

A photograph of an offshore oil rig, the Kulluk, docked in choppy, greyish-blue waters. The rig is white with blue structural elements and a tall derrick. In the background, a dark, rugged coastline with green vegetation rises from the water under a hazy sky.

PACIFIC STATES / BRITISH COLUMBIA

**OIL SPILL TASK FORCE
ANNUAL REPORT
2013**

The 2013 Annual Report was produced by the
Pacific States/British Columbia Oil Spill Task Force

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Ministry of
Environment

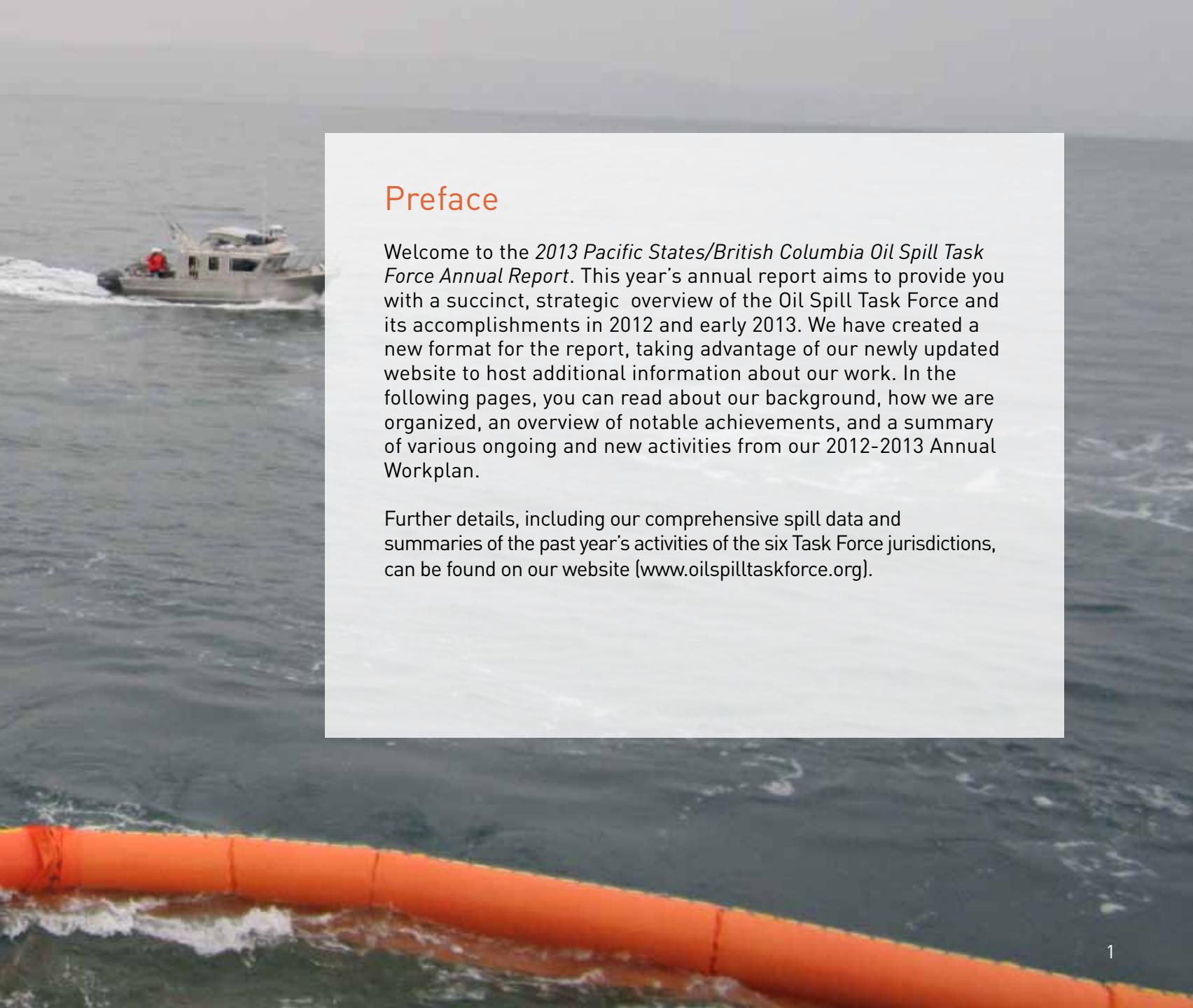




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Preface

Welcome to the *2013 Pacific States/British Columbia Oil Spill Task Force Annual Report*. This year's annual report aims to provide you with a succinct, strategic overview of the Oil Spill Task Force and its accomplishments in 2012 and early 2013. We have created a new format for the report, taking advantage of our newly updated website to host additional information about our work. In the following pages, you can read about our background, how we are organized, an overview of notable achievements, and a summary of various ongoing and new activities from our 2012-2013 Annual Workplan.

Further details, including our comprehensive spill data and summaries of the past year's activities of the six Task Force jurisdictions, can be found on our website (www.oilspilltaskforce.org).

Our Story

Two major spills marked the turning point: the first was in December 1988 and involved the tank barge *Nestucca*, a spill which impacted the coasts of Washington and British Columbia. The second, in March 1989, was the catastrophic spill of the tanker *Exxon Valdez* in Alaska's Prince William Sound. These two events highlighted in a dramatic way the vulnerability of the West Coast states and British Columbia to spill risks from coastal marine traffic. Awareness arose of the importance of inter-state and cross-border coordination and cooperation, and the need for firm commitments to protect the unique marine resources of the region.

Thus the Pacific States/B.C. Oil Spill Task Force (Task Force) was created, the result of a memorandum signed by the governors of Alaska, Washington, Oregon, and California and the premier of British Columbia in 1989. The following year the Task Force produced a report (*Final Report of the Pacific States/British Columbia Oil Spill Task Force*) which included 46 joint recommendations for spill prevention and response, most of which have been since incorporated into national, state or provincial legislation. On a national level, the report helped lead to the 1990 US Federal Oil Pollution Act as well as the 1993 Canadian Shipping Act Amendments.

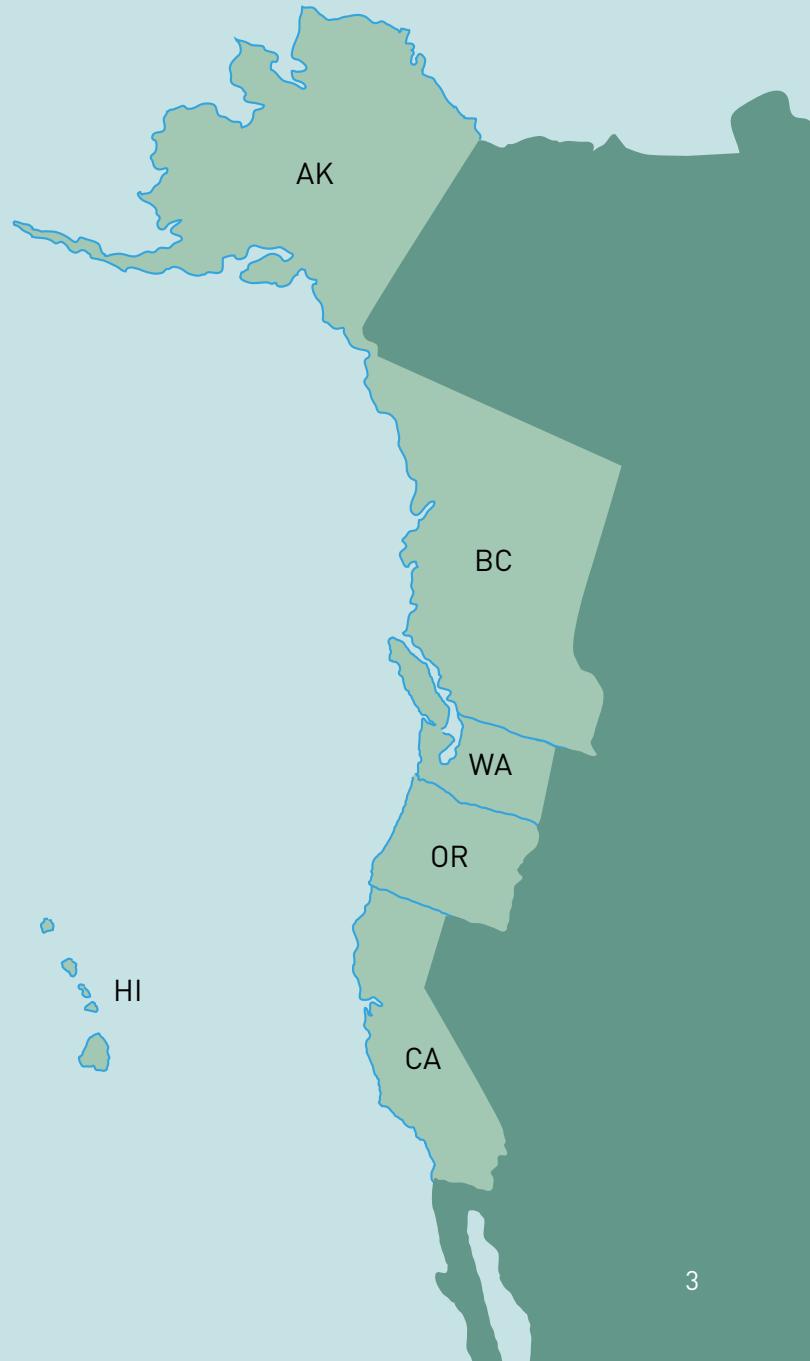
In 2001, Hawaii joined the Task Force, further broadening our regional scope. Evolving trends in energy development are also impacting our field of concern; whereas marine spills prompted the creation of the Task Force, we now consider developing strategies to prevent oil spills from pipelines, onshore facilities, vehicles, and railroads also part of our remit.

