

SUMMARY NOTES
Pacific Oil Spill Prevention Education Team (POSPET)
2010 Spring Meeting
April 28, 2010
Hosted by the Washington Department of Ecology
Lacey, WA

ATTENDING: Eric Olsson, Washington SeaGrant (POSPET CHAIR); 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; Lyn McClelland, U.S. Coast Guard Auxiliary, D13; Jean Cameron, Pacific States/British Columbia Oil Spill Task Force

PARTICIPATING BY PHONE: Glenn Dolphin, Oregon Marine Board; David Freed, WSU Extension Beachwatchers of Clallam County; Vivian Matuk, California Department of Boating and Waterways and the California Coastal Commission; Rob Hughes, Office of Spill Prevention and Response, California Department of Boating and Waterways; and Melissa Ferris, Washington Department of Natural Resources

MEMBER REPORTS:

Chris Wilke, Puget Soundkeeper Alliance

- There are now 50 certified Clean Marinas in Washington State; this represents 25% of all marinas in the state. Chris also noted that two more marinas are awaiting approval.
- Working with Washington SeaGrant, the program has developed maps of marinas with sewage pump-out facilities; the program is called "Pump, Don't Dump."
- Chris will be doing a number of clean boating seminars this summer.
- Puget Soundkeeper Alliance (PSA) and the WSU Extension service hope to collaborate on a Dockwalker program this year.
- Chris also noted that PSA is working with the NW Marine Trade Association on the possibility of establishing a "clean boatyard" program; this would include use of non-copper based paints for boat hulls.
- See www.pugetsoundkeeper.org.

Todd Hass, Washington Department of Ecology

- Todd reported that he and Mary Ellen Voss are working with Ecology's Spills Program to increase their focus on small spills and spills from recreational vessels.
- Todd explained that he's the primary webmaster at Ecology and is also the Chair of the NW Area Committee's Outreach Group.
- See <http://www.ecy.wa.gov/programs/wq/nonpoint/CleanBoating/index.html>.

Harry Ota, U.S. Coast Guard Auxilliary, Sector Seattle

- Harry reported that the Auxilliary has been participating in the pump-out program.
- He will be training the SeaPartners trainers, focusing on education and outreach.
- The SeaPartners Program is working with the Puget Soundkeeper Alliance on a cleanup May 15th at Lake Union; they'll be using four boats, four jetskis, and five paddlecraft.
- SeaPartners has secured some funding for the *Spills Aren't Slick* signs (see later discussion in these Summary Notes).
- See <https://homeport.uscg.mil/mycg/portal/ep/browse.do?channelId=-24887&channelPage=%252Fep%252Fchannel%252Fdefault.jsp&pageTypeld=13489>

Lyn McClelland, U.S. Coast Guard Auxilliary D13

- Lyn explained that she does marina outreach for Sector Seattle, in addition to being a recreational boat “vessel examiner.” Her focus is on boating safety. She serves as a liaison between the Captain of the Port and marina operators.
- The Sector’s Marina Outreach program is the first of its kind in the country.

Charles Martin, City of Des Moines Marina

- Charles reported that his focus has been on preventing spills at the fuel dock. He is considering a “red card” program in addition to signs on each fuel pump that provide advice on good fueling procedures. When a spill occurs, a boater would be given a “red card” with a list of their responsibilities and the state and federal spill reporting numbers to call.
- Regarding sewage issues, Charles reported that he’s trying to educate people who live aboard their boats at the marina about pump-out procedures and requirements. He’s thinking of amending the “live-aboard” agreements to include more emphasis on this issue.

Eric Olsson, Washington SeaGrant

- Eric opened his report with a review of what POSPET accomplishes, including:
 - Promoting a consistent and accurate message on small spill prevention, clean boating and clean marinas;
 - Providing a network (through the email listserve and semi-annual meetings) for sharing information and learned from one another; and
 - Economies of scale with regard to production of the *Spills Aren’t Slick* outreach materials.
- Noting that he’s been with the Washington SeaGrant program for twenty years, Eric reported that he’s proposed a statewide poster contest focused on SeaGrant’s messages.
- Eric reported that he had recently attended a NW Area Committee meeting, and he also participated in the Pacific Coast Harbor Masters meeting in Bellingham April 6-9th. One interesting item displayed there was a solar/wind powered pump for sewage pumpout. He’s seeing changes in landside management at ports and harbors to emphasize sustainability. The Seattle Captain of the Port gave a presentation at the conference regarding the Coast Guard’s strong ties with the marine community.
- Eric noted that he’s been working with Ecology and the Puget SoundKeeper Alliance on Washington’s Clean Marina Program.
- See <http://www.wsg.washington.edu/mas/ecohealth/oilspills.html>.

