

PACIFIC STATES/BRITISH COLUMBIA
OIL SPILL TASK FORCE



2005 ANNUAL REPORT

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PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE



The states of Alaska, Washington, Oregon, California, and Hawaii have joined with the Province of British Columbia in order to combine resources and coordinate efforts to protect their shared waters and 56,660 miles of sensitive coastlines from the devastating impacts of oil spills.



This Annual Report of the Pacific States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, Hawaii, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member agencies from July 2004 through June 2005.

The States/British Columbia Oil Spill Task Force was established by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the barge Nestucca, which spilled oil impacting the coasts of Washington and British Columbia in December of 1988. The second incident was the catastrophic spill by the T/V Exxon Valdez in Alaska's Prince William Sound in March of 1989. These events highlighted common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal vessel traffic, the need for cooperation across shared borders, and a shared commitment among West Coast citizens of both the US and Canada to protect their unique marine resources.

The Oil Spill Task Force produced a report in October of 1990 that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs. They are also reflected in the US Federal Oil Pollution Act passed in 1990 (OPA

'90), as well as the Canadian Shipping Act Amendments adopted in 1993.

As state/provincial and federal policies and programs are implemented, the continuing focus of the Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating regional projects to improve oil spill prevention, preparedness, and response in the shared Pacific waters of the US and Canada. These efforts are guided by our five-year Strategic Plans and are based on our Mission, Goals, and Objectives as stated on the following page.

When the State of Hawaii authorized its Department of Health, Environmental Health Division, to join the Task Force in 2001, the governing Memorandum of Cooperation was updated and signed by Hawaii Governor Benjamin Cayetano, Alaska Governor Tony Knowles, Washington Governor Gary Locke, Oregon Governor John Kitzhaber, California Governor Gray Davis, and Gordon Campbell, Premier of British Columbia. The organization's name was changed to the Pacific States/British Columbia Oil Spill Task Force.



This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with the Pacific States/British Columbia Oil Spill Task Force or a member agency.



VISION, MISSION, GOALS, and OBJECTIVES

Long Term Vision Statement:

No Spilled Oil.

Mission Statement:

The mission of the Oil Spill Task Force is to strengthen state and Provincial abilities to prevent, prepare for, and respond to oil spills.

Ongoing Goals:

- To prevent both large oil spills that cause catastrophic impacts in the waters of our member jurisdictions and the cumulative impacts of chronic small spills;
- To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and “products”;
- To clarify the roles and responsibilities of state, provincial, and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts;
- To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration;
- To work cooperatively with federal agencies, vessel and facility operators, the oil industry, response contractors, public interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change;
- To educate the public on the impacts of oil spills and issues relating to spill prevention, preparedness, response, and restoration; and
- To serve as a model of regional cooperation and coordination.

Objectives:

- Spill Prevention:** To prevent oil spills from vessels, pipelines, facilities, vehicles and railroads through development and implementation of regulatory and public/private partnerships.
- Spill Preparedness and Response:** To enhance oil spill preparedness and response capabilities in US and Canadian Pacific coastal areas.
- Communications:** To continuously improve communications within the Task Force as well as with key stakeholders and the general public, and to maintain a high level of public and stakeholder involvement in Task Force activities.



Task Force Members

- KURT FREDRIKSSON (2004-2005)**
COMMISSIONER, Alaska Department of
Environmental Conservation
- LAURENCE LAU (2003-2005)**
DEPUTY DIRECTOR, Hawaii Division of
Environmental Health
- JAY MANNING (2005)**
DIRECTOR, Washington Department
of Ecology
- CARL MOORE (2003-2005)**
ADMINISTRATOR, Office of Spill
Prevention and Response,
California Department of Fish
and Game
- PAUL SLYMAN (2001-2005)**
DEPUTY DIRECTOR, Oregon Department
of Environmental Quality
- CHRIS TRUMPY (2005)**
DEPUTY MINISTER, British Columbia
Ministry of Environment

Coordinating Committee Members:

- LISA CURTIS (2005)**
Office of Spill Prevention and
Response, California Department of
Fish and Game
- LARRY DIETRICK (1999-2005)**
Alaska Department of Environmental
Conservation
- CURTIS MARTIN (2001-2005)**
Office of Hazard Evaluation and
Emergency Response
- JON NEEL (1989-1998, 2005)**
Washington Department of Ecology
- STAFFORD REID (1992-1999, 2004-2005)**
British Columbia Ministry of Water,
Land and Air Protection
- MIKE ZOLLITSCH (1997-2005)**
Oregon Department of
Environmental Quality

Executive Coordinator:

- JEAN CAMERON (1993-2005)**
Pacific States/British Columbia
Oil Spill Task Force



Dear Reader,

Looking back on our 2004-2005 work year, I'm impressed by the remarkable amount of effort which the Task Force is able to leverage on a regional basis. The contributions of multiple agencies and persons was most noticeable in the Places of Refuge project, which brought together thirty-eight workgroup members and alternates representing thirty agencies and organizations. In less than one year, they produced a template for planning and expedited decision-making to deal with Places of Refuge requests from ships in need of assistance. Other initiatives which involved member agencies and regional stakeholders included a focus on improving prevention, preparedness, and response to truck spills as well as a focus on spills during oil transfers.

Besides these new initiatives, we continued and improved on a number of efforts. The Database Workgroup not only provided new information on transfer spills, but was also successful in fine-tuning their data gathering in order to allow us to better target our spill prevention projects. The Pacific Oil Spill Prevention Education Team (POSPET) expanded its membership and met twice to share oil spill outreach strategies and plan cooperative projects to prevent small spills. Our website has been fine-tuned to provide information to stakeholders regarding our activities and has been heavily used. Our 2004 Annual Meeting was our 15th anniversary, and we were honored to include remarks from three of our "founders" as well as several Legacy Award winners.

The Task Force maintains a growing number of "ongoing" efforts, ranging from the 1-800-OILS-911 spill reporting number to tracking the status of TransAlaska Pipeline (TAPS) tankers plying our shared waters. Keeping in mind that our mission is to "strengthen state and Provincial abilities to prevent, prepare for, and respond to oil spills," we also revisited a 1995 agreement on credit for Drills and Exercises and agreed that the decade-old protocols were no longer feasible. Our member agencies are still willing to allow credit for drills/exercises in other member jurisdictions on a case-by-case basis, but will no longer follow the 1995 protocols.

I definitely want to acknowledge the good working relationships we enjoy with a number of US and Canadian federal agencies. In particular, I would like to thank the US Coast Guard and Transport Canada for the extensive effort they invested to develop the Places of Refuge annex. In



addition, US EPA, the Canadian Coast Guard, and Environment Canada were able to meet with the Task Force Coordinating Committee during the past year to share updates and look for opportunities for collaboration.

The Task Force welcomed three new Members this year: Jay Manning, Director of the Washington Department of Ecology, Chris Trumpy, Deputy Minister of British Columbia Ministry of Environment, and Kurt Fredriksson, Commissioner of the Alaska Department of Environmental Conservation. Actually, it's "welcome back" to Kurt, who served on the Task Force Coordinating Committee in the past. We also welcome Jon Neel back as Ecology's Coordinating Committee member and Lisa Curtis to the Coordinating Committee for the California Office of Spill Prevention and Response. It's a good team, and one that's well qualified for the work ahead!

Sincerely,

Jean R. Cameron
Executive Coordinator



2004-2005 IN REVIEW:
OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

SPILL PREVENTION PROJECTS:

THE DATABASE PROJECT

The Task Force's regional oil spill database debuted in 2003. Each year our annual report includes a compilation of regional data from the prior year as well as a trend analysis. Our ongoing goal is continuous improvement of this database in order to provide information on spill trends and causal factors; this allows us to better target our spill prevention efforts.

The Database Workgroup is chaired by Jack Barfield of the Washington Department of Ecology. Other members include Christell Spinelli and Spencer Ung of the California Office of Spill Prevention and Response, Mary Lou Perry of the Oregon Dept. of Environmental Quality, Marcia Graf and Curtis Martin of the Hawaii Office of Hazard Evaluation and Emergency Response, Stafford Reid of the BC Ministry of Environment, and Camille Stevens of the Alaska Dept. of Environmental Conservation.

The Database Workgroup endeavors to refine data submittals consistent with the Task Force Data Dictionary, with particular emphasis on reducing the amount of data categorized as "other" or "unknown" to no more than 5% in any category. It is an ongoing challenge to refine information entered into the database to a level of specificity that supports effective analysis while also conforming to the varied collection capabilities of member agencies.

The 2004 data is available below. In the interest of clarity, only those products whose contribution is greater than 5% of the total spill volume are presented.

Spill data from 2002 and 2003 are available on the Task Force website at www.oilspilltaskforce.org. Please note that our database is created and maintained for information purposes only. The data represents the respective agencies' best information at the time it was entered into the database. Each agency that assists in the creation and maintenance of the Task Force database in no way guarantees the accuracy of the information and no guarantee of accuracy shall be expressed or implied.

One way in which we promote consistent application of the Data Dictionary among our member agencies is to sponsor an Accident Investigation course taught by Det Norske Veritas

every other year. The course has been refined and enhanced over more than two decades by loss management experts. Investigators are trained to systematically evaluate and analyze information and data in order to determine the root causes and contributing factors that lead to near-misses, incidents, accidents, and/or spills. Determining root causes and contributing factors is essential to the development of effective prevention and enforcement programs by government agencies and industry operating companies. The 2005 course was hosted by OSPR in Sacramento May 10-12th; thanks to Megan Walton, OSPR's Training Coordinator for organizing the event. A total of twenty-four persons from OSPR, Ecology, and HEER attending the event.

NON-CRUDE SPILLS

NON-CRUDE	GALLONS
Bunker Oil/HFO	272023
Diesel oil	136513
Aviation fuel	125822
Gasoline	50506
Asphalt/Creosote	23600
Other	17766
Drill waste/process water	16002
Transformer oil	8003
Lube oil	6178
Oily water mixture	5640
Kerosene	4332
Home heating oil	3022
Waste oil	2459
Hydraulic oil	2014
Unknown	1295
TOTAL	675,175

Note: total includes two spills totaling 290,175 gallons. Excluding these two spills, the 2004 total is consistent with 2003.

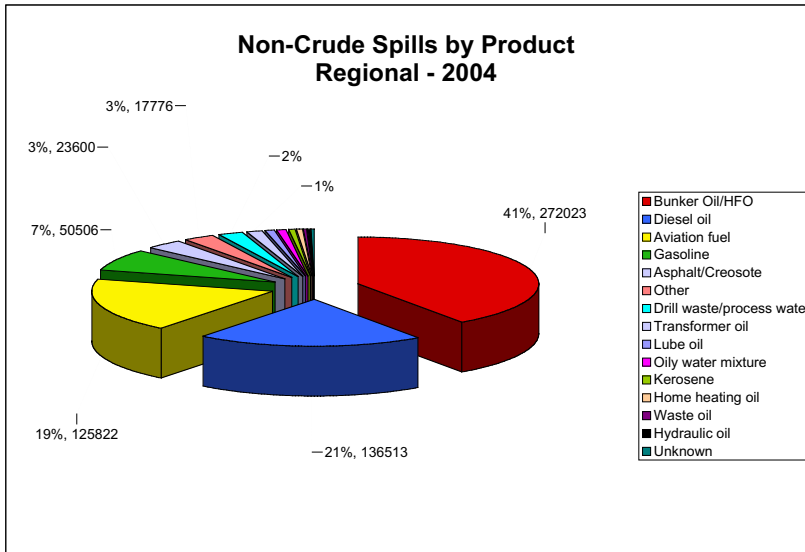


SUMMARY BY PRODUCT SPILLED

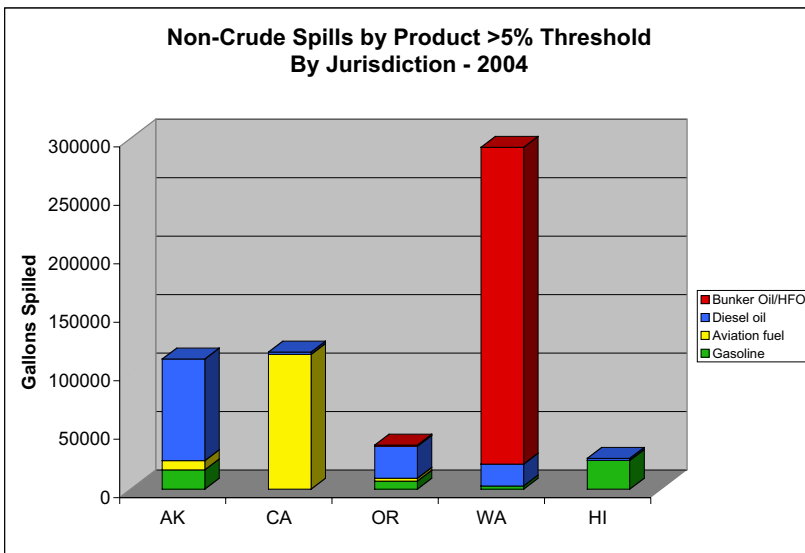
FOCUS:

“Diesel Oil” and “Gasoline” were the largest contributors in 2003. The 2004 data also includes “Bunker oil” and “Aviation fuel” in the top categories; however these latter two are heavily skewed by the two large spills referenced above. Without these two spills – a Weyerhaeuser bunker oil spill in WA and a pipeline aviation fuel spill in CA - the major contributors of diesel and gasoline are consistent with the 2003 data.

The combined total of “Other” and “Unknown” product spilled was 2.8% in 2004. This represents a significant improvement over the 12% in 2003.



In the interest of clarity, only those products whose contribution is greater than 5% of the total spill volume are presented.





2004-2005 IN REVIEW:
 OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

**SUMMARY OF SPILLS
 BY SOURCE**

FOCUS:

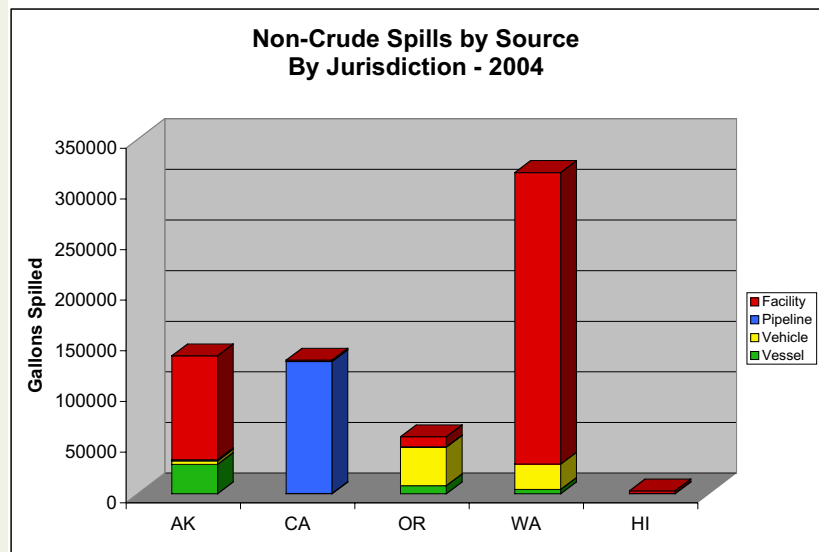
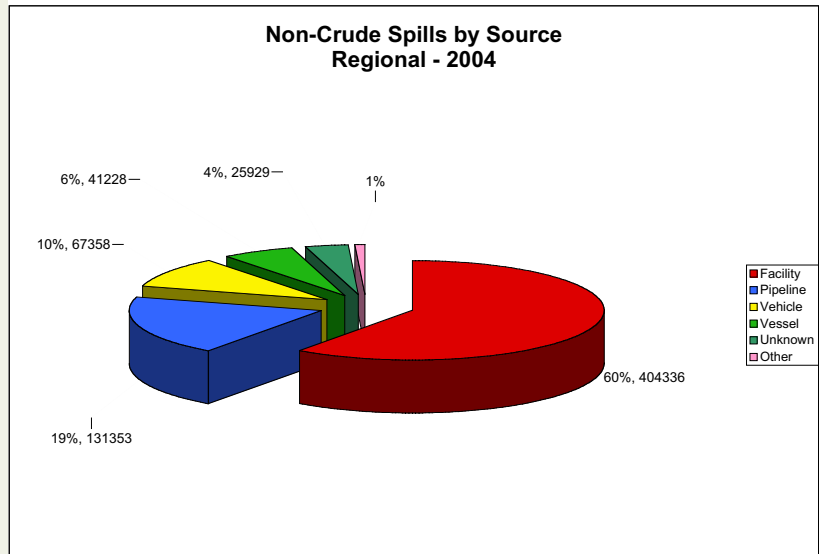
“Facilities” and “Vehicles” were the largest contributors in 2003. In 2004, the analysis of the spill source is again skewed by the large WA facility spill (Weyerhaeuser) and the CA pipeline spill. These two spills caused the facility contribution to increase from 48% to 60% and the pipeline contribution to be ranked as the second highest contributor at 19%.

The combined total of “Other” and “Unknown” spill sources was 4.6% compared to the 13% of the 2003 data. This shows a continuing significant improvement in the quality of the data collected.

The top two contributors towards facility spills in 2004 were “Commercial/industrial Facilities” and the “Other” category; this is consistent with the 2003 results.