What We Do

1. We share information on regional and national oil spill programs, policies and emerging technology with member jurisdictions, stakeholders and the public
2. We coordinate and facilitate projects, workshops and round-table forums on oil spill prevention and response topics of concern
3. We help create tools and resources to foster and encourage best industry practices
4. We engage with industry partners in spill prevention and response planning
5. We support collective policy and legislative initiatives that help prevent oil spills and protect resources at risk
6. We facilitate on-going outreach and communications activities to share our products, project updates and accomplishments with stakeholders and the public

Pacific States/British Columbia Oil Spill Task Force Member Jurisdictions

For over two decades, the Task Force has been protecting 56,660 miles of coastline from Alaska to California and the Hawaiian Archipelago.



Highlights of Task Force Accomplishments 1989-2013

1989

Establishment of the Oil Spill Task Force by means of a memorandum signed by the governors of Alaska, Washington, Oregon, and California, and the premier of British Columbia.

1993

Adoption of the Mutual Aid Plan to facilitate sharing member agency staff and resources.

1998

Survey of state/federal pipeline spill prevention standards to identify regulatory gaps and overlaps.

2002

Begin collecting data on oil spills one barrel or larger in West Coast states, using a shared Data Dictionary for standardized entries.



1990

Publication of a report (*Final Report of the Pacific States/British Columbia Oil Spill Task Force*) which included 46 joint recommendations for spill prevention and response, most of which have been since incorporated into national, state or provincial statutes.

1995

Adoption of recommendations regarding training and standards to minimize human error.

1999

Recommendations for interagency coordination to improve pipeline spill prevention presented.

2003
Initiate tracking of double-hulled tanker conversions in the Trans-Alaska Pipeline trade.



2008
Area Committee planning guidelines for Volunteer Management presented.

2011
Initiation of the annual Summit of Harbor Safety Committees in our members jurisdictions.

2013
Production of a video detailing best practices during bunkering operations

2005
Development of guidelines together with the US Coast Guard for decision-making in response to vessel requests for a Place of Refuge.

2009
Establishment of the Oil Spill Research and Development Workgroup that meets annually by conference call to provide updates on oil spill R&D projects

2012
Advocating for an increases in U.S. Limits of Liability for shipping, which have been unchanged since the Oil Pollution Act (OPA) was passed in 1990.

Task Force Mission, Goals And Objectives

LONG TERM VISION STATEMENT

No Spilled Oil

MISSION STATEMENT

The mission of the Pacific States/British Columbia Oil Spill Task Force is to strengthen state and provincial capabilities to prevent, prepare for and respond to oil spills.

ONGOING GOALS

- Prevent spills that impact natural resources in our member jurisdictions, both large spills with significant impacts and chronic small spills with cumulative impacts
- Facilitate communication among member agencies in order to promote policy uniformity and consistency, improve prevention, preparedness, response, and recovery capabilities, and maximize efficiency of effort by sharing ideas and products
- Clarify the roles and responsibilities of state and provincial agencies with regard to federal agencies in order to reduce regulatory gaps and overlaps while avoiding potential conflicts
- Advocate in national and international arenas for issues of common concern, building respect through credibility, clarity of purpose and collaboration

- Serve as a catalyst for improvements by working cooperatively with federal agencies, other states and provinces, industry, response contractors, public interest groups and concerned citizens to create opportunities for policy and technology breakthroughs
- Educate the public and stakeholders on the impacts of oil spills and issues relating to spill prevention, preparedness, response and restoration
- Identify emerging trends in oil transportation, production and storage in order to assist member agencies with their strategic planning
- Serve as a model of proactive regional cooperation and coordination

OBJECTIVES

- Spill Prevention: To prevent oil spills from a variety of sources, including vessels, pipelines, facilities, vehicles and railroads
- Spill Preparedness and Response: To enhance oil spill preparedness and response capabilities throughout our region
- Communications: To continuously improve communications within the Task Force as well as with key stakeholders and the general public and to maintain a high level of public and stakeholder involvement in Task Force activities



HERE'S WHAT WE ACCOMPLISHED IN 2012-2013:

- Released a new video on bunkering operations entitled *Bunkering Best Practices*
- Worked with British Columbia to begin developing a comprehensive oil spill program for the province
- Collected and reported oil spill data in the West Coast states using a shared data dictionary to ensure standardized entries
- Launched a project to map the shifting flow of energy transportation via rail, pipeline and vessels across the Pacific Northwest
- Tracked tsunami debris reports and outreach efforts along coastal communities across the West Coast
- Promoted derelict vessel policies and initiatives
- Shared information on emerging technologies for oil spill prevention and response
- Supported federal legislation to increase limits of liability for facilities and vessels

Personnel

TASK FORCE MEMBERS



Thomas N. Cullen, Jr. (2013)
Administrator
Office of Spill Prevention and Response
California Department of Fish and Wildlife



Dale Jensen (2010-Present)
Manager
Spill Prevention, Preparedness & Response Program
Washington Department of Ecology



Gary Gill (2010-Present)
Deputy Director for Environmental Health
Hawaii Department of Health



Dick Pedersen (2007-Present)
Director
Oregon Department of Environmental Quality



Larry Hartig (2007-Present)
Commissioner
Alaska Department of Environmental Conservation



Wes Shoemaker (2013)
Deputy Minister
British Columbia Ministry of Environment

COORDINATING COMMITTEE MEMBERS



Nhi Irwin (2011-Present)
(Alternate: Jon Neel)
Washington Department of Ecology



Kristin Ryan (2013)
(Alternate: Betty Schorr, Gary Folley)
Alaska Department of Environmental Conservation



Graham Knox (2006-Present)
(Alternate: D'Arcy Sego)
British Columbia Ministry of Environment



Steve Sawyer (2005-2010; 2011-Present)
Office of Spill Prevention and Response
California Department of Fish and Wildlife



Curtis Martin (2001-Present)
Hawaii Department of Health



Mike Zollitsch (1997-Present)
Oregon Department of Environmental Quality

EXECUTIVE COORDINATOR



Sarah Brace (2012-Present)

EXECUTIVE COORDINATOR SUPPORT



Hilary Wilkinson (2012-Present)

The background image shows a rugged coastline. In the foreground, dark, rocky cliffs rise from the ocean. The water is a deep blue with white-capped waves crashing against the rocks. In the distance, across the water, there are more rocky islands and a range of mountains under a sky filled with scattered clouds.