Glenn Dolphin, Oregon Marine Board

- Glenn reported that he’s now Oregon’s Aquatic Invasive Species Coordinator, so the Marine Board will be hiring a replacement to coordinate the Clean Marina Program.
- 47 marinas are now certified in Oregon. Glenn completed 3-year recertification visits over the winter; he noted that 13 more are due in 2010.
- Glenn attended the Portland Boat and Sportsman Show to do clean boating outreach.
- He’s been working to include clean marinas and green ports in the West Coast Governors’ Action Plan; revisions focused on this topic were still in draft form at the time of this meeting. He noted that there’s no particular funding associated with the Action Plan; any new projects would have to be undertaken by Washington, Oregon and California agencies as part of their budgets, unless federal funding were available.
- On the topic of sewage discharge, he noted that Oregon Clean Marinas must not allow discharge, only pump-outs. The program is evaluating the need for more outreach on this topic, since the Marine Board has some Clean Vessel Act funding for this.
- When asked about funding for Oregon’s Aquatic Invasive Species program, Glenn explained that motorized boats pay \$5 for a permit every two years and non-motorized boats of 10’ or longer are also required to have a \$5 permit. This provides funding for inspectors and program signs at boat ramps.

- See http://www.oregon.gov/OSMB/Clean/clean_marina.shtml.

David Freed, Washington State University (WSU) Extension Clallam County

- David explained that he coordinates the WSU Extension Service's Beachwatchers program in Clallam County.
- They run an annual volunteer training event that covers 100 hours of training on a variety of topics including oil spill awareness. The Washington Department of Ecology and the U.S. Coast Guard both provide presentations.
- David further noted that many WSU Beachwatchers also get Hazmat (65-75 persons) and oiled wildlife training (30 persons) each year.

Vivian Matuk, California Department of Boating and Waterways and the California Coastal Commission

- See Vivian's Dockwalker presentation notes below.

Mike Richards, Georgia Strait Alliance

Mike had hoped to participate by phone, but wasn't able to, so he sent this email report on his outreach activities:

- On the Clean Marina side of things we now have 4 certified marinas; 11 facilities have officially joined the program with a few more expected shortly.
- Our Green Boating program continues and includes presentations to Yacht clubs and Power Squadrons as well as some interested community groups and schools.
- We will be displaying at 2 major boat shows this year and at a number of smaller events and will continue distribution of *Spills aren't Slick* materials.
- I presented on West Coast environmental issues to the Canadian Safe Boating Symposium late last year and highlighted issues around small spills.
- We still have no agency financial support for our programs; foundation funding has been adequate for now but we need some sustained funding. Continuing support was confirmed recently by the BC Marine Trades Association; this is great, but more is needed.

Rob Hughes, Office of Spill Prevention and Response

- Rob joined the meeting by phone after lunch. He noted that OSPR has no funding to assist with the Spills Aren't Slick signs at this time and the OSPR staff continues to face pay cuts associated with three "furlough Fridays" each month.
- He reported that he's been working on plans for the Prevention First Conference in Long Beach October 19-20th. See <http://www.slc.ca.gov/>.
- Vivian Matuk noted that she's working with Ted Mar at OSPR to organize an oil spill drill workshop for boaters and marina.

