

**Summary Notes<sup>1</sup>**  
**Pacific Oil Spill Prevention Education Team (POSPET) Meeting**  
**October 12, 2006**  
**Washington Department of Ecology**  
**Lacey, WA**

**ATTENDING:**

Eric Olsson, Washington Sea Grant; Mary Ellen Voss, Washington Department of Ecology; Chris Wilke, Puget Soundkeeper Alliance; Lou Herrick, US Coast Guard Auxiliary, District 13; Glenn Dolphin, Oregon Marine Board; Marilyn Mead, WA Department of Natural Resources; and Jean Cameron, Pacific States/BC Oil Spill Task Force. Attending by speaker phone: Vivian Matuk, California Coastal Commission and California Department of Boating and Waterways; Mike Richards, Georgia Strait Alliance; Rob Hughes, California Office of Spill Prevention and Response; Susan Shingledecker, BOAT U.S Foundation; plus Anne Reichman and Bob Pebbles, Earth911.

**DISCUSSION NOTES:**

POSPET - Who, What and Why - Mission Statement

- The group discussed the draft mission statement which Eric had provided. They agreed that the emphasis should be on networking, pooling resources, and feedback improving efficiency.
- Eric is to finalize the statement based on this feedback and send it to Jean to post on the POSPET web page.

Member updates: spill prevention projects, educational activities, Clean Marina outreach

- Mike Richards reported that the **Georgia Strait Alliance** had distributed 6,000 spill prevention kits in Nanaimo (a hub for boaters using the Inside Strait). The kits include bilge pads, information on their use and disposal, and a Green Boating guide. He hopes to expand the distribution program to Vancouver if they can get funding.
- GSA is also doing workshops with Environment Canada on boatyard Best Management Practices (BMPs) focused on spill prevention and anti-fouling paints. In addition, Environment Canada and the marine trade associations are interested in working with GSA on a Clean Marina program.
- Susan Shingledecker explained that the **BOAT U.S. Foundation** runs a *HELP STOP THE DROPS* campaign that incorporates pump magnets, stickers, brochures, and signs at fuel docks. She works with fuel docks & marinas as a way to reach boaters. Susan is also working to reach "trailer boaters" that fill at gas stations but can spill fuel when launching their boats.
- BOAT U.S. has 670,000 boater members. BoatU.S. Foundation, the non profit arm of BoatU.S. conducts boater education on boating safety and environmental issues, in part through their magazine. She noted that she had surveyed 5,000 boaters on fueling practices and results indicated that much education is still needed.

---

<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.

- The BOAT U.S. Foundation also provides grants for projects focused on boater safety and water quality issues; Susan noted that water quality grant applications are due by February 1<sup>st</sup>.
- Susan explained that her staff is evaluating various types of fuel cans to determine which are easiest to use without spillage; they've noted that the cans designed to reduce air emissions seem to lead to more spills.
- Susan explained that the BOAT U.S. magazine includes articles providing consumer advice, and reviewing products. Occasionally they'll send samples given them by manufacturers to boaters and marinas for their feedback.
- She noted that marinas who lease their pumps were hesitant to place stickers on their pumps, but were open to use magnets instead.
- More information is available at [www.helpstopthedrops.com](http://www.helpstopthedrops.com)
- Rob Hughes reported that the **California Office of Spill Prevention and Response (OSPR)** had developed a fuel dock database for California which has proven useful for spill response as well. The database will assist OSPR in certifying these locations.
- Rob noted that he had taken the *Spills Aren't Slick* materials to the *Prevention First* conference as well as to a presentation by an Oiled Wildlife Care Network veterinarian at Humboldt Bay. He reiterated that OSPR would be happy to help with future printing of these materials.
- Vivian Matuk, the Environmental Boating Program Coordinator for both the **California Coastal Commission and the Department of Boating & Waterways**, reported that from 2004 to April 2006, her statewide program (the Boating Clean and Green Campaign) assisted Contra Costa County in developing and implementing the County's marinas and boating Program (the Keep the Delta Clean-KDC). The KDC builds up on the accomplishments of the Campaign but takes it to the next level by directly installing needed pollution prevention infrastructure. Both programs worked together on several tasks including distributing 18,000 Clean Delta maps through the Sacramento - San Joaquin Delta, 10,000 boater kits, conducting 5 Dockwalker trainings and setting up several pollution prevention infrastructure at five pilot marinas in Contra Costa County. She explained that the Delta provides drinking water for 2/3 of California's population, as well as irrigation for 7 million acres of crop land.
- Campaign staff assisted the County in writing and applying for a State Water Resources Control Board grant to expand Contra Costa County's effort to the other six counties adjoining the Delta. The KDC was awarded \$1.6 million to expand its efforts to the entire Delta region. Some of the new KDC phase tasks will involve setting up more oil absorbent exchange locations, develop 10,000 boater kits, provide recycling for fishing lines and plastic oil bottles (which may contain as much as one ounce of oil residue), print out and distribute 25,000 copies more of the Delta map.
- The Campaign has trained 500 "Dockwalkers" statewide. Dockwalkers are volunteers trained by the Campaign to conduct face-to-face boater education. Dockwalkers distribute boater kits while educating boaters about clean and safe boating. Depending on the funding, there are five to six Dockwalker trainings throughout the state; these three-hour workshops

include a video on boat pollution prevention, followed by more details on pollution prevention techniques, and a demonstration of how to use oil absorbent pads.

- Currently, Vivian is seeking further grant funding for the Campaign from the Ocean Protection Council.
- More details on California's Clean and Green Boating Campaign is available at <http://www.coastal.ca.gov/ccbn/ccbndx.html>.
- Mary Ellen Voss reported that, in addition to her participation in POSPET for the **Washington Department of Ecology** (WADOE), she also distributes *Spills Aren't Slick* materials in cooperation with other state agencies, puts out a spill prevention news release to boaters in the spring, and sends *Spills Aren't Slick* materials to marinas that report having had a spill.
- Chris Wilke reported that the **Washington Clean Marina Partnership** is expanding its Clean Marina program from the Puget Sound area to the Washington Coast and the Columbia River. The program is now a partnership with Ecology, the Department of Natural Resources, SeaGrant, and the NW Marine Trade Association. He reported a good response from public ports and marinas, but less enthusiastic response from small private marinas which have limited staff and resources. Chris shared samples of various marina signs for Best Management Practices, *Spills Aren't Slick*, and invasive species.
- **Puget Soundkeeper Alliance** has distributed approximately 2,000 boater kits at boat shows and through marinas over the last year. They're giving Clean Boating seminars at boat shows, as well as at the invitation of yacht clubs and Power Squadrons. Chris noted that he plans to do outreach to companies that charter boats so they can include spill prevention training in their check-out procedures.
- Chris reported that he has been awarded a BOAT U.S. grant to develop a Best Management Practices manual for boatyards.
- Glenn Dolphin is the new Clean Marina Coordinator at the **Oregon State Marine Board**. He reported that there are 32 marinas on the Clean Marina pledge list, nine of which want certification by December. Three were certified this summer. Interest is highest in Portland, on the lower Columbia, and in Newport, he noted.
- Glenn plans to do workshops in February in Bend, in The Dalles, on the Coast, and in Southern Oregon, as well as to participate in the Portland Boat Show in January and the Sportsman Show in February.
- Glenn explained that a 12-person stakeholder group helped develop the Clean Marina Program, and their members are involved in the marina certification process.
- Lou Herrick reported that the **U.S. Coast Guard Auxiliary for District 13** has good support from CAPT Mettrick, the Commanding Officer for Sector Puget Sound, which means that full time staff are involved in the clean boating outreach.

- The Auxiliary distributes *Spills Aren't Slick* materials and presents a video on keeping plastics out the waterways. In addition, they conduct licensing<sup>2</sup> and vessel exam programs. They also do outreach to schools, scouting groups, and during Fleet Week.
- Marilyn Mead reported that the **Washington Department of Natural Resources (DNR)** provides training for staff persons who administer marina leases on state-owned aquatic lands. DNR offers materials to marina operators such as the signs and pamphlets and refers them to programs like *Clean Marina Washington*; she noted that DNR is one of the partner agencies working to expand the state's Clean Marina program.
- It was recommended that DNR require the marinas they license to maintain and train with spill response kits.
- Eric Olsson reported that **Washington SeaGrant** is helping the Puget Soundkeeper Alliance expand the Clean Marina project statewide.
- In addition, Eric chairs the Training and Education Committee of the Pacific Coast Congress of HarborMasters (public and private ports and marinas), and regularly distributes *Spills Aren't Slick* materials to that group.
- Eric is also working with the University of Alaska to develop an online course on oil spills. In addition, he is distributing a "Panic Book" guide for marinas, which is available on CD.

#### POSPET Projects

- Members reviewed the **POSPET** page on the Pacific States/British Columbia Oil Spill Task Force **website** and made the following recommendations:
  - Change the title to "Spills Aren't Slick" instead of POSPET, which is just an acronym without a clear message;
  - Eric will revise the mission statement at the top of the page;
  - Meeting summaries need to be arranged in chronological order;
  - If possible, add a "photo gallery" with photos from the members; if not, change the featured photo regularly;
  - Keep the contact list updated; and
  - Add member logos with links to their websites as they're received.
- The **2006 "Spills Aren't Slick" Campaign** was discussed. The materials were popular, and good comments were received. It was noted that some marinas don't have places to post the signs.
- Jean reported that 2,800 signs were distributed, 14,100 decals, and 20,400 brochures. She had surveyed members to determine if more were needed for 2007, but it appears not, since the Washington Department of Ecology did a second printing of 15,000 more decals and 600 more signs. Members will share among themselves as needed.

---

<sup>2</sup> Both Washington and Oregon require a license to operate a recreational boat. State license exams are developed by the National Association of Boating Law Administrators (NASBLA) and primarily emphasize safety. Although these exams are long, states could add a few questions focused on environmental protection.

- Regarding **OILS 911**, Jean reported the following usage data:
  - For 7/1/2005 -6/30/2006, a total of 325 spills were reported using this system;
  - For 7/1/2006 through 9/30/06, 41 calls had been made.
- Jean also explained that Chris and Eric had questioned the number of calls reported for Washington. She uses the call data supplied by AT&T on each monthly bill, but also reviewed the breakdowns by jurisdiction received in separate reports and noted that they were inconsistent with the bills. She spent over an hour on the phone with AT&T trying to determine how they arrive at the usage data they report, but couldn't find anyone at the company who understood the system. She wrote a letter to AT&T in August, but has not received a reply; she will follow-up.

### POSPET Enhancement Options

- **Membership Outreach:** POSPET members agreed to contact the following groups to see if they would be interested in participating in POSPET:
  - Chris Wilke will contact the NW Fisheries Commission, as well as the Columbia and Willamette Riverkeepers;
  - Mary Ellen Voss will contact Washington Parks & Rec;
  - Jean Cameron will contact the states of Alaska and Hawaii, plus Environment Canada; and
  - Vivian Matuk will contact the bay keepers in California.
- Susan Shingledecker of the Boat/U.S. Foundation, which runs the "Stop the Drops" campaign, agreed to join POSPET in order to foster collaboration.
- **New POSPET initiatives/projects:** Vivian suggested that POSPET members look into buying boater kits or pads together in order to save money on the per/item price. She also suggested looking into buying "no spill" bottles and pad dispensers for marinas. Vivian has found that old newspaper stands are good for this.
- The group discussed **Funding Sources for POSPET projects**, but since POSPET has no 501 (C)(3) status, it would be hard to get grants. A member organization would have to sponsor a POSPET project and manage the funds.
- Anne Reichman and Bob Peebles of Earth911 briefed the group by speaker phone to explain how Earth 911 works. It's a unique national repository of community-based environmental information for both the U.S. and Canada, including over 3,100 counties and more than 10,000 cities. It's accessible via either the Internet ([www.Earth911.org](http://www.Earth911.org)) or on a toll-free, bilingual hotline(1-877-Earth911).
- Vivian demonstrated how to access the California Clean Boating information on the Earth911 website ([www.earth911.org](http://www.earth911.org)). Any other state could add clean boating and marina information if they're willing to compile it and work with the Earth911 staff. Anne Reichman can be reached at 480-889-2650 or [areichman@earth911.org](mailto:areichman@earth911.org).

### WADOE Fuel Transfer Regulations

Jason Reichert of WA DOE explained that marinas and fuel docks which serve small commercial vessels are classified as Class 4 facilities and are required to:

- Have the ability to clean up a spill of at least 25 gallons with resources kept on site;

- Provide oil spill prevention and response training for employees involved in oil transfer operations;
- Install highly visible signs showing state oil spill notification numbers and the number of an oil spill response contractor who would be able to respond to a spill at the marina;
- Post a 24-hour phone number for a person designated by the owner or operator who can start the spill response (requires hazwoper training and access to response equipment);
- Send WA DOE a fuel transfer report every 6 months (January 15 and July 15); and
- Ensure all transfer equipment is periodically and properly inspected, maintained, and tested and keep maintenance records for Ecology's review.

Spring Meeting Date

Member agreed to meet again on Monday, April 9<sup>th</sup>, 2007 at the same location.