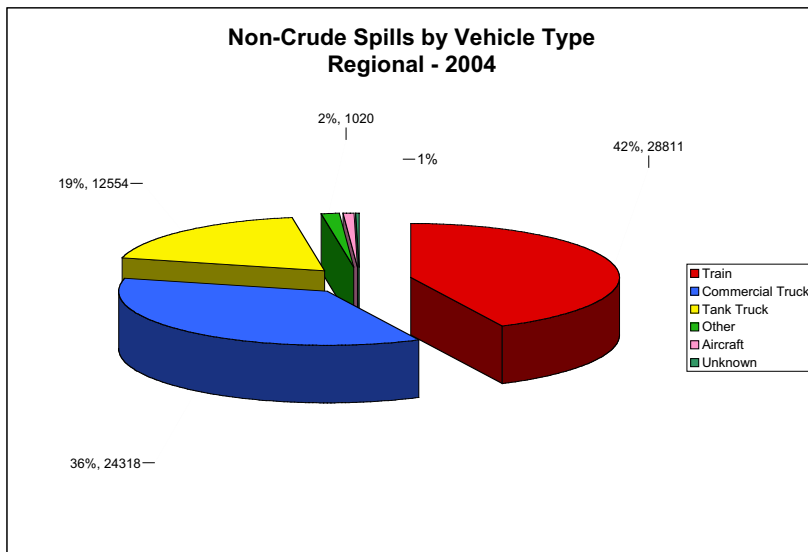
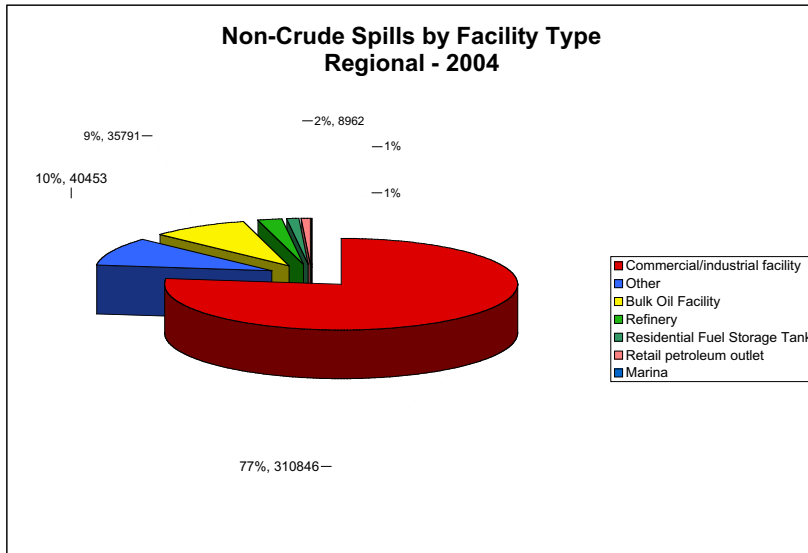
The commercial/industrial facility share increased from 39% to 77%, skewed by the Washington Weyerhaeuser spill.

The “Other” category decreased to 10% (from 25% in 2003), but is still above the target threshold of 5%. The major contributors to the “Other” category were 109 spills in AK and nine spills in WA.





The following two graphics show the breakout of spills by facilities and vehicles.



SUMMARY OF SPILLS BY SOURCE

FOCUS: (continued)

Spills by trains continue to be the major component of spills by vehicles, contributing 42%, compared to 45% in 2003.

Consequent to the review of the 2003 data, the category of "Commercial Truck" under the vehicle heading was added for the 2004 data. Commercial trucks were the second-largest contributor, representing 36% of the volume spilled by vehicles.



2004-2005 IN REVIEW:
OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

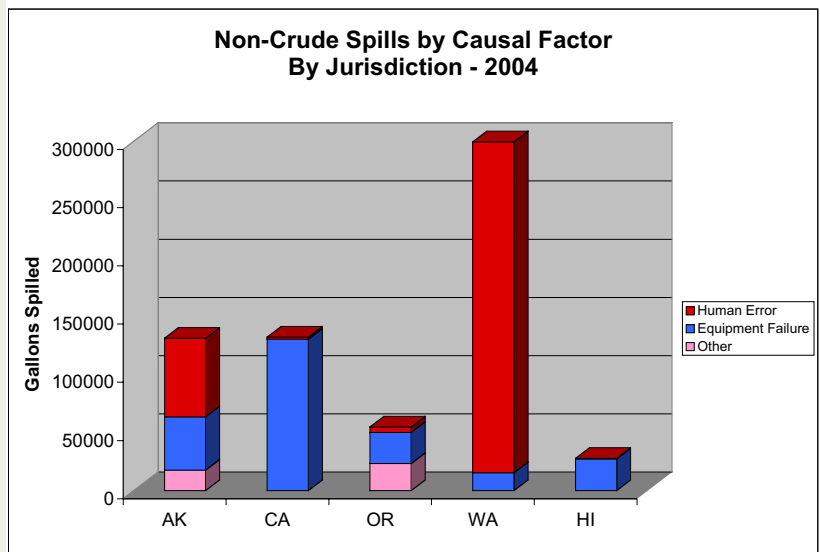
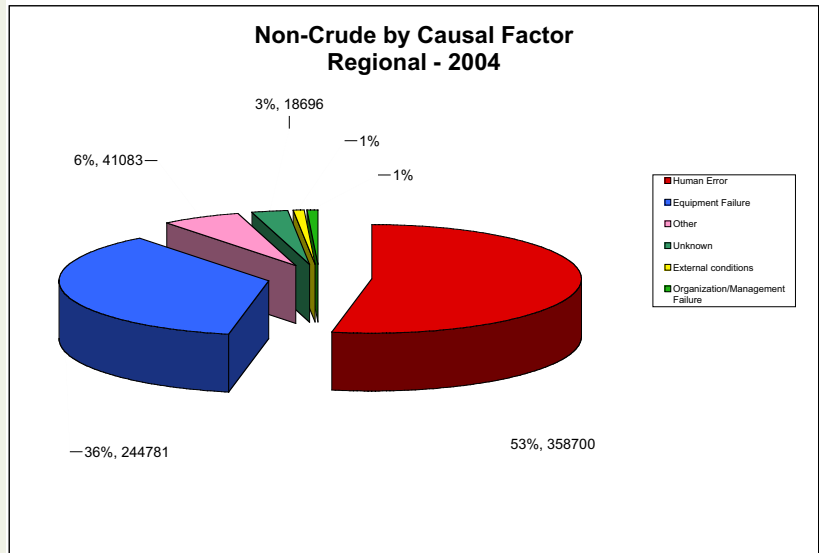
**SUMMARY OF SPILLS
BY CAUSAL FACTOR**

FOCUS:

The top two Causal Factor contributors in 2004 were "Human Error" (53%) and "Equipment Failure" (36%). This is consistent with the 2003 data, although human error increased from the 2003 value of 30% (skewed by the WA Weyerhaeuser spill).

The category of "Unknown" showed a substantial decrease from a share of 17% of the spill volume in 2003 to 3% in 2004.

The "Other" category decreased from 8% in 2003 to 6% in 2004, but is still above the target threshold of 5%.

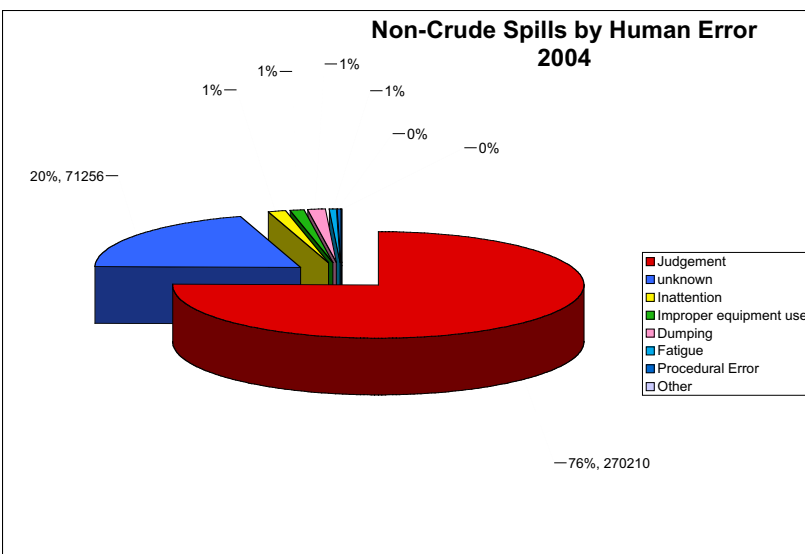
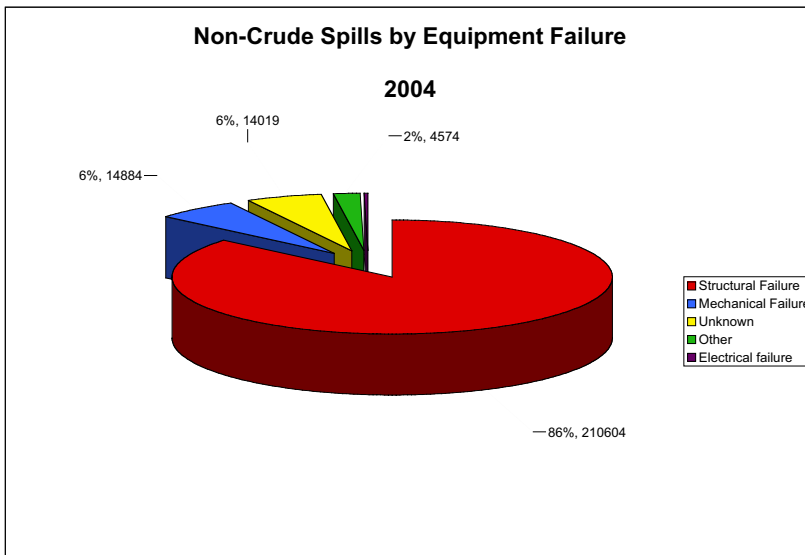




SUMMARY OF SPILLS BY CAUSAL FACTOR

EQUIPMENT FAILURE:

“Structural Failure” and “Mechanical Failure” continue to be the top two contributors to spills caused by equipment failure. The structural failure share increased to 86% from 70% in 2003, skewed by the WA Weyerhaeuser facility spill. The equipment failure contribution decreased to 6% from 22% in 2003. However these percentage results were also skewed by the increased total volume of spills; the actual volume spilled remained fairly constant at approximately 15,000 gals. For both years.



HUMAN ERROR:

Within the overall “Human Error” causal category, “Judgement” was the largest contributor, heavily skewed by the WA Weyerhaeuser facility spill.

Of note is that although the largest 2003 contributor, “Unknown,” decreased from 54% to 20%, the actual spill volume due to this factor increased from 36,738 gals in 2003 to 71,256 gals in 2004.

The conclusion is that our ability to drill down and determine more precise causal relationships, beyond the basic four factors, is limited by lack of investigational resources.



2004-2005 IN REVIEW:
OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

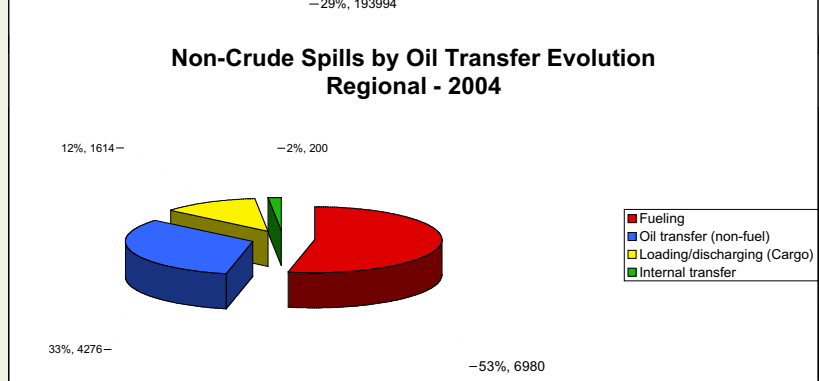
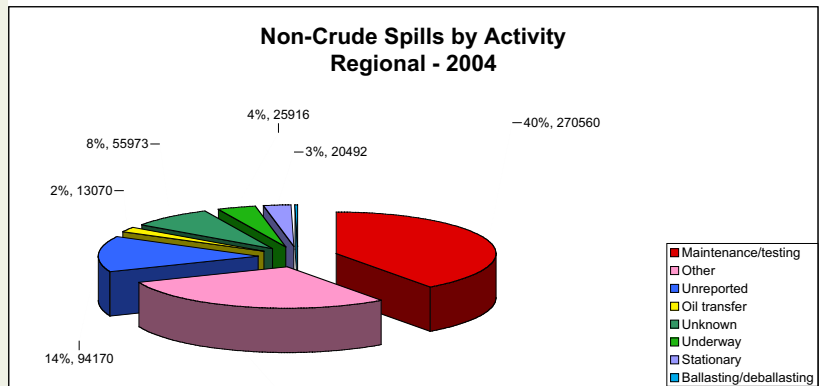
**SUMMARY OF SPILLS
BY ACTIVITY**

FOCUS:

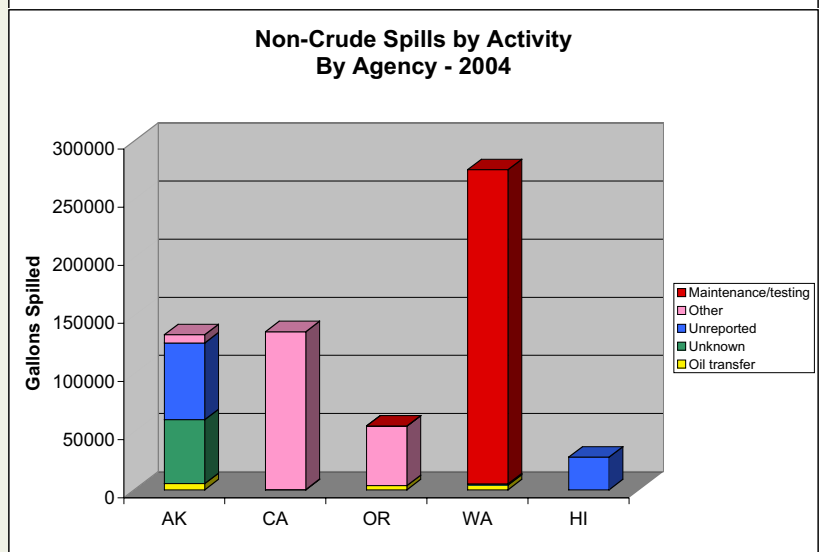
The Workgroup was assigned, for the first time in 2004, the task of analyzing spills from the standpoint of the activity in progress at the time of spill.

This effort showed marginal initial value due to the large number of spills for which the activity was "Unknown" or unreported, and those assigned to the "Other" category. Unknown/Unreported comprised 22% of the total volume spilled and Other was 29%.

The major contributors to the Unknown/Unreported category was AK with 256 spills. The "Other" category was dominated by OR with 122 spills. CA had only four spills in the "Other" category, but the large pipeline spill is reflected in the graph of the volume spilled.



A specific breakout of spills during oil transfer evolutions shows that fueling is the largest contributor.



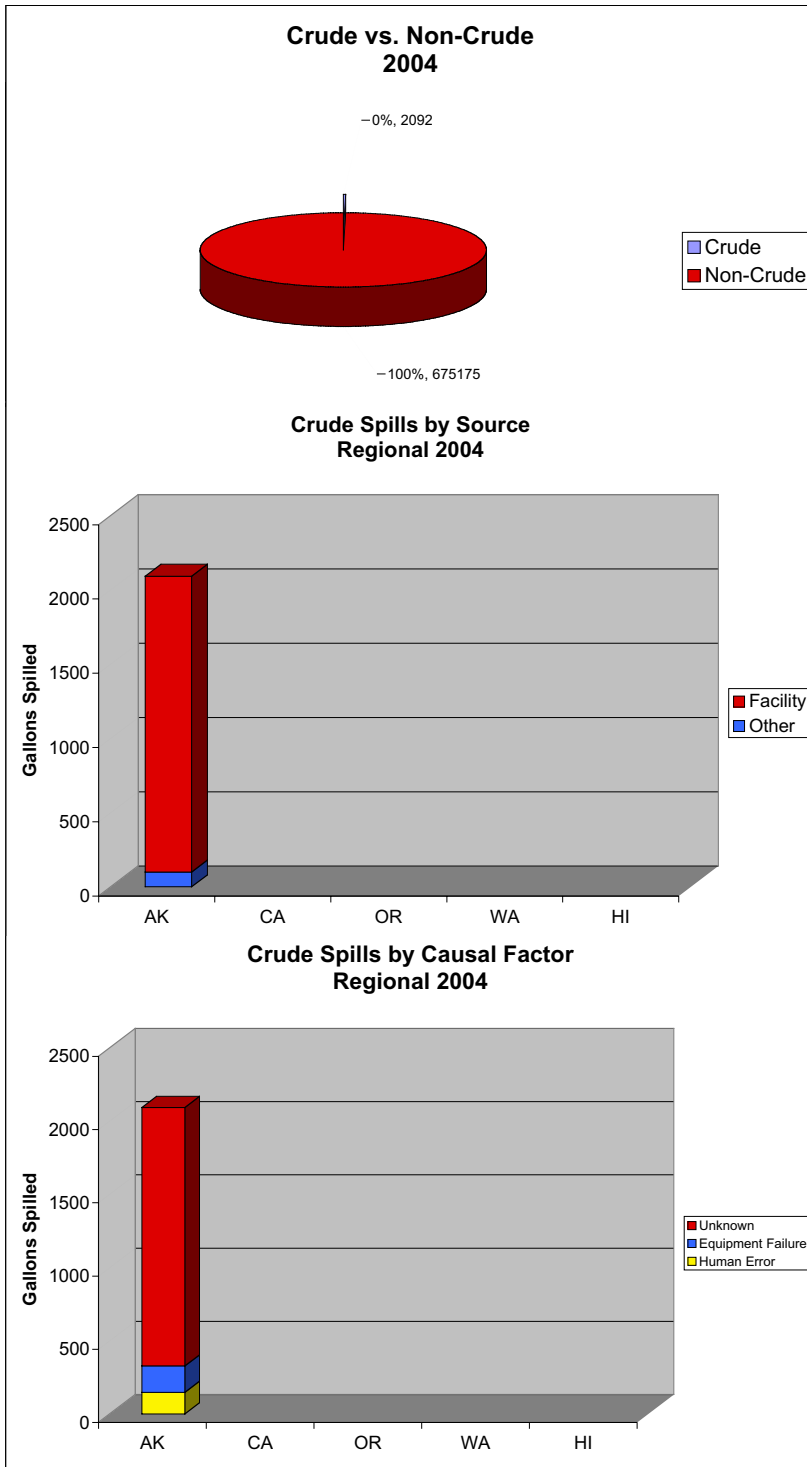


CRUDE SPILLS

SUMMARY OF CRUDE SPILLS

ANALYSIS:

The analysis of crude oil spills is not instructive due to the low number and volume of these spills – crude accounted for only seven spills representing 0.3% of the total volume spilled. All of these spills were in AK, and all but one unknown spill of 100 gals. originated at a facility.





2004-2005 IN REVIEW:
OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

**PREVENTING AND CONTAINING SPILLS
 DURING OIL TRANSFERS**

Another project during our 2004-2005 work year focused on preventing spills which occur during the transfer of petroleum products. Stan Norman and Linda Pilkey-Jarvis of the Washington Department of Ecology served as project leaders.