General Discussion

- Jean asked if the U.S. Coast Guard's **navigation safety "Rules of the Road"** were included in any clean boating training, since recreational vessels can present navigation hazards for one another as well as for large vessels, and any accidents could lead to oil spills.
- Harry Ota replied that the Auxiliary's safe boating seminars cover Rules of the Road training and clean boating topics.
- Eric Olsson reported that SeaGrant has a fishing vessel safety program that includes training on the Rules of the Road and makes the point that a clean boat and a safe boat are one in the same.
- Glenn Dolphin noted that county marine inspectors and the State Police both do vessel inspections and safety training for recreational boats. He also explained that an operator of any power boat of 10 horsepower or greater must have a card indicating completion of a course that includes navigation safety, invasive species, oil spills and other environmental issues, and the use of PFDs.

- Todd noted that boaters in Washington must complete an 8-hour class or pass an online test. The Washington law will have a phased-in period for compliance. By January 1, 2008, boaters 20 years of age and younger will be required to obtain their Boater Education Card. Then by January 1, 2009, it will be boaters 25 years of age or younger will be required to obtain their Boater Education Card. The phased-in period for compliance will continue until 2016 for various age groups. Boaters born before January 1, 1955 will be exempt from having to obtain a Boater Education Card.
- Harry also noted that the U.S. Coast Guard has an America's Waterways Watch program that trains volunteers to report pollution, security concerns, and unsafe practices. USCG District 13 has also implemented a pilot program called the "Citizens' Action Network."
- Regarding **boatyards and hull cleaning activities**, Chris Wilke noted the Washington Clean Marina program has printed a poster explaining that in-water hull cleaning is illegal. Still, he noted, dive companies advertise this service. He explained that it's legal if the boat doesn't have "anti-fouling" paint, but most hull paints are "toxic by design," since they are meant to prevent organisms from growing on boat hulls. The poster will be distributed to marinas.
- Vivian Matuk reported that the California Water Resources Board wants to permit boatyards and require water quality testing for copper residues. Copper paints are regulated as pesticides in California, she noted. This proposal is controversial, and there is much opposition to it. She noted that the state is trying to work through the Clean Marina program, asking them to voluntarily include boat cleaning in their guidelines and certification program. She also noted that California is researching alternatives to copper paints. She further noted that it's not illegal to clean a hull in the water in California, as long as abrasives are not used, so the cleaning has to be done more frequently. There are 11 products approved for hull cleaning in California, Vivian noted.
- Todd Hass reported that an Ecology study of copper in water at three marinas found low levels; they concluded that direct leaching was not a threat so much as hull cleaning in the water.
- Glenn Dolphin reported that Oregon water quality studies have not focused on copper, and Oregon DEQ has not regulated boating activities. However, the Oregon Clean Marina program prohibits in-water cleaning.

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

- Jean Cameron reviewed what was available on the *Spills Aren't Slick* page on the Oil Spill Task Force website (<http://www.oilspilltaskforce.org/pospet.htm>) and noted that the POSPET member list had been updated and the final September 2009 meeting notes were posted. She also asked for a POSPET member to volunteer to be covered as the next "featured program."
- Jean also reported on the OILS 911 usage from July 2009 through March 2010: 14 were made calls in British Columbia; 95 calls were made in Washington; 6 calls were made in Oregon; and 130 calls were made in California, for a total of 245 calls on the system during that period of time. She reminded them that the system had been down for a few weeks in July 2009 when the Washington emergency office opted out of AT&T.
- Regarding the *Spills Aren't Slick* materials for the 2010 outreach season, Jean reported that Mary Ellen had enough pump tags, brochures, and decals to meet requests from POSPET members this spring. What is needed are the polyplastic signs/placards. Harry Ota has secured a commitment of funding from the U.S. Coast Guard Sector Seattle, but that offer includes a request that the Sea Partners logo be placed on the sign. The POSPET members discussed this, since they didn't want to "dilute" the message of the current graphics, yet agreed with Harry that the point was to get the signs printed and in circulation. It was agreed that Ecology's graphics person would do two mock-ups: one with the logo and one with text acknowledging funding from the USCG Sea Partners. (JEAN'S NOTE: these mock-ups were done, but no final decision was made and no signs were printed for 2010, probably due to the fact that U.S. Coast Guard's attention was diverted to the Deepwater Horizon oil spill response soon thereafter.)