Our Work:

Prevention

Regional oil spill database

The Task Force's regional oil spill database, which was launched in 2003, is a unique and valuable resource that enables us to track trends in spills and related causal factors. Using a standardized data dictionary to ensure uniform entries, we collect data on all spills of a barrel (42 gallons) or larger. It remains an ongoing challenge to refine the information entered to a level of specificity that supports effective analysis while also taking into account the varied collection capabilities of member agencies.

The Task Force oil spill database is created and maintained for informational purposes only. The data it contains reflects the respective agencies' best information at the time it was entered in the database. This means that recorded quantities may be under-reported. Our data set includes oil spill information collected in Washington, Oregon, California, Hawaii and Alaska. British Columbia does not contribute oil spill data at this time.

In 2012, there were 1,134 spills representing 758,120 gallons spilled of both crude and non-crude products. The 2012 summary pie chart (Figure 1) illustrates the percent of total volume of oil spilled in 2012 by product type. The Annual Summary bar graph (Figure 2) provides an illustration of oil spill trends (overall number of spills and total volume) across the west coast between 2002 and 2012. Our complete oil spill data with analysis from 2012 plus the trend data for 2002 – 2012 is available at www.oilspilltaskforce.org.

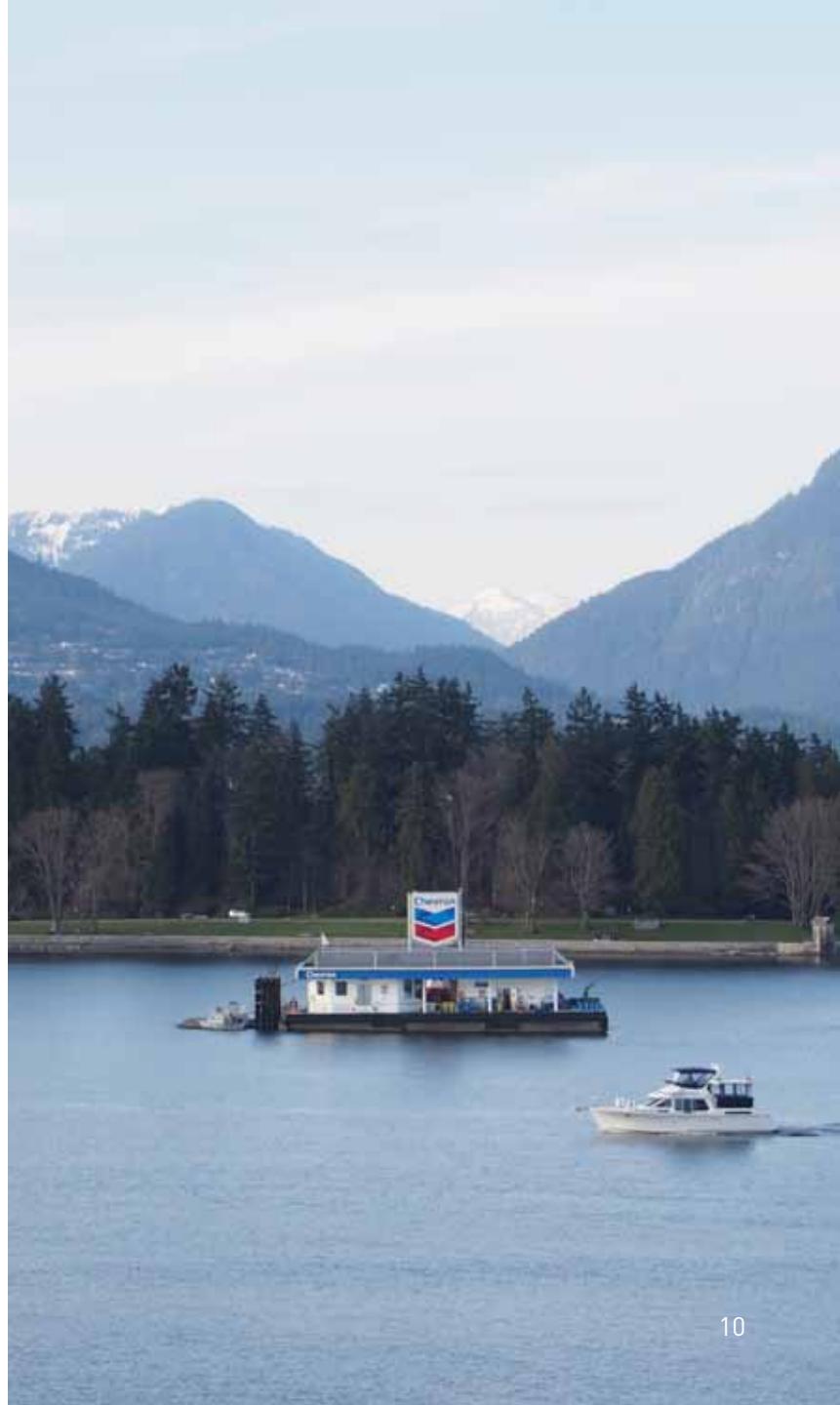


Figure 1. 2012 Summary:

Percent total volume by product type for AK, CA, HI, OR and WA [2012]

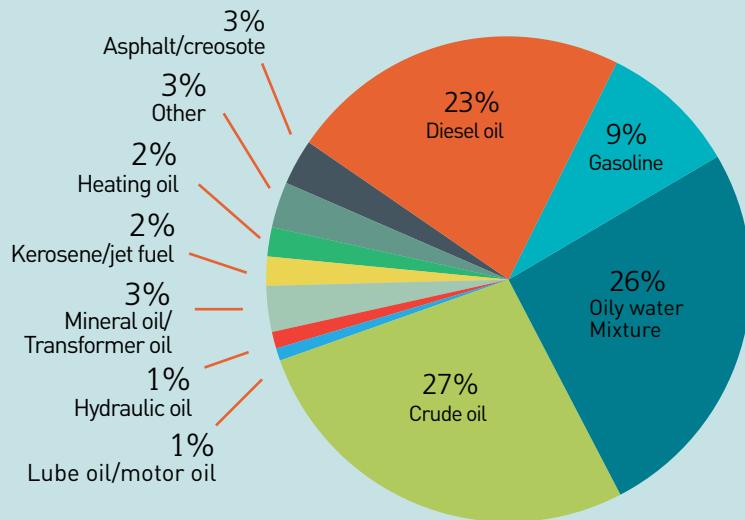
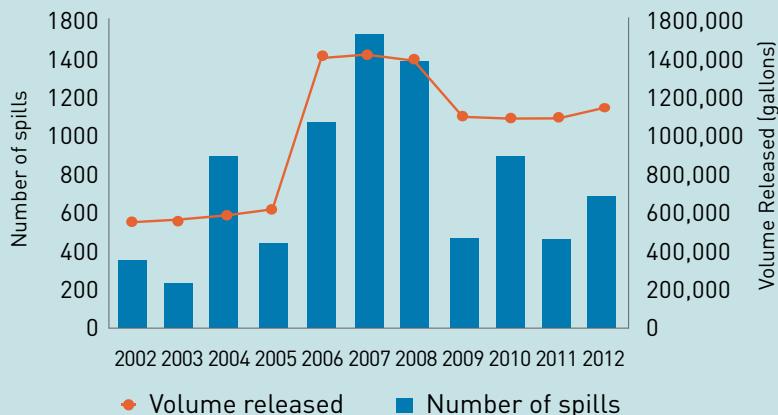


Figure 2. Annual Summary:

Trends in crude and non-crude spills for AK, CA, HI, OR and WA (2002-2012)



West Coast Energy Transportation Project

Across Washington, Oregon and British Columbia, the origin and sources of energy passing through the region is changing. Rail and pipeline transport of oil sands products and crude from Alberta and North Dakota is dramatically increasing, while the volume of Alaska North Slope crude arriving via vessels is declining. In addition, new processing facilities, refineries and terminals are being built along transportation routes to further expand commercial operations in the region. The growing export of coal to Asian markets through west coast terminals is also adding to the increased movement of materials across the region.

The shifting landscape of energy transport affects all of the Task Force's work, including spill prevention, preparedness response, and environmental restoration activities. While data is currently available from a variety of credible sources, there is not a single resource where member agencies or interested parties can obtain summary-level information on the current trends of fuel transport via rail, pipeline and vessel across the west coast states.