Jack Barfield and the other members of the Database Workgroup compiled information on activities during transfer spills over the past five years; summaries follow:

- Crude oil spill volumes tended to be much larger than diesel; there were only nine crude oil spills, while there were 47 diesel spills. See Table below:

TYPE OIL	GALLONS
Crude oil	48913
Diesel oil	35419
Bunker oil/HFO	15959
Gasoline	8592
IFO	1558
Home heating oil	140
Lube oil	400
Kerosene	900
Other	215
Unknown	584
TOTAL	112,680

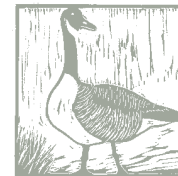
- Although Commercial/Industrial Facility was the dominant source type, there were only five spills in this category during the reporting period. The data is influenced by one 38,000 gallon spill in AK. See Table following:

SOURCE TYPE	GALLONS
Commercial/Industrial Facility	38634
Tank Ship	20517
Tank Barge	14664
Fishing Vessel	13650
Tank Truck	9840
Bulk Oil Facility	3523
Container/Cargo Ship	2578
Public Vessel	2016
Recreational Vessel	510
Passenger Ship/Ferry	360
Marina	75
Other	6313
TOTAL	112,680

- The causal data is consistent with Washington State results for rigorously investigated incidents, which indicate that about 80% of all incidents have as a proximate cause either Human Error or Organizational/ Management Failure. By contrast, spills that are not rigorously investigated have tended to assign Equipment Failure as the dominant cause.

IMMEDIATE CAUSE	GALLONS
Human Error	104106
Equipment Failure	6257
Organization/ Management Failure	1374
External Conditions	300
Other	200
Unknown	443
TOTAL	112,680

- The Alaska DEC did not collect "Activity" on spills during this period. Hence, the decision to include (or not) a spill was based on whether the data as a whole seemed likely to point to a transfer spill. In most of the AK data, it was not possible to determine a precise activity, hence the large proportion of



“Unknown” in this graphic. If the “Unknown” spills are discarded, the primary contribution is from fueling (bunkering), as would be expected. Cargo oil transfers account for the second largest contribution.

ACTIVITY	GALLONS
Unknown	58444
Fueling	27806
Cargo Operations	20782
Internal Transfer	4970
Oil Transfer (non-fuel)	100
Ballasting/Deballasting	578
TOTAL	112,680

We also compiled information on the regulations of our member agencies - as well as US federal agencies - governing oil transfers. These are presented in a table format and are available on our website at: http://www.oilspilltaskforce.org/docs/project_reports/OilTransferRegulatoryMatrix.pdf.

The table also provides a link to the voluntary guidelines for Tank Truck to Marine Vessel Oil Transfers, developed by the Canadian Coast Guard and Environment Canada.

We will continue to track spill activity information and the Task Force member agencies will track the transfer regulations developed by the State of Washington. The Task Force provides a forum for member agencies to share policy initiatives, learn from one another, and strive for consistency.

BEST INDUSTRY SPILL PREVENTION PRACTICES

Following the *Locke vs. Intertanko* U.S. Supreme Court decision in March 2000, the 13th Coast Guard District and the Washington Department of Ecology set out to identify gaps between the existing international and federal regulatory regimes for tank vessels and the Washington State standards that were pre-empted by the Supreme Court decision. Once the gaps were identified, they were ranked by Coast Guard marine safety professionals and the licensed mariners at Ecology to determine which gaps were most important for reducing the risk of an oil spill. The gaps for tankers and tank barges were identified and ranked separately. Consensus was reached on the relative ranking of the gaps.

In 2003, the Task Force took the gap analysis to the next level by enlisting the input of industry leaders in the ranking process; Stan Norman served as the lead on this project. Based on the strong recommendation of the very experienced and respected tanker operators that contributed to the ranking process, the gap analysis for self-propelled tank vessels was expanded to include all large commercial vessels. To access our report on this project and the industry rankings, please go to the following site: http://www.oilspilltaskforce.org/docs/project_reports/VesselBipReport.pdf.

Our next step is to find ways to close these gaps through voluntary, non-regulatory measures. Washington and the 13th District have enjoyed some success in introducing voluntary measures by incorporating them in Harbor Safety Plans as Standards of Care. Based on the Washington experience, the Pacific States/BC Oil Spill Task Force has requested that the Marine Safety Office of the US Coast Guard (USCG) Pacific Area forward the Large Commercial Vessel Best Industry Practices to Pacific Area Harbor Safety Committees through the Districts, recommending incorporation in Harbor Safety Plans. We also requested that USCG Pacific Area convene the Pacific Area USCG/AWO Quality Steering Committee to consider the adoption of the Tank Barge Best Industry Practices through Harbor Safety Plans and/or the AWO Responsible Carrier Program.

THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) met in October 2004 and again in April of 2005 to share outreach strategies and plan for collaborative projects. POSPET members represent Washington Sea Grant, Washington’s Departments of Ecology and Natural Resources, the Puget Soundkeeper Alliance, the USCG Marine Safety Auxiliary, OceanWatch Boaters Association of British Columbia, the BC Ministry of Water, Land, and Air Protection, the Canadian Marine Environment Protection Society, the Georgia Strait Alliance, Oregon DEQ, the Oregon Marine Board, the Pacific States Marine Fisheries Commission Habitat Education Program, the California Coastal Commission, and the California Office of Spill Prevention and Response. POSPET is chaired by Eric Olsson of Washington Sea Grant.

POSPET evolved from the simple premise that small oil spills are a regional problem that can best be



2004-2005 IN REVIEW:

OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

remedied through collaborative projects drawing from existing talent and resources. For over a decade, POSPET has served as a forum for exchanging information and outreach ideas while providing boat and marina operators with a consistent and accurate spill prevention message.

POSPET encourages networking to both exchange ideas and to help its members adopt innovative approaches. Through informal collaboration and access to beneficial member review and feedback, POSPET adds value and has improved the quality and reach of individual efforts.

In addition to its successful Spills Aren't Slick campaign, POSPET has also been instrumental in promoting the innovative 1-800-OILS-911 spill reporting number in British Columbia, Washington, Oregon, and California. Using this easy-to-remember number, a boater reporting an oil spill is automatically routed to the correct emergency response call center in any of those jurisdictions. The Pacific States/BC Oil Spill Task Force provides staff support for POSPET and maintains this valuable spill reporting number.

More information about POSPET and its members can be found on our website at www.oilspilltaskforce.org.

MONITORING TAPS TANKERS AND VESSELS TRANSITING BETWEEN JURISDICTIONS

Laura Stratton of the Washington Department of Ecology provides the Task Force agencies with quarterly information on the status of the Trans-Alaska Pipeline (TAPS) tankers that transit the West Coast. These reports cover owner/operator, date of build or scheduled date of build, hull configuration, deadweight tonnage, conversion date if single hull or double bottom, and retirement date. This information is available on the Task Force website at: <http://www.ecy.wa.gov/programs/spills/prevention/bap/TAPS%20Trade%20Tanker%20Report.pdf>

The Task Force member agencies also track trends in the US Coast Guard's Critical Area Inspection Program for TAPS tankers. In addition, Task Force member agencies share information among themselves regarding casualties and incidents involving both tank and non-tank vessels that are transiting between our member jurisdictions.

SPILL PREVENTION TOPICS OF CONCERN

Each year the Coordinating Committee monitors and shares information on selected spill prevention topics. Our spill prevention topics for 2004-2005 included:

- Cruise ship operations with regard to spills and other water pollution impacts
- Oil spill prevention research and development
- Pipeline spill prevention
- Offshore Lightering
- Oil spill risks from sunken vessels
- Waste oil dumping
- Salvage capabilities and regulations
- Liquefied Natural Gas shipping and terminal operations



SPILL PREPAREDNESS AND RESPONSE PROJECTS:

PLACES OF REFUGE

After the *T/V Prestige* incident off the coast of Spain in late 2002, the Members of the Pacific States/BC Oil Spill Task Force recognized the possibility that a Place of Refuge incident could happen on the US/Canadian West Coast as well. They agreed to sponsor a Roundtable discussion on Places of Refuge in conjunction with their 2003 Annual Meeting. After participating in that discussion, they invited the US Coast Guard and Canadian authorities to join them in sponsoring a stakeholder workgroup to address the issue of Places of Refuge and develop recommendations.

The Places of Refuge Project Workgroup convened in February, 2004. They adopted a project charter and established a Subcommittee to develop an annex for US Area Plans that would operationalize the Guidelines on Places of Refuge for Ships in Need of Assistance which had been adopted by the International Maritime Organization in December, 2003.

That Subcommittee worked throughout the spring of 2004 to draft a Places of Refuge Area Plan Annex. The Project Workgroup and West Coast Area Committees reviewed the draft over the summer, and the public commented on the draft in the fall. All comments were reviewed by the Subcommittee and necessary changes made.

The Project Workgroup met in December of 2004 for a final review and edit process. They unanimously approved the final draft and recommended it to the West Coast Area Committees for use as a planning and decision-making template to address ships' requests for a Place of Refuge. They also recommended that Canadian authorities, who were in the process of drafting national guidelines to implement the IMO Guidelines, should take this document into consideration during that process. Finally, the Workgroup recommended that the member agencies of the Pacific States/BC Oil Spill Task Force endorse the Places of Refuge Annex developed by the Project Workgroup, and that their member agencies participate in its implementation and monitor its application and the efficacy of its use.

On February 2, 2005, US Coast Guard Captain Robert Lorigan, Chief of Marine Safety for the Pacific Area, distributed the Places of Refuge Annex to Districts 11, 13, 14, and 17 and encouraged their

Area Committees to complete the pre-planning appendices as soon as possible. He also copied the Atlantic Area US Coast Guard as well as the Commandant's office.

Stafford Reid, the Task Force Coordinating Committee member for the British Columbia Ministry of Water, Land, and Air Protection, has adapted the Places of Refuge Area Plan Annex into an operational guideline to serve as part of the BC Marine Oil Spill Response Plan. As of April 21, Transport Canada had drafted a National Contingency Plan for Places of Refuge and planned to send it to all regions for comment. Transport Canada Pacific Region had developed a draft "Mapping of Potential Places of Refuge for the West Coast of Canada" for consultation.

Jean Cameron, the Task Force Executive Coordinator, has made presentations on the Places of Refuge Annex to the Mexico/US Joint Response Team for the Pacific and to the National Harbor Safety Conference. She has been invited to present the annex at the CANUSLANT exercise in June and to the American Salvage Association conference in November, 2005. John Bauer of the Alaska Department of Environmental Conservation, who served on the Subcommittee and was instrumental in the development of the Annex, presented a paper on it at the International Oil Spill Conference in May.

The Places of Refuge Area Plan annex and the full project report are available on the Task Force website: www.oilspilltaskforce.org.

REVIEW OF TASK FORCE AGREEMENT ON DRILL/EXERCISE CREDITS

In 1995, the Members of the Pacific States/British Columbia Oil Spill Task Force accepted recommendations from a stakeholder Project Workgroup regarding protocols for granting credit for drills and exercises conducted in other Task Force member jurisdictions.

The Oil Spill Task Force Coordinating Committee was charged by our 2004-2005 Annual Work Plan to review the 1995 Drill and Exercise credit protocols. After doing so at their 2004 Fall Quarterly meeting, the Coordinating Committee reported to the Task Force Members that the credit protocols are no longer practical. For example, the protocols require that a plan holder or response organization invite the agency from which they are seeking credit to



2004-2005 IN REVIEW:

OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

attend and observe the drill. This would involve out-of-state travel, and most member agencies face budget restrictions on travel.

In lieu of actual observation of the drill, the 1995 protocols do allow for an evaluation to be completed by the drilling agency or an "independent third party," (although that term is not defined in the report), or as a last resort, a self-evaluation using approved checklists may be submitted. However, each member agency currently has a very specific drill/exercise checklist and they do not believe that the generic checklist developed by the Drills/Exercises Workgroup in 1995 is adequate. Nor do they believe that one checklist would suffice for all member agencies. In addition, many of the Task Force member agencies are now emphasizing unannounced drills, which preclude advance arrangements for review/credit. Furthermore, the issues involved in deployment drills – which they consider crucial – vary greatly from one location to another.

Although the Task Force Members concur that the 1995 drill/exercise credit protocols are no longer feasible, they still encourage contingency plan holders and Oil Spill Response Organizations to approach member agencies on a case-by-case basis on the issue of credit for drills and exercises in other member jurisdictions.

SPILLS FROM TRUCKS: PREVENTION, PREPAREDNESS, AND RESPONSE

The Oil Spill Task Force sponsored a roundtable discussion on truck spills on March 24th in Portland, Oregon. Thirty eight people participated, representing state and federal regulatory agencies, trucking companies, trucking associations, environmental response firms, and insurance companies.

Keith Anderson of the Oregon Department of Environmental Quality (ODEQ) presented the keynote address, which focused on the potential for harm to people, the environment, and infrastructure which truck spills represent. Case study presentations by state and federal on-scene coordinators followed, providing details on the impacts of truck spills in Oregon, Washington, Idaho, and California.

Janelle Brewster of the Federal Motor Carrier Safety Administration briefed attendees on the US DOT's spill prevention and response regulations and

programs. Although representatives were not able to attend for the US Coast Guard and Transport Canada, information about their regulations was submitted.

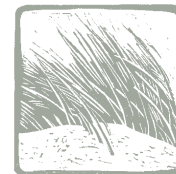
Industry perspectives were provided by Charles Tindall, Vice President Blue Line Transportation; John Skowronski of the Canadian Petroleum Products Institute; Cholly Mercer, President of Rainier Petroleum Corporation; and Andrew Woods, Environmental Manager of Bulk Transportation.

Summary notes of the Roundtable, photos from the PowerPoint presentations, speaker bios, information from the US Coast Guard and Transport Canada, plus a set of recommended actions by state or Provincial officials can all be found on our website: www.oilspilltaskforce.org.

CONTINGENCY PLANNING REQUIREMENTS FOR NON-TANK VESSELS

The Task Force member agencies were pleased that Section 701 of the 2004 US Coast Guard Reauthorization Act, HR 2443, authorizes the US Coast Guard to require non-tank vessels of 400 GT or larger to submit oil spill contingency plans by August 9, 2005. Alaska requires contingency plans from non-tank vessels of 400 GT or larger; Oregon, Washington, and California require them from non-tank vessels of 300 GT or larger. British Columbia is covered by the Canada Shipping Act, which requires all vessels of 400 GT or larger to have contracts with certified response organizations in addition to their international Shipboard Oil Pollution Emergency Plans.

Section 701 also contains language which requires that while developing non-tank vessel regulations, the US Coast Guard "consider any applicable State-mandated response plan in effect on the date of the enactment of the Coast Guard and Maritime Transportation Act of 2004 and ensure consistency to the extent practicable." Towards this goal, the Task Force Executive Coordinator and Carlton Moore, the Task Force Member from California, met with Captain Joe Saboe of the USCG Office of Response in October of 2004 and briefed him on the contingency planning requirements of our member agencies as well as the Task Force's 2004 recommendations regarding key contingency plan elements. For non-tank vessels, we recommended that the emphasis should be on Incident Management Teams, response organization contracts, and streamlined contingency plans.



The USCG issued a Navigation and Vessel Inspection Circular in February of 2005 which provides interim guidance for the development and review of non-tank vessel response plans, pending adoption of final regulations. Regulations had not been published as of this writing.

1-800-OILS-911

The Task Force maintains this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. The number automatically reaches the 24-hour emergency reporting center in each of these four jurisdictions as a function of the location from which the call originates. For example, a call made to 1-800-OILS-911 from anywhere in Washington will automatically be routed to the Washington emergency reporting center.

Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen through the same outreach used by POSPET (see pages 15-16 above). Usage analysis for July 2004 through May of 2005 shows that the OILS-911 number was used 374 times during that period.

THE INTEGRATED VESSEL RESPONSE PLAN GUIDELINES

In 1998 the Task Force completed a cooperative project with the US Coast Guard and industry stakeholders that resulted in approval of a voluntary Integrated Vessel Response Plan (IVRP) format for tank vessels. This format allows correlation of West Coast state planning requirements as well as the Shipboard Oil Pollution Emergency Plan (SOPEP) required by the Canadian Coast Guard with the US Coast Guard vessel planning requirements.

The Task Force Members signed a formal agreement in 1998 reflecting their willingness to accept tank vessel response plans submitted in the IVRP format. They also agreed to communicate any new or revised contingency planning regulations to the Task Force Executive Coordinator for updates to the format guidance matrix. In addition, the Canadian Ministry of Transport determined that the Integrated Vessel Response Plan format will be acceptable to meet their vessel planning standards, since it includes the SOPEP requirements. A formal endorsement from the US Coast Guard is also in place.

The integrated format guidance matrix is available to tank vessel planholders on the Task Force website at http://www.oilspilltaskforce.org/docs/project_reports/ivrp2004.pdf and is kept current with any changes in member agency contingency planning regulations, thus is an ongoing project.

SPILL PREPAREDNESS/RESPONSE TOPICS OF CONCERN

As under the Spill Prevention Objective, the Coordinating Committee has monitored and shared information on the following oil spill preparedness/response "topics of concern" throughout the past year:

- Drill programs
- Financial responsibility requirements, state and federal
- Response technologies, including research and development
- Task Force agency semi-annual reports on implementation status of the recommended contingency plan elements
- OSRO certifications, mergers, mutual aid, and response capabilities
- NRDA initiatives and activities
- Applied response technologies
- Coordination of inter-jurisdictional wildlife care



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COMMUNICATIONS PROJECTS AND ACTIVITIES

THE TASK FORCE WEB SITE

The Task Force website offers the following features:

- The **OVERVIEW** provides background on the Task Force as well as bios and photos of all Task Force Members;
- **CURRENT INTERESTS** is where we post newsletters, event announcements, and summary notes from recent Task Force meetings;
- **WHAT WE DO** includes our current Strategic Plan and Annual Work Plan, our Memoranda of Cooperation, and Resolutions and Agreements signed by the Task Force Members since 1993;
- The **LEGACY AWARD HONOR ROLL** lists all the Task Force Legacy Award Winners since 1999;
- **NOTES & REPORTS** features the current Annual Report as well as recent newsletters,

Task Force comments on federal rulemaking, noteworthy correspondence, meeting notes, and project reports;

- **CONTACT INFORMATION** provides contact details for the Task Force’s Coordinating Committee and Executive Coordinator;
- **LINKS** provides links to all Task Force member agencies as well as key US and Canadian federal agencies;
- **A SEARCH** engine allows you to search the site if you don’t find what you want in one of the categories above; and
- Information on **POSPET** and its member organizations.

The website has received a total of 453,993 “requests” since it was initiated in the 3rd quarter of 2003. A “request” is any visit to the site or to any page on the site. The site received 22,269 requests in 2003; 246,597 in 2004; and 185,127 through mid-May of 2005. The first quarter of 2005 has been the most active quarter to date, with 25.64% of all requests received since the site was launched.



Quarter	Number of requests	Percentage of the requests
1. Q2 2005	68,705	15.13%
2. Q1 2005	116,421	25.64%
3. Q4 2004	92,144	20.30%
4. Q3 2004	60,346	13.30%
5. Q2 2004	51,137	11.27%
6. Q1 2004	42,970	9.47%
7. Q4 2003	22,269	4.90%



STAKEHOLDER PARTICIPATION

Stakeholders monitor Task Force activities through our web site and can also participate in Task Force sponsored events or project workgroups. As noted above, a Workgroup of thirty-eight persons was convened for the Places of Refuge project. We also host two public events each year: a roundtable forum and our Annual Meeting. See details regarding the 2005 Roundtable on Oil Spills from Trucks on page 18 above.

