

SUMMARY NOTES
Pacific Oil Spill Prevention Education Team (POSPET)
2009 Fall Meeting
September 30, 2009
Hosted by the Washington Department of Ecology
Lacey, WA

ATTENDING: Eric Olsson, Washington SeaGrant; Mary Ellen Voss and Todd Hass, Washington Department of Ecology; Chris Wilke, Puget Soundkeeper Alliance; Charles Martin, City of Des Moines Marina; Harry Ota, U.S. Coast Guard Auxiliary; Jean Cameron, Pacific States/British Columbia Oil Spill Task Force

PARTICIPATING BY PHONE: Glenn Dolphin, Oregon Marine Board; Lt Erin Roberts and Wade Gough, U.S. Coast Guard Sector Seattle

MEMBER REPORTS:

WA Department of Ecology

- Mary Ellen Voss reported that Ecology had been advising the public to avoid fumigant canisters washed up on Washington beaches from grain carriers.
- Mary Ellen also provided hardcopies of the website that she developed for Ecology's Water Quality website, *Clean, Green Boating*. <http://www.ecy.wa.gov/programs/wq/nonpoint/CleanBoating/index.html>. The website covers Pollution and Spill laws, Hull Cleaning and Boat Washing, Aquatic Invasive Species, Fueling and Bilge Care, Hazardous Materials and Recycling, Sewage (includes info on MSDs and treatment systems), Boat maintenance tips, and related web links including the POSPET site and the 800-OILS 911 hotline.
- Mary-ellen reported that she produced a *Spills aren't Slick* story for Ecology's internet site and another one for Ecology's blog.
- Mary-ellen reported that Ecology (M-E & WQ staff) & DNR had finished the *Hull Cleaning* sign and it was ready for printing. Chris Wilke was looking for money in his budget to produce some laminated versions.
- Mary-ellen provided *WA Waters-Ours to Protect* recreational boaters posters and other *Spills aren't Slick* materials including the new fuel tags for the Clean Pacific Conference in Portland.
- Mary-ellen produced an opening-of-boaters-season news release in late April advising the public to report spills using the 800-OILS 911 hotline.
- Mary-ellen reported that she developed a cost data sheet for Eric's Pacific Coast Conference presentation that included a list of vessels, and their response, natural resource damage, and penalty costs.

Puget Soundkeeper Alliance (PSA)

- Chris Wilke reported that five new marinas had been certified as "Clean Marinas" in Washington this summer, bringing the total to 45. Only one is outside the Puget Sound area - that's a marina in the Camas/Washougal area on the Columbia River.
- Washington's Clean Marina program launched a 3-month pilot project focused on collecting bilge water. There were 4 certified Clean Marinas collecting bilge water initially, and 8 more were added this year, for a total of 12. The system uses 160-gallon totes which are stored in areas with secondary containment and hauled off by companies certified to collect hazardous materials. PSA provided the equipment and the marinas pay for collection and removal. The program reinforces Washington's "zero discharge" message.
- Chris noted that the Clean Marina program had received funding for two years from the Washington Department of Ecology. PSA's clean boating outreach (boat shows, kits) will be done in partnership with Washington SeaGrant and Washington State Parks.
- Chris is printing signs developed by Ecology and DNR (with his input) to advise boaters that it's illegal to scrape copper paint into waterways. He noted that a survey that PSA does when they distribute their Boater

Kits indicated that compliance with the law was a primary motivating factor; many respondents also stated that environmental laws are not strong enough!

City of Des Moines Marina

- The City of Des Moines Marina, where Charles Martin is the Environmental Coordinator, was one of those participating in the bilge water collection pilot project. He noted that it was easy, since the marina already had arrangements in place to collect hazardous materials, and this didn't add any costs. He noted, however, that boater education is the biggest challenge.
- Charlie explained that he's upgrading the Best Management Practices in the tenant's manual which outlines their responsibilities. Upgrades are needed to reflect both changes in technology and experience. For instance, these upgrades will include lessons learned from a staff survey and the Clean Marina program, such as use of containers and absorbents for oil, educational materials, and spill response kits on the docks.
- He noted that the fuel pump tags worked well. Des Moines uses "pump attendants" but he admitted that not all of them are gung-ho on the no-spill issue in spite of training. The group discussed the possibility of using Conservation Corps workers to help with educational outreach at boat fueling docks.
- Marina staff is monitoring the dumpsters for waste oil and oily debris.
- Harry Ota asked whether the USCG "Clean Vessel" inspection program is available at the Des Moines marina; Charlie noted that the USCG Auxiliary visits regularly; also, there's a sign next to the office promoting this free inspection program, and he also promotes it with his renters.