In the first phase of this project, the Task Force is mapping the current state of energy transportation routes and facilities (terminals, refineries and transfer operations) across WA, OR and B.C through which the majority of Alberta and North Dakota shipments are being transported. This map will allow spill prevention and response planners to identify:

- Sensitive resources and habitats along transportation routes
- Placement of spill response equipment
- Areas with potential risk for rail, pipeline, facility and vessel spills
- Regional distribution of facilities and terminals both current and proposed

As part of Phase 2 of this project, the Task Force will track and develop a future state report based on projected increases in volume and associated transport in the region.





The West Coast Offshore Vessel Traffic Risk Management Project

In an effort to reduce the risk of collisions or drift groundings, the Task Force collaborated with US Coast Guard Pacific Area partnered in the West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) Project, carried out between 1999 and 2002. The project focused on vessels traveling 3 to 200 nautical miles off the West Coast between Cook Inlet Alaska and San Diego California. The focus was on tank, cargo/passenger and fishing vessels of 300 gross tons or larger, as well as tank barges.

For the project, a workgroup collected and reviewed a wide variety of data on vessel traffic patterns, traffic volume, existing management measures, weather data and ship drift patterns, historic casualty rates by vessel type, the availability of assist vessels, the environmental sensitivity of the coastlines, socio-economic consequences of a spill and projections of relevant future initiatives. The workgroup also used drift and tug data to model potential tug response times under both average and severe weather conditions.

Several recommendations of the WCOVTRM Project have been implemented over the past 10 years, including:

- Harbor Safety Committees have been established across the West Coast states. Harbor Safety Committees work with U.S. Coast Guard Sector Commanders to ensure 24/7 access to tug company dispatchers for vessel rescue purposes.
- The Dutch Harbor model emergency towing packages were adopted for vessels less than 50,000 GT at the entrance to the Columbia River.
- A five-year review of the WCOVTRM Project was carried out in 2007 to evaluate implementation of the offshore transit recommendations.
- Between October 2010 and October 2011, the U.S. Coast Guard Pacific Area monitored vessel traffic along the West Coast to determine whether they were observing the voluntary offshore transit distances

In 2013-2014, the Task Force will undertake another review of the WCOVTRM Project to monitor the progress of the report's recommendations to-date and review the changes in offshore transit that have taken place as a result of their implementation.

The WCOVTRM report and 5-year review summary is available at:
http://www.oilspilltaskforce.org/wcovtrm_report.htm

Harbor Safety Committees

In 2005, the US Coast Guard Pacific Area recommended that the West Coast Harbor Safety Committees (HSC) develop standards of care for their ports in conformance with current best industry practices. There are eight HSCs located across the west coast:

- Hawaii Ocean Safety Team
- Humboldt Bay Harbor Safety Committee
- Los Angeles/Long Beach Harbor Safety Committee
- Lower Columbia Region Harbor Safety Committee
- Port Hueneme Harbor Safety Committee
- Puget Sound Harbor Safety Committee
- San Diego Harbor Safety Committee
- San Francisco Bay Region Harbor Safety Committee

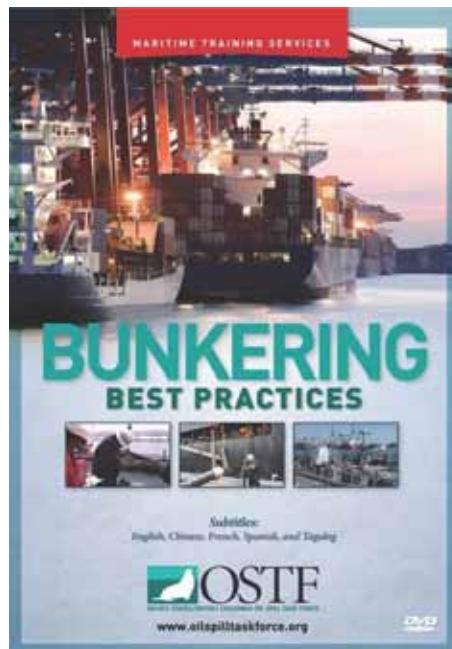
Each HSC is comprised of representatives from the surrounding maritime community who annually update their harbor safety plan. These plans include Best Maritime Practices and other tools to advance the safe navigation of all vessels transiting their harbors.

The Task Force continues to monitor and encourage the HCSs to make progress in adopting these practices. Enhancing navigational safety is expected to reduce vessel casualties and resultant oil spills. The Task Force encourages the Committees to maintain 24/7 contact information for commercial towing company dispatchers. The Task Force also maintains a webpage on the Task Force website for the HCSs, and participates in the annual Harbor Safety Summits.

Best Practices Bunkering Video

In February 2013, the Task Force released a new video on best practices for bunkering operations (the transfer of fuel to a vessel). Entitled *Bunkering Best Practices: Protecting People and the Environment*, the 14-minute training video is a collaboration between members of the Pacific States/British Columbia Oil Spill Task Force, California's Office of Spill Prevention and Response and Maritime Training Services in Seattle. The video can be viewed online, downloaded, or purchased on DVD. Visit the Task Force website to download video at no charge (www.oilspilltaskforce.org).

The 2013 bunkering training video is available to download for free at the Task Force website.



The Pacific Oil Spill Prevention Education Team

The Pacific Oil Spill Prevention Education Team (POSPET) evolved from the simple premise that small oil spills can add up to cause significant environmental and economic harm, and that they are a regional problem that can be remedied more effectively through collaborative projects drawing from existing talent and resources. For over a decade, POSPET has served as a forum for exchanging information and outreach ideas about prevention of oil spills and other boater best management practices while providing boat and marina operators with consistent and accurate pollution prevention messages. POSPET members include representatives from state and federal agencies, industry associations, and nonprofit

groups from Alaska, British Columbia, Washington, Oregon and California.

The POSPET team members track the number of certified "Clean Marinas" and "Clean Harbors" within their jurisdictions, where these programs exist. The table below lists the current number of facilities certified in Alaska, British Columbia, California, Oregon and Washington. These certification programs recognize marinas and harbors that educate boaters on spill and pollution prevention practices. Each facility must renew its certification every 2-5 years.

Total number of certified Clean Marinas or Clean Harbors as of May 2013

STATE/PROVINCE	# CERTIFIED	WEBSITE
Alaska	2	http://alaskacleanharbors.org/
British Columbia	9	http://www.georgiastreet.org/?q=node/425
California	118	http://www.cleanmarina.org/cleanabout.shtml
Oregon	58	http://www.oregon.gov/OSMB/Clean/Pages/clean_marina.aspx
Washington	64	http://www.cleanmarinawashington.org

Another successful achievement of the POSPET team is the *Spills Aren't Slick* campaign, which has done much to bring the impact of even small releases of oil on the environment.

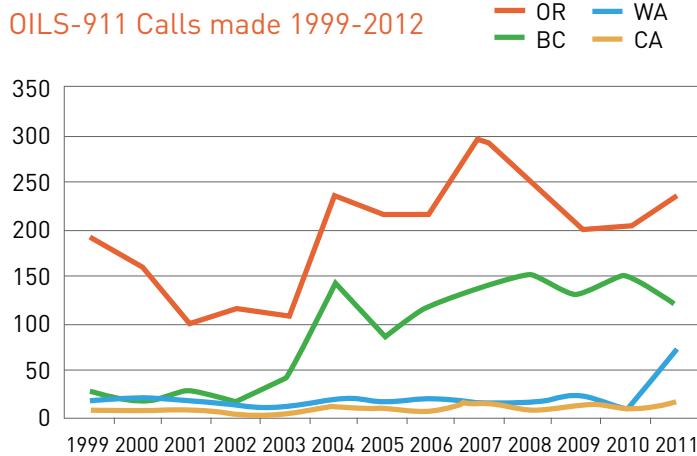
The team created a set of *Spills Aren't Slick* signs and decals which are widely distributed by POSPET members. These have been posted at boat ramps and marinas, among other highly visible locations.

SPILLS aren't SLICK

Report ALL spills immediately
800-OILS-911
& U.S.C.G. 800-424-8802 or
in Canada 800-889-8852

Be a good steward of your waters.
Prevent Spills:
Do NOT top off fuel tanks.
Avoid oily discharges, keep bilges dry and oil free.
Protect the Environment:
Use absorbent pads (not rags) to clean up spills.
Soaps and oil are toxic to fish and the environment.
Recycle Used Oil and Filters:
Do NOT mix oil with paint, solvents, or
antifreeze. Mixed oil can NOT be recycled.

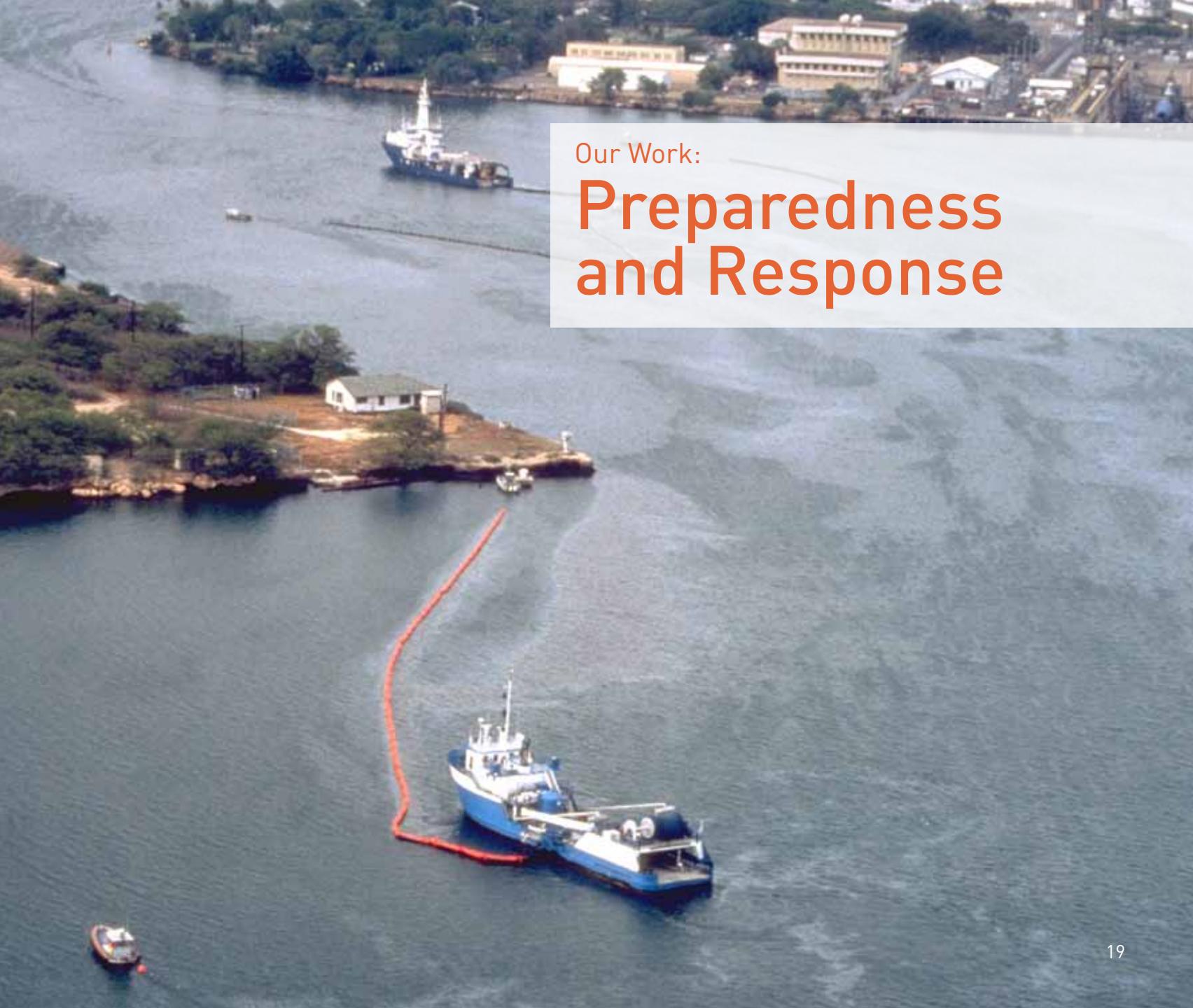
oil spills. It's an easy number to remember and can be used anywhere on the West Coast from British Columbia to California. When a boater calls this number it is automatically routed to the emergency office of the relevant jurisdiction. (Note: at present, Hawaii and Alaska are not participating in the program). The calls made since the launch of the program are summarized in the figure below:



Monitoring Spill Prevention Topics Of Concern

Each year the Coordinating Committee monitors and shares information on selected spill prevention topics. Our spill prevention topics of concern for 2012-2013 included:

- Oil spill risks from sunken and derelict vessels
- Waste oil dumping by deep draft commercial ships
- Vessel and Facility Oil Transfer regulations
- Pipeline spills and Alaska Department of Environmental Conservation pipeline leak detection efforts
- Spills from trucks and railroads
- Salvage capabilities and regulations (refers to emergency stabilization, firefighting, and lightering)
- Tug escort requirements
- Towing vessel inspection regulations
- Federal preemption issues
- Vessel traffic trends and risk assessments or studies
- Cruise ship operations with regard to spills and other water pollution impacts
- National Pollutant Discharge Elimination System for vessel wastewater discharges
- Liquefied Natural Gas shipping and terminal operations
- Green Ports
- Ballast water regulations preventing spread of invasive aquatic species
- Spill Prevention Lessons Learned

An aerial photograph of a river scene. In the background, there is a shoreline with several white industrial buildings and some green trees. On the water, there are several boats, including a large white ship with a tall mast and a smaller blue and white tugboat. In the foreground, there is a small island with a white building and some trees. A red hose or cable is visible in the water, extending from the tugboat towards the island.

Our Work:

Preparedness and Response

Symposium on Land Based Spill Preparedness and Response

In March 2013, Task Force representatives were among the 130 organizations which attended the Symposium on Land Based Spill Preparedness and Response, held in Vancouver, B.C. The conference was organized by the B.C. Ministry of Environment. The goals of the event were to:

- Determine world leading spill preparedness and response practices relevant for B.C.
- Identify communication, coordination and collaboration opportunities to achieve world class practices
- Determine key actions to support the development of a state of the art spill program in B.C.

The Task Force participation included working with organizers to develop the symposium program and offering perspectives on governance, financing, stakeholder involvement and industry collaboration from the vantage point of member states. The Task Force continues to support B.C.'s efforts as it moves forward with developing a comprehensive oil spill prevention and response program.

US/Canada Transboundary Planning

In 2008, the Task Force launched a multi-year initiative to review U.S. and Canadian Transboundary Spill Planning and Response capabilities in place at that time. The project focused on the marine borders between Alaska and British Columbia (CANUSDIX), and between British Columbia and Washington (CANUSPAC). The goal of the project was two-fold:

- ① Review and document existing U.S./Canadian Transboundary oil spill response plans and capabilities for the CANUSDIX and CANUSPAC borders. Attention was paid to identifying existing authorities and response management systems in place.
- ② Based on the review, develop recommendations on how to improve both joint response and planning efforts across the boarders, as well as planning and capacity building within each jurisdiction.

A workgroup consisting of 27 members (representing Canadian and US federal and state agencies, industry, tribes, associations and community organizations) was established at the onset of the project. The workgroup subsequently created subcommittees focused on five key areas: command, planning, operations, logistics and finance. Membership of the charter committees reflected subject matter experts from both sides of the borders. The final result of this effort was a report published in 2011 entitled: Planning and Response Capabilities for a Marine Oil Spill on the U.S./Canadian Transboundary Areas of the Pacific Coast. (Available on the Task Force website). The report listed 111 recommendations directed at 14 agencies, organizations, or target constituencies on both sides of the border. In January of 2012, the U.S./Canada Transboundary Project was presented to a meeting of the Mexico and California (MEXUSPAC) Joint Response Team as a model for analysis of transboundary planning and preparedness.

The Alaska Department of Environmental Conservation, the British Columbia Ministry of Environment, and the Washington Department of Ecology have been implementing the recommendations within their agencies. Along with the Task Force, they have also been coordinating with federal agencies to promote implementation of these recommendations at the federal level.

