



PHMSA Oil Spill Response Plans

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Introduction

- PHMSA Jurisdiction
- PHMSA Does NOT Respond
- PHMSA Approves Operator Response Plans



Who Needs A Plan?

- “Significant or Substantial Harm”
- Significant Require FRP Approval
- Substantial Require FRP Review



Requirement Basis

- Environment
- Population
- Worst Case Discharge



Worst Case Discharge

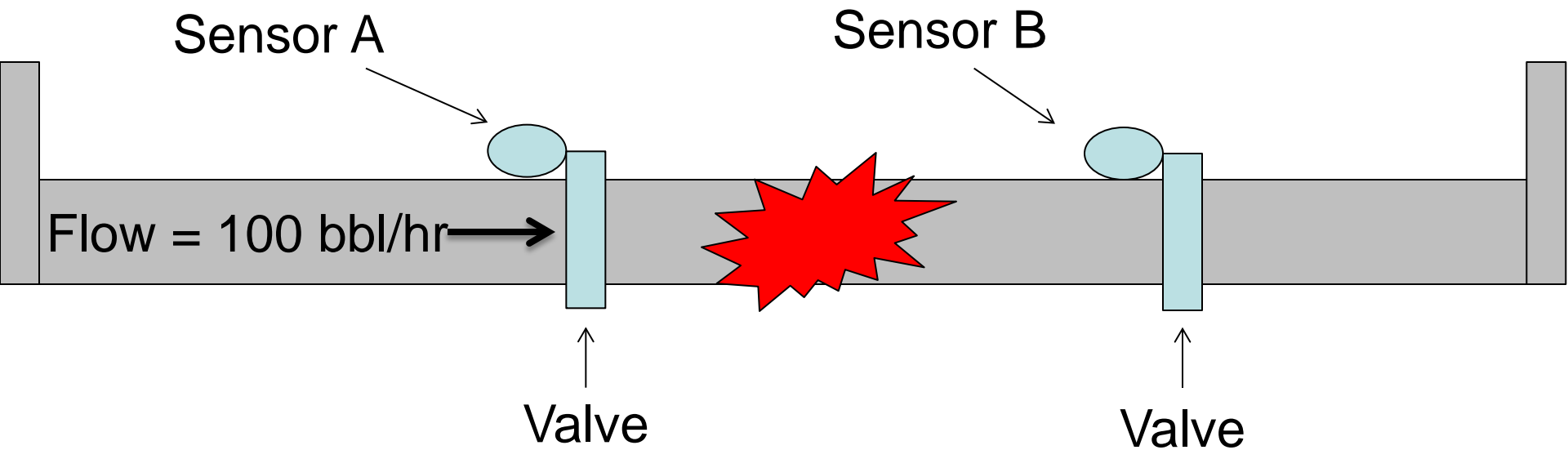
- Greatest Value of:
 - (Max release time + Max response time) X
Max flow rate + Max line drainage volume
 - Historic Discharges
 - Breakout Tank Volume





EMERGENCY PREPAREDNESS COMMITTEE *for* CIVIL TRANSPORTATION

(Max release time + Max response time) X Max flow rate
+ Max line drainage volume





EMERGENCY PREPAREDNESS COMMITTEE *for* CIVIL TRANSPORTATION





EMERGENCY PREPAREDNESS COMMITTEE *for* CIVIL TRANSPORTATION



U.S. Department of Transportation



Transport
Canada

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Plan Requirements

- Training
- Notification Procedures
- Response Activities
- Equipment Availability





EMERGENCY PREPAREDNESS COMMITTEE *for* CIVIL TRANSPORTATION



Best Practices

- Worst Case Discharge Calculation
- Operator vs Oil Spill Removal Organization
 - Personnel, Training, Equipment
- Notification Procedures
 - NRC, State Local
 - On-Scene Command





Questions?

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