists of:

- One 8-inch line
- Several hose risers along the east edge of the dock
- Hose storage cabinets for each riser with 4 lengths of hose and 2 to 3 nozzles
- One manifold for connecting foam truck

Spills from the refinery or docks may be accessed from the public boat launch under the Mississippi River Bridge. Other private access points are available with permission.

Abnormal operating procedures for these pipelines are addressed in ExxonMobil’s DOT Hazardous Liquids Operations and Maintenance Compliance Manual.

(b) (3), (b) (7)(F)

[redacted]

Figure 58. No. 2 Berth Safety Equipment

(b) (3), (b) (7)(F)

[redacted]

Figure 59. No. 3 Berth Safety Equipment

(b) (3), (b) (7)(F)

[redacted]

Figure 60. No. 4 Berth Safety Equipment

(b) (3), (b) (7)(F)

[redacted]

Figure 61. No. 5 Berth Safety Equipment

(b) (3), (b) (7)(F)

[redacted]

Figure 62. U.S. Coast Guard Boundary Map

(b) (7)(F), (b) (3)

[redacted]

Baton Rouge Resins Finishing Plant

Facility Description

ExxonMobil Chemical Company Baton Rouge Resins Finishing Plant (BRFP) is located on approximately 63 acres, in Section 56 and 57 of Township 6S, Range 1W in East Baton Rouge Parish. The plant property is bordered on the west by U.S. Highway 61 and on the north, east, and south property by Kansas City Southern Railroad Company. The facility was constructed in 1968 to function much as it does today.

ExxonMobil BRFP is a manufacturer of non-aromatic and aromatic petroleum hydrocarbon resins, the manufacture of which is included in SIC Code 2821. The resin polymerization is done off-site at the ExxonMobil Baton Rouge Chemical Plant (BRCP), and two types of dilute hydrocarbon resin solutions (hydrogenated resin and catalytic resin) are received via pipeline from this off-site facility. The hydrogenated resin is dissolved in a varsol diluent, and the catalytic resin dissolved in a diluent made up of unreacted feedstock. The resin solution is pumped to storage tanks, prior to stripping the diluent. From the storage tanks, the resin solutions are routed to either the hydrogenated or catalytic resin steam stripping units at ExxonMobil BRFP where the resins are recovered and are sent on to be packaged. Both diluents are separated from contact water and sent back to off-site ExxonMobil facilities for reuse. Additional hydrocarbons are recovered from process contact water by additional steps of separation and steam stripping. These recovered hydrocarbons are returned to the process. The molten resins are solidified and packaged into bags or boxes. Molten resin is loaded into tank cars, tank trucks, and drums. Resin/oil solutions/fill are produced via mixing facilities and loaded onto tank cars. The resin is sold primarily as a tackifier in adhesive blends. A site plan of BRFP is provided in Figure 63.

Tank Car/Truck Loading/Unloading

BRFP has seven tank car loading racks, which handle liquid hydrocarbon. Tank cars are loaded and unloaded. The equipment used and procedures followed at the racks meet the requirements established by the Department of Transportation. Large warning signs are used at the racks to prevent vehicle departure before the complete disconnection of transfer lines. Tank cars are loaded and unloaded on both "X" shift and "Y" shift. Drains and outlets of cars and trucks are checked before loading is begun. Where necessary, adjustments and repairs are made to prevent the leaking of oil in transit. A dedicated employee observes all loading/unloading operations.

External covers are provided for the loading/unloading facilities to segregate the loading rack catch basins from storm water use. These are further covered in the SPCC Plan.

Drainage and Spill Containment

A drainage plan of the BRFP is shown in Figure 63.

Drainage from undiked areas having a high potential of a spill is confined by curbs and flows to a sump. It is then pumped to treatment facilities where floating and dissolved hydrocarbons are removed. From there, the water is pumped to a series of ponds.

All oil storage tanks, process areas, and tank truck and rail car loading/unloading areas within BRFP have some form of secondary containment, either containment dikes, curbs, or nearby process sewer inlets. Drain lines from diked areas to process sewer or the storm water sewer have gate valves that are kept closed. The contents of the diked areas are inspected prior to being drained to the sewers. Manual pumps are used if liquid stored in a diked area which normally drains to a storm water sewer must be directed to the process sewer system for treatment.

There are three process ponds or surface impoundments at the BRFP. Water gravity flows via underflow weirs from the primary pond to the secondary pond and then to the Firewater pond before it is discharged at Outfall 001 (i.e. natural hydraulic flow). Oil, which makes it to the ponds, is manually skimmed. Drainage from uncurbed areas must pass through at least one and up to two underflow weirs before leaving the plant. All ponds and weirs are checked routinely and skimmed of any oil as needed. These three impoundments can be used to contain spills.

Absorbent materials, placed along the storm water ditches and ponds further help to block any small oil spills from traveling further downstream to the plant outfall. A pick-up weir pump just upstream of Outfall 001 and 002 discharge can be used to divert dike drainage water and/or smaller spills in ditches to the secondary pond. The pick-up weir itself has a large gate that can be shutoff in the event of a larger spill. Effluent water from the wastewater treatment plant is also pumped into the secondary pond. The third pond, besides being a firewater reservoir, adds more treatment residence time to the surface impoundment system. Water exiting the firewater pond combines with a treated sanitary effluent stream prior to discharging at Outfall 001.

Spill Detection and/or Prevention

BRFP has written procedures that cover all aspects of the operation of process units. Operational procedures and practices are followed to prevent or minimize spills and discharges to the BRFP sewer system. Set procedures are also followed for tank and equipment cleaning.

All critical and most non-critical instruments are monitored from control centers. Control valves are set to fail in the safe position should instrument air pressure be lost. Unit equipment is protected by safety valves.

A spill to the sewer system would be detected promptly by BRFP personnel or detection systems. Effluent quality is closely monitored through the on-line analysis and the regular collection and analysis of composite and grab samples.

Wastewater treatment operating personnel make frequent observations of the wastewater treatment facilities as part of their normal duties to ensure that its operation is acceptable and that no undetected upsets have occurred. The environmental operator visually inspects the process sewers, ponds, and storm water ditches several times each shift. The continuing surveillance provided by the shift team leader, the operators, the environmental operator and other employees is a key element is early spill detection.

BRFP bulk storage tanks are equipped with level measuring instruments. All gauges have local readouts, and the vast majority is wired to the operations control center. All gauges are checked for operation and accuracy periodically by operations personnel. Major bulk storage tanks are equipped with high level and local level manometers. In addition, frequent attention is given to tank instrumentation by operations personnel. A real-time computer monitoring system provides hourly computer printouts of tank levels. Alarms are provided to detect drastic changes in tank levels, which may be caused by a hung level gauge suddenly freeing or other indication of mechanical trouble or leak. These alarms help ensure that the level measurement equipment is kept in reliable working condition.

Operators of DOT pipelines follow procedure P-195.402(d) in the DOT Pipeline Operations and Maintenance Manual to detect and respond to abnormal operations in order to prevent a substantial threat of a worse case discharge resulting from an abnormal operation. These abnormal operations include: unintended valve closure or pipeline shutdown, increase or decrease in pressure or flow rate outside normal operating limits, loss of communication and operation of a safety device.

Storage and Diversionary Structures

Bulk storage is approximately 4.9 million gallons of a variety of oil products. Section 5 provides a listing of the aboveground tanks in the BRFP. All hydrocarbon storage tanks are made of material compatible with the materials stored and conditions of storage. Major bulk storage tanks are equipped with high level alarms and local manometers. All hydrocarbon storage tank levels are daily and the majority of tanks can be monitored via TDC. Dikes to provide secondary containment in the event of tank failure or overflow surround the feed storage tanks containing liquid hydrocarbons. Dikes are constructed of earth and/or concrete. Earthen dikes are covered with shells/rocks to help prevent erosion. Process surge tank (TK-100) and process vessels are located in process areas that drain to the process sewers. There is no uncontrolled drainage from the diked or process areas into open waterways.

There are Tanks in the BRFP that are not diked but do not pose significant pollution or safety problems. The materials stored are viscous and will normally not travel very far or very rapidly if leaked or spilled. Any spill in this area would also be noticed quickly because of the location. Due to the natural grade of the area, a spill could not leave BRFP property.

Tanks are periodically removed from service for cleaning and maintenance. The frequency of this work varies with the past history of a tank and the service in which it is being used. Much of the time maintenance is of a preventive nature; tanks are taken out of service on schedules. Tanks are painted for protection against corrosion and weathering.

Portable 55-gallon diesel drums are stored in plastic receptacles that provide full secondary containment and shield the drums from rainfall.

For liquid hydrocarbon spills that reach the storm water ditches; the Shift Supervisor will determine if the material could migrate off-site through the facilities storm water outfall. If necessary, the storm water weir gates will be closed to assist in the containment of the spill.

Inspections/Records

Pipelines and equipment are inspected in accordance with applicable regulations. Operating, maintenance, and supervisory personnel perform inspections of tanks. These checks are visual and made on a routine basis, since the plant is operated continuously. The plant inspector who maintains procedures and records does mechanical integrity testing.

Plant personnel are charged with looking for spills and other problems in conjunction with their normal routines. These frequent observations facilitate early recognition of any occurrence, which may result in spilled oil.

All wastewater and storm water handling facilities are the responsibility of the shift team leader, environmental operator, and unit operators. The facilities are checked regularly each shift for upset conditions, mechanical problems, operation of skimming equipment, and instrument malfunctions. If such problems occur, fully trained maintenance personnel are available to correct them.

Records of the inspection and draining of dikes are kept in the Shift Supervisor's office. Time of dike valve opening and when the valve was locked and closed are recorded. Routine inspection of plant ditch system is described in detail in facility procedures. Railcar inspections are conducted per facility procedures.

(b) (3), (b) (7)(F)

[redacted]

Figure 63. Baton Rouge Finishing Plant Storm Water Drainage Map

(b) (3), (b) (7)(F)

[redacted]

4.12 Hazard Evaluation/Spill History

Hazard Evaluation

Refinery and Baton Rouge Terminal

Total average throughput of petroleum products at the Refinery is approximately 500,000 bbl of oil per calendar day. Included in that volume is approximately 23,800 barrels per day; handled by the Baton Rouge Terminal. However, it is not expected that any of the oil would be discharged into the surrounding environment from the facility.

The EULA receives the wastewaters generated at the refinery and Baton Rouge terminal as well as the oily ballast water from vessels at the dock. The EULA provides treatment of those wastewater streams for contaminant removal, and discharges the treated effluent to the Mississippi River.

Tanks

The potential for spills is greatest in those areas where feedstocks and products are handled and stored. Tank overfilling, rupture, or leaks and boilovers present a potential for spills in tank areas. With present day construction standards and techniques, new tankage has an extremely low probability of failure. An ongoing tank inspection, maintenance, and replacement program minimizes the potential for rupture in older, existing tanks.

Tank leaks, primarily in bottoms, can occur. Such leaks typically result in an aboveground accumulation of five barrels or less of oil. Any leaked aboveground oil would be contained. Tank bottom leaks are typically not a problem in terms of potential free phase oil being discharged from the facility.

Tank spillage may result from a boilover. This generally results when water enters a tank containing heated materials, such as coker feed. The rapid expansion and vaporization of the water cause the tank contents to boil over. The amount of oil involved in this spill would be less than the amount expected from an overfill. Heated materials tend to be more viscous, which would limit the area of contamination and rate of flow.

Overfilling is another source of potential spills. The potential for this type of spill is minimal because warnings are provided to the operator by an advanced real-time computer monitoring system and hourly computer printouts of changes in tank levels. The majority of the tanks are located in the four major on-site tank fields (Knox, South, East Area-North, and East Area-South). Drainage from the undiked and diked areas flows into one of the Refinery sewer systems.

The ExxonMobil Baton Rouge Terminal drains into the Refinery sewer system. One acre of the Baton Rouge Terminal is utilized for bulk storage. This area contains tanks of various sizes with all being enclosed by a single dike. The largest potential spill would most likely be the result of overfilling a tank and would not be expected to exceed 500 barrels. This spill would be completely contained by the dike.

Pipelines

Pipeline and other transfers pose a slight spill hazard. A significant portion of lube oils produced at the refinery are transferred by pipeline to the Port Allen Lubricants Plant for blending and packaging or storage for bulk shipments. Gasoline, diesel, and aviation fuel are also piped to the ExxonMobil Baton Rouge Terminal for storage and distribution, and a small portion of the petroleum products are shipped from the refinery in tank trucks and rail cars.

Pipeline ruptures and leaks in industry do occur on occasion and can result in spills of up to a few hundred barrels of oil, depending on the remoteness of the area and how soon the rupture or leak is detected. Hydrocarbon pipelines are primarily of welded construction. This practice increases the integrity of the lines and lessens the chance for rupture as well as minimizes the use of gaskets. If a spill should occur, the material will be contained by way of booms or barriers, followed by the use of portable oil recovery equipment or sorbents to recover the oil. Should an ExxonMobil Complex spill occur, all the recovered oil and water will be handled by the Refinery. Any free oil will be reprocessed, the water will be treated by the Refinery's wastewater treatment plant, and any contaminated materials will be appropriately handled.

Process Units

Process units have many different pieces of equipment, all of which could be subject, although remotely, to failure. Spills caused by blown seals and gaskets, human errors, and rare pipeline leaks are typically very small. Human errors are possible such as operating the wrong valve or failure to install blinds properly. Again, these spills are typically small.

A vessel failure would probably be brought about by an increase in operating pressure. Vessel failure is rare partially because all pressured equipment and systems are protected by rupture disks or pressure relief valves which limit the pressures to which equipment is subjected.

Other equipment such as pumps and exchangers may malfunction or fail but such events occur infrequently.

The highest probability for an equipment-related spill exists with blown pump seals and gaskets. These types of failures are detected immediately by operating personnel; therefore, the resulting spill would be minimal. These types of discharges would rarely be a real threat to the environment due to the centralized location of process units and the drainage of all units and surrounding areas into the Refinery sewer system and containment tanks or API separators. In addition, most of the process unit areas are built upon concrete which facilitates containment and recovery.

Spilled material which could not be recovered onsite would then flow into the Refinery's sewer where recovery would be made, with the exception of a few ExxonMobil Chemical units. The surface drainage from these units is contained in a separate system and pumped to the Chemical Plant for treatment in their wastewater treatment unit. Affected areas cleaned, with waste materials sent for disposal at a properly permitted disposal facility.

Tank Trucks

Tank truck transfers occur frequently at the Baton Rouge Terminal. These transfers present a higher spill potential. The quantities involved are, however, fairly small and the transfers are conducted within secondary containment systems that drain to the Refinery sewers. Therefore, the potential for spills to escape containment and migrate offsite is low. Equipment failures and tank truck overfills can occur at these transfer facilities and typically result in spills less than 1 to 2 bbl.

The spill hazard at the loading racks is minimized by the installation of a variety of safety equipment and the strict adherence to established procedures. The equipment used and procedures followed at the loading racks meet the requirements established by the Department of Transportation. Large warning signs at some racks are used to prevent vehicle departure before the transfer lines have been completely disconnected. Other racks require that ignition keys be retained by the operator to prevent premature vehicle departure.

Maintenance

Maintenance and repairs of pumps, valves, piping, tanks, and other oil storage and transfer equipment occur frequently at the complex. These activities can present a minor spill hazard, although a variety of procedures have been implemented to prevent their occurrence and to minimize the size of the spill. Maintenance or repair tickets are issued for each piece of equipment and specific procedures must be followed for performing the associated activities which include actions to prevent spills from occurring. General work permits are also assigned to personnel performing activities other than those which are part of normal operations and hot work permits are issued for activities involving equipment that could act as an ignition source. Due to the large variability in the type of maintenance and repair activities and the equipment involved, it is not practical to estimate the volume of oil that could be released from these operations.

Coke Terminal

Rail car and fuel truck spills are the largest spill potentials at the Coke Terminal. These transfers occur at locations to minimize the potential for spills to migrate offsite. The fueling operation is always attended so fuel can be immediately stopped should an incident occur.

Chemical Plant

Total throughput at the Chemical Plant is approximately 27,000,000 lbs of material daily. Only a portion of this material is classified as oil. A significant percentage of the materials are gases and non-petroleum chemicals. The day-to-day operations involve receipt of feedstocks, a portion of which are classified as oil, from the Refinery via pipeline, into storage at various locations within the Chemical Plant and adjacent Refinery. In some cases, intermediate materials are manufactured at the units and placed in temporary storage prior to transfer back to process units for the production of the finished materials. The finished materials are again placed in storage prior to shipment by pipeline, tanker, barge, rail car, tank truck, and cargo truck to various manufacturing facilities worldwide.

Because the Chemical Plant does not have a marine transfer facility, all barge and ship shipments are handled by the ExxonMobil Refinery at its dock. Much of the products produced at the Chemical Plant are shipped via cargo truck and rail car.

Tank overfill, rupture, leakage and maintenance of storage tanks, process units, transfers, loading operations, and wastewater tanks have been identified as potential major types of equipment failure that may result in a spill. Quantities of tanks range from 1 to 82K bbls, process units, 1 to 5K bbls, loading operations, 1 to 400 bbls, and wastewater tanks, 1 to 5.5M bbls. The amount varies for transfer operations. Many preventative measures have been taken to minimize the potential of spills (see Section 4). If a spill came from an oil storage tank, the spill would flow into dikes or process sewers. If a spill came from process units, or loading operations, the spill would flow into process sewers. A major spill could make it to a storm sewer. However, procedures are in place to mitigate these spills. If the spill came from transfer operations or in-transit tank cars or trucks, the spill would flow to process or non-process sewers. Spills from wastewater tanks would flow to process sewers or runoff to Monte Sano Bayou. Secondary containment is provided for storage tanks, process units, loading operations, and depending on location, for transfer operations, in-transit tank cars and trucks, and wastewater tanks.

For information on how the spills would be contained and remediated, see Section 4, “Chemical Plant” section.

Anchorage Tank Farm

Daily activities are limited to the storage and transfer of crude oil and the general maintenance of the tank farm. Spills may result from overfilling, human errors, equipment failure, and rare pipeline ruptures.

Overfilling, although extremely rare, poses the greatest potential cause of a large spill in the Tank Farm. The maximum spillage could be about 1,000 barrels. Drainage from tank field roads and other non-diked areas is into the ditch system. Gasket and seal failures have the highest probability of causing an equipment-related spill. Such failures are detected fairly rapidly by the operator or other employees working in the area. Hydrocarbon pipelines are primarily of welded construction. This practice increases the integrity of the lines and lessens the chance for rupture as well as minimizing the use of gaskets.

Maintenance and repairs of pumps, valves, piping, tanks, and other oil storage and transfer equipment occur periodically at the complex. These activities can present a minor spill hazard, although a variety of procedures have been implemented to prevent their occurrence and to minimize the size of the spill. Maintenance or repair tickets are issued for each piece of equipment and specific procedures must be followed for performing the associated activities which include actions to prevent spills from occurring. General work permits are also assigned to personnel performing activities other than those which are part of normal operations and hot work permits are issued for activities involving equipment that could act as an ignition source. Due to the large variability in the type of maintenance and repair activities and the equipment involved, it is not practical to estimate the volume of oil that could be released from these operations.

Human errors may also result in a spill. These errors can include operating the wrong valves or the failure to install blinds properly. They may cause up to several hundred barrels of oil to be spilled. Human errors are minimized through operations procedures and practices and unit personnel are highly trained.

Continuing and thorough equipment inspection and the timely performance of maintenance will also minimize the risk of a spill from equipment failures and other causes.

With present day construction standards and techniques, new tankage has an extremely low probability of failure. However, tank leaks, primarily in bottoms, do occasionally occur. Such leaks typically result in an aboveground accumulation of five barrels or less of oil due to construction techniques and underlying soil conditions. These leaks will typically be detected along the circumference of the tank base before the quantity leaked is significant. Any leaked aboveground oil would be contained within the dike. Tank level changes are monitored using an advanced real-time computer system, which would likely lead to identification of a large tank bottom leak when levels change unexpectedly. An ongoing tank maintenance and replacement program minimizes the potential for rupture in older, existing tanks.

Spills resulting from the overfilling, tank leaks, and other causes would not likely be discharged from the Tank Farm. All tanks are contained in diked areas with >100% containment. Drainage from the diked areas flow in the same direction as the runoff into the ditch system.

Pipeline ruptures do occur on occasion and can result in spills in the range of a few hundred barrels of oil, depending on the remoteness of the area and how soon the rupture is detected. Any spilled oil from a pipeline rupture will find its way into the drainage ditch system.

In addition to the individual tank diked areas, the Tank Farm is surrounded with a one-foot high earthen berm at its perimeter. This berm has been installed to contain and direct storm water and spills into the drainage system and to the oil/water separators.

Port Allen Lubricants Plant

The Port Allen Lubricants Plant handles approximately 7,000-9,000 bbl of lube oils per day. Rail cars and tank truck transfers occur frequently. These transfers present a relatively high spill potential. The quantities involved are, however, fairly small and the transfers are conducted within secondary containment systems that drain to the lube plant sewers or process sewers. Therefore, the potential for spills to escape containment and migrate offsite is low. Equipment failures and tank truck overfills can occur at these transfer facilities and typically result in spills less than 1 to 2 bbl.

The spill hazard at the loading racks is minimized by the installation of a variety of safety equipment and the strict adherence to established procedures. The equipment used and procedures followed at the loading racks meet the requirements established by the Department of Transportation. Large warning signs at some racks are used to prevent vehicle departure before the transfer lines have been completely disconnected. Other racks require that ignition keys be retained by the operator to prevent premature vehicle departure.

Maintenance and repairs of pumps, valves, piping, tanks, and other oil storage and transfer equipment occur periodically at the complex. These activities can present a minor spill hazard, although a variety of procedures have been implemented to prevent their occurrence and to minimize the size of the spill. Maintenance or repair tickets are issued for each piece of equipment and specific procedures must be followed for performing the associated activities which include actions to prevent spills from occurring. General work permits are also assigned to personnel performing activities other than those which are part of normal operations and hot work permits are issued for activities involving equipment that could act as an ignition source. Due to the large variability in the type of maintenance and repair activities and the equipment involved, it is not practical to estimate the volume of oil that could be released from these operations.

Interconnecting Pipelines

The primary pipeline transfer hazards are related to the pipelines that cross the Mississippi River between the refinery and the Anchorage Tank Farm and Port Allen Lubricants Plant and the Anchorage Tank Farm. Although the pipeline crossings are well marked, there is always the potential for a ship to drag anchor across a line or for damage to the lines to result from flooding. These lines are buried deeply in bundles which have external casing. External damage has not been a problem with these line bundles.

Docks

Crudes, intermediates, and products are loaded to or unloaded from barges and ships at the docks. The potential exists for gaskets to fail, hoses to rupture, and barge compartments to be overfilled or leak. These transfer operations occur through the use of loading arms or cargo hoses which are connected to manifolds on the vessels. To minimize the potential for gasket failure, new gaskets are used every time a flange is opened during each loading operation and hoses are pressure tested periodically to ensure strength. Compartment overfills are usually caused by human error. Personnel training is used to minimize the frequency of errors. The training includes periodic review of procedures to ensure proper loading operations. When barge compartment leaks are detected, the compartment is quickly emptied concurrent with the initiation of oil containment and recovery.

The Refinery Dock Operations Manual describes in detail the procedures taken to prevent and abate dock-related oil spills. Copies of this manual are kept at the Dock Control House. The dock platform is equipped with a containment system such that spills will flow into the system and be pumped to the refinery wastewater treatment system. This minimizes the potential for minor spills to reach the river. A major equipment failure or hose rupture during a transfer operation may, however, result in oil being discharged to the river.

ExxonMobil and vessel personnel follow strict procedures developed by the U.S. Coast Guard and ExxonMobil to minimize the chances of a spill occurring. These procedures include reviewing a pre-transfer checklist and procedures, providing continual communication between vessel and dock personnel, performing volume balance checks, and surveillance activities during transfers to rapidly detect potential problems or spills. Gaskets are checked during each loading operation and hoses are pressure tested according to USCG requirements to ensure adequate strength. Dock personnel also receive ongoing training which includes periodic reviews of proper transfer operation and spill prevention procedures.

Maintenance and repairs of pumps, valves, piping, tanks, and other oil storage and transfer equipment occur periodically at the complex. These activities can present a minor spill hazard, although a variety of procedures have been implemented to prevent their occurrence and to minimize the size of the spill. Maintenance or repair tickets are issued for each piece of equipment and specific procedures must be followed for performing the associated activities which include actions to prevent spills from occurring. General work permits are also assigned to personnel performing activities other than those which are part of normal operations and hot work permits are issued for activities involving equipment that could act as an ignition source. Due to the large variability in the type of maintenance and repair activities and the equipment involved, it is not practical to estimate the volume of oil that could be released from these operations.

Baton Rouge Resin Finishing Plant

Total throughput at the BRFP is approximately 500,000 lbs. of dilute hydrocarbon resin daily. All of the feedstock received is classified as oil. The day-to-day operations involve receipt of dilute hydrocarbon, from the Chemical plant via pipeline, into feed storage tanks. The diluents, once stripped from the resin are placed in temporary storage prior to transfer back to the Chemical Plant and/or Refinery for reprocessing/reuse. The finished resin materials are placed in storage prior to shipment by rail car, tank truck, and cargo truck to various manufacturing facilities worldwide.

BRFP does not have a marine transfer facility. The products manufactured at the BRFP are shipped via cargo truck, tank truck, and rail car.

Tank overfill, rupture, leakage and maintenance of storage tanks, process units, transfers, loading operations, and wastewater tanks have been identified as potential major types of equipment failure that may result in a spill. Quantities of tanks range from 1 to 12.6 Kbbls, process units, 1 to 200 bbls, loading operations, 1 to 500 bbls, and wastewater tanks 1 to 3.8 Kbbls. The amount varies for transfer operations. Many preventative measures have been taken to minimize the potential of spills (see Section 4). If a spill came from an oil storage tank, the spill would flow into dikes or process sewers. If a spill came from process units, the spill would flow into process sewers. Spills occurring during loading operations would be contained in catch basins. A major spill could make it to a storm sewer. However, procedures are in place to mitigate these spills. If the spill came from transfer operations, the spill would flow to process or non-process sewers. Spills from wastewater tanks would flow into dikes or process sewers. Secondary containment is provided for storage tanks, process units, loading operations, and depending on location, for transfer operations, and wastewater tanks.

For information on how the spills are contained and remediated, see Section 4, “Baton Rouge Resin Finishing Plant” section.

Spill History

Refinery and Anchorage Tank Farm (ATF) (2000-2010)[2]

Due to excessive rain fall, small sheens have occurred from storm water outfall 003 which is an exceedance of NPDES Permit (LA 0005584). These sheens are not related to any known spill event. The permit exceedance is reported to the appropriate regulatory agencies, and if warranted, containment and recovery is conducted. Documentation of these events is available upon request.

No off-site spills to navigable waters have occurred from the Refinery or ATF in the past 10 years.

Dock (2000-2012)

On September 5, 2012, a 5.0 barrel crude oil spill occurred to the Mississippi River from the BRRF dock. Quantity was based on the 2.4 barrel sheen. Cause was due to improper transfer system alignment. Upon discovery, operations were immediately discontinued and the Emergency Response Team was activated. Actions taken to prevent a recurrence include refresher training and an evaluation for the use of additional level instrumentation to provide potential early detection. Consistent with the information reported to the USCG, a theoretical maximum potential spill volume of 43 barrels was calculated using theoretical oil spill calculations.

Other dock spills have been much less significant in the past 10 years. Documentation of these spills is, however, available from the Environmental Section at the refinery upon request.

Port Allen Lubricants Plant (2000-2010)

No reportable spills to navigable waters have occurred at the Port Allen Lubricants Plant since the facility began operation in 1990.

Chemical Plant (2000-2010)

Records of the reportable oil spills that have occurred at the BRCP over the last 10 years are contained in the following pages. Only spills associated with LPDES events are listed. As shown, the majority of the spills are very small and all involve discharges to the Monte Sano Bayou which is the navigable waterway adjacent to the Chemical Plant. The information provided includes the date, volume, and cause of each spill as well as a brief description of the corrective actions taken and the plans considered or measures implemented for preventing a recurrence of the incident.

The following list represents spills which have occurred from the Chemical Plant into <u>Monte Sano Bayou</u> navigable water.

1. Date 6/7/01
    a. Volume: Approximately 1437 Gals
    b. Cause: Exceptionally heavy rainfall resulted in an overflow of AWT tank EGTK-01, which contained storm water and untreated waste water, into the Monte Sano Bayou.

c. Corrective action taken: The waste water treatment processing rate was maximized and emergency cutback plans were implemented across BRCP. These cutback plans eliminate discretionary waste water flows and reduce production rates in some areas.

d. Plans for preventing recurrence: The project to increase rainwater storage capacity was completed in late 2000, and the new storage tanks were utilized during the 6/7/01 storm event. A review of waste treatment plant operations during the event did not identify any areas for improvement. There are no plans to further increase rainwater storage capacity at this time. However, we are in the process of reviewing and optimizing the BRCP emergency cutback plan.

2. Date 6/11/2001

a. Volume: Approximately 2440 gals. of stormwater.

b. Based on oil and grease results < 1 gal. of oil. On June 11, 2001, the Waste Water Treatment Plant (WWT) began draining stormwater retention tanks EGTK-03 and EGTK-04. These tanks were full of storm water from the heavy rainfall event that occurred on June 7, 2001. During the draining process, the drain water backed up into the EGTK-03 and EGTK-04 toewall's catch basin and overflowed to Monte Sano Bayou. There were no reportable quantity exceedances associated with this event.

c. Corrective action taken: Draining was stopped as soon as the overflow was detected.

d. Plans for preventing recurrence: Draining procedures will be modified to isolate the catch basin prior to draining stormwater tanks EGTK-03 and EGTK-04.

3. Date 8/10/2008

a. Volume: Approximately 15.9 bbl of 20 wt% isopropanol/80wt% water solution into Monte Sano Bayou.

b. Cause: On August 10, 2008 a high Total Organic Carbon (TOC) reading was detected from an analyzer at Outfall 003 to Monte Sano Bayou. A leak was discovered on a 2" carbon steel pipe inside an idled tank's diked containment wall at the Isopropyl Alcohol Unit. The material was leaking onto the soil and into a sewer drain. A total of 206.5 barrels of material leaked into the containment wall.

c. Corrective action taken: The sewer line was blocked containing all but 15.9 barrels of material which went to Monte Sano Bayou.

d. Plans for preventing recurrence: Repaired leak in pipe.

Baton Rouge Terminal (2000-2010)

No reportable spills to navigable waters are known to have occurred at the Baton Rouge Terminal.

Baton Rouge Finishing Plant (2000-2010)

No reportable spills to navigable waters are known to have occurred at the Baton Rouge Finishing Plant.

Interconnecting Pipelines (2000-2010)

No reportable spills to navigable waters are known to have occurred from Interconnecting Pipelines.

4.13 Spill Scenarios/Worst Case Discharge

Planning Distance

BRRF, BRCP, PAL

The USCG regulations for Planning Distance Calculation (33 CFR 154.1035 (b)(4)(iii)(B)(3)) allow use of the EPA's planning distance calculations found in 40 CFR 112, Attachment C-III. The formula contained in these regulations and used for this calculation is as follows:

d = v * t * c

where:

d = downstream planning distance

v = river velocity (ft/sec) as determined by Chezy-Manning's equation (see below)

t = time interval specified in Table 3 of Attachment C-III which, for this area is 15 hours

c = constant conversion factor (0.68 sec-mile/hr-ft)

Chezy-Manning's equation is used to determine velocity using the slope of the river, hydraulic radius, and roughness coefficient which is expressed as:

$v = 1.5/n * r^{2/3} * s^{1/2}$

where:

n = Manning's Roughness Coefficient (0.035)

r = hydraulic radius (average depth * 0.667 or 40 ft * 0.667 = 26.68)

s = slope [elevation change/distance or (47.28 ft - 36.01 ft)/58 miles = $0.4x10^{-4}$]

Using the Chezy-Manning equation and the above values for each factor, the velocity is calculated as:

$v = (1.5/0.035) * (26.68)^{.67} * (0.4x10^{-4})^{0.5} = 2.4$ ft/sec

Therefore, the planning distance is calculated as;

d =2.4 ft/sec * 15 hrs * 0.68 sec-mile/hr-ft =**25 miles**

The planning distance for 48 hours at max current of 7.9 MPH (11.5 ft/sec) is calculated as follows:

D = 11.5 ft/sec * 48 hrs * 0.68 sec mile/hr-ft **= 375.4 miles**

BRFP

The following measurements and calculations are provided in accordance with 40 CFR 112 Attachment C-III to determine the planning distance for the movement of persistent oil products downstream. The formula contained in these regulations and used for this calculation is as follows:

d = v * t * c

where:

d = downstream planning distance

v = river velocity (ft/sec) as determined by Chezy-Manning's equation (see below)

t = time interval specified in Table 3 of Attachment C-III which, for this area is 15 hours

c = constant conversion factor (0.68 sec-mile/hr-ft)

Chezy-Manning's equation is used to determine velocity using the slope of the river, hydraulic radius, and roughness coefficient which is expressed as:

$v = 1.5/n * r^{2/3} * s^{1/2}$

where:

n = Manning's Roughness Coefficient (0.04) Ash Slough and Cypress Bayou are winding minor streams with widths substantially less than 100 ft. The Manning Roughness Coefficient, is 0.04

r = hydraulic radius. The hydraulic radius can be approximated for parabolic channels by multiplying the average mid-channel depth of the river (in feet) by 0.667. The average mid-channel depth of Ash Slough and Cypress Bayou is 2 feet. The average derived from four measurements at various locations along Ash Slough and Cypress Bayou.

s = the average slope of the river. The average slope was determined from the topographic map. The normal pool elevation is 68 feet MSL. The normal elevation at the confluence of Cypress Bayou and the Comite River is 40. The distance from BRFP to the confluence of Cypress Bayou and the Comite River is 5.93 miles.

s = ((68-40) / 5.93) * (1/5280) = 8.94x10-4

Using the Chezy-Manning equation and the above values for each factor, the velocity is calculated as:

$v = (1.5/0.04) * (2*0.667)^{.67} * (8.94x10^{-4})^{0.5} = 1.36ft/sec$

Therefore, the planning distance is calculated as;

d =1.36 ft/sec * 27 hrs * 0.68 sec-mile/hr-ft **=24.9 miles**

Note that this is a worse case distance. Prior to getting to the Comite River, the material must flow 5.93 miles though the bayou. During this time, every attempt will be made to stop the oil before it enters the river.

Local Receptors

The potential effects of a terrestrial spill on land-based sensitivities such as schools, medical facilities, residential areas and businesses, would be non-existent or minimal as it is very unlikely that a spill of significant size would escape containment and migrate a considerable distance off the various Refinery and Chemical Plant property. The Refinery, Baton Rouge Terminal and Chemical Plant are located in an industrial area which precludes the presence of the majority of the above receptors except that there are some residences a few hundred yards to the east of the Refinery, Terminal and Chemical Plant. Even if a spill were to escape containment on that side of the facilities, the oil would likely flow onto Scenic Highway and into the storm drain inlets along the highway and would not reach any of the residences.

The Anchorage Tank Farm and Port Allen Lubricants Plant are situated on the west side of the Mississippi River and within an area that is characterized as light industrial and somewhat rural. There are a few commercial facilities and sporadic residences in the general vicinity of the two facilities but most of the area is open space. Spills that may escape containment would likely enter drainages that would discharge into the local parish canal that, in turn, discharges to the Intracoastal Waterway. No local sensitive receptors have been located in the vicinity of these two facilities.

The only sensitive receptor in the vicinity of the Chemical Plant is the Monte Sano Bayou to the north as the ExxonMobil Baton Rouge Refinery borders the Chemical Plant to the south and other industrial facilities are situated to the west. The bayou has been classified by the Louisiana Department of Environmental Quality as a designated man-made water body from Highway 61, upstream of the Chemical Plant, to the Mississippi River for the purposes of water quality standards. Environmental sensitivities are minimal.

In the event a large spill reaches the Mississippi River from the refinery, there are a number of receptors that could be impacted including waterfront facilities, municipal and industrial water intakes, and waterborne commerce. A large spill would likely require a temporary closure of the river to commerce due to the potential for a fire, particularly for non-persistent oils, as well as the shutting down of the various downstream water intakes. There are very few environmental sensitivities along the river that could be impacted by an oil spill. Water intakes and environmental sensitivities along the downstream portions of the Mississippi River are addressed in Section 3.

Downstream Human Populations

The human populations along the Mississippi River within the downstream planning distance for the Refinery and the Chemical Plant vary considerably as does their potential exposure to spills that could enter the river. In general, the majority of the communities along the river between the Refinery and Chemical Plant and Head of Passes are small with populations less than 10,000 and many are less than 5,000. The key exceptions are Baton Rouge, La Place, and the New Orleans metropolitan area. A list of the towns and cities downstream of the Chemical Plant and their populations is provided in Table 30. Because the Mississippi River is bordered on either side with a substantial levee system, most communities are situated behind the levees and few would be directly exposed to an oil spill. The primary exceptions are the industrial waterfronts of Baton Rouge, Plaquemine, Donaldsonville, and New Orleans. There are also sporadic locations along the river, and particularly closer to the mouth, where access roads have been constructed over the levees and the local residences use those areas for fishing and other recreational activities during periods of low water levels.

Table 30. Downriver Populations

CITY	RIVER MILE	POPULATION
Baton Rouge	230	227,818
Plaquemine	209	7,064
White Castle	193	1,946
Donaldsonville	175	7,605
Lutcher	147	3,735
Gramercy	146	3,066
Garyville	141	2,775
Reserve	138	9,111
Laplace	134	27,684
Norco	126	3,579
Hahnville	125	2,792
Luling	121	11,512
St. Rose	118	6,540
Kenner	114	70,517
Harahan	109	9,885
Waggaman	109	9,435
Metairie	105	146,136
Westwego	101	10,763
New Orleans	99	484,674
Marrero	99	36,165
Harvey	98	22,226
Gretna	97	17,423
Chalmette	90	32,069
Belle Chasse	76	9,848
Empire area	29	2,211
Buras/Triumph	24	3,358
Boothville/Pilottown	17	2,200

US Census Bureau, 2000

Spill Scenarios

The small, medium, and worst case discharge (WCD) volumes for each category of oil, and scenarios that may result in the worst case planning volume are described below and listed in Table 31.

Scenario Volumes

The worst case discharges (Table 32) and planning volumes (Table 31) were calculated separately for each facility, the dock, and the interconnecting pipelines between the Refinery and the Anchorage Tank Farm.

Receiving Waters

The likely receiving waters for worst case discharges from the Anchorage Tank Farm and Port Allen Lubricants Plant are the parish canal and eventually the Intracoastal Waterway and are classified as river/canal waterways and for the chemical plant is the Monte Sano Bayou, which is also classified as a river/canal waterway. The receiving waters for worst case discharges from the Refinery (including Chemical Plant tanks within the Refinery), and Baton Rouge terminal are local drainage courses and the Mississippi River which is classified as an inland water.

Methods of calculation/assumptions:

Tank Assumptions (EPA Regulated):

- All tanks are individually diked or separated by valves and operate as individual storage systems or utilize sitewide containment as detailed in appropriate SPCC plan.
- Secondary containment is provided for at least 110 percent of the contents of each tank either through the secondary containment dike/fire wall or tertiary systems (process sewers) if the secondary systems are insufficient.

Dock Assumptions (USCG Regulated):

- Vessel ramming incident occurs at Berth 4 where the largest concentration of pipelines is located and all lines are severed by the incident.
- Approximately 25 percent of the lines are in service at the time of the incident which is based on berthing space limitations at the dock and historical data.
- Chemical (non-oil) and water lines that pass through Berth 4 were excluded from the calculations.
- Detection and shut down time is 1 minute based on the use of the Emergency Shut Down system at the dock.
- Pumping losses prior to shut down and drain down after shut down are based on 25 percent of the lines severed being in service.

- Drainage volume includes the static volume for the section of line between the "brodie valves" (MTR/non-MTR separation point) and their respective berths at the dock.

