The 2014 Annual Report was produced by the Pacific States/British Columbia Oil Spill Task Force

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PREFACE

This year marks the 25th anniversary of the Pacific States/British Columbia Oils Spill Task Force. The organization was launched in 1988 by the Governor of Washington and Prime Minister of British Columbia shortly after the oil barge *Nestucca* collided with its tug along the Washington coast. Less than a year later, the *Exxon Valdez* spill in Prince William Sound in 1989 led to Alaska, California, Oregon and California joining the Task Force. In 2001, Hawaii became a member, creating a broad coalition of western Pacific states and provinces united in their efforts to prevent and respond to oil spills across the West Coast.

During the first year of its existence, the testimony and policy recommendations of Task Force members helped create the Oil Pollution Act of 1990, the first comprehensive policy on oil spills in the United States. Several years later, the Task Force provided recommendations for the Canadian Shipping Act Amendments of 1993, which like OPA 90, resulted in a suite of new rules for Canadian marine transport. These two federal policies were instrumental in laying the foundation for oil spill prevention and response rules, regulations and guidelines across the United States and Canada.
Since its inception, the Task Force has worked closely with industry, non-governmental associations, federal and state agencies, Tribes and First Nations and non-profit organizations to develop strategies and tools for protecting marine and inland waters from oil spills. This collaboration has resulted in improved off-shore ship navigation and safety, reduced spills from small vessels to large ships, and increased cooperation in transboundary spill prevention and response planning between Canada and U.S.

This year, the Task Force completed a thorough review and update of its five-year strategic plan to ensure the plan addresses on-going as well as emerging risks of oil spills from vessels, pipelines and rail. In addition, we added restoration of the environment, preservation of communities, and supporting the economy as core objectives of the organization. Our new 2014-2019 Strategic Plan was adopted in June 2014.

LOOKING BACK

In this Anniversary Report, we look back at the past 25 years of accomplishments and achievements of the Pacific States/British Columbia Oil Spill Task Force, offering you a glimpse of the Task Force’s legacy of leadership, partnership and collaboration in our ongoing efforts to protect coastal and marine waters from the threat of oil spills. We have chosen a handful of projects to highlight; they provide a sampling of the breadth and scope of the Task Force’s efforts.

CURRENT AND FUTURE WORK

We also offer highlights of our current work, plus a view of what’s ahead and where the Task Force is focusing its attention. With emerging oil products, changing methods of transporting energy, and evolving response technology and approaches, challenges in oil spill prevention and response continue to be present and the work of the Task Force continues.
OUR MISSION: No Spilled Oil

The mission of the Oil Spill Task Force is to strengthen state and provincial abilities to prevent, prepare for, respond to, and recover from oil spills.
In 2014, the Task Force carried out a review of its Strategic Plan. Our new 5-year plan (2014-2019) encompasses our vision of “no spilled oil” with the addition of a new goal addressing recovery. Our intention with this new goal is to support coordination and planning efforts aimed at helping the environment and communities recover following 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 on 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, Tribes and First Nations, 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 recovery

- 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

What value is the Task Force to your organization?

We wanted to hear from our stakeholders how the Task Force has influenced the work of your organizations over the past 25 years and where we could improve. Throughout the document we’ve inserted a sampling of the comments we received from our June 2014 stakeholder survey.

“The Task Force propels us to educate ourselves, our partners and our communities, uniting us in common concerns of oil spill prevention, preparedness and response.”

“Over the years we have found the Task Force to be of great value both to our company, and to our industry and government customers. The Task Force pushes out accurate, timely data, studies and metrics in the areas of oil spill prevention, readiness and response that is of great overall value.”

“The Task Force is quite Useful for highlighting emerging issues of concern and improving response coordination and coordinated voice to larger issues.”

“The task force provides a bridge between the federal RRTs for the West Coast states and essential coordination with Canada.”
WHO WE ARE

Task Force Members

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

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

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

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

Coordinating Committee Members

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

Graham Knox (2006-Present)
(Alternate: Laurie Boyle and Kristin Day)
British Columbia Ministry of Environment

Curtis Martin (2001-Present)
Hawaii Department of Health

Kristin Ryan (2013-Present)
(Alternate: Patricia Bower, Graham Wood, Gary Folley)
Alaska Department of Environmental Conservation

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

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

Executive Coordinator

Sarah Brace (2012-Present)

Executive Coordinator Support

Hilary Wilkinson (2012-Present)
LOOKING BACK

In this 25th Anniversary Report, we provide a snapshot of significant projects from the past two decades of the Task Force. While not a complete overview of all of the Task Force’s accomplishments, these projects represent the significant effort that the Task Force members led and participated in to further the region’s capacity and ability to prevent and respond to oil spills. Many projects were multi-year efforts involving teams or workgroups that produced white papers, guidance documents and policy recommendations. Several projects are on-going while others are complete.