DERELICT BOATS: PROBLEMS, FUNDING AND PROGRESS

- Melissa Ferris from the Washington Department of Natural Resources (DNR) joined the meeting by phone and reported that DNR had removed 22 derelict vessels from the Coast, the Straits of Juan de Fuca, and Puget Sound since July 1, 2009. Several of these were oil pollution risks.
 - DNR had \$1.7 million in a derelict vessel removal fund; \$400,000 remains.
 - DNR is working with the U.S. Coast Guard to combine their derelict vessel databases.
 - DNR is also working with Ecology so they can replicate their RFP and contract process for contractors to do the vessel removals.
 - DNR's program doesn't cover tribal boats on tribal lands/waters, but does cover boats abandoned on state-owned aquatic lands.
 - Since local governments must provide a 10% match, some feel that this cost – plus staff time – discourages participation.
- Vivian explained that Assembly Bill 166 established the "Surrendered Vessel Program" in the Department of Boating and Waterways (CalBoat). CalBoat currently provides grants from the Abandoned Watercraft Abatement Fund (AWAF) to local agencies to abate and remove abandoned vessels. AB 166 allows grants from the AWAF for local agencies to receive and dispose of recreational vessels that are willingly surrendered to the local agency as an alternative to abandoning these boats. Boats must be willingly surrendered by the verified title-holder, and must be determined to be in danger of being abandoned and causing environmental harm.

DOCKWALKER WORKSHOP provided by VIVIAN MATUK, DEPT OF BOATING & WATERWAYS, CA COSTAL COMMISSION

The Boating Clean & Green Program - a quick overview

- The Boating Clean & Green Program's goal is to reduce water pollution from recreational boating. Two things are needed to accomplish this: 1) education and 2) convenient pollution prevention services for boaters.
- The main program components are research, networking, technical assistance, and education and outreach.
- RESEARCH includes:
 1. **Boating Clean and Green Survey, 1998 -by the Public Research Institute** - the Campaign was based at the outset on research into boater practices with respect to their management of oil and fuel and what types of information would motivate them to change practices that might harm the environment.
 2. **Boater Focus Group, Berkeley, CA 1998 - by the Public Research Institute** - this focus group was convened to help the Campaign assess the best formats for educational materials as well as the types of messages most likely to motivate boaters to change environmentally harmful behavior.
 3. **Used Oil Collection and Related Services in San Francisco Bay-Delta Marinas, 1998 - by SF BCDC and the California Coastal Commission**- this report provides the results of a survey of SF Bay and Delta marinas to determine the availability of used oil collection, hazardous waste disposal, bilge pump-out, and absorbent pad distribution services.
 4. **Identifying Gaps in Oil Collection, Spill Prevention, and Hazardous Waste Collection Services for Boaters in LA, Orange and San Diego Counties, April 2000, by the Santa Monica Bay Restoration Project and California Coastal Commission** - this report provides the results of a survey of three Southern California Counties to determine the availability of services
 5. **Boating Clean and Green Pre-and Post-Campaign Surveys of California Boaters, April 2000- by the Public Research Institute** - this report assesses the effectiveness of the boater outreach campaign conducted by the Commission between 1998 and 2000.
 6. **Oil Related Services at California Marinas - Assessing Performance and Boater Usage, by the California Coastal Commission (CCC) and SF Bay Conservation and Development Commission** - this report assessed the performance and usage of used oil collection, bilge pump-out and oil absorbent pad distribution programs at California marinas.

