



Lower Columbia Region Harbor Safety Committee

Harbor Safety Plan Introduction



A. Purpose

The Harbor Safety Plan (HSP) of the Lower Columbia Region Harbor Safety Committee (LCRHSC) is provided as an information and educational tool. The HSP is intended to complement existing regulations by advising the mariner of unique conditions and requirements that may be encountered in the Lower Columbia Region by providing these standards and protocols as developed by local experts. This document will be updated periodically with current versions posted on our web page: www.lcrhsc.org.

B. Procedures

The elements of the HSP are developed by subcommittees of the LCRHSC. For specific issues, stakeholders and subject matter experts are included to assure the broadest perspectives on measures considered.

C. Guidelines and Standards of Care (SOC)

Standards and protocols included in the Harbor Safety Plan address operational and environmental issues unique to the Lower Columbia Region. **The Harbor Safety Plan is not intended to supplant or otherwise conflict with federal, state or local regulations developed under legal authorities.** Nor is the HSP intended to replace the good judgment of a vessel's master in the safe operation of his/her vessel.

The Columbia River SOCs:

- Were cooperatively drafted by regulators and industry representatives and provide information unique to the river system.
- Are to be implemented in accordance with all International, Federal, State and Local regulations, and the normal practices of good seamanship.
- Constitute the Minimum Standards of Care to be used in all referenced operations on the Columbia River System.

D. Harbor Safety Committee

The Lower Columbia Region Harbor Safety Committee (LCRHSC) is an open forum comprised of public and private stakeholders with vital interests in assuring safe navigation and maritime practices to protect the environment, property and personnel on the waterways within the Lower Columbia Region. LCRHSC stakeholders accomplish their mission by adopting or developing appropriate standards and guidelines that address environmental and operational elements of maritime operations unique to the Lower Columbia Region. The LCRHSC provides an inclusive, cooperative and equitable venue for addressing waterways issues to ensure the continuation and improvement of prudent management practices for our local waterways. Throughout the process, the LCRHSC strives to ensure reliable and efficient marine transportation.



E. Geographic Area

This HSP encompasses the Columbia River and its navigable tributaries from the seaward approaches to the Columbia River Entrance to Bonneville Dam.

F. Captain of the Port (COTP) Zone

For all commercial vessel and waterways management marine safety, port security and environmental issues in the Lower Columbia Region, COTP Portland (located at Sector Portland) is the primary Coast Guard authority. The legal boundaries for the Captain of the Port are set forth in 33 Code of Federal Regulations 3.65-10. The Captain of the Port has varying levels of jurisdiction extending to the outer limit (200 nautical miles) of the EEZ for foreign and domestic vessels.

G. Washington Department of Ecology (DOE)

For all commercial vessel and waterways management, marine safety, port safety and environmental protection and spill preparedness and response issues in Washington state waters, including the Washington waters of the Columbia River, the DOE Spills Prevention, Preparedness, and Response Program is the primary state authority responsible for dealing with vessel and facility incidents that impact or could potentially impact state marine resources. The state's jurisdiction extends to activities occurring in the coastal waters within the U.S. territorial seas, and state interests may even extend beyond those limits to the extent the event would likely impact state waters and resources.

Similar to the U.S. Coast Guard, DOE conducts vessel examinations utilizing accepted industry standards for non-tank vessels, as well as conducting fuel and cargo oil transfer monitoring inspections for operations in Washington waters. In addition, the agency responds to and investigates all marine incidents and accidents involving covered vessels (tank vessels and other commercial vessels of 300 gross tons or more).

H. Oregon Department of Environmental Quality (DEQ)

DEQ's marine oil spill prevention program is responsible for the prevention and response to oil spills in Oregon's waters. Such spills pose a major threat to Oregon's waters, air, land and wildlife. The state's jurisdiction extends to activities occurring in the coastal waters within the U.S. territorial seas and inland waterways such as the Columbia and Willamette Rivers.