

**Summary Notes<sup>1</sup>**  
**Pacific Oil Spill Prevention Education Team (POSPET) Meeting**  
**October 19, 2004**  
**Washington Department of Ecology**

Introductions

Participants introduced themselves and briefly described their work as follows:

- **Eric Olsson**, representing Washington SeaGrant and POSPET Chairman, provides educational outreach efforts for port and marina staff, commercial and recreational boaters, Coast Guard auxiliary, and other local, state and federal agency personnel.
- **Chris St.Romain**, USCG Auxiliary, used to be a Coast Guard vessel inspector and investigator. He now works with the CG Auxiliary on the Olympic Peninsula area, promoting marine safety and pollution prevention/education for auxiliaries and flotillas.
- **Chris Wilke** is the Pollution Prevention Director for the Puget Soundkeeper Alliance. He focuses on education for boaters, produces the boater guide, and trains volunteers to spot and report pollution.
- **Miriam Duerr** and **Mary Ellen Voss** do public involvement and outreach for WA DOE's spill program. **Elaine Worther** also works with the public for the WA Dept. of Ecology.
- **Pete Anderson** of Oregon Dept. of Environmental Quality is a pollution prevention technical advisor for the NW Region. **Jack Wylie** works with ODEQ's Emergency Response Program; he noted that Oregon law requires pollution prevention outreach to boaters and marinas.
- **Margaret Barrette** works in Program Planning at the WA Dept. of Natural Resource; DNR issues permits to marinas, which could provide a mechanism for informational outreach.
- **George Winn** serves on the Board of Directors for the Georgia Strait Alliance and is also the District Environmental Officer for the Power Squadron.
- **Stafford Reid** represents the BC Ministry of Water, Land, and Air Protection on the Pacific States/BC Oil Spill Task Force and has participated in POSPET since it originated.
- **Rob Hughes** is a Public Information Office for the California Office of Spill Prevention and Response and does educational outreach to boaters. He also has a publication and video background.
- **Randy Henry** represents the Oregon State Marine Board and implements a mandatory boater education program.
- **Vivian Matuk**, Boating Program Coordinator for the California Coastal Commission (CCC), joined the group by speaker phone. The CCC has been up and running since 1997. The California Integrated Waste Management Board (CIWMB) has been the main funding agency for the Coastal Commissions Boating Clean and Green Campaign program. As of this year, CCC is partnering with the CA Dept. of Boating and Waterways, CIWMB and Contra Costa County. The program provides technical assistance, research, and direct outreach to boaters and marinas.
- **Jean Cameron** is the Executive Coordinator of the Pacific States/BC Oil Spill Task Force, which provides a forum for oil spill prevention, preparedness, and response among the regulatory agencies on the West Coast.
- Jean reported that **Fran Recht** of the Pacific States Marine Fisheries Council was not able to come to this meeting, but did want to reinvigorate PSMFC's involvement in and work with pollution prevention programs. She will try to come to the next meeting ready to participate.

Overview and discussion of POSPET

Eric Olsson reviewed how POSPET adds value to the work of its members. As a forum for information exchange and collaboration, POSPET promotes a consistent and accurate message that has been

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<sup>1</sup> NOTE: This is a meeting summary and is not intended as a verbatim record of all presentations or comments made during the meeting.

“vetted” by its members. Since recreational boaters do move among our jurisdictions, a consistent message is important.

POSPET allows us to combine our resources while taking advantage of economies of scale. It also provides a chance for the “rank and file” to share information on their successes and failures so we can avoid re-inventing the wheel. POSPET is also a forum for sharing our talents and rededicating ourselves to this work.

Eric stated that “... the networking it fosters and the forum it provides to exchange ideas and to help us adopt innovative approaches while avoiding pitfalls in our respective pollution prevention programs are important. POSPET can serve to make all of our programs better by ensuring accuracy and consistency in our message and by providing essential networking, resource-sharing and wider distribution to realize prevention projects that are indeed greater than what we could achieve individually.”

Jean Cameron explained that POSPET members had convened on a conference call this past spring and agreed to set up a listserv that facilitates dialogue and information exchange among members. They had also agreed to this meeting in the fall so they could share information and plan for collaborative projects in time for the 2005 boating season.