THE 2004 ANNUAL MEETING

Seventy-nine persons attended the 2004 Annual Meeting of the Pacific States/British Columbia Oil Spill Task Force, which was held in Portland, Oregon on July 20, 2004. The meeting was hosted by the Oregon Department of Environmental Quality (DEQ); Alan Kiphut, Land Quality Division Administrator for DEQ, chaired the Meeting. The 2004 Legacy Awards were presented (see below), Task Force Members presented updates on programs and initiatives in each member jurisdiction, and the Executive Coordinator reviewed Task Force activities over the past year as well as initiatives outlined in the coming year's work plan.

Since 2004 marked the Pacific States/British Columbia Oil Spill Task Force's 15th anniversary, three of the original Task Force Members offered the comments and observations. Fred Hansen, who was Director of Oregon DEQ in 1989, observed that "It's the relationship side that is emphasized" by the Task Force. He commended the Task Force for its work over the years, and advised us to continue our emphasis on spill prevention. Richard Dalon, former Deputy Minister, BC Ministry of Environment, noted that he was proud to have played a small part in getting the Task Force launched, and cautioned against complacency – which can result in both reduced funding and less attention to the ongoing risks. Christine Gregoire, who had been the Director at the Washington Department of Ecology in 1989, sent a letter noting that "The commitment that our respective governments showed in creating the Task Force was an important step toward keeping our marine waters safe for future generations, and the Task Force's achievements have provided ample evidence of the positive results of such commitment."

The theme of the meeting was "Partners in Prevention" and four Legacy Award winners addressed "Successful Spill Prevention Practices."

These speakers included Anil Mathur, President, Alaska Tanker Company; Bill Deaver, President & COO, Totem Ocean Express; Steve Pollock, General Manager and John Staynor, ISO/ISM Coordinator, for Island Tug & Barge; and John Devens, Executive Director, Prince William Sound RCAC. In addition, Joe Angelo, Director of Environmental Standards, US Coast Guard, spoke on international spill prevention efforts.

The luncheon was co-hosted by the Task Force and the Prince William Sound Regional Citizens Advisory Council. During the luncheon, Keynote Speaker CAPT Peter Bonebakker, Marine Superintendent, ConocoPhillips Marine/Polar Tankers, described efforts by his company to prevent spills.

The Task Force Members signed the Statements of Authority for the new Five Year Strategic Plan and the 2004-2005 Annual Work Plan at the end of the Annual Meeting. Both documents are available at www.oilspilltaskforce.org, as are complete summary notes of all presentations at the 2004 Annual Meeting.

THE 2004 LEGACY AWARDS

The Pacific States/British Columbia Oil Spill Task Force presented our 2004 Legacy Awards for Oil Spill Prevention, Preparedness, and Response to:

- The Alaska Tanker Company
- Joan Lundstrom of the San Francisco Harbor Safety Committee
- The US Coast Guard Marine Safety Office, Group Portland
- The TAPS Trade Shippers, including SeaRiver Maritime, Inc.; Tesoro Maritime and Seabulk Tankers; the Alaska Tanker Company; and ConocoPhillips Marine/Polar Tankers.

Legacy Awards are given to industry, non-profit or public agency organizations and individuals, or for team efforts. The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. Efforts to promote partnerships and involve the public are favored. Organizations, individuals, or projects nominated for the Legacy Award must be located or primarily operating in the Task Force jurisdictions of Alaska, British Columbia, Washington, Oregon, California,



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and Hawaii. Organizations or individuals representing a regulated industry must demonstrate a satisfactory history of compliance with state, provincial, and federal oil spill regulations. More details on the four 2004 Legacy Award winners and photos are available on our website at: <http://www.oilspilltaskforce.org/legacy.htm>

EXCEPTIONAL SERVICE AWARD

The Pacific States/British Columbia Oil Spill Task Force presented its Exceptional Service Award to Stan Norman at its 2004 Annual Meeting, in honor of his nine years of extraordinary service and contributions as a member of the Task Force Coordinating Committee.

Stan Norman, who retired as the Manager of the Prevention Section of the Washington Department of Ecology's Spills Program on May 30, 2005, began his "career" as a member of the Task Force Coordinating Committee in 1995, representing Washington's Office of Marine Safety, and then continued as Washington's Coordinating Committee representative after OMS merged with Ecology.

As manager of Ecology's Spill Prevention Program, Stan provided leadership for programs and initiatives that are unique in the US. Noteworthy among these were:

- His work with stakeholders to set spill prevention standards, and after the Intertanko decision, working with industry to establish the Voluntary BAP and Exceptional Compliance programs, which now cover 30 tank vessel and tank barge companies from the US and abroad;
- Establishing the Puget Sound and Columbia River field offices which partner with the US Coast Guard on vessel and bunkering inspections – and the prevention of waste oil dumping;
- Championing the dedicated rescue tug program at Neah Bay; and
- Serving on the Washington Pilotage Board and the Olympic National Marine Sanctuary Advisory Council.

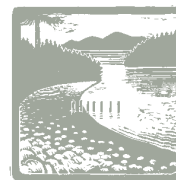
As a Coordinating Committee member, Stan provided oversight and direction for all our projects and served as a member of many project workgroups. In addition, he was the project leader

for such key initiatives as:

- Our review of West Coast pilotage and recommendations to improve pilotage safety that was completed in 1997;
- Stan was also one of the leaders in establishing our database program and adoption of the Data Dictionary which allows our member agencies to use common terms;
- Stan led our work with tank vessel operators in 2003 to rank voluntary practices that help prevent oil spills, led an industry panel discussion on these "Best Industry Practices" in 2004, and initiated a request that West Coast Harbor Safety Committees adopt these as Standards of Care; and
- Stan co-chaired the project focused on preventing spills during bulk oil transfers.

OTHER TASK FORCE COMMUNICATIONS AND OUTREACH ACTIVITIES

- Pursuant to our focus on submitting Task Force consensus comments on federal initiatives, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals. Consensus comments were submitted by the Task Force this year on the US Coast Guard's Advance Notice of Proposed Rulemaking to require additional navigation measures for Buzzards Bay and on the US Coast Guard's request for comments on Inspection of Towing Vessels. Copies of all these comments are available on our web site at: <http://www.oilspilltaskforce.org/comments.htm>
- The Coordinating Committee of the Task Force held its quarterly meetings in Honolulu, HI, Portland, OR, Lacey, WA, and Victoria, BC over this past work year. These meetings provide opportunities for information exchange as well as decisions on administration and implementation of projects outlined in our Annual Work Plan.
- The Task Force Coordinating Committee met with representatives of the US EPA during their fall quarterly meeting and with the Marine Safety Officers from the Coast Guard Pacific Area during their winter meeting. They also met with representatives from the Canadian Coast Guard, Environment Canada, Transport Canada,



Burrard Clean Operations, and Fisheries and Oceans Canada at their spring meeting.

- A periodic newsletter is published on our website; this “Report to Our Stakeholders” provides regular updates on Task Force activities and projects.

- Jean Cameron serves as a member of the US Coast Guard’s Navigation Safety Advisory Council (NAVSAC), where she works with representatives of the maritime community to prevent oil spills by promoting navigation safety through applications of and revisions to both the inland and international “rules of the road,” advice on implementation of various Coast Guard programs, and reviews of safety issues associated with developments in maritime and navigation technology.

- Jean Cameron also represents the Task Force on the Pacific Region Quality Steering Committee of the American Waterways Operators and the US Coast Guard. This team is focused on improving safety in barge and towing operations on the West Coast. Stan Norman of the Washington Department of Ecology serves as the Task Force’s alternate.

- Task Force updates are regularly provided at meetings of the American Petroleum Institute’s Spills Advisory Group.

- During the past year, Jean Cameron provided briefings on the Oil Spill Task Force and our key projects to the Prevention First Conference (September 14-15); to Vice Admiral Harvey Johnson, Jr, Commander US Coast Guard Pacific Area (February 1); to the Mexico/US Joint Response Team (February 10); to the National Harbor Safety Conference (April 18); to the NW Area Committee and RRT (June 2); and to the CANUSLANT (Canada/US Atlantic) transboundary exercise group on June 13-17.

- The Executive Coordinator and Coordinating Committee worked together to develop an annual work plan for 2005-2006 which will be adopted by the Task Force Members at the 2005 Annual Meeting and will be available on our website www.oilspilltaskforce.org.



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TASK FORCE MEMBER AGENCY **ACTIVITIES AND ACCOMPLISHMENTS**

In addition to their dedication of staff and resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:

Alaska

THE DIVISION OF SPILL PREVENTION AND RESPONSE, ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC)

PROGRAM MISSION

The mission of the Division of Spill Prevention and Response is to prevent, respond and ensure the cleanup of unauthorized discharges of oil and hazardous substances. The Alaska Department of Environmental Conservation's Division of Spill Prevention and Response (SPAR) is responsible for protecting Alaska's land, waters, and air from oil and hazardous substance spills. Alaskans have made a concerted effort to prevent and clean up spills. Significant progress has been made in the safe handling, storage and transportation of oil and chemicals and the cleanup of historic contamination. We will never totally eliminate the risk of spills, but we are constantly learning how to better manage that risk. SPAR pursues its mission in three important ways:

Prevention – Ensuring a safer Alaska through the spill-free handling of oil and chemicals. SPAR ensures spill prevention through the review and approval of prevention plans for oil terminals, tank vessels and barges, railroads, refineries, and exploration and production facilities; the underground storage tank spill prevention program; technical assistance to industry and the public; risk reduction measures; inspections; and education in proper spill prevention and response methods.

Preparedness – Making industry and government's ability to prepare and respond to spills better. SPAR ensures response preparedness through the review and approval of oil discharge contingency plans; inspections; spill drills and exercises; partnerships with local communities and other state and federal agencies; pre-positioning of response equipment for local use; maintenance of statewide and regional spill response plans; and implementation of the Incident Command System for spill response.

Response – Keeping Alaska cleaner through rapid response and cleanup of contaminated sites. SPAR

ensures an effective response through the identification and rapid abatement of dangerous acute human exposures to hazardous substances; timely characterization and remediation of chronic health exposure risks from hazardous substance releases; mitigation of the effects of spills on the environment and cultural resources; and restoration of property value and usability through adequate cleanup.

NEW TASK FORCE MEMBER

On March 31, 2005 Governor Frank Murkowski appointed Kurt Fredriksson as the Commissioner for the Department of Environmental Conservation. Kurt filled the role of "Acting" Commissioner when Ernesta Ballard resigned as Commissioner in October 2004. Kurt is not a newcomer to the Pacific States/British Columbia Oil Spill Task Force. As Director of the Spill Prevention and Response Division from 1995-1999, Kurt served as a member to the Task Force Coordination Committee.

Kurt came to Alaska in 1975 fresh from college with a Masters Degree in Environmental Studies. He had visited Juneau the year prior and knew someday he would call it home. When Kurt returned to Alaska, he landed a job with DEC and for the last 28 years has had the privilege of working on Alaska's environmental issues.

SPILL DATA

ADEC received reports of 1,582 oil spills, 56 brine spills, and 344 hazardous substance spills in calendar year 2004. The Department conducted 261 field responses to oil spills, 8 field responses to brine spills, and 33 field responses to hazardous substance spills. The Department estimates that 688,404 gallons of oil, 159,047 gallons of brine and 20,670 gallons of hazardous substances were spilled in 2004. Of the 232 oil spills exceeding the Task Force data threshold of 500 gallons to land and one barrel



to water; 148 were from facilities, 23 from vessels, and 28 from vehicles and 33 were from other sources.

In 2004, ADEC initiated emergency responses to 66 significant/potential oil and hazardous substance spills statewide and continues to monitor ongoing cleanup and recovery activities. The releases involved commercial and fishing vessel groundings, tank truck rollovers, overfills, ammonia releases from vessels and fixed facilities, and process water spills due to corrosion of piping. ADEC responders actively worked 2,661 spill cleanups throughout the state and removed the risk by cleaning up contaminated sites and then closing or issuing “no further action” letters for 2,362 spills. Eighteen cases were transferred to DEC’s Contaminated Sites Program for long-term cleanup and monitoring and six cases to the Department of Law for enforcement action. Ten of the state’s response depots (in Anchorage, Bethel, Mountain Village, Toksook Bay, Dillingham, Palmer, Valdez, Cordova, Juneau and Yakutat) were activated for 24 spills.

MAJOR RESPONSE EFFORTS

M/V LeConte Grounding: On May 10, 2004 the state ferry grounded on Cozian Reef in Peril Straits on the north end of Baranof Island near Sitka. The vessel did not spill any oil during the grounding, salvage or transit to Ketchikan. At the time of the grounding the ferry system reported that the vessel had approximately 26,600 gallons of diesel fuel and 1962 gallons of auxiliary oils on board. On May 12, the ferry system revised the volume on board to approximately 19,500 gallons of diesel fuel. On May 13th the transfer of 17,000 gallons of diesel fuel was



completed. On May 14th the transfer of 1962 gallons of auxiliary oil was completed. Approximately 3,000 gallons remained on board to supply fuel to power the vessel during the salvage and transit. During this response, Alaska’s draft Places of Safe Refuge guidelines were utilized to identify potential anchorage locations during the transit to Ketchikan.

North Slope Kuparuk Unit Spills: In 2004 there were four significant releases at the Kuparuk River Unit managed by ConocoPhillips. On February 29th an estimated 1,600 gallons of naphtha was released at the CPF1 Topping Unit contaminating snow and gravel. On March 18th, an estimated 235 gallons of crude oil and 941 gallons of process water spilled at Drill Site 2D affecting snow, the gravel pad, and a reserve pit. On May 12, ConocoPhillips reported an estimated a 2,545 gallon process water spill at 2M pad; the spill impacted the gravel pad and adjacent tundra. Following the cleanup of the May 12th spill,



on July 15th an estimated 252 gallon process water spill occurred at the 2M pad pig receiving module, with 84 gallons remaining inside the pig module, 126 gallons released to the gravel pad, and 42 gallons impacting tundra.

DeHarts Marina/Fuel Dock Spill and Fire: On September 21, 2004 the Juneau Police Department reported a spill and fire at DeHarts Marine at Auke Bay. An estimated 35 gallons of gasoline and 1600 gallons of diesel were spilled. Fire Department investigators determined that the fire was arson. Vandalism was suspected as the flexible joints on two fuel lines were severed. A closed shut-off valve at one of the two diesel tanks failed and allowed the



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TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

contents into the severed fuel line. A suspect was arrested by the Juneau Police Department and the DEC Environmental Crimes Unit was activated.

Marathon Beaver Creek Pad 1-A Spill and Fire: On November 11, 2004 Marathon Oil reported that about 10,500 gallons of process water spilled at Pad 1-A. On November 30, 2004 the DEC was notified of a fire at the Beaver Creek Pad 1-A facility. Two 300-barrel (12,600 gallon) storage tanks were destroyed. Marathon Oil officials estimated approximately 381-barrels (16,002 gallons) of process fluids were released onto the pad. The fire caused an uncontrolled release of natural gas from well 1A. A well control expert from Wild Well Control, Inc. (Houston, TX) was mobilized by Marathon to cap the well and stop the release. The DEC Environmental Crimes Unit was activated; the cause and source of the fire remains under investigation.

M/V Selendang Ayu Grounding: On December 7, 2004 the crew of the M/V Selendang Ayu reported that they had lost power and were adrift off Unalaska Island. Efforts to tow the vessel failed and it went aground and broke apart between Skan Bay and Spray Cape at approximately 6pm, December 8. An estimated 321,052 gallons of IFO 380 from the three centerline tanks and 14,680 gallons of marine diesel/miscellaneous oils have been released to the environment. The total estimated amount of all oils released to the environment is 335,732 gallons. Approximately 146,774 gallons of oil/water was



transferred into 2000 gallon tanks and transported via helicopter to Unalaska for disposal. Unified Command response efforts focused on search & rescue, shoreline assessment, protective booming of sensitive areas, shoreline cleanup, fisheries and water quality management, subsistence use and wreck removal. (Insert photo sent separately)

NEW LEGISLATION

The Prevention and Emergency Response Program coordinated with law enforcement agencies to develop regulations for the evaluation and cleanup of sites used to manufacture illegal drugs in Alaska, as established in House Bill 59. The draft regulations and supporting technical document under went public review in September 2004 and were adopted as final regulations in February 2005.

HB 197 passed by the Legislature in May 2005, clarifies DEC's authority to exempt natural gas exploration wells – that do not pose a threat of an oil spill – from contingency plan and proof of financial responsibility requirements. Benefits of the legislation are:

- Allows DEC to focus its resources on the review of c-plans and proof of financial responsibility for those natural gas exploration facilities that could potentially threaten the environment with oil spills; and
- Ensures that DEC can conduct the additional inspections and drills that the Legislature envisioned would be performed when it changed the contingency plan review renewal requirement from three to five years;
- Relieves industry from the unnecessary financial costs and schedule impacts of preparing and implementing oil spill contingency plans for natural gas exploration facilities where there is not a threat of an oil release from the well; and
- Relieves industry from the unnecessary cost of demonstrating proof of financial responsibility (i.e. insurance, bonds or letters of credit) to respond to oil spills at natural gas exploration facilities where there is not a threat of an oil release from the well.

NEW RULEMAKING

The Industry Preparedness Program successfully completed Phase 1 of the Contingency Plan Regulations project updating and clarifying the regulations primarily affecting oil exploration and production facilities. The regulatory changes became effective May 26, 2004 for new and renewed contingency plans.

The triennial update to the Financial Responsibility regulations to reflect changes in the Anchorage Consumer Price Index are in final review. These changes will increase the required financial



responsibility amounts for all regulated facilities and vessels.

SPILL PREVENTION INITIATIVES

Inspections: ADEC Industry Preparedness staff conducted 146 inspections of oil terminal/tank farms, crude oil transmission pipelines, tankers, non-tank vessels, and tank barges. This represents a 40% increase over the prior year level. Staff inspected 90% of the crude oil tankers operating in Prince William Sound, 50% of the crude oil spot charter tankers, and 17% of the non-crude tankers and tank barges operating in state waters.

Regarding the 1995-96 PWS Crude Oil Tanker Risk Assessment, the tanker operators have been discussing options with no proposals at this point. The PWS Regional Citizens Advisory Council has also recently hired a consultant to assist them in any risk assessment that is conducted. Their hired consultant, Martha Grabowski, was on the team that conducted the 1995-96 PWS Risk Assessment.