For a thorough compilation of the Task Force’s reports, documents and other work products please refer to our website: www.oilspilltaskforce.org
JEAN CAMERON’S LEGACY

The Task Force’s prominence on the West Coast and nationally is due largely to the diligent efforts of Jean Cameron, the Task Force Executive Coordinator from 1993 to 2012. During her tenure, Jean helped shape the Task Force from a fledgling organization to where it is today: a highly regarded and visible presence in the regional and national oil spill arena. Through her guidance, Jean was instrumental in establishing a formal partnership between the Task Force and the US Coast Guard, a significant step forward in collaborating on marine and coastal spill policies and practices on a national level.

As the face of the Task Force, Jean met with partners from industry, state and federal government and other key stakeholder groups to both build working relationships and also to introduce the work of the Task Force to others. For example, she represented the Task Force at several national workgroups on spill prevention and response including the American Petroleum Institute’s Spills Advisory Committee and the American Waterways Operators Quality Steering Committee. Through these and other national forums, Jean shared the products and reports on efforts underway on the West Coast, and also kept Task Force members up-to-date on oil spill science, policy and industry practices taking place at the national level. Jean’s policy knowledge and communication skills ensured that the Task Force tracked and commented on key legislation and rule-making issues that were important not only for Task Force jurisdictions but relevant to all coastal regions in the US and Canada. Several significant efforts Jean orchestrated were the West Coast Offshore Vessel Traffic Risk Management Study, the US/Canada Transboundary Coordination Project, Mutual Aid Agreements between the Task Force member jurisdictions, and Places of Refuge Recommendations. She also tirelessly organized round table discussions and workgroup meetings on emerging issues, and hosted numerous Annual Meetings and three Clean Pacific Conferences.

Without Jean’s unique ability to keep the Task Force members focused, engaged and moving, these accomplishments would not have happened. We thank Jean for her amazing leadership and legacy in cultivating and promoting the Task Force, a unique model of collaboration and cooperation which has made a significant impact on reducing the risk of oil spills to the West Coast and beyond.
THE TASK FORCE’S LANDMARK REPORT – 1990

In 1990, the Task Force released its first Annual Report entitled “Final Report of the States/British Columbia Oil Spill Task Force.” This document reflects the efforts of four Task Force subcommittees that examined the circumstances surrounding the Nestucca and Exxon Valdez and other significant spills in the region. The report set forth findings on the issues and challenges that these spills presented and led to the development of 46 recommendations (Appendix 1). Once implemented, these recommendations led to improved coordination and collaboration across the western states on reducing both the probability of large spills occurring and improving the response capability in the region for potential major spills that do take place. Several Task Force members testified before Congress with findings from the report, and this testimony contributed to the Oil Spill Prevention Act of 1990 (OPA 90), the first sweeping oil spill legislation passed in the US.

PRODUCTS AND TOOLS

The Task Force has formed numerous workgroups and committees over the past two decades to engage in special projects, round table discussions and workshops on new and emerging topics. These efforts involved stakeholders, agency staff, and consultants, and have resulted in numerous reports and documents. The table below lists the total number of work products and events the Task Force has hosted or sponsored since 1989.

<table>
<thead>
<tr>
<th>WORK PRODUCTS</th>
<th>NUMBER</th>
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<tr>
<td>Letters and Comments</td>
<td>19</td>
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<tr>
<td>Project Summaries and Reports</td>
<td>11</td>
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<tr>
<td>Meeting Notes</td>
<td>60+</td>
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<tr>
<td>Guidance Documents</td>
<td>5</td>
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<td>Training Tools</td>
<td>2</td>
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<td>Round Tables</td>
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<td>Legacy Awards</td>
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<td>Annual Reports</td>
<td>19</td>
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<tr>
<td>Strategic Plans</td>
<td>4</td>
</tr>
<tr>
<td>Other Documents</td>
<td>15+</td>
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</tbody>
</table>

All documents are available on the Task Force website (www.oilspilltaskforce.org).