Member input: Spill prevention outreach activities and educational materials

**Eric Olsson:** As noted above, Eric’s outreach primarily focuses on port and marina staff, commercial and recreational boaters, the Coast Guard auxiliary, and other local, state, and federal agency personnel. He works directly with the Pacific Coast Congress of Harbormasters on both fishing vessel safety and spill prevention. Eric noted that he’d recently had an opportunity to explain spill prevention to a class of special needs teens, and had been impressed with their enthusiasm and insightful questions. They’ve undertaken a spill prevention program focused on marina fueling operations. With Eric’s help they have received grant funds to provide devices that catch overflows from fuel vents.

**Chris St. Romain:** Noting that education is the biggest part of spill prevention, Chris explained that the USCG provides safety training for elementary and pre-school classes. Much of this material goes home to the parents as well. Chris also works on a dock-walker program that covers prevention of oil, fuel, and sewage spills. The US Coast Guard Auxiliary has a Good Mate Program that includes BMPs for marinas.

**Chris Wilkie:** The Puget Soundkeeper Alliance distributes Clean Boating kits at boat shows and sponsors Clean Boating classes. The kits include existing materials from a variety of sources (which are provided for free other than shipping costs), as well as a boaters’ guide that maps the locations of pump-out facilities. Boating safety is also covered as a condition of their grant funding for the kits. West Marine pays for the bag holding the material, so their logo is on one side. West Marine also helps distribute the kits at their booths at boat shows. The kit is in a bright yellow bag that is very noticeable. Chris explained that they’d had 3000-4000 bags printed at a cost of \$1 each. Washington State Parks provides the grants for this work. The absorbent pads in the kits are paid for by King County (cellulose fibers; manufactured by Absorption Corporation in Ferndale, WA; \$36/200 pads).

Chris noted that power boaters, paddlers, and sailors are “different communities,” and it has been more challenging to reach the sailors than the power-boaters. He also does outreach to paddlers; although they’re not polluters, they are good “reporters” of oil and pollution incidents.

The Puget Soundkeeper Alliance’s pollution prevention website is at:  
<http://www.pugetsoundkeeper.org/prevention/prevention.html>

**Miriam Duerr** and **Mary Ellen Voss** explained that the WA Department of Ecology does news releases with spill prevention messages for recreational boaters and marinas. Recent examples included *The Dream: Oil-free waters* (6/30/04), *Boaters urged to prevent oil spills* (4/29/04), *Seattle marina practices environmental stewardship* (2/3/04), and *Winterize your boat and prevent oil spills* (10/30/03).

**Randy Henry** of the Oregon State Marine Board explained that Oregon has a mandatory boater education program. Boaters in Oregon are required to carry a certification card; this began with 16 year-olds and each year progresses to an older age; in 2004 boaters 40 and younger are required to be certified. All boaters will be covered by 2009; this provided for a manageable phase-in program. The certification requires that boaters take a class, use the internet for the training component, or pass a test. Their key safety messages also include clean boating messages. Their website is at: <http://www.marinebd.osmb.state.or.us/Education/>

The Marine Board produces a booklet and maintains a website focused on Clean Boating (<http://www.marinebd.osmb.state.or.us/Clean/index.html>) that also covers preventing the spread of aquatic nuisance species. The clean boating/boating safety campaigns do outreach at boat shows twice/year and are training volunteers to teach courses at the local level. Their boat show handouts include aquatic nuisance species identification cards and absorbent pads. The Marine Board has reprinted the *Spills Aren't Slick* plaques and has 50 to 70 left that they continue to distribute. They also have portable displays on sustainable/clean boating, aquatic nuisance species, and boat motor emissions reductions which could be loaned to other POSPET members. Randy noted that the Marine Board has collaborated with GI Joes on boater outreach.

**Pete Anderson** explained that he compiled a guide to Best Management Practices for Oregon marinas, which is available at <http://www.deq.state.or.us/wq/wqpermit/marinabmps.pdf>. His program is primarily focused on preventing industrial pollution in the Portland harbor and Columbia Slough. Randy Henry noted that the Marine Board is hiring an intern to incorporate these BMPs into a Clean Marina guide based. Vivian Matuk strongly recommended that marina operators be involved in this process.