- **NETWORKING:** The California Clean Boating Network (CCBN) is a statewide forum for the boating and environmental communities that work together to increase the quality and quantity of boater education regarding clean boating in CA. The CCC started this group in 1995. Three chapters meet quarterly to discuss issues related to educating boaters about clean boating.
- **TECHNICAL ASSISTANCE AND SUPPORT:** the Campaign provides support to clean boating partners and any marina or local clean boating program that needs assistance identifying needs for services, determining which services to install, and developing a boater education program to complement its services. More than 110 marinas, state, local governments and organizations have received technical assistance from the Campaign. The Program has also provided technical assistance to more than 10 states and countries setting up their boating programs. Recently, technical assistance included information regarding how to dispose of boats and lists of salvage companies in California.
- **EDUCATION AND OUTREACH** includes:
 1. **Boat Shows** – The Campaign has attended 40 boat shows and events, using two clean boating trade show displays
 2. **Boater kits** – The Campaign developed and distributed over 42,000 boater kits, including oil absorbent pad, key chains, magnets, clean boating tide tables, and additional information about safe and clean boating practices. These were distributed by Dockwalkers as well as at boat shows and events.
 3. **Launch Ramp signs** - The Campaign developed and posted 450 signs at launch ramps throughout the state - English and Spanish versions
 4. **Website** - the clean boating website developed by the Boating Clean and Green Campaign provides a list of the locations of environmental services for boaters throughout the state, as well as other clean boating information. Visit our website at <http://www.coastal.ca.gov/ccbn/ccbndx.html>. As a result of the partnership with the other CCBN facilitators (SMBR Foundation, Save Our Shores and the Community Environmental Council), we created a clean boating section in the Earth911.org where boaters can get information of the nearest environmental services entering their zip code. This system is also linked to the 1(800) CLEAN UP number.
 5. **Dockwalkers** – The Campaign has trained over 400 volunteers (mostly boaters) to get out on the waterfront and distribute boater kits to boaters and to provide face-to-face boater education

The Dockwalker Program purpose and how it works

- Dockwalkers come from the following groups:
 - US Coast Guard Auxiliary
 - US Power Squadrons
 - Marina and yacht club operators
 - Boaters/fishermen
 - Environmental groups
- The purpose of the Dockwalker program is to:
 - Train boaters, volunteers and other recreators about environmentally sound boating;
 - Increase boater outreach;
 - Support local boater education efforts;
 - Distribute boater kits or other educational materials. The kits are designed to educate about environmental and safety concerns associated with boating and also to provide tools for clean boating, such as oil absorbent pads; and to
 - Ensure that kits are used to educate in manner consistent with the program.
- The premise of Boating Clean and Green Campaign is that “face-to-face” boater education is the most successful strategy for educating boaters. This approach is the result of research conducted by the Campaign. By sending boaters and other volunteers out to the docks, launch ramps, and other waterfront areas, the Dockwalkers program really asserts a low-key form of “peer-pressure” (or is it “pier” pressure?) to motivate

behavior change in the boating community. We collaborate with other organizations – e.g., local government, nonprofits and CG Auxiliary - by training their staff and volunteers and helping them to design outreach.

- Vivian explained that California’s Dockwalker training materials included a folder, a Dockwalker cap, a clipboard, a training video, MARPOL and various oil placard stickers, and order forms for educational materials. After the training is completed, the Dockwalker receives a Certificate.
- At each training event Dockwalkers receive the following materials:
 - The Dockwalker handbook, which summarizes what was covered in the training; the handbook is included in a folder which includes other boater education materials and information about where to get information;
 - A sample script for Dockwalkers;
 - Evaluation forms so we can continue to improve the program;
 - Order forms for hats, boaters kits videos, etc;
 - A copy of the video; and
 - The boater survey.
- New material added to Boater Kits in 2009 and 2010 included a brochure on boating laws and BPA-free water bottles.
- During the three-hour workshop (which is free) participants learn about clean and safe boating practices related to the potential sources of boat pollution. In addition, participants learn how the boater kits and the oil absorbents work. We also supply Dockwalkers with public outreach tools for their everyday contact with boaters. We do some role playing to show participants how to approach boaters. Finally we have an optional Dockwalking activity at a nearby marina or yacht club.
- Once Dockwalkers are trained, they go to marine supply stores, boat shows, marinas, etc. to distribute the Boater Kits.
- Vivian’s program has trained over 600 Dockwalkers since 2000. She has 8 trainings scheduled this year for 145 volunteers. Generally each class is for 15-20 people.