How well are we accomplishing our mission?

“Others are doing this as well, but overall, the Task Force remains more focused and brings it all together through a single common forum. No one else is providing this valuable service!”

“The Task Force has a very low profile and is not seen as much of an advocate for serious improvements to the spill prevention, response, cleanup or damages assessment process.”
OFF SHORE VESSEL TRAFFIC STUDY

From 1999 to 2002, the Task Force collaborated with the US Coast Guard Pacific Area to sponsor the West Coast Offshore Vessel Traffic Risk Management Project. The goal of the project was to reduce the risk of collisions or drift groundings caused by vessel traffic transiting 3 to 200 nautical miles off the West Coast between Cook Inlet, Alaska, and San Diego, California. The vessels of concern included tank, cargo, passenger, and fishing vessels (300 gross tons or larger).

This project was a model of collaboration; the project was carried out by a workgroup representing the Task Force agencies, US and Canadian Coast Guard, federal agencies, industry, associations and other key stakeholders. The workgroup spent three years collecting and reviewing data on typical coastwise 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. They also used drift and tug availability data to model likely tug response times under both average and severe weather conditions. This effort culminated in a report that included recommendations to reduce oil spill risk including minimum distances from shore for coastwise vessel travel.

Outcome:

The USCG worked with NOAA to reflect the new vessel routing scheme on the west coast navigational charts. That scheme is for operating cargo vessels and tug and barges to remain at least 25 nautical miles off the coast, and for tankers at 50 nautical miles.

TRACKING DOUBLE-HULLED TANKER CONVERSION STATUS

The MARPOL Convention of 1973-78 was the first international agreement to address the design of ships carrying oil. It laid out several options for protecting the oil cargo including double-hulled construction. Double-hulled construction became one of the requirements of OPA 90 whereby all new tank ships and barges must be built with double hull construction, and all existing single hull tank vessels be retrofitted with a double hull by 1995, and be phased out of operation completely by 2015.

For many years, this important requirement was monitored closely and reported on by the Task Force, particularly given the number and frequency of Trans Alaska Pipeline (TAPS) tankers traveling between Alaska and California. The Washington Department of Ecology provided the Task Force with regular updates including details on the owner/operator, date of build or scheduled date of build, hull configuration, dead-weight tonnage, conversion date if single hull or double bottom and retirement date.

Outcome:

As of 2009, all TAPS tankers transiting the West Coast are now double-hulled, so the Task Force ceased to track their conversion status.
PILOTAGE

The use of a guide or ‘pilot’ to guide a vessel through local waters is a practice that goes back to early explorers and even ancient times. Relying on a local expert for safe navigation through coastal waterways ensures a higher likelihood of avoiding hazards and safely navigating rugged coastlines.

The OPA 90 required that vessels utilize a pilot to assist ships in safe passage through local marine waters. In 1994, the Marine Safety Board released a report stating that while marine navigation and piloting system were considered safe, improvements were needed in requirements and standards for pilotage of vessels, pilot development, and pilotage administration. To determine where improvements to pilotage practices could be made, the Task Force, in association with the Washington Office of Marine Safety, initiated a review of pilotage on the West Coast in 1995. The review consisted of a survey sent to 28 pilotage organizations and governing boards/authorities on the West Coast, and asked questions on a broad range of issues including pilotage programs, pilot licensing and qualifications, training and continuing education, as well as questions on pilot/ship interactions. The Task Force convened a stakeholder workgroup to review the survey results and develop recommendations to improve pilotage practices across the West Coast.

Outcome:

The recommendations that emerged addressed a range of issues including: work/rest requirements for pilots; improved communication strategies between vessels and pilots; continuing education for pilots; reporting near-misses and other incidents; and many other actions to reduce the likelihood of collisions.

TRANSBOUNDARY COORDINATION

When the initial Task Force was founded in 1988 between Alaska and British Columbia following the Nestucca spill, transboundary cooperation was at the core of the organization. Over the decades, the Task Force has focused on improving collaboration between the US and Canada in oil spill prevention and response planning efforts. In 2008, the Task Force launched a thorough review of current oil spill prevention and response capacity for the marine borders between Alaska-British Columbia and Washington-British Columbia. The Task Force worked together with key stakeholders developing over 100 recommendations to improve coordinated planning in advance of an oil spill between the US and Canadian government agencies at all levels, trustees and key stakeholders.