**George Winn** explained that the Georgia Strait Alliance sponsors two outreach programs. Sara Verstegen, their Green Boating Program Coordinator, does outreach at boat shows. She also worked with the Victoria BC harbor authority and the Sierra Club to put together a clean boating kit. The Alliance also produces a Guide to Green Boating and has a Toxic Smart Program (presentations and workshops) that promotes alternatives for households as well as boaters. George noted that the Power Squadron needs to integrate environmental messages into their entire program. He also noted that he'd approached West Marine in BC for funding support for the Alliance's clean boating programs.

**Stafford Reid** explained that the BC Ministry of Water, Land, and Air Protection has published a pamphlet on Protecting the Aquatic Environment in collaboration with Environment Canada and Transport Canada. They also work to prevent non-point source pollution and have distributed the *Spills Aren't Slick* plaques. He noted that the Canadian Coast Guard is transferring their docks to local governments and has not set any requirements that these local managers provide receiving facilities for oil or wastes. There are only fifteen pump-out facilities in the Province now. Due to budget cuts in the Ministry, they don't have enough personnel to respond to small marina spills; there are only 18 response officers in the Province, and the Ministry receives approximately 4,000 spill reports a year. This makes partnerships more crucial than ever!

**Rob Hughes** of OSPR explained that his agency works closely with the California Department of

Boating and Waterways and the California Coastal Commission (CCC). He provided copies of *Where is Collinsville*, a navigation safety pamphlet for recreational boaters in the San Francisco Bay area, and noted that it started a new push among Harbor Safety Committees for publications for boaters. OSPR has also produced a coloring book for 2<sup>nd</sup> – 3<sup>rd</sup> grade children focused on protecting the marine environment. Rob explained that fuel docks which have 70,000 gallons of petroleum products are exempt from OSPR inspections and requirements for certificates of financial responsibility. These “small craft refueling docks” are provided with educational information, “free inspections,” and referred to the Coastal Commission’s Dockwalker program. OSPR is inventorying these docks and mapping them with GIS to facilitate spill response.

**Vivian Matuk** explained that the California Coastal Commission (CCC) has conducted studies of boater and marina issues and analyzed outreach efforts. Last year in partnership with OSPR, the SWRCB, CIWMB and DBW, CCC surveyed 644 marinas and put them into a GIS-based map that will be available to both government and nonprofit groups through the Commission's website. This year as a result of the partnership with Contra Costa County, CIWMB and DBW, the program has created a map of the marinas in the Sacramento and San Joaquin Delta. The map, which will fold up like a roadmap, will include information on marina services and certified used oil collection centers, as well as clean boating tips and information on how to report oil spills. 13,000 copies will be printed on waterproof paper, and it will also be available on the web as a PDF file.

The CCC’s Boating Program also provides signs for fuel docks and marinas that promote safe practices. The Boating Clean and Green Campaign website is at: <http://www.coastal.ca.gov/ccbn/ccbndx.html>. A visitor to the site can download the Boating Clean and Green poster and the California Clean Marina Toolkit, which was produced in partnership with the CA Dept. of Boating and Waterways and the San Francisco Bay Conservation and Development Commission. Vivian’s program held workshops to get public comments on two drafts of this toolkit, so there was plenty of marina operator involvement. The Marina Toolkit has four sections: the Clean Marina Guidebook, which covers BMPs; advice and fact sheets for educating boaters; a section covering case studies of marinas that have implemented environmental strategies; and resource information. Vivian’s program also produces a Clean/Green checklist aimed at boat repair facilities.

The program has also produced boater kits which are the Dockwalkers’ main tool. The kit is contained in a bag of “eco-spun” recycled plastic, and is funded in partnership with West Marine. Tide books and marina information are provided by region (northern and southern California), as is information on invasive species. Absorbent pads are included that have loops that can be used to secure them in engine spaces. Information is also provided on alternatives to anti-fouling paints.

A survey is included in the kits; questions are asked about which materials boaters found useful and what recommendations they have for the program. Anyone who returns the survey receives a free T-shirt. November is the deadline for responses each year. Usually they get a 2-3% return; this input is useful for making program improvements. Their research indicates that boat shows, stores, and word of mouth are the primary sources of information for boaters.

The CCC’s Dockwalker program has trained over 440 persons. They offer a 3-hour Free workshop that includes a PowerPoint presentation, then offer real dock-walking experience after the workshop. Through outreach at marinas and shows, dockwalkers get boaters to sign a pledge. Dockwalker hats are provided to identify them, and Dockwalkers who get the most pledges win special jackets.