U.S. Coast Guard Auxiliary

- Harry Ota explained that the USCG Auxiliary has two missions: education and enforcement. The Auxiliary focuses primarily on boater safety, but uses the Sea Partners Campaign for environmental education and outreach intended "to develop community awareness of maritime pollution issues and to improve compliance with marine environmental protection laws and regulations." The Sea Partners' website is available at: <https://homeport.uscg.mil/mycg/portal/ep/browse.do?channelId=-24887&channelPage=%252Fep%252Fchannel%252Fdefault.jsp&pageTypeld=13489>
- Harry explained that Sea Partners uses "Officer Snook" in outreach activities; recent events have included a Seattle Mariners game in April and work in Clallam County with the Beachwatchers sponsored by Washington State University. Harry is also making arrangements to coordinate outreach activities with Beachwatchers in Skagit County, as well as with the Boy Scouts and Cub Scouts.
- The Auxiliary also works with the U.S. Coast Guard to identify derelict and abandoned vessels before they sink; they work together to maintain a database of such boats and keep it aligned with the Washington Department of Natural Resources' derelict vessel database as well. The Auxiliary's database includes photos; they check the database for reference and include previously identified boats in their patrol plans so they can monitor the level of deterioration and add new photos and comments to their reports to the U.S. Coast Guard. It was noted that the Coast Guard will send a warning to the owner if s/he can be identified. There has to be an eminent threat of pollution to warrant a Coast Guard cleanup or removal.

Washington SeaGrant

- Eric Olsson reported that he had been involved in recruiting Clean Marinas at Camas/Washougal, and noted that it was an example of "total port involvement." He explained that boat operators pump their own gas there, but must enter a code number, which is the U.S. spill response number! So they're forced to read a sign with the information which also includes a spill prevention message.
- Eric will be doing Clean Marina outreach in La Push next. He reminded the POSPET members that his fishing vessel safety workshops include the message that "a safe boat is a clean boat."
- He'll be distributing oil spill prevention kits at the Pacific Marine Expo in November; the audience is primarily fishing vessel operators.

- Eric will be meeting with the Pacific Coast Congress of Harbormasters in Bremerton, WA next week. This meeting will focus on marine debris issues and abandoned fishing gear. Pump-outs, spill prevention, and education are also discussed. He'll recognize newly designated "Clean Marinas" and handout fuel tags. The next Congress will be in Bellingham.
- Eric Olsson reported that he did a presentation (Small Spills-a Cause for Concern) at the 2009 Clean Pacific Conference in Portland in Sept. 09.

Oregon Marine Board

- Glenn Dolphin reported that Oregon certified five new Clean Marinas this year, for a total of 40 now.
- He noted that the publication *Marina Dockage* recently surveyed Clean Marinas for an article that will be in their November edition. (The web link is <http://www.marinadockage.com/>.) The publication has conducted a similar survey for the last three years.
- Clean Marinas in Oregon participated in a "Poker Run" on National Marina Day this summer. Boaters traveled to participating marinas and collected playing cards; they then converged at a central location for a barbeque and prizes given for the best "hands." Eleven boats and 42 people participated. Glenn noted that soliciting prizes, developing a map, and other planning efforts were time-consuming, but that's often the case with first-time events. It was successful and he hopes to do it annually.
- Glenn noted that the West Coast Governors' Agreement on Ocean Health has a team focused on "Sustainable Coastal Communities," and the Clean Marina program is seen as an element of a sustainable community. Thus, he is involved with their Action Plan Committee. They'll contact fifty stakeholder groups including marinas, working waterfronts, and fisheries; they hope to develop a plan by December that will include pollution prevention actions, dealing with marine debris, defining "Green Ports," and more.
- Glenn also explained that the Marine Board was authorized by the Oregon Legislature to develop a program focused on preventing marine invasive species. The program will be funded by a \$5 fee tied to biennial boat registrations (\$20 for out-of-state boaters).
- Glenn also noted that there was a Clean Marina workshop at the State Organizations for Boating Access (SOBA) Conference, which was held September 28th in Corpus Christi, Texas. (SOBA is a national, non-profit organization dedicated to improving access to waterways by promoting the public acquisition, development, and maintenance of recreational boating facilities.)

POSPET WEBSITE, OILS 911, SPILLS AREN'T SLICK MATERIALS

- Jean noted that the Spring 2009 meeting notes were posted on the *Spills Aren't Slick* webpage. She also noted that it was time to feature another member program, and asked Glenn to send info on Oregon's Clean Marina program.
- Jean reported that the OILS 911 usage numbers since July 1st were low due to the fact that the system was offline after July 5th and not restored until August; 7 calls were recorded in July, compared with 21 in August.
- Mary Ellen Voss reported that in April, 2009:
 - 3,000 CA/OR and 4,000 BC/WA brochures were printed;
 - 1500 fuel tags were printed; and
 - 3,000 CN decals and 3,000 U.S. decals were also printed.
- 400 WA/CN signs and 200 CA/OR signs have been requested; California OSPR has committed to printing these.
- Mary Ellen reported that the current balance of materials is:
 - SIGNS: CA/OR – 0; WA/CN – 33
 - BROCHURES: CA/OR – 5,050; WA/CN – 4,900
 - DECALS: CA/OR/WA – 300; CN – 6,000
 - FUEL TAGS: 300

CLEAN PACIFIC CONFERENCE UPDATE

- Eric reported that there was a good turnout for the session he chaired at the Clean Pacific Conference titled "Small Spills...A Cause for Concern." Small spills represent 90% of all spills, even on "big ships," he noted.
- Eric encouraged continued involvement by POSPET members in the 2011 Conference, which will be held in Long Beach, CA September 27-29.

DISTRIBUTION AND MARKETING OF SPILL PREVENTION MATERIALS - STRATEGIES FOR GETTING REACHING AUDIENCES

- Todd Hass, Outreach/Education Specialist with the Department of Ecology, led a discussion with the group regarding outreach strategies. He noted that it's critical to success that we define the target audience as well as the behavior we want to change.
- It was noted during the discussion that the ongoing chronic effects of cumulative spills to the marine environment needs to be communicated, but it's hard to find the data on this.
- Outreach options noted by the group included the web, social media, boat registration materials, and boater exams. Boater kits provided at boat shows and similar events offer an opportunity to interact, noted Chris, as well as a chance to do quick opinion surveys.
- One on one messaging seems to be very successful, so the group discussed ways to learn from the Dockwalkers model used in California. Jean will contact Vivian to discuss how best to learn from her program; perhaps the Task Force could cover Vivian's travel costs to attend the Spring 2010 meeting and offer a training session to further explain the Dockwalkers program as well as the U.S. Coast Guard auxiliary's role in that program. The importance of recruiting "boaters" to do outreach to other boaters was noted.
- Using fuel dock attendants to deliver the message was also discussed, along with the idea of a check-list for fuel docks.
- The message that "a clean boat = a safe boat" should be at the top of our lists.
- Eric also noted the need for outreach targeted at boat launch ramps and trailered boats, where the environmental risks are primarily bilge dumping and using soaps to rinse boats.

POSPET ENHANCEMENT OPTIONS

- Chris Wilke reported that he has contacted Rachel Lord with the Cook Inletkeeper and Jennifer Gibbons with the Prince William Soundkeeper to exchange information regarding outreach programs. He will see if either of them is interested in joining POSPET.
- Including Washington State University's Beachwalker program was also suggested. Jean recommended that a program staff person be identified rather than a county liaison – if possible - in order to find someone with the big picture perspective. Chris Wilke will follow-through on this outreach.

SPRING 2010 MEETING DATE

- Jean will survey the group in January to determine a March date that will work for everyone.