Interconnecting Pipelines Assumptions (DOT/OPS regulated):

- Only one line experiences a complete rupture.
- Line was transferring oil at the maximum flow rate.
- All transfers through DOT-regulated pipelines will be continuously monitored at the Anchorage Tank Farm Control Room. Both line flow rate and pressure is monitored during all transfers.
- An alarm will sound upon loss of line pressure which could indicate catastrophic failure. Transfer pump(s) be remotely shut down and isolation valves closed remotely within 1 minute of alarm sounding.
- Drainage volume for WCD is calculated using only the sections of the pipe between isolation valves that could physically drain if a failure occurred.

Tank Assumptions (DOT Regulated):

- All tanks are individually diked or separated by valves and operate as individual storage systems or utilize sitewide containment as detailed in appropriate SPCC plan.
- Secondary containment is provided for at least 110 percent (125%) of the contents of each tank either through the secondary containment dike/fire wall or tertiary systems (process sewers) if the secondary systems are insufficient.
- All tanks are built to API 650/653 requirements and are tested accordingly.
- Anchorage Tank Farm Tank 1540, breakout tank is a DOT regulated tank.

Table 31. Spill Planning Volumes Criteria

SCENARIO	APPLICABLE CRITERIA	ON-WATER (BBLS) PLANNING VOLUME
GROUP I-IV OILS		
Average Most Probable/Small	(b) (7)(F), (b) (3) [redacted]	
Maximum Most Probable/Medium		
Worst Case Discharge (WCD) - rivers/canals		
Worst Case Discharge (WCD) - inland water		

SCENARIO	DISCHARGE VOLUME (BBLS)
GROUP V OILS	
Worst Case Discharge (WCD)	(b) (7)(F), (b) (3) [redacted]

Table 32. Worse Case Discharge Volumes by Facility

FACULTY	AGENCY	WORST CASE DISCHARGE (GALLONS)	BASED ON
Refinery	EPA	(b) (7)(F), (b) (3) [redacted]	
Chemical Plant	EPA		
Anchorage Tank Farm	EPA		
Anchorage Tank Farm	DOT		
Baton Rouge Terminal	EPA		
Port Allen Lubricants	EPA		
Interconnecting Pipelines	DOT		
Dock	USCG		
Finishing Plant	EPA		
Coke Terminal	EPA		

Table 33. Worst Case Discharge Planning Volumes By Oil Group[1]

OIL GROUP	DISCHARGE VOLUME (BBL)	EMULSIFICATION FACTOR	ON-WATER FACTOR	ON-WATER PLANNING VOLUME (BBL)	ON-SHORE FACTOR	ON-SHORE PLANNING VOLUME (BBL)
Inland Waters (EPA): Refinery Property, Baton Rouge Terminal						
I	(b) (7)(F), (b) (3) [redacted]					
II						
III						
IV						
V						
Rivers/Canals (EPA): (Anchorage Tank Farm/Port Allen Lubricants Plant/Chemical Plant property)						
I	(b) (7)(F), (b) (3) [redacted]					
II						
III						
IV						
V						

SCENARIO	DISCHARGE VOLUME (BBL)	EMULSIFICATION FACTOR	ON-WATER FACTOR	ON-WATER PLANNING VOLUME (BBL)	ON-SHORE FACTOR	ON-SHORE PLANNING VOLUME (BBL)
Inland Waters (USCG): Dock (MTR) Facility						
(b) (7)(F), (b) (3) [redacted]						

[1] USCG 33 CFR Part 154 Appendix C.

Calculations of Worst Case Discharge Volumes

Anchorage Tank Farm DOT WCD Calculations

(b) (3), (b) (7)(F)

[redacted]

(b) (3), (b) (7)(F)

*Because there have been no significant historic spills from the breakout tank or from pipelines, the operator's best estimate of flow rate has been used to calculate WCD.

Scenario Descriptions (Average Most Probable/Small Spills)

Aquatic Spill

Refinery

This scenario involves a 50 bbl (1,200 gallon) gas oil spill from the refinery dock when one of the loading hoses experiences a gasket failure at the barge manifold during a loading operation at one of the inside berths. The result is oil spraying from the leak up into the air and falling both onto the barge and into the Mississippi River. The oil on the barge is contained by plugging the scuppers along the edge of the deck thus reducing the amount of oil reaching the water to approximately 50 bbl reach the water. The Dock Controller is immediately aware of the incident and terminates the transfer operation. He then activates the primary response personnel at the dock and contacts the Refinery Superintendent to advise him of the situation. The response personnel are directed to begin deploying boom immediately downstream of the berth in a diversionary mode to direct the oil to the shoreline for recovery. Secondary booms are deployed slightly downstream of the primary booms to contain oil that may escape under the primary boom. The Refinery Superintendent initiates notification of the regulatory agencies and responds to the dock to assess the situation. The booms deployed by the dock personnel have contained the majority of the oil although a few patches of sheen have escaped containment and are migrating down river. The Refinery Superintendent has assumed the role of Incident Commander and dispatches a crew of response personnel in a boat to pursue the sheens and attempt recovery with sorbents. The oil that is contained within the booms has been diverted to the shoreline where recovery has been initiated using one of the on-site contractor's vacuum trucks. The recovered oil is then taken to the refinery for processing through the Mixed Gas Oil recovery system.

Chemical Plant

This scenario involves a 2,100-gallon distillate spill from a tanker truck within the Chemical Plant. The tank truck experiences a tire blowout while rounding a corner after leaving the loading racks and rolls over resulting in a partial valve failure on one of the tank compartments. The spilled distillate flows to a nearby non-process sewer inlet which normally handles storm water runoff and discharges to the Monte Sano Bayou. Due to the potential fire hazard and concern for injuries, the initial response focuses on removing the driver from the vehicle. Blanketing the spill with foam, and actions to prevent the distillate from reaching the bayou are not immediately initiated. The initial response is implemented by the facility fire department and medical personnel.

Once the fire hazard is mitigated and the driver is attended to, the Chemical Plant Superintendent dispatches the Environmental Shift Supervisor to inspect the Monte Sano Bayou for oil. The supervisor reports back that oil has entered the bayou and estimates the quantity at approximately 2,100 gallons. The Chemical Plant Superintendent immediately assumes the role of Incident Commander, activates the PSRT, and initiates the internal and external notification procedures.

The PSRT responds to the bayou with the chemical plant's containment boom and places it across the bayou at accessible downstream locations. Sorbent booms are also deployed across the bayou to help contain the oil and begin recovery. Several vacuum trucks provided by a local contractor and Chemical Plant pumps are dispatched to the bayou to recover the contained oil. The recovered material is taken to the refinery for processing through the Mixed Gas Oil recovery system.

Following recovery of most of the oil, the oiled shorelines are flushed with water to wash the oil back into the bayou for recovery. The resulting oil and remaining sheens are recovered using the pumps and sorbent pads. In consultation with state and federal officials, the response is terminated and options for removing residual oil are explored.

Terrestrial Spill

Refinery

This scenario involves a valve seal failure at a distillate storage tank within the refinery which occurs at night and goes undetected for several hours resulting in a spill of 50 bbl (1,200 gallons). The oil drains to a low spot at the corner of the fire wall. The plant personnel working in that area notice the spill and place sorbent booms on the ground around the spill to limit spreading. They notify the Plant Superintendent of the incident. The superintendent activates the PSRT and selected contractor response personnel and instructs them to mobilize to the involved tank. An on-site contractor vacuum truck is also dispatched to the site of the spill. Personnel are instructed to secure the leaking valve or transfer the contents of the leaking tank into available tankage. The response personnel use the vacuum truck to remove the pooled oil and transport it to the EULA treatment plant and discharge it to one of the recovered oil tanks for reprocessing. Sorbent materials are used to recover the remaining free oil and the oiled sediments are removed for on-site or off-site treatment.

Chemical Plant

This scenario involves a valve seal failure at a gas oil storage tank which occurs at night and goes undetected for several hours resulting in a spill of 2,100 gallons. The oil drains to a sump at the corner of the containment dike. The Chemical Plant personnel working in that area ensure that the dike valve is closed, place sorbent booms on the ground around the spill to limit spreading, and notify the Chemical Plant Superintendent of the incident. The superintendent activates the PSRT Spill Response Supervisor (Contractor Foreman) and the contractor response personnel. A local contractor is notified and dispatches a vacuum truck to the facility. The on-site response contractors and vacuum truck remove the pooled oil from the sump area and transport it to the plant's wet naphtha return system. This system is used to transfer oils recovered from various chemical plant processes to the adjacent refinery for reprocessing. Sorbent materials are used to recover the remaining free oil and the oiled sediments in the sump are removed for off-site disposal.

The (b) (3), (b) (7)(F) [redacted] which contains gas oil and has been identified as resulting in the largest worst case discharge planning volume. The chemical plant owns and operates a larger tank (Tank 784), but it is located within the adjacent ExxonMobil Baton Rouge Refinery and contains steam-cracked distillate. This distillate is classified as non-persistent oil and consequently, will evaporate relatively rapidly and result in a smaller planning volume and amount of oil that will require recovery. Response to non-persistent oils is not always recommended due to the potential fire and health hazards which further substantiate the use of Tank 1664 for this scenario.

Port Allen Lube Oil Blending Plant (PAL)

For this scenario it is assumed that a rail car being loaded with finished product and after reaching the set-point stop weight on the scale, the operator calls for the line pig to be launched to clear residual product. As the pig travels to the rail car air bypasses the pig in the pipeline. As the pig nears the rail car, approximately 5 gallons of air-entrained oil sprays from the line and lands on the top and sides of the railcar. The Blend Supervisor is first advised and then plant management. The spill is properly cleaned up and an investigation initiated to determine cause and remedial action.

Finishing Plant

This scenario involves a valve seal failure at a resin concentrate storage tank which occurs at night and goes undetected for several hours resulting in a spill of 50 bbl (2100 gallons). The oil drains to a low spot at the corner of the fire wall. The plant personnel working in that area notice the spill and place sorbent booms on the ground around the spill to limit spreading. They notify the Plant Shift Supervisor of the incident. The Shift Supervisor activates the PSRT and selected contractor response personnel and instructs them to mobilize to the involved tank. A contract vacuum truck is notified / dispatched to the site of the spill. Personnel are instructed to secure the leaking valve or transfer the contents of the leaking tank into available tankage. The response personnel use the vacuum truck to remove the pooled oil and return to tankage.

Marketing Terminal

This scenario involves a pinhole leak on a line within the terminal which occurs at night and goes undetected for several hours resulting in a spill of 10 bbl (420 gallons). The oil drains to a low spot at the corner of the fire wall. The plant personnel working in that area notice the spill and place sorbent booms on the ground around the spill to limit spreading. They notify the Plant Superintendent of the incident. The superintendent activates the PSRT and selected contractor response personnel and instructs them to mobilize to isolate the line. An on-site contractor vacuum truck is also dispatched to the site of the spill. The response personnel use the vacuum truck to remove the pooled oil and transport it to the EULA treatment plant and discharge it to one of the recovered oil tanks for reprocessing. Sorbent materials are used to recover the remaining free oil and the oiled sediments are removed for on-site or off-site treatment.

Interconnecting Pipe

This scenario involves a pinhole leak on a line which occurs at night and goes undetected for several hours resulting in a spill of 10 bbl (420 gallons). The oil drains to a low spot at the corner of the fire wall. The plant personnel working in that area notice the spill and place sorbent booms on the ground around the spill to limit spreading. They notify the Plant Shift Supervisor of the incident. The Shift Supervisor activates the PSRT and selected contractor response personnel and instructs them to mobilize to the area of the spill. A contract vacuum truck is notified / dispatched to the site of the spill. Personnel are instructed to secure the leaking line. The response personnel use the vacuum truck to remove the pooled oil and transport it to the EULA treatment plant and discharge it to one of the recovered oil tanks for reprocessing.

Medium Spill

Refinery

For this scenario, it is assumed that the manifold on a tanker experiences a complete failure at the unloading arm connection during the transfer of crude oil to the refinery. Although the Dock Coordinator is immediately aware of the situation and notifies the tanker captain, the oil continues to flow for a few minutes while the tanker's pumps are being shut down. Some of the oil is sprayed onto the dock but most is discharged directly into the Mississippi River. Although the spill is the responsibility of the tanker, the ExxonMobil refinery initiates the response for this scenario.

The dock controller assesses the situation for any potential health and safety hazards and the extent of the spill. No hazards are identified and the controller estimates that 857 to 1,200 bbl (36,000 to 50,400 gallons) have been discharged to the river. The controller immediately notifies the Refinery Superintendent and activates the dock Primary Response Team. The Refinery Superintendent assumes the position of Incident Commander (IC), notifies refinery management and regulatory agency personnel. The ExxonMobil ELIRT is activated contract Oil Spill Response Organizations (OSRO) are called. The (IC) responds to the dock and takes control of the response activities from the dock controller.

The dock PSRT begins deploying a 500 ft. length of boom stored at the dock in a diversionary mode from the end of the dock to direct oil to the shoreline for subsequent recovery.

Additional 500 ft lengths of boom available in the dock area are deployed in a diversionary mode farther downstream to contain oil that migrated past the dock before the initial boom had been deployed. The ExxonMobil ELIRT and OSRO contract responders deploy additional diversion booms to contain oil along the river bank. Additional booms and boats are mobilized to various downstream locations to deploy supplemental diversion booms.

On-site contractor vacuum trucks and contract skimming equipment (Refinery skimming equipment could also be used) are deployed to the various booming sites to begin recovery of the oil. The IC arranges for aircraft over flights of the river to determine the extent of the spill and the effectiveness of the response operations. A westerly wind has kept the oil near the east bank of the river enabling the booming operations to contain most of the oil. Patches of oil and sheen have, however, migrated towards the center of the river and continue to move downstream. The IC mobilizes response boats to recover as much of the patches of oil as possible with sorbents and small lengths of booms deployed between the two response boats in a catenary configuration.

The recovered oil and water is transported back to the refinery and discharged into the Mixed Gas Oil system for processing. Oil that is stranded on the shorelines is flushed back into the river for containment and recovery using the existing diversion booms. Most of the floating sheens and oil patches are recovered by response vessels and the residual stranded oil is recovered with sorbent materials. The response operation is terminated after all sheens are removed from the water and the federal and state authorities have given their concurrence.

Chemical Plant

For this scenario, it is assumed that heavy equipment operating adjacent to a gas oil storage tank accidentally backs into the tank and punctures the shell. Oil begins to spill from the tank and accumulates in the sump area near the containment dike drain valve. T he workers check to see that the drain valve is closed and notify the Chemical Plant Shift Superintendent. The superintendent directs the workers to begin transferring oil from the damaged tank into other tanks with available storage capacity. He also activates the PSRT Operations Chief (OSD Shift Supervisor), Spill Response Supervisor (Contractor Foreman), and the contractor response personnel. A local contractor is notified and dispatches a vacuum truck to the facility.

The Chemical Plant Superintendent dispatches the Infrastructure Supervisor to inspect the Monte Sano Bayou to ensure that oil has not entered the non-process sewer and reached the bayou. The supervisor reports back that the containment dike drain valve has apparently failed as oil has entered the bayou and estimates the quantity at approximately 36,000 gallons. The superintendent immediately assumes the role of Incident Commander and activates the ExxonMobil ELIRT. He also initiates the internal and external notification process.

The refinery Dock PSRT is directed to deploy the boom across the mouth of the bayou to ensure no oil reaches the river. Due to the size of the spill, the Chemical Plant Superintendent directs the ELIRT Core Staff and a local response contractor (OSRO's) to provide additional vacuum trucks, portable skimmers, and response personnel.

The recovered oil and water is transported back to the chemical plant and the oil is decanted into the wet naphtha recovery system for reprocessing by the refinery. The oily water is discharged to the chemical plant's advanced wastewater treatment (AWT) system for supplemental oil/water separation and treatment. Oil that is stranded on the shorelines is flushed back into the bayou for recovery. Residual floating and stranded oil is recovered with sorbent materials and the response operation terminated after all sheens are removed from the water and the federal and state authorities have given their concurrence.

Port Allen Lube Oil Blending Plant (PAL)

For this scenario it is assumed that the Plant Control System (PCS) is inoperative because of a power spike that disables the main PCS computer. Plant Operations continue in manual mode. A tank truck is filling on the North Loading Rack with product (Delvac 1300 Super) from Tank 342. As loading proceeds Tank 313 in the North Tank Farm begins to overflow, going undetected for another 25 minutes thus allowing 5000 gallons of product to spill on to the Tank Farm concrete containment. PCS is inoperative so activation of emergency shutdown systems is not an option. The Blend Controller is advised to de-energize the Tank 342 loading pump and dispatch emergency response personnel. Although the contained area is sufficiently impervious to prevent migration to surrounding soil and allows for drainage to sumps that feed the waste-water treatment systems (WWTS), management elects for dispatch a vacuum truck to recover the oil and transport it offsite so as not to overwhelm the WWTS. A subsequent investigation reveals that the Tank 313 isolation valve at the loading rack manifold does not seat properly, which allowed product to bypass it.

Resins Finishing Plant

For this scenario, it is assumed that heavy equipment operating adjacent to a varsol storage tank accidentally backs into the tank and punctures the shell. Varsol begins to spill from the tank and accumulates in the sump area near the containment dike drain valve. The workers check to see that the drain valve is closed and notify the Finishing Plant Shift Supervisor. The Supervisor directs the workers to begin transferring varsol from the damaged tank into other tanks with available storage capacity.

The Resin Plant Shift Supervisor dispatches the Environmental Operator to inspect the storm-water ditch/outfall 002 to ensure that varsol has not escaped containment. The Environmental Operator reports back that the containment dike drain valve has apparently failed as varsol has entered the stormwater ditch and the pick-up weir pump has pumped it to the pond system allowing varsol through Outfall 001. The Operator proceeds down the drainage canal and finds front end of varsol near the plant property line. Due to the amount of varsol in ditch and pond system he estimates a spill of 20,000 gals. The Shift Supervisor immediately assumes the role of Incident Commander and initiates the internal and external notification process.

Company /contract response personnel are directed to deploy boom across the canal to ensure no varsol reaches Ash Slough. Due to the size of the spill, the Finishing Plant Supervisor activates the ELIRT Core Staff and a local response contractor (OSRO’s) to provide additional vacuum trucks, portable skimmers, and response personnel.

The recovered varsol and water is transported back to the finishing plant and is decanted into the plant’s recovery system for reprocessing/treatment. Varsol that is stranded on the shorelines is flushed back into the canal for recovery. Residual fating and stranded varsol is recovered with sorbent materials and the response operation terminated after all sheens are removed from the water and the federal and state authorities have given their concurrence.

Marketing Terminal

This scenario involves a flange leak on a line within the terminal which occurs at night and goes undetected for several hours resulting in a spill of 1,500 bbl. The oil drains to a low spot at the corner of the fire wall. The plant personnel working in that area notice the spill and place sorbent booms on the ground around the spill to limit spreading. They notify the Plant Superintendent of the incident. The superintendent activates the PSRT and selected contractor response personnel and instructs them to mobilize to isolate the line. An on-site contractor vacuum truck is also dispatched to the site of the spill. The response personnel use the vacuum truck to remove the pooled oil and transport it to the EULA treatment plant and discharge it to one of the recovered oil tanks for reprocessing. Sorbent materials are used to recover the remaining free oil and the oiled sediments are removed for on-site or off-site treatment.

Interconnecting Pipe

This scenario involves a flange leak on a line which occurs at night and goes undetected for several hours resulting in a spill of 1,500 bbl. The oil drains to a low spot at the corner of the fire wall. The plant personnel working in that area notice the spill and place sorbent booms on the ground around the spill to limit spreading. They notify the Plant Shift Supervisor of the incident.

The Shift Supervisor activates the PSRT and selected contractor response personnel and instructs them to mobilize to the area of the spill. A contract vacuum truck is notified / dispatched to the site of the spill. Personnel are instructed to secure the leaking line. The response personnel use the vacuum truck to remove the pooled oil and transport it to the EULA treatment plant and discharge it to one of the recovered oil tanks for reprocessing.

Worst Case Discharge

Anchorage Tank Farm

This scenario involves Tank 1504 [redacted] at the Anchorage Tank Farm which contains crude oil and has been identified as resulting in the worst case discharge. For this scenario, it is assumed that heavy rains have been falling in the Baton Rouge area for three consecutive days and the waste treatment facility is overwhelmed. The spill occurs when a crane working within the dike wall on a pipeline project tops over. The crane strikes the production line to the tank resulting in loss of the entire contents of the tank.

Workers at the tank farm observe the incident and immediately contact the Refinery Superintendent and respond to the leaking tank. The workers proceed with caution using PPE as appropriate due to the potential fire and hydrocarbon vapor/H_2S hazard. The workers determine that there is an explosion hazard and evacuate the tank farm. Before leaving, they attempt to close the sluice gate on the Parish Canal to contain the oil within the tank farm but are only partially successful.

The Refinery Superintendent assumes the position of Incident Commander and activates ELIRT. The Incident Commander then initiates the internal and external (regulatory) notification process including notification of West Baton Rouge Parish OEP. Several spill contractors are activated to respond to the spill. Because the OSRO is located in Port Allen and close to the East Parish Canal, they are the first responders on-site. Due to the relatively high currents in the canal much of the oil has already migrated past their location and continues towards the Intracoastal Waterway. The OSRO begins deploying a series of containment booms across the canal to contain as much of the remaining oil as possible.

The Incident Commander and ELIRT core staffs respond to the Anchorage Tank Farm and survey the length of the East Parish Canal to conduct a more detailed assessment of the situation. It is difficult to obtain an accurate assessment but the tank farm workers report that the entire contents of Tank 1504 or approximately [redacted] of crude have been released to the East Parish Canal. Industrial Hygiene is on site to monitor for H_2S and advise accordingly

The ELIRT personnel begin to arrive and the Incident Commander directs them to begin deploying additional containment booms along the Parish Canal both upstream and downstream of the OSRO locations. Oil is continuing to flow down the canal and because of the high flow conditions in the canal and the large volume of oil, the OSRO booming operations have only been partially effective. The initial boom deployment operations were also delayed due to the rain and darkness, allowing a significant amount of oil to reach the Intracoastal Waterway.

As additional contractors and ELIRT equipment arrives, the Incident Commander directs their deployment in the Intracoastal Waterway. The oil has covered the width of the waterway and has spread a significant distance in either direction. Containment booms are deployed across the waterway at suitable access points ahead of the advancing slick. Exclusion booms are placed in front of waterfront facilities wherever possible as a protection measure.

The Incident Commander notifies NARRT along with the U.S. Coast Guard MSO Baton Rouge and MSO New Orleans that a large quantity of oil has entered the Intracoastal Waterway and that the waterway should be closed to all vessel traffic. The Port Allen Locks at the confluence of the waterway and Mississippi River are contacted and requested to shut down to all vessel traffic except response vessels in an effort to exclude oil from reaching the Mississippi River. The Waterworks Warning Network is also contacted to alert downstream water users of the potential for oil to enter the river.

The ELIRT mobile command center is set up in Port Allen near the waterway. As representatives from the state agencies, U.S. Coast Guard, and U.S. Environmental Protection Agency begin to arrive, they are directed to the command center where they meet with the ExxonMobil response personnel. It is decided to establish a unified command system. An overall response strategy is developed jointly between ExxonMobil and the various agency representatives.

As early as possible, aerial reconnaissance is conducted by ExxonMobil to assess the situation. The oil has migrated a considerable distance in either direction along the Intracoastal Waterway but the containment operations have proven to be effective. Some oil has escaped under the booms and is still moving to the west along the waterway. Regular over flights continue throughout the day and more containment booming and shoreline protection operations are implemented along the waterway.

Skimmers and portable tanks and/or vacuum trucks available from response organizations are positioned along the shoreline at the various containment booming locations on both the Intracoastal Waterway and Parish Canal. Other vacuum or tank trucks are brought in to shuttle recovered oil and water back to the refinery. It is discharged into the Mixed Gas Oil recovery system for processing.

Containment and recovery operations continue over the next few days until all of the oil is recovered from the waterway and Parish Canal. Oil stranded on the shorelines is flushed back into the water and recovered with skimmers or sorbents. Some sediment along the affected shorelines was heavily oiled and required removal and disposal at commercial disposal sites. Response operations are terminated after several days with concurrence from the state and federal agencies and a long-term monitoring and restoration program is developed.

Refinery Complex

This scenario involves Tank 300 [redacted] which contains fuel oil and has been identified as resulting in the worst case discharge. For this scenario, it is assumed that heavy rains have been falling in the Baton Rouge area for three consecutive days and the waste treatment facility is overwhelmed. The spill occurs when a crane working within the dike wall on a pipeline project tops over. The crane strikes the production line to the tank resulting in loss of the entire contents of the tank. Because of the working containment capabilities within the refinery, 25% of the tank's total capacity is contained before reaching waterways. Therefore, the actual WCD is reduced to [redacted]

Workers at the tank farm observe the incident and immediately contact the Refinery Superintendent and respond to the tank to assess the situation. The workers proceed with caution due to the potential fire and hydrocarbon vapor. The workers determine that there is an explosion hazard and evacuate the area.

The Refinery Superintendent assumes the position of Incident Commander and activates ELIRT. The PSRT are the first responders on-site. The Incident Commander initiates the internal and external (regulatory) notification process and activates several spill contractors to respond to the spill. The sewer system and containment ponds are mostly full of water from the previous days' rainfall event. OSRO's are called due to the possibility that the oil may not be able to be contained on site.

The Incident Commander and ELIRT core staffs respond to Tank 300 area for a more detailed assessment of the situation. It is difficult to obtain an accurate assessment but the tank farm workers report that the entire contents of Tank 300 have been released but only 75% of the material [redacted] makes its way off the refinery property; 25% of the oil is contained in the sewer system.

The ELIRT personnel begin to arrive and the Incident Commander directs them to deploy containment boom from the dock in a diversionary mode to divert oil moving downstream to the shoreline for recovery, referring to ELIRT's "first day" plan. The initial boom deployment operations are delayed due to the darkness, allowing a significant amount of oil to reach the Mississippi River.

As additional contractors and ELIRT equipment arrives, the Incident Commander directs their deployment in the Mississippi River staging area. Exclusion booms are placed in front of waterfront facilities wherever possible as a protection measure.

The Incident Commander notifies the U.S. Coast Guard MSO Baton Rouge and MSO New Orleans that a large quantity of oil has entered the Mississippi River and that the river is closed to all vessel traffic. The Port Allen Locks at the Mississippi River are contacted and requested to shut down to all vessel traffic except response vessels. The Waterworks Warning Network is also contacted to alert downstream water users of the potential for oil to enter the river.

The ELIRT mobile command center is set up at the Refinery near the river. As representatives from the state agencies, U.S. Coast Guard, and U.S. Environmental Protection Agency begin to arrive they are directed to the command center where they meet with the ExxonMobil response personnel. It is decided to establish a unified command system. An overall response strategy is developed jointly between ExxonMobil and the various agency representatives.

As soon as possible, aerial reconnaissance is conducted by ExxonMobil to assess the situation. The oil has migrated a considerable distance downstream along the Mississippi River but the booming operations have proven to be effective. Some oil is still moving downriver. Regular over flights continue throughout the day and more containment booming operations and shoreline protection operations are implemented along the river.

Skimmers and portable tanks and/or vacuum trucks available from response organizations are positioned along the shoreline at the various containment booming locations. Other vacuum or tank trucks are brought in to shuttle recovered oil and water back to the refinery.

Containment and recovery operations continue over the next several days until all of the oil is recovered from the river. Oil stranded on the shorelines is recovered with skimmers or sorbents. Some sediment along the affected shorelines was heavily oiled and required removal and disposal at commercial disposal sites. Response operations are terminated after several days with concurrence from the state and federal agencies and a long-term monitoring and restoration program is developed.

Chemical Plant

This spill is caused by the overfilling of Tank 1664 following an alarm system malfunction. The overfilling places a high structural load on the tank causing it to fail. The heavy rains have weakened the dike system and the sudden spill from the tank further weakens the dike and causes it to fail. This allows the oil to enter a nearby inlet to the non-process sewer system where it flows to the outfall and into the Monte Sano Bayou.

Workers passing by the tank area notice the incident and immediately contact the operations personnel to terminate pumping and notify the Chemical Plant Superintendent who, in turn, assumes the position of Incident Commander. The superintendent responds to the Monte Sano Bayou to conduct a preliminary assessment and finds a large quantity of oil covering the bayou and migrating towards the Mississippi River. Due to the continued pumping for a short time following the tank failure, the spill volume exceeds the maximum tank capacity and is estimated at [redacted] The Incident Commander then initiates the internal and external notification process and requests activation of the ELIRT.

The Incident Commander directs ELIRT to deploy booms from the docks along the bayou to contain as much oil as possible. Due to the darkness, rain, and high water levels in the bayou, booming is complicated and delayed somewhat, allowing oil to reach the Mississippi River. The ELIRT has responded with equipment stored at the ExxonMobil Baton Rouge Refinery. The Dock PSRT begins to deploy boom across the mouth of the bayou. ExxonMobil ELIRT is instructed to deploy containment boom from the dock in a diversionary mode to divert oil moving downstream to the shoreline for recovery.

The Incident Commander, in conjunction with the ELIRT Incident Manager, begins contacting ExxonMobil's various response contractors, and request that they respond to the spill. Because of the high currents in the Mississippi River, containment and diversion booming is not effective except in backwater eddy areas or areas along the shoreline where currents are lower. Contractor equipment and personnel are dispatched downstream to deploy exclusion booms around municipal water intakes.

The Incident Commander notifies the U.S. Coast Guard MSD Baton Rouge and MSO New Orleans that a large quantity of oil has entered the river and that the river should be closed to all vessel traffic. The Waterworks Warning Network is also contacted to alert downstream water users of the situation. The response contractors and ELIRT are directed to mobilize to downstream river access points where currents are known to be lower to deploy diversion booms and initiate recovery operations.

At first light, aerial reconnaissance is conducted by ELIRT to assess the situation. The oil has migrated a considerable distance downstream and the shoreline containment and recovery operations have proven to be effective at their selected locations. The turbulent waters of the Mississippi River appear to have dispersed much of the oil and the high sediment loadings may have reduced the buoyancy of some of the oil causing it to submerge, as there is little oil remaining on the water.

Regular over fights continue throughout the day and more diversion booming and intake protection operations are implemented downstream as contractor resources continue to arrive on-site. Oil recovered from the shoreline containment operations along the Mississippi River and the Monte Sano Bayou is shuttled back to the chemical plant in contractor vacuum and tank trucks. The recovered oil and water is either placed in the wet naphtha recovery system for reprocessing at the ExxonMobil refinery or into the holding tanks at the chemical plant's AWT facility for gravity separation, recovery of the separated oil, and subsequent treatment of the water by the AWT.

Containment and recovery operations continue over the next few days until all of the oil is recovered from the river and bayou. Oil stranded on the shorelines is flushed back into the water and contained by diversion booms placed just downstream and recovered with skimmers or sorbents. Some shoreline areas within the bayou were heavily oiled and required sediment removal and disposal at off-site facilities. In consultation with state and federal officials, containment and recovery operations are terminated and options for continued surveillance and cleanup of oiled shorelines are explored.

Port Allen Lube Oil Blending Plant (PAL)

For this scenario it is assumed that heavy rains have been falling in the BR area for three consecutive days and the WWTS at the Port Allen LOBP is overwhelmed and inoperative forcing operations to use the concrete contained areas of the Tank Farms to temporarily store rainwater. The diked area is approximately 75% full. During normal operations the plant is taking 5000 bbl receipt of base stock from BRR. Approximately 15 minutes before the estimated receipt finish the Operator on duty reports Tank 148 is overflowing. The Blend Controller (BC) immediately calls the Refinery Base Oil Group but is unable to reach anyone. The BC activates the emergency shutdown systems and oil flow stops but line pressure starts to decline. The Base Oil group contacts the BC to find out why the shutdown was initiated and informs the BC the Refinery pumps are still running; which the BC directs be de-energized. At this point the BC receives a call from Enterprise Resources notifying that oil is spraying from the pipeline manifold located approximately 200 yards east of PAL. The Blend Supervisor and Operations Manager proceed to the manifold and identify the leaking flange as the Base Stock line that was in service filling Tank 148. Emergency notifications are made and remediation contractors dispatched to the manifold area. Back at Tank 148 personnel attempting to contain the overflow oil with booms notice that oil is seeping from under the surface of the water and, upon further investigation, notice a crack in the tank shell at the corner weld. The BC is notified, who then informs Plant Management. Operating personnel are directed to vacate the area around Tank 148 and as they do so one operator notes the east side of Tank 148’s shell is bulging substantially. Shortly thereafter, Tank 148’s shell ruptures, releasing its entire contents (~8,800 bbls) into the tank farm, which overflows the containment and allows an estimated 2000 bbls to reach the already swollen drainage ditches. The oil flows along the water surface to the weir in the SW corner of the plant where it overwhelms the control device and flows off the plant property through the ditches flowing through ATF then connect to the East Parish canal, which drains into the Intracoastal waterway.

Plant Management notifies PSRT and ELIRT personnel to advise them and request their assistance. ATF personnel are also notified. The PAL Plant Manager assumes the role of Incident Commander and notifies OSRO, the U.S. Coast Guard MSO Baton Rouge and MSO New Orleans that a large quantity of oil has reached the East Parish Canal and is flowing toward the Inter-coastal Waterway. Several spill contractors are also notified to deploy to the site.

Because the OSRO is located in Port Allen they are the first responders and begin to deploy a series of containment booms to mitigate the flow of additional oil into the waterways. PSRT and ELIRT personnel arrive approximately 1 hour after they are notified and deploy up and down the length of the East Parish Canal to further assess the situation. After their investigation the Incident Commander directs them to deploy additional booms upstream and downstream along the canal. Spill contractors arrive and begin oil recovery operations using vacuum trucks, skimmers, portable tanks, sorbent pads and booms. Approximately 6 hours later the spill is determined to be fully contained and has not reached the Inter-coastal Waterway.

Recovery and cleanup operations continue for several more days until all oil is recovered from the waterways. Response operations are terminated with concurrence from state and federal agencies, and a long-term restoration program is developed.

Resins Finishing Plant

This spill is caused by the overfilling of Tank 506 [redacted] following an alarm system malfunction. The overfilling places a high structural load on the tank causing it to fail. The heavy rains have weakened the dike system and the sudden spill from the tank further weakens the dike and causes it to fail. This allows the varsol to enter the stormwater drainage system where it flows through outfall 002 and into the Ash Slough.

Operations personnel passing by the tank area notice the incident and immediately contact the Finishing Plant Shift Supervisor. The Shift Supervisor immediately orders Operations Personnel to stop feed to the Hydrogenated Stripping Unit thus stopping flow varsol to TK-506. The Shift Supervisor assumes the responsibility of Incident Commander and responds to the Cypress Bayou Bridge on Rafe Mayer Road to conduct a preliminary assessment and finds varsol covering the bayou and migrating downstream. He then proceeds to the Cypress Bayou Bridge at Thomas Road and discovers that varsol has not reached this location. Due to the continued pumping for a short time following the tank failure, the spill volume exceeds the maximum tank capacity and is estimated at [redacted] The Incident Commander then initiates the internal and external notification process and requests activation of the ELIRT. All roads in the area are closed except for emergency vehicles.

The Incident Commander Response Personnel to deploy booms at suitable access points along Cypress Bayou and in conjunction with the ELIRT Incident Manager begins contacting ExxonMobil's various response contractors, and request that they respond to the spill. At first light, aerial reconnaissance is conducted by ELIRT to assess the situation and regular over flights continue throughout the day. Varsol recovered from the containment operations along Ash Slough and Cypress Bayou is shuttled back to the Finishing Plant in contractor vacuum and tank trucks. The recovered varsol and water is transported back to the finishing plant and is decanted into the plants recovery system for reprocessing/treatment.

Containment and recovery operations continue over the next few days until all of the varsol is recovered from the Ash Slough and Cypress Bayou. Varsol stranded on the shorelines is flushed back into the water and contained by diversion booms placed just downstream and recovered with skimmers or sorbents. Some shoreline areas within the bayou were heavily impacted and required sediment removal and disposal at off-site facilities. In consultation with state and federal officials, containment and recovery operations are terminated and options for continued surveillance and cleanup of oiled shorelines are explored.

Baton Rouge Marketing Terminal

A description of the worst case scenario has not been included since the volume of the largest tank is significantly less than the Refinery's largest tank (Tank 300) and the spill would migrate along the same flow path.

Baton Rouge Coke Terminal

The worst case scenario for the Baton Rouge Coke terminal is a 660 gallon diesel tank and is within much greater than 100% containment. In the event of an usual spill occurrence, the spill would not be expected to reach a navigable waterway.

Dock Area

The worst case scenario for the dock area is loss of containment of the longest crude line within the dock area. During work activities a hole is punched on the underside of in the 16" diesel heating oil line underneath the dock. The line contains 621 bbls or 26,082 gallons oil. The ESD is hit but the contents of the line do go to the river. For USCG planning purposes, claim 25% (6,520 gallons) of the material is lost to the river. The response scenario is identical to that of the Refinery.

4.14 Response Resource Requirements

The planning volumes are summarized in Table 31 with calculations following.

The resources available under contract to ExxonMobil significantly exceed the federal requirements for all scenarios.

The planning volumes calculated all exceed the applicable response equipment maximums and/or capacity described in the EPA and USCG regulations. As described in Section 1 ExxonMobil has in excess of 18,000 feet of boom and 11,500 bpd of recovery capacity available on their private local inventories, as well as 14 motorized boats for use in spill response. Most of this equipment can be deployed within 6 hours, with 1,700 feet of boom and 2 boats being ready for instant deployment at the docks. This easily satisfies the equipment requirements for AMP/small and MMP/medium discharges.

ExxonMobil also has contracts with several OSRO's, as described in Section 1. The USCG ratings for these OSRO's indicate that 3 of these local OSRO's are rated A, B, C, D, and E capable for both rivers/canals and Inland response areas, another 2 are rated D and E capable in both operating areas, and another one is rated D and E capable for rivers/canals. This satisfies the requirement to have contracts up to the maximum capacity for each WCD Tier, and to identify additional equipment up to 2 times the tier maximum capacity if needed (it is needed in this case). Each of these OSRO's also maintains equipment outside the New Orleans MSO area, which can be called upon if needed.

Sensitive area protection would require approximately 4,000 feet of boom, as shown in Section 3. This quantity can be provided by any of the 5 OSRO's contracted within the New Orleans MSO area. These OSRO's can also provide any manpower and equipment necessary for shoreline cleanup of a WCD spill to the maximum extent practicable.

Any substantial threat of a worse case discharge on a DOT Pipeline shall also follow Procedure P-195.402(d) in the Operations and Maintenance Manual.

4.15 Health and Safety

Introduction

This section discusses the most common causes of accidents and injuries and identifies appropriate preventive measures to ensure a safe working environment and attitude.

Buddy System

- Communication is critical in working groups. Response personnel should always stay in visual contact with their team. Use of the team approach and/or buddy system assures emergency assistance is always available.

General

- Make safety your first step in every job. This includes proper use of personal protective equipment, hazard recognition, watching your buddy, injury reporting, keeping shorelines and work areas free of debris, proper decontamination, and all other elements of this program.
- Do not operate equipment unless you have been trained in its use.
- If you are a supervisor, you have a responsibility to protect the people working for you.

By following the procedures outlined in this program, you should be able to protect yourself and your fellow workers from hazards and to perform your work in a safe and healthy manner.

Responding To Injuries

In reporting injuries, these guidelines must be followed:

- Reporting
  - All occupational injuries, illnesses or accidents must be immediately reported to the supervisor.
  - The supervisor has responsibility to investigate all accidents/illnesses to make sure corrective action is taken and to provide proper documentation.

- First Aid Response
  - All work crews have a first aid kit on site which is to be used for minor cuts and scrapes.
  - If any questions arise as to the seriousness of a problem, consult your supervisor.
  - Insect bites can cause infection - seek medical attention if required.

- On-Site Treatment
  - Persons trained to provide emergency first aid, including CPR, are available to each work group.
  - They will treat minor injuries and illnesses and make a determination if more advanced treatment is required.

Specific Safety Hazards/Guidelines

Aviation Safety

Aircraft present many potential hazards to both passengers and ground personnel. Exxon's aviation program addresses many of these safety concerns. The following points highlight aviation safety:

- All air traffic will comply with FAA regulations and ExxonMobil command directives.
- No one will board or exit any aircraft unless directed by the pilot; the aircraft and its passengers are under the control of the pilot.
- When traveling in helicopters or amphibious aircraft, approved flotation must be worn.
- Seat belts are required to be worn at all times.
- When entering or exiting a helicopter, walk straight to it from the front side; never from the rear. The invisible tail rotor can cause severe injuries.
- When entering or exiting aircraft, approach from the side or rear under direction of the pilot or other designated personnel.
- When entering helicopters, watch foot placement in order to protect the emergency pop-out flotation pontoons. Stepping on the pontoons may puncture them and reduce the effectiveness of these emergency devices.

Boat/Water Safety

Boat usage has many risks to the employees working from them. Fueling, pulling loads, poor sea conditions, lack of communications, inadequate boat or motor for sea conditions, and improper safety gear all create additional hazards to personnel.

Water operation will be governed by these minimum requirements:

- All boats will comply with Coast Guard regulations for their size/class and carry safety gear.
- Operators of skiffs and other self-propelled vessels used to transport personnel on the water will be properly trained, and meet all USCG requirements.
- Radio equipment on all boats and vessels shall be in good working order and compatible with ExxonMobil communication networks.
- All boats used to transport personnel will be outfitted with the necessary navigation equipment to assure safe transportation.
- Boats without proper lighting will not travel at night or in a fog.

- Rules of the Road as described in USCG water safety will be the operating criteria for operations of skiffs, Zodiacs and other small work boats. Supervisors are responsible for assuring that all small boat operators are trained and understand these rules.
- When personnel are: going from boat to another vessel; boat to shore; or working where there is a danger of falling into the water, they will wear USCG approved PFD's. Your supervisor will inform you of the type of PFD required for the work you will be conducting.
- Handle anchors and anchor ropes carefully. A common accident is catching the hand between boat sides and anchor rope.
- Extreme care is needed when beaching the boat due to strong underwater currents and underwater obstructions.
- To assure safe boat operations, personnel will be instructed not to:
  - Stand up or move around in small boats while they are underway.
  - Overload the boat or distribute loads unevenly.
  - Decelerate suddenly, allowing the stern wake to overtake and swamp the boat by washing over the transom.
- In handling gasoline for small outboard motors:
  - Always fuel boat in good light. Fill all portable tanks <u>on the dock</u>, not while in the boat.
  - When boat is tied up at a fueling dock:
    - Do not smoke, light matches or lighters, or operate electric switches.
    - Stop engines, motors, fans, and anything else that may cause a spark.
  - Secure all fires. Remember pilot lights on gas stoves and refrigerators.
- Before you start to fuel:
  - Check the mooring of your boat and get everybody out of the boat.
  - Close ports, windows, doors, and hatches (keep fumes and vapors off the boat).
  - Check your tanks, filler pipes, tank vents, and flame screens.
  - Check to see how much fuel the tank will take.
- During fueling:
  - Keep the nozzle of the hose in contact with the can opening to prevent static sparks.
  - Guard against spillage. If fuel spills, wipe it up immediately.
  - Do not let vapor get below the deck.

- After fueling:
  - Replace caps or fill openings.
  - Open up the boat completely and ventilate.
  - Air out the boat for five minutes.
  - Give low spots (engine bilges, tank spaces) the sniff. If you smell gasoline vapor, look for spillage and leakage.
  - Wipe up all spills.
- Fueling is an important operation. You, as skipper, should do it yourself.
- Marine vessels often have unique configurations which require special attention to minimize injuries. Ladders and stairways are narrower and are steeper angles that one normally encounters. Also there are often lower ceilings and protruding pipes which need special attention. Added to these are the high probability of a wet surface. To prevent injury, you must stay aware of your surroundings, reduce loads that you carry and do not move rapidly.

Chemical Exposure

The chemical nature and hazards of each petroleum product handled at the ExxonMobil Baton Rouge complex are provided in the MSDS sheets that are available electronically at BRRF and personnel needing them have access. Updates to these sheets are provided to the local MSU on computer disk. The actual hazards posed to spill response personnel will vary with the type of oil and degree of weathering (i.e. evaporation, dissolution, dispersion, biodegradation, and emulsification). Gasoline is generally the most toxic of the oils handled at the plant. The concentrations of gasoline vapors in the breathing zone and the associated health hazards are:

- 160 to 270 ppm - Can cause eye, nose, and throat irritation after several hours of exposure
- 500 to 900 ppm - Can cause the above irritations and dizziness in one hour
- 2,000 ppm - Can produce mild anesthesia in 30 minutes

Vapor monitoring shall be performed using an organic vapor meter or organic vapor analyzer, as often as necessary to ensure field personnel are protected from hazardous vapors and by individuals trained in the use and care of the monitoring equipment. Decisions regarding the need for respiratory protection should be made using vapor concentrations in the breathing zone prior to the initiation of work in a particular area and at periodic intervals throughout the response operation. If hydrocarbon vapor levels are consistently low or non-detectable, vapor monitoring may be discontinued or the frequency reduced. In all emergency situations, monitoring and exposure prevention will adhere to ExxonMobil standards.

Decontamination

Decontamination procedures must be followed to ensure that all oiled protective clothing is removed safely with minimum direct skin contact and adequately cleaned or disposed of. In addition, all tools and equipment exposed to oil contact should be cleaned periodically or prior to transporting offsite.

The essence of decontamination procedures is to remove all oil from work clothing, to prevent direct skin contact, and secondary oiling of other garments and clean areas. Exact procedures will vary between locations, activities conducted, and the level of oil contact. Actual procedures will be determined by the Safety/Health Manager. In general, the decontamination policy will be:

- **Limited Decontamination** - Prior to lunch or other breaks, workers will move to a designated area and remove oily gloves, followed by cleaning hands with waterless hand cleaner. Workers must avoid secondary contamination from oily outer wear during these periods.
- **Full Decontamination** - At shift's end, workers go to decontamination area where all oily protective clothing will be removed. Re-usable oiled clothing will be segregated by type (i.e., boots, rain gear, hard hats, etc.). Disposable clothing (gloves, Tyveks, booties) will be put in waste containers. Coveralls will be put into laundry baskets and workers will then proceed to a clean area where street clothing will be available.
- **Equipment Decontamination** - Oiled tools and equipment will be left at the site or stored on boats and cleaned at the end of the cleanup operations or if they become extremely oiled and difficult or dangerous to use. Boats will be cleaned periodically at designated areas by protected personnel.

Fire and Explosion

Until otherwise established, all spills should be considered as potential fire and explosion hazards. All nearby sources of ignition (electrical equipment, automobiles, welding operations, etc.) should be eliminated and the area cordoned off to all non-essential personnel.

> **Note:** Response to large aquatic spills involving gasoline or similar products is not recommended without proper assistance due to extreme fire hazard. Similarly, response to large terrestrial gasoline, diesel, jet fuel and other petroleum product spills is also not recommended without the assistance of the fire department.

Fire and explosion hazards are generally evaluated based on visual observations and combustible gas indicator or explosimeter lower explosive limit (LEL) readings. The LEL is the minimum vapor concentration where flame propagation will occur in the presence of an ignition source. There is also an upper explosive limit (UEL) wherein explosions will not occur due to the excessive vapor concentrations and lack of oxygen. Most combustible gas meters will drop to 0 or below when the UEL is reached.

Guidelines for conducting response operations in the presence of potentially explosive vapors are as follows:

- 0% LEL – Vapor monitoring required to assess the need for respiratory protection.

- < 10% LEL – Work may only continue with incident command approval and appropriate respiratory protection.
- > 10% LEL – response must be evaluated by the on scene commander, work may only continue with incident approval and approximate respiratory protection.

Accumulated debris, oily waste, trash and other fuels will be present in all operations to add to the fire danger. Strict control and isolation of these fire sources will be exercised to avoid their accumulation in inhabited areas. In addition, the following precautions are taken:

- Care must be taken around hydrocarbons and fuels: gasoline storage and transfer must be per codes and fire extinguisher must be readily available.
- Fuel handlers will be trained in safe handling techniques.
- Fire suppression equipment will be readily available.
- Smoking is not allowed near flammable materials.
- Welding and burning require work permits where hydrocarbon mixtures may exist (i.e. vessels, tanks, etc.). The safety department will issue work permits.
- All fires will be completely extinguished before leaving the work site.

Noise

Harmful noise levels will be prevalent in oil spill activities. Sources of noise include boats, generators, pumps, aircraft, winches, and other commonly used equipment. Impact noise (sharp or explosive inputs of energy) will exist in some of these operations. Noise levels as determined by field surveys and monitoring may require hearing protection.

Hearing protection will be provided to minimize exposures. If noise monitoring and surveys determine a noise hazard exists, those operations will require full time use of hearing protection. Noise will be discussed in a separate section.

Eye Safety

Splashing of liquids (oil, oily materials, salt water, and transfer of liquids), vapors (from the spill, fumes from the equipment), welding, grinding, and other sources may pose risks of eye injury and irritation.

Wind, heat or cold and reflective sunlight dry the eyes and appropriate action must be taken to minimize the effect of eye irritation.

- Suitable eye protection must be worn in all work areas. Safety glasses are a minimum. Boat decks, barge decks, staging areas, etc., are considered work areas.
- For those involved in beach washing/spraying activities, consideration should be given to face shields or goggles. If contact lenses are worn on the work site, goggles are required instead of safety glasses.

- Proper eye protection is required for welding, grinding, cutting and burning. This includes welding hood, face shield, and colored goggles, respectively. Do not watch welding operations even from a distance unless you have proper eye wear.
- If oil or any other material enters eyes, flush thoroughly with eyewash solution or clean fresh water and have eye examined by medic.

Personal Protective Equipment (PPE)

To ensure the protection of all cleanup workers and other response personnel, PPE will be required for specific response activities or during transit between sites. Certain items of PPE are mandatory and others are optional depending on the potential for oil contact. Actual PPE requirements will be determined by the Incident Commander or Site Safety Officer. The general PPE to be used for activities with potentially elevated levels of exposure (i.e., cleanup and waste handling) are outlined below:

- Face and eye protection
- Hard hats
- Oil resistant gloves
- High top, oil resistant boots
- Steel toe shoes
- Protective outer wear/rain suits, Tyvek suits and/or fire-proof (Nomex) overalls or undergarments
- Personal Flotation (Type III PFDs or better)
- Respiratory protection (if required)

Requirements for negative pressure respirator use:

- The identity and concentration of the containment is known;
- The oxygen content in the air is at least 19.5 percent;
- There is periodic monitoring of the work area;
- The respirator assembly is approved for the specific contaminant and concentration level;
- The type of respirator being used has been successfully fit-tested on the wearer; and
- Total organic vapor concentrations and/or benzene concentrations are evaluated and recommendations made by Industrial Hygiene.

Pressure Washing

Pressure washing techniques can result in hazards to operators. Any persons operating such equipment must be specifically instructed in safe use of such equipment by their supervisors. Training will include:

- Orientation to the pressure system, relief valves, pressure gauges.
- Special instruction in routine operations and maintenance of equipment.
- Special precautions to be taken in eye, face and skin protection from contacting the pressure wash stream.
- Proper use of all personal protective equipment (eye protection, hard hat, coveralls, boots, gloves, slicker suits, hearing protection, personal flotation devices, face shields, etc.)
- Equipment will not be operated without proper training.
- It is not advisable to wear jewelry, loose clothing or loose long hair around operating equipment.

Slips, Trips, and Falls

Slips, trips, and falls comprise the major physical hazard to personnel. Most activities will be conducted in an environment and on surfaces that are not conducive to walking, namely wet and/or oily surfaces. Many of the walkways, steps and ladders are built for use in the marine environment and do not meet OSHA standards. This, combined with the wet, oily conditions, increases the risk for injury to the back, knees and ankles from slips, trips, and falls. Control measures must be taken by installing anti-slip surfaces, building adequate access ways, installing handrails, warning employees, and other similar steps to eliminate these hazards.

Slips

- Loss of traction is the leading cause of workplace slips.
- Caused by wet surfaces, spills, or weather hazards like ice and snow.
- Footwear with soft, flexible soles that fit well is a must.
- Practice safe walking skills:
  - be cautious on wet surfaces; take short steps and keep your center of balance under you; point your feet slightly outward
  - be cautious of smooth surfaces
  - cleanup floor spills immediately

Trips

- Make sure you can see where you are going.

- Keep work areas well-lit.
- Keep work area clean; don't clutter aisle, stairs, or foot paths.
- Place equipment so it does not interfere with your walk path areas.
- Extension or power tools can be dangerous tripping hazards.
- Eliminate hazards due to loose footing on stairs, steps, and floors.
- Arrange loading docks, store gangplanks and ramps properly.

Falls

- Leading cause of injury-producing accidents.
- Avoid jumping.
- Repair or replace stairs or handrails that are loose or broken.
- Do not store items on stairs or in aisles.
- Wear good shoes; non-skid soles are a good choice.
- Inspect all ladders for defects before you begin climbing.
- Do not reach from a ladder or stand on the stop step of the ladder.
- Hoist tools or materials up to you after you reach the top of the ladder.

Small Tools and Equipment

Small tools and equipment pose the normal hazards to workers plus a few special concerns given the worksite.

- Use the proper tool for the job.
- Do not take shortcuts.
- Special care will be taken to properly store and handle compressed gas cylinders. They are to be secured at all times to prevent them from falling, rolling, and creating hazardous conditions. Be careful to protect cylinder valves. Oxygen gas cylinders, empty and full, will be stored with proper separation from all sources of fuel (acetylene, greases, oil, motor fuels, etc.) and ignition to reduce fire hazards.
- All electrical equipment (motors, welding machines, transformers, electrical tools, extension cords, etc.) will be properly grounded to reduce or minimize electrical shock hazards. Almost all of this equipment will be used under wet conditions which increase the potential for electrical shock hazards.

Strains

Strains can also be a major accident cause. Pulling booms, handling oily waste materials, securing boats, handling hoses, and overexertion are examples of sources for strains. Slips, trips, and falls also result in strains. The most common will be back strain, although any muscle group may be affected.

Effective measures to eliminate strains include use of mechanized lifting equipment, employee education, and assuring that sufficient assistance is available to prevent overexertion. To minimize the potential for strained muscles, remember the following:

- Lift with your legs and not your back.
- Don't try to lift too much - get help or use machinery.
- Pulling of anchors or hoses on beaches are common sources of back strains, etc.

Health and Safety Plan

Federal OSHA regulations (29 CFR 1910.120) require that a Health and Safety Plan be prepared for certain spill response operations that require an "Emergency Response" by offsite personnel. The scope of the HAZWOPER standard does not cover the inevitable release of a hazardous substance that is limited in quantity and poses no emergency or significant threat to the safety and health of employees in the immediate vicinity. This type of release is referred to as an "incidental release" in 29 CFR 1910.120(a)(3).

An incidental release is a release of hazardous substance which does not pose a significant safety or health hazard to employees in the immediate vicinity or to the employee cleaning it up, nor does it have the potential to become an emergency within a short time frame.

Incidental releases are limited in quantity, exposure potential, or toxicity and present minor safety or health hazards to employees in the immediate work area or those assigned to clean them up.

An example of a fill-in-the blank (template) clean-up operations site health and safety plan is included in Section 4.18. This template should be used as the basis for preparing a plan if required.

Site Specific Procedures

Anyone handling spilled material will wear as a minimum the following protective equipment:

- Gloves for incidental contact with routine hydrocarbons (gasoline, kerosene, etc). These gloves should be neoprene, nitrile, or a mixture. Verify that other gloves are rated (by the manufacturer) to protect against the specific hazard.
- Rain suits or disposal coveralls where clothing contamination is likely to occur. These protective suites should be rated (by the manufacturer) to protect against the specific hazard.
- Any entry into confined spaces will be conducted following entry permit procedures.
- Any vacuum truck usage will be in accordance with Safety Standard 412.
- 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.
- All re-useable PPE must be decontaminated or discarded upon removal
- Equipment which 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. MSDS sheets for each facility are kept at the facility and are readily assessable to all employees.
- Log(s) of workers on site must be kept by the workers' supervisors. The purpose of these logs is to account for everyone on site at all times.

ALL CLEANUP CONTRACTORS MUST HAVE HAZWOPER TRAINING.

4.16 Site Safety and Health Plan

The Site Safety and Health Plan should be completed by the site safety and health officer at the outset of an emergency response operation involving offsite response personnel. It should be revised and re-distributed as conditions change. The plan will cover all clean-up operations and all employees working on this project, including contractors and sub-contractors.

Table 34. Site Safety and Health Plan

A. SITE DESCRIPTION

Date: ____________ Location: ____________

Safety Hazards: ____________

Area affected: ____________

____

Surrounding population: ____________

Topography: ____________

Weather conditions: ____________

____

____

Additional information: ____________

____

____

____

B. ENTRY OBJECTIVES

The objective of the initial entry to the contaminated area is to (describe actions, tasks to be accomplished: i.e., identify contaminated soil, monitor conditions, etc.): ____________

____

____

____

____

C. ON-SITE ORGANIZATION AND COORDINATION

The following personnel are designated to carry out the stated job functions on-site. (Note: One person may carry out more than one job function.)

The following is an example only:

POSITION	INDIVIDUAL
Site Safety Officer	John Doe
Air Monitoring Coordinator	Jane Doe
Security / Site Access Control	Bill Smith

Table 34. Site Safety and Health Plan (continued)

FEDERAL AGENCY REPRESENTATIVES:

STATE AGENCY REPRESENTATIVES:

LOCAL AGENCY REPRESENTATIVES:

CONTRACTOR(S):

All personnel arriving or departing the site should log in and out with the Recordkeeper. All activities on site must be cleared through the Project Team Leader.

D. ON-SITE CONTROL

________________________________(name of individual or agency) has been designated to coordinate access control and security on site. A safe perimeter has been established at (distance or description of controlled area)

No unauthorized person should be within this area.
The on-site Command Post and staging have been established at:________________

The prevailing wind conditions are ________________. This location is upwind from the Exclusion Zone.

Control boundaries have been established and the Exclusion Zone (the contaminated area), hotline, Contamination Reduction Zone, and Support Zone (clean area) have been identified and designated as follows (describe boundaries and/or attach map of controlled area):________

These boundaries are identified by (marking of zones, i.e., red boundary tape--hotline traffic cones- Support Zone, etc): ________________

Table 34. Site Safety and Health Plan (continued)

E. HAZARD EVALUATION

The following substance(s) are known or suspected to be on site. The primary hazards of each are identified. Material Safety Data Sheets for the involved substances are available on site.

Substance Involved (Chemical Name)	Concentrations (If Known)	Primary Hazards
____________	____________	____________
____________	____________	____________
____________	____________	____________
____________	____________	____________
____________	____________	____________
____________	____________	____________

The following additional hazards are expected on site (i.e., slippery ground, uneven terrain, etc.):

____

____

Hazardous substance information form(s) for the involved substance(s) have been completed and are attached.

F. PERSONAL PROTECTIVE EQUIPMENT

Based on evaluation of potential hazards, the following levels of personal protection have been designated for the applicable work areas or tasks:

Location	Job Function	Level of Protection				
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other
____________	____________	A	B	C	D	Other

Table 34. Site Safety and Health Plan (continued)

Specific protective equipment for each level of protection is as follows:

Level A Fully-encapsulating SCBA Suit Disposable Coveralls____________________________

Level B Splash Gear (Type)____________________________

Level C Splash Gear (Type) ____________________________

Full-face Canister Respirator ____________________________

Level D ____________________________

Other: ____________________________

The following protective clothing materials are required for the involved substances:

Substance (chemical name)	Material (material name, e.g., Viton)

If air-purifying respirators are authorized (filtering medium),__________________is the appropriate canister for use with the involved substances and concentrations. A competent individual has determined that all criteria for using this type of respiratory protection have been met.

NO CHANGES TO THE SPECIFIED LEVELS OF PROTECTION SHALL BE MADE WITHOUT THE APPROVAL OF THE SITE SAFETY OFFICER AND THE PROJECT TEAM LEADER.

Table 34. Site Safety and Health Plan (continued)

G. ON-SITE WORK PLANS

Work party(s) consisting of ________ person(s) will perform the following tasks:

Name	Function
Project Team Leader ______________________	______________________________
	______________________________
Work Party #1 ____________________________	______________________________
	______________________________
	______________________________
Work Party #2 ____________________________	______________________________
	______________________________
	______________________________
Rescue Team ______________________________	______________________________
(required - entries to IDLH environments)	______________________________
	______________________________
Decontamination Team ____________________	______________________________
	______________________________
	______________________________

The work party(s) were briefed on the contents of this plan at ________________________________

Table 34. Site Safety and Health Plan (continued)

H. COMMUNICATION PROCEDURES

Channel ____ has been designated as the radio frequency for personnel in the Exclusion Zone. All other on-site communications will use channel ____

Personnel in the Exclusion Zone should remain in constant radio communication or within sight of the Project Team Leader. Any failure of radio communication requires an evaluation of whether personnel should leave the Exclusion Zone.

_________________________(Horn blast, siren, etc.) is the emergency signal to indicate that all personnel should leave the Exclusion Zone. In addition, a loud hailer is available, if required.

The following standard hand signals will be used in case of failure of radio communications:

Hand gripping throat	Out of air, can't breathe
Grip partner's wrist or both hands around waste	Leave area immediately
Hands on top of head	Need assistance
Thumbs up	OK; I'm all right; I understand
Thumbs down	No; negative

Telephone communication to the Command Post should be established as soon as practicable. The phone number is: ____.

I. DECONTAMINATION PROCEDURES

Personnel and equipment leaving the Exclusion Zone shall be thoroughly decontaminated. The standard level ____ decontamination protocol shall be used with the following decontamination stations:

(1) _______________________ (2) _____________________ (3) _______________________

(4) _______________________ (5) _____________________ (6) _______________________

(7) _______________________ (8) _____________________ (9) _______________________

(10) _____________________

Other: ____

Emergency decontamination will include the following stations: ________________________________
____
____

The following decontamination equipment is required: _______________________________________
____
____

(detergent and water, etc.) will be used as the decontamination solution.

Table 34. Site Safety and Health Plan (continued)

J. MEDICAL CARE

1. ______________________________(name) is the designated Site Safety Officer and is directly responsible to the Project Team Leader for safety recommendations on site.

2. ____________________________________(names of qualified personnel) are the qualified EMTs on site.

_______________________________________(medical facility names) at _________________ _______________________________________(address),_________________ (phone no.) is located _ minutes from this location.

________________________________(name of person) was contacted at_______________(time) and briefed on the situation, the potential hazards, and the substances involved. A map of alternative routes to this facility is available at____ (normally Command Post).

Local ambulance service is available from ____ at_______________________(phone). Their response time is ____________________minutes. Whenever possible, arrangements should be made for on-site standby.

First aid equipment is available on site at the following locations:

First aid kit	____________________
Emergency eye wash	____________________
Emergency shower	____________________
Other	____________________

Emergency medical information for substances present:

Substance	Exposure Symptoms	First Aid Instructions

List of emergency phone numbers:

Agency/Facility	Phone Number/Contact
Police:	
Fire:	
Hospital:	
Airport:	
Public Health Advisor:	
Other:	

Table 34. Site Safety and Health Plan (continued)

3. Environmental Monitoring

The following environmental monitoring instruments shall be used on site (cross out if not applicable) at the specified intervals.

Device	Continuous	Hourly	Daily	Other
Combustible Gas Indicator	⑧	⑧	⑧	⑧
O2 Monitor	⑧	⑧	⑧	⑧
Colorimeteric Tubes (type)	⑧	⑧	⑧	⑧
________________________	⑧	⑧	⑧	⑧
________________________	⑧	⑧	⑧	⑧
________________________	⑧	⑧	⑧	⑧
HNU/OVA	⑧	⑧	⑧	⑧
Other:	⑧	⑧	⑧	⑧
________________________	⑧	⑧	⑧	⑧

4. Emergency Procedures (should be modified as required for incident)

The following standard emergency procedures will be used by on-site personnel. The Site Safety Officer shall be notified of any on-site emergencies and be responsible for ensuring that the appropriate procedures are followed.

Personnel Injury in the Exclusion Zone: Upon notification of an injury in the Exclusion Zone, the designated emergency signal ___________________________ shall be sounded. All site personnel shall assemble at the decontamination line. The rescue team will enter the Exclusion Zone (if required) to remove the injured person to the hotline. The Site Safety Officer and Project Team Leader should evaluate the nature of the injury, and the affected person should be decontaminated to the extent possible prior to movement to the Support Zone. The on-site EMT shall initiate the appropriate first aid, and contact should be made for an ambulance and with the designated medical facility (if required). No persons shall re-enter the Exclusion Zone until the cause of the injury of symptoms is determined.

Personnel Injury in the Support Zone: Upon notification of an injury in the Support Zone, the Project Team Leader and Site Safety Officer will assess the nature of the injury. If the cause of the injury or loss of the injured person does not affect the performance of site personnel, operations may continue, with the on-site EMT initiating the appropriate first aid and necessary follow-up as stated above. If the injury increases the risk to others, the designated emergency signal ____ shall be sounded and all site personnel shall move to the decontamination line for further instructions. Activities on site will stop until the added risk is removed or minimized.

Fire/Explosion: Upon notification of a fire or explosion on site, the designated emergency signal shall be sounded and all site personnel assembled at the decontamination line. The fire department shall be alerted and all personnel moved to a safe location from the involved area.

Table 34. Site Safety and Health Plan (continued)

Personal Protective Equipment Failure: If any site worker experiences a failure or alteration of protective equipment that affects the protection factor, that person and his/her buddy shall immediately leave the Exclusion Zone. Re-entry shall not be permitted until the equipment has been repaired or replaced.

Other Equipment Failure: If any other equipment on site fails to operate properly, the Project Team Leader and Site Safety Officer shall be notified and then determine the effect of this failure on continuing operations on site. If the failure affects the safety of personnel or prevents completion of the Work Plan tasks, all personnel shall leave the Exclusion Zone until the situation is evaluated and appropriate actions taken.

The following emergency escape routes are designated for use in those situations where egress from the Exclusion Zone cannot occur through the decontamination line (describe alternate routes to leave area in emergencies):

____

____

____

____

In all situations when on-site emergency results in evacuation of the Exclusion Zone, personnel shall not re-enter until:

1. The conditions resulting in the emergency have been corrected,
2. The hazards have been reassessed,
3. The Site Safety Plan has been reviewed, and
4. The Site personnel have been briefed on any changes in the Site Safety Plan.

5. Personal Monitoring

The following personal monitoring will be in effect on site:

Personal exposure sampling (describe any personal sampling programs being carried out on site personnel; this would include use of sampling pumps, air monitors, etc.) __

____

____

____

____

Table 34. Site Safety and Health Plan (continued)

Medical monitoring: The expected air temperature will be _ F°. If it is determined that heat stress monitoring is required the following procedures shall be followed (describe procedures in effect, i.e., monitoring body temperature, body weight, pulse rate): ____________

All site personnel have read the above plan and are familiar with its provisions.

Title	Name	Signature

4.17 Response Training and Drills

Training

The training criteria for individuals who may be involved in a spill incident are based on the duties and functions associated with the level of response or types of activities they may have to perform. ExxonMobil policy requires that training and drill performance at all levels meet or exceed the standards set by the federal government.

HAZWOPER Training Requirements

OSHA HAZWOPER training requirements are shown in the table below

Table 35. OSHA HAZWOPER Training Requirements

RESPONDER CLASSIFICATION	REQUIRED TRAINING HOURS	REFRESHER
29 CFR 1910.120(q) Emergency Response		
First Responder – Employee Awareness Level	2-4 hours demonstration of competency	Same
First Responder – Operations Level	8 hours	8 hours
Incident Commander	24 hours plus competency	8 hrs

All personnel responding to an incident must satisfy the applicable HAZWOPER training requirements of 29 CFR 1910.120. Personnel are trained to the level of HAZWOPER necessary to perform their emergency response duties. Team members are required under state and federal regulations to have appropriate up-to-date HAZWOPER training necessary to function in their assigned positions. Refresher training or a demonstration of competency is required to maintain HAZWOPER qualifications.

First Responder/Employee Awareness

Unit operators are instructed to assess spill from a safe distance. Training covers basic hazard and risk assessment techniques and HazMat terminology, how to select and use personal protective equipment, how to perform control, containment and confinement operations, and how to implement basic decontamination measures. Therefore, they are not required by OSHA to receive HAZWOPER training for responding to spills in their areas or units.

The Qualified Individuals for the Refinery, Chemical Plant and Marketing Terminal are their respective superintendents, who are available 24 hours a day. The QI for the Port Allen Lubricant Plant is the plant manager during working hours and the refinery superintendent after hours. The home numbers and addresses for each designated individual have not been provided since a QI is available 24 hours a day for each site. The names of each person holding the position listed below can be obtained from ExxonMobil Organizational Charts which are kept up to date, widely distributed to all employees, and are incorporated herein by reference. The current phone numbers for each person holding the position listed below can be obtained by all employees from the ExxonMobil On-line Phone Directory.

First Responder/Operations

Personnel involved in the day to day operations within a specific unit receive continual instruction and experience in the proper handling and potential hazards associated with the materials that could be spilled in their area. Personnel are involved in protection and containment operations which do not involve contact with the spill (i.e., booming operations prior to arrival of the oil) must have at least 8 hours of HAZOPER training or sufficient experience to demonstrate competency in their spill response duties.

Incident Commander (Qualified Individual)

IC is trained to assume control of an incident. Training includes ExxonMobil's incident command system, how to implement the facility's response plan, the associated risks of employees working in chemical protective clothing, decontamination procedures, how to implement the local emergency response plan, and knowledge of the state emergency response plan and of the Federal Regional Response Team.

Other Response Support

Personnel from other aspects of the Emergency Response Team (e.g. Hazmat, fire brigade, medical, etc.) can be made available depending on the spill event.

Other personnel whose skills are needed temporarily to perform immediate emergency support work (such as dump truck drivers and crane operators) are not required to meet the training requirements discussed above. However, these personnel must be briefed on the potential hazards and the duties to be performed at the site before participating in response operations. They must also receive instruction in the use of any safety and personal protective equipment needed and on all other appropriate safety and health precautions.

Company and Other Specialist Support

Experts would provide technical advice or guidance during response to a spill incident. Examples of such specialists might include chemists, biologists, industrial hygienists, physicians, or others with skills useful during a spill response operation. Such persons must receive appropriate training or demonstrate competency in their specialty. There are no specific requirements on training content or hours of training for these persons. However, the training must be sufficient for the individuals to maintain competency in their specific area of expertise. Training and demonstration of competency for skilled support personnel and specialists should be documented.

Initial and Refresher Training Requirements

Refresher training or a demonstration of competency is required annually to maintain qualification as a Responder. A record must be kept of the methodology used to demonstrate competency. Exercises that are well organized, competently conducted, thoughtfully critiqued, and carefully documented will qualify as part of the annual refresher training. Competency can be demonstrated through written or oral examinations or through performance during exercises. HAZWOPER rules do not specify content requirements for refresher training sessions.

Chemical Plant Response Training

ExxonMobil Chemical will provide response awareness training to the personnel that provide support functions in a spill response as well as those operations and maintenance personnel that will typically be involved in the initial response to a spill within their normal work area but will not necessarily respond to spills outside their areas. Portions of this training are already included in their standard orientation and ongoing training programs while the remainder will have to be provided through a supplemental training program.

This supplemental training may be provided in a video format wherein personnel will be required to watch the video and sign a certification form documenting that they watched the video and understood the contents. Alternatively, personnel may be issued written materials that they will be required to read and sign a statement of understanding form or be required to attend classroom sessions.

The topics that will generally be covered by these training modules include:

- Notification procedures and requirements for internal ExxonMobil Chemical personnel; federal, state, and local agencies, and contracted oil spill removal organizations (OSROs) and the information required for those organizations.
- Communications systems used for implementing the above notifications.
- Information of the products stored, used, or transferred by the chemical plant, including familiarity with the material safety data sheets, special handling procedures, health and safety hazards, and spill and firefighting procedures.
- Facility personnel responsibilities and procedures for use of facility equipment which may be available to mitigate or prevent an oil spill.
- Shutting down affected operations and isolating affected equipment.
- Procedures to follow in the event of a spill, potential spill, or emergency involving the following equipment or scenarios:
  - Tank overfill
  - Tank rupture
  - Piping or pipeline rupture
  - Piping or pipeline leak, both under pressure and not under pressure
  - Explosion or fire
  - Failure of secondary containment system
- Name of Qualified Individual (Chemical Plant Superintendent) and method of contact.

- General responsibilities and authorities of the Qualified Individual and the PSRT.
- Drill and exercise program for meeting federal requirements.

Chemical Plant Spill Prevention Training

Routine safety meetings are typically used as the forum for reviewing and discussing spill events and other incidents having oil pollution potential, spill prevention issues, and other safety related topics. All operations and maintenance personnel participate in the routine safety meetings held by their various teams. Different departments within the chemical plant may have different meeting and recordkeeping formats, but the process of meeting to discuss pertinent issues is essentially the same.

In addition to the above training, all operating personnel must complete a rigorous four year apprentice-training program which includes the operation and maintenance of equipment to prevent oil spills. The BRCP Environmental Standards, contained in the BRCP Document Management System, which addresses plant procedures for ensuring compliance with applicable pollution control laws, rules, and regulations, are reviewed during this training and a copy is maintained in all control centers and on computer and is available to all employees.

EPA Required Training

The EPA requires that all facilities that have a FRP develop and implement a facility response training program and a drill/exercise program that satisfy the requirements of this section.

The facility owner or operator shall develop a facility response training program to train those personnel involved in oil spill response activities. It is recommended that the training program be based on the USCG's Training Elements for Oil Spill Response, as applicable to facility operations. An alternative program can also be acceptable subject to approval by the Regional Administrator.

- The owner or operator shall be responsible for the proper instruction of facility personnel in the procedures to respond to discharges of oil and in applicable oil spill response laws, rules, and regulations.
- Training shall be functional in nature according to job tasks for both supervisory and non-supervisory operational personnel.
- Trainers shall develop specific lesson plans on subject areas relevant to facility personnel involved in oil spill response and cleanup.

The facility owner or operator shall develop a program of facility response drills/exercises, including evaluation procedures. A program that follows the National Preparedness for Response Exercise Program (PREP) will be deemed satisfactory for purposes of this section. An alternative program can also be acceptable subject to approval by the Regional Administrator.

USCG Required Training

A response plan submitted by an owner or operator of an MTR facility must include an exercise program containing both announced and unannounced exercises. The following are the minimum exercise requirements:

- Qualified Individual notification exercises (quarterly).
- Spill management team tabletop exercises (annually). In a 3-year period, at least one of these exercises must include a worst case discharge scenario.
- Equipment deployment exercises:
  - Semiannually for facility owned and operated equipment.
  - Annually for oil spill removal organization equipment.
- Emergency procedure exercises (optional).
- Annually, at least one of the exercises listed in §154.1055(a) (2) through (4) must be unannounced. Unannounced means the personnel participating in the exercise must not be advised in advance, of the exact date, time and scenario of the exercise.
- The facility owner or operator shall design the exercise program so that all components of the response plan are exercised at least once every 3 years. All of the components do not have to be exercised at one time; they may be exercised over the 3-year period through the required exercises or through an Area exercise.

COTP. The objectives of the unannounced exercises will be to test notifications and equipment deployment for response to the average most probable discharge. After participating in an unannounced exercise directed by a COTP, the owner or operator will not be required to participate in another COTP initiated unannounced exercise for at least 3 years from the date of the exercise.

A facility owner or operator shall participate in Area exercises as directed by the applicable On-Scene Coordinator. The Area exercises will involve equipment deployment to respond to the spill scenario developed by the Exercise Design Team, of which the facility owner or operator will be a member. After participating in an Area exercise, a facility owner or operator will not be required to participate in another Area exercise for at least 6 years.

The facility owner or operator shall ensure that adequate records of all required exercises are maintained at the facility for 3 years. Records shall be made available to the Coast Guard upon request.

The response plan submitted to meet the requirements of this subpart must specify the planned exercise program. The plan must detail the exercise program, including the types of exercises, frequency, scope, objectives and the scheme for exercising the entire response plan every 3 years.

Compliance with the National Preparedness for Response Exercise Program (PREP) Guidelines will satisfy the facility response plan exercise requirements. Compliance with an alternative program that meets the requirements of paragraph (a) of this section and has been approved under §154.1060 will also satisfy the facility response plan exercise requirements.

DOT Required Training

Each operator shall conduct training to ensure that:

All personnel know:

- Their responsibilities under the response plan,
- The name and address of, and the procedure for contacting, the operator on a 24-hour basis, and
- The name of, and procedures for contacting, the qualified individual on a 24-hour basis.

Reporting personnel know:

- The content of the information summary of the response plan,
- The toll-free telephone number of the National Response Center, and
- The notification process; and

Personnel engaged in response activities know:

- The characteristics and hazards of the oil discharged,
- The conditions that are likely to worsen emergencies, including the consequences of facility malfunctions or failures, and the appropriate corrective actions,
- The steps necessary to control any accidental discharge of oil and to minimize the potential for fire, explosion, toxicity, or environmental damage, and
- The proper firefighting procedures and use of equipment, fire suits, and breathing apparatus.

Each operator shall maintain a training record for each individual that has been trained as required by this section. These records must be maintained in the following manner as long as the individual is assigned duties under the response plan:

- Records for operator personnel must be maintained at the operator's headquarters; and
- Records for personnel engaged in response, other than operator personnel, shall be maintained as determined by the operator.

Nothing in this section relieves an operator from the responsibility to ensure that all response personnel are trained to meet the Occupational Safety and Health Administration (OSHA) standards for emergency response operations in 29 CFR 1910.120, including volunteers or casual laborers employed during a response who are subject to those standards pursuant to 40 CFR part 311.

Drills

Response Drills

ExxonMobil intends to follow the drill requirements specified in the National Preparedness for Response Exercise Program (PREP) Guidelines, USDOT/USEPA/USDOI. PREP states that completion of the PREP exercises will satisfy all OPA 90 mandated federal oil pollution response exercise requirements.

For this FRP, PREP requires three types of drills: QI notification drills, spill management team (SMT) table top exercises (TTX) and equipment deployment exercises. These are summarized in Table 36. ExxonMobil may elect to exercise individual components of the plan but at various times during a triennial cycle, with each component of the plan being exercised at least once. PREP lists 15 components of the response plan must be exercised over the triennial period. The guidelines, however, state that if the plan does not contain all 15 components, only those that are contained in the plan must be exercised. The 15 components include:

- Notification
- Staff mobilization
- Ability to operate within the response management system
- Discharge control
- Assessment
- Containment
- Recovery
- Protection
- Disposal
- Communications
- Transportation
- Personnel support
- Equipment and maintenance support
- Procurement
- Documentation

Notification Drills

Quarterly, each facility conducts a QI notification drill. The drill may be announced or unannounced. Actual events may also be used to demonstrate compliance with this requirement. Typically, the drill is initiated by one of the individuals listed in Table 28 by attempting to contact the QI for that particular location via phone or radio. Drill documentation is developed and retained per the retention requirements.

Tabletop Exercises (TTX)

This drill is conducted annually and involves an activity in which key spill response personnel are presented with simulated emergency situations without time constraints. It is usually informal, in a conference room environment, and designed to stimulate constructive discussion by the participants as they attempt to examine and then resolve problems related to the emergency response using this FRP and other emergency and operations plans. The purpose is to resolve questions of coordination and assignment of responsibilities in a non-threatening format and under minimum stress.

As described in Figure 2, the Primary Spill Response Team (PSRT) would respond to small, onsite spills. Each QI staffs the key team management positions (Table 18) resulting in four potentially different PSRTs (one for each part of the complex). The PSRT's at the Refinery, Chemical Plant, Lubricant Plant and Baton Rouge will conduct Tabletop Exercises annually. All the components of the plan for PSRTs will be exercised during the triennial cycle, but not necessarily during a single exercise. At least one of these drills in a triennial period must be conducted using the Worst Case Discharge Scenario.

In addition to the PSRT, ELIRT may be asked to assist an area in responding to a larger spill. To ensure ELIRT personnel remain knowledge in this FRP, they will participate in the Refinery Table Top Drills and drills in the other areas of the complex when they exercise the Worse Case Discharge.

Even though the FRP describes the North American Regional Response Team (NARRT) for major spills with significant impact (Figure 2), this plan does not contemplate using the NARRT for the response to a Worst Case Discharge at this facility.

Equipment Deployment Drills

PREP requires ExxonMobil to conduct equipment deployment drills twice a year for equipment cited in the FRP and owned/operated by ExxonMobil personnel. PREP specifies a minimum amount of equipment to be deployed during each exercise (Table 37). These drills may be combined with a notification and/or tabletop drill and may be announced or unannounced. The drills will typically involve the dispatch of selected PSRT, and possibly, ELIRT personnel and on-site equipment to a hypothetical spill location and the deployment of boom, skimmers and/or other response equipment.

ExxonMobil requires, through contract, that their OSRO's conduct equipment deployment drills annually in compliance with the PREP requirements. The OSRO's are also required to maintain documentation of these drills or actual spill incidents which involve equipment deployment and provide that documentation to ExxonMobil upon request.

Full Response Plan Implementation Drills

This drill is conducted at three-year intervals and involves a hypothetical worst case spill situation that requires full implementation of the entire response plan. It is intended to evaluate the operational capability of an emergency management system in an interactive manner over an extended time period. It involves testing a major portion of the basic plan elements in a stressful environment and could involve all PSRT personnel, key ELIRT responders, response contractors, and regulatory agencies. Personnel and equipment will be dispatched to the scene and logistical arrangements made for additional response resources and the handling, storage, and general management of estimated quantities of oily wastes.

Documentation of Training and Drills

ExxonMobil will ensure that the spill response personnel assigned to all levels have received the required training or equivalent experience and are competent in their duties. Training will be documented as required by OSHA. Similarly, participation in any response drills will be documented regarding the type of drill, location, and date. Participation in discharge prevention meetings will also be documented. Training records will be maintained by each site's respective Environmental Section or in the training database for a period of not less than 5 years.

ExxonMobil will document and certify PREP drills conducted and maintain these records for up to 5 years. Drill document records will be equivalent to those suggested in the PREP document.

Details of the initial HAZWOPER training and the procedure used to satisfy the refresher training/competency demonstration requirement must be documented in writing for each employee trained for spill response. This documentation shall include lesson plans covering the material taught and the methods used to demonstrate an employee's competence.

ExxonMobil's response contractors are required, under the conditions of their contract, to provide the appropriate HAZWOPER and spill response training to their personnel. The contractors are required to maintain documentation of this training and make it available to ExxonMobil upon request. ExxonMobil may also conduct spot checks of their documentation during drills or training programs in which the contractors participate.

Table 36. Summary of PREP Drill Requirements

DRILL/EXERCISE TYPE	ANNUAL FREQUENCY	TRIENNIAL CYCLE (# TIMES IN 3 YEARS) *
QI Notification		
Refinery QI	4	12
Chemical Plant QI	4	12
Baton Rouge Terminal QI	4	12
Port Allen Lubricants (PAL) Plant QI	4	12
Baton Rouge Finishing Plant	4	12
Spill Management Team Tabletop Exercises **,^		
PSRT – Refinery QI	1	3
PSRT – Chemical Plant QI	1	3
PSRT – Baton Rouge Terminal QI	1	3
PSRT – PAL QI	1	3
PSRT - Baton Rouge Finishing Plant	1	3
ELIRT	0***	0***
Equipment Deployment Exercises **		
LMR Strike Team equipment	2	6
Boom Pull @ Monte Santo Bayou	1	3
OSRO owned equipment	1	3

* Each component of the response plan must be exercised at least once in the triennial cycle
** Three of these drills must be unannounced exercises during the Triennial Cycle
*** These drills are handled in conjunction with the refinery drill.
^ One of these must be for the Worst Case Discharge

Notes:

Responses to actual spills can qualify as credit for one or more of these exercises if the response is properly documented. Also participation in government-initiated exercises can qualify as credit for one or more of these exercises if properly documented. Finally a specific exercise can satisfy several of the types of PREP exercises depending on its scope.

Deployment of equipment listed in Table 37 satisfies requirements for all facilities.

Table 37. Minimum Amount of Equipment for Equipment Deployment Exercises

TYPE	AMOUNT TO BE DEPLOYED
Hazardous Substance Incident Assessment Equipment	
• Monitoring – air, surface and subsurface plume	Not specified
• Personal Protection Equipment – protective clothing and protective breathing apparatus as needed	Not specified
• Trajectory analysis equipment	Not specified
Mechanical skimming/recovery systems (one of each type listed in Table 11)	
• Suction (Pneumatic Diaphragm pump, Vac Truck or Pelican Skimpack)	1*
• Vikoma disk skimmer	1*
• Abasco rope mop skimmer	1*
• Wier skimmer (Manta Ray, GT 185, or Douglas)	1*
Booming systems	
• American curtain boom	1000 ft*.
• River boom (special purpose)	All up to 1000 ft.*

*For spill scenarios addressing the EPA-regulated portion of the complex, the minimum equipment deployed may be restricted to the amount necessary to respond to a small spill if less than the amount given in the table. For the DOT-regulated pipeline portion of the complex, the amount of equipment deployed needs to demonstrate ExxonMobil's ability to deploy the equipment listed in Table 9 – Table 11.

4.18 Spill Response, Management Commitment, and Waste Disposal Plan

Spill Response

An oil spill to the waters of the United States is to be handled on an emergency basis. The containment and cleanup of the spill shall take priority over other activities except when it conflicts with ExxonMobil's requirement to maintain safe operations.

The Refinery Docks Section and/or the Operating Services Department are primarily responsible for responding to ExxonMobil spills to water at the ExxonMobil Baton Rouge Refinery Dock Facility. The Docks Section is also responsible for ensuring that such pollution incidents have been thoroughly investigated for future action. Other ExxonMobil facilities (i.e., ExxonMobil Baton Rouge Refinery proper, Chemical Plant, Coke Terminal, Anchorage Tank Farm, Port Allen Lubricants Plant, and Baton Rouge Baton Rouge Terminal) will respond, investigate and report spill incidents accordingly. In incidents where ExxonMobil is the responsible party, ExxonMobil is bound by the regulations of both the federal and state regulatory agencies.

Management Commitment

ExxonMobil is committed to operations, products, and practices which protect safety, health, and the environment. With the active participation of all employees and through the relentless pursuit of continuous improvement, ExxonMobil is committed to being a leader in safety, health, and environmental protection. ExxonMobil seeks to minimize risks associated with manufacturing, transportation, use, and disposal of their products. ExxonMobil pursues this objective in the design and modification of facilities, processes, products and the management of operations. Risks are anticipated, analyzed, and discussed with those affected and monitored to ensure proper control. ExxonMobil will not conduct any operation or market a product without adequate safeguards.

ExxonMobil seeks a workplace free of occupational injury and illness and an overall performance free of accidents. ExxonMobil believes that accident prevention must be the primary objective, but will also be prepared for emergencies should they occur.

ExxonMobil will continue to expand their knowledge of safety, health, and the effect of their operations on the environment. New knowledge will be promptly applied and shared with employees, customers, the scientific community, government agencies, and other potentially affected parties.

ExxonMobil strives to be a trusted and responsible member of every community in which people live and work. ExxonMobil recognizes that public trust and confidence are earned through performance, open communication, and community involvement.

ExxonMobil will comply with all applicable laws and regulations and other standards as necessary to provide adequate protection. ExxonMobil will also work with others to develop responsible laws, regulations, and standards that may be required to further safeguard the community, workplace, and environment.

The ExxonMobil spill response teams are part of the company's commitment to respond in a quick, caring and competent manner. The information included in this manual is intended to assist response personnel in handling an incident. ExxonMobil intends to ensure that all members of the team are familiar with the facility response plan and participate in regular maintenance training and drills.

ExxonMobil will retain the responsibility of response operations for spills for which it is a responsible party under federal and state law. ExxonMobil will also coordinate and cooperate with the Federal/State On-Scene Coordinator during response activity.

Waste Disposal Plan

ExxonMobil is committed to conserving natural resources and further increasing margins of protection by reducing waste generation and contamination of air, water, and land. Any waste generated during normal operation or as part of spill cleanup will be disposed of in a safe and environmentally sound manner. All costs associated with the cleanup and disposal of waste material will be charged to the operating unit that spilled the material.

Any contaminated material generated at the site will be placed in the proper disposal container and an identification number will be assigned to the waste. Analytical testing and/or engineering judgment will be utilized to determine the appropriate method for disposal. Once the disposal disposition is determined, a manifest will be created for shipping the waste off-site. The net weight of each load will be recorded on the manifest, and all records will be maintained in the waste management offices of the respective facilities.

ExxonMobil has contracts with hundreds of waste disposal facilities. Typically the disposal sites used are the ones closest to where the waste was generated. However, factors such as economics and environmental issues may cause sites to be chosen or not to be chosen. This will also be dependent upon the waste characterization of the material to be disposed. For the Baton Rouge facilities named in this FRP, the Waste Management Office (WMO) located in the Refinery would assume the lead on disposal coordination. The WMO is knowledgeable of sites that ExxonMobil has approved and has contracts with. Based on the situation, the category of spill (2 or 3) and the location of the materials being recovered, the WMO may deter to another ExxonMobil organization for the management of the disposal coordination, but the waste would still be sent to an approved waste disposal site.

Records that will be maintained by ExxonMobil include:

- Computerized records for each shipment of waste
- Waste manifests
- Certification records for the waste at the disposal facility
- Analytical data and
- Annual waste summary reports

Oil Spill Prevention

For the Chemical Plant and the Refinery, the respective Environmental coordinators or designees are accountable for oil spill prevention

4.19 OSRO Contracts

MARINE SPILL RESPONSE CORPORATION
SERVICE AGREEMENT

EXECUTION INSTRUMENT

The **MSRC SERVICE AGREEMENT** attached hereto (together with this execution instrument, the "Agreement"), a standard form of agreement amended and restated as of September 27, 1996, is hereby entered into by and between

ExxonMobil Refining & Supply Company, a division of Exxon Mobil Corporation

a Corporation located in Fairfax, Virginia
with its principal offices located at 3225 Gallows, Fairfax, Virginia

(the **"COMPANY"**), and **MARINE SPILL RESPONSE CORPORATION**, a nonprofit corporation organized under the laws of Tennessee (**"MSRC"**), and shall be identified as

SERVICE AGREEMENT No. 6MPA132

IN WITNESS WHEREOF, the parties hereto each have caused this Agreement to be duly executed and effective as of January 21, 2002.

ExxonMobil Refining & Supply Company

By: J.S. Simon JW
J.S. Simon

Title: President

Address: 3225 Gallows Road

Fairfax, Virginia 22037

Contact: John V. Zimmer, Emergency Response Advisor
Telephone: 703-846-2549 Fax: 703-846-2553

MARINE SPILL RESPONSE CORPORATION:

By: Judith A. Roos
Judith A. Roos
Marketing & Customer Service Manager
455 Spring Park Place, Suite 200
Herndon, Virginia 20170

(703) 326-5617; Fax: (703) 326-5660

ER-MSRC-Agreement-Execution-Document-01-2002.doc; 01/11/02; 10:13 AM

OSRO Contract
Clean Harbors Contract

STANDARD PROCUREMENT AGREEMENT FOR UPSTREAM
SERVICES WITH INCIDENTAL GOODS ("AGREEMENT")
Enabling Articles Of The Agreement ("Articles") EXXONMOBIL'S COPY

Agreement No: A2300128 Effective Date: 11/01/2012 Expiration Date: 10/31/2017

"Company": Procurement, a division of ExxonMobil Global Services Company, a Delaware corporation
"Supplier": Clean Harbors Environmental Services, Inc. a Massachusetts Corporation

1. Description of Services and Pricing. "Services" and pricing shall be as follows:
Perform Spill Cleanup Work in accordance with OPA 90 requirements and Other Emergency Type Work as requested and authorized by Purchaser or more fully described in Exhibits A and D if attached or in the applicable Order.

2. Exhibits; Addenda. Exhibits which are marked below are incorporated into each Order issued under this Agreement:

☐	A - Scope of Work	X	I - Site Specific Attachments
☐	B - Order Form	☐	J - Contractor Employee Hours Reporting Procedures
☐	C -Change Order Form	X	K - Workplace Harassment
X	D - Compensation	X	M - Minority/Women Owned Business Enterprise
X	E - Invoicing Procedures	X	N - Background Checks for Contract Workers
X	F - Federal Contract Supplement	☐	O – Export Controls. Business Ethics & FCPA
X	G - Health and Safety Requirements	☐	Q – Software Licensing Terms
X	H - Drug and Alcohol Policy	X	R - Cellular Telephone Use
		☐	Other: ______

The following addenda are incorporated into each Order issued under this Agreement:______

3. Notices. *Questions, information, and any notices under this Agreement must be directed to the following addresses. Notices regarding this Agreement by one party to the other shall be in writing and either deposited in the United States mail with first class postage prepaid, delivered in person or by private prepaid courier, or sent by facsimile with confirmation. Either Company or Supplier may change its address below by written notice to the other party.*

Company: ExxonMobil Business Support Center Argentina S.R.L.
a service provider to ExxonMobil Global Services Company
Address: 265 Della Paolera
Argentina, C1001ADA ___
Attn: Sebastian Peralta
Phone: 713-507-8939- ext 6328
Fax:
E-Mail: Sebastián.peralta@ExxonMobil.com

Supplier: Clean Harbors Environmental Services, Inc.
Address: 42 Longwater Drive City, State, Zip: Buenos Aires,
City, State, Zip: Norwell, MA 02061
Attn: Richard Newman
Phone: 281-910-0408
Fax: 281-727-7693
E-Mail: newman.richard@cleanharbors.com

4. Purpose and Operation. The Agreement consists of the Enabling Articles, the General Terms and Conditions, and the attached Exhibits and Addenda. The purpose of the Agreement is to provide terms and conditions to be incorporated into orders that may be issued by Affiliates (as defined in Section 1 of the General Terms and Conditions)in the United States to request Services from Supplier ("Orders"). Each Order will incorporate the terms of the General Terms and Conditions and the designated Exhibits and Addenda. The Affiliate that issues an Order ("Purchaser") is solely responsible for performance of Purchaser's obligations under such Order. Company shall not be responsible for obligations under any Order except any Order issued by Company designating itself as Purchaser. Each Order will constitute a legal contract between Purchaser and Supplier, separate and distinct from any other Order or this Agreement.

5. No Exclusivity or Minimums. This Agreement does not require exclusivity of business dealings by either party or commit any Purchaser to purchase any specific amount of Services. Commitments of Affiliates to purchase, if any, are set forth in Orders.

6. Early Termination. This Agreement may be terminated by either Company or Supplier before the Expiration Date upon at least 30 days prior written notice to the other party. Termination of the Agreement does not affect the rights and obligations of Purchasers and Supplier under any outstanding Orders.

7. Governing Law. The validity and interpretation of these Enabling Articles will be governed by the laws of the State of Texas, without reference to that State's principles of conflicts of law. The parties hereby agree to submit to the exclusive jurisdiction of the courts of Texas, including municipal, state and/or federal courts as appropriate, with respect to these Enabling Articles.

8. Usage Reports. At Company's request, Supplier shall provide usage reports to Company setting out descriptions of Services provided to Purchasers, locations where Services are performed, dollars expended, and such other reasonable usage documentation as Company requests.

9. Entire Agreement; Amendment; Assignment. This Agreement constitutes the entire agreement between Supplier and Company concerning the subject matter hereof. The Agreement supersedes all prior negotiations, representations, or agreements, either oral or written, related to this Agreement. Any amendment to the Agreement must be agreed in writing by Company and Supplier. Supplier shall not assign the Agreement, in whole or in part, without the prior written approval of Company.

10. Other Terms. Supplier agrees not to use any Affiliate's name, trademark or trade name publicly without written permission of Company. Supplier agrees to hold in confidence all technical and business information made available to Supplier by any Affiliate. This Article 10 shall survive termination of these Enabling Articles.

The parties indicate their agreement below:

Procurement, a division of
ExxonMobil Global Services Company
By: Mark Collins
Print Name: MARK COLLINS
Authorized Title: PROCUREMENT TEAM LEAD
Date: OCTOBER 31, 2012

Supplier: Clean Harbors Environmental Services, Inc.
By: [signature]
Print Name: ERIC L. WIMMER
Authorized Title: Vertical Market V.P.
Date: October 31, 2012

4.2 Certifications

Applicability of Significant and Substantial Harm Criteria

The pages following describe the EPA Applicability of Substantial Harm Criteria of each area covered by this Facility Response Plan. Certification statements follow each checklist of Applicability of Substantial Harm Criteria for each area covered by the FRP.

Certification Statements for Each Area

Baton Rouge Refinery and On-Site Tank Farms

EPA 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__X___ No _________

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

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 40 CFR 112 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_____

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 information, I believe that the submitted information is true accurate, and complete.

____________________________ ____________________
Craig Pike Date

____________________________ ____________________
Steve Blume Date

Baton Rouge Chemical Plant

EPA 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__X___ No _________

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

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 40 CFR 112 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_____

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 information, I believe that the submitted information is true accurate, and complete.

________________________________ ____________________

Craig Pike Date

________________________________ ____________________

Paul Stratford Date

Anchorage Tank Farm

EPA 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__X___ No _________

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

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 40 CFR 112 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_____

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 information, I believe that the submitted information is true accurate, and complete.

______________________________ ____________________
Craig Pike Date

______________________________ ____________________
Steve Blume Date

Baton Rouge Terminal

EPA 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__X__ No _________

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

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 40 CFR 112 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______

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 information, I believe that the submitted information is true accurate, and complete.

____________________________ ____________________
Craig Pike Date

____________________________ ____________________
Chris Roberts Date

Port Allen Lubricants Plant

EPA 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, within any storage area, 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? 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 40 CFR 112 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_____

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 information, I believe that the submitted information is true accurate, and complete.

______________________________	____________________
Craig Pike	Date
______________________________	____________________
Carla Reeves	Date
______________________________	____________________
Julius Bedford	Date

Baton Rouge Resins Finishing Plant

EPA 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, within any storage area, 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?

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 40 CFR 112 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_____

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 information, I believe that the submitted information is true accurate, and complete.

______________________________ ______________________

Craig Pike Date

______________________________ ______________________

Nick Clausi Date

Baton Rouge Coke Terminal

EPA 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__X___ No _________

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

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 40 CFR 112 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_____

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 information, I believe that the submitted information is true accurate, and complete.

_______________________________ _______________________
Craig Pike Date

_______________________________ _______________________
Steve Blume Date

DOT Jurisdiction Criteria For Line Expectations To Cause Significant and Substantial Damage

The facilities in this plan under DOT jurisdiction (See Table 1-1) cannot be expected to cause significant and substantial damage according to 49 CFR 194.103. These lines have outside diameters greater than 6.875 inches; however, they are less than ten miles long. These lines however do not meet the exceptions in 49 CFR 194.101(b) and can be considered to cause substantial harm.

4.20 Acronyms and Glossary

Acronyms

ACP	Area Contingency Plan
AHP	Ahead of Pass
AMPD	Average Most Probable Discharge
ANSI	American National Standards Institute
APHIS	Animal and Plant Health Inspection Service
API	American Petroleum Institute
ASME	American Society of Mechanical Engineers
ASTM	American Society of Testing Materials
AWT	Advanced Wastewater Treatment
BBLS	Barrels
BPD	Barrels per Day
BPH	Barrels per Hour
BRCP	ExxonMobil Chemical Company, Baton Rouge Chemical Plant
BRCT	Baton Rouge Coke Terminal
BRRF	Baton Rouge Refinery
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CFR	Code of Federal Regulations
CHRIS	Chemical Hazards Response Information System
CMB	Central Mechanical Building
COA	Certificate of Adequacy
COE	Corps of Engineers
COTP	Captain of the Port (USCG)
CPS	Corrugated Plate Separator
CWA	Clean Water Act
DCC	Dock Connecting Crew
DOC	US Department of Commerce
DOI	US Department of the Interior
DOT	US Department of Transportation
DWT	Dead Weight Tons

ECC	Emergency Communications Center
EDRC	Effective Daily Recovery Capacity
EPA	U.S. Environmental Protection Agency
ERAP	Emergency Response Action Plan
ESD	Emergency Shutdown Device
EULA	Environmental Utilities, Louisiana
FEMA	Federal Emergency Management Agency
FOSC	Federal On-Scene Coordinator
FR	Federal Register
FRP	Facility Response Plan
FWPCA	Federal Water Pollution Control Act
GAL	Gallons
GPM	Gallons per Minute
HAZCOM	Hazardous Communications
HAZMAT	Hazardous Materials
HAZWOPER	Hazardous Waste Operations and Emergency Response
IC	Incident Commander
ICP	Integrated Contingency Plan
ICS	Incident Command System
IM	Incident Manager
LDEQ	Louisiana Department of Environmental Quality
LDNR	Louisiana Department of Natural Resources
LEL	Lower Exposure Limit
LEPC	Local Emergency Planning Committee
LHG	Liquefied Hazardous Gas
LMR	Lower Mississippi River
LNG	Liquefied Natural Gas
LOI	Letter of Intent
MAWP	Maximum Allowable Working Pressure
MLA	Mechanical Loading Arm
MMS	Minerals Management Service (part of DOI)
MSDS	Material Safety Data Sheet

MSO	Marine Safety Office (USCG)
MSRC	Marine Spill Responses Corporation
MTR	Marine Transport Related
NARRT	North American Regional Response Team
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NFPA	National Fire Protection Association
NLS	Noxious Liquid Substance
NOAA	National Oceanic and Atmospheric Administration
NRC	National Response Center
NRDA	Natural Resources Damage Assessment
NRT	National Response Team
OCMI	Officer in Charge of Marine Inspection
OEC	Office of Emergency Communication
OPSMAN	Operations Manual
OSC	On-Scene Commander (ExxonMobil)
OSHA	Occupational Safety and Health Administration
OSRO	Oil Spill Response Organization
OPA 90	Oil Pollution Act of 1990
PAL	Port Allen Lubricants
PEL	Permissible Exposure Limit
PIAT	The USCG Public Information Assist Team
PIC	Person in Charge
PPE	Personal Protection Equipment
PREP	National Preparedness for Response Exercise Program
PSRT	Primary Spill Response Team
QAL	Quality Assurance Laboratory
QI	Qualified Individual
RA	Regional Administrator
RCRA	Resource Conservation and Recovery Act of 1976
RQ	Reportable Quantity
RRT	Federal Regional Response Team
RSPA	Research and Special Programs Administration

SARA	Superfund Amendments and Reauthorization Act
SCBA	Self-Contained Breathing Apparatus
SDWA	Safe Drinking Water Act of 1986
SERC	State Emergency Response Commission
SI	Surface Impoundment
SIC	Standard Industrial Classification
SOSC	State On-Scene Coordinator
SPCC	Spill Prevention Control and Countermeasures
SSC	Scientific Support Coordinator (NOAA)
STRCC	Spill Team Response, Containment, and Cleanup
SUPSALV	US Navy Supervisor of Salvage
TCLP	Toxicity Characteristic Leaching Procedure
TIC	Tankerman in Charge
UEL	Upper Exposure Limit
US	United States of America
USCG	United States Coast Guard
USF&WS	US Fish and Wildlife Service (DOI)
WCD	Worst Case Discharge
WCLA	Water Clarification Louisiana

Glossary

Adverse Weather –Weather conditions that make it difficult for response equipment and personnel to clean up or remove spilled oil, and that must be considered when identifying response systems and equipment in a response plan for the applicable operating environment. Factors to consider include significant wave height, ice conditions, temperatures, weather-related visibility, and currents within the area in which the systems or equipment is intended to function.

Alteration – Any work on a container involving cutting, burning, welding, or heating operations that changes the physical dimensions or configuration of the container.

Animal Fat – A non-petroleum oil, fat, or grease of animal, fish, or marine mammal origin.

Biological Additives (Bioremediation) - Microbiological cultures, enzymes, or nutrient additives that are deliberately introduced into oil discharge for the specific purpose of encouraging biodegradation to mitigate the effects of the discharge.

Breakout Tank – A container used to relieve surges in an oil pipeline system or to receive and store oil transported by a pipeline for reinjection and continued transportation by pipeline.

Bulk Storage Container – Any container used to store oil. These containers are used for purposes including, but not limited to, the storage of oil prior to use, while being used, or prior to further distribution in commerce. Oil-filled electrical, operating, or manufacturing equipment is not a bulk storage container.

Bunkered Tank – A container constructed or placed in the ground by cutting the earth and re-covering the container in a manner that breaks the surrounding natural grade, or that lies above grade, and is covered with earth, sand, gravel, asphalt, or other material. A bunkered tank is considered an aboveground storage container for purposes of 40 CFR 112.

Burning Agents - Those additives that, through physical or chemical means, improve the combustibility of the materials to which they are applied.

Chemical Agents - Those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubilize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid of viscous, or otherwise facilitate the mitigation of deleterious effects or the removal of the pollutant from the water.

Coastal Waters - Waters of the coastal zone except for the Great Lakes and specified ports and harbors on inland rivers.

Coastal Zone - All United States waters subject to the tide, United States waters of the Great Lakes, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the Federal National Contingency Plan, and the land surface or land substrata, ground waters, and ambient air proximal to those waters. The term coastal zone delineates an area of Federal responsibility for response action. Precise boundaries are determined by EPA/USCG agreements and identified in Federal Regional contingency plans.

Completely Buried Tank – Any container completely below grade and covered with earth, sand, gravel, asphalt, or other material. Containers in vaults, bunkered tanks, or partially buried tanks are considered aboveground storage containers for purposes of 40 CFR 112.

Complex – A facility possessing a combination of transportation-related and non-transportation-related components that is subject to the jurisdiction of more than one Federal agency under section 311(j) of the CWA.

Contiguous Zone - The zone of the high seas, established by the United States under Article 24 of the Convention on the Territorial Sea and Contiguous Zone, which is contiguous to the territorial sea and which extends nine miles seaward from the outer limit of the territorial sea.

Contract or Other Approved means:

1. A written contractual agreement with an oil spill removal organization that identifies and ensures the availability of the necessary personnel and equipment with in appropriate response times; and/or
2. A written certification by the owner or operator that the necessary personnel and equipment resources, owned or operated by the facility owner or operator, are available to respond to discharge within appropriate response times; and/or
3. Active membership in a local or regional oil spill removal organization that has identified and ensures adequate access through such membership to necessary personnel and equipment to respond to a discharge within appropriate response times in the specified geographic area; and/or
4. Any other specific arrangement approved by the Regional Administrator upon request of the owner or operator.

Discharge - Includes, but is not limited to, spilling, leaking, pumping, pouring, emitting, emptying, or dumping of oil, but excludes discharges in compliance with a permit under section 402 of the CWA; discharges resulting from circumstances identified, reviewed, and made a part of the public record with respect to a permit issued or modified under section 402 of the CWA, and subject to a condition in such permit; or continuous or anticipated intermittent discharges from a point source, identified in a permit or permit application under section 402 of the CWA, that are caused by events occurring within the scope of relevant operating or treatment systems. For purposes of 40 CFR 112, the term *discharge* shall not include any discharge of oil that is authorized by a permit issued under section 13 of the River and Harbor Act of 1899 (33 U.S.C. 407).

Dispersants - Those chemical agents that emulsify, disperse, or solubilize oil into the water column or promote the surface spreading of oil slicks to facilitate dispersion of the oil into the water column.

Facility - Any mobile or fixed, onshore or offshore building, structure, installation, equipment, pipe or pipeline (including any pipe into a sewer, or publicly owned treatment works), well, put, pond, lagoon, impoundment, ditch, landfill, storage container, motor vehicle, rolling stock, or aircraft, or any site or area, where oil or a hazardous substance has been deposited, stored, disposed of, placed, or otherwise come to be located; but does not include any consumer product in consumer use or any vessel.

Federal On-Scene Coordinator (FOSC) - The Federal official predesignated by EPA or the USCG to coordinate and direct Federal responses.

Fish and Wildlife and Sensitive Environments – Areas that may be identified by their legal designation or by evaluations of Area Committees (for planning) or members of the Federal On-Scene Coordinator's spill response structure (during responses). These areas may include wetlands, National and State parks, critical habitats for endangered or threatened species, wilderness and natural resource area, marine sanctuaries and estuarine reserves, conservation areas, preserves, wildlife areas, wildlife refuges, wild and scenic rivers, recreational area, national forests, Federal and State lands that are research national area, heritage program areas, land trust areas, and historical and archaeological sites and parks. These areas may also include unique habitats such as aquaculture sites and agricultural surface water intakes, bird nesting areas, critical biological resource areas, designated migratory routes, and designated seasonal habitats.

Hazardous Substance - Any substance designated pursuant to Section 311(b)(2)(a) of the CWA; any element, compound, mixture, solution, or substance designated pursuant to Section 102 of CERCLA; any hazardous waste having characteristics identified under or listed pursuant to Section 3001 of the Solid Waste Disposal Act (but not including any waste the regulation of which under the Solid Waste Disposal Act has been suspended by an Act of Congress.); any toxic pollutant listed under Section 307(1) of the CWA; any hazardous air pollutant listed under Section 112 of the Clean Air Act; and any imminently hazardous chemical substance or mixture with respect to which the EPA Administrator has taken action pursuant to Section 7 of the Toxic Substances Control Act. The term does not include petroleum, including crude oil or any fraction thereof, which is not otherwise specifically listed or designated as a hazardous substance in the first sentence of this paragraph, and the term does not include natural gas, natural gas liquids, liquefied natural gas or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).

Injury – A measurable and adverse change, either long-or short-term, in the chemical or physical quality or the viability of a natural resource resulting either directly or indirectly from exposure to a discharge, or exposure to a product of reactions resulting from a discharge.

Inland waters - Waters of the United States in the inland zone, waters of the Great Lakes, and specified ports and harbors on inland rivers.

Maximum Extend Practicable – Within the limitations used to determine oil spill planning resources and response times for on-water recover, shoreline protection, and cleanup for worst case discharges from onshore non-transportation-related facilities in adverse weather. It includes the planned capability to respond to a worst case discharge in adverse weather, as contained in a response plan that meets the requirements in §112.20 or in a specific plan approved by the Regional Administrator.

Natural resources - Land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the United States (including the resources of the exclusive economic zone defined by the Magnuson Fishery Conservation and Management Act of 1976), any state or local government, any foreign government, any Indian tribe, or, if such resources are subject to a trust restriction on alienation, any member of an Indian tribe.

Navigable waters - (NOTE: this definition is currently being re-evaluated by the EPA and Corps of Engineers) - The waters of the United States, including the territorial seas. The term includes:

1. All waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
2. Interstate waters, including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, and wetlands, the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce including any such waters;
    a. That could be used by interstate or foreign travelers for recreational or other purposes;
    b. From which fish or shellfish are, or could, be taken and sold in interstate or foreign commerce;
    c. That are used, or could be used, for industrial purposes by industries in interstate commerce;
4. All impoundments of waters otherwise defined as navigable waters under this section;
5. Tributaries of water identified in paragraphs (a) through (d) of this definition, including adjacent wetlands;
6. The territorial sea; and
7. Wetlands adjacent to waters identified in paragraphs (1) through (6) of this definition; provided, that waste treatment systems (other than cooling ponds meeting the criteria of this paragraph) are not waters of the United States.

Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of the CWA are not waters of the United States. Navigable waters do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other Federal agency, for the purposes of the CWA, the final authority regarding CWA jurisdiction remains with EPA.

Non-Petroleum Oil – Oil of any kind that is not petroleum-based, including but not limited to: Fats, oils, and greases of animal, fish, or marine mammal origin; and vegetable oils, including oils from seeds, nuts, fruits, and kernels.

Offshore facility - As defined by Section 311(a)(11) of the CWA, means any facility of any kind located in, on, or under any of the navigable waters of the United States and any facility of any kind which is subject to the jurisdiction of the United States and is located in, on, or under any other waters, other than a vessel or a public vessel.

Oil - As defined by Section 311(a)(1) of the CWA, means oil of any kind or in any form, including, but not limited to: fats, oils, and greases of animal, fish , or marine origin; vegetable oils, including oils from seeds, nuts, fruits or kernels; and other oils and greases including petroleum, fuel oil, sludge, synthetic oils, mineral oils, oil refuse, and oil mixed with wastes other than dredged spoil.

Oil Spill Removal Organization – An entity that provides oil spill response resources, and includes any for-profit or not-for-profit contractor, cooperative, or in-house response resources that have been established in a geographic area to provide required response resources.

Onshore facility - Any facility (including, but not limited to, motor vehicles and rolling stock) of any kind located in, on or under any land or non-navigable waters within the United States; and means any facility (including, but not limited to, motor vehicles and rolling stock) of any kind located in, on, or under any land within the United States other than submerged land.

Owner or Operator – Any person owning or operating an onshore facility or an offshore facility, and in the case of any abandoned offshore facility, the person who owned or operated or maintained the facility immediately prior to such abandonment.

Partially Buried Tank – A storage container that is partially inserted or constructed in the ground, but not entirely below grade, and not completely covered with earth, sand, gravel, asphalt, or other material. A partially buried tank is considered an aboveground storage container for purposes of 40 CFR 112.

Permanently Closed – Any container or facility for which:

1. All liquid and sludge has been removed from each container and connecting line; and
2. All connecting lines and piping have been disconnected from the container and blanked off, all valves (except for ventilation valves) have been closed and locked, and conspicuous signs have been posed on each container stating that it is a permanently closed container and noting the date of closure.

Person – An individual, firm, corporation, association, or partnership.

Petroleum Oil – Petroleum in any form, including but not limited to crude oil, fuel oil, mineral oil, sludge, oil refuse, and refined products.

Production Facility – All structures (including but not limited to wells, platforms, or storage facilities), piping (including but not limited to flowlines or gathering lines), or equipment (including but not limited to work-over equipment, separation equipment, or auxiliary non-transportation-related equipment) used in the production, extraction, recovery, lifting stabilization, separation or treating of oil, or associated storage or measurement, and located in a single geographical oil or gas field operated by a single operator.

Regional Administrator – The Regional Administrator of the Environmental Protection Agency, in and for the Region in which the facility is located.

Remove or removal - As defined by Section 311(a)(8) of the CWA, refers to removal of oil or hazardous substances from the water and shorelines or the taking of such other actions as may be necessary to minimize or mitigate damage to the public health or welfare or to the environment.

Repair – Any work necessary to maintain or restore a container to a condition suitable for safe operation, other than that necessary for ordinary, day-to-day maintenance to maintain the functional integrity of the container and that does not weaken the container.

Sinking agents - Those additives applied to oil discharges to sink floating pollutants below the water surface; may only be used with explicit FOSC authorization.

Spill Prevention, Control, and Countermeasure Plan; SPCC Plan, or Plan – The document required by §112.3 that details the equipment, workforce, procedures, and steps to prevent, control, and provide adequate countermeasures to a discharge.

Storage Capacity – A container means the shell capacity of the container.

Surface collecting agents - Those chemical agents that form a surface film to control the spreading of oil.

Transportation-Related and Non-Transportation-Related – As applied to an onshore or offshore facility, are defined in the Memorandum of Understanding between the Secretary of Transportation and the Administrator of the Environmental Protection Agency, dated November 24, 1971, (Appendix A of 40 CFR 112).

United States - The states, the District of Columbia, the Commonwealth of Puerto Rico, Commonwealth of the Northern Mariana Islands, Territories of Guam, American Samoa, the United States Virgin Islands, and the Trust Territories of the Pacific Islands including Palau.

Vegetable Oil – A non-petroleum oil or fat of vegetable origin, including but not limited to oils and fats derived from plant seeds, nuts, fruits, and kernels.

Vessel - Any maritime vessel.

Wetlands – Those areas that are inundated or saturated by surface or groundwater at a frequency or duration sufficient to support and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include playa lakes, swamps, marshes, bogs, and similar areas such as sloughs, prairie potholes, wet meadows, prairie river overflows, mudflats, and natural ponds.

Worst Case Discharge – For an onshore non-transportation-related facility means the largest foreseeable discharge in adverse weather conditions as determined using the worksheets in Appendix D to 40 CFR 112.

4.3 Revision Log

Figure 24. Revision Log Sheet

Revision Number	Revision Date	Replacement Date	Page Number	Code Number[1]	Revision Description	LDEQ Contact and Date Notified[2]	Initials
1	12-02-97		2-8, 3-4, 3-6	5			
2	12-02-97		9-1, 9-5, 9-17, 9-18	7			
3	7-2-98		3-15 (fig. 3-3), 8-37 to 8-42a, 8-44 (fig. 8-3), 8-44a (fig. 8-3a), 8-44b (fig. 8-3b), 8-45 to 8-51e, 9-18, 9-21 to 9-23, 9-37, 10-1, 10-7 to 10-8, 10-10 to 10-13, 10-16	2, 5, 7			
4	12-3-98		1-5; 1-7 to 1-11; 1-16; 2-10, 3-12, 5-2, 5-8, 6-8 to 6-12, 8-7, 8-40, 8-43, 8-53, 8-87, 8-89, 8-93, 9-23, 10-6	3,5,6,4,7			
5	7-24-00		Throughout manual	5			
6	12-19-00		2-1 to 2-6, 2-14 (fig. 2-3), 2-17 (fig. 2-4) to 2-18, 3-4 to 3-7 (Tbls. 3-1 to 3-3), 4-1 to 4-2 (Table 4-1), 8-3 to 8-4, 9-19 t0 9-20, 9-21 to 9-25 (Table 9-6), 9-26 (Table 9-7), 9-44 to 9-45	3, 5, 6			

1 - Code Descriptions
1 Procedures Change; 2 Physical System Change; 3 New Material; 4 Work/Format Change; 5 Name/Phone Change; 6 Typographical Error; 7 Clarification of Information
2 - Responsibility of the Onsite Incident Commander (Refinery Superintendent)

Figure 24. Revision Log Sheet (continued)

Revision Number	Revision Date	Replacement Date	Page Number	Code Number[1]	Revision Description	LDEQ Contact and Date Notified[2]	Initials
7	7-23-01		(TOC) i to x, 3-6 (Table 3-3), 9-26 to 9-27, (Table 9-7), 11-21, 3-13 to 3-15, New Form	3,5,7			
8	12-11-01		8-56 (Table 8-7A), Section 8, 9-26/27, 11-21	3, 4, 5, 6			
9	5-23-02		9-26, 11-12 thru 11-14, Figure 8-7	2, 3, 4, 5			
10	12/02		Conversion ICP to FRP				
11	8-19-03		1-1,1-11 thru 1-14, 2-13 thru 2-16, Section 3, Section 4, Section 5, Section 7, Section 8, 9-11 thru 9-42, 10-6, 11-7 thru 11-35, 12-5, 12-8	3, 4, 5, 7			
12	9-30-03		3-24 thru 3-28, 5-6, 5-11 thru 19, 9-22, 23, 24	3, 5			
13	3-15-05						
14	12-7-05		1-1, 1-2, 1-13 – 116, 2-7 28, -5, -6, 31, -14, 3-1, 32, 51, 5-2, 5-, 5-4, 8-1, 8-2, 8-85 8-89, 9-25-50, 10-5, 10-6, 10-10, 11-7, 11-8, 11-18, 11-19, -11-31 – 11-40	3,5			

Figure 24. Revision Log Sheet (continued)

Revision Number	Revision Date	Replacement Date	Page Number	Code Number[1]	Revision Description	LDEQ Contact and Date Notified[2]	Initials
15	5-15-07		1-1, 1-12 thru 1-17, 2-1, 2-7 thru 2-9, 2-11, 2-13, 3-1, 3-4 thru 3-9, 3-11 thru 3-46, 4-2 thru 4-7, All of Ch 5, Ch 6, 7-8, all of Ch 8, 9-14, 9-21 thru 9-25, 9-29 thru 9-51, 10-6, 10-10, 11-3, 11-7, 11-9 thru 11-39	3, 5			
16	12-15-07		1-1, 2-6, 2-15, 3-7, 4-1 thru 4-8, 5-2, 8-35, 8-51, 8-59, 8-65 thru 96, 9-30 thru 51, 10-30 -55, All of Chap 11 and 12				
17	6-08		Ch 1 pg 1, 2, 17; Ch 2 pg 1, 2, 4 - 7, 11; Ch 3, Ch 4, Ch 5, Ch 6 pg 1, 9, and 12, Ch 8, Ch 9 pg 15-52 , Ch 10 Table 5-3 and Ch 11 pg 1,4,25,29	3,5,6,7			

Figure 24. Revision Log Sheet (continued)

Revision Number	Revision Date	Replacement Date	Page Number	Code Number[1]	Revision Description	LDEQ Contact and Date Notified[2]	Initials
18	12-09		Ch 1 pg 1-2, 13-16; Ch 2 pg 7-8Ch 3 pg 5-10, 23-36; Ch 4 pg 5-8; Ch 5 pg 1-4; Ch 6 pg 9; Ch 8; Ch 9 pg 7-8, 13-14, 17-20, 27-30, 33-34, 39-40, Ch 12 pgs 3,4,	1,2,3,5,6,7	Chapter 1 – Changed Marketing Terminal to BR Terminal, Updated List of Materials Incorporated by Reference Chapter 2 – Changed Marketing Terminal to BR Terminal Chapter 3 – Update Baton Rouge Terminal name and procedures Chapter 4 –Removal of Terminal Superintendent Pager Chapter 5 – Changed Marketing Terminal to BR Terminal Chapter 6 –Update contact telephone numbers Chapter 8 – Changed Marketing Terminal to BR Terminal, Updated PAL Map, Chapter 9- Updated Contact Table, Changed Marketing Terminal to BR Terminal, Chapter 10 - Changed Marketing Terminal to BR Terminal Section 11 – Footnoted Chapter 12 – Added Paridis Training; Changed Marketing Terminal to BR Terminal		
19	4-10		4-2, 5-8, 9-25 thru 9-30	5,7	Update NRC number, Add OSRO address, Add detail to table 9.4 for revisions, update for plan revision after drill or incident.		
20	10-10		Total Reformatting of FRP		Total reformatting, revisions as necessary as part of 5 year review of FRP.		

Figure 24. Revision Log Sheet (continued)

Revision Number	Revision Date	Replacement Date	Page Number	Code Number[1]	Revision Description	LDEQ Contact and Date Notified[2]	Initials
21	11-11		1-10, 17, 18	3	Deleted outdated information,		
			1-19, 20	3	List additional response equipment,		
			1-21	7	Modify, dock employees are contract,		
			1-40,	2	Change evacuation gathering location, Update		
			1-41,	5	phone number,		
			1-46,	6	Typographical error,		
			2-5,6	7	Add QI designates Spill Manager as need		
			2-12	7	Remove reference to STRCC strike team		
			3-15	5	Name change		
			4-48, 49,	5	Name changes		
			4-100 to 104,	7	Better define existing site, drainage map		
			4-130, 131	7	Make calculations more readable		
			4-182	3	Remove Paradis LA training, outdated		
22	5-12		viii – xi	3	Add Frequently Asked Questions section		
			2-1	7	Better define NIMS-ICS		
			2-4,5	7	Better define QI's responsibilities		
			4-10,11	5	Name changes		
			4-48	5	Modify FRP Distribution List		
			4-91	7	Define spill area access point		
			4-100	7	List LPDES Permit number		
			4-109	7	Define spill area access point		
			5-1	7	Address tank list updates		
23	12-12		ii	6	Correct typographical error		
			1-10	3	Add railroad emergency contact #		
			1-16	7	Note possible governmental involvement		
			1-22	5	Update OSRO contract listing		
			2-5	7	Clarify QI role		
			2-14	7	Note possible governmental involvement		
			3-15,16	5	Personnel changes/number changes		
			4 TOC	6	Correct typographical error		
			4-128	3	Add dock spill information		
			4-193,194	5	Update OSRP contract information		
			4-195-204	6	Renumber pages after changes in 4.19		
			5 TOC	6	Correct typographical error		
24	8-13		1-18	3	Revised listing to reflect response boats		
			4-44,45,46	1	Change SIC Codes to NAICS Codes		
			4-48,49	5	Update Manual Distribution List		
			4-128	7	Clarify Dock spill information		
			Section 5-2, 5-3, 5-4	7	Include most up-to-date tank information		

Revision Number	Revision Date	Replacement Date	Page Number	Code Number[1]	Revision Description	LDEQ Contact and Date Notified[2]	Initials
25	12-13		1-33 4-19 4-46 4-49 4-55 4-116 Section 5-2, 5-3, 5-4 5-24 5-26	5 7 5 5 5 7 7 3 3	Add contact number , change map reference Update Revision Log Change contact phone number Change manual owner name Change contact phone number Remove loading toluene at finishing plant Include most up-to-date tank information Add tank to listing Add tank to listing		
26	3-14		4-49 4-135, 137 5-28	7 7 7	Add West Baton Rouge Parish to info Work DOT calculations in barrels. Remove WCD from individual pipelines		
27	5-14		2-2, 4,5 2.2, 6,9,11 3-2, 15 4.9, 48 4-11-2, 63, 66 4-11-9, 117 4-11-9, 119 5-2, 5-3, 5-4	7 5 5 5 7 7 7 7	QI responsibilities to match EPA CFR Change contact phone numbers Change contact, phone number Change distribution name Add info surface impoundments, underground tanks Add info surface impoundments Add year BRFP first stored oil, 1968 Include most up-to-date tank information		
28	9-14		4-35, 36 4-136, 137, 139 5- 28	4 2 2, 7	Format change at DOT request Change WCD calc's, revised Add WCD to pipelines, revised pump rates		

4.4 Cross Reference Index USCG 33 CFR Part 154

Agency: U.S. Coast Guard

Applicability: Refinery Dock

Required Revision Schedule:

Revisions must be submitted annually within 1 month of the anniversary date of COTP approval for COTP information, the entire plan must be submitted every 5 years for COTP approval.

Legend:

Sec = Section

Fig = Figure

Table 25. Cross Reference Index for USCG 33 CFR Part 154

REQUIRED SECTION	LOCATION WITHIN THE FRP
154.1026	
(a) Identify a qualified individual and at least one alternate available on a 24-hour basis	Sec 1.3, Table 3
154.1030	
(e) Cross reference table	Sec 4.4, Table 25
(f) FRP consistent with NCP and applicable ACPs	Sec 1.1
154.1035	
(a) Introduction and Plan Content. Include the following: (1) Facility information - Facility name - Street address, city, county, state, ZIP code - Mailing address - Telephone and tele-facsimile numbers	Sec 4.8 Table 29
(2) Facility geographic location	Sec 4.8, Fig 46
(3) 24-hour procedures for contacting facility's owner/operator	Sec 4.8, Table 29

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(4) Table of contents	p i
(5) Cross reference index, if appropriate	Sec 4.4, Table 25
(6) Record of changes	Sec 4.3, Table 24
(b) Emergency Response Action Plan	
(1) Notification procedures (i) List of people to be notified of discharge: (A) Facility responders, OSROs, QI (B) Federal, state & local agencies	Sec 1.2, 1.3 Fig. 1 Tables 3, 4, 5, 6, 12
(ii) Information form for reporting discharge	Sec 1.8
(2) Facility's spill mitigation procedures. (i) Descriptions of volume(s) of persistent and non-persistent oil involved in: (A) Average most probable discharge from the MTR (B) Maximum most probable discharge from the MTR (C) Worst case discharge from the MTR (D) Where applicable, worst case discharge from non-transportation related facility	Sec 4.13 Table 31
(ii) Prioritized procedures for facility personnel to mitigate or prevent discharge or substantial threat of discharge, addressing the following scenarios: (A) Failure of manifold, loading arm, transfer equipment, hoses, etc. (B) Tank overfill (C) Tank failure (D) Piping rupture (E) Piping leak (under pressure or not under pressure as applicable) (F) Explosion and/or fire (G) Equipment failure	Sec 3.3 Table 18
(iii) List of equipment and responsibilities of facility personnel to mitigate an average most probable discharge	Sec 1.6, 2.2 Tables 9, 10, 11

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(3) Facility's response activities (i) Personnel responsibilities for response initiation and supervision pending arrival of the qualified individual	Sec 1.2 Sec 1.3
(ii) Specify qualified individual's (and alternate's) responsibilities and authority	Sec 2.2
(iii) Spill response organization structure that will be used to manage the response actions including: (A) Command and control (B) Public information (C) Safety (D) Liaison with government agencies (E) Spill operations (F) Planning (G) Logistics support (H) Finance	Sec 2.3 Fig 22
(iv) Identify oil spill removal organizations and the spill management team to: (A) Be capable of providing the following response resources: (1) Equipment and supplies per §§154.1045, 154.1047 or Subparts H or I (2) Trained personnel necessary to continue operation of the equipment and staff for 7 days of response (B) Include job descriptions, including responsibilities and duties in a response action, for each spill management team member within the organizational structure	Sec 1.6 Table 12 Sec 2
(v) For mobile facilities that operate in more than on COTP zone, identify the oil spill removal organization and spill management team for each zone in which the facility will handle, store, or transport oil in bulk	N/A

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(4) Fish and wildlife and sensitive environments. (i) Identify areas of economic importance and environmental sensitivity	Sec 3.4
(ii) For a worst case discharge - (A) List all fish and wildlife and sensitive environments potentially impacted	Sec 3.4 Table 22
(B) Describe all response actions that the facility anticipates taking to protect these fish and wildlife and sensitive environments	Sec 3.4 Tables 21, 23
(C) Include a map or chart showing location of potentially impacted fish and wildlife and sensitive environments and depicting each response action that the facility anticipates taking to protect these areas. Include a legend of activities	Sec 3.4 Figures 31 - 43
(iii) For a worst case discharge, identify equipment and personnel available by contract or other approved means to protect fish and wildlife and sensitive areas which fall within the calculated distances as follows: (A) Identify equipment and personnel to protect fish, wildlife, and sensitive environments as calculated that the persistent oils, non-persistent oils, or non-petroleum oils are likely to travel in the noted geographic areas and number of days	Table 9, 10, 11, 18

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(B) Calculate distances required by selecting one of the described methods (1) Distances may be calculated as follows: i For persistent oils and non-petroleum oils discharged into non-tidal waters, the distance from the facility reached in 48 hours at maximum current ii For persistent and non-petroleum oils discharged into tidal waters, 15 miles form the facility down current during ebb tide and to the point of maximum tidal influence or 15 miles during a flood iii For non-persistent oils discharged into non-tidal waters, the distance form the facility reached in 24 hours at maximum current iv For non-persistent oils discharged into tidal waters, 5 miles from the facility down current during ebb tide and to the point of maximum tidal influence or 5 miles during a flood	Sec 4.13
(2) A spill trajectory or model, acceptable to the COTP, may be substituted for the distances calculated under (b)(4)(iii)(B)(1) (3) The procedures contained in the EPA's regulations at 40 CFR 112, appendix C-III may be substituted for the distances listed in non-tidal and tidal waters	Sec 4.13
(5) Waste Disposal Plan	Sec 4.18

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(c) Training and exercises: (1) Training Procedures: Describe the training procedures and programs of the facility owner and operator	Sec 4.17
(2) Exercise Procedures: describe the exercise program to be carried out by the facility owner or operator	Sec 4.17, Table 36
(d) Procedures to be followed by the facility owner or operator to meet §154.1065 and procedures to be followed for any post-discharge review of the plan to evaluate and validate its effectiveness	Sec 4.10
(e) Appendices. (1) Facility-specific information-principal characteristics (i) Physical description of facility including mooring areas, transfer locations, control stations, locations of safety equipment, and the location and capabilities of all piping and storage tanks	Sec 4.11
(ii) Sizes, types, and numbers of vessels facility can transfer oil to or from simultaneously	Sec 4.11
(iii) Identification of first valve(s) on facility piping separating the transportation-related from the non-transportation-related portions of the facility	Refinery Map
(iv) Information on oil or hazardous materials handled, stored, or transported in bulk including (A) Generic or chemical name (B) Description of the appearance and odor (C) Physical and chemical characteristics (D) Hazards involved in handling the oil and hazardous materials	Sec 4.11 Sec 5.6 Refinery MSDS
(E) List of firefighting procedures and extinguishing agents effective with fires involving the oils and hazardous materials	Sec 4.11
(2) List of contacts-24-hour contact of key individuals and organizations including the following: (i) Primary and alternate qualified individuals	Sec 1.3 Table 3

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(ii) Contacts identified for activation of the response resources	Sec 1.3, Table 3
(iii) Appropriate federal, state, and local officials	Sec 1.3, Table 6
(3) Equipment lists and records as follows: (i) List of equipment with location and facility personnel required to respond to an average most probable discharge	Sec 1.6 Tables 8, 9, 10, 11
(ii) Detailed listing of all major equipment, with location, to an oil spill removal organization available by contract or other approved means to respond to a maximum most probable or worst case discharge	Sec 1.6 Tables 8, 9, 10, 11, 12
(iii) For oil spill removal organizations classified by the Coast Guard, note the classification; if no classification exists, the following must be provided: Skimmers, booms, dispersant application, in-situ burning, bioremediation equipment, and supplies, and other equipment.	Sec 1.6 Table 12
(4) Communication plan describing the primary and alternate method of communication during discharges	Sec 3.2
(5) Site-specific safety and health plan describing the safety and health plan to be implemented for any response location(s)	Sec 4.16
(6) List of acronyms and definitions	Sec 4.20
154.1045	
(c) Identify resources to respond to the Average Most Probable discharge	Sec 1.6
(d) Identify resources to respond to the Maximum Most Probable discharge	Sec 1.6, 4.13
(e) Identify resources to respond to the Worst Case discharge	Sec 1.6, 4.13
154.1047	
(a) Identify the required equipment to assess the impact of Group V Petroleum Oils discharged	Sec 3.3

Table 25. Cross Reference Index for USCG 33 CFR Part 154 (continued)

REQUIRED SECTION		LOCATION WITHIN THE FRP
154.1050		
(a)	Identify training to be provided to each individual with responsibilities under the plan. Identify method of training for volunteers, or casual laborers.	Sec 4.17
(b)	Maintain training records	Sec 4.17
154.1055		
(a)	Identify an exercise program containing announced and unannounced exercises.	Sec 4.17, Table 36
(d)	Maintain adequate records of all required exercises for three years.	Sec 4.17
(e)	The program must include the types of exercises, frequency, scope, objectives and the scheme for exercising the entire response plan every 3 years.	Sec 4.17

4.5 Cross Reference EPA 40 CFR Part 112

Agency: U.S. Environmental Protection Agency (EPA)

Applicability: Refinery Complex
Chemical Plant
Anchorage Tank Farm
Baton Rouge Terminal
Port Allen Lubricants
Resins Finishing Plant
Coke Terminal

Required Revision Schedule:

Revisions must be submitted within 60 days for items which materially affect the response to a worst case discharge.

Legend:

Sec = Section

Fig = Figure

Table 26. Cross Reference EPA 40 CFR Part 112

REQUIRED SECTION	LOCATION WITHIN THE FRP
112.20(g)	
(1) Facility response plan consistent with NCP and applicable ACP's.	Sec 1.1
(2) Review NCP and applicable ACP's annually and if necessary, revise FRP to ensure consistency with these plans.	Sec 4.10
(3) Review and update FRP periodically	Sec 4.10
112.20(h)	
Cross reference table	Sec 4.5, Table 26
(1) Emergency Response Action Plan containing the following information: (i) Qualified Individual Information-identity and telephone number	Sec 1.3, Table 3

Table 26. Cross Reference EPA 40 CFR Part 112 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(ii) Emergency Notification Phone List (individuals or organizations)	Sec 1.3, Tables 4, 5, 6
(iii) Description of information to pass to response personnel (Spill Response Notification Form)	Sec 1.8
(iv) Equipment List and Location	Sec 1.6, Tables 8, 9, 10, 11
(v) Description of response personnel capabilities; duties during a response action, response times and qualifications (Facility Response Team)	Sec 2
(vi) Facility Evacuation Plan with reference to the Community Evacuation Plan	Sec 1.7
(vii) Description of immediate measures to secure the source of discharge and provide containment	Sec 3.3, Table 18
(viii) Facility Diagram	Sec 4.11, Fig 47-55, 63
(2) Facility Information including: - discussion of facility location and type	Sec 4.8, 4.9
- identity and tenure of the present owner and operator	Sec 4.8, 4.9
- identity of QI	Sec 1.3, Table 3
(3) Emergency Response Information including: (i) Equipment list for worst case and other discharges	Sec 1.6, Tables 9, 10, 11
(ii) Contracts or proof of ensuring availability of such resources	Sec 4.19
(iii) Emergency Notification Phone List (identity and telephone numbers of persons or organizations to be contacted)	Sec 1.3 Tables 3, 4, 5, 6
(iv) Description of information to pass to response personnel	Sec 1.3, 1.8
(v) Description of response personnel capabilities; duties during a response action, response times and qualifications (Facility Response Team)	Sec 2

Table 26. Cross Reference EPA 40 CFR Part 112 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(vi) Description of facility's response equipment, location of equipment, and equipment testing	Sec 1.6 Tables 8, 9, 10, 11, 12
(vii) Facility Evacuation Plan with reference to the Community Evacuation Plan	Sec 1.7
(viii) Diagram of Evacuation Routes	Sec 1.7 Fig 4, 5, 10, 11, 13, 15, 17
(ix) Description of QI duties including: (A) Activate alarms and communication systems (B) Notify response personnel (C) Identify the character, source, amount and extent of the release, etc. (D) Notify and provide information to the authorities (E) Assess the interaction of the spilled substance with water and/or other substances at the facility (F) Assess the possible hazard to humans and the environment (G) Assess and implement removal and containment actions (H) Coordinate rescue and response actions (I) Access company funding to initiate cleanup (J) Direct cleanup activities	Sec 2.2
(4) Hazard Evaluation - spill history - identify potential discharge areas and assess the effect on the environment	Sec 4.12

Table 26. Cross Reference EPA 40 CFR Part 112 (continued)

REQUIRED SECTION				LOCATION WITHIN THE FRP
(5)	Response Planning Levels - discussion of specific planning scenarios including:			Sec 4.13 Tables 31, 32
	(i)	Worst case discharge (Appendix D)		
	(ii)	Discharge of 2100 gallons or less		
	(iii)	Discharge >2100 gallons and<36000 gallons or 10% of the capacity of the largest tank.		
(6)	Discharge Detection Systems - description of detection procedures and equipment			Sec 4.11
(7)	Plan Implementation describing:			Sec 1.2, 3.3 Table 18
	(i)	Response actions to ensure the safety of the facility and to mitigate or prevent discharges or the substantial threat of discharges		
	(ii)	Description of the equipment to be used for each scenario		Sec 3.3, 4.13 Tables 21, 23
	(iii)	Plans to dispose of contaminated cleanup materials		Sec 4.18
	(iv)	Measures to provide containment and drainage of spilled oil		Sec 3.3, 4.18
(8)	Self-inspection, drills/exercises, and response training including:			Sec 4.11
	(i)	Checklist and record of inspections for tanks, secondary containment, and response equipment (facility self-inspection)		
	(ii)	Description of drill/exercise program		Sec 4.17
	(iii)	Description of training program		Sec 4.17
	(iv)	Logs - discharge prevention meetings - training sessions - drills/exercises		Sec 4.17
(9)	Site plan and drainage plan diagrams			Sec 4.11, Fig 48-55, 63
(10)	Description of facility security systems			Sec 4.11
(11)	Response Plan cover sheet			Sec 4.9, Table 29

4.6 Cross Reference DOT 49 CFR Part 194

Agency: United States Department of Transportation (DOT)

Applicability: Interconnecting Pipelines

Required Revision Schedule:

Revisions must be submitted within 30 days if new or different operating conditions or information would substantially affect the implementation of the FRP. The entire FRP must be reviewed and submitted every 5 years.

Legend:

Sec = Section

Fig = Figure

Table 27. Cross Reference DOT 49 CFR Part 194

REQUIRED SECTION				LOCATION WITHIN THE FRP
194.103				
(a)	Operator Statement about significant and substantial harm			Sec 4.2
194.105				
(a)	Determine worst case discharge for each response zone			Sec 4.13, Table 32
194.107				
(a)	Resources available for responding to a worst case discharge and to a substantial threat of such discharge			Sec 1.3, 1.6 Tables 3, 9, 10, 11, 12
(b)	Operator certification of Response Plan consistency with the NCP and ACPs.			Sec 1.1
	(1)	To be consistent with the NCP the plan must:		
		(i)	Demonstrate Operator's clear understanding of the function of the Federal response structure, including procedures to notify the NRC reflecting the relationship between the operator's organization's role and the Federal On Scene Coordinator's role in pollution response.	Sec 1, Sec 2 Table 6

Table 27. Cross Reference DOT 49 CFR Part 194 (continued)

REQUIRED SECTION			LOCATION WITHIN THE FRP
	(ii)	Establish provisions to ensure the protection of safety at the response site; and	Sec 2.2
	(iii)	Identify the procedures to obtain any required Federal and State permissions for using alternative response strategies such as in-situ burning and dispersants as provided for in the applicable ACPs	Sec 3.3
(2)	To be consistent with the applicable ACP the plan must:		
	(i)	Address the removal of a worst case discharge and the mitigation or prevention of a substantial threat of a worst case discharge	Sec 4.13
	(ii)	Identify environmentally and economically sensitive areas	Sec 3.4 Table 22
	(iii)	Describe the responsibilities of the Operator and of Federal, State and local agencies in removing a discharge and in mitigating or preventing a substantial threat of a discharge	Sec 3.3
	(iv)	Establish the procedures for obtaining an expedited decision on use of dispersants or other chemicals.	Sec 3.3 Table 21
(c) Each response plan must include: (1) A core plan consisting of the following :	(i)	Information summarized in 194.113	N/A (One integrated FRP)
	(ii)	Immediate notification procedures	Sec 1.3
	(iii)	Spill detection and mitigation procedures	Sec 1.2, 3.3 SPCC Manuals
	(iv)	Name, address and telephone number of the oil spill response organization	Sec 1.5 Table 12
	(v)	Response activities and response resources	Sec 1.6, Sec 2

Table 27. Cross Reference DOT 49 CFR Part 194 (continued)

REQUIRED SECTION	LOCATION WITHIN THE FRP
(vi) Names and telephone numbers of Federal, State and local agencies which the operator expects to have pollution control responsibilities or support.	Sec 1.3, 3.1 Tables 3, 4, 5, 6, 13, 14, 15
(vii) Training procedures	Sec 4.17
(viii) Equipment Testing	Sec 1.6, 4.17
(ix) Drill types, schedules and procedures, and	Sec 4.17 Tables 36, 37
(x) Plan review and update procedures	Sec 4.10
(2) An appendix for each response zone. Each appendix must include the information required in (d)(1)(i-ix) specific to the response zone and worst case discharge calculations.	N/A (only one zone)
(3) A description of the operator's response management system including the functional areas of finance, logistics, operations, planning and command.	Sec 2
194.111 Response plan retention and distribution	Sec 4.9
194.113	
(a) The information summary for the core plan must include: (1) Name and address of operator(s)	Sec 4.8 End of this section
(2) A listing and description of response zones, including county(s) and state(s) for each response zone continuing one or more line sections that meet the significant and substantial harm criteria	NA (none are significant and substantial harm)
(b) The information summary for the response zone appendix must include: (1) The information summary for the core plan	End of this section

Table 27. Cross Reference DOT 49 CFR Part 194 (continued)

REQUIRED SECTION		LOCATION WITHIN THE FRP
(2)	Name and telephone number of the qualified individual and at least one alternate individual available on a 24-hour basis	Sec 1.3 Table 3 End of this section
(3)	Description of the response zone, including county(s) and state(s) for those zones in which a worst case discharge could cause substantial harm to the environment.	Sec 4.11, End of this section
(4)	List of line sections for each pipeline contained in the response zone, identified by milepost or survey station number or other operator designation.	Sec 4.11, 5.6 End of this section
(5)	The basis for the operator's determination of significant and substantial harm	Sec 4.2, End of this section
(6)	The type of oil and volume of the worst case discharge	Sec 4.11, 4.13 Table 32, End of this section
194.115		
(a)	Resources necessary to remove a worst case discharge and to mitigate or prevent a substantial threat of a worst case discharge	Sec 1.6, 4.14
(b)	Resources available to respond within a specified time after discovery of a worst case discharge or to mitigate the substantial threat of such discharge.	Sec 1.6, 4.14
194.117		
(a)	Training	Sec 4.17
(b)	Training records	Sec 4.17
194.121		
(a) (b)	Review FRP at least every five years and modify to address new or different operating conditions or information. Modify FRP if a new or different operating condition or information would substantially affect the implementation of the FRP.	Sec 4.10

Information Summary as required per DOT 49 CFR 194.113

Operator Information:

Facility Name:	**Baton Rouge Refinery Complex**
Operator:	ExxonMobil Refining and Supply Company
Address:	4045 Scenic Highway, East Baton Rouge Parish Baton Rouge, LA 70805
Mailing Address:	P.O. Box 551, Baton Rouge, LA 70821-0551
Qualified Individual Contact:	Refinery Shift Superintendent
Phone (24 hours):	(225) 977-7641

Facility Name:	**Anchorage Tank Farm**
Operator:	ExxonMobil Refining and Supply Company
Address:	ExxonMobil Anchorage Tank Farm 1420 Lafiton Lane Port Allen, La. 70767
Mailing Address:	P.O. Box 551, Baton Rouge, LA 70821-0551
Qualified Individual Contact:	Refinery Shift Superintendent
Phone (24 hours):	(225) 977-7641

The worst-case discharge for the interconnecting pipelines is much smaller than the worst-case discharge for other facilities contained in this response plan. In fact, none of the interconnecting pipelines are large enough to pose a “significant and substantial harm” under the DOT/OPS OPA rules, since they are all less than 10 miles in length.

There is only one response zone, which contains all the interconnecting pipelines. It is in the state of Louisiana, and covers the parishes of East Baton Rouge, West Baton Rouge, Iberville, Ascension, St. James, St. John the Baptist, St. Charles, Jefferson, Orleans, and Plaquemines.

DOT-Regulated Worse Case Discharge Volumes

FACULTY	AGENCY	WORST CASE DISCHARGE	BASED ON
Anchorage Tank Farm	DOT	(b) (7)(F), (b) (3) [redacted]	[redacted]
Interconnecting Pipelines	DOT	[redacted]	[redacted]

DOT-Regulated Interconnecting Pipelines

LINE NAME PRODUCT	LINE ID NO.	PIPE DIAMETER	PIPING LENGTH (ft)	TOTAL LINE CAPACITY (bbl)	AVE FLOW RATE (bbl/day)	OIL TYPE / GROUP	WCD (bbls)
DOT-Regulated Pipelines **Note**: None of these lines meet the DOT/OPS definition of "significant and substantial harm, since they are all less than 10 miles in length.							
#1 Crude (ATF)	4900 4901	12"- 16"	9,292	(b) (7)(F), (b) (3) [redacted]	[redacted]	Crude	(b) (7)(F), (b) (3) [redacted]
#2 Crude (ATF)	4831 4832	12" – 16"	9,292	[redacted]	[redacted]	Crude	[redacted]
#3 Crude (ATF)	4902 4735	12" – 18"	9,292	[redacted]	[redacted]	Crude	[redacted]
#4 Crude (ATF)	4810 4811	12"	9,292	[redacted]	[redacted]	Crude	[redacted]
#5 Crude (ATF)	4760	24"	6,700	[redacted]	[redacted]	Crude	[redacted]
#6 Crude (ATF)	4770	24" – 16"	6,700	[redacted]	[redacted]	Crude	[redacted]
#7 Crude (ATF)	4644 4903	24" - 16"	7,603	[redacted]	[redacted]	Crude	[redacted]

4.7 Applicable Rules

ExxonMobil has reviewed the requirements for Oil Spill Response plans under EPA, DOT and USCG regulations. They have determined that all three of these apply to some portion of the complex. Requirements of these regulations are covered in this FRP. The rules are summarized as follows:

EPA FRP (EPA 40 CFR 112)

Per the Oil Pollution Act of 1990, the owner or operator of a facility that could potentially discharge oil into or on navigable water causing substantial harm (Table 24 contains this determination for each entity included in the manual.) to the environment must prepare and submit a facility response plan to the EPA Region VI office. The facility response plan must include the following:

1. **Emergency response action plan.** The response plan includes an emergency response action that includes the following information:
   a. The identity and telephone number of a qualified individual having full authority, including contracting authority, to implement removal actions;
   b. The identity of individuals or organizations to be contacted in the event of a discharge so that immediate communications between the qualified individual and the appropriate Federal officials and the persons providing response personnel and equipment can be ensured;
   c. A description of information to pass to response personnel in the event of a reportable discharge;
   d. A description of the facility's response equipment and its location;
   e. A description of response personnel capabilities, including the duties of persons at the facility during a response action and their response times and qualifications;
   f. Plans for evacuation of the facility and a reference to community evacuation plans, as appropriate;
   g. A description of immediate measures to secure the source of the discharge, and to provide adequate containment and drainage of discharged oil; and
   h. A diagram of the facility.
2. **Facility information.** The response plan identifies and discusses the location and type of the facility, the identity and tenure of the present owner and operator, and the identity of the qualified individual identified.
3. **Information about emergency response**. The response plan includes:
   a. The identity of private personnel and equipment necessary to remove to the maximum extent practicable a worst case discharge and other discharges of oil and to mitigate or prevent a substantial threat of a worst case discharge;

b. Evidence of contracts or other approved means for ensuring the availability of such personnel and equipment;

c. The identity and the telephone number of individuals or organizations to be contacted in the event of a discharge so that immediate communications between the qualified individual and the appropriate Federal official and the persons providing response personnel and equipment can be ensured;

d. A description of information to pass to response personnel in the event of a reportable discharge;

e. A description of response personnel capabilities, including the duties of persons at the facility during a response action and their response times and qualifications;

f. A description of the facility's response equipment, the location of the equipment, and equipment testing;

g. Plans for evacuation of the facility and a reference to community evacuation plans, as appropriate;

h. A diagram of evacuation routes; and

i. A description of the duties of the qualified individual identified that include:

    i. Activate internal alarms and hazard communication systems to notify all facility personnel;

    ii. Notify all response personnel, as needed;

    iii. Identify the character, exact source, amount, and extent of the release, as well as the other items needed for notification;

    iv. Notify and provide necessary information to the appropriate Federal, State, and local authorities with designated response roles, including the National Response Center, State Emergency Response Commission, and Local Emergency Planning Committee;

    v. Assess the interaction of the discharged substance with water and/or other substances stored at the facility and notify response personnel at the scene of that assessment;

    vi. Assess the possible hazards to human health and the environment due to the release.;

    vii. Assess and implement prompt removal actions to contain and remove the substance released;

    viii. Coordinate rescue and response actions as previously arranged with all response personnel;

    ix. Use authority to immediately access company funding to initiate cleanup activities; and

    x. Direct cleanup activities until properly relieved of this responsibility.

4. **Hazard evaluation.** The response plan discusses the facility's known or reasonably identifiable history of discharges reportable under 40 CFR part 110 for the entire life of the facility and identifies areas within the facility where discharges could occur and what the potential effects of the discharges would be on the affected environment.
5. **Response planning levels.** The response plan includes discussion of specific planning scenarios for:
   a. A worst case discharge;
   b. A discharge of 2,100 gallons or less, provided that this amount is less than the worst case discharge amount. For complexes, this planning quantity shall be the larger of the amounts calculated for each component of the facility; and
   c. A discharge greater than 2,100 gallons and less than or equal to 36,000 gallons or 10 percent of the capacity of the largest tank at the facility, whichever is less, provided that this amount is less than the worst case discharge amount. For complexes, this planning quantity shall be the larger of the amounts calculated for each component of the facility.
6. **Discharge detection systems.** The response plan describes the procedures and equipment used to detect discharges.
7. **Plan implementation.** The response plan shall describe:
   a. Response actions to be carried out by facility personnel or contracted personnel under the response plan to ensure the safety of the facility and to mitigate or prevent discharges or the substantial threat of such discharges;
   b. A description of the equipment to be used for each scenario;
   c. Plans to dispose of contaminated cleanup materials; and
   d. Measures to provide adequate containment and drainage of discharged oil.
8. **Self-inspection, drills/exercises, and response training**. The response plan includes:
   a. A checklist and record of inspections for tanks, secondary containment, and response equipment;
   b. A description of the drill/exercise program to be carried out under the response plan as described in §112.21;
   c. A description of the training program to be carried out under the response plan as described in §112.21; and
   d. Logs of discharge prevention meetings, training sessions, and drills/exercises. These logs may be maintained as an annex to the response plan.
9. **Diagrams.** The response plan includes site plan and drainage plan diagrams.
10. **Security systems.** The response plan includes a description of facility security systems.
11. **Response plan cover sheet.** The response plan includes a completed response plan cover sheet provided.

USCG FRP (33 CFR 154.1035)

33 CFR 154.1035 provides specific facility response plan requirements for marine transportation related (MTR) facilities under the jurisdiction of the U.S. Coast Guard that could reasonably be expected to cause significant and substantial harm to the environment. The information contained in the plan must be consistent with the National Contingency Plan and the Area Contingency Plan(s) covering the area in which the facility operates. The facility response plan must include the following:

1. An introduction providing information such as facility name, address and telephone number; directions to the facility; facility location and contact procedures; and a table of contents for the plan.
2. An emergency response action plan including notification procedures; spill mitigation procedures for average most probable discharges, maximum most probable discharges and worst case discharges; response activities and identification of potentially impacted fish and wildlife resources and sensitive areas.
3. Training and exercise procedures.
4. Plan review and update procedures.
5. Appendices including:
    a. facility-specific information (plans of the facility, types and number of vessels that the facility can transfer oil to and from simultaneously, information on the oil and hazardous material handled, stored or transported at the facility, etc.),
    b. lists of contacts,
    c. equipment lists and records,
    d. a communications plan,
    e. site-specific safety and health plan,
    f. list of acronyms and definitions and,
    g. if applicable, a geographic-specific appendix for each zone in which a mobile facility operates.

DOT (40 CFR 194)

This regulation outlines the requirements for oil spill response to reduce the environmental impact of oil discharged from onshore oil pipelines that could reasonably be expected to cause substantial harm to the environment by discharging oil into or on any navigable waters of the United States or adjoining shorelines.

This plan is to be submitted along with a statement identifying which line sections in the response zone can be expected to cause significant and substantial harm to the environment in the event of a discharge of oil into or on the navigable waterways or adjacent shoreline. If the operator suspects that a line section in a response zone can cause significant harm, then the entire response zone must be treated as if it is expected to cause significant harm. However, the operator does not have to submit separate plans for each line section.

The operator will determine the worst case discharge from the following in barrels for each of its response zones and provide the methodology, including calculations, used to arrive at the volume:

Pipeline's maximum release in hours, plus the maximum shut-in response time in hours, multiplied by the maximum flow rate expressed in barrels per hour, plus the largest line drainage volume after shutdown of the line sections in the response zone expressed in barrels.

Largest foreseeable discharge for the line section within a response zone, expressed in barrels, based on the maximum historic discharge, adjusted for any subsequent corrective or preventive action taken.

The capacity of the single largest tank or battery of tanks within a single secondary containment system, adjusted for the capacity of the secondary containment system.

The general response plan must meet the following requirements:

Must plan for resources for responding to a worst case discharge and to a substantial threat of such a discharge, Note: The "substantial threat" term is equivalent to abnormal operations outlined in 49 CFR 195.402(d).

Must be written in English and any other language that is understood by personnel that will be responsible for carrying out the plan,

Must be consistent with the National Contingency Plan. In order to do this, the plan must (at a minimum):

- Demonstrate an understanding of the function of the Federal response structure, including procedures to notify the National Response Center reflecting the relationship between ExxonMobil's response organization and the Federal On Scene Coordinator's role in pollution response;
- Establish provisions to ensure the protection of safety at the response site; and,
- Identify the procedures to obtain any required Federal and State permissions for using alternative response strategies such as in-situ burning and dispersants as provided for in the applicable ACPs
- Must be consistent with each applicable Area Contingency Plan. In order to do this, the plan must (at a minimum):
- Address the removal of a worst case discharge and the mitigation or prevention of a substantial threat of a worse case discharge;
- Identify environmentally and economically sensitive areas;

- Describe the responsibilities of Federal, State, and local agencies in removing a discharge and in mitigating or preventing a substantial threat of a discharge; and
- Establish procedures for obtaining an expedited decision on use of dispersants or other chemicals
- Must include:
- Information summary,
  - Name and address of the operator;
  - Names or titles and 24-hour telephone number of the qualified individuals and at least one alternate qualified individual,
  - A listing and description of response zones, including counties and states;
- Immediate notification procedures,
- Spill detection and mitigation procedures,
- Name, address and telephone number of Oil Spill Response Organization,
- Response activities and resources,
- Names and telephone numbers of federal, state and local agencies which the operator expects to have pollution control responsibilities or support,
- Training procedures:
  - All personnel must know-
    - ❑ Their responsibilities;
    - ❑ Name, address, and procedure for contacting the operator (24 hour)
    - ❑ Name and procedures for contacting qualified individuals (24 hour);
  - Reporting personnel know
    - ❑ Content of the information summary of the response plan;
    - ❑ Toll-free telephone number of the National Response Center;
    - ❑ Notification Process
  - Personnel engaged in response activities know-
    - ❑ Characteristics and hazards of the oil discharged;
    - ❑ Conditions likely to worsen emergencies;
    - ❑ Steps necessary to control any accidental discharge of oil and to minimize the potential for fire, explosion, toxicity, or environmental damage, and
    - ❑ Proper firefighting procedures

- Equipment testing,
- Drill types, schedules, and procedures,
- Plan review and update procedures,
- Appendix for each response zone
  - Information summary for core plan;
  - Name and telephone number of the qualified individual available on a 24-hour basis;
  - Description of the response zone (if the worst case discharge could cause substantial harm to the environment);
  - List of line sections
  - Basis for the operator's determination of significant and substantial harm;
  - Type of oil and volume of the worst case discharge
- A description of the response management system including the functional areas of finance, logistics, operations, planning, and command. This system must use common technology and have a manageable span of control, a clearly defined chain of command, and sufficient trained personnel for each position.

Relevant portions of this plan must be retained at the operator's headquarters, at relevant pump stations and any other locations from which response activities may be conducted, for example, in field offices, supervisors' vehicles or spill response trailers. Each qualified individual must be provided with a complete copy of the plan. Refinery superintendents are not issued individual copies, but copies are available in their offices.

Records of training will be maintained for as long as the person has responsibilities under the response plan.

4.8 Plan Coverage

Introduction

The geographic area covered by this FRP includes the facilities mentioned in Section 1, Table 1, along with Monte Sano Bayou from the ExxonMobil Chemical Plant to the Mississippi River and the Mississippi River from mile marker 233 above Head of Passes south to Head of Passes (river mile marker 0). A map of the geographic area of interest is shown in Figure 46.

Facility-specific information such as facility name, owner, address, etc. for each of the facilities covered by this plan is provided in the list following Figure 46.

Figure 46. Geographical Area of Interest

Facility Information

	Owner Information:
Name:	**Exxon Mobil Corporation**
Address:	5959 Las Colinas Blvd.
	Irving, TX 5039-2298
County:	Dallas
Phone:	(972) 444-1000
	Operator Information:
Facility Name:	**Baton Rouge Refinery**
Operator:	ExxonMobil Refining and Supply Company
Address:	4045 Scenic Highway,
	East Baton Rouge Parish
	Baton Rouge, LA 70805
Mailing Address:	P.O. Box 551, Baton Rouge, LA 70821-0551
NAICS Code:	324110
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection:	Not applicable
Contact:	Refinery Shift Superintendent
Phone (24 hours):	(225) 977-7641
Fax:	(225) 977-4442
Facility Name:	**Baton Rouge Chemical Plant**
Operator:	ExxonMobil Chemical Company
Street Address:	4999 Scenic Highway
	East Baton Rouge Parish
	Baton Rouge, LA 70805
Mailing Address:	P. O. Box 241
	Baton Rouge, LA 70821
Parish:	East Baton Rouge
NAICS Code:	325110/325212
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection Area:	Not Applicable
Contact:	Chemical Plant Superintendent
Phone:	(225) 977-8133/8249
Fax:	(225) 977-5179

Facility Name:	**Anchorage Tank Farm**
Operator:	ExxonMobil Refining and Supply Company
Address:	ExxonMobil Anchorage Tank Farm 1420 Lafiton Lane West Baton Rouge Parish Port Allen, La. 70767
Mailing Address:	P.O. Box 551, Baton Rouge, LA 70821-0551
NAICS Code:	324110
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection:	Not applicable
Contact:	Refinery Shift Superintendent
Phone (24 hours):	(225) 977-7641
Fax:	(225) 977-4442

Facility Name:	**Baton Rouge Terminal**
Operator:	ExxonMobil Refining and Supply
Address:	3329 Scenic Highway East Baton Rouge Parish Baton Rouge, LA 70805
Mailing Address:	3329 Scenic Highway Baton Rouge, LA 70805
NAICS Code:	424710
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection:	Not applicable
Contact:	Terminal Superintendent
Phone:	(225) 977-5014
Fax:	(225) 977-8192 or
Contact:	Terminal Operator
Phone:	(225) 977-4575/4576
Fax:	(225) 977-4505

Facility Name:	**Port Allen Lubricants Plant**
Operator:	Lubricants & Petroleum Specialties Company
Address:	2230 West Highway 1 North, West Baton Rouge Parish Port Allen, LA 70767
Mailing Address:	P.O. Box 990, Port Allen, LA 70767-0990
NAICS Code:	324191

Facility Name:	**Port Allen Lubricants Plant (continued)**
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection:	Not applicable
Contact:	Plant Manager
Phone:	(225) 977-3402
Fax:	(225) 977-3444
Facility Name:	**Baton Rouge Resins Finishing Plant (BRFP)**
Operator:	ExxonMobil Chemical Company
Street Address:	12480 Scenic Highway
	East Baton Rouge Parish
	Baton Rouge, LA 70807
Mailing Address:	12480 Scenic Highway
	Baton Rouge, LA 70807
Parish:	East Baton Rouge
NAICS Code:	325211
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection Area:	Not Applicable
Contact:	Shift Supervisor
Phone: (24 Hours)	(225) 977-2516
Fax:	(225) 977-2560
Facility Name:	**Baton Rouge Coke Terminal**
Operator:	ExxonMobil Refining and Supply Company
Address:	End of Gulf States Road at River 233 M.M.
	East Baton Rouge Parish
	Baton Rouge, LA 70805
Mailing Address:	P.O. Box 551, Baton Rouge, LA 70821-0551
NAICS Code:	324110
Latitude:	(b) (7)(F), (b) (3) [redacted]
Longitude:	
Wellhead Protection:	Not applicable
Contact:	Refinery Shift Superintendent
Phone (24 hours):	(225) 977-7641
Fax:	(225) 977-4442

*All of the facilities represented in this plan have been owned by Exxon Corporation (now Exxon Mobil Corporation) since their inception.

4.9 Distribution List and Response Plan Facility Information Summary Sheets

A copy of the FRP has been assigned to the key response personnel and regulatory agency personnel. Copies of all revised or updated pages must be distributed to the individuals included on the attached FRP distribution list shown in Table 28. Each plan recipient is expected to review the plan changes.

The Response Plan Facility Information Summary Sheets for the ExxonMobil Baton Rouge Refinery, Chemical Plant, Anchorage Tank Farm, Baton Rouge Terminal, Port Allen Lubricants Plant and Baton Rouge Finishing Plant, and Baton Rouge Coke Terminal are provided in Table 29.

Table 28. FRP Manual Distribution List

FUNCTION/LOCATION	POSITION	NAME	FRP NO.
U.S. Environmental Protection Agency		Region 6, Dallas, TX	
U.S. Coast Guard		COTP – N.O./Baton Rouge Office	
DOT Office of Pipeline Safety		Federal	
LA Dept. of Environmental Quality		Office of Environmental Services	
LEPC - EBR			
LEPC - WBR			
On-site Qualified Individual	BRRF Superintendent	Crafton/Davis/Leblanc/Miles/ Vaugn/Wagner*	1
On-site Qualified Individual	BRCP Superintendent	Arledge/Boudreaux*/Holloway/ Johnson/Whidden/Taylor	2
On-Site Operations Manager BRRF/BRCP	Shift Supervisor-OSD	Augustine/Champ/Coffee/ Henderson/Holmes/Taylor	3
Containment and Recovery Super	Dock Controller	Bush/Coleman/Dickenson/ Fuselier/Naquin/Sawaya	4
Port Allen Lubricants	Plant Manger/QI	Julius Bedford	5
Baton Rouge Terminal	Terminal Manager	Chris Roberts	6
Emergency Response	Advisor	Obie Cambre	7
Anchorage Tank Farm	Tank Farm Super.	Larry Griffin	8
Environmental Response	Regulatory Support Agency Liaison	Ron Dunham	9
Port Allen Lubes	SHE Coordinator/QI[2]	Kirk Graham	11

Table 28. FRP Manual Distribution List (continued)

FUNCTION/LOCATION	POSITION	NAME	FRP NO.
Baton Rouge Finishing Plant	Environmental Specialist	Curt Lyons***	12
Baton Rouge Finishing Plant Qualified Individual	Operations Shift Supervisor	Clark/Dunlap/Frazer/Guidry/ Guidroz/Hill/McClure/Watson	13
Refinery	Plant Manager	Mark Northcutt**	14
Chemical Plant	Plant Manager	Paul Stratford	15
LMR/ELIRT Response Van		Obie Cambre	16
LMR/ELIRT Library		Obie Cambre	17
MSRC – 3838 North Sam Houston Pky East Suite 400 Houston, TX 77032	281-776-4300 (24 hour) 281/766-4310 (office)	Mike Walker	18
Offsite QI/ Incident Commander	ELIRT Coordinator/Fire Chief	Ed Traylor	19
Deputy Incident Commander	Emergency Preparedness Coordinator	Steve Petty	20

* Wagner – (BRRF)/Boudreaux (BRCP) Owners
** Ron Aime – Owner
*** Curt Lyons - Owner

Table 29. Facility Information Summary

General Information

Owner/Operator of Facility: ExxonMobil Company, USA (Exxon Mobil Corp.)

Facility Name: ExxonMobil Baton Rouge Refinery

Facility Address (Street address or route): 4045 Scenic Highway

City, State, and U.S. Zip Code: Baton Rouge, LA 70805

Facility Phone Number: (225) 977-7641

Latitude (Degrees: North) [redacted] degrees, minutes, seconds

Longitude (Degrees: North) [redacted] degrees, minutes, seconds

Dun & Bradstreet Number:
a) 06-266-2887
b) 00-121-3214

Standard Industrial Classification (SIC) Code:
a) 2911
b) 5171

NAICS Code: 324110

Largest Above ground Oil Storage Tank Capacity(Gallons): [redacted]

Maximum Oil storage Capacity (Gallons): [redacted]

Number of aboveground Oil Storage Tanks: 429

Worst Case Oil Discharge (Gallons): [redacted]

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile: X   1/4-1/2 mile: ___   1/2-1 mile: ___   >1 mile: ___

Table 29. Facility Information Summary (continued)

General Information

Owner/Operator of Facility: ExxonMobil Chemical Company (Exxon Mobil Corp.)

Facility Name: Baton Rouge Chemical Plant

Facility Address (Street address or route): 4999 Scenic Highway

City, State, and U.S. Zip Code: Baton Rouge, LA 70805

Facility Phone Number: (225) 977-8133/8249

Latitude (Degrees: North) [redacted] degrees, minutes, seconds	Longitude (Degrees: North) [redacted] degrees, minutes, seconds
Dun & Bradstreet Number: 037961513	Standard Industrial Classification (SIC) Codes: 2869, 2865, 2822
NAICS Code: 325110 325212	
Largest Above ground Oil Storage Tank Capacity (Gallons): [redacted]	Maximum Oil storage Capacity (Gallons): [redacted]
Number of aboveground Oil Storage Tanks: 123	Worst Case Oil Discharge (Gallons): [redacted]

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile: X 1/4-1/2 mile:__ 1/2-1 mile:____ >1 mile:______

Table 29. Facility Information Summary (continued)

General Information

Owner/Operator of Facility: ExxonMobil Company, USA (Exxon Mobil Corp.)

Facility Name: ExxonMobil Anchorage Tank Farm

Facility Address (Street address or route): 1420 Lafiton Lane

City, State, and U.S. Zip Code: Port Allen, LA 70767

Facility Phone Number: (225) 977-7641

Latitude (Degrees: North)	Longitude (Degrees: North)
[redacted]	[redacted]
degrees, minutes, seconds	degrees, minutes, seconds
Dun & Bradstreet Number:	Standard Industrial Classification (SIC) Code:
a) 06-266-2887	a) 2911
b) 00-121-3214	b) 5171
NAICS Code: 324110	
Largest Above ground Oil Storage Tank Capacity(Gallons):	Maximum Oil storage Capacity (Gallons):
[redacted]	[redacted]
Number of aboveground Oil Storage Tanks:	Worst Case Oil Discharge (Gallons):
17	[redacted]

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile:____ 1/4-1/2 mile:____ 1/2-1 mile: X - >1 mile:____

Table 29. Facility Information Summary (continued)

General Information

Owner/Operator of Facility: ExxonMobil Refining and Supply Company (Exxon Mobil Corp.)

Facility Name: ExxonMobil Baton Rouge Terminal

Facility Address (Street address or route): 3329 Scenic Highway

City, State, and U.S. Zip Code: Baton Rouge, LA 70805

Facility Phone Number: (225) 977-4575

Latitude (Degrees: North) [redacted] degrees, minutes, seconds	Longitude (Degrees: North) [redacted] degrees, minutes, seconds
Dun & Bradstreet Number: a) 06-266-2887 b) 00-121-3214	Standard Industrial Classification (SIC) Code: 5171
NAICS Code: 424710	
Largest Above ground Oil Storage Tank Capacity (Gallons): [redacted]	Maximum Oil storage Capacity (Gallons): [redacted]
Number of aboveground Oil Storage Tanks: 19	Worst Case Oil Discharge (Gallons): [redacted]

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile: X   1/4-1/2 mile:__   1/2-1 mile:____   >1 mile:______

Table 29. Facility Information Summary (continued)

General Information

Owner/Operator of Facility: ExxonMobil Company, USA

Facility Name: Port Allen Lubricants Plant

Facility Address (Street address or route): 2230 Highway 1 North

City, State, and U.S. Zip Code: Port Allen, LA 70767

Facility Phone Number: (225)977-3402

Latitude (Degrees: North)	Longitude (Degrees: North)
[redacted] (b) (7)(F), (b) (3)	[redacted] (b) (7)(F), (b) (3)
degrees, minutes, seconds	degrees, minutes, seconds
Dun & Bradstreet Number: 06-266-2887	Standard Industrial Classification (SIC) Code: 2992
NAICS Code: 324191	
Largest Above ground Oil Storage Tank Capacity (Gallons): [redacted] (b) (7)(F), (b)	Maximum Oil storage Capacity (Gallons): [redacted] (b) (7)(F),
Number of aboveground Oil Storage Tanks: 123	Worst Case Oil Discharge (Gallons): [redacted] (b) (7)(F), (b)

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile: X 1/4-1/2 mile:__ 1/2-1 mile:____ >1 mile:______

Table 29. Facility Information Summary (continued)

General Information

Owner/Operator of Facility: ExxonMobil Chemical Company

Facility Name: Baton Rouge Resins Finishing Plant (BRFP)

Facility Address (Street address or route): 12480 Scenic Highway

City, State, and U.S. Zip Code: Baton Rouge, LA 70807

Facility Phone Number: (225) 977-2516

Latitude (Degrees: North)	Longitude (Degrees: North)
(b) (7)(F), (b) (3) [redacted]	(b) (7)(F), (b) (3) [redacted]
degrees, minutes, seconds	degrees, minutes, seconds
Dun & Bradstreet Number: 15-526-7545	Standard Industrial Classification (SIC) Code: 2821
NAICS Code: 325211	
Largest Above ground Oil Storage Tank Capacity (Gallons): (b) (7)(F), (b) [redacted]	Maximum Oil storage Capacity (Gallons): (b) (7)(F), [redacted]
Number of aboveground Oil Storage Tanks: 15	Worst Case Oil Discharge (Gallons): (b) (7)(F), (b) [redacted]

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile:________ 1/4-1/2 mile:__ 1/2-1 mile:____ >1 mile: X_____

Table 29. Facility Information Summary (continued)

General Information

Facility Name: ExxonMobil Baton Rouge Coke Terminal

Facility Address (Street address or route): End of Gulf States Road at River 233 MM

City, State, and U.S. Zip Code: Baton Rouge, LA 70805

Facility Phone Number: 225-359-6911

Latitude (Degrees: North) Longitude (Degrees: North)

(b) (7)(F), (b) (3) [redacted] (b) (7)(F), (b) (3) [redacted]

degrees, minutes, seconds degrees, minutes, seconds

Dun & Bradstreet Number: Standard Industrial Classification (SIC) Code:

a) 06-266-2887 a) 4491

b) 00-121-3214

NAICS Code: 324110 `

Largest Above ground Oil Storage Tank Capacity (Gallons): (b) (7)(F), (b) [redacted]

Maximum Oil storage Capacity (Gallons): (b) (7)(F), (b) [redacted]

Number of aboveground Oil Storage Tanks: 1

Worst Case Oil Discharge (Gallons): (b) (7)(F), [redacted]

Facility Distance to Navigable Water. Mark the appropriate line.

0-1/4 mile: X 1/4-1/2 mile: 1/2-1 mile: >1 mile:

TABLE OF CONTENTS

Introduction

Electronic versions of the following tank lists are updated as tank service and operating circumstances change. The electronic version of the tank lists is readily available to facility personnel and operations. All changes to tank operations are controlled through an approved ExxonMobil management of change process

Tank lists for Baton Rouge Refinery, Baton Rouge Chemical Plant, and Anchorage Tank Farm are updated each March and September as part of the required SPCC review. These SPCC tank lists will be inserted into the FRP Manual as the SPCC lists are published. However, the FRP Manual will not be resubmitted to agencies at that time. The remaining tank and piping lists will be reviewed as part of the annual FRP review and updated as needed.

TANK LIST FOR REFINERY FACILTY RESPONSE PLAN AND SPCC

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-144	AETK144	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted] (b) (7)(F), (b)(3)	1966	Extraction - Finishing Feed	Drains to BRRF Sewer System - Also listed as ARTK-14
BRCP	T-677	AITK677	IFR	In Service	Intermediates	Aromatics	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1996	Toluene	
BRCP	T-411	AOTK411	Domed EFR/VRS	Out of Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Naphthas/Raffinate	
BRCP	T-412	AOTK412	Domed EFR/VRS	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Naphthas/Raffinate	
BRCP	T-415	AOTK415	IFR	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1997	Raffinate/Xylenes	
BRCP	T-416	AOTK416	IFR/VRS	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1997	Naphthas/Raffinate	
BRCP	T-665	AOTK665	Fixed Roof	In Service	Olefins	SCOLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Sulfidic Caustic	Possible Sheen
BRCP	T-771	AOTK771	IFR/VRS	In Service	Olefins	OLA-2X	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	UDEX Raffinate	
BRCP	T-784	AOTK784	EFR	In Service	Olefins	DILA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Steam Cracked Naphtha	
BRCP	T-801	AOTK801	EFR	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	SCN BHLA Feed	Possible Sheen
BRCP	T-141	ATTK141	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Sulfolane	Drains to BRRFSewer System
BRCP	T-142	ATTK142	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Rich Sulfolane	Drains to BRRF Sewer System
BRCP	T-143	ATTK143	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	SCN-BHLA Feed	Drains to BRRFSewer System
BRCP	T-145	ATTK145	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Sulfolane (Rich Solvent)	Drains to BRRFSewer System
BRCP	T-146	ATTK146	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Benzene	Drains to BRRF Sewer System - Also listed as ARTK 14
BRCP	T-147	ATTK147	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Benzene	Drains to BRRFSewer System - Also listed as ARTK 14
BRCP	T-148	ATTK148	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Extraction Feed	Drains to BRRF Sewer System - Also listed as AETK 14
BRCP	T-676	ATTK676	IFR	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1965	SCN/Import Raffinate	
BRCP	T-3143	AWTK302	Fixed Roof	Out of Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak/Rupture	Sewer	Sewer	Yes	[redacted]	1992	Hydrocarbon Recovery	API 653
BRCP	T-350	AYTK350	Fixed Roof	In Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1992	Aromatic HC and Water	
BRRF	UTIL/D100	D-100	Fixed Roof	In Service	OSD Zone 3	Fire Department	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	No	[redacted]		Oil	Not API 653
BRRF	UTIL/D200	D-200	Fixed Roof	In Service	OSD Zone 3	Fire Department	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	No	[redacted]		Diesel	No API 653
BRCP	T-3257	D-33	Drum	In Service	Intermediates	PLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	-	Utility	Water Drum
BRCP	T-01	GTK9	Fixed Roof	In Service	Intermediates	POX	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Ammonium Hydroxide	
BRCP	T-1353	ITTK1353	Fixed Roof	In Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Phthalate Esters	Drains to BRRFSewer System - Can leave sheen
BRCP	T-1354	ITTK1354	Fixed Roof	In Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Phthalate Esters	Drains to BRRF Sewer System - Can leave sheen
BRCP	T-1355	ITTK1355	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Recycle Alcohol	Drains to BRRFSewer System
BRCP	T-1356	ITTK1356	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Phthalate Esters	Drains to BRRF Sewer System - Can leave sheen
BRCP	T-1357	ITTK1357	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Phthalate Esters	Drains to BRRFSewer System - Can leave sheen
BRCP	T-1358	ITTK1358	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Co-Product	Drains to BRRF Sewer System
BRCP	T-1359	ITTK1359	Fixed Roof	In Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Co-Product	Drains to BRRFSewer System
BRCP	T-1360	ITTK1360	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Branched Recycle Alcohol	Drains to BRRF Sewer System
BRCP	T-1361	ITTK1361	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Branched Recycle Alcohol	Drains to BRRFSewer System
BRCP	T-1362	ITTK1362	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Linear Recycle Alcohol	Drains to BRRF Sewer System
BRCP	T-1363	ITTK1363	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Linear Recycle Alcohol	Drains to BRRFSewer System
BRCP	T-1364	ITTK1364	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	L-9 Plasticizer	Drains to BRRF Sewer System

Page 1 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-1365	ITTK1365	Fixed Roof	In Service	Intermediates	OXO	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1994	PE Polyol Ester	Drains to BRRFSewer System
BRCP	T-1366	ITTK1366	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	DINP	Drains to BRRF Sewer System
BRCP	T-1367	ITTK1367	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	DTDA Ester	Drains to BRRFSewer System
BRCP	T-1368	ITTK1368	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	DINA Ester	Drains to BRRF Sewer System
BRCP	T-1369	ITTK1369	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	UDP	Drains to BRRFSewer System
BRCP	T-1370	ITTK1370	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	Waste Water	Drains to BRRF Sewer System - Not typically considere
BRCP	T-1393	ITTK1393	IFR	Out of Service	Intermediates	NOVA Lion	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	Crude Alcohol	Drains to BRRFSewer System
BRCP	T-1394	ITTK1394	Fixed Roof	Out of Service	Intermediates	NOVA Lion	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	Finished Alcohol	Drains to BRRF Sewer System
BRCP	T-1395	ITTK1395	Fixed Roof	Out of Service	Intermediates	NOVA Lion	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	Finished Alcohol	Drains to BRRFSewer System
BRCP	T-1396	ITTK1396	Fixed Roof	In Service	Intermediates	NOVA Lion	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	C7 Alcohol	Drains to BRRF Sewer System
BRCP	T-1397	ITTK1397	Fixed Roof	In Service	Intermediates	NOVA Lion	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	L9 Alcohol	Drains to BRRFSewer System
BRCP	T-1398	ITTK1398	Fixed Roof	In Service	Intermediates	NOVA Lion	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1994	L11 Alcohol	Drains to BRRF Sewer System
BRCP	T-2206	ITTK2206	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1997	Phthalate Esters	Drains to BRRF Sewer System - Sheen
BRCP	T-2217	ITTK2217	Fixed Roof	Out of Service	Intermediates	NOVA Eagle	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1999	Phthalic Anhydride	Drains to BRRF Sewer System - Sheen
BRCP	T-678	RTK678	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1967	DCPD	Possible Sheen
BRCP	T-744	RTK744	Fixed Roof	In Service	Polymers	HCD	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1946	GT-02 Overhead/GT-02 Botto	
BRRF	UTIL/TK0018	T0018	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer			1977	Clarified Water	Not SPCC Regulated
BRRF	UTIL/TK0019	T0019	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer			1977	Clarified Water	Not SPCC Regulated
BRRF	UTIL/TK0020	T0020	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1977	Clarified Water	Not SPCC Regulated
BRRF	UTIL/TK0023	T0023	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1977	Boiler Feed Water	Not SPCC Regulated
BRRF	FEED/TK0024	T0024	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1969	Coker Feed	
BRRF	WCPLX/TK0027	T0027	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1948	Lubricants	
BRRF	DIST/TK0032	T0032	IFR	Out of Service	OSD Zone 1	South Field	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1953	Methanol	
BRRF	DIST/TK0033	T0033	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1949	Jet Fuel	
BRRF	DIST/TK0037	T0037	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1940	Jet Fuel	
BRRF	WCPLX/TK0040	T0040	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1959	Lubricants	OUS-2/20/09 on T/A
BRRF	WCPLX/TK0046	T0046	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1910	Lubricants	
BRRF	WCPLX/TK0047	T0047	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1910	Lubricants	
BRRF	WCPLX/TK0049	T0049	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1913	Lubricants	
BRRF	WCPLX/TK0050	T0050	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1912	Slack Wax Feedstock	
BRRF	DIST/TK0056	T0056	Fixed Roof	In Service	OSD Zone 1	South Field	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1952	Naphthenic Caustic	IDLE-12/18/07
BRRF	DIST/TK0057	T0057	Fixed Roof	In Service	OSD Zone 1	South Field	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1950	Naphthenic Caustic	
BRRF	DIST/TK0060	T0060	Fixed Roof	In Service	OSD Zone 1	South Field	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1953	Naphthenic Caustic	
BRRF	DIST/TK0061	T0061	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1949	Jet Fuel	
BRRF	FEED/TK0065	T0065	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1909	Fluxed Resid	IDLE-6/12/07
BRRF	FEED/TK0066	T0066	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes		1909	Fluxed Resid	
BRRF	LOFU/TK0071	T0071	EFR	Out of Service	OSD Zone 1	LOFU	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A		1917	Phenolic Caustic	IDLE-7/10/07

Page 2 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	DIST/TK0075	T0075	IFR	Out of Service	OSD Zone 1	South Field	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1969	Methanol	
BRRF	DIST/TK0080	T0080	Fixed Roof	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1914	Middle Distillate	IDLE-9/18/97
BRRF	DIST/TK0081	T0081	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1972	Middle Distillate	
BRRF	DIST/TK0082	T0082	Fixed Roof	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Middle Distillate	IDLE-8/8/07
BRRF	DIST/TK0083	T0083	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Middle Distillate	
BRRF	DIST/TK0085	T0085	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Middle Distillate	
BRRF	DIST/TK0086	T0086	Fixed Roof	Dismantled	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Middle Distillate	IDLE-1/3/04
BRRF	DIST/TK0091	T0091	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Middle Distillate	
BRRF	DIST/TK0093	T0093	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Jet Fuel Additive	
BRRF	DIST/TK0095	T0095	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Jet Fuel	
BRRF	FEED/TK0097	T0097	Fixed Roof/VRS	Dismantled	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1910	Gas Oil Leaded Slop	IDLE-1/20/03
BRRF	FEED/TK0098	T0098	Fixed Roof	Dismantled	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Heavy Aromatic Fuel Oil	IDLE-No Date
BRRF	FEED/TK0099	T0099	Fixed Roof/VRS	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1946	Gas Oil Leaded Slop Emulsio	
BRRF	FEED/TK0100	T0100	Fixed Roof/VRS	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1946	Mixed Gas Oil	
BRRF	FEED/TK0101	T0101	Fixed Roof/VRS	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1941	Mixed Gas Oil	IDLE-8/13/09
BRRF	FEED/TK0102	T0102	IFR	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1992	Mixed Gas Oil Water Bottoms	IDLE-9/3/98
BRRF	DIST/TK0104	T0104	IFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1939	Heavy Powerformer Feed	
BRRF	FEED/TK0105	T0105	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1913	Mixed Gas Oil Slop	
BRRF	FEED/TK0106	T0106	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Heavy Aromatic Fuel Oil	IDLE-1/26/07
BRRF	FEED/TK0108	T0108	Fixed Roof	Dismantled	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Coker Feed	IDLE-9/4/07
BRRF	FEED/TK0109	T0109	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Virgin Slop	
BRRF	DIST/TK0111	T0111	Fixed Roof	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1950	Diesel Additive	IDLE-1/23/09
BRRF	LELA/TK0119	T0119	Fixed Roof	In Service	D & S	LELA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	Raffinate	
BRRF	LELA/TK0129	T0129	Fixed Roof	In Service	D & S	LELA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Water / Normal Methyl Pyrroli	Process Equipment
BRRF	DIST/TK0130	T0130	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Middle Distillate	
BRRF	DIST/TK0131	T0131	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Jet Fuel	IDLE-7/10/09
BRRF	DIST/TK0134	T0134	Fixed Roof	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1919	Middle Distillate	
BRRF	DIST/TK0135	T0135	Fixed Roof	In Service	OSD Zone 1	South Field	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Red Dye	
BRRF	DIST/TK0136	T0136	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak/Rupture	Sewer	Sewer	Yes	[redacted]	2006	Diesel Lubricity Additive	
BRRF	DIST/TK0137	T0137	Fixed Roof/VRS	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Unsweetened 12# Virgin Nap	
BRRF	DIST/TK0138	T0138	Fixed Roof/VRS	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1988	Unsweetened 12# Cat Naphth	IDLE-7-3-09
BRRF	WCPLX/TK0150	T0150	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1955	Unfinished Wax	Possible Sheen
BRRF	LEU3/TK0162	T0162	Fixed Roof	In Service	C & LE	3 LEU	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1927	Sulfuric Acid	
BRRF	KXFLD/TK0168	T0168	Fixed Roof	Dismantled	OSD Zone 1	Knox Field	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Motor Gasoline Additive	IDLE - 3/8/05
BRRF	KXFLD/TK0169	T0169	Fixed Roof	Dismantled	OSD Zone 1	Knox Field	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Motor Gasoline Additive	IDLE - 3/8/05
BRRF	KXFLD/TK0170	T0170	Fixed Roof	Dismantled	OSD Zone 1	Knox Field	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Aviation Gasoline Additive	IDLE - 3/8/05
BRRF	KXFLD/TK0171	T0171	Fixed Roof	Dismantled	OSD Zone 1	Knox Field	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Aviation Gasoline Additive	IDLE - 4/8/05

Page 3 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	KXFLD/TK0172	T0172	Fixed Roof	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b) (3) [redacted]	1966	Motor Gasoline Additive	
BRRF	KXFLD/TK0173	T0173	Fixed Roof	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Motor Gasoline Additive	
BRRF	WCLA/TK0174	T0174	Fixed Roof	In Service	OSD Zone 3	Utilities	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Fresh Caustic	
BRRF	FEED/TK0176	T0176	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Heavy Aromatic Fuel Oil	
BRRF	FEED/TK0177	T0177	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Coker Feed	
BRRF	FEED/TK0178	T0178	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	Coker Feed	
BRRF	FEED/TK0179	T0179	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	S2-tar	
BRRF	FEED/TK0181	T0181	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1917	Process Gas Oil	
BRRF	FEED/TK0182	T0182	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Process Gas Oil	
BRRF	FEED/TK0183	T0183	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1983	S2-tar	
BRRF	FEED/TK0184	T0184	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1913	Coker Feed	
BRRF	FEED/TK0185	T0185	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1913	Coker Feed	
BRRF	FEED/TK0187	T0187	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Crude	
BRRF	FEED/TK0188	T0188	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Crude	
BRRF	FEED/TK0189	T0189	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Crude	
BRRF	FEED/TK0190	T0190	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Crude	
BRRF	FEED/TK0192	T0192	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Crude	
BRRF	FEED/TK0193	T0193	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Crude	
BRRF	FEED/TK0194	T0194	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Crude	
BRRF	FEED/TK0195	T0195	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Crude	
BRRF	FEED/TK0196	T0196	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Crude	
BRRF	FEED/TK0197	T0197	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Virgin Slop	
BRRF	KXFLD/TK0198	T0198	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Alkylate	
BRRF	KXFLD/TK0199	T0199	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Sweet Powerformer Feed	
BRRF	WCPLX/TK0237	T0237	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	IDLE-10-14-08
BRRF	DIST/TK0261	T0261	Fixed Roof/VRS	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Jet Fuel	
BRRF	FEED/TK0263	T0263	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Lubricants	IDLE-2/1/07
BRRF	FEED/TK0264	T0264	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Process Gas Oil	
BRRF	DIST/TK0268	T0268	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Jet Fuel	
BRRF	FEED/TK0271	T0271	Fixed Roof	In Service	OSD Zone 2	East Area	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Water Bottoms	IDLE-No Date
BRRF	FEED/TK0272	T0272	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Crude	
BRRF	FEED/TK0273	T0273	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Heavy Aromatic Fuel Oil	IDLE-6/17/04
BRRF	FEED/TK0274	T0274	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Heavy Aromatic Fuel Oil	
BRRF	FEED/TK0275	T0275	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Heavy Aromatic Fuel Oil	IDLE6/2/09
BRRF	FEED/TK0276	T0276	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Heavy Aromatic Fuel Oil	
BRRF	FEED/TK0277	T0277	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Regular Sulfur Fuel Oil	IDLE-8/18/09
BRRF	FEED/TK0278	T0278	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Regular Sulfur Fuel Oil	

Page 4 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

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BRRF	DIST/TK0280	T0280	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7) (F), (b) (3) [redacted]	1955	Middle Distillate	
BRRF	DIST/TK0281	T0281	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Middle Distillate	
BRRF	FEED/TK0283	T0283	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Heavy Aromatic Fuel Oil	
BRRF	FEED/TK0284	T0284	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Heavy Aromatic Fuel Oil	
BRRF	LEU3/TK0296	T0296	Fixed Roof/VRS	In Service	C & LE	3 LEU	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1944	Spent Sulfuric Acid	
BRRF	LOFU/IA/TK0297	T0297	Fixed Roof	Out of Service	OSD Zone 1	LOFU	No	Yes	Site Wide	Leak/Rupture	Sewer	Sewer	Yes	[redacted]	1940	Fresh Caustic	
BRRF	GASCL/TK0298	T0298	Sphere	In Service	C & LE	Gas Collecting	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1955	Light Ends Slop	API 510
BRRF	FEED/TK0300	T0300	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1973	Low Sulfur Fuel Oil	
BRRF	WCPLX/TK0302	T0302	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Slack Wax Feedstock	
BRRF	WCPLX/TK0303	T0303	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Slack Wax Feedstock	
BRRF	WCPLX/TK0304	T0304	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Slack Wax Feedstock	
BRRF	WCPLX/TK0305	T0305	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Slack Wax Feedstock	
BRRF	WCPLX/TK0306	T0306	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Slack Wax Feedstock	IDLE-10/14/08
BRRF	WCPLX/TK0307	T0307	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1910	Slack Wax Feedstock	
BRRF	WCPLX/TK0308	T0308	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Slack Wax Feedstock	
BRRF	WCPLX/TK0309	T0309	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Slack Wax Feedstock	
BRRF	WCPLX/TK0310	T0310	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1911	Wax	No sheen potential
BRRF	WCPLX/TK0311	T0311	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	Wax	No sheen potential
BRRF	WCPLX/TK0312	T0312	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	Wax	No sheen potential
BRRF	WCPLX/TK0313	T0313	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1948	Raffinate	
BRRF	WCPLX/TK0314	T0314	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	Wax	No sheen potential
BRRF	WCPLX/TK0315	T0315	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1963	Slack Wax Feed Stock	Possible sheen
BRRF	WCPLX/TK0321	T0321	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	IDLE-10/14/08
BRRF	WCPLX/TK0322	T0322	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Slack Wax Feed Stock	
BRRF	WCPLX/TK0323	T0323	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Raffinate	
BRRF	WCPLX/TK0324	T0324	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Raffinate	
BRRF	WCPLX/TK0325	T0325	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Lubricants	
BRRF	WCPLX/TK0326	T0326	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Raffinate	
BRRF	WCPLX/TK0327	T0327	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Raffinate	
BRRF	WCPLX/TK0328	T0328	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1915	Raffinate	
BRRF	WCPLX/TK0329	T0329	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1918	Wax	No sheen potential
BRRF	WCPLX/TK0332	T0332	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1960	Lubricants	
BRRF	KDLA/TK0334	T0334	Fixed Roof	In Service	D & S	KDLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1912	Lubricants	
BRRF	WCPLX/TK0339	T0339	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1965	Lubricants	
BRRF	WCPLX/TK0340	T0340	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Lubricants	
BRRF	WCPLX/TK0341	T0341	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Lubricants	
BRRF	WCPLX/TK0342	T0342	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Lubricants	

Page 5 of 16　　*Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.*　　*Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery*　　*Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	WCPLX/TK0345	T0345	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7) (F), (b) (3) [redacted]	1957	Raffinate	
BRRF	WCPLX/TK0346	T0346	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1965	Raffinate	
BRRF	WCPLX/TK0348	T0348	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1960	Raffinate	
BRRF	WCPLX/TK0349	T0349	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	WCPLX/TK0354	T0354	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1952	Unfinished Wax	
BRRF	DIST/TK0369	T0369	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Middle Distillate	
BRRF	DIST/TK0370	T0370	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Middle Distillate	
BRRF	FEED/TK0371	T0371	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Process Gas Oil	
BRRF	FEED/TK0372	T0372	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Crude	
BRRF	WCPLX/TK0373	T0373	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Unfinished Wax	
BRRF	WCPLX/TK0376	T0376	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	WCPLX/TK0381	T0381	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	WCPLX/TK0382	T0382	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	WCPLX/TK0383	T0383	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	FEED/TK0395	T0395	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1941	Heavy Aromatic Fuel Oil	
BRRF	LEU3/TK0396	T0396	Fixed Roof/VRS	In Service	C & LE	3 LEU	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1946	Spent Sulfuric Acid	
BRRF	UTIL/TK0401	T0401	Fixed Roof	In Service	OSD Zone 3	Utilities	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Lubricants	
BRRF	DIST/TK0402	T0402	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Jet Fuel	
BRRF	DIST/TK0403	T0403	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Jet Fuel	
BRRF	DIST/TK0404	T0404	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Jet Fuel	
BRRF	DIST/TK0405	T0405	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Light Phla Feed	
BRRF	DIST/TK0407	T0407	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Jet Fuel	
BRRF	DIST/TK0408	T0408	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Jet Fuel	
BRRF	DIST/TK0409	T0409	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1972	Jet Fuel Additive	
BRRF	DIST/TK0413	T0413	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Jet Fuel	
BRRF	DIST/TK0419	T0419	EFR	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Unfinished Jet Fuel	
BRRF	DIST/TK0420	T0420	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Jet Fuel	
BRRF	WCPLX/TK0434	T0434	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	Lubricants	
BRRF	WCPLX/TK0440	T0440	Fixed Roof	Out of Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	Wax & Water Slop Tank	IDLE-1/27/06
BRRF	WCPLX/TK0441	T0441	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	Wax	No Sheen Potential
BRRF	WCPLX/TK0442	T0442	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	Wax	No Sheen Potential
BRRF	WCPLX/TK0443	T0443	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	Wax	No sheen potential
BRRF	DIST/TK0445	T0445	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1982	Diesel Additive	
BRRF	WCPLX/TK0448	T0448	Fixed Roof	In Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Wax	No Sheen Potential
BRRF	WCPLX/TK0449	T0449	Fixed Roof	Out of Service	D & S	West Complex	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Wax	No Sheen Potential
BRRF	DIST/TK0456	T0456	Fixed Roof	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Foots Oil / Middle Distillate	IDLE-12/31/09
BRRF	FEED/TK0457	T0457	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Virgin Slop	

Page 6 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	FEED/TK0460	T0460	IFR	In Service	OSD Zone 2	East Area	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1920	Water Bottoms	
BRRF	DIST/TK0461	T0461	EFR	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1929	Middle Distillate	
BRRF	DIST/TK0462	T0462	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1963	Diesel Additive	
BRRF	DIST/TK0463	T0463	Fixed Roof	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1929	Middle Distillate	IDLE-11/14/07
BRRF	DIST/TK0464	T0464	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1929	Middle Distillate	IDLE-6/19/03
BRRF	DIST/TK0465	T0465	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1929	Middle Distillate	
BRRF	LOFU/TK0473	T0473	IFR	In Service	OSD Zone 1	LOFU	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Phenolic Caustic	
BRRF	FEED/TK0474	T0474	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Mixed Gas Oil / Water	
BRRF	DIST/TK0475	T0475	IFR	Out of Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1938	Unfinished Jet Fuel	IDLE-4/13/07
BRRF	FEED/TK0476	T0476	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Brine / Brine Oil	
BRRF	FEED/TK0477	T0477	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1931	Brine / Brine Oil	
BRRF	LELA/TK0529	T0529	Fixed Roof	In Service	D & S	LELA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Wet Normal Methyl Pyrrolidon	
BRRF	LELA/TK0530	T0530	Fixed Roof	Out of Service	D & S	LELA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Extract / Normal Methyl Pyrroli	IDLE-2/4/08
BRRF	LELA/TK0532	T0532	Fixed Roof	In Service	D & S	LELA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Slop Normal Methyl Pyrrolidon	
BRRF	LELA/TK0533	T0533	Fixed Roof	In Service	D & S	LELA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Extract	
BRRF	WCPLX/TK0534	T0534	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Unfinished Wax	Sheen Potential
BRRF	KDLA/TK0537	T0537	Fixed Roof	Out of Service	D & S	KDLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Lubricants	IDLE-12/14/09
BRRF	KDLA/TK0538	T0538	Fixed Roof	Out of Service	D & S	KDLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Lubricants	IDLE-12/14/09
BRRF	WCPLX/TK0560	T0560	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0561	T0561	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0562	T0562	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0567	T0567	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0568	T0568	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0569	T0569	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0576	T0576	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Unfinished Wax	Sheen Potential
BRRF	WCPLX/TK0583	T0583	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1913	Lubricants	IDLE-12/14/06
BRRF	WCPLX/TK0584	T0584	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Lubricants	IDLE-9/3/98
BRRF	WCPLX/TK0586	T0586	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1914	Lubricants	
BRRF	WCPLX/TK0591	T0591	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0592	T0592	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0593	T0593	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0594	T0594	Fixed Roof	Out of Service	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	IDLE-11/23/05
BRRF	WCPLX/TK0595	T0595	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0596	T0596	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0597	T0597	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0598	T0598	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0600	T0600	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1927	Lube Slop	

Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.

Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	Not Applicable (T0	T0601	Open Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1970	Clarified River Water	Water
BRRF	Not Applicable (T0	T0602	Open Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Clarified River Water	Water
BRRF	UTIL/TK0607	T0607	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Lime	
BRRF	UTIL/TK0608	T0608	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Lime	
BRRF	Not Applicable (T0	T0609	Open Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	River Water	Water
BRRF	Not Applicable (T0	T0610	Open Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	River Water	Water
BRRF	UTIL/TK0611	T0611	Fixed Roof	In Service	OSD Zone 3	Utilities	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Middle Distillate	
BRRF	FEED/TK0612	T0612	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Process Gas Oil	
BRRF	FEED/TK0613	T0613	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Process Gas Oil	
BRRF	FEED/TK0615	T0615	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Coker Feed	
BRRF	FEED/TK0616	T0616	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Process Gas Oil	
BRRF	WCLA/TK0619	T0619	Fixed Roof	In Service	OSD Zone 3	Utilities	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1982	Fresh Caustic	
BRRF	WCPLX/TK0620	T0620	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Lubricants	IDLE-12/12/06
BRRF	WCPLX/TK0624	T0624	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1918	Lubricants	IDLE-12/12/06
BRRF	WCPLX/TK0629	T0629	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1923	Lubricants	
BRRF	WCPLX/TK0632	T0632	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Lubricants	IDLE-1/19/06
BRRF	WCPLX/TK0633	T0633	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Lube Slop	IDLE-6/9/03
BRRF	WCPLX/TK0634	T0634	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1918	Lubricants	
BRRF	WCPLX/TK0635	T0635	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Lubricants	
BRRF	WCPLX/TK0639	T0639	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1918	Lubricants	
BRRF	WCPLX/TK0640	T0640	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Lubricants	IDLE-11-20-03
BRRF	WCPLX/TK0642	T0642	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	Lubricants	IDLE-10/14/08
BRRF	WCPLX/TK0643	T0643	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	Lubricants	IDLE-6/9/03
BRRF	WCPLX/TK0644	T0644	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Lubricants	
BRRF	WCPLX/TK0646	T0646	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Lubricants	
BRRF	WCPLX/TK0647	T0647	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Lubricants	
BRRF	WCPLX/TK0651	T0651	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Lubricants	IDLE-11/20/08
BRRF	WCPLX/TK0652	T0652	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Lubricants	IDLE-6/9/03
BRRF	KXFLD/TK0655	T0655	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1936	Mogas Tank H20 Bottoms	
BRRF	WCPLX/TK0662	T0662	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1930	Lubricants	
BRRF	WCPLX/TK0663	T0663	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1930	Lubricants	
BRRF	DIST/TK0668	T0668	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1953	Middle Distillate	
BRRF	DIST/TK0669X	T0669X	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Middle Distillate	
BRRF	DIST/TK0670X	T0670X	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Middle Distillate	
BRRF	DIST/TK0671X	T0671X	Fixed Roof	In Service	OSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Middle Distillate	
BRRF	WCPLX/TK0679	T0679	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Lubricants	
BRRF	WCPLX/TK0685	T0685	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Lubricants	

Page 8 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	WCPLX/TK0686	T0686	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1921	Lubricants	
BRRF	WCPLX/TK0687	T0687	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Raffinate	
BRRF	WCPLX/TK0688	T0688	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Raffinate	
BRRF	WCPLX/TK0689	T0689	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1963	Lubricants	
BRRF	WCPLX/TK0690	T0690	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1963	Lubricants	
BRRF	WCPLX/TK0691	T0691	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1963	Lubricants	
BRRF	WCPLX/TK0692	T0692	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Lubricants	
BRRF	WCPLX/TK0693	T0693	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Lubricants	
BRRF	WCPLX/TK0694	T0694	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	KXFLD/TK0698	T0698	EFR	Out of Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Light Virgin Naphtha	IDLE-5/27/09
BRRF	WCPLX/TK0699	T0699	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	KXFLD/TK0700	T0700	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Mogas Tank H20 Bottoms	Can contain free phase.
BRRF	KXFLD/TK0701	T0701	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Light Virgin Naphtha	
BRRF	KXFLD/TK0702	T0702	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0703	T0703	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Unleaded Regular Gasoline	
BRRF	KDLA/TK0705	T0705	Fixed Roof/VRS	In Service	D & S	KDLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1948	Mek/mibk	
BRRF	WCPLX/TK0707	T0707	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	IDLE-5/13/03
BRRF	KXFLD/TK0708	T0708	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Heavy Coker Naphtha	
BRRF	WCPLX/TK0709	T0709	Fixed Roof	Dismantled	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	KXFLD/TK0710	T0710	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Sweet Powerformer Feed	
BRRF	WCPLX/TK0711	T0711	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0712	T0712	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Lubricants	
BRRF	WCPLX/TK0713	T0713	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	
BRRF	WCPLX/TK0714	T0714	Fixed Roof	Dismantled	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	IDLE10/14/08
BRRF	WCPLX/TK0715	T0715	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	
BRRF	WCPLX/TK0716	T0716	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	
BRRF	WCPLX/TK0717	T0717	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1916	Lubricants	
BRRF	WCPLX/TK0718	T0718	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1938	Lubricants	
BRRF	KXFLD/TK0720	T0720	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Unleaded Premium Gasoline	
BRRF	KXFLD/TK0722	T0722	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Light Cat Naphtha	
BRRF	KXFLD/TK0724	T0724	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Heavy Cat Naphtha	
BRRF	KXFLD/TK0725	T0725	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Heavy Cat Naphtha	
BRRF	KXFLD/TK0726X	T0726X	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Premium Gasoline	
BRRF	KXFLD/TK0727	T0727	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Premium Gasoline	
BRRF	KXFLD/TK0728	T0728	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1957	Unleaded Premium Gasoline	
BRRF	KXFLD/TK0729	T0729	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Unleaded Premium Gasoline	
BRRF	KXFLD/TK0730	T0730	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1946	Light Cat Naphtha	

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Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	KXFLD/TK0731	T0731	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7) (F), (b) (3) [redacted]	1946	C5/C6 Cat Naphtha	CUS-8/23/09 on T/A
BRRF	KXFLD/TK0732	T0732	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Light Cat Naphtha	
BRRF	KXFLD/TK0733	T0733	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Heavy Cat Naphtha	
BRRF	KXFLD/TK0734	T0734	Sphere	In Service	OSD Zone 1	Knox Field	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Isopentane	Not SPCC Regulated
BRRF	KXFLD/TK0735X	T0735X	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0737X	T0737X	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0738	T0738	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Unleaded Regular Gasoline	IDLE
BRRF	KXFLD/TK0739X	T0739X	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0740	T0740	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0741	T0741	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Unleaded Regular Gasoline	CUS-8/17/09 on T/A
BRRF	KXFLD/TK0742	T0742	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0745	T0745	EFR	Out of Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0746	T0746	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0748	T0748	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Unleaded Regular Gasoline	
BRRF	KXFLD/TK0750	T0750	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1980	Gasoline	
BRRF	KXFLD/TK0753	T0753	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Unleaded Premium Gasoline	
BRRF	FEED/TK0754	T0754	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	FEED/TK0757	T0757	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	Lubricants	
BRRF	FEED/TK0758	T0758	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Lubricants	
BRRF	FEED/TK0759	T0759	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Lubricants	
BRRF	FEED/TK0760	T0760	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Process Gas Oil	
BRRF	FEED/TK0761	T0761	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Process Gas Oil	
BRRF	FEED/TK0762	T0762	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	Process Gas Oil	
BRRF	FEED/TK0763	T0763	Fixed Roof	Out of Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	Lubricants	
BRRF	FEED/TK0764	T0764	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1922	Process Gas Oil	
BRRF	FEED/TK0765	T0765	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Process Gas Oil	
BRRF	KXFLD/TK0766	T0766	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Low Severity Reformate	
BRRF	FEED/TK0767	T0767	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Process Gas Oil	
BRRF	FEED/TK0770	T0770	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Heavy Powerformer Feed	
BRRF	FEED/TK0772	T0772	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Process Gas Oil	
BRRF	KXFLD/TK0773	T0773	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Low Severity Reformate	
BRRF	FEED/TK0774X	T0774X	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Process Gas Oil (hot)	
BRRF	KXFLD/TK0776	T0776	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Aviation Gasoline	
BRRF	FEED/TK0777	T0777	EFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Powerformer Feed	
BRRF	KXFLD/TK0778	T0778	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1955	MTBE	
BRRF	KXFLD/TK0779X	T0779X	IFR	In Service	OSD Zone 1	Knox Field	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Toluene	
BRRF	KXFLD/TK0780	T0780	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	High Severity Reformate	

Page 10 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	KXFLD/TK0785	T0785	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1949	Alkylate	
BRRF	KXFLD/TK0786	T0786	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Alkylate	
BRRF	KXFLD/TK0787	T0787	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	High Severity Reformate	
BRRF	FEED/TK0789	T0789	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	FEED/TK0793	T0793	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1938	Diesel Water White	
BRRF	KXFLD/TK0795	T0795	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	C5/C6 Cat Naphtha	
BRRF	KXFLD/TK0796	T0796	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	C5/C6 Cat Naphtha	
BRRF	KXFLD/TK0797	T0797	IFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Unleaded Regular Gasoline	OUS-11/3/09 Waiting on T/A
BRRF	FEED/TK0798	T0798	IFR	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Diesel Water White	
BRRF	KXFLD/TK0799	T0799	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	Unleaded Regular Gasoline	
BRRF	WCPLX/TK0800	T0600	Fixed Roof	Out of Service	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1929	Wax	IDLE-2/07/06
BRRF	WCPLX/TK0803	T0803	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1924	Foots Oil	
BRRF	WCPLX/TK0806	T0806	Fixed Roof	Out of Service	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1925	Foots Oil	IDLE-11/6/02
BRRF	WCPLX/TK0812	T0812	Fixed Roof	Out of Service	D & S	West Complex	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Lubricants	IDLE10/14/08
BRRF	KDLA/TK0838	T0838	Fixed Roof/VRS	In Service	D & S	KDLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Mek/mibk	
BRRF	FEED/TK0841	T0841	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	FEED/TK0842	T0842	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Lubricants	
BRRF	FEED/TK0859	T0859	Fixed Roof	In Service	OSD Zone 2	East Area	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Process Gas Oil	
BRRF	KXFLD/TK0863	T0863	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Aviation Gasoline	
BRRF	KXFLD/TK0864	T0864	EFR	In Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Aviation Gasoline	
BRRF	KXFLD/TK0865	T0865	EFR	Out of Service	OSD Zone 1	Knox Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Aviation Gasoline	IDLE-11-20-03
BRRF	DIST/TK0905	T0905	Fixed Roof	Dismantled	OSD Zone 1	South Field	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1926	Middle Distillate	IDLE-1/2/04
BRRF	LEU3/TK0921	T0921	Sphere	In Service	C & LE	LEU3	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Sour Water	Not SPCC Regulated
BRRF	LEU3/TK0928	T0928	Sphere	In Service	C & LE	3 LEU	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Mixed Butylenes	Vapor
BRRF	LEU3/TK0929	T0929	Sphere	In Service	C & LE	3 LEU	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Virgin slop	
BRRF	LEU3/TK0930	T0930	Sphere	In Service	C & LE	3 LEU	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Mixed Butylenes	
BRRF	WCPLX/TK0931	T0931	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0932	T0932	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0933	T0933	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	DIST/TK0934	T0934	Fixed Roof	In Service	CSD Zone 1	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Diesel Additive	
BRRF	WCPLX/TK0935	T0935	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0936	T0936	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0937	T0937	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0938	T0938	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0939	T0939	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Lubricants	
BRRF	WCPLX/TK0940	T0940	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Lubricants	
BRRF	WCPLX/TK0941	T0941	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Lubricants	

Page 11 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	WCPLX/TK0942	T0942	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1991	Lubricants	
BRRF	WCPLX/TK0943	T0943	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK0944	T0944	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	LEU3/TK0945	T0945	Fixed Roof	In Service	C & LE	3 LEU	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1944	Fresh Sulfuric Acid	
BRRF	LEU3/TK0946	T0946	Sphere	In Service	C & LE	3 LEU	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1944	Isobutane	
BRRF	GASCL/TK0947	T0947	Sphere	In Service	C & LE	Gas Collecting	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1948	Sour Water	API 510
BRRF	LEU3/TK0948	T0948	Sphere	In Service	C & LE	3 LEU	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1951	Mixed Butanes	
BRRF	UTIL/TK1233	T1233	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Brine Storage	
BRRF	UTIL/TK1234	T1234	Fixed Roof	In Service	OSD Zone 3	Utilities	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Brine Storage	
BRCP	T-410	T-410	EFR	In Service	Intermediates	Aromatics	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Xylenes	
BRRF	T-472	T-472	Fixed Roof	In Service	Intermediates	South Field	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Isopar	
BRRF	WCPLX/TK5309	T5309	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK5310	T5310	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK5311	T5311	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK5312	T5312	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK5313	T5313	Fixed Roof	In Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRRF	WCPLX/TK5314	T5314	Fixed Roof	Out of Service	D & S	West Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Lubricants	
BRCP	T-1300	TK1300	Fixed Roof	In Service	Intermediates	PALA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1981	o-Xylene	Drains to BRRF Sewer System
BRCP	T-1318	TK1318	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Multiservice	Drains to BRRFSewer System
BRCP	T-1319	TK1319	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Plasticizer	Drains to BRRF Sewer System. Can leave a sheen
BRCP	T-1320	TK1320	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Plasticizer	Drains to BRRFSewer System - Can leave a sheen
BRCP	T-1321	TK1321	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Plasticizer	Drains to BRRF Sewer System - Can leave a sheen
BRCP	T-1322	TK1322	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Multiservice	Drains to BRRFSewer System
BRCP	T-1323	TK1323	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Multiservice	Drains to BRRF Sewer System
BRCP	T-1324	TK1324	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Multiservice	Drains to BRRFSewer System
BRCP	T-1343	TK1343	IFR	In Service	Intermediates	POX	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	POX Feed	Physically located in the BRRF, but drains to BRCP.
BRCP	T-152	TK152	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Phthalic Anhydride	Drains to BRRFSewer System
BRCP	T-153	TK153	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Phthalic Anhydride	Drains to BRRF Sewer System
BRCP	T-154	TK154	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1970	Phthalic Anhydride	Drains to BRRFSewer System
BRCP	T-155	TK155	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1994	Phthalic Anhydride	Drains to BRRF Sewer System
BRCP	T-156	TK156	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1974	Phthalic Anhydride	Drains to BRRFSewer System
BRCP	T-157	TK157	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1980	Phthalic Anhydride	Drains to BRRF Sewer System
BRCP	T-201	TK201	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1980	Heavy OXO Fraction	Drains to BRRF Sewer System
BRCP	T-220	TK220	Drum - Vertical	In Service	Intermediates	OXO (Cat Plant)	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Catalyst Emulsion	Drains to BRRF Sewer System
BRCP	T-223	TK223	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1978	Dravo Water/Cobalt Water	Drains to BRRF Sewer System
BRCP	T-224	TK224	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1978	Cobalt Water	Drains to BRRF Sewer System
BRCP	T-282	TK282	Fixed Roof/VRS	In Service	Olefins	Feed Section	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1917	Steam Cracked Naphtha	

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Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-397	TK397	Fixed Roof	Out of Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1957	BHLA Feed	IDLE- 8/28/95
BRCP	T-398	TK398	Fixed Roof	Out of Service	Intermediates	Aromatics	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1957	BHLA Feed	IDLE-8/28/95
BRCP	T-399	TK399	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1948	Olefins	Possible Sheen
BRCP	T-468	TK468	Fixed Roof	Out of Service	Intermediates	POX	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	Wastewater	Last Insp-10/17/92
BRCP	None	TK469	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1937	N/A	Last Insp - 10/17/92
BRCP	None	TK470	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1936	N/A	Last Insp - 2/6/96
BRCP	None	TK471	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1936	N/A	Last Insp- 12/0/96
BRRF	CKRCPLX/TK057	TK-570	Fixed Roof	In Service	D & S	Coker Complex	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Dike / Sewe	Yes	[redacted]	-	MRU Feed	
BRCP	None	TK60	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1953	Isoprene	IDLE TANK12/9/96
BRCP	T-648	TK648	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Alcohol	Possible Sheen
BRCP	T-649	TK649	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1940	Alcohol	Possible Sheen
BRCP	T-650	TK650	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1945	Alcohol	Possible Sheen
BRCP	T-660	TK660	Fixed Roof	In Service	Intermediates	IPA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1954	IPA Product	Possible Sheen
BRCP	T-661	TK661	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1921	Alcohol	Possible Sheen
BRCP	T-666	TK666	IFR	In Service	Intermediates	MEK/SBA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1947	Methyl Ethyl Ketone	
BRCP	T-667	TK667	Fixed Roof	In Service	Intermediates	IPA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	IPA Product	Possible Sheen
BRCP	T-67	TK67	Fixed Roof	Out of Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Olefins	IDLE-5/16/06
BRCP	None	TK68	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	No	[redacted]	1909	Isopar	Last Insp - 7/28/95
BRCP	T-681	TK681	Fixed Roof	In Service	Intermediates	PALA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	o-Xylene	Possible Sheen
BRCP	T-683	TK683	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Plasticizer	Possible Sheen
BRCP	T-684	TK684	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]		Plasticizer	Possible Sheen
BRCP	None	TK69	Fixed Roof	In Service - Idle	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1909	Isopar	Last Insp - 7/28/95
BRCP	T-696	TK696	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Olefins	Possible Sheen
BRCP	None	TK697	Sphere	In Service	ECA	ECA	No	No	Site Wide	Leak / Rupture	Sewer - Vapo	Sewer - Va	Yes	[redacted]		Butadiene	Phone # 4161 ext 12
BRCP	None	TK70	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1909	Isopar	Last Insp - 8/31/95
BRCP	None	TK73	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1917	Isopar	Last Insp- 12/1/92
BRCP	None	TK74	Fixed Roof	Out of Service	Intermediates	PALA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1917	Isopar	Last Insp - 9/29/92
BRCP	T-755	TK755	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Olefins	
BRCP	T-756	TK756	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1923	Olefins	Possible Sheen
BRCP	T-783	TK783	EFR	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1955	Olefins	
BRCP	T-788	TK788	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1939	Alcohol	Drains to BRRF Sewer System
BRCP	T-790	TK790	IFR	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Olefins	Possible sheen
BRCP	T-791	TK791	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Multiservice	Possible Sheen
BRCP	T-792	TK792	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1943	Olefins	Possible Sheen
BRCP	T-3003	TK-8	Fixed Roof	In Service	Intermediates	POX	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	-	Slurry Water	Process Equipment
BRCP	T-862	TK862	Spheroid	In Service	Intermediates	NOVA Lion	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1942	Olefin Feed	IDLE-9/21/04
BRCP	T-866	TK866	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Alcohol	

Page 13 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-867	TK867	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1977	Olefins	Possible Sheen
BRCP	T-891	TK891	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Mixed Esters/Wastewater	Possible Sheen
BRCP	T-892	TK892	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Mixed Esters/Wastewater	Possible Sheen
BRCP	T-893	TK893	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Mixed Esters/Alcohol	Possible Sheen
BRCP	T-894	TK894	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Mixed Esters/Alcohol	Possible Sheen
BRCP	T-895	TK895	Fixed Roof	In Service	Intermediates	PLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Wastewater	
BRCP	T-896	TK896	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Mixed Esters/Alcohol	Possible Sheen
BRCP	T-898	TK898	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Phthalic Anhydride	Possible Sheen
BRCP	T-90	TK90	Fixed Roof/VRS	In Service	Olefins	Feed Section	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1909	Steam Cracked Naphtha	
BRCP	T-900	TK900	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Mixed Esters/Alcohol	Possible Sheen
BRCP	T-902	TK902	Fixed Roof	In Service	Intermediates	PLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1974	Recycle Alcohol	
BRCP	T-903	TK903	Fixed Roof	In Service	Intermediates	PLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1974	Recycle Alcohol	
BRCP	T-904	TK904	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1974	Neo 913	Possible Sheen
BRCP	T-906	TK906	Fixed Roof	Out of Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1956	Multiservice	Possible Sheen
BRCP	T-907	TK907	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Plasticizer	Possible Sheen
BRCP	T-908	TK908	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Multiservice	Possible Sheen
BRCP	T-909	TK909	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Olefins	Possible Sheen
BRCP	T-910	TK910	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Multiservice	Possible Sheen
BRCP	T-911	TK911	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Alcohol	
BRCP	T-912	TK912	Fixed Roof	Out of Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Multiservice	Possible Sheen
BRCP	T-913	TK913	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Plasticizer	Possible Sheen
BRCP	T-914	TK914	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Multiservice	Possible Sheen
BRCP	T-915	TK915	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Alcohol	
BRCP	T-916	TK916	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1958	Aldehyde	
BRCP	T-917	TK917	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Finished Plasticizer	Possible Sheen
BRCP	T-920	TK920	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Finished Plasticizer	Possible sheen
BRCP	T-922	TK922	Fixed Roof	In Service	Intermediates	PLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1972	Finished Plasticizer	Possible Sheen
BRCP	T-924	TK924	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Alcohol	
BRCP	T-925	TK925	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1969	Alcohol	
BRCP	T-926	TK926	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1982	Plasticizer	Possible Sheen
BRCP	T-927	TK927	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1981	Alcohol	
BRCP	T-952	TK952	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1973	Multiservice	
BRCP	T-953	TK953	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Plasticizer	Possible Sheen
BRCP	T-954	TK954	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Multiservice	
BRCP	T-955	TK955	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Multiservice	
BRCP	T-956	TK956	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1973	Multiservice	
BRCP	T-957	TK957	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1978	Multiservice	

Page 14 of 16 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-958	TK958	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	(b) (7)(F), (b)(3) [redacted]	1962	Alcohol	
BRCP	T-959	TK959	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-960	TK960	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-961	TK961	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-962	TK962	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Multiservice	Possible Sheen
BRCP	T-963	TK963	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Multiservice	Possible Sheen
BRCP	T-965	TK965	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Multiservice	Possible Sheen
BRCP	T-966	TK966	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Multiservice	Possible Sheen
BRCP	T-967	TK967	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-968	TK968	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1987	Alcohol	
BRCP	T-971	TK971	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1971	Multiservice	Possible Sheen
BRCP	T-972	TK972	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1952	Multiservice	Possible Sheen
BRCP	T-973	TK973	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1952	Multiservice	Possible Sheen
BRCP	T-974	TK974	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1952	Multiservice	Possible Sheen
BRCP	T-975	TK975	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Aldehyde	
BRCP	T-976	TK976	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1977	Aldehyde	No Sheen
BRCP	T-977	TK977	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1968	Multiservice	Possible Sheen
BRCP	T-978	TK978	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1952	Multiservice	Possible Sheen
BRCP	T-979	TK979	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1989	Multiservice	Possible Sheen
BRCP	T-980	TK980	Fixed Roof	Out of Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1952	Alcohol	
BRCP	T-981	TK981	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1978	Hot Oil	
BRCP	T-982	TK982	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1981	Alcohol	
BRCP	T-984	TK984	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-985	TK985	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-986	TK986	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Plasticizer	Possible Sheen
BRCP	T-987	TK987	Fixed Roof	In Service	Intermediates	OXO Tankfield	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1962	Alcohol	
BRCP	T-988	TK988	Fixed Roof	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1976	Multiservice	Possible Sheen
BRCP	T-989	TK989	IFR/VRS	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Olefin	Possible Sheen
BRCP	T-991	TK991	IFR/VRS	In Service	Intermediates	OXO Tankfield	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1980	Olefin	Possible Sheen
BRCP	T-3016	WJD-05	Drum	In Service	Intermediates	MEK/SBA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	-	SBA/Water	Process Equipment
BRRF	WCLA/TK0021	WW0021	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Wastewater / MGO Slop	
BRRF	WCLA/TK0022	WW0022	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1993	Wastewater / MGO Slop	
BRRF	WCLA/TK0026	WW0026	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1966	Ballast Water / Slop	Slop / Ballast from ships
BRRF	WCLA/TK0072	WW0072	IFR	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1918	Sulfidic Caustic	
BRRF	WCLA/TK0101	WW0101	Open Roof	Out of Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	No	[redacted]	1976	Neutralization Tank	
BRRF	WCLA/TK0102	WW0102	Open Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	No	[redacted]	1976	ABT Tank	
BRRF	WCLA/TK0103	WW0103	Open Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1976	Flash / Mixing	

Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.

Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	WCLA/TK0104	WW0104	Open Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	(b) (7)(F), (b)(3) [redacted]	1991	Flocculation	
BRRF	WCLA/TK0204	WW0204	Open Roof	In Service	OSD Zone 3	WCLA	No	No	Not Applic	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	ABT Float	
BRRF	WCLA/TK0414	WW0414	IFR	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1992	Sulfidic Caustic	
BRRF	WCLA/TK0459	WW0459	Fixed Roof	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1920	Oxidized Caustic	
BRRF	WCLA/TK0522	WW0522	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1939	MRU Feed	
BRRF	WCLA/TK0523	WW0523	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1939	Separator Slop	
BRRF	WCLA/TK0543	WW0543	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1945	Slop	
BRRF	WCLA/TK0544	WW0544	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1945	Slop	
BRRF	WCLA/TK0546	WW0546	Fixed Roof	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	No	[redacted]	1945	Mixed Gas Oil Filter	
BRRF	WCLA/TK0548	WW0548	Fixed Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	Acid Wash Water	Process Equipment
BRRF	WCLA/TK0549	WW0549	Fixed Roof	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1991	MEA Reclaimer Sludge	WWTP Tank
BRRF	WCLA/TK0552	WW0552	Fixed Roof	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1965	WWTP Tank	WWTP Tank
BRRF	WCLA/TK0602	WW0602	Open Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	B-DAF Clarified H2O / Sludge	WWTP Tank
BRRF	WCLA/TK0603	WW0603	Open Roof	Dismantled	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Rotary Sludge Thickener	
BRRF	WCLA/TK0604	WW0604	Open Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Rotary Sludge Thickener	Waste water
BRRF	WCLA/TK0650	WW0650	Fixed Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	H2s Water	Waste Water
BRRF	WCLA/TK0654	WW0654	Fixed Roof	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1930	Wet Cat Feed Slop Oil	
BRRF	WCLA/TK0659	WW0659	IFR	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1930	Coker Blowdown	
BRRF	WCLA/TK0695	WW0695	Fixed Roof	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1964	MEA Reclaimer Sludge / Cau	
BRRF	WCLA/TK0801	WW0801	Fixed Roof	In Service	OSD Zone 3	WCLA	No	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Sulfuric Acid	Ancillary Process Equipment
BRRF	WCLA/IA/TK0803	WW0803	Fixed Roof	Out of Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer		[redacted]		Phosphoric Acid	IDLE-12/16/08
BRRF	WCLA/TK0804	WW0804	Fixed Roof	Out of Service	OSD Zone 3	WCLA	No	No	Not Applic	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1975	JAC Floc 850 Polymer	IDLE - Ancillary Process Equipment
BRRF	WCLA/TK0806	WW0806	Fixed Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Industrial Water	
BRRF	WCLA/TK0807	WW0807	Fixed Roof	Out of Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1975	Cationic Polymer	IDLE- Ancillary Process Equipment
BRRF	WCLA/TK0808	WW0808	Fixed Roof	Dismantled	OSD Zone 3	WCLA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1975	Oil Recovery	IDLE-No Date- Ancillary Equipment
BRRF	WCLA/TK0809	WW0809	Fixed Roof	Out of Service	OSD Zone 3	WCLA	N/A	N/A	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1975	Blended Polymer	IDLE - Ancillary Process Equipment
BRRF	WCLA/TK0810	WW0810	Fixed Roof	In Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Jac Floc 820 Polymer	Ancillary Process Equipment
BRRF	WCLA/TK1211	WW1211	Fixed Roof	In Service	OSD Zone 3	WCLA	Yes	Yes	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1976	ABT/BIOX Sludge	
BRRF	WCLA/TK1218	WW1218	Fixed Roof	Out of Service	OSD Zone 3	WCLA	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	N/A	[redacted]	1996	Neat Polymer	IDLE - Ancillary Process Equipment
BRCP	T-245	XTK245	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1978	Dravo Feed Water	Process Equipment

TANK LIST FOR CHEMICAL PLANT FACILTY RESPONSE PLAN AND SPCC

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-1956	ADTK1956	IFR	Out of Service	Intermediates	Aromatics	N/A	N/A	241	Leak / Rupture	N/A	Dike	Yes	(b) (7)(F), (b)(3) [redacted]	1943	Benzene	IDLE- No Date (15yrs?)
BRCP	T-1656	BTK1656	Fixed Roof	In Service	Olefins	CPLA	Yes	Yes	216	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1941	ECR602	
BRCP	T-1665	BTK1665	Fixed Roof	In Service	Olefins	CPLA	No	No	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1942	Escopol-R	Not SPCC regulated
BRCP	T-1667	BTK1667	Fixed Roof	In Service	Olefins	CPLA	Yes	Yes	448	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1956	DCPD	Can leave sheen
BRCP	T-1668	BTK1668	Fixed Roof	In Service	Olefins	CPLA	Yes	Yes	448	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1951	DCPD	Can leave sheen
BRCP	T-1669	BTK1669	Fixed Roof	In Service	Olefins	CPLA	Yes	Yes	194	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1951	DCPD	Can leave a sheen
BRCP	T-1676	BTK1676	Fixed Roof	Out of Service	Olefins	CPLA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[redacted]	1971	Empty	IDLE TANK- 2/15/95
BRCP	T-1951	BTK1951	Fixed Roof	In Service	Olefins	CPLA	No	No	522	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1958	Methylcyclopentadiene	Not regulated
BRCP	T-1952	BTK1952	Fixed Roof	In Service	Olefins	CPLA	No	No	512	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1958	Methylcyclopentadiene	Not regulated
BRRF	CPL/TK Slop	CPLAB	Fixed Roof	In Service	Baton Rouge Com	CPL	Yes	Yes	100	Leak / Rupture	Vault	Vault/Leak	Yes	[redacted]	-	Lab Slop	Leak Detection ASME - Section ID Tank
BRCP	T-3037	CQTK1	Fixed Roof	In Service	Polymers	HFU	No	No	Not Applic	N/A	N/A	N/A	N/A	[redacted]	1980	Halobutyl Slurry	Not SPCC Regulated
BRCP	T-3038	CQTK2	Fixed Roof	In Service	Polymers	HFU	No	No	Not Applic	N/A	N/A	N/A	N/A	[redacted]	1980	Halobutyl Slurry	Not SPCC Regulated
BRCP	T-1873	CQTK3	Fixed Roof	In Service	Polymers	HFU	No	No	Not Applic	N/A	N/A	N/A	N/A	[redacted]	1980	Return Water	Not SPCC Regulated
BRCP	T-3041	CQTK5	Fixed Roof	In Service	Polymers	HFU	No	No	Not Applic	N/A	N/A	N/A	N/A	[redacted]	1980	Halobutyl Slurry	Not SPCC Regulated
BRCP	T-3040	CQTK52	Fixed Roof	Out of Service	Polymers	HFU	N/A	N/A	Not Applic	Leak / Rupture	N/A	N/A	N/A	[redacted]	1980	Halobutyl Slurry	IDLE-Date Unknown
BRCP	T-1878	CQTK6	Fixed Roof	In Service	Polymers	HFU	No	No	Not Applic	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1980	Halobutyl Slurry	Not SPCC Regulated
BRCP	T-1303	CUTK-08	Fixed Roof	In Service	Polymers	RLA-1	Yes	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1985	Epoxidzed Soybean Oil	Solid at ambient temperature - Can leave a sheen
BRCP	T-1303B	CUTK-08B	Fixed Roof	In Service	Polymers	HFU	Yes	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1985	Epoxidzed Soybean Oil	Solid at ambient temperature - Can leave a sheen
BRCP	T-797	D-797	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1963	Heavy OXO Fraction	Process Equipment
BRCP	T-1912	DDTK1912	Fixed Roof	Out of Service	Olefins	DILA	No	Yes	104	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1943	Acetonitrile/Water	
BRCP	T-1916	DDTK1916	Sphere	In Service	Olefins	DILA	No	No	43% plus	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1944	DILA Feed/Isoprene/Butylene	Vapor
BRCP	T-1921	DDTK1921	Sphere	In Service	Olefins	BPLA	No	Yes	69% plus	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1945	Methanol/Isoprene	Spheres
BRCP	T-3252	EGTK001	Open Roof	Out of Service	Infrastructure	AWT	No	No	Site Wide	Leak / Rupture	Separator	AWT - Dike	Yes	[redacted]	1978	Waste Water	Not SPCC Regulated
BRCP	T-3253	EGTK002	Open Roof	Out of Service	Infrastructure	AWT	No	No	Site Wide	Leak / Rupture	Separator	AWT - Dike	Yes	[redacted]	1974	Waste Water	Not SPCC Regulated
BRCP	T-3254	EGTK003	Open Roof	In Service	Infrastructure	AWT	No	No	Site Wide	Leak / Rupture	Separator	AWT - Dike	Yes	[redacted]	2000	Waste Water	Not SPCC Regulated
BRCP	T-3255	EGTK004	Open Roof	In Service	Infrastructure	AWT	No	No	Site Wide	Leak / Rupture	Separator	AWT - Dike	Yes	[redacted]		Waste Water	Not SPCC Regulated
BRCP	None	EGTK007	Not Determined	Out of Service	Infrastructure	ENVT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[redacted]	1976	N/A	IDLE TANK-11/22/04
BRCP	None	EHTK020	Fixed Roof	Out of Service	Infrastructure	ENVT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[redacted]	N/A	N/A	IDLE TANK-3/1/98
BRCP	T-21	EHTK021	Fixed Roof	In Service	Infrastructure	ENVT	No	No	Site Wide	Leak / Rupture	Green Sewer	Toe Wall	Yes	[redacted]	1977	Aluminous Water Rundown	Not SPCC regulated
BRCP	T-22	EHTK022	Fixed Roof	In Service	Infrastructure	ENVT	No	No	Site Wide	Leak / Rupture	Green Sewer	Toe Wall	Yes	[redacted]	1977	Aluminous Water Rundown	Not SPCC regulated
BRCP	T-24	EHTK024	Fixed Roof	In Service	Infrastructure	ENVT	No	No	Site Wide	Leak / Rupture	Green Sewer	Toe Wall	Yes	[redacted]	1977	Aluminous Water	Not Regulated
BRCP	None	EHTK025	Not Determined	Out of Service	Infrastructure	ENVT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[redacted]	Additiv	JayFloc 924	IDLE Additive Tank
BRCP	T-3256	EITK026	EFR	In Service	Infrastructure	AWT	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]		Waste Water	Not SPCC Regulated
BRCP	None	EITK029	Fixed Roof	In Service	Infrastructure	ENVT	No	Yes	100	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1975	Sodium Hydroxide	
BRCP	None	EITK030	Fixed Roof	In Service	Infrastructure	ENVT	No	Yes	27581	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1972	Sodium Hydroxide	
BRCP	T-031	EITK031	Fixed Roof	In Service	Infrastructure	ENVT	No	Yes	27851	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1972	Sulfuric Acid (98%)	

Page 1 of 5 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-032	EITK032	Fixed Roof	In Service	Infrastructure	AWT	No	Yes	39401	Leak / Rupture	Blue Sewer	Dike	Yes	(b) (7) (F), (b) (3) [redacted]	2002	Phosphoric Acid (35%)	
BRCP	None	EITK033	Fixed Roof	In Service	Infrastructure	ENVT	No	No	N/A	N/A	N/A	N/A	Yes	[redacted]	unkno	Waste Water	
BRCP	None	EITK036	Fixed Roof	In Service	Infrastructure	ENVT	No	Yes	206	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1976	Cation Water (Dilute H2SO4)	No Oil
BRCP	None	EITK037	Fixed Roof	In Service	Infrastructure	ENVT	No	Yes	206	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1976	Anion Water (Caustic wash)	No Oil
BRCP	T-055	EJTK055	Fixed Roof	In Service	Infrastructure	AWT	No	No	Site Wide	Leak / Rupture	Green Sewer	Sewer	Yes	[redacted]		Clarifier Antifoam C3278A	Ancillary Process Equipment (Drum)
BRCP	T-056	EJTK056	Fixed Roof	In Service	Infrastructure	AWT	No	No	Site Wide	Rupture/Spill	Sewer	Site Wide	Site Gla	[redacted]	-	Antifoam	Ancillary Process Equipment
BRCP	None	EJTK057	Fixed Roof	In Service	Infrastructure	ENVT	No	Yes	21% and S	Leak / Rupture	Green Proce	Dike	Yes	[redacted]	1975	Sodium Hydroxide (25%)	Site Wide Containment
BRCP	T-059	EJTK059	Fixed Roof	In Service	Infrastructure	ENVT	No	No	Site Wide	Rupture/Spill	Sewer	Site Wide	Yes	[redacted]	-	Nalco Polymer Additive	Water Polymer - Process
BRCP	T-1779	ETK1779	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	288	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1994	C10 Prime Neo Acid	
BRCP	T-1780	ETK1780	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	225	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1988	C10 Prime Neo Acid	
BRCP	T-1781	ETK1781	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	226	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1988	C10 Prime Neo Acid	
BRCP	T-1782	ETK1782	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	449	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1988	Neo 913	Can create sheen
BRCP	T-1783	ETK1783	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	290	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1997	C5 Prime Neo Acid	Can cause sheen
BRCP	T-1784	ETK1784	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	921	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1988	Neo 919 Bottoms	Can cause sheen
BRCP	T-1785	ETK1785	Fixed Roof	In Service	Intermediates	Neo Acids	No	No	916	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1964	Nonene	
BRCP	T-1786	ETK1786	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	594	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1987	Crude Neo Acid	Can cause sheen
BRCP	T-1787	ETK1787	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	594	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1987	Crude Neo Acid	
BRCP	T-1788	ETK1788	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	444	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1964	Neo 919 Bottoms	Sheen possible
BRCP	T-1789	ETK1789	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	192	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1988	C10 Tech Neo Acid	Sheen possible
BRCP	T-1790	ETK1790	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	921	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1975	C7 Neo Acid	Sheen possible
BRCP	T-1791	ETK1791	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	624	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1979	C5 Prime Neo Acid	Sheen possible
BRCP	T-1938	ETK1938	Fixed Roof	Out of Service	Intermediates	Neo Acids	Yes -ID	Yes-IDL	916	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1972	C7 Neo Acid	IDLE- 11/13/07
BRCP	T-1960	ETK1960	Fixed Roof	In Service	Intermediates	Neo Acids	Yes	Yes	330	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1987	C10 Prime Neo Acid	Sheen possible
BRCP	T-1934	HTK1934	Fixed Roof	In Service	Polymers	RLA-1	No	No	Dike plus	Leak Rupture	Sewer	Dike	Yes	[redacted]	1960	Calcium Stearate	Process Equipment
BRCP	T-1936	HTK1936	Fixed Roof	Out of Service	Polymers	RLA-1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[redacted]	1959	Empty	Last report-7/10/88
BRCP	T-1976	HTK1976	Fixed Roof	In Service	Polymers	RLA-1	N/A	N/A	213	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1959	Rubber Cement	IDLE
BRCP	T-1977	HTK1977	Fixed Roof	In Service	Polymers	RLA-1	No	No	213	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1975	Rubber Cement	Not regulated
BRCP	T-1978	HTK1978	Fixed Roof	In Service	Polymers	RLA-1	No	No	213	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1975	Rubber Cement	Not Regulated
BRCP	T-1987	HTK1987	EFR	In Service	Polymers	RLA-1	No	Yes	113	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1973	Hexane	
BRCP	T-1988	HTK1988	IFR	Out of Service	Polymers	RLA-1	No	Yes	134	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1959	Hexane	
BRCP	T-3022	KD-14/16	Drum	In Service	Polymers	E-5000	No	No	N/A	N/A	N/A	N/A	N/A	[redacted]	-	Seal Oil	Ancillary Process Equipmet
BRCP	T-1655	KZTK1655	Fixed Roof	In Service	Olefins	OLA-2X	Yes	Yes	113	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1941	Quench Oil	
BRCP	T-1658	KZTK1658	Fixed Roof	In Service	Olefins	OLA-2X	Yes	Yes	210	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1941	Process Gas Oil	
BRCP	T-1659	KZTK1659	Fixed Roof	Out of Service	Olefins	OLA-2X	Yes	Yes	210	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1941	Quench Oil	
BRCP	T-1664	KZTK1664	Fixed Roof	In Service	Olefins	OLA-2X	Yes	Yes	85 + Site	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1942	Process Gas Oil	85% + Site Wide
BRCP	T-1677	KZTK1677	Fixed Roof	Out of Service	Olefins	OLA-2X	Yes	Yes	212	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1970	Quench Oil	
BRCP	T-1733	KZTK1733	Fixed Roof	In Service	Olefins	OLA-2X	Yes	Yes	120	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1942	Process Gas Oil	

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Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	T-3190	MVTK008	Fixed Roof	In Service	Infrastructure	WILA	Yes	Yes	133	Leak / Rupture	Green Sewer	Dike	Yes	(b) (7)(F), (b)(3) [redacted]	1948	Wet Naphtha	
BRCP	T-3191	MVTK009	Fixed Roof	In Service	Infrastructure	WILA	Yes	Yes	133	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1941	Wet Naphtha	
BRCP	T-1748	MVTK06	Sphere	In Service	Infrastructure	WILA	No	Yes	Site Wide	Leak / Rupture	Dike / Sewer	Dike plus Si	Yes	[redacted]		Stripper Feed	Water to Benzene Stripper
BRCP	None	MZTK1	Fixed Roof	In Service	Intermediates	NACC	No	No	N/A	Leak / Rupture	N/A	N/A	N/A	[redacted]	1972	Demin Water/Condensate	Not regulated - Included in API 653
BRCP	T-1774	Not Determin	Sphere	In Service	Olefins	BPLA	N/A	N/A	N/A	N/A	N/A	N/A	N/a	[redacted]	-	Isobutylene	Vapor
BRCP	T-1747	Not Determin	Sphere	In Service	Olefins	DILA	Yes	Yes	Dike plus	Leak / Rupture	Sewer	Green Sew	Yes	[redacted]	1951	Amylene	Possible Sheen
BRCP	T-1923	Not Determin	Sphere	In Service	Polymers	RLA-1	No	No	Dike plus	Leak / Rupture	Sewer	Dike	Yes	[redacted]		Isoprene	Boiling pt ~100F (Vapor)
BRCP	T-1919	Not Determin	Sphere	In Service	Olefins	BPLA	No	No	N/A	N/A	N/A	N/A	N/A	[redacted]	-	Butylene	Not regulated - vapor
BRCP	T-1917	Not Determin	Sphere	In Service	Olefins	BPLA	No	No	N/A	N/A	N/A	N/A	N/A	[redacted]	-	Butylene	Not Regulated - Vapor
BRCP	T-3249	Not Determin	Fixed Roof	In Service	Polymers	VFU	Yes	Yes	Toe Wall /	Leak / Rupture	Green Sewer	Dike	No	[redacted]		Diesel	Fuel Tank
BRCP	T-1915	Not Determin	Sphere	In Service	Olefins	BPLA	No	Yes	111% plus	Leak / Rupture	Green Sewer	Dike	No	[redacted]	1944	Methanol	
BRRF	CPL/TK Varsol	Not Determin	Fixed Roof	In Service	Baton Rouge Com	CPL	Yes	Yes	Site Wide	Leak/Rupture	Sewer	Slop / Dike	Yes	[redacted]		Varsol	
BRRF	CPL/TK IPA	Not Determin	Fixed Roof	In Service	Baton Rouge Com	CPL	No	No	Site Wide	Leak/ Rupture	Sewer	Slop / Dike	Yes	[redacted]		Isopropanol	Not SPCC/SPC Regulated
BRRF	CPL/TK Acetone	Not Determin	Fixed Roof	In Service	Baton Rouge Com	CPL	No	No	Site Wide	Leak / Rupture	Sewer	Slop / Dike	Yes	[redacted]		Acetone	Not SPCC/SPC Regulated
BRCP	T-1302	RTK1302	Fixed Roof	Out of Service	Polymers	HCD	No	Yes	165	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1984	Oleum (H_2SO_4)	IDLE TANK-9/1/03
BRCP	T-1305	RTK1305	Fixed Roof	In Service	Polymers	E-1000	Yes	Yes	341	Leak / Rupture	Dike	Dike	Yes	[redacted]	1986	Resin	Will possibly leave a sheen
BRCP	T-1306	RTK1306	Fixed Roof	Out of Service	Polymers	E-1000	Yes	Yes	340	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1988	Resin	Possible sheen
BRCP	T-1307	RTK1307	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	341	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1986	Resin	Possible Sheen
BRCP	T-1308	RTK1308	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	341	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1986	Resin	Possible Sheen
BRCP	T-1309	RTK1309	Fixed Roof	In Service	Polymers	E-1000	Yes	Yes	14565	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1986	Dimate	
BRCP	T-1310	RTK1310	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	174	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1986	Varsol	
BRCP	T-1311	RTK1311	IFR	In Service	Polymers	E-5000	Yes	Yes	1499	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1986	DCPD and CDC	Can leave a sheen on water
BRCP	T-1391	RTK1391	Fixed Roof	In Service	Polymers	E-1000	Yes	Yes	3620	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1993	Styrene	Can leave a sheen
BRCP	T-1734	RTK1734	IFR	In Service	Olefins	DSLA	Yes	Yes	116	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	2003	Heart Cut Distillate	
BRCP	T-1737	RTK1737	IFR	In Service	Olefins	SCOLA	No	Yes	184	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1942	Sulfidic Caustic	Also MZTK1737
BRCP	T-1775	RTK1775	IFR	In Service	Polymers	E-1000	Yes	Yes	117	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1965	Raffinate	
BRCP	T-1955	RTK1955	Fixed Roof	In Service	Polymers	E-1000	Yes	Yes	197	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	2000	Raffinate	
BRCP	T-1957	RTK1957	IFR	In Service	Polymers	HCD	Yes	Yes	285	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1975	Heart Cut Distillate	
BRCP	T-1958	RTK1958	IFR	In Service	Polymers	E-5000	Yes	Yes	183	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1943	Raffinate	
BRCP	T-1962	RTK1962	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1953	Dicyclopentadiene	Sheen Possible
BRCP	T-1963	RTK1963	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1953	E-5000 Product	Viscous Material
BRCP	T-1964	RTK1964	Fixed Roof	In Service	Polymers	E-1000	No	No	398	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1953	Waste Water	
BRCP	T-1965	RTK1965	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	398	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1954	E-5000 Fill	Sheen
BRCP	T-1966	RTK1966	IFR	In Service	Polymers	E-1000	No	No	93	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1954	Native Piperlyene	Not SPCC Regulated
BRCP	T-1967	RTK1967	IFR	In Service	Polymers	E-1000	No	No	93%	Leak / Rupture	Process Sew	Dike	Yes	[redacted]	1954	Import Piperlyene	Not SPCC Regulated
BRCP	T-1969	RTK1969	Fixed Roof	In Service	Polymers	E-1000	Yes	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1954	Dimate/Hexene	Sheen
BRCP	T-1971	RTK1971	Fixed Roof	In Service	Polymers	E-5000	No	Yes	296	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1954	Toluene	

Page 3 of 5 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

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BRCP	T-1989	RTK1989	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	775	Leak / Rupture	Sewer	Dike	Yes	(b) (7) (F), (b) (3) [redacted]	1959	DCP/CDC	Sheen
BRCP	T-1990	RTK1990	Fixed Roof	In Service	Polymers	E-5000	Yes	Yes	775	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1959	DCP/CDC	Sheen
BRCP	T-1328	TK1328	Fixed Roof	Out of Service	Intermediates	MEK/SBA	N/A	N/A	96	N/A	Sewer	N/A	N/A	[redacted]	1989	MEK	IDLE TANK - 6/17/96
BRCP	T-1703	TK1703	IFR	In Service	Intermediates	MEK/SBA	Yes	Yes	199	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1942	Mixed Alcohol	
BRCP	T-1704	TK1704	Fixed Roof	Out of Service	Intermediates	MEK/SBA	No	No	197	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1942	Sales SBA	SBA - Secondary Butyl Alcohol
BRCP	T-1705	TK1705	IFR	In Service - Idle	Intermediates	MEK/SBA	No	No	197	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1942	Sales SBA	SBA - Secondary Butyl Alcohol
BRCP	T-1722	TK1722	Fixed Roof	In Service	Intermediates	MEK/SBA	No	Yes	351	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1989	Sulfuric Acid (98%)	
BRCP	T-1723	TK1723	Fixed Roof	In Service	Intermediates	IPA	No	Yes	354	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	2001	Spent Acid	
BRCP	T-1724	TK1724	IFR	Out of Service	Intermediates	MEK/SBA	Yes	Yes	216	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1989	Heavy Ketones	Can leave sheen
BRCP	T-1725	TK1725	Fixed Roof	In Service	Intermediates	IPA	No	Yes	Site Wide	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1942	Fresh Acid	Process Sewer
BRCP	T-1727	TK1727	IFR	In Service	Intermediates	IPA	Yes	Yes	113	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1942	DIPE	Can leave sheen
BRCP	T-1731	TK1731	Fixed Roof	In Service	Intermediates	IPA	Yes	Yes	239	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]		Additive	
BRCP	T-1735	TK1735	Fixed Roof	In Service	Intermediates	IPA	Yes	Yes	120	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1942	IPA Product	
BRCP	T-1743	TK1743	IFR	Out of Service	Intermediates	MEK/SBA	IDLE	IDLE	Not Applic	Leak / Rupture	N/A	N/A	N/A	[redacted]	1989	Alcohol	IDLE TANK-3/5/02
BRCP	T-1744	TK1744	IFR	Out of Service	Intermediates	MEK/SBA	IDLE	IDLE	N/A	Leak / Rupture	N/A	Dike	Yes	[redacted]	1989	Heavy Ketones	IDLE TANK-3/5/02
BRCP	T-1753	TK1753	Fixed Roof	In Service	Intermediates	IPA	No	Yes	166	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1966	Spent Acid	
BRCP	T-1756	TK1756	Fixed Roof	Out of Service	Intermediates	MEK/SBA	No	No	264	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1955	Finished SBA	
BRCP	T-1757	TK1757	Fixed Roof	In Service	Intermediates	IPA	Yes	Yes	264	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1955	Acetone Blend	
BRCP	T-1758	TK1758	Fixed Roof	In Service	Intermediates	IPA	No	No	264	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1952	IDLA Feed	Not SPCC regulated
BRCP	T-1759	TK1759	IFR	In Service	Intermediates	MEK/SBA	No	Yes	270	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1957	Methyl Ethyl Ketone	
BRCP	T-1760	TK1760	IFR	Out of Service	Intermediates	MEK/SBA	Yes	Yes	60% plus	Leak / Rupture	Blue Sewer	Dike plus Pr	Yes	[redacted]	1947	Crude SBA	Sheen possible
BRCP	T-1761	TK1761	Fixed Roof	Out of Service	Intermediates	ACLA	N/A	N/A	69	Leak / Rupture	N/A	N/A	N/A	[redacted]	1947	Hexyl Acetate	IDLE TANK-11/28/07
BRCP	T-1762	TK1762	Fixed Roof	Out of Service	Intermediates	ACLA	N/A	N/A	59	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1947	Heptyl Acetate	IDLE TANK-5/9/05
BRCP	T-1763	TK1763	IFR	Out of Service	Intermediates	MEK/SBA	Yes	Yes	110	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1947	SBE/Dimer	
BRCP	T-1764	TK1764	Fixed Roof	Out of Service	Intermediates	DSLA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[redacted]	1959	N/A	IDLE TANK-11/09/94
BRCP	T-1766	TK1766	IFR	Out of Service	Intermediates	MEK/SBA	No	Yes	110	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1947	MEK/SBA	No Sheen
BRCP	T-1767	TK1767	Fixed Roof	Out of Service	Intermediates	ACLA	N/A	N/A	64	Leak / Rupture	Red Sewer	Dike	Yes	[redacted]	1947	Isohexyl Alcohol	IDLE TANK-5/9/05
BRCP	T-1770	TK1770	Fixed Roof	In Service	Intermediates	IPA	No	No	202	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1970	IPA Product	Not Regulated
BRCP	T-1773	TK1773	Fixed Roof	In Service	Intermediates	IPA	No	No	66 plus slt	Leak / Rupture	Sewer	Dike	yes	[redacted]	1969	Crude Alcohol	Not SPCC regulated
BRCP	T-1968X	TK1968	Fixed Roof	In Service	Intermediates	EPLA-W	No	Yes	170	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1954	Methanol	
BRCP	T-1973	TK1973	Fixed Roof	In Service	Intermediates	IPA	Yes	Yes	122	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1971	Crude Alcohol	Sheen
BRCP	T-1974	TK1974	Fixed Roof	In Service	Intermediates	IPA	No	No	135	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1955	IPA Product	Not regulated
BRCP	T-1975	TK1975	Fixed Roof	In Service	Intermediates	IPA	No	No	135	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1955	IPA Product	Not regulated
BRCP	T-1991	TK1991	IFR	Out of Service	Intermediates	MEK/SBA	No	Yes	100	Leak / Rupture	Blue Sewer	Dike	Yes	[redacted]	1959	Methyl Ethyl Ketone	
BRCP	None	UBTK1678	Fixed Roof	In Service	Infrastructure	Utilities	No	No	N/A	Leak / Rupture	N/A	N/A	N/A	[redacted]	1972	BFW	Boiler Feed Water - Included in API 653
BRCP	None	UBTK1680	Fixed Roof	In Service	Infrastructure	Utilities	No	No	N/A	Leak / Rupture	N/A	N/A	N/A	[redacted]	1993	Demineralized Water	Not SPCC regulated - Included in API 653
BRCP	None	UCTK1672	Fixed Roof	In Service	Infrastructure	Utilities	No	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1942	Caustic	Containment - Process Sewer

Page 4 of 5 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRCP	None	UCTK1673	Fixed Roof	In Service	Infrastructure	Utilities	No	Yes	Site Wide	Leak / Rupture	Green Sewer	Dike	Yes	(b) (7)(F), (b)(3) [redacted]	1942	Caustic	Containment - Process Sewer
BRCP	T-3176	UDTK1679	Fixed Roof	In Service	Infrastructure	Utilities	No	No	Site Wide	Leak / Rupture	Green Sewer	Sewer	Yes	[redacted]	1975	Condensate	Process Equipment
BRCP	T-3167	URDR-01	Fixed Roof	In Service	Infrastructure	Utilities	Yes	Yes	100	Leak / Rupture	Green Sewer	Dike	No	[redacted]	-	Diesel	Firewater area - Not API 653
BRCP	T-3168	URDR-02	Fixed Roof	In Service	Infrastructure	Utilities	Yes	Yes	100	Leak / Rupture	Green Sewer	Dike	No	[redacted]	-	Diesel	Not API 653 Program
BRCP	T-1928	VDTK1928	Fixed Roof	In Service	Polymers	RLA-3	Yes	Yes	632	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1945	Extension Oil	
BRCP	T-2001	VDTK2001	Fixed Roof	In Service	Polymers	RLA-3	Yes	Yes	758	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1975	Extension Oil	
BRCP	T-1979	VETK1979	Fixed Roof	In Service	Polymers	RLA-3	No	No	666	Leak / Rupture	Sewer	Dike	Yes	[redacted]	1959	Ethylidenenorbornene	Not SPCC - Ancillary Process Equipment
BRCP	T-1935	VFTK1935	Fixed Roof	In Service	Polymers	RLA-3	No	No	Dike plus	Leak rupture	Process Sew	Dike	Yes	[redacted]	1959	Calcium Stearate	Process Equipment
BRCP	T-1929	VHTK1929	IFR	In Service	Polymers	RLA-3	No	No	601	Leak / Rupture	Green Sewer	Dike	Yes	[redacted]	1963	Hexene	Not regulated
BRCP	T-110	VTTK110	Fixed Roof	In Service	Polymers	VFU	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1974	Slurry - Rubber/Water	Not SPCC regulated - No sheen - Included in API 653
BRCP	T-120	VTTK120	Fixed Roof	In Service	Polymers	VFU	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1974	Slurry - Rubber/Water	Not SPCC regulated - No Sheen - Included in API 653
BRCP	T-130	VTTK130	Fixed Roof	In Service	Polymers	VFU	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Water	Not SPCC regulated
BRCP	T-135	VTTK135	Fixed Roof	In Service	Polymers	VFU	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1989	Slurry - Rubber/Water	Not SPCC regulated
BRCP	T-140	VTTK140	Fixed Roof	In Service	Polymers	VFU	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Water	Not SPCC regulated
BRCP	T-150	VTTK150	Fixed Roof	In Service	Polymers	VFU	No	No	N/A	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1975	Reprocessing Polymer	Not SPCC regulated
BRCP	T-160	VTTK160	Fixed Roof	Out of Service	Polymers	VFU	No	No	N/A	Leak / Spill	N/A	N/A	N/A	[redacted]	1975	Slurry - Rubber/Water	IDLE TANK- 1/14/91
BRCP	T-1980	VVTK1980	Fixed Roof	In Service	Polymers	RLA-3	Yes	Yes	1783	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1959	VNB	Sheen
BRCP	T-241	XTK241	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1997	Heavy OXO Fraction Catalyst	Not SPCC regulated
BRCP	T-242	XTK242	Fixed Roof	In Service	Intermediates	OXO (Cat Plant)	No	No	Site Wide	Leak / Rupture	Sewer	Sewer	Yes	[redacted]	1997	Heavy OXO Fraction Catalyst	Not SPCC regulated

Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.

Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery

TANK LIST FOR ANCHORAGE TANK FARM FACILTY RESPONSE PLAN AND SPCC

Plant	Source ID	Equipment ID	Equipment Type	Service Stat	Owner	Operator	SPCC FRP Reg?	SPC Reg?	Percent Contain	Potential Spill	Spill Direction	Contain System	High Level Alarm	Shell Capacity (bbls)	Year Built	Material Category	Comments
BRRF	ATF/IA/TK001	No ID	Fixed Roof	In Service	OSD Zone 2	Anchorage	No	No	>110	Leak / Rupture	Concrete	Toe Wall	No	(b) (7)(F), (b) (3) [redacted]	Tote	Biocide	Ancillary Process Equipment
BRRF	ATF/IA/TK002	No ID	Fixed Roof	In Service	OSD Zone 2	Anchorage	No	No	>110	Leak / Rupture	Concrete	Toe Wall	No	[redacted]		BFW Treatment	Ancillary Process Equipment. Under roof
BRRF	ATF/TK1500	T1500	IFR	In Service	OSD Zone 2	Anchorage	No	No	96	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1953	Water	Water Draw
BRRF	ATF/TK1501	T1501	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	143	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1968	Crude	143% of 110% containment
BRRF	ATF/TK1502	T1502	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	109	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1976	Crude	109% of 110% containment
BRRF	ATF/TK1503	T1503	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	103	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1976	Crude	103% of 110% containment
BRRF	ATF/TK1504	T1504	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	110	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1978	Crude	110% of 110% containment
BRRF	ATF/TK1505	T1505	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	103	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1979	Crude	103% of 110% containment
BRRF	ATF/TK1506	T1506	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	134	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1979	Crude	134% of 110% containment
BRRF	ATF/TK1509X	T1509X	IFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	155	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1923	Crude	155% of 110% containment
BRRF	ATF/TK1513	T1513	Fixed Roof	Dismantled	OSD Zone 2	Anchorage	Yes	Yes	Not Applic	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	IDLE-9/3/98
BRRF	ATF/TK1518	T1518	IFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	100	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	100% of 110% containment
BRRF	ATF/TK1520	T1520	EFR	In Service	OSD Zone 2	Anchorage	No	No	110	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Firewater	
BRRF	Not Applicable (T1	T1521	Open Roof	In Service	OSD Zone 2	Anchorage	No	No	Not Applic	N/A	N/A	N/A	N/A	[redacted]	1926	Water	Firewater tank
BRRF	ATF/TK1523	T1523	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	313	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	313% of 110% containment
BRRF	ATF/TK1525	T1525	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	100	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1979	Crude	100% of 110% containment
BRRF	ATF/TK1536	T1536	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	130	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	130% of 110% containment
BRRF	ATF/TK1537	T1537	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	129	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	129% of 110% containment
BRRF	ATF/TK1538	T1538	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	130	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	130% of 110% containment
BRRF	ATF/TK1539	T1539	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	125	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	125% of 110% containment
BRRF	ATF/TK1540	T1540	EFR	In Service	OSD Zone 2	Anchorage	Yes	Yes	125	Leak / Rupture	Contained in	Dike	Yes	[redacted]	1926	Crude	125% of 110% containment
BRRF	Not Applicable (T1	T1544	Open Roof	In Service	OSD Zone 2	Anchorage	No	No	Not Applic	N/A	N/A	N/A	N/A	[redacted]	1953	Water	Firewater tank

Page 1 of 1 *Note 1 - Auto Shutoff: Tanks listed do not have auto shutoff.* *Note 2 - Baton Rouge Chemical Plant has tankage within the Refinery* *Thursday, October 03, 2013*

Baton Rouge Terminal
Aboveground Storage Tanks

Tank #	Substance Stored Oil	Quantity Stored (gallons)	Tank/Roof Type	Year Fabricated	Max Capacity (gallons)	Safe Fill Capacity (gallons)	Failure/ Cause
A1	Gasoline	(b) (7)(F), (b) (3) [redacted]	Int. Floating Cover	1948	(b) (7)(F), (b) (3) [redacted]	[redacted]	N/A
A2	Ethanol	[redacted]	Int. Floating Cover	1951	[redacted]	[redacted]	N/A
A3	Distillate	[redacted]	Cone Roof	1951	[redacted]	[redacted]	N/A
A4	Gasoline	[redacted]	Int. Floating Roof	1954	[redacted]	[redacted]	N/A
A5	Gasoline / Ethanol	[redacted]	Int. Floating Roof	1954	[redacted]	[redacted]	N/A
A6	Product Water Mixture	[redacted]	Int. Floating Roof	1952	[redacted]	[redacted]	N/A
A7	Distillate	[redacted]	Dome Roof	1955	[redacted]	[redacted]	N/A
A9	Gasoline	[redacted]	Int. Floating Roof	1957	[redacted]	[redacted]	N/A
A10	Distillate	[redacted]	Cone Roof	1961	[redacted]	[redacted]	N/A
A11	Distillate	[redacted]	Cone Roof	1961	[redacted]	[redacted]	N/A
A12	Gasoline	[redacted]	Int. Floating Roof	1977	[redacted]	[redacted]	N/A
A13	Additive	[redacted]	Cone Roof	1950	[redacted]	[redacted]	N/A
A14	Additive	[redacted]	Cone Roof	1994	[redacted]	[redacted]	N/A
A15	Additive	[redacted]	Cone Roof	1994	[redacted]	[redacted]	N/A
A16	Additive	[redacted]	Horizontal		[redacted]	[redacted]	N/A
A17	Additive	[redacted]	Cone Roof	1961	[redacted]	[redacted]	N/A
A18	Additive	[redacted]	Cone Roof	1998	[redacted]	[redacted]	N/A
A19	Dye	[redacted]	Cone Roof	2010	[redacted]	[redacted]	N/A
A21	Distillate	[redacted]	Cone Roof	1961	[redacted]	[redacted]	N/A
A23	Additive	[redacted]	Cone Roof		[redacted]	[redacted]	N/A

Notes: (1) Tank 8 is emptied, cleaned, and permanently closed under 112.1(b)(3) and thus is not included as part of this Plan.
(2) Tank A-24 is a vapor knockout drum (process vessel) and is not included in the aboveground storage tank list.
(3) Product water mixture tank B-1 is used for collecting loading rack drains and drips. Tank B-1 is exempt under the UST exemption [112.1(d) (4)].
(4) Product water mixture tank B-2 is used for collecting tank water draws. Tanks B-2 is exempt under the UST exemption [112.1(d) (4)].
(5) Truck Loading Rack spill tank / oil water separator (B-3) is exempt under the wastewater exemption [112.1(d)(6)]

Port Allen Lubricants Plant
Aboveground Storage Tanks

RAW MATERIAL, INTERMEDIATE, AND FINAL PRODUCT STORAGE TANK INVENTORY

TANK NO.	LOCATION**	MATERIAL	VOLUME (gallons)
T-106 (Swing)	Basestock & Additive Tank Farm	Base Oil	(b) (7)(F), (b) (3) [redacted]
T-107 (Swing)	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-110 (Swing)	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-111 (Swing)	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-124	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-128	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-129	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-130	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-131	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-132	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-133	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-134	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-135 (Swing)	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-136	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-137	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-138	Basestock & Additive Tank Farm	Displacement Oil	[redacted]
T-139 (Swing)	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-140	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-141	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-142	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-143	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-144	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-145	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-146	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-147	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-148	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-149	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-150	Basestock & Additive Tank Farm	Base Oil	[redacted]
T-201	Basestock & Additive Tank Farm	Additive	[redacted]
T-202	Basestock & Additive Tank Farm	Additive	[redacted]
T-203	Basestock & Additive Tank Farm	Additive	[redacted]
T-204	Basestock & Additive Tank Farm	Additive	[redacted]
T-205	Basestock & Additive Tank Farm	Additive	[redacted]
T-208	Basestock & Additive Tank Farm	Additive	[redacted]
T-209	Basestock & Additive Tank Farm	Additive	[redacted]
T-212	Basestock & Additive Tank Farm	Additive	[redacted]
T-213	Basestock & Additive Tank Farm	Additive	[redacted]
T-214	Basestock & Additive Tank Farm	Additive	[redacted]
T-215	Basestock & Additive Tank Farm	Additive	[redacted]
T-216	Basestock & Additive Tank Farm	Additive	[redacted]
T-217	Basestock & Additive Tank Farm	Additive	[redacted]
T-218	Basestock & Additive Tank Farm	Additive	[redacted]
T-219	Basestock & Additive Tank Farm	Additive	[redacted]
T-220	Basestock & Additive Tank Farm	Additive	[redacted]
T-221	Basestock & Additive Tank Farm	Additive	[redacted]
T-222	Basestock & Additive Tank Farm	Additive	[redacted]
T-223	Basestock & Additive Tank Farm	Additive	[redacted]
T-225	Basestock & Additive Tank Farm	Additive	[redacted]

TANK NO.	LOCATION**	MATERIAL	VOLUME (gallons)
T-226	Basestock & Additive Tank Farm	Additive	(b) (7)(F), (b) (3) [redacted]
T-227	Basestock & Additive Tank Farm	Additive	
T-228	Basestock & Additive Tank Farm	Additive	
T-229	Basestock & Additive Tank Farm	Additive	
T-301 (Swing)	Finished Product Tank Farm	Finished Product	
T-302 (Swing)	Finished Product Tank Farm	Finished Product	
T-303 (Swing)	Finished Product Tank Farm	Finished Product	
T-304 (Oil/Water)	Finished Product Tank Farm	Displacement Oil	
T-305 (Swing)	Finished Product Tank Farm	Finished Product	
T-306 (Swing)	Finished Product Tank Farm	Finished Product	
T-307(Swing)	Finished Product Tank Farm	Finished Product	
T-308 (Swing)	Finished Product Tank Farm	Finished Product	
T-309	Finished Product Tank Farm	Finished Product	
T-310	Finished Product Tank Farm	Finished Product	
T-311	Finished Product Tank Farm	Finished Product	
T-312 (Swing)	Finished Product Tank Farm	Finished Product	
T-313	Finished Product Tank Farm	Finished Product	
T-314	Finished Product Tank Farm	Finished Product	
T-315	Finished Product Tank Farm	Finished Product	
T-316	Finished Product Tank Farm	Finished Product	
T-317	Finished Product Tank Farm	Finished Product	
T-318	Finished Product Tank Farm	Finished Product	
T-319	Finished Product Tank Farm	Finished Product	
T-320	Finished Product Tank Farm	Finished Product	
T-321	Finished Product Tank Farm	Finished Product	
T-322	Finished Product Tank Farm	Finished Product	
T-323	Finished Product Tank Farm	Finished Product	
T-324 (Swing)	Finished Product Tank Farm	Finished Product	
T-325 Swing)	Finished Product Tank Farm	Finished Product	
T-326 (Swing)	Finished Product Tank Farm	Finished Product	
T-327 (Swing)	Finished Product Tank Farm	Finished Product	
T-328 (Swing)	Finished Product Tank Farm	Finished Product	
T-329 (Swing)	Finished Product Tank Farm	Finished Product	
T-330 (Swing)	Finished Product Tank Farm	Finished Product	
T-331 (Swing)	Finished Product Tank Farm	Finished Product	
T-332 (Swing)	Finished Product Tank Farm	Finished Product	
T-333 (Swing)	Finished Product Tank Farm	Finished Product	
T-334 (Swing)	Finished Product Tank Farm	Finished Product	
T-335 (Swing)	Finished Product Tank Farm	Finished Product	
T-336 (Swing)	Finished Product Tank Farm	Finished Product	
T-337 (Swing)	Finished Product Tank Farm	Finished Product	
T-338	Finished Product Tank Farm	Finished Product	
T-339	Finished Product Tank Farm	Finished Product	
T-340	Finished Product Tank Farm	Finished Product	
T-341	Finished Product Tank Farm	Finished Product	
T-342	Finished Product Tank Farm	Finished Product	
T-343	Finished Product Tank Farm	Finished Product	
T-344	Finished Product Tank Farm	Finished Product	
T-345	Finished Product Tank Farm	Finished Product	
T-346	Finished Product Tank Farm	Finished Product	
T-347	Finished Product Tank Farm	Finished Product	
T-348	Finished Product Tank Farm	Finished Product	
K-401	Blend Center / Kettle Area	Additive	
K-402	Blend Center / Kettle Area	Additive	
K-403	Blend Center / Kettle Area	Additive	

TANK NO.	LOCATION**	MATERIAL	VOLUME (gallons)
K-404	Blend Center / Kettle Area	Additive	(b) (7)(F), (b)(3) [redacted]
K-405	Blend Center / Kettle Area	Additive	
K-406	Blend Center / Kettle Area	Additive	
K-407	Blend Center / Kettle Area	Additive	
K-408	Blend Center / Kettle Area	Additive	
K-409	Blend Center / Kettle Area	Additive	
K-410	Blend Center / Kettle Area	Additive	
K-411	Blend Center / Kettle Area	Additive	
K-412	Blend Center / Kettle Area	Additive	
K-413	Blend Center / Kettle Area	Additive	
K-414	Blend Center / Kettle Area	Additive	
K-415	Blend Center / Kettle Area	Additive	
K-416	Blend Center / Kettle Area	Additive	
K-417	Blend Center / Kettle Area	Additive	
K-418	Blend Center / Kettle Area	Additive	
K-419	Blend Center / Kettle Area	Additive	
K-420	Blend Center / Kettle Area	Additive	
K-421	Blend Center / Kettle Area	Additive	
T-560 (Oil/Water)	Wastewater Treatment Plant	Oily Wastewater	
T-561 (Oil/Water)	Wastewater Treatment Plant	Oily Wastewater	
K-2400	Self Solubilization Unit	Additive	

Interconnecting Pipelines

LINE NAME PRODUCT	LINE ID NO.	PIPE DIAMETER	PIPING LENGTH (ft)	TOTAL LINE CAPACITY (bbl)	AVE FLOW RATE (bbl/day)	OIL TYPE / GROUP	WCD (bbls)
DOT-Regulated Pipelines **Note**: None of these lines meet the DOT/OPS definition of "significant and substantial harm, since they are all less than 10 miles in length.							
#1 Crude (ATF)	4900 4901	12"- 16"	9,292	(b) (7)(F), (b) (3) [redacted]	[redacted]	Crude	(b) (7)(F), (b) (3) [redacted]
#2 Crude (ATF)	4831 4832	12" – 16"	9,292	[redacted]	[redacted]	Crude	[redacted]
#3 Crude (ATF)	4902 4735	12" – 18"	9,292	[redacted]	[redacted]	Crude	[redacted]
#4 Crude (ATF)	4810 4811	12"	9,292	[redacted]	[redacted]	Crude	[redacted]
#5 Crude (ATF)	4760	24"	6,700	[redacted]	[redacted]	Crude	[redacted]
#6 Crude (ATF)	4770	24" – 16"	6,700	[redacted]	[redacted]	Crude	[redacted]
#7 Crude (ATF)	4644 4903	24" - 16"	7,603	[redacted]	[redacted]	Crude	[redacted]
Non-DOT Regulated Pipelines							
#1 Lube Pig Line (PAL)	12-132	8"	14,475	(b) (7)(F), (b) (3) [redacted]	[redacted]	III	(b) (7)(F), (b) (3) [redacted]
#2 Lube Pig Line (PAL)	12-215	8"	14,475	[redacted]	[redacted]	III	[redacted]
#3 Lube Pig Line (PAL)	12-318	8"	14,475	[redacted]	[redacted]	III	[redacted]

Marine Transportation Related (MTR) Dock Pipelines (Refinery Dock Pipeline Listing)

LINE NAME PRODUCT	TERMINAL DIA.	PIPING LENGTH (ft)	TOTAL LINE CAPACITY (bbl)	AVG. FLOW RATE X ESDT[1] (bbl)	OIL GROUP[2]	COMMENTS
#1 Diesel/Diesel	12”	3,000	420	80	I	1-5 Berth
#2 Diesel/Diesel	10”	2,500	290	60	I	1-4 Berth
#1 Kerosene/Diesel	10”	3,000	350	75	I	1-5 Berth
#3 Diesel/Diesel	8”	3,000	270	15	I	1-5 Berth
16” H.O./Heating Oil	16”	2,500	465	80	I	1-4 Berth
3-10 Jet / Jet 5 Fuel	10”	2,500	290	70	I	1-4 Berth
1-10 Jet/Jet A	10”	2,500	290	60	I	1-4 Berth
2-10 Jet/Jet A	12”	2,500	350	80	I	1-4 Berth
Isopar Return/Isopars	6”	2,000	154	05	I	2-4 Berth
Isopar Pig/Isopars	6”	2,000	140	15	I	2-4 Berth
8” LPD/HC Dist	8”	2,000	180	05	I	2-4 Berth
1-12 Mogas/MTR Gasoline	12”	2,500	450	60	I	1-4 Berth
2-12 Mogas/MTR Gasoline	10”	2,500	350	70	I	1-4 Berth
3-12 Mogas/MTR Gasoline	12”	2,500	350	70	I	1-4 Berth
4-12 Mogas/MTR Gasoline	12”	2,500	350	70	I	1-4 Berth
5-12 Mogas/MTR Gasoline	16”	2,500	465	70	I	1-4 Berth
6-12 Mogas/MTR Gasoline	16”	2,500	465	70	I	1-4 Berth
7-12 Mogas/MTR Gasoline	8”	3,000	300	30	I	1-5 Berth
8-12 Mogas/MTR Gasoline	10”	2,500	225	30	I	1-4 Berth
8” AVIA/Aviation Gasoline	8”	2,500	278	15	I	1-4 Berth
#1 PFFD/Naphtha	10”	2,500	290	45	I	1-4 Berth
#1 Component/Naphtha	10”	3,000	400	45	I	1-4 Berth
#2 Component/Naphtha	8“	2,500	225	20	I	1-4 Berth
50 Baume/Caustic[3]	8”	1,000	90	15	I	Located in #5 Berth Only
3” Flush/Caustic[3]	3”	1,000	35	05	I	Located in #5 Berth Only

LINE NAME PRODUCT	TERMINAL DIA.	PIPING LENGTH (ft)	TOTAL LINE CAPACITY (bbl)	AVG. FLOW RATE X ESDT[1] (bbl)	OIL GROUP[2]	COMMENTS
Sulfidic/Caustic[3]	8"	2,500	225	15	I	1-4 Berth
Phenolic/Caustic[3]	8"	2,500	225	15	I	1-4 Berth
10" Import/Benzene	10"	2,000	230	25	I	2-4 Berth
10" MEK/MEK[3]	10"	2,800	350	25	I	1-4 Berth
8" ORTHO/Orthozylene[3]	8"	2,000	180	15	I	1-4 Berth
8" DIDPEG/Plasticiser[3]	8"	2,000	180	15	I	2-4 Berth
6" DIHP/Plasticiser[3]	6"	2,000	140	15	I	2-4 Berth
10" 99.9/Alcohol[3]	10"	2,800	350	40	I	1-4 Berth
8" OLIFIN PIG/Alcohol[3]	8"	2,000	180	20	I	2-4 Berth
8" NONENE/Alcohol[3]	8"	2,000	204	20	I	2-4 Berth
6" OXO TRN/Alcohol[3]	6"	2,000	140	15	I	2-4 Berth
6" OCTYL/Alcohol[3]	6"	1,000	130	15	I	3-4 Berth
6" DECYL/Alcohol[3]	6"	2,500	154	15	I	2-4 Berth
6" TRIDECYL/Alcohol[3]	6"	1,000	130	15	I	3-4 Berth
4" ISO NOYNL/Alcohol[3]	4"	2,000	154	10	I	2-4 Berth
6" SCN/Naphtha	6"	600	50	15	I	4 Berth Only
10" Methanol	10"	2800	350	25	I	1-4 Berth
3" Hexane/Hexane	3"	2,000	100	05	I	2-4 Berth
#1 PGO/Gas Oil	16"	2,800	465	65	III	1-4 Berth
#1 Dock/Crude	12"	3,000	420	40	III	1-5 Berth
#2 Dock/Crude	12"	2,500	350	40	III	1-4 Berth
#3 Dock/Crude	12"	2,500	350	40	III	1-4 Berth
#4 Dock/Crude	16"	1,000	187	40	III	1-2 Berth
#5 Dock/Crude	24"	1,000	185	250	III	Located in #1 Berth only
#6 Dock/Crude	24"	1,000	185	250	III	Located in #1 Berth only
1-10 PIG/Lube	10"	2,000	256	25	III	2-4 Berth
2-10 PIG/Lube	10"	2,000	256	25	III	2-4 Berth

LINE NAME PRODUCT	TERMINAL DIA.	PIPING LENGTH (ft)	TOTAL LINE CAPACITY (bbl)	AVG. FLOW RATE X ESDT[1] (bbl)	OIL GROUP[2]	COMMENTS
Rose Oil/Lube	8”	2,000	204	20	III	2-4 Berth
Bright STK/Lube	8”	2,000	204	20	III	2-4 Berth
Heavy X/Lube	8”	2,000	204	10	III	2-4 Berth
Min Seal/Lube	6”	2,000	154	10	III	2-4 Berth
590TK/Lube	6”	2,000	154	10	III	2-4 Berth
Esso/Lube	6”	2,000	154	15	III	2-4 Berth
Lt. Med/Lube	6”	2,000	154	15	III	2-4 Berth
KYSO/Lube	6”	2,000	154	15	III	2-4 Berth
586 Return/Lube	6”	2,000	154	5	III	2-4 Berth
8” PET/Wax[3]	8”	2,000	204	15	III	H_20 in line 95% of time
6# Wax/Wax[3]	6”	2,000	140	15	III	H_20 in line 95% of time
16” Ballast/Slop	16”	2,800	560	50	IV	1-4 Berth
6” Wash/Slop	6”	2,800	210	05	IV	1-4 Berth
#1 Fuel/#6 Oil	12”	2,800	421	65	IV	1-4 Berth
#2 Fuel/#6 Oil	12”	2,800	421	50	IV	1-4 Berth
#3 Fuel/#6 Oil	10”	2,000	230	50	IV	2-4 Berth
#5 Fuel/#6 Oil	8”	2,800	278	15	IV	1-4 Berth
#5 Berth Hdr/#6 Oil[4]	12”	500	70	65	IV	#5 Berth Only
24 Tk Fill/Asphalt[4]	12”	1,000	140	30	V	#5 Berth Only
Bluff Fill/Asphalt[4]	12”	1,000	140	30	V	#5 Berth Only
#2 PGO	12”	2,800	421	40	V	1-4 Berth
10” Asphalt/Asphalt	10”	600	175	30	V	4 Berth Only

1- ESDT = Emergency shut down time (1# minute average)
2- Oil Groups I=Clean Oils; II=Lt. Crude; III=Hvy Crude; IV=Black Oils; V-Hvy Black Oil.
3- Chemical lines/water lines-not included in WCD calculations.

BRFP Fixed Aboveground Storage Tanks
Storing Oil – Atmospheric Tanks

Tank ID	Substance Stored *(Oil)*	Shell Capacity(2) *(gals)*	Overfill Device	Tank Type(1)	Secondary Containment
500	Resin Concentrate	(b) (7)(F), (b) (3) [redacted]	ATG w/HLA	CR - steel	Dike
501	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
502	Diluent	[redacted]	ATG w/HLA	CR - steel	Dike
503	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
504A	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
504B	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
505A	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
505B	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
506	Varsol	[redacted]	ATG w/HLA	CR - steel	Dike
507	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
509	LSFO Cutter Stock	[redacted]	ATG w/HLA	CR - steel	Dike
510	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
511	Resin Concentrate	[redacted]	ATG w/HLA	CR - steel	Dike
FW Pump	Diesel	[redacted]	Vent whistle	H - steel	Dike
Em. Generator	Diesel	[redacted]	DVG	H - steel	Dike

Key: CR – Cone roof, IFR – Internal floating roof, H – Horizontal, DVG - Direct Vision Gauge, HLA – High Level Alarm

Notes:

(1) All aboveground tanks are constructed of steel except where noted.

(2) SHELL capacity is at the point of overflow per the strapping charts.