Transition of the TAPS Fleet to Double Hull: Polar Tankers has four double hull, redundant system tankers operating with one more planned. Alaska Tanker Company has two double hull, redundant system tankers operating with two more planned. SeaRiver Maritime plans for the future are not certain, although ExxonMobil has stated that its crude oil will be transported only by SeaRiver Maritime tankers. Tesoro continues to charter two double hull tankers from Seabulk.

With respect to a Navigation Risk Assessment for the Aleutians, DEC continues to work with the Coast Guard to develop information that will assist with this effort. DEC commissioned a study of vessel traffic in the Aleutians (see description in Spill Preparedness Initiatives below) that will be useful in the assessment expected to be led by Coast Guard Headquarters with the assistance of CG District 17 and MSO Anchorage. Options for conducting the risk assessment may include using an independent contractor or the National Academy of Sciences. Funding for the risk assessment is not yet specified. DEC will definitely be a partner in the risk assessment. There is currently no timetable for the risk assessment.

Home Heating Oil Prevention Initiative: DEC Prevention and Emergency Response staff enhanced the prevention of spills from unregulated home heating oil tanks by airing public service

announcements in more than 250 Alaska communities through the Alaska Public Radio Network's 26 stations. Since the inception of this spill prevention initiative in FY00, there has been a 23% reduction in the amount of home heating oil spilled to the environment.

SPILL PREPAREDNESS INITIATIVES

Drills and Exercises: DEC staff participated and evaluated 123 oil spill exercises (announced and unannounced) involving oil terminals and tank farms, crude oil transmission pipelines such as the Trans-Alaska Pipeline, crude and non-crude tankers, tank barges, non-tank vessels, and the Alaska Railroad. This represents a 46% increase over the prior year level.

Industry Contingency Plans: DEC conditionally approved the Strategic Reconfiguration amendment to the Alyeska Pipeline Service Company's Trans-Alaska Pipeline system contingency plan after evaluation of extensive detailed and technical information presented by Alyeska, other agencies, non-governmental organizations, and the public. Industry Preparedness staff reviewed and approved 23 new, renewal, or amended oil discharge prevention and contingency plans for facilities and vessels other than non-tank vessels. Staff also reviewed and approved 192 non-tank vessel contingency plans.

Federal/State Spill Response Planning: The proposed change #3 to the Unified Plan was delayed pending development of the Places of Refuge annex, plus completion of the revised Dispersants and iI-Situ Burn (ISB) guidelines. As of December 31, 2004, the revisions to the Dispersants and ISB guidelines had not been finalized by the ARRT Science and Technology Committee. DEC staff is also involved with the Alaska Spill Response Permits Project and are attending work group meetings and providing inputs.

Sub-Area Committee meetings held for the development of Change #1 to the Cook Inlet Sub-Area Contingency Plan (SCP) and the Southeast Alaska SCP. Public meetings were held for the draft Change #1 to the Cook Inlet SCP; Final Change #1 was published with an effective date of May 2004. Staff also participated in a Southeast SCP Subarea committee meeting and began developing Change #1 to that plan. The PWS SCP workgroup is now actively engaged in developing Change #2 to with an anticipated publication date of Summer 2005.



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

Geographic Response Strategies: DEC staff participated in the industry-led GRS field deployment in Prince William Sound (PWS) that tested, corrected and validated several PWS GRS. The Potential Places of Refuge section was finalized for PWS and will be incorporated as part of Change 2 to the Sub-Area plan along with the completed GRS.

Staff also assisted in the field surveys of the GRS developed for the Southeastern Zone of Cook Inlet. These GRS were then addressed at a workgroup meeting in Homer, follow-up corrections were made, and the GRS subsequently approved by the group. This brings the total of Cook Inlet GRS to 129 and completes the first go-around of GRS development for the Cook Inlet Subarea.

Vessel Traffic Study for the Aleutian Sub-Area: Following the M/V Selendang Ayu grounding the DEC contracted a study that considers the available data regarding vessel traffic within and through the Aleutians. In some cases, data was limited because foreign vessels transiting the area are not required to report to the US Coast Guard or the State. However, the following information was drawn from the available data: Over 2,700 ship voyages occur through the Aleutians each year; about 400 port calls are made in Aleutian ports each year; about 300 million gallons of non-persistent fuel oil is moved into and through the Aleutians as cargo for use in Alaska on approximately 130 tank barge and tank ship voyages; and about 400 fishing vessels operate in the Aleutian fisheries. There are four ocean-going tugs resident in the Aleutians.

Places of Refuge Guidelines: Prevention & Emergency Response staff assisted with concurrent development of Places of Refuge guidelines with the Pacific States/British Columbia Oil Spill Task Force and Alaska Regional Response Team work groups. The guidelines provide step-by-step procedures to decide if a ship in distress should be offered a place of refuge considering various risk factors in identifying actual anchoring or mooring locations. The draft guidelines were utilized during the M/V LeConte grounding near Sitka. Minor modification were made prior to being approved by the Alaska Regional Response Team in October 2004. The final guidelines will be incorporated into Change #3 of the Unified Plan.

Community Spill Response Depot/Corp System: DEC continues to expand the State's overall capacity to respond to spills by increasing the number of community response agreements as part of the

Alaska Spill Response Depot/Corp System. DEC signed agreements with three additional communities, bringing the total number of these agreements to forty-eight. DEC also participated in community response training using state equipment from depots located in Bethel, Seldovia, Ouzinkie, Port Lions, Kokhanok, and Fort Yukon.

Statewide Hazmat Response Workgroup & Exercises: The Statewide Hazmat Response Workgroup met in September and December to discuss purchase of two mobile cascade systems. The Statewide Hazmat Response Brochure is also being updated. DEC received additional funding to enhance ammonia and chlorine response training in Alaska. An Ammonia Response Training Course was held in Valdez in November 2004 for first responders and other interested individuals.

Prevention & Emergency Response staff is coordinating with other state agencies and the US Environmental Protection Agency in development of a Hazmat Commodity Flow Study for Alaska. Periodic reports are received from the Alaska Railroad. A semi-confidential Highway transport report was received from Alaska West. However, information from the maritime industry is solely lacking. A final report is anticipated in 2005.

In order to update and understand the chemical hazards in Alaska, DEC and the US Environmental Protection Agency updated and completed a statewide comprehensive analysis of the Tier Two inventory data for 2003 data. The most notable change in the chemical inventory is the decrease in reporting quantities of chlorine. This is a direct result of water treatment plants converting to sodium hypochlorite systems for water chlorination process. Also a lesser number of seafood processing plants submitted Tier Two report forms due to plant closures; this resulted in a corresponding decrease in inventories of anhydrous ammonia.

SPILL RESPONSE INITIATIVES

Alaska Crisis Management Course: In coordination with British Petroleum Alaska, DEC conducted an Executive Level Crisis Management Training Course in Anchorage on October 7, 2004. While DEC uses this system for oil and hazardous substance spill response, its management structure can be adapted to nearly any significant emergency situation. The condensed four-hour executive level course explained the role and the operational character of a crisis management team. Discussion topics included:



Incident Command System for spill response; three levels of command from the field to the executive, crisis management level; the executive's role on the crisis management team; issues dealt with by the crisis management team; and communications at the crisis management team level.

Alaska Spill Response Tactics Manual: DEC staff initiated the development of a statewide spill response tactics manual. This project was split into two phases with Phase I constituting a literature search and draft format development of the manual. Phase 2 consists of the actual development of the manual, with guidance provided by a work group consisting of key individuals from federal, state, industry, and spill cooperatives.

M/V Selendang Ayu Unified Command Website: The DEC developed and continues to maintain the Unified Command website for this event. Prevention & Emergency Response Program staff continues to bolster the site with documentation and photos, enhance the format, and meet the public's demand for current information needs. This site has received record hits and we continue to receive positive feedback from the public.

R&D INITIATIVES

Industry Preparedness staff organized a highly successful and informative Best Available Technology Conference in May 2004. The Conference featured US and international presenters in six technology groups: source control, crude oil transmission pipeline leak detection, well capping, secondary containment liners, fast water booming, and viscous oil pumping. Program staff is accepting public comments on the draft Conference report.

North Slope Development R&D projects include Ground Penetrating Radar to Detect Oil In & Under Ice, Hydrocarbon Migration and Cleanup Technologies for North Slope Gravel Pads and Foundations, North Slope Breakup Studies – Offshore/Nearshore/Onshore, Best Available Technology for Mechanical Recovery in Broken Ice – International.

Draft results of research on "Circulation and Water Property Variations in the Nearshore Alaskan Beaufort Sea" suggest that oil spilled beneath landfast ice will stay in the vicinity of the source as current speeds will rarely exceed the threshold velocity required to transport an oil slick once it has attained equilibrium thickness. This is good news

because there was significant concern about the ability of oil to spread vast distances under the ice.

ALASKA DEC'S DIVISION OF SPILL PREVENTION AND RESPONSE WEBSITE

For more information about ADEC's program, visit:
<http://www.dec.state.ak.us/spar/index.htm>



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

British Columbia

ENVIRONMENTAL EMERGENCY MANAGEMENT AND PERMITS,
THE BRITISH COLUMBIA MINISTRY OF ENVIRONMENT

PROGRAM MISSION

The Ministry of Environment works to protect people, property, and the environment from spill hazards through its environmental emergency management program. The program's mission statement is: Exemplary Environmental Emergency Management through Leadership, Organization, Team Work, and Shared Responsibility.

On average, approximately 3,000 to 3500 spills are reported to the ministry annually - most are accidental oil and hazardous material releases. Highly trained Emergency Response Officers located in regional offices throughout the province are available to respond to these spills. For large and complex spill incidents, the Ministry has two Incident Management Teams. They are tasked with the provincial delivery of the BC Marine Oil Spill Response Plan, BC Inland Spill Response Plan and the BC Hazardous Material Response Plan. These teams function according to the international and provincial adopted Incident Command System which includes the application of Unified Command with the Responsible Party (spiller) and other responding jurisdictions.

The Environmental Protection Branch in Victoria (Headquarters) undertakes environmental emergency planning for both the Regional Response Officers and the Provincial Incident Management Teams. The Branch also does river forecasting and flood hazard assessment for the Province.

SPILL DATA/STATISTICS

For 2004, the Ministry received approximately 3500 reports of hazardous materials spills in the province - 259 of these were incidents of high enough risk to require field response by our Regional Environmental Response Officers. There were no incidents resulting in the deployment of Incident Management Teams.

NOTABLE SPILL INCIDENTS:

The two notable spill incidents for 2004 were a sinking of a vessel in Kootenay Lake and a Train derailment into the Columbia River.

A very problematic spill in 2004 was the sinking of an 55 meter (182 foot) private vessel in Kootenay Lake on January 11, 2004 (Approximately 5 km north of Ainsworth, BC adjacent to Woodbury Marina & Resort.) The vessel - a former ferry - was out-of-service and recently reverted from government to private ownership. The materials released were diesel (maximum 7000 litres / 1850 gallons and lube oil (maximum 640 litres/170 gallons). It sank in about 43 metres (140 feet) water depth.

The majority of diesel and oil discharged was during the first 24 hours; residual release occurred for a further two weeks. Prior to installation of an effective containment boom, the spill caused an expansive fuel slick on Kootenay Lake. The pollution caused significant concern among local residents, general public and sports fisherman. Nearby potable water intakes from lake also required protection.

The vessel owner took no action to control or mitigate the spill. As a result, the Ministry took control of the incident and conducted and coordinated the field response. Adequate harbor boom was obtained from a spill kit maintained by Castlegar Fire Department. Favourable off-shore breezes moved the slick out to mid-lake and prevented fouling of shorelines. No mortality of fish or waterfowl was identified as result of the spill. The Ministry also employed the use of a Remote Operated Vehicle (ROV) to assess the wreck, confirm the location of any leaks, and evaluate response options. Hydrocarbon recovery operations continued with the assistance of contractors until January 23/04, when the control of the incident was transferred to the Canadian Coast Guard. Cost recovery for WLAP expenses/resources were obtained through a claim to Canada's Ship Source Oil Pollution Fund.



Spills from train derailments were a common occurrence in 2004, particularly in southeast British Columbia (East Kootenay). The most significant occurred on October 27/04 and involved a CP Rail train derailment approximately 22 km north of Radium. A locomotive went into the Columbia River and discharged a substantial amount of diesel and lube oil. Areas adjacent to that section of the river are important waterfowl habitat with international recognition. Other sensitivities included recreational fishing, plus water use for irrigation and potable supplies. Five containment booms across the full width of the river were utilized in an effort to capture/recover discharged product. Response included contracted spill responders from BC and Alberta and lasted for over a week. In addition to spill containment and recovery, shoreline excavation

and comprehensive water quality and sediment sampling were conducted. Furthermore, the spiller was directed to undertake a thorough environmental impact assessment study that included fish sampling.

NEW LEGISLATION

The new legislation for the Ministry is the Environmental Management Act that - for spills - is a consolidation of the Environment Management Act and the Waste Management Act. The new Act provides the same legislative frame-work and capabilities.

ENVIRONMENTAL EMERGENCY MANAGEMENT PROGRAM'S WEB SITE

For more information about the Ministry of Water, Land and Air Protection's program for managing environmental emergencies related to spills see: <http://wlapwww.gov.bc.ca/eeeb/eeephome/index.htm>

*Imperial Oil Exercise –
Nanaimo (Group Photo of
an Integrated Incident
Management Team under
Unified Command)*





2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY **ACTIVITIES AND ACCOMPLISHMENTS**

California

THE CALIFORNIA DEPARTMENT OF FISH AND GAME'S
OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR)

PROGRAM MISSION

The Office of Spill Prevention & Response (OSPR), division of the Department of Fish & Game (DFG), is the lead State agency for marine and off-highway oil spill prevention and response efforts in California. The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 (Act) established OSPR and provides the OSPR Administrator with substantial authority to direct spill response, clean-up, natural resource damage assessment and restoration.

NEW TASK FORCE MEMBER

Governor Schwarzenegger appointed Carlton Moore as Administrator of the Office of Spill Prevention and Response in June of 2004. He served as Interim Administrator from March of 2003. Prior to this assignment, he served as Staff Counsel handling primarily maritime, federal, and international law. As Special Legal Counsel to the Administrator from 1992 to 1998, he was responsible for the development of regulations affecting oil spill contingency plans and financial responsibility requirements for tankers and tank barges. Other programs involved tug escorts, salvors, oil spill response organizations, marine pilots, and oil transfer operations. In that capacity, he represented the State in matters involving proposals affecting ships, tankers and other vessels before the International Maritime Organization. Additionally, he coordinated activities of the Oil Spill Technical Advisory Committee, State Interagency Oil Spill Committee and its Review Subcommittee, and was California's Coordination Committee representative to the States/British Columbia Oil Spill Task Force. He also handled legislative proposals at the State and Federal level affecting navigation, ship safety and international tanker insurance requirements.

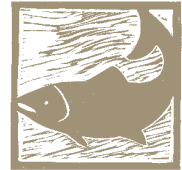
Carlton Moore was appointed to the Coast Guard Navigation and Safety Advisory Council by Department of Transportation Secretary Dole in 1986, and served as vice-chair for three years. In 1997, he was awarded the Department of Transportation Public Service Commendation for

work in establishing marine pilotage agreements in California's five largest harbors.

He received his Juris Doctor, graduating top of his class, from Lincoln School of Law and completed post doctoral studies in Admiralty Law and Law of the Sea at the University of the Pacific McGeorge School of Law. He holds a post secondary teaching credential and taught Contract law at night from 1990-1998.

SPILL DATA

OSPR's Communications Center received reports of 3,243 petroleum spills in 2004. The majority of these were in Los Angeles, San Diego and Kern counties. 13 petroleum spills reported in California during 2004 were above the Task Force reporting thresholds of 500 gallons to land and 42 gallons (one barrel) to water. 23 percent of the spills which exceeded the Task Force threshold occurred from pipelines, contributing to 96 percent of the quantity of petroleum spilled in California in 2004. An additional 23 percent of the qualifying petroleum spills came from each of vehicles, vessels, and facilities, with the remaining 8 percent of qualifying spills from "other" sources. In 2004, aviation fuel and crude oil contributed to 91.5 percent of the total quantity of petroleum product releases which met or exceeded the Task Force reporting thresholds. Similarly, 6 percent of the total Task Force threshold-related quantity of petroleum products spilled in 2004 was attributed to a produced water release; oil & water mixture releases accounted for 2 percent of the total Task Force threshold-related quantity of petroleum spilled in 2004, and less than 1 percent of petroleum product releases were attributed to diesel fuel spills. Structural failures and vehicular accidents were each listed as the primary cause of 23 percent of the total Task Force threshold-related spills while material or equipment failures primarily caused 15 percent of the petroleum releases. Finally, human errors contributed to 39 percent of the secondary causes of petroleum releases in 2004.



THE TOP FIVE SPILLS OF 2004 (BY VOLUME):

1. Kinder Morgan/Suisun Marsh - 4/27/04 - 104,000 gallons diesel from pipeline
2. Kinder Morgan/Baker - 11/24/04 - unknown thousands of gallons gasoline from pipeline
3. Pillar Point Harbor - 05/25/04 - 1,021 gallons of gasoline from under-dock pipeline
4. AES/Cerritos Channel - 11/28/04 - > 1,000 gallons lube oil in power plant
5. Grounded sailboat/Ano Nuevo SB - 12/1/04 - 200 gallons diesel from fuel tanks



Environmental Scientist Cory Kong investigates environmental damage at Pyramid Lake.

RECENT SIGNIFICANT CALIFORNIA SPILLS :			
Spill	Date	Location/Other Information	Est Vol in Gal
Dawson Oil at Auburn	4/7/05	Valve left open on a holding tank; diesel overflowed into Auburn Ravine	500
Kinder Morgan at Donner Pass	4/1/05	Kinder Morgan pipeline leaked gasoline under snow, near Donner Ski Ranch. Wildlife impact unknown, as of 4/12/05.	Unknown
Pacific Pipelines at Pyramid Lake	3/23/05	Angeles Natl Forest, Posey Canyon; Crude oil transmission line broke in landslide; At least 9 birds killed.	126,000
Kinder Morgan at Oakland Estuary	2/4/05	Port of Oakland, Berth 70; pipeline in port leaked jet-A fuel into storm drains; 16 oiled birds – mostly coots – collected. Two died.	500
My Albion at Monterey Bay	1/31/05	62' classic yacht sank with 1700 gals. Diesel aboard	Unknown
Ventura Oiled Seabirds Incident	1/11/05	Over 1,528 seabirds – mostly western/Clark's grebes, several loons, brown pelicans, eared grebes, surf scoters, Brandt's & Pelagic cormorants oiled, between Santa Barbara & Venice. At Least 1,272 died. Two CA sea lions oiled (& lived). Oil source unknown.	Unknown
Kinder Morgan at Baker	11/21/04	Gasoline geyser from pipeline in Mojave Desert, near I-15 & Baker. Cause appears to be old third party damage. No wildlife impact observed.	Unknown
Tug Loui at Sacramento	12/27/04	Old tug sank in Port. No wildlife impact observed	150
Seacliff State Beach at Palo Alto	9/11/04	Oiled cormorants, unknown source; found near old cement ship grounded at beach in 1929. At least 20 cormorants killed between 9/04 & 2/05.	Unknown



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

2004 LEGISLATION:

SB 1742 changed the definition of Marine Waters to include the Ports of Stockton and Sacramento. It outlines generic Harbor Safety Committee positions throughout the State and allows for harbor specific positions to be identified in regulation. In addition, SB 1742 amended the Harbor Safety Committee (HSC) statute to allow the HSC's to adjust their geographic area of responsibility on a regional basis to address emerging economic and environmental developments, such as the proposals to build LNG

facilities. This legislation allows the HSCs to petition the Administrator to establish at-large memberships according to local needs.

The bill requires the Environmental Enhancement Committee to establish a process for the solicitation, submittal, review, and selection of environmental enhancement projects. The bill also establishes the Environmental Enhancement Grant Program, which awards grants on a competitive basis to cover the cost of those projects that are selected by the committee and that meet specified requirements. SB 1742 makes clarifying changes, rearranges Government Code sections, and deletes obsolete provisions.

AB 1408 requires the State Fire Marshall to report every 5th year on the condition of intrastate hazardous liquid pipelines. It also requires a responsible party to immediately report spills and threats of spills to the Governor's Office of Emergency Services.

SB 1408 required tug escorts for vessel carrying hazardous materials. The Governor's veto message noted that "While I appreciate the authors efforts to ensure the safety of California's ports by requiring tug boat escorts for vessels carrying specified hazardous materials, I am concerned that this bill would duplicate existing authorities and is inconsistent with advice from the experts on the States harbor safety committees."

AB 2338 required appointment to certain HSCs of a labor organization member to represent "non-management" pilots. The Governor's veto message stated that "Harbor Safety Committees were developed to enhance safety at California's ports. With safety as their primary goal, committees pride themselves on being inclusive and unbiased. It is my goal to allow these committees to maintain safety as a paramount concern. Further, SB 1742 (McPherson) makes AB 2388 unnecessary. SB 1742

would allow any Harbor Safety Committee to petition the Administrator for new or additional membership positions as needed to conduct Harbor Safety Committee business and to reflect the makeup of the local maritime community."

2004 RULEMAKING:

Revised Tank Vessel Escort Regulations for San Francisco Bay Region

These amendments were needed to clarify Clearing House and pilot responsibilities in regard to tug escorts. Pilots had been required to have a blank tug-escort checklist (which details the information needed for a safe tank vessel-tug transit) available for the master when boarding a vessel. This implied that the master did not have to complete his checklist until after the pilot boarded. In reality, the master should have the checklist completed before the pilot came on-board, or significant delays to the transit could occur. The language requiring the pilot to bring blank checklists on board was repealed. Also, the Clearing House (run by the San Francisco Marine Exchange) had been maintaining a list of approved tug crew training programs. OSPR has the responsibility to approve these training programs and as a matter of course maintains an up-to-date list of programs. It was not necessary that the Clearing House also maintain a list, so this language was repealed. These amendments were approved by the Office of Administrative Law (OAL) on May 10, and became effective on June 9, 2004.

Revised Tank Vessel Escort Regulations for Los Angeles/Long Beach Harbor

Amendments to the regulation for tank vessel escorts for the Los Angeles/Long Beach Harbor were needed to implement work hour, manning and training requirements for tug escort crews performing the required escort and assist operations. These changes enhance safety for the individuals involved in tug escorting and improve the efficiency of tug escort operations. These amendments were approved by OAL on September 27, and became effective on October 27, 2004. The specific changes include the following:

- Reference to federal requirements regarding hours of work for tug escort crews has been added. Further, "working hours" and "hours of rest" are clarified to facilitate compliance with the requirements. Long hours on duty



can lead to fatigue which impairs judgment and quick response actions. These amendments are necessary to reduce the chance of fatigue induced human error during an escort operation.

- The number, make-up and level of readiness of the escort tug crewmembers have been specified. This is necessary to ensure that during an escort transit there would be a sufficient number of line-handling crew to respond in an emergency, while still providing crew to operate the vessel and monitor the engine room.
- Language has been added to require specific elements in a training and education program for both tug masters and crew. Specifying the types and frequency of the required training is necessary to assure that the tug escort crews can fulfill their role safely and effectively. Comparable training required by the U.S. Coast Guard can be used to satisfy specific training elements. Language has also been added to specify how companies can demonstrate compliance with the required training elements.
- The Administrator is granted authority to review the equipment and crew on an escort tug at any time, to assure compliance with the manning, work hour and training requirements.

Revised Tank Vessel Escort Regulations for Port Hueneme Harbor

The regulatory amendments to the Port Hueneme Tank Vessel Escort regulations made non-regulatory clarifying changes, deleted old date references, and provided consistency with the administrative civil actions of the other tug escort requirements in California. OAL approved the amendments December 21 and they went into effect on January 20, 2005.

Revised Regulations for Harbor Safety Committees and Harbor Safety Plans

These regulatory amendments implement the provisions of SB 1742 (Chapter 796, Statutes of 2004), which outline generic harbor safety committee positions throughout the state and allow for additional harbor-specific positions to be identified in regulation. These harbor-specific positions were developed in consultation with the

applicable harbor safety committees already established. OAL approved the amendments January 11, and they went into effect on February 9, 2005.

SPILL PREVENTION INITIATIVES:

OSPR established two research analyst positions. This will allow OSPR to focus on the development of data. OSPR should have an improved ability to identify causal trends and better focus prevention efforts.

SPILL PREPAREDNESS INITIATIVES:

In 2004 the **Training Program** facilitated the delivery of many OSPR Core Training courses such as Field Sampling and Preservation, Booms and Oil Skimmers, Environmental Sensitivity Index, and Incident Command System position specific training in Logistics, Historian and Liaison positions. Many more core training modules will be delivered in the future.

The priority this fiscal year has been to train all of the OSPR/ Department of Fish & Game response employees to meet Hazwoper requirements. To date, over 300 department response personnel have either attended an 8 hour refresher course or a 24 hour site worker course.

This year has also seen the first introduction of our newly developed Environmental Response to Oil Spills Course. This course was developed in cooperation with NOAA. It will be held twice each year (once in the fall in Northern California and once in the spring in Southern California). It was attended this year by OSPR, industry, Navy and Coast Guard personnel. The course received international recognition and in the fall, will include a component on international response.

During the next fiscal year, the Training Program will be assisting in the revision and facilitation of the Pollution Response Manual to OSPR and departmental personnel to broaden the department's response knowledge.

The program looks forward to continuing to work with industry and military personnel to prepare staff in prevention and response activities.

The OSPR **Drills & Exercises Program** performed seventy-four unannounced drills throughout 2004. Twelve announced drills were held. Additionally, OSPR's Drill Design Team conducted two internal



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

spill response exercises in Northern California and two OSRO rating drills to confirm new applications.

California was also the location for the 2004 Spill of National Significance (SONS) exercise. This exercise involved about 100 OSPR employees and was the largest drill ever conducted by the US Coast Guard.

The **Sensitive Site Strategy Evaluation Program (SEEP)** continues to refine the Area Plan strategies for the protection of environmentally sensitive sites in the San Francisco Bay area. For the year ending July 1, 2005, eight strategies were jointly tested through the Area Committee with either MSRC or NRC deploying their equipment, on behalf of California contingency plan holders. The approximate total of harbor boom fully deployed was 13,000 feet. This program is in the third year of development and is ongoing.

The **Wildlife Response Plan for California** has been completed and is available at <http://www.dfg.ca.gov/ospr/misc/wildlife.htm>. Wildlife and habitats are injured or put at risk or when oil is spilled into the marine environment. Both Federal and State statutes mandate protection, rescue and rehabilitation of oiled wildlife. This plan outlines California's strategy to meet that mandate.



R&D INITIATIVES

OSPR's Scientific Study and Evaluation Program (SEEP) undertook the following initiatives in 2004:

TPH Test Kit: Validation of RaPID Assay

OBJECTIVES: To test the accuracy and reproducibility of the RaPID TPH test kit, and determine its utility for use in oil spill response and NRDA sampling work.

SUMMARY: Immunoassay test kits have been used in many applications to provide rapid and inexpensive data related to contaminants in soil and water. This study would evaluate spiked samples of known concentrations of oil to assess test kit accuracy. Common field interferences such as biogenic sheen, high turbidity, variable salinity, and various forms of organic matter content are all very common in oil samples. This study will evaluate the ability of these test kits to perform given these real-world conditions. If the test kits perform well, OSPR response and NRDA personnel may use the kits to increase efficiency of sample collection and analysis on scene. A report of findings and recommendations will be provided.

Use of Sand Crabs to Monitor Petroleum Contamination

OBJECTIVE: To determine the Sand Crab's ability to depurate (purify) petroleum hydrocarbons.

SUMMARY: Sand Crabs can be used to monitor sandy beaches for petroleum contamination. This study will determine the depuration rate of petroleum by Sand Crabs, and if oil extracted from the crabs can be "fingerprinted" to a specific contamination source. The results (or "product") of the study will be a report with conclusions regarding the usefulness of using sand crabs as a monitoring and identification tool in petroleum contamination investigations.

Estimating the Abundance and Distribution of Marbled Murrelets

OBJECTIVE: Evaluating and comparing the effectiveness of aerial plane surveys to those of boat

above: Oil Spill Prevention Specialist Ed Boyes captures an oiled Western Grebe

below: OSPR's Cindy Murphy coordinates bird rehab volunteers



surveys in estimating the abundance and distribution of Marbled Murrelets along coastal shoreline environments.

SUMMARY: No known studies have been conducted that compare boat-based surveys to aerial surveys in determining the abundance and distribution of birds at sea. In this study, six days of aerial and at-sea boat surveys will be conducted, the data of which will be used to assess relative efficacy of each method for detecting Marbled Murrelets. The results of this study will add to our knowledge of coastal murrelet distribution and concentration, which will aid in decision-making on the use of dispersants at sea. The data will also provide documentation to the often debated and controversial use of at-sea surveys for evaluating injury in NRDA cases. A paper will be prepared for publication in a peer-reviewed journal.

Coastal Biophysical Inventory of Marine Resources

OBJECTIVE(S): To conduct physical sampling of coastal marine resources in order to provide baseline data for NRDA assessments and Resources at Risk data during spill response.

SUMMARY: This project would consist of conducting field surveys and sampling of flora and fauna to evaluate the distribution, abundance, and range of coastal natural resources along approximately 110 miles of coastline within the Point Reyes National Seashore, Tomales Bay State Park, Golden Gate NRA, and Angel Island State Park. The baseline data collected will be made available in a spatially explicit database, which can then be used as a reference for use in NRDA projects.

Protection of Least Terns during an Oil Spill

Objective: To evaluate the effectiveness of using portable artificial ponds stocked with fish in the vicinity of an oil spill for luring terns away from contaminated open water during a spill event.

Summary: To minimize injuries to the endangered California Least Tern during an oil spill, this experiment would deploy readily purchased and available plastic swimming pools filled with water and fish in the proximity of known Least Tern colonies to evaluate the effectiveness of attracting terns to the pools, and away from a hypothetical oil spill. If successful, this simple and relatively low cost method could be used as a tool to protect endangered Terns during a spill.

Tracking and Sampling Dispersed Oil.

OBJECTIVE: To determine oil dispersant efficiency and environmental impacts.

SUMMARY: This project will study the dispersal of simulated oil plumes (in space and time) - using a non-toxic dye in lieu of oil - to evaluate the environmental trade-offs when making decisions whether or not to use dispersants in a spill. Applied dye plumes will be tracked as a simulated oil spill, and the observed trajectory will be compared with computer model simulation predictions. Stratified ocean samples will also be collected to determine the vertical extent of water column impacted by the dye plume. Determining the vertical extent of a simulated oil plume (by evaluating dye concentrations at different strata in the water column) will provide data for extrapolating to real oil plume contamination, and potential toxicity to water column biota.

Central Coast Marine Bird Health Studies

OBJECTIVES: (1) To measure baseline health of Common Murres and Sooty Shearwaters; (2) To quantify age-specific mortality factors affecting Common Murres; (3) To identify and quantify species-species disease factors; (4) To train selected OSPR personnel in sea bird capture, marking, and handling techniques; and (5) To establish a cooperative marine bird health monitoring program.

SUMMARY: This study intends to conduct a comprehensive demographic assessment of disease and mortality factors affecting Common Murres and other seabird populations in central California, in cooperation with Moss Landing Marine Laboratories. Data will be generated by conducting at-sea field baseline health monitoring of wild seabirds; conducting at-sea banding of first year murres, then evaluating mortality factors affecting deceased banded birds; and by conducting necropsies on specimens collected from beach survey programs, rehabilitation centers, and state and federal agencies, to determine species-species disease factors. This study will help provide a support for marine bird mortality investigations and lead to a systematic approach to marine bird health assessments in California.

Coastal Habitats Quick-Response Procedures Kits

OBJECTIVE: To develop a response protocol that can be formalized into "Coastal Habitats Quick Response Procedures (Go Kits)."



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

SUMMARY: “Go kits” would be developed that could be used to assess injury to biological communities immediately following an oil spill. Developed protocols and go-kits would be specific to habitat (e.g., sandy beaches, rocky shores, and wetlands). The go-kits would contain equipment, worksheets, and instructions necessary to conduct the various sampling protocols. The go-kits will provide a standard and consistent method to be used when evaluating the effects of oil on wildlife.

Effects of Polycyclic Aromatic Hydrocarbon (PAH) Ingestion on Japanese Quail

OBJECTIVE: To establish dose-response relationships between dietary ingestion of PAH by avian species exposed to petroleum, and to evaluate resultant reproductive, hematological, and immunological effects.

SUMMARY: Current knowledge about the toxicological effects of PAHs on birds is extremely limited. This in turn limits the ability to assess injuries to bird species at oil spill sites where PAHs are the main persistent chemicals of concern. In this study, breeding Japanese quail (a standard test species to be used in lieu of aquatic birds that are logistically difficult to use in controlled studies) will be chronically fed PAH-spiked feed. The investigators will evaluate pathological, hematological, and reproductive effects in the quail and determine threshold doses at which these effects occur. The results of this study will provide an important tool for predicting long term injuries to avian species from oil spills. The final product will be a written study report, which will support NRDA assessment work, and be a significant contribution to the scientific literature.

OSPR WEBSITE

For more information about OSPR’s activities, please visit www.dfg.ca.gov/Ospr/



Hawaii

HAZARD EVALUATION & EMERGENCY RESPONSE OFFICE OF THE ENVIRONMENTAL
HEALTH ADMINISTRATION IN THE HAWAII DEPARTMENT OF HEALTH (HEER)

PROGRAM MISSION

The Hazardous Evaluation and Emergency Response (HEER) Office serves the people of the State of Hawaii by addressing all aspects of releases of hazardous substances, including oil, into the environment. Our work includes preventing, planning for, and responding to hazardous substance releases or risks of releases. The HEER Office accomplishes this mission by addressing contaminated sites with the highest risk to human health and the environment first, preventing contamination rather than cleaning up after the fact, and basing decisions on sound scientific principles and common sense.

The office is comprised of three operating sections, each addressing an important aspect of its mission. The implementing sections are organized as follows: 1) Emergency Preparedness, Prevention and Response; 2) Site Discovery, Assessment and Remediation; and 3) Hazard Evaluation.

The HEER Office Emergency Preparedness, Prevention and Response Section (EP&R) along with the four State On-Scene Coordinators (SOSC) are responsible for planning and preparing for, and responding to releases of a hazardous substance and/or oil that may cause immediate and substantial threat to human health or the environment. The four SOSCs have been trained to enter hazardous atmospheres in self containing breathing apparatus and various types of personal protective equipment. As back-up personnel to first responder County HAZMAT teams, SOSCs are on 24-hour call.

SIGNIFICANT EVENT SUMMARIES

During FY 2004, the HEER Office received 356 notifications which were directly concerned with the release of hazardous chemicals or

oil spills. Of the 356 notifications reported, 108 required a site visit by a State On-Scene-Coordinator (SOSC) and/or a major off-scene coordination and response effort. Notable among the spill responses during FY 2004 are the following:

Honolulu Harbor Area-wide Contamination

The Iwilei District Operating Partners (IDOP) have continued to focus on preventing the release of the existing area wide petroleum contamination into the Honolulu Harbor and the waters of the State. The Hawaii Department of Health HEER Office has continued the oversight of source control, containment, response activities, and pipeline mapping. The Environmental Protection Agency (EPA) Federal On-Scene Coordinators (FOSCs) are assisting in this State lead joint project.

IDOP is currently negotiating a voluntary agreement with the DOH to define responsibilities for prevention of releases in the Iwilei area. This agreement will augment the current voluntary agreement between the Iwilei District Participating Partners (IDPP) and the DOH to control releases, delineate the extent of contamination, remove sources, and remediate the Iwilei area.



Honolulu Harbor oil clean-up.



2004-2005 IN REVIEW:
TASK FORCE MEMBER AGENCY **ACTIVITIES AND ACCOMPLISHMENTS**

FY 2004 emergency response issues for the Honolulu Harbor area included seepage of petroleum hydrocarbons from the Pier 26 bulkhead into the harbor, and Pier 32 seepage onto the pier at the old Pauley/Shell asphalt plant. The Pier 26 seepage was patched and the IDPP has plans to excavate the area to find and remove the source. At the close of FY 2004 the Pier 32 seepage was being cleaned up, and plans to investigate the source were underway.

Also during FY 2004, the Nimitz Highway corridor in the area of Pacific and Sumner streets was in the process of being excavated for a new water main and street resurfacing project. During construction contamination was encountered. The contaminated area was partially excavated by the contractor, and was mapped and referred to the IDPP. The project and mapping continues for FY 2005.

The HEER Office will continue to provide oversight of the prevention and cleanup activities. The work will entail the evaluation of current facilities and the control and elimination of future releases. It is envisioned that the area wide remediation effort will require staff time for several more years.

Hilo Bayfront Soccer Fields

In November 2001, contaminated soil from an old gasification plant was deposited onto the Hilo Bayfront soccer fields via the Alenaio Stream Flood Control Channel. Contractors removed approximately 70 cubic feet of tar like fuel residue from the stream bank. The tar and the soil contaminated with polycyclic aromatic hydrocarbons (PAH) removed from the fields was disposed of as a non-hazardous waste. Following removal activities, the fields were capped with clean soil by Hawaii County.



The flood also wiped out monitoring wells that had been constructed to assess the impact of the buried tar on groundwater. These wells were restored by the County and FEMA.

A berm located at the Northern end of the site contained approximately three thousand cubic yards of buried tar left by the Army Corps of Engineers during construction of a scour pond for the channel. Samples taken from the new wells show no significant impact to groundwater.

In an effort to find an on-island solution, the HEER Office asked the EPA to assist in determining the environmental impact of the tar, as well as alternatives for its removal. There have been many of these old cooking gas manufacturing plants on the West Coast, and the EPA has been involved with cleaning up most of them.

A total of 4,000 yards of the tar material was removed from the berm and a dirt bottomed tank. All of the material removed was disposed of in a lined cell at the West Hawaii Landfill. All of the material had been in the flood path of the flood control channel.

Vessel Groundings

On January 14, 2004, a Navy vessel grounded at Port Allen Small Boat Harbor on Kauai with 400 gallons of diesel fuel aboard. The Navy transferred the fuel from the vessel and the vessel was pulled from the rocks. The vessel was dismantled and material recycled.



Port Allen Navy Ship grounding.



Island Recycling Fire (Sand Island)

On April 30, 2004 a fire at Island Recycling tire shredder ignited approximately 5,000 tires. Because of poor access and lack of fire hydrants, the fire was difficult to extinguish. The immediate health issue was the smoke plume. And estimated 1,250 gallons of pyrolytic oil was released with some eventually entering Keehi Lagoon.



Sand Island recycling fire.

ENVIRONMENTAL CRIMES UNIT INITIATIVE

Using emergency response funding a Environmental Crimes Unit was created within the Department of the Attorney General.

The unit investigates and prosecutes environmental crimes that pose a substantial risk to public health or the environment. These crimes may include those that pollute the air and water, dump or spill solid or hazardous waste, involve underground storage tanks, or misuse pesticides or restricted or regulated chemicals. To promote environmental regulatory integrity, the unit also investigates and prosecutes fraud, false reporting, and concealment.

As of December 2004, the ECU brought five cases to court for criminal prosecution. Felony indictments and one felony conviction were secured. A number of other cases are under investigation.

HAWAII DEPARTMENT OF HEALTH WEBSITE

Additional information about the environmental program and available documents can be obtained at the Department of Health web site at: www.hawaii.gov/health/eh



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

Oregon

EMERGENCY RESPONSE PROGRAM,
OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

PROGRAM MISSION

The Emergency Response Program at the Department of Environmental Quality (DEQ) supports the agencies strategic direction to protect human health and the environment from toxics by preparing for and minimizing the danger posed by catastrophic releases of dangerous chemicals.

2004 SPILL STATISTICS

- DEQ received 2,308 spill notifications from the Oregon Emergency Management Division in 2004.
- The 2,308 notifications resulted in 682 projects that required detailed follow-up.
- There were 149 spills of petroleum products over 42 gallons and seven spills of petroleum product larger than 1,000 gallons.
- Ninety four of the spills were to navigable waters of the state, 67 of which involved petroleum.
- Three facilities regulated under the Oregon Oil Pollution Act experienced releases, however no vessels covered under the act reported any releases.
- Seven spills from fishing vessels were reported along with 27 “other vessel” spills.
- There were 14 spills from tank trucks.

MAJOR INCIDENTS

Train derailment near Riddle spills over 4,000 gallons of diesel

The US Environmental Protection Agency (EPA) and the Oregon Department of Environmental Quality (DEQ) responded to a diesel spill resulting from a train derailment approximately 17 miles west of Riddle on October 26th, 2004. Contractors were hired by the Central Oregon & Pacific Railroad for the emergency soil and water cleanup actions.

The EPA, DEQ and Railroad formed a Unified Command to coordinate the response activities and to collect specific information to evaluate the extent and magnitude of the contamination.

The derailment occurred on the slope above Cow Creek. Two fuel tanks from two locomotives ruptured, spilling about 4,300 gallons of diesel.

The terrain made cleanup work difficult. Booms were placed in the creek to capture as much diesel as possible. A rainbow sheen of diesel could be seen flowing downstream from the site of the crash. Silver streamers of diesel, the lightest observable quantity, could be seen farther downstream toward the town of Riddle. Water systems with intakes from Cow Creek downstream of the crash site were notified, and the Department of Human Services, Drinking Water Program worked with downstream users. Water Program worked with downstream users.



Responders work to recover fuel oil in a fastwater environment.

Tank truck crash in Amity

The Oregon Department of Environmental Quality (DEQ) and the Oregon Department of Transportation (ODOT) coordinated work at the site of the tanker trailer collision on July 3rd, 2004. DEQ coordinated the environmental investigation to determine the extent of the soil and water contamination from the gasoline spill. The east side of the road was impacted by the gasoline, and DEQ worked with ODOT to oversee the excavation of the contaminated soil.

The owner of the tractor trailer, Harris Transportation Co., LLC, hired contractors to conduct the excavation, drilling and sampling work.



Approximately 2,149 tons of contaminated soil was removed from the site. Crews reached a depth of 17.5 feet in some of the excavations. A drill rig was used to help locate the edge of the contamination plume. Core samples were drilled to assist with the determination of the extent of the excavation, both horizontally and vertically. Work included removing some of the pavement from the northbound lane. ODOT maintenance crews coordinated with DEQ to ensure road stability was maintained while the excavation continued. Once the excavation was completed and the contamination removed, ODOT oversaw rebuilding of the road while continuing traffic controls.



Firefighters respond to a fuel tank truck accident.

Four-Alarm Fire at Oil Recycling Facility Results in Spill into Johnson Creek Killing Fish

A four-alarm fire that broke out at a southeast Portland oil recycling facility resulted in the release of oil and water treatment chemicals into nearby Johnson Creek, killing a number of fish. The fire at the Thermo Fluids facility, at 6400 SE 101st Avenue in Portland occurred as contractors and subcontractors were doing work in the building. The water treatment chemicals stored in the building entered an adjacent drainage ditch and spilled into Johnson Creek, raising the creek's acidity and causing a fish kill. Officials from the US Fish and Wildlife Service investigated the full extent of the fish kill.

The building that burned contained a large waste oil-water separator that became overfilled during fire suppression efforts, spilling 2,000 to 3,000 gallons of oil from the facility. Absorbent booms placed at the scene helped prevent the majority of the oil from entering Johnson Creek.

Unified Command assessed the quantities of oils and chemicals involved in the fire and spill. Members of

the group included Thermo Fluids, DEQ, the US Fish and Wildlife Service, and US Environmental Protection Agency (EPA). Unified Command group members remained on the scene to oversee and manage the cleanup. Restoration efforts are ongoing.

NEW LEGISLATION/RULEMAKING

- DEQ has not had any legislative activity with regard to oil spill prevention, preparedness or response this year.
- DEQ has been working on updating enforcement rules for all programs. Enforcement rules specific to the Emergency Response Program include: oil spill prevention and contingency planning (OAR 340-141); emergency response to releases of oil and hazardous materials (OAR 340-142); and ballast water (OAR 340-143). The enforcement rules describe what actions DEQ may take when environmental rules are violated.
- The Emergency Response Program has been participating in a general rulemaking effort that revises rules for several Land Quality Division programs. The key changes for the Emergency Response Program include adopting dredge daily use fees that are in statute and the adoption of NIMS as the incident management system to be used in the State of Oregon.

OIL SPILL PREPAREDNESS

- DEQ and EPA sponsored a three day Fast-Water Practical Course in May on the MacKenzie River near Eugene. The course utilized response strategies developed by the "MacKenzie River Group" in one of the first inland geographic response plans developed in the state. The course is a hands-on class and was attended by over 35 local, state and federal officials.
- DEQ has spent a significant amount of time working with other state agencies on State Homeland Security issues.

OREGON EMERGENCY RESPONSE WEBSITE

For more information on the emergency response programs at DEQ, please go to: <http://www.deq.state.or.us/wmc/cleanup/cugrpmain.htm>



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

Washington

THE SPILL PREVENTION, PREPAREDNESS, AND RESPONSE PROGRAM
OF THE WASHINGTON DEPARTMENT OF ECOLOGY

PROGRAM MISSION

In 2004, the Spills Program had its share of challenges but with each challenge “lessons learned” were captured and are being used to make improvements. In all areas of the program, broad progress continues to occur.

One of the priorities set for the program in the fall of 2001, was the development and implementation of DRILLTRAC. This training and competency program helps staff manage spills through the Incident Command System (ICS). The goal for DRILLTRAC is to build relationships across the program and capabilities for spill response that meet or exceed any standard set by the program for industry. An Incident Management Assist Team (IMAT) was established and each member of the team was required to demonstrate competency in one or more ICS positions. In September, a very successful internal drill was held to test staff competency.

On October 14, the Dalco Passage oil spill was discovered near Vashon Island. Delays in assessing the spill occurred, and critical lessons were learned from the experience. It is understandable that post-spill coverage focused on the delays and not on the response, although the response organization that came together was strong and effective. The investments in training, testing, and maintaining response capability paid off.

In November, the Oil Spill Early Action Task Force was established to look at the first 12 hours of the Dalco Passage response. In December, the task force made recommendations to the Governor and Northwest Area Committee. One recommendation recognized the need to strengthen citizen participation in the planning processes of the Spills Program. The Legislature, through SB 5432, sought to address this need by establishing a citizens’ advisory council. In May 2005, Governor Christine Gregoire signed the bill. It takes effect July 1, 2005, creating an independent citizens’ oil spill advisory council.

The Spills Program is committed to finding better ways to engage interest groups and the public. Looking ahead for 2005, the Spills Program will:

- Rapidly and aggressively respond to spills and continue emphasizing the importance of prevention and preparedness where funding and jurisdiction allow;
- Continue investigating oil spills in depth to identify systemic issues in the oil transportation, use, transfer, and storage systems that contribute to spills, and use voluntary actions and rule development processes to prevent and prepare for them;
- Utilize our expertise to assist federal agencies in cracking down on those that would deliberately discharge oil; and
- Take advantage of Gov. Gregoire’s emphasis on performance measures. Use this process to link our strategic goals with program accountability, improved performance, and external communication.

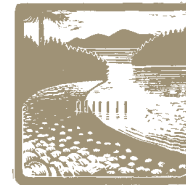
The Spills Program team is moving ahead confidently and assertively in delivering innovative spill prevention, 24-7 oil and hazmat spill response, and spill preparedness services statewide.

NEW TASK FORCE MEMBER

Jay Manning was appointed by Governor Christine Gregoire in February 2005 to be the Director of the Washington State Department of Ecology. Before coming to Ecology, Jay spent six years in private law practice, most recently as the managing partner in one of the Pacific Northwest’s leading environmental law firms, Brown, Reavis and Manning PLLC, where Jay advised private and municipal clients on how to comply with federal and state environmental laws.

He also worked extensively with Indian tribes and environmental organizations. During this time, Jay was a lead negotiator in resolving the lawsuit over the state’s shoreline management guidelines, achieving agreement among business, environmentalists and Ecology on the first update to the regulations in more than 30 years.

Before that, Jay spent 15 years working as an Assistant Attorney General, including nearly six years as head of the Ecology Division, where he served as counsel to Ecology’s director and managed



the 32-person division. As an Assistant Attorney General, Jay helped craft the Hanford cleanup agreement (Tri-Party Agreement) and led the litigation team that prevailed before the US Supreme Court in a groundbreaking water-pollution case. Jay is a fourth-generation Washington resident.

Jay received his bachelor's degree in political science from Eastern Washington University in 1980 and his law degree from the University of Oregon in 1983. He enjoys all kinds of outdoor recreation, including hiking, camping and mountain-biking.

SPILL DATA/STATISTICS

The Spills Program received 3,988 calls in 2004. More than 98% of those required followed up. Various petroleum spills accounted for 1,521 of those calls and 68 of the reported spills to water were at least 25 gallons or more. One thousand, three hundred and forty-one (1,341) calls were related to methamphetamine drug labs or meth waste found across the state. This number has decreased for the third year in a row, reversing a steady climb that began in the 1990s and ended in 2001.

MAJOR 2004 INCIDENTS

Point Wells spill (December 30, 2003)

On December 30, 2003, approximately 4700 gallons of a heavy fuel oil spilled from the tank barge FOSS 248-P2 while it was loading bunker fuel at the Chevron Point Wells oil storage facility north of Seattle. A unified command made up of a



Oil on deck of the Foss 248-P2 barge.

responsible party Incident Commander from Foss Maritime, a federal on-scene coordinator (OSC) from the US Coast Guard (USCG), a state OSC from the Washington Department of Ecology, a tribal OSC from the Suquamish Tribe and a local OSC from the Kitsap County Department of Emergency Management formed to manage the spill. A large on-water response force was mobilized but the oil quickly impacted an environmentally sensitive marsh and beaches owned by both the Suquamish Tribe and the State of Washington. Commercial and recreational shellfish beds, beach sediments, a pristine marsh, and high-use public beaches were all affected by the spill. A major four-month cleanup effort occurred on the beaches and marsh to remove the oil. Shellfish and sediment sampling and monitoring plans were developed jointly by agency and tribal workgroups. The Suquamish Tribe was placed in the lead for conducting beach surveys under a long-term monitoring plan approved by the unified command

A joint Ecology-USCG investigation into the circumstances of the spill from the tank barge began with preliminary interviews, photographs of the spill scene, and collection of transfer-related documents. In depth interviews with various witnesses and parties were conducted. Follow-up eventually focused on the operability, and operation of, the barge's tank overfill alarm system. The factors contributing to the slow deployment of containment boom were also identified. Both the USCG and Ecology developed recommendations for prevention of similar spills to Foss Maritime and Chevron-Texaco.

Currently, all oil that can be removed has been removed, and sediment contamination is within state cleanup standards for contaminated sites. In April 2004, the Department of Health tested clams and mussels from the intertidal zone and determined that the tissues were safe for consumption. (These shellfish live well below the low tide line and were least likely to be affected by oil.) Beach access and shellfish restrictions were removed and vegetation is growing back in the marsh.

The 2004 Legislature directed Ecology to conduct a study of oil transfer operations that occur on water. Based on those findings, Ecology will develop additional regulations to reduce the risk of oil spills during oil transfer operations. If legislation is needed, Ecology will make recommendations to the 2006 Legislature.



2004-2005 IN REVIEW:

TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS

Dalco Passage Oil Spill (October 14, 2004)

Since no party initially stepped forward to accept responsibility for the Dalco Passage spill near Vashon and Maury islands, identifying the source became an immediate priority in October 2004. Oil samples were taken from the spill site and other potential sources. Inspectors also reviewed documents aboard a number of ships that were in the vicinity of Tacoma around the time of the spill as part of a joint Ecology-USCG investigative effort. Under direction of USCG investigators, sampling efforts stretched to Alaska to locate ships that had departed Tacoma prior to discovery of the Dalco spill. Samples of oil products delivered from, or carried to local oil handling facilities were also obtained for testing by Ecology's Manchester Environmental laboratory and the USCG Marine Safety Laboratory in Connecticut. Both labs returned results indicating the spilled oil was Alaska North Slope Crude Oil from the tank ship Polar Texas, which had transited the area of the Dalco spill that evening; a joint announcement to that effect was made by then Governor Gary Locke and the USCG Rear Admiral Jeffrey Garrett on December 23, 2004. The state and USCG are continuing their investigations and are preparing to recover the costs of cleanup from the responsible party.

McNeil Island Legacy Spill (August 17, 2004)

McNeil Island Corrections Center staff reported an intermittent sheen of petroleum oil coming from the center's main stormwater outfall near the ferry dock. Releases tended to coincide with heavy rainfall. The source of the oil was traced back to an abandoned heavy fuel line. The legacy oil was located within the center's high-security exercise yard, complicating the process of repair and research. All oil has been removed from the old line and the contamination was flushed from the stormwater system and captured by vacuum truck to prevent any future releases.

US Oil and Refining (USOR) Jet Fuel Release to Groundwater (September 8, 2004)

Corrosion in an internal pipeline in the refinery process units at U.S. Oil and Refining in Tacoma created a hole below grade where the line passed beneath a service road. The line in this area was not protected by sleeving, coating or other corrosion-prevention techniques. Jet fuel leaked for an unknown period of time until it could be seen pooling on the surface. Ground water elevations in

the area vary from surface level to 8 feet below, and it was quickly evident that ground water was impacted by the release. USOR initially estimated the amount released at less than 500 gallons. Extraction and cleanup of the jet fuel (and any other oil present) continues; the total recovery as of March 7, 2005, has been 13,267 gallons.

Ground water is regarded as the "property" of the citizens of Washington State, as is surface water. A release of this type requires immediate reporting to the National Response Center and to the Washington Division of Emergency Management.

NEW LEGISLATION AND RULEMAKING ISSUES

Study of Tug Escorts in Puget Sound

Washington State's tug escort requirements were signed into law in 1975 and require that laden oil tankers have a tug escort while transiting the waters of Puget Sound east of Dungeness Spit. The tugs provide a backup steering and propulsion system in the event of a tanker system failure. While these standards are one of the most important spill prevention measures in the state, they have not been significantly updated to reflect changes in industry practices and environmental values.

In the 30 years since the requirements were adopted, many aspects of the escort system have been improved:

- New, state-of-the-art highly capable tractor tugs have been brought on-line to escort tankers;
- Many existing escort tugs have been extensively refitted with important upgrades;
- All new oil tankers are required to have double hulls and existing single-hulled tankers are being phased out;
- A few double-hulled tankers are being built for the Trans Alaskan Pipeline System (TAPS) trade that exceed national and international requirements. These vessels have many redundant systems including twin engines, segregated engine rooms, dual steering mechanisms and other important safety improvements;
- The more stringent federal tug escort requirements for Puget Sound do not apply to double-hulled tankers, and will no longer be in effect once the single-hull tanker phase-out is complete;



- The less stringent state tug escort requirements will continue to apply to single-hulled and double-hulled tankers transiting Puget Sound waters east of Dungeness Spit; and
- The escort procedures used by tugs, tankers, and Puget Sound Pilots have evolved to enhance safety.

These improvements reduce the probability of major spills from tank ships. However, since on-water recovery operations during major oil spills usually only remove 10% to 20% of the oil, oil spill prevention remains one of Ecology's top environmental priorities.

The 2003 Washington State Legislature directed Ecology to complete "an evaluation of tug escort requirements for laden tankers to determine if the current escort system requirements under RCW 88.16.190 should be modified to recognize safety enhancements of the new double hull tankers deployed with redundant systems."