NEXT STEPS:

The OSTF will conduct a 5-year review in 2016 and provide a status report on which recommendations have been implemented, hurdles to implementation, and accomplishments achieved to-date. This review will allow agencies to reprioritize and refocus their efforts on improving coordination during a US/Canadian West Coast transboundary response.

Increasing The U.S. Limits Of Liability

Limits of Liability (LOL) dictate the maximum level of penalty a responsible party is required to pay as a result of an oil spill. The LOL was first established in the Oil Pollution Act of 1990, and in 2005, the levels had not been increased to meet inflation. The Task Force petitioned the U.S. Coast Guard to adjust the Limits of Liability for tank vessels, tank barges, nontank vessels, and appropriate facilities by the Consumer Price Index (CPI). (See our website for further documentation.) On January 6, 2010, the U.S. Coast Guard adopted a final rule adjusting Limits of Liability for vessels and deepwater ports.

Still concerned about the limit of liability for offshore and on- land facilities, the Task Force submitted another round of letters of petition in 2012 to the US Coast Guard, U.S. EPA, the Pipeline and Hazardous Materials Safety Administration, and the Bureau of Ocean Energy Management requesting that they initiate rulemaking to adjust the LOL for the facilities that they regulate.

This year, the Obama administration signed the Executive Order 12777 to increase the LOL to reflect CPI. The Task Force will continue to monitor federal rulemaking regarding LOL and will weigh in when future adjustments are needed.

Monitoring Mutual Aid Issues

The Task Force maintains two mutual aid agreements. The first agreement was adopted in 1993 and outlines policies and protocols for the member agencies to share their response equipment and trained staff. In 1996, the Task Force adopted another agreement establishing policies and protocols for release of that equipment for the purpose of mutual aid. This agreement was necessary to allow movement of response equipment “out of state” for mutual aid, even though that equipment was cited in a contingency plan approved by the member agency in that state.

Later, following review of the Deepwater Horizon Oil Spill of National Significance – when so much response equipment left our region to support the effort in the Gulf of Mexico - the Task Force member agencies agreed update the 1996 policies to address the lessons learned from that event. The final revised Mutual Aid Agreement was adopted by the Task Force Members at our August 2011 Annual Meeting and is available on our website (www.oilspilltaskforce.org).

A national Equipment Surge workgroup was established in 2012, bringing this issue of mutual aid into the spotlight. The Task Force will continue to track the activities of this workgroup and any national policies that emerge from its efforts.

Oil Spill Research and Development Workgroup

The Task Force coordinates a research and development (R&D) workgroup that meets annually via conference call to share updates on new and emerging oil spill technology and scientific findings. The group consists of scientists and technical experts representing U.S. and Canadian federal and state agencies plus US. Coast Guard, Bureau of Safety and Environmental Enforcement, National Oceanic and Atmospheric Association and state entities. The annual conference call offer an opportunity for workgroup members to share progress on their own research on oil spill response and restoration, as well as exchange information on new products, modeling tools and other innovative technologies under development.

In 2012, the R&D workgroup members provided updates on research underway in the areas of:

- Characteristics of oils sands products
- Dispersants and their impacts on biota
- Oil on ice and other arctic oil issues
- Recovery of submerged oil
- Use of multi-spectral imaging in oil spills
- Vessel traffic risk assessments

Topics Of Concern

Each year the Coordinating Committee monitors and shares information on selected spill preparedness and response topics. Our spill topics for 2012-2013 included:

- Volunteer planning and management
- Oil spill drill programs
- Applied response technologies and regulations
- Oil Spill research and development
- Oil Spill Response Organization (OSRO) certifications, mergers, mutual aid and response capabilities
- Joint Information Center (JIC) planning, training, and guidelines
- Natural Resource Damage Assessment (NRDA) initiatives, issues, and activities
- Coordination of inter-jurisdictional wildlife care
- West Coast sea bird and other vulnerable marine populations threatened by oil spills
- Development of remote sensing capabilities
- Contingency plan regulations and preparedness/response issues re: nontank vessels
- Potential Places of Refuge planning
- Status of the Oil Spill Liability Trust Fund
- Use of the Integrated Vessel Response Plan for Tank Vessels
- Lessons learned from the Deepwater Horizon Spill



Our Work:

Communications

2012 Clean Pacific Conference

The annual Clean Pacific Conference and Exposition, which focuses on all aspects of oil pollution response, took place on May 16-17, 2012 at the Long Beach Convention Center. That year, the Deepwater Horizon event featured prominently, with many in-depth discussions of what lessons can be learned for the West Coast when responding to a spill of that magnitude. Topics featured at the conference included advancing technologies including Geographic Information Systems (GIS) and aerial remote sensing technologies, tools which played a significant role in the cleanup and response efforts of the Deepwater Horizon.

The 2012 Clean Pacific Conference featured:

- 788 Attendees
- 56 Trade Show exhibitors
- 6 Legacy Award recipients

The Clean Pacific conferences have been hosted by the Task Force every 2-3 years since 2007. The next conference will take place in 2015 in British Columbia.



Legacy Awards

The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. The Awards are given to industry, non-profit or public agency organizations and individuals, or to team efforts.

2012 Legacy Award Winners:

- **The SE Alaska Petroleum Resource Organization (SEAPRO)** In recognition of their dedication to protecting SE Alaska from oil spills
- **Eric Olsson, Washington Sea Grant** In recognition of his leadership in spill prevention education
- **Kathy Fletcher, People for Puget Sound** In recognition of her outstanding efforts to protect the waters of Puget Sound
- **Captain Daniel LeBlanc, U.S. Coast Guard Sector Columbia River** To honor his dedicated leadership of the Davy Crockett response
- **The U.S. Coast Guard SS Montebello Project Team** To honor their outstanding leadership of the SS Montebello risk assessment
- **Rusty Nall, The American Marine Corporation and PENCO** To honor his outstanding marine casualty and spill response efforts

Task Force Website

The Task Force website continues to be expanded and enhanced in various ways, and it serves as a valuable repository for relevant information, including:

- Task Force Annual Work Plans and Strategic Plans
- Cooperative Agreements & Resolutions Documents
- Task Force Comments & Correspondence
- Project Reports
- Meeting Notes
- Annual Reports
- Incident Response Links
- Event Calendar

In 2012, we logged more than 9,000 unique visitors, viewing some 18,000 pages, approximately double the traffic of 2011. This year, we have expanded our website to include quarterly updates from the 6 Task Force jurisdictions, weekly news clippings, incident reports and more.

<http://www.oilspilltaskforce.org>

Ongoing Stakeholder Outreach

The Task Force reaches out to stakeholders through a variety of on-going communication channels including our Annual Reports, Annual Meetings, and Clean Pacific Conferences. These outreach efforts are aimed at sharing progress on our projects and programs. In addition, the Task Force hosts regular topic-specific roundtables and workshops that bring together stakeholders to address a key topic of interest or concern.

On-going Task Force stakeholder outreach activities include:

- Maintaining our Partnership with U.S. Coast Guard Pacific Area through collaboration on projects of regional interest
- On-going outreach to other coastal states and provinces including inviting spills program leads from other agencies to join portions of the Task Force's quarterly Coordinating Committee meetings
- Executive Coordinator's participation in America Petroleum Institute's Spill's Advisory Group annual meetings, regional West Coast Joint Assessment Team bi-annual meetings, American Waterworks Operators bi-annual meetings
- Presentations on Task Force activities and at regional and national conferences, workshops and symposia, when possible
- Bi-weekly oil spill news clippings service that is distributed to a wide range of stakeholders and the interested public



A wide-angle photograph of a marina. In the foreground, numerous sailboats and motorboats are moored at dark wooden docks. The water is calm, reflecting the boats and the surrounding environment. In the middle ground, a dense forest of evergreen trees lines the shore. Beyond the trees, a range of majestic, snow-capped mountains rises against a bright blue sky with wispy white clouds. The overall scene is one of a peaceful, natural harbor.

Jurisdictional Summaries

Alaska

Mission

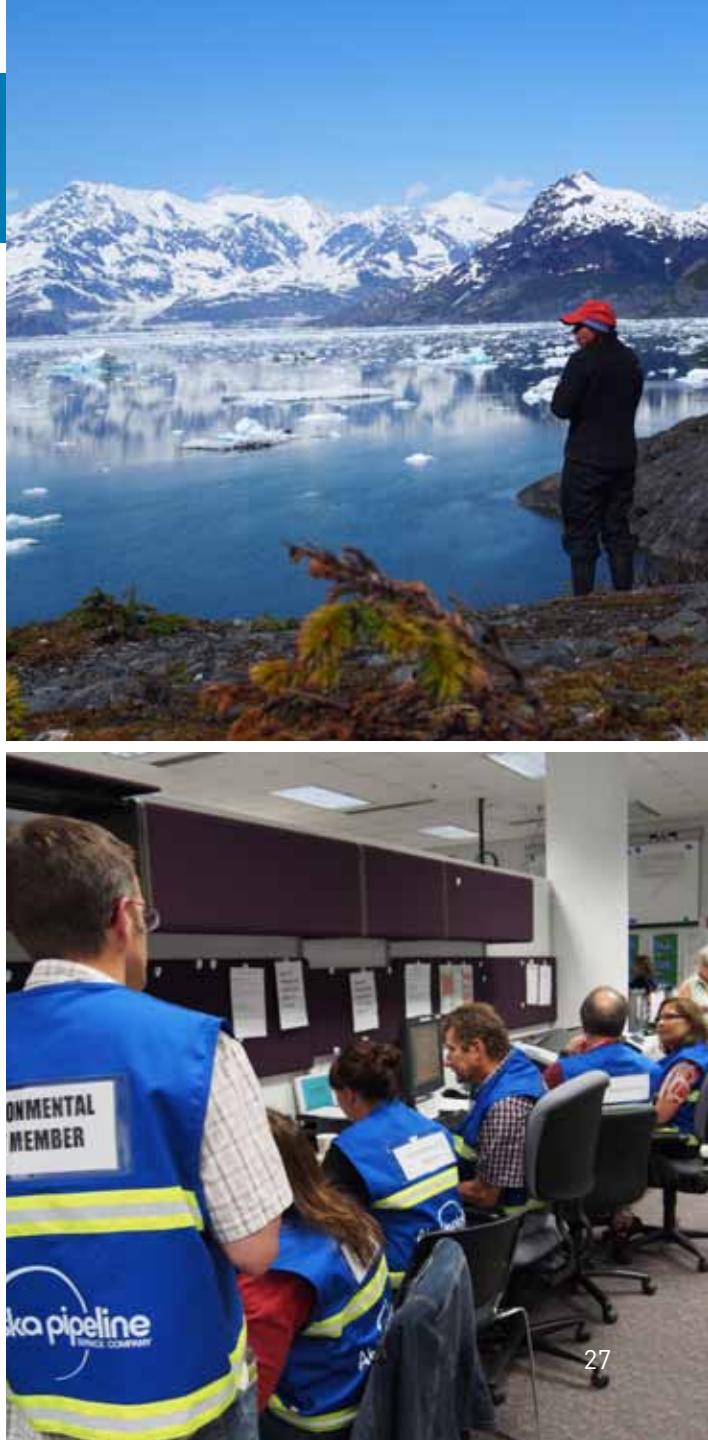
Prevent, respond and ensure the cleanup of unauthorized discharges of oil and hazardous substances.

Overview

The Alaska Department of Environmental Conservation's (ADEC) Division of Spill Prevention and Response (SPAR) is responsible for protecting Alaska's land, waters, and air from oil and hazardous substance spills. Alaskans have made a concerted effort to prevent and clean up spills. Significant progress has been made in the safe handling, storage and transportation of oil and chemicals and the cleanup of historic contamination.

In the past 20 years, there has been a significant and continuing advancement in Alaska's spill prevention and response capability. The State established new regulations and substantially upgraded the requirements and review process for contingency plans, added a non-tank vessel contingency plan program and established response depots throughout Alaska, including in some of the most remote regions of the state. In partnership with federal agencies, ADEC has staged emergency towing packages in the Aleutian Islands, Kodiak, Southcentral and Southeast Alaska, has developed Geographic Response Strategies (GRS) for sensitive areas of the state's coastline, and has identified Potential Places of Refuge (PPOR) around the state.

Work continues on GRS, PPOR and other projects, including the Aleutian Island Risk Assessment, a Cook Inlet Risk Assessment, a Clean Harbors Program, and updates of the Unified and subarea contingency plans.



Organizational Structure

ADEC's Division of Spill Prevention and Response is made up of four main programs:

- Contaminated Sites
- Industry Preparedness
- Prevention & Emergency Response
- Respond Fund Administration

Task Force Member

Larry Hartig
Commissioner, Alaska Department of Environmental Conservation

Key Web Links

- ADEC SPAR Program: <http://dec.alaska.gov/spar/index.htm>
- State Spill and Disaster Response Plan: <http://www.dec.state.ak.us/spar/perp/plan.htm>
- Statewide Hazmat Response: <http://www.dec.state.ak.us/spar/perp/hazmat.htm>
- Emergency Towing System: <http://dec.alaska.gov/spar/perp/ets/index.htm>
- Alaska Geographic Response Strategies: <http://www.dec.state.ak.us/spar/perp/grs/home.htm>
- Potential Places of Refuge: <http://www.dec.state.ak.us/spar/perp/ppor/home.htm>
- Aleutian Island Risk Assessment: <http://www.aleutiansriskassessment.com/>
- Cook Inlet Risk Assessment: <http://www.cookinletriskassessment.com/>
- Alaska Clean Harbors: <http://alaskacleanharbors.org>



British Columbia

Mission

Exemplary environmental emergency management through leadership, organization, teamwork, and shared responsibility.

Overview

The British Columbia Ministry of Environment works to protect people, property and the environment from spill hazards through its Environmental Emergency Program.

On average, 3,000-3,500 spills are reported to the Ministry annually; most are accidental oil and hazardous material releases. Highly trained Environmental Emergency Response Officers located in ten regional offices throughout the province are available to respond to these spills. For large and complex spill incidents, the Ministry can also activate its Incident Management Team. The team is tasked with the provincial delivery of the BC Marine Oil Spill Response Plan and the BC Hazardous Material Response Plan. The team functions according to the internationally accepted and provincially adopted Incident Command System, which includes the application of Unified Command with the Responsible Party (spiller) and other responding jurisdictions.



This year, British Columbia launched an effort to develop a more comprehensive spill program for the province. As an initial step, the B.C. Ministry of Environment hosted a 3-day workshop in March, bringing together experts from across North America to help B.C. identify the key components necessary for a world class spill program (see pg. 20)

Organizational Structure

B.C's Environmental Emergency Program consists of:

- 16 Environmental Emergency Response Officers deployed around the province
- One Provincial Incident Management Team
- Technical Specialists from within the ministry who may be called upon to provide incident specific knowledge and expertise as needed

Task Force Member

Wes Shoemaker
Deputy Minister for Environment

Key Web Links

- Environmental Emergency Program:
<http://www.env.gov.bc.ca/eemp>



California

Mission

Provide best achievable protection of California's natural resources by preventing, preparing for and responding to spills of oil and other deleterious materials, and through restoring and enhancing affected resources

Overview

Office of Spill Prevention and Response (OSPR), a division of the California Department of Fish and Wildlife, is the lead state agency for spill response in California. OSPR was established by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act of 1990 (Act). The Act provides the OSPR Administrator with authority to direct spill response and cleanup, as well as natural resource damage assessment and restoration.

When a significant spill occurs, OSPR deploys a field response team of wardens, environmental scientists and oil spill prevention specialists to evaluate the incident and direct response efforts. The agency uses a standardized emergency management system commonly referred to as the Incident Command System (ICS). Such a structure incorporates personnel from the U.S. Coast Guard during marine spills and the U.S. Environmental Protection Agency during inland oil-related incidents, as well as other state and local government representatives.

When there is not an ongoing incident, OSPR collaborates with a multitude of organizations to develop oil spill



contingency plans, each geared toward maximizing resource protection in the event of a spill. Harbor Safety Committees and Port Area Committees (jointly led by OSPR and the U.S. Coast Guard) meet regularly at the state's busiest ports to collect feedback from environmental groups, city/state/federal government, labor organizations and the private industry to improve safety and practices within the ports. OSPR also conducts drills and exercises (some unannounced), in an effort to promote readiness in the event of a spill. Participants include OSPR staff, as well as representatives from the oil industry including vessels and facilities and local governments.

Organizational Structure

California Department of Fish and Wildlife's OSPR division consists of these branches:

- Marine safety
- Preparedness
- Science
- Enforcement
- Administration
- Legal
- Information Technology

Task Force Member

Thomas M. Cullen, Jr.
Administrator, Office of Spill Prevention & Response
California Department of Fish and Wildlife

Key Web Links

- Office of Spill Prevention and Response: www.dfg.ca.gov/ospr/
- Natural Resource Damage Assessment (NRDA) & Restoration spill updates: www.dfg.ca.gov/ospr/NRDA/
- Spill response website: <http://calspillwatch.dfg.ca.gov>



Hawaii

Mission

Provide leadership, support, and partnership in preventing, planning for, responding to, and enforcing environmental laws relating to releases or threats of releases of hazardous substances.

Overview

The Hazardous Evaluation and Emergency Response (HEER) Office serves the people of the State of Hawaii by addressing all aspects of releases of hazardous substances, including oil, into the environment. Our work includes preventing, planning for and responding to hazardous substance releases or risks of releases. The HEER Office accomplishes this mission by addressing contaminated sites with the highest risk to human health and the environment first, preventing contamination rather than cleaning up after the fact, and basing decisions on sound scientific principles and common sense.



Organizational Structure

The HEER Office is comprised of three operating sections,::

- Emergency Preparedness and Response
- Site Discovery, Assessment and Remediation
- Hazard Evaluation

Task Force Member

Gary Gill
Deputy Director for Environmental Health,
Hawaii Department of Health

Key Web Links

- Hazardous Evaluation and Emergency Response (HEER) Office: <http://hawaii.gov/doh/heer>



Oregon

Mission

Carry out legislative direction to work with other agencies and industry to prevent and respond to spills of oil and hazardous materials.

Overview

The Emergency Response Program at the Oregon Department of Environmental Quality (ODEQ) supports the agency's strategic direction to protect human health and the environment from toxics by preventing, preparing for and minimizing the danger posed by catastrophic and other significant releases of dangerous chemicals.

Oil and hazardous material spills pose a major potential threat to Oregon's waters, air, land, and wildlife. Large volumes of oil move along the Columbia River and along the coast. Hazardous materials are shipped along the highways and by rail. ODEQ works with other agencies and industry to prevent and respond to spills of these materials.

ODEQ provides leadership to the Northwest Area Committee and the U.S. Environmental Protection Agency's Region 10 Response Team and related emergency response committees, work groups and task forces.



Organizational Structure

The ODEQ oil spill-related activities within the Lands Division include:

- Oil Spill Prevention
- Emergency Preparedness and Response

Task Force Member

Dick Pedersen
Director, Oregon Department of Environmental Quality

Key Web Links

- Oregon Department of Environmental Quality (ODEQ) Emergency Response Program:
<http://www.deq.state.or.us/lq/cu/emergency/index.htm>



Washington

Mission

Protect Washington's environment and economy, as well as public health and safety, through a comprehensive spill prevention, preparedness, and response program.

Overview

Washington State's Spill Prevention, Preparedness and Response Program, coordinated by the Department of Ecology, focuses on the prevention of oil spills to Washington waters and land. We also plan for and conduct an effective response to oil and hazardous substance spills whenever they occur.

The Program carries out a broad scope of activities, including:

- Oil spill prevention actions including vessel and facility inspections, as well as overseeing state oil transfer pre-booming requirements
- Oil spill contingency plan review and approval, oil spill contingency plan drills, participation in the Northwest Area Committee and development of geographic response plans
- Acting as the state's lead organization for environmental emergency response. This work focuses on providing a rapid, aggressive and well-coordinated response 24/7 to oil and hazardous materials spills statewide from our four regional and two small field offices



- Leading the state oil spill Natural Resource Damage Assessment and Restoration (NRDAR) efforts
- Working with the Washington Department of Fish and Wildlife in planning for and managing oiled wildlife care

Organizational Structure

The Department of Ecology's Spill Prevention, Preparedness and Response Program is made up of four collaborative sections:

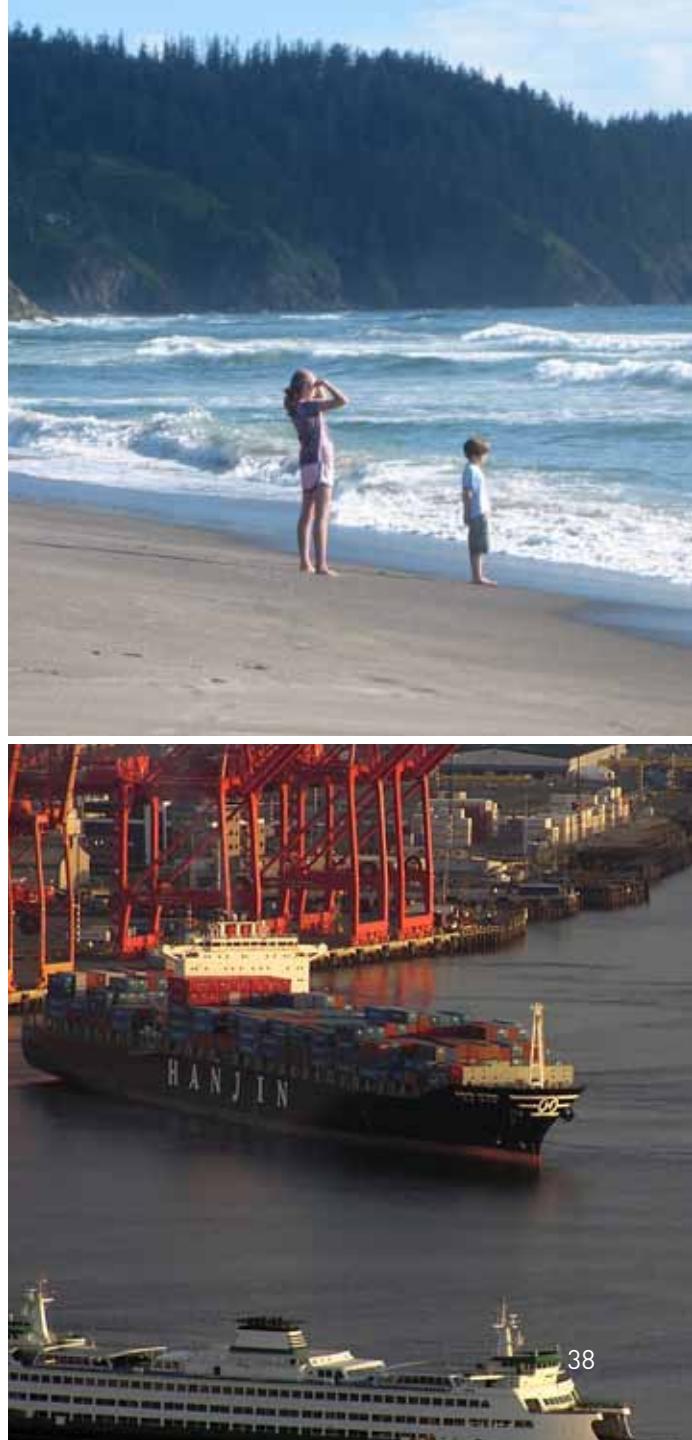
- Prevention
- Statewide Resources
- Preparedness
- Response

Task Force Member

Dale Jensen
Program Manager, Department of Ecology
Spill Prevention, Preparedness & Response Program

Key Web Links

- Washington Department of Ecology: www.ecy.wa.gov
- DOE's Spill Prevention, Preparedness and Response Program: <http://www.ecy.wa.gov/programs/spills/spills.html>



Photographs in this report:

All photos contained in this report were provided by Task Force member agencies and the Executive Coordinator

Cover: *Kulluck* in the Beaufort Sea, AK 2012

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