The US/Canada Transboundary Project was a significant undertaking, and set a precedent for how two countries can work together with different coastal management approaches, agency structures, and political frameworks. The Task Force helped serve as a catalyst to bring the necessary parties together, and through on-going efforts, continues to support improvement in oil spill prevention, preparedness and response capacity on the US/Canada and US/Mexican borders. In 2012, the US/Canada Transboundary Project was presented to the MEXUSPAC Joint Response Team as a model for working across borders in preparedness and response planning. A thorough review of the US/Canada Transboundary Project recommendations and their implementation status will take place in 2016.

Outcome:

The Transboundary Report recommendations will help establish comparable standards, mutual aid agreements, and provide a foundation for the response framework to be in place to launch a rapid, aggressive and well coordinated response.
A group known as STORMS - Standard Oil Response Management System - produced the first official oil spill response-focused ICS Field Operations Guide (FOG) in 1996. Following the 1998 Spill of National Significance (SONS) drill in Valdez, Alaska, the Pacific States/British Columbia Oil Spill Task Force facilitated a national effort focused on updating the 1996 Oil Spill FOG. The FOG Update Project Workgroup included representatives of the states of Alaska, Washington, Oregon, California, Texas, and Florida, and was open to other state representatives as well. The US Coast Guard was represented by their National Strike Force Coordination Center, the Response Office in Coast Guard Headquarters, and several West Coast Districts. Other US Federal agencies represented on the Workgroup included the Minerals Management Service, the National Oceanic and Atmospheric Administration, and the Environmental Protection Agency. Representatives from the Office of Pipeline Safety and the US Fish and Wildlife Service were included electronically. Numerous oil industry representatives, AWO, contractors, and transporters also participated. In addition, representatives from the National Wildfire Coordinating Group participated as advisors on NIIMS ICS protocols.

Outcome:

Many federal and state emergency response agencies are now required to use ICS. In addition, the response systems specified in vessel and facility oil spill contingency plans are required by many regulatory agencies to demonstrate compatibility with NIIMS ICS. The FOG continues to be a useful tool for training during oil spill readiness drills and for responses to oil spill incidents.

During a large spill event, one of the most significant challenges is bringing together adequate response equipment and personnel in a rapid and efficient manner. In the case of interstate spills or transboundary events, these challenges can pose real obstacles to the effectiveness of the response. In 1993, the Task Force adopted a Mutual Aid Plan in which the members agreed to expedite all decisions relating to mutual aid requests among members. Under this Plan, mutual aid requests by Task Force members includes, but is not limited to, technical assistance, sample analysis and cross-boundary deployment of state/provincial personnel and equipment.

In 2011, the Task Force adopted a Mutual Aid Agreement that established policies and implementation procedures for when mutual aid could be approved during a spill on the West Coast. The purpose of the policies and procedures established in this agreement is to set specified conditions whereby certain contingency plan holders may be allowed to release response equipment and/or personnel to another plan holder in order that their response equipment may be available for mutual aid. This agreement thereby assures that spill response equipment on the West Coast will be made rapidly available in the event of a major spill.

Outcome:

During the BP Deepwater Horizon oil spill in the Gulf of Mexico, this agreement was crucial in ensuring that some level of adequate protection still remains in the region as response assets were being deployed to aid in the response in the Gulf.
PLACES OF REFUGE

In the aftermath of the T/V Prestige oil spill off the Atlantic coast of Spain in late 2002, the Oil Spill Task Force recognized the possibility that a Place of Refuge incident could happen on the US/Canadian West Coast as well. They agreed to sponsor a roundtable discussion on Places of Refuge in conjunction with the 2003 Annual Meeting. The Task Force subsequently invited the US Coast Guard and Canadian authorities to join them in sponsoring a stakeholder workgroup to address the issue of Places of Refuge and develop recommendations.

The Places of Refuge Project Workgroup convened in February 2004, and in early 2005, the subcommittee had drafted a Places of Refuge Area Plan Annex, which was a planning and decision-making template to address ships’ requests for a Place of Refuge. They recommended that Canadian authorities, who were in the process of drafting national guidelines to implement the IMO Guidelines, should take this document into consideration during that process. Finally, the Workgroup recommended that the member agencies of the Pacific States/BC Oil Spill Task Force endorse the Places of Refuge Annex developed by the Project Workgroup, and that their member agencies participate in its implementation and monitor its application and the efficacy of its use.

