

Summary Notes¹
Pacific Oil Spill Prevention Education Team (POSPET) Meeting
March 9, 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; Kurt Torgerson, US Coast Guard Auxiliary, Sector Portland; Lou Herrick, US Coast Guard Auxiliary, District 13; 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; Kristin Feindel, Oregon Marine Board; Fran Recht, Pacific States Marine Fisheries; and Rob Hughes, California Office of Spill Prevention and Response.

DISCUSSION NOTES

Member updates on spill prevention projects and educational activities

- Chris Wilke reported that the Puget Soundkeeper Alliance (PSA) was continuing their Clean Marina program; a Puget Sound Action Team grant will allow them to extend the program into four northern counties. Thurston County is not officially included, but PSA will endeavor to include marinas there when possible. Eric Olsson will assist with the Clean Marina certifications. (See additional information on pages 3-4 below)
- Mary Ellen Voss reported that the Washington Department of Ecology's Spills Program had been busy with the Legislature and development of the new Oil Transfer regulations. They plan to coordinate with Ecology's Water Quality and Hazardous Waste programs in order to collaborate with PSA's Clean Marina program, as well as to address urban runoff issues. Mary Ellen will also coordinate with other state agencies and tribes to distribute the *Spills Aren't Slick* brochures.
- Lou Herrick explained that US Coast Guard (USCG) District 13 includes Oregon, Washington, and Idaho. The USCG Auxiliary in Oregon and Washington conducts one to two thousand boat safety inspections each year, and he plans to pass out the *Spills Aren't Slick* brochures during these inspections. He also noted that both Oregon and Washington now require boat operator licenses, so more people are taking the Auxiliary's safety courses in both states. These courses are developed by the National Association of Safe Boating Law Administrators (NASBLA) and do include some environmental information, although not much. Instructors are able to include local information, however. Lou also reported that USCG Auxiliary members from Sector Seattle are conducting inspections of derelict vessels to determine whether any oil or toxic materials are being released.
- Kurt Torgerson, US Coast Guard Auxiliary for Sector Portland, reported that his group distributed the *Spills Aren't Slick* brochures and decals at Portland's Sportsman Show and Boat Show. He also noted that fewer marinas are offering fueling services, but the Auxiliary

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

is posting placards regarding safe fueling and waste disposal practices at those that do. Kurt explained that the Auxiliary for Sector Portland covers the Columbia River from Longview to Hood River and the Willamette River from Portland to Newberg; they also cover lakes and rivers west to Hagg Lake, north of McMinnville.

- Rob Hughes, California Office of Spill Prevention and Response, reported that OSPR distributes the *Spills Aren't Slick* materials to all the registered small craft fueling docks. He also noted that OSPR has developed a database of these facilities.
- Fran Recht reported that she attended two sportsmen shows to distribute Pacific States Marine Fisheries material, primarily focused on preventing introduction of invasive species. She also distributed the *Spills Aren't Slick* materials at these events, and has done some distribution on the Oregon Coast as well.
- Mike Richards of the Georgia Strait Alliance (GSA) explained that his group has an on-line pledge for people to sign in order to become "Stewards of the Straits." Once someone has signed the pledge, they receive a packet of information that includes the *Spills Aren't Slick* materials. GSA also distributes bilge pad kits that include oil absorbent pads. That distribution was concentrated on the Victoria Harbor area last year, and GSA now has funding from foundations and businesses to expand the outreach to Vancouver and Nanaimo. Mike also noted that he's following the development of new pollution prevention regulations pursuant to the Canada Shipping Act which cover all discharges, including oil, garbage, and sewage discharges.
- Kristen Feindel of the Oregon Marine Board noted that she had also been at the Portland Boat Show, where she gave out boater kits that include absorbent pads, OMB's Clean Boater Guide, and the *Spills Aren't Slick* materials. She estimated that she's given out about a 1000 kits at various boat shows and events. She will also distribute the kits to marinas as she works with them on the Clean Marina program (see pages 3-4 below).
- Eric Olsson has been doing outreach on behalf of Washington Sea Grant to the Pacific Coast Harbor Masters and the Harbor Masters Association of British Columbia. This work addresses a variety of clean boating issues, including pollution concerns associated with shipyards. Eric estimated that he's distributed more than 425 *Spills Aren't Slick* signs to harbor masters from California, British Columbia, and Washington, including tribal representatives. Eric also reported that he's working with the shellfish industry to develop their spill preparedness/prevention program. The shellfish industry is keenly aware that oil spills and other pollution can negatively affect their product, so deploying booms is a high priority. Eric further reported that Washington Sea Grant conducts fishing vessel safety classes in coastal communities which includes distribution of the *Spills Aren't Slick* materials, as well as information on invasive species concerns.
- Vivian reported that the California Coastal Commission's (CCC) contract with the Keep the Delta Clean program ends on March 31st. As of April 1st, the California Department of Boating and Waterways (DBW) will assume the lead on the Boating Clean and Green Campaign (the Campaign). Both the DBW and CCC will be implementing the Campaign. Vivian will now represent both agencies on POSPET. She explained that DBW's mission is to provide safe and convenient public access to California's waterways and to promote clean and safe boating practices. DBW has a statewide jurisdiction whereas CCC has a coastal focus. She's seeking funding for the Boating Clean and Green program and expects to continue educating boaters

about clean and safe boating practices and to assist marinas and local governments in identifying the need for and in installing pollution prevention services for boaters. The Campaign will continue working on its components which include: research, education and outreach (ex: the Dockwalker program), networking and technical assistance.

- The Campaign facilitates two of the four chapters of the California Clean Boating Network (CCBN- a forum of marine business, boating associations, state and local governments and non-profit groups working together to increase and improve clean boating education efforts in CA). The CCBN chapters develops a quarterly free boating newsletter called the "Changing Tides" which she'll send to POSPET members.
- Vivian noted that the number of bilge pump-out facilities has increased from 5 to 33 since the Boating Clean and Green campaign started in 1997. Exchange programs for absorbent pads have grown from zero to 163 sites distributing pads and 140 sites collecting used pads. In addition, 198 marinas were collecting used oil in 2005/2006. She noted that federal and state grants are hard to get because education and outreach programs are not a priority.

Clean Marina Programs

- Chris Wilke explained that Puget Sound Alliance (PSA) has been extending the EnviroStars model started in King County to cover marinas. The program provides for certification as a "Clean Marina" and an annual recertification process. The program began in King, Pierce, Whatcom, Kitsap, and Jefferson counties where the EnvironStars program operates; a recent grant from the Puget Sound Action Team will allow PSA to extend the program to San Juan, Skagit, Snohomish, and Island counties. PSA is working with Ecology, WA Sea Grant, and the NW Marine Trade Association on this program. A team tours a marina and offers assistance and advice on how to complete the Clean Marina application; a similar process is required for recertification. Chris acknowledged that it's a labor-intensive process, but necessary for success. There are currently 16 certified Clean Marinas in Washington and he hopes to have more than 70 in a few more years. Chris noted that industry support is critical; he also noted that approved marinas will be able to fly a flag denoting their status.
- Kristen Feindel of the Oregon Marine Board explained that the Oregon Clean Marina program doesn't involve an industry trade association, but that industry members of the stakeholder work group which helped create the program are actively involved, especially on the teams that visit marinas. She pointed out that the marina industry is active in "spreading" the word and creating a market for the certification status. Kristen serves as the fulltime Clean Marina Coordinator and has some funding for Clean Marina flags with the program logo, and certificates. Following the meeting, Kristen sent copies of her program's first newsletter. Chris and Eric also requested a copy of the PDF for OMB's recently designed flag.
- Kristen has run several regional Clean Marina seminars to introduce and promote the program; the Marine Board will host an annual event from now on. She noted that Eric spoke at a couple of the regional seminars, which attracted 10-15 marina operators each. More than 25% of those attending have "pledged". She is doing site visits to these marinas to review the checklists and offer advice. When they're ready for their certification, a team made up of Kristen, a member of the stakeholder group, and one other expert will visit the

marina. She noted that Connecticut, Maryland, and Florida had been the most helpful to her in setting up the Clean Marina program.

- Asked whether Oregon's Boater Education program includes information on pollution and spill prevention, Kristen noted that there is some information in the self-study guide on issues such as waste disposal and invasive species. She will review it for oil spill information.
- Washington's new boater education program follows the Oregon model of phasing in the requirements based on the operator's age. The program will be administered by Washington State Parks; Donna Wolfe is their contact.
- Kristen and Chris both noted that they had received notice of a Clean Marina Conference in Virginia on May 10th; the fee for the conference and hotel was only \$82, but travel funding would be more difficult! They will check to see if it's a national conference or only for local programs.
- It was also noted that NOAA maintains a national "Clean Marina" website at <http://cleanmarinas.noaa.gov>. There are links on this website to the Washington and Oregon programs.
- Regarding the status of the national Clean Boating Campaign, Chris indicated that their website appears not to have been updated since 2004. Kristen and Vivian will look into this.
- Lou Herrick, who manages a marina himself, noted that the Blaine, WA USCG Auxiliary Flotilla has an arrangement with the Port of Bellingham to look for pollution and do outreach to recreational boaters using the Port.
- Mary Ellen Voss and Chris will work together to merge their lists of Washington state marinas.
- Vivian explained that California's Clean Marina program is industry driven, and as such, is the only one of its kind in the US. The program is administered through the Marine Recreation Association. A \$250.00 Clean Marinas California Program inspection fee for costs associated with the Clean Marina Program designation. The program has certified approximately 32 marinas and yacht clubs since 2003

Organizational Issues

- In discussing whether POSPET should be more formalized, with a 501-C-3 status of its own for fundraising, the general consensus was that its role is to support and enhance the outreach efforts of its members, so it doesn't necessarily need an identity of its own. It does this by providing a forum for information exchange that promotes a consistent message. The *Spills Aren't Slick* campaign embodies this effort and has benefited from the support of its members. For instance, Ecology provided the art work and organization for materials distribution and OSPR paid for the actual printing and shipping of materials. Chris has also indicated that Puget Sound Alliance may be able to sponsor POSPET in a grant application in the future.
- It was noted that the member agencies of the Pacific States/British Columbia Oil Spill Task Force - which maintains the OILS -911 phone network and provides staffing for POSPET -should also encourage their staff who are directly involved in POSPET activities. It is a valuable tool for prevention of small spills and outreach to the unregulated community.

POSPET Audiences & Opportunities

- The group discussed our "audiences." They agreed that marinas are easier to target than the entire community of recreational boaters, and are a good medium for reaching boaters.
- Our members also need to post and distribute materials at boat ramps, where we can reach people who trailer their boats. Boat ramps are maintained by counties, cities, and states, so part of the challenge is finding them, since there is no single listing. Kristen noted that the Oregon Marine Board lists all boat ramps in one of their publications. Eric noted that the Washington Department of Fish and Wildlife licenses some boat launch areas in that state.
- Vivian noted that she and other Delta program staff set up an outreach tent at boat launch ramps to distribute clean and safe boating information, boater kits and to conduct the boater questionnaire.. She sent photos of their outreach booth; Jean will post one on the POSPET webpage.
- There was also discussion of the problem of finding a good location at a boat ramp or marina to post the *Spills Aren't Slick* sign. Chris noted what he calls "sign acne" when too many signs are posted and messages are lost in the visual confusion.
- Boat shows have provided excellent outreach opportunities (see updates above). Kurt reported that the USCG Auxiliary for the Portland area gave out new boater kits there, and also places them at boat dealers. These kits include the *Spills Aren't Slick* brochures. Vivian noted that she has a booth at boat shows which has a banner that says "Boaters Come and Get Your Free Boater Kit Today" - this always draws a lot of response! Besides giving out the boater kits and explaining pollution prevention issues, she uses bottles of oil/water mixtures to demonstrate the efficacy of absorbent pads.
- Eric noted that Washington Sea Grant reaches commercial fishermen at the Pacific Marine Fish Expo.
- It was suggested that mailings to licensed boaters could include the *Spills Aren't Slick* decals and brochures.
- Chris will contact Holly Whitemarsh of the NW Marine Trade Association regarding the distribution of decals and brochures to dealers.
- Chris will also send POSPET members a copy of the survey which boat show attendees completed in order to get their free boater kits.
- During the meeting, Vivian emailed copies of 2005 and 2006 Sacramento - San Joaquin Delta boater surveys; 1500 out of 5000 of these were returned.

POSPET Projects

- Regarding the *Spills Aren't Slick* campaign, all brochures, posters, and decals have been printed and distributed, thanks to Mary Ellen Voss and Rob Hughes! A total of 2,800 signs, 14,100 decals, and 20,100 brochures were printed and distributed.
- Rob noted that he can budget for another printing next year if needed. Jean will survey those receiving the materials this year to determine whether more will be needed; she'll ask how many were distributed, whether more are needed, and also ask for any relevant photos.
- Chris explained his observations on disincentives for marinas to use the spill reporting number. For instance, there are often persistent sheens in some heavily used areas, so marina operators in those locations would not want to report them constantly. Other operators he's spoken with don't understand that the law requires reporting. And those who

do report can find that it takes up to 30 minutes on the phone with state and Coast Guard agencies, and then neither agency may actually show up. He also told of an incident where he reported a spill and received a USCG citation as the responsible party! POSPET members agreed that these are all deterrents to reporting, but that we need to explain that IT'S THE LAW, plus explain the reporting process to be expected by users.

- Regarding the OILS 911 usage report, Jean provided an update on usage from July 2005 through February 2006 which shows that 42 calls were made in British Columbia using the reporting number, 11 in Washington, 4 in Oregon, and 147 in California, for a total YTD of 204. Eric and Chris questioned the low number for Washington, since they've both used OILS 911 a number of times themselves. Jean indicated that she doesn't get a very detailed breakdown from AT&T, but will see if actual dates per state can be determined.
- Regarding the POSPET web page, Jean reported that final summary notes of all meetings are now posted and that she endeavors to keep the membership list updated. PDF files of the poster and decals are posted; we should post the PDF for the brochure as well. Jean reported that she still needs logos from Washington Sea Grant, the USCG Auxiliary, the Pacific States Marine Fisheries Commission, Pacific Shellfish, and all the British Columbia members.
- Regarding membership updates, Chris will advise Jean when a new representative is identified from the Commencement BayKeeper. Mary Ellen will help identify a new representative from the Washington Department of Natural Resources.
- Regarding new POSPET initiatives, Mary Ellen reported that she's considering printing a larger *Spills Aren't Slick* decal that could be put on fuel pumps; she may do this as a pilot project in Washington. It was noted that Boat US may have advice regarding signage on fuel pumps.
- The group also discussed printing a floatable keychain with the *Spills Aren't Slick* number and message. Vivian noted that she has ordered 5,000 fish-shaped key chains (specify chain attached) for approx one dollar each. No decision was made; this will be discussed further at the fall POSPET meeting after we have a sense of whether we need to print more placards, decals, or brochures.

Regulatory Climate

- Jason Riechert of Washington Ecology briefed POSPET members on the draft Fuel Transfer Regulations as they would apply to marinas and other boat fueling facilities. He explained that a facility which delivers fuel to a vessel with a capacity of less than 10,500 gallons is considered a Class 4 facility and would not need to submit a pre-load plan. Facilities that meet this standard BUT deliver to vessels larger than 40' LOA must have some containment and recovery capacity and must provide response training for its employees. Those facilities that deliver to vessels with more than 10,500 gallon capacity, but which are not served by tankers or pipelines are considered Class 3, and those which are served by tankers and pipelines are Class 1. Both Class 3 and Class 1 facilities must meet more stringent response standards and provide pre-load plans.

Fall Meeting Date

- Those present agreed on either October 5th or 12th; Eric will look into the possibility of meeting in Astoria, Oregon in conjunction with a Pacific Harbormasters event there.