In early 2004, Ecology established a stakeholder advisory committee to provide advice on the study. Criteria were established to ensure that any recommendations to the legislature and governor would maintain or improve the current level of protection provided by escorts of conventional double-hulled tankers.

A competitive bidding process was completed and a firm was retained to complete the study with the full consensus of the interview panel consisting of representatives from People for Puget Sound, the Puget Sound Steamship Operators Association, and the Western States Petroleum Association. In July 2004, a study contract was awarded to Glostien and Associates, Herbert Engineering, Dr. Martha Grabowski of Rennselear Polytechnic Institute, and Dr. Dagmar Etkin of Environmental Research Consulting.

The study has a number of important findings. The reader is encouraged to review the report and related information on Ecology's web site at: <http://www.ecy.wa.gov/programs/spills/spills.html> (look under hot topics/ tug escort study). Ecology's plan of action for 2005 is to:

- Consult individually with key stakeholders;
- Reconvene the steering committee to discuss the study results and how to proceed on the issue; and
- Submit a report to the 2006 legislature.

Ecology is committed to ensuring that tanker tug escorts continue to be one of the cornerstones of maritime safety and environmental protection in Washington State.

Zero spills to water – new goal for Washington

The 2004 Washington State Legislature set a goal of zero spills to Washington waters and directed Ecology to develop a strategy to safeguard oil transfers. Rules will be developed by June 2006, requiring facilities conducting oil transfers to vessels to have access to response equipment, training on its use, pre-deployed spill boom prior to the transfer when it is safe and effective, and to employ other alternative measures where pre-booming is not feasible. Near the end of 2004, an Advisory Committee was formed to help with the rule process. A study of the experiences in other states with oil transfer monitoring and oversight has been commissioned to inform the committee.

Currently, data on transfers, regulatory requirements and industry practices is being gathered from many parts of the state to determine if regulatory or funding gaps exist. An interim report to the Washington Legislature was delivered in December, and a final report will be presented in September 2005. The final report will contain recommendations for regulatory and funding enhancements.

SPILL PREVENTION INITIATIVES

The Exceptional Compliance Program (ECOPRO) and the Voluntary Best Achievable Protection (VBAP) Program for 2004

Each year, tank vessel operators are invited to participate in two Department of Ecology programs to protect Washington's irreplaceable natural resources from the damage caused by an oil spill.

In 2004, five companies renewed their commitment to the Voluntary Best Achievable Protection (VBAP) program: AHL Shipping Company, Keystone Shipping, Scorpio Ship Management, Solar Japan and West Coast Fuel Transport. At the same time, three companies joined Washington's Exceptional Compliance Program (ECOPRO): Tanker Pacific Management, Island Tug and Barge and Marine Transport Corporation. Both programs are voluntary.

The influence of these voluntary programs is apparent in the positive feedback Ecology has received from participating companies. "Our crews



2004-2005 IN REVIEW:
TASK FORCE MEMBER AGENCY ACTIVITIES AND ACCOMPLISHMENTS



Receiving the ECOPRO Award: Capt. Laura Stratton - Ecology Spill Prevention Program Vessel Inspector and VBAP/ECOPRO coordinator, Steve Pollock - Island Tug and Barge General Manager, Stan Norman - Ecology Spill Prevention Section Manager, Capt. Bob Shields - Island Tug and Barge President, Dale Jensen - Ecology Spills Program Manager, and Jay Manning - Washington State Department of Ecology Director

have learned a lot from Washington’s ECOPRO program and are using what they have learned in similarly sensitive waters around the world. Implementing the ECOPRO standards and pursuing excellence in our daily activities has made us a better organization overall,” noted Emmanuel Vordonis, Executive Director of Thenamaris Ships Management Inc. in Athens, Greece.

A United States tank barge owner/operator has noted that “Operating under Washington’s initiatives for tank vessels has helped our company, as a whole, to perform better and operate our tank vessels more safely.” The ECOPRO Program has the following participants:

Washington Exceptional Compliance Program (ECOPRO) Full Members

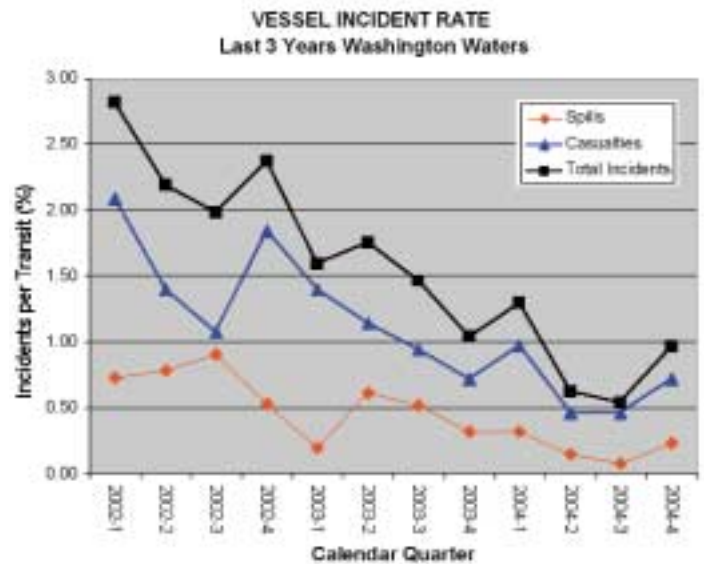
- SeaRiver Maritime Inc.
Houston, Texas USA
- Alaska Tanker Company, LLC,
Beaverton, Oregon USA
- M.T.M. Ship Management Pte. Ltd., Singapore
- Thenamaris Ships Management Inc.,
Athens, Greece
- Island Tug and Barge Ltd.,
Vancouver, B.C., Canada

ECOPRO Associate Members (Full Membership pending vessel inspections.)

- Marine Transport Corp. (ATB Division),
Long Beach, California
- Tanker Pacific Management Pte. Ltd.,
Singapore

Vessel Entries and Transits (VEAT) 2004

During calendar year 2004, there were 6,865 large commercial vessel entries (300 gross tons or larger and tank ships of any tonnage) into Washington State waters. Of these entries, 5,149 (75 percent of the total) were entries into Puget Sound bound for Washington and Canadian ports, 1,669 were entries into the Columbia River bound for Washington and Oregon ports (24.3 percent of the total), and 47 were entries into Grays Harbor (0.7 percent of the total).



In 2004, cargo and passenger transits entering Puget Sound via the Strait of Juan de Fuca dropped 14 percent from the previous year (2003). This can be attributed to the fact that during the last two years an increasing number of foreign flag ships call first at Vancouver, BC via the Strait of Juan de Fuca, and then enter Washington waters via the Haro Strait, which reduces the number of entries bound directly for Washington ports via the Strait of Juan de Fuca.

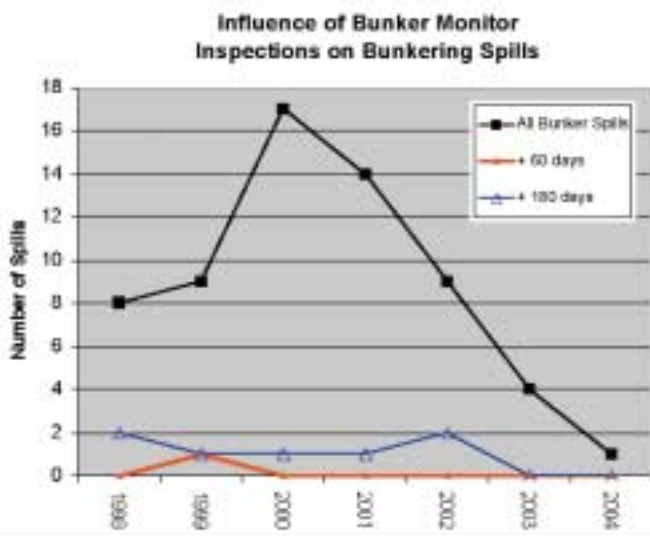
There was a notable increase from calendar year 2003 in vessel entries into Grays Harbor. In 2004 there were 47 entries, up from 31 entries in 2003, which is a 52 percent increase over the previous year. This change is attributed to a new agricultural bulk loading facility at the Port of Grays Harbor Terminal 2.



Another significant change was oil barge traffic on the Columbia River system, dropping from 1,530 transits in 2003 to 822 transits in 2004, which is an 86 percent decrease in oil barge traffic during 2004. This change is due in large part to restored regional pipeline capacity.

Vessel Incident Rate/Bunker Monitoring

The overall vessel incident rate (see chart) computed as a percent of the number of entering vessels, had been on a downward trend for the two previous years but showed signs of leveling off in 2004. It is worth noting the low number of spills from regulated vessels; there were just 24 spills during this period, compared with 40 in 2001 and 46 in 2002.



Vessel inspectors have focused on increasing their presence aboard vessels, and specifically on bunker monitoring inspections, raising the number of inspections from about 1,000 per year in 2000-2001 to 1,533 in 2004. Concurrent with the higher inspection rate, bunker monitors have accounted for more than 40 percent of the compliance inspections since 2002.

The effect of this emphasis can be seen in the bunkering chart which compares bunker spills by vessels that received a bunker monitor inspection to all bunker spills. Vessels inspected have had no spills within 60 days of the inspection for the past five years. This clearly is paying off: The total of all spills during bunkering operations has been decreasing since 2000. Only one spill was reported to have occurred during bunkering operations in 2004.

SPILL PREPAREDNESS INITIATIVES

The ability of industry to respond quickly and effectively to spills requires continuous self-improvement and close coordination with agencies and local communities. Investing in preparedness reduces spill impacts to public health and the environment, minimizes the costs for spill responses, and increases recovery of spilled product. The core elements of preparedness include:

- The Northwest Area Contingency Plan and industry oil spill response plans;
- Ecology's DRILLTRAC program, an internal training and competency program for the Incident Command System;
- Drills and training exercises;
- Geographic response plans;
- Response contractor application and approval; and
- Vessel financial responsibility.

Oil Spill Response Plans

The Preparedness Section participates in development and maintenance of the Northwest Area Contingency Plan and the various work groups that help maintain the plan. Preparedness staff also review and approve industry contingency plans for tank vessels and barges, non-tank vessels, oil terminals including refineries, pipelines, and other facilities that transfer oil near waterways. These plans describe the equipment, resources, and strategies required to quickly respond in the event of a spill.

There are currently 41 oil spill contingency plans for regulated vessel fleets and oil-handling facilities. In 2004, eight of those were reviewed and approved.

The two regulations governing the content and implementation of contingency plans are currently open for amendment. Information can be found on our website: <http://www.ecy.wa.gov/programs/spills/preparedness/preparednesstable.htm#ContingencyPlans>

Summary of drill activity in Washington State for 2004

Drills and exercises test the viability of oil spill response plans and the ability of operators to carry them out. Announced and unannounced drills are conducted, ranging in size and complexity. The Preparedness Section participates in and evaluates all deployment and tabletop exercises. In 2004:



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- Drill credit was granted and evaluations were performed on 26 tabletop drills. Nine of these were worst-case exercises.
- Evaluations were also performed on 48 deployment drills. Two companies received drill credit for their responses to small spills. Plan holders tested and received drill credit for deploying 17 geographic response plan strategies (pre-identified environmentally sensitive areas).
- Ecology initiated 248 unannounced vessel notification drills on board vessels during routine vessel inspections.

Two on-water SMART protocol dispersant monitoring drills were held (joint efforts of NOAA, Coast Guard, Clean Sound, Polaris and Ecology).

In April, the Yellowstone Pipe Line Company hosted three days of fast water spill response training for responders from Washington, Idaho and Montana. The training brought together 40 people from three pipeline companies (Yellowstone, Olympic and ChevronTexaco), four primary response contractors (Marine Spill Response Corporation, National Response Corporation Environmental Services, Cowlitz Clean Sweep and Tidewater Environmental Services), and one agency (Ecology).

Each of the three training days featured a deployment drill. The boom deployment operations were designed to push the limits of equipment and personnel in a controlled setting. Participants learned the pitfalls of everything from boom failure resulting from excessive current speed to parting lines from excessive force and chaffing. Safety was emphasized at all times. Above all, the training resulted in better understanding of the magnitude of the job in the event of a real spill, an appreciation for the power of a river, and the equally impressive power of teamwork.



Boom deployment training on the Spokane River.

Response Contractor Approval

Response contractors whose resources are listed in oil spill response plans must meet the state's application and approval requirements. Eleven private and non-profit companies have grown and matured since the oil spill response requirements came into effect in the early 1990's. Today these companies, along with industry-owned resources, form the backbone of Washington's response capability.

SPILL RESPONSE INITIATIVES

Lessons Learned

The Spills Program has always had a tradition of looking inward and accepting outside input in order to learn and improve performance based on debriefs and critiques. In 2004 we formalized our processes around lessons learned and implemented new policies for major events. These include:

- Internal debriefings are held for all significant events and even for small events where there are substantive lessons to be learned.
- We hold external debriefings, inviting our response partners, other agencies, response contractors, local organizations, and other stakeholders to participate.
- On major spills, such as the Foss Barge P-248 Spill, The Dalles Dam Spill and The Dalco Passage Spill, we hire an independent contractor to produce an independent Lessons Learned report.

These lessons and recommendations are summarized and prioritized for implementation. Program staff lead and track their implementation. They are worked into the program policies and procedures, and practiced in the drill program.

Some recommendations are slam dunks; they can be easily implemented through policy, training, and modification of existing systems. Others take some time to develop and are coordinated with changes within the Spills Program, such as when training staff, or purchasing new technologies. Other changes, like many recommended by the Oil Spill Early Action Task Force, require legislative action or funding.

The following are examples of recent recommendations implemented by the Spills Program as a result of our lessons learned process:

- We have updated our notification and Go/No-Go policies and procedures.



- We have an agreement with the King County Sheriff's Forward-Looking Infra-Red resources and privately contracted infra-red imaging resources.
- We have provided volunteer beach watcher and clean-up training to community based organizations.
- Ecology has expanded its contact list for contracted air support and on-water radar equipped assets.
- We have provided beach clean-up training to Ecology employees to create a surge capacity to rapidly respond to catastrophic impacts.
- Ecology has enhanced its Incident Management Team with additional training, including 50 Ecology staff trained to perform shoreline cleanup and assessment.
- We have expanded our drill program to increase the number of unannounced drills.

Check the Ecology Spills Program website at <http://www.ecy.wa.gov/programs/spills/spills.html> for more information on lessons learned. At this site, you will find the individual Lessons Learned reports and reports from the Oil Spill Early Action Task Force.

Work Continues with the Columbia, Snake River Spill Response Initiative

Development of the Columbia/Snake River Spill Response Initiative (CSRSRI) has proceeded in recent meetings between Ecology's Spill Response and Preparedness staff and US Army Corps of Engineers environmental coordinators. The CSRSRI was developed in recognition that most dams are geographically remote from contractor assistance and pose a spill threat to state waters. As part of the CSRSRI, Ecology staff are assisting the Corps environmental coordinators in developing a specific spill plan for each dam on the Columbia and Snake rivers. Each plan identifies significant response strategies below the dams that can be deployed by the Corps in case of a spill. These strategies would be deployed by the Corps in advance of a spill contractor response. The plans not only identify deployment strategies but describe the types and kinds of equipment needed to conduct deployments (booms, boats, anchors, etc.) and the associated training needs for these operations.

The CSRSRI planning phase for all Corps projects on the Snake and Columbia rivers has been completed with the exception of the Chief Joseph Project,

which will be addressed by summer. It is now up to the Corps to purchase the identified equipment, receive training, and practice deployments on the rivers. The Corps is working toward completing the CSRSRI plans by this fall. Ecology will then focus on public utility dams and Bureau of Reclamation dams.



U.S. Army Corps Dam inspection.

Ecology staff also conducted joint Spill Prevention, Containment, and Countermeasure (SPCC) plan inspections with EPA for the Columbia River dams in the summer of 2004. Inspections focused on verifying the following:

- The capacity of secondary containment systems;
- The adequacy of oil transfer and storage equipment inspections and maintenance practices, including pipelines, valves, tanks, and transformers;
- Oil transfer procedures;
- Records of oil usage and consumption; and
- The effectiveness of the oily water separators.

The inspections revealed that the Corps had made significant improvements to prevent oil spills at the dams. However, there are still measures that can be implemented to further reduce the potential for dam oil spills, and the Spill Program staff will continue to work with the Corps on those issues.

Natural Resource Damage Assessment and Restoration Activities

Protecting the environment is important but when accidents happen restoration is critical to preserving our natural resources. Even small oil spills can cause significant damage to sensitive areas that may be



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crucial to the survival of threatened or endangered species. That is where the Resource Damage Assessment (RDA) and Coastal Protection Fund steering committees come in. Members of these committees represent several state agencies: State Parks and Recreation, Department of Fish and Wildlife, Department of Natural Resources, Office of Archaeology and Historic Preservation and Department of Ecology.

After an oil spill, the RDA committee evaluates damage to the environment, and Ecology uses that information to determine a monetary damage assessment against the party responsible for the spill. The assessment can be paid in cash, or a proposal to restore the environment can be submitted to the committee for consideration. Cash payments go into regional sub-accounts of the Coastal Protection Fund. In the past 14 years, damage claims have been assessed on more than 360 oil spills, providing funding for 64 restoration projects related to those incidents.

One example is a shoreline area purchased with matching funds from National Oceanic and Atmospheric Administration in 2002. Nick's Lagoon in Seabeck Bay, was created. Named after Nick Holm, a 14-year-old at the time, Nick's efforts to save salmon habitat in the Northwest, and Jerry Zumdieck, founder of the Salmon Team, joined forces to educate the public on salmon and water related issues linked to their survival.



Shoreline cleanup project: Crew from the USS Camden dismantling old dock near Bangor, Washington.

Restoration Projects are funded in three ways:

1. Projects are paid for by the responsible party. <http://www.ecy.wa.gov/programs/spills/preparedness/restorationprojects/direct.htm>
2. Projects are paid for by money which has been deposited by the responsible party into sub-accounts of the coastal protection account. The four sub-accounts are as follows:
 - South Puget Sound/Hood Canal
 - North Puget Sound/Strait of Juan de Fuca
 - Columbia River/Outer Coast
 - Special Projects
3. Projects are also funded from an account in which spill penalties are deposited. The money from this account is used to supplement the sub-accounts listed above. For more information on the Coastal Protection Funded projects, go to the following website:

<http://www.ecy.wa.gov/programs/spills/preparedness/restorationprojects/cptrestorationprojects.html>

ECOLOGY SPILL PROGRAM WEBSITE

For more information on the Washington Department of Ecology, please visit their website at: www.ecy.wa.gov. The Ecology Spill Prevention, Preparedness, and Response Program website is: <http://www.ecy.wa.gov/programs/spills/spills.html>

www.oilspilltaskforce.org