The CCC program participates in the California Clean Boating Network, which meets quarterly and includes regional chapters. CCC facilitates the Northern Chapter and as of next year will facilitate the new Sacramento- San Joaquin chapter.

**Jean Cameron** explained that the Pacific States/BC Oil Spill Task Force provides staff support (her) for POSPET and also pays to maintain the 1-800-OILS-911 spill reporting network in British Columbia, Washington, Oregon, and California. A boater calling this easy-to-remember number in any of those jurisdictions will automatically be routed to the emergency response call center for the jurisdiction from which the call originates. Jean provided usage information showing that the average annual usage of the OILS-911 number from 1997 to 2003 was 180 calls per year. Promotion of the number on boater education material is essential to make the system effective.

#### Regulatory Climate

- The group noted that the US and Canadian Coast Guards' emphasis on security issues has had the result that they are less available for cleanup of small spills. This puts even more emphasis on the auxiliaries and reservists to pick up the ball on boater education and small spill prevention.
- A mandatory boater education requirement is expected to pass in Washington this year, and will offer an opportunity for pollution prevention education as well. There is no requirement in California, but boaters are encouraged to take the Coast Guard Auxiliary course.
- The group expressed interest in the oil transfer regulation project in Washington and the work being undertaken by the Oil Spill Task Force (see project description in the 2004-2005 Annual Workplan available at [www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)).
- Jean Cameron noted that the US Clean Vessel Act provides funding to states through the US Fish and Wildlife service to provide environmental education to boaters.

#### General Spill Prevention Education Topics

- Regarding the issue of what products really work, Jack Wylie reported that there is an ad hoc Northwest Area Committee Equipment Workgroup that reviews spill response and cleanup products and technology. Contact Scott Knutson, USCG District 13, at (206) 220-7219 or [sknutson@pacnorwest.uscg.mil](mailto:sknutson@pacnorwest.uscg.mil).
- It was also reported that BoatUS has product information on their website at [www.boatus.com](http://www.boatus.com).
- Vivian noted that she uses her Technical Advisory Committee to "review" new technology, but it's not a formal process.
- Environment Canada has a database website at <http://www.etc-cte.ec.gc.ca> which has some information on product toxicity and sorbent materials. In addition, Merv Fingas of EC provides this service on occasion, and has a large database of performance characteristics for such inquiries. Merv can be reached at [Merv.fingas@ec.gc.ca](mailto:Merv.fingas@ec.gc.ca)<sup>2</sup>
- The group will continue to use the POSPET listserve to share information and questions on cleanup and spill prevention products.

#### POSPET Scope, membership, and future projects

- Regarding the scope of POSPET, the group agreed that they would focus on all aspects of "green boating" but with a continued emphasis on preventing oil spills.
- Eric and Chris Wilke will work together to see if the NW Marine Trade Association or West Marine would be interested in participating in POSPET.
- Vivian noted that the North/South Marina Association is represented on her Technical Advisory Committee, so she'll see if they're interested in participating.
- Each POSPET member should consider what representatives from the marina and boating industry might be interested in participating, and make the contact.
- Jean noted that, besides the regional forum that POSPET provides, local "teams" should go forth from this meeting and work more closely together in their jurisdictions (Washington, Oregon, BC, and California).

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<sup>2</sup> Also see EPA information in Jean's email of 11/10/04.

- Jean offered to set up a POSPET “page” on the Oil Spill Task Force website. It could include member contact information, including links to the websites for their organization, meeting notes, and other information on POSPET activities as approved by the group. Jean asked Eric to draft an “intro” statement that could be put on the Task Force’s homepage with a link to the POSPET site.
- Jean volunteered to compile a matrix of recommended practices for marinas that would allow members to compare and contrast the practices that they’re recommending.
- Vivian agreed to forward California’s BMP information and the Clean Marina Checklist. Chris St. Romain will send the Federal checklist.
- Rob Hughes and Mary Ellen Voss agreed to develop new Spills Aren’t Slick stickers, pamphlets, and plaques. Mary Ellen will develop new designs for all three that incorporate instructions on how to report a spill.
- Rob will get bids on publishing the stickers (the pamphlets and plaques will be produced in future years). Each POSPET member is to let Rob know how many stickers s/he wants so he knows how many to order.

The POSPET members in attendance agreed to meet again on March 15, 2005.