Primary Program Messages

- The primary pollution sources addressed include oil and fuel, sewage, boat cleaning and maintenance, hazardous and solid wastes, marine debris, and grey water. The problems with these pollution sources are addressed and information on the fines for causing such pollution is provided. Each problem is also matched with a Clean Boating practice and what item in the Boater Kit is associated with each message.
- Research shows that when people commit to an action they are more likely to follow through, so Dockwalkers ask boaters to complete a survey and sign a pledge. In recognition of the good work and dedication of our clean boating Dockwalkers, West Marine (third year) will be donating three gorgeous jackets to the program for the 3 Dockwalkers who get the most pledges in 2010; there are also other prizes for other active Dockwalkers.
- Trained Dockwalkers are provided with 18 kits at a time, and get as many as 54 if needed. Vivian reported that 8,000 Boater kits were distributed in 2009, and over 40% of the recipients completed a survey and signed a pledge.
- Vivian reviewed the following tips for conducting a Dockwalking activity:
 - **Do your homework first.** These tips for talking and walking can be very useful. Of course, every person develops his or her own personal approach. Be a knowledgeable resource; in addition to the information contained in the handbook and this training, you can consult some of the resources provided in the back of the handbook.
 - **Free stuff attracts attention.** Let the boater know at the outset that you are giving them free materials to help them keep the water clean.
 - **Ask questions to generate discussion.** Ask if they have ever tried using an oil absorbent to clean oil or fuel spills. Ask if their boat has a bilge. Ask if they have an installed toilet on board.

- **Judge the attention span of the listener.** Talking for too long, taking up too much time, can be annoying. Start out by asking if they'd take a moment for you to give them some basic clean boating information.
- **Give credit to the boater for good practices.** If the boater already uses an oil absorbent to clean spills, or always uses a sewage pump-out, acknowledge that they helping to protect the environment.
- **When using the boater kits, show the oil absorbent pad first and talk about oil and fuel.** This is one strategy if you don't know how else to start.
- It is essential that you **be friendly and helpful.**
- **Don't be too serious.** Don't make people feel like sinners.
- **Humor is an asset.** Try to keep the visit upbeat.
- It's important to **know where boaters can dispose of and recycle hazardous wastes near their boats.** Find out before you start Dockwalking.
- **Avoid giving out misinformation.** If you don't know, it's OK to say so. You may direct them to the resources in the boater kit that may help to answer the question.

Benefits of the Dockwalker Program

- The Dockwalker program will provide you with some of the following benefits:
 - Supports your current efforts, enhances and broadens your boating safety education mission by including environmental information developed with boaters for boaters.
 - Provides you with a valuable outreach tool that really attracts boaters so you can easily give them these boater kits while doing your vessel examination and your education and outreach efforts through your Marine dealer visits, boat shows and other public events and presentations you have.
 - Once you are trained you can organize your own trainings as a part of the "trainers" program.
 - Vivian cited survey results which indicate that education, outreach and increased opportunities to control bilge oil are effective in improving public perception and participation; more boaters are recycling oil and using oil absorbents.
- Funding for the California Dockwalker program comes from registration fees, boating fuel tax dollars, partner funding, and boating facility construction loan payments.
- Vivian reviewed "How to Plan and Set Up a Training":
 - Identify areas with a high number of registered boats;
 - Reach out to local boating programs/efforts to identify partners. For instance:
 - Identify current Coast Guard Auxiliary Commanders and Vice Commanders;
 - Identify boating associations board members;
 - Identify marinas and yacht club board members; and
 - Identify local media;
 - Develop partnership with local Environmental, Boating and Fishing Groups;
 - Work with your partners to identify a training location, preferably a free facility;
 - Prepare press releases and conduct mass mailings.
- Lessons Learned from the Dockwalker program include:
 - Partnerships are extremely important;
 - Combine environmental messages with information about potential penalties;
 - Reinforce the educational messages by using different educational tools;
 - Establish and maintain a good relationship with your volunteers (newsletters, participation at boating events, etc);
 - Provide recognition for good performance;
 - Find ways to continuously improve the program; and
 - Secure funding to continue the program.

VOLUNTEER MANAGEMENT

- The group discussed several issues related to volunteer management, including:
 - How much training can be delivered at one time?
 - How to maintain a close working relationship and commitment from volunteers without overwhelming them;
 - The best ways to recognize and honor the work of dedicated volunteers; and
 - How to keep their satisfaction levels high.

FALL 2010 POSPET MEETING DATE

Prior to adjourning, the POSPET members tentatively set October 19th as their fall meeting date. (JEAN'S NOTE: This was subsequently changed to October 27th.)