Outcome:

Many of the states use these guidelines as part of the area planning process to establish policies and decision matrices to determine Place of Refuge for the region.
ROUND TABLES

One of the important functions the Task Force serves is to provide forums for discussion on emerging issues and topics of interest to the Task Force jurisdictions. Many of the round tables that took place between 2002 and 2008 focused on challenges or concerns germane to many or all of the Task Force jurisdictions. Participants from industry, associations, agencies and community organizations took part in the discussions of regulatory challenges, policy gaps, science needs and communication aspects of the issue. These discussions often resulted in recommendations that were vetted and supported across the stakeholders and partners.

Many of these recommendations helped form the basis of new policy and rule-making within the Task Force member jurisdictions.

Between 2000 and 2006, the Task Force facilitated seven roundtables on several important topics of interest. The table below provides a summary of key findings and highlights from the round tables.

<table>
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<th>ROUND TABLE TOPIC</th>
<th>YEAR</th>
<th>OUTCOME</th>
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<tr>
<td>Oil Response Readiness</td>
<td>2000</td>
<td>Two panels discussed oil response equipment inventories and equipment mobility and made recommendations.</td>
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<tr>
<td>How NRDA Really Works</td>
<td>2002</td>
<td>Trustee and industry panels discussed injury assessment and damage determination, plus settlements and restoration.</td>
</tr>
<tr>
<td>Cruise Ship Pollution Prevention</td>
<td>2004</td>
<td>Led to the creation of the California State Cruise Ship Environmental Task Force which subsequently led to the creation of the Marine Environmental Protection Program for California.</td>
</tr>
<tr>
<td>Spills from Trucks</td>
<td>2005</td>
<td>Recommendations for state/provincial agencies and transport operators to improve oil transport safety.</td>
</tr>
<tr>
<td>Places of Refuge</td>
<td>2005</td>
<td>The creation of a planning and decision-making template to address ships’ requests for a Place of Refuge for use by the West Coast Area Committees.</td>
</tr>
<tr>
<td>Expanding Response Options</td>
<td>2006</td>
<td>Discussion about and recommendations for low-visibility and night-time oil spill response operations.</td>
</tr>
<tr>
<td>Green Ports</td>
<td>2008</td>
<td>Discussion of and recommendations for oil spill response, water quality, and waste management in port services to ships and port operations.</td>
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LEGACY AWARDS 1999 – 2012

The Pacific States/British Columbia Oil Spill Task Force Legacy Award winners are models for others in industry, government, and the public to emulate. The Task Force is pleased to honor their commitment to oil spill prevention and preparedness, efficient spill response and teamwork.

Since the Legacy Award Program began in 1999, the Task Force has given awards in the following categories: tanker operators, cargo vessel operators, tug and barge operators, oil spill response organizations, public interest organizations, state agency, federal agencies, private citizens, public agencies employees, response industry employees, and government/industry teams.

2012 Legacy Award Winners:

- The SE Alaska Petroleum Resource Organization (SEAPRO)
- Eric Olsson, Washington Sea Grant
- Kathy Fletcher, founder of People for Puget Sound
- Captain Daniel LeBlanc, U.S. Coast Guard Sector Columbia River
- The U.S. Coast Guard SS Montebello Project Team
- Rusty Nall, Executive Vice President, the American Marine Corporation and PENCO

2009 Legacy Award Winners:

- Richard Wright, retired Pacific NW Regional Vice President of the Marine Spill Response Cooperative
- Joseph Mullin, Manager of the Minerals Management Service’s National Oil Spill Response Research Program
- Alan Allen, an oil spill consultant working as “Spiltec”
- Scott Knutson, U.S. Coast Guard District 13 Response Advisory Team Supervisor

2008 Legacy Award Winners:

- Shirley Marquardt, Mayor of Unalaska, Alaska
- David Sawicki, BP Cherry Point Refinery
- Julie Knight, the Islands Oil Spill Association
- Captain Tim Plummer, Tesoro Maritime Company
- Harriet Spanel, retiring Washington State Senator

2007 Legacy Award Winners:

- Dr. Mervin Fingas (retired), Environment Canada’s Emergencies Science and Technologies Division
- Chris Wilke, Clean Marina Washington
- Chad Bowechop, Makah Indian Tribe
- David “DC” Carter, Pacific Environmental (PENCO)
- The West Coast Joint Assessment Team
- U.S. Coast Guard, Sector Los Angeles/Long Beach

2006 Legacy Award Winners:

- The Clean Islands Council
- Foss Maritime Company
- Tesoro Hawaii Corporation
- The Marine Exchange of Alaska

2005 Legacy Award Winners:

- Crowley Marine Transport Corporation
- BP Shipping, Inc.
- US Coast Guard Commander William Whitson
- US Coast Guard District 11
- Cholly Mercer, President, Rainier Petroleum Corporation
2012 Task Force Legacy Award Winners
2004 Legacy Award Winners:

- The Alaska Tanker Company
- Joan Lundstrom of the San Francisco Harbor Safety Committee
- The US Coast Guard Marine Safety Office, Group Portland
- The TAPS Trade Shippers, including ConocoPhillips Marine/Polar Tankers; SeaRiver Maritime, Inc.; Tesoro Maritime and Seabulk Tankers; and the Alaska Tanker Company

2003 Legacy Award Winners:

- The Regional Citizens’ Advisory Council of Prince William Sound, Alaska
- Titan Maritime, LLC, headquartered in Ft. Lauderdale, Florida
- Sause Brothers Ocean Towing Company, headquartered in Coos Bay, Oregon
- Ms. Margot Brown of Alameda, California

2002 Legacy Award Winners:

- Kim Beasley, General Manager, Clean Islands Council, Honolulu, Hawaii
- Jerry McMahon, Vice President, Pacific Region, American Waterways Operators
- Stephen Ricks, President, Clean Bay Incorporated, Concord, California
- SeaRiver Maritime, Incorporated, Houston, Texas
- The Turn Point Standard of Care Development Team, which includes the Canadian Coast Guard, Marine Programs; the British Columbia Coast Pilots; and the US Coast Guard Vessel Traffic Services, Puget Sound

2001 Legacy Award Winners:

- Tesoro Alaska Company
- Clean Seas, LLC
- Island Tug and Barge Ltd.
- California State Lands Commission, Marine Facilities Division
- Canadian Coast Guard, Marine Communications and Traffic Services, Transport Canada Marine Safety, and the US Coast Guard Marine Safety Office Puget Sound

2000 Legacy Award Winners:

- Community Impacts Planning Team
  Prince William Sound Regional Citizens’ Advisory Council
- Captain Hubert “Glen” Glenzer
- Martyn Green, President and General Manager, Burrard Clean Operations
- The International Bird Rescue and Research Center
- Roland E. Miller, President, Clean Sound Cooperative, Inc
- The Oiled Wildlife Care Network
- A posthumous award honoring William C. Park III
- Totem Ocean Trailer Express
- The US Coast Guard Marine Safety Office San Francisco

1999 Legacy Award Winners:

- Alyeska/SERVs
- ARCO Marine, Incorporated
- Captain Chip Sharpe, US Coast Guard
- The Cook Inlet Regional Citizens Advisory Council
- The High Velocity Current Team; David Pearce of the Exxon Company and John Kloman of the California State Lands Commission
- Stan Stephens of the Prince William Sound (PWS) Regional Citizens Advisory Council
- David Usher of Marine Pollution Control
COMMENTS AND LETTERS

The Task Force represents a coalition of western states/provinces and over the past 25 years, it has expressed a unified voice on key legislation and policy development underway at the provincial/state and federal level. Beginning with testifying before Congress in 1989-1990 during the development of the Oil Spill Act of 1990, the Task Force went on to express a collective voice through letters, comments and memos on topics including:

- Ocean policy regarding oil spills
- Limits of liability for vessels and facilities
- Inspection of towing vessels
- Non-tank vessel oil spill response plan requirements
- IMO pollution prevention requirements
- Towing industry safety standards
- Automatic Identification System carriage requirements
- Ballast water management
- Salvage and marine firefighting requirements
- MARPOL amendments
- Derelict vessel removal funding
- Removal equipment requirements and alternative technology
Our Current Work:

Prevention
OIL SPILL DATA, 2003 - PRESENT

Since 2003, the Task Force has been collecting data from crude and non-crude spills of one barrel (42 gallons) or larger across the western Task Force states. The intention was to track trends in spills, including types of materials, volumes, causal factors, and where spills occurred. The oil spill database is the only on-going, long-term dataset of its kind in the US; no other region collects oil spill data to this specificity on a continual basis.

It became apparent that the Task Force needed a standardized approach to collecting this data, so in 2007, a Task Force workgroup identified a set of universal parameters and created a standardized data dictionary. Due to the varied collection capabilities of member agencies, it can be challenging to analyze and interpret all of the information in the database. However, we periodically update and revise the data dictionary parameters to reflect the changes in methods, metrics and products being tracked. The database was most recently revised in 2014.

The 2013 oil spill data will be made available on our website in the fall of 2014. Please visit our website for the most recent oil spill data summary.
PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

Even small spills from multiple sources such as yachts, fishing boats and small craft can amount to a significant volume over time. In an effort to prevent small spills and other pollution from these sources, the Task Force launched the Pacific Oil Spill Prevention Education Team (POSPET) in 1992. The team consists of outreach specialists and educators from state/local jurisdictions, community organizations and marinas. The focus of POSPET is to reach boaters with information on pollution prevention at marinas, boating shows and other events and public use areas. This outreach addresses: proper fueling to avoid drips, safe pump out techniques, appropriate clean-up methods when small spills do occur, and a call-in number to use when sighting a spill.

In addition, POSPET member organizations are involved in certifying harbors and marinas across the West Coast as “Clean Harbor” or “Clean Marina” facilities. This recognition program certifies facilities for the level of voluntary pollution prevention measures they adopt. A list of marinas and harbors that have been certified to-date is provided below.

<table>
<thead>
<tr>
<th>STATE/PROVINCE</th>
<th># CERTIFIED</th>
<th>WEBSITE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alaska</td>
<td>3</td>
<td>alaskacleanharbors.org</td>
</tr>
<tr>
<td>British Columbia</td>
<td>9</td>
<td>georgiastrait.org/?q=node/425</td>
</tr>
<tr>
<td>California</td>
<td>124</td>
<td>cleanmarina.org</td>
</tr>
<tr>
<td>Oregon</td>
<td>61</td>
<td>oregon.gov/OSMB/Clean/Pages/clean_marina.aspx</td>
</tr>
<tr>
<td>Washington</td>
<td>67</td>
<td>cleanmarinawashington.org</td>
</tr>
</tbody>
</table>
WEST COAST OIL TRANSPORT PROJECT

The rapid development of Bakkan crude extraction activities in North Dakota and oil sands production from Alberta has resulted in a rapid increase in transport by rail across the western states and B.C. These products are transported via rail to the West Coast to refineries for processing before being loaded onto tankers for export. The increase of rail transport has been astronomical: in Washington alone, crude movement by rail has gone from negligible volumes in 2010, to nearly 17 million barrels in 2013.

This increase in rail transport of crude has been met with growing concerns by policy makers and the public of the risk of spills, especially along major river corridors such as the Columbia River as well as in heavily populated urban areas where crude trains are passing through with greater frequency. The risk associated with increasing volumes of crude transport has not yet been fully assessed, making it challenging for jurisdictions to develop and implement spill prevention and response strategies.

In an effort to help inform Task Force jurisdictions on the risks from rail transport, a workgroup has recently created a map of how crude is being moved throughout the western coastal states and British Columbia. (See map on following pages.) This map illustrates the current rail routes, plus pipelines and vessel routes. In addition, proposed facilities, refineries, transfer facilities (from rail to holding tanks) are illustrated, demonstrating where the potential extent of crude movement is headed across the region. In addition, the workgroup is analyzing existing federal and state regulations to determine where policy gaps and regulatory shortfalls exist with regards to the safe transportation of oil by rail.
Our Current Work:
Preparedness and Response
DERELICT AND SUNKEN VESSELS

Derelict vessels and sunken vessels continue to pose a threat to the public and environment as well as a challenge for local, state and federal governments. Ongoing issues include lack of sufficient funding to remove and deconstruct derelict vessels, permitting challenges and difficulties tracking the location of abandoned and derelict vessels. This year, the Task force is addressing the issue of derelict vessels through:

- Helping coordinate the incorporation of member states’ derelict and sunken vessel data into West Coast Environmental Response Management Application (ERMA) and other mapping tools.

- A joint letter was submitted by the Task Force to US Senator Cantwell in June 2014 urging that the cost of removing derelict and sunken vessels be covered by the Oil Spill Liability Trust Fund. This funding would assist states in removing these vessels before they create a pollution and navigation hazard.


1-800-OILS-911 HOTLINE

Since 1999, the Task Force has hosted a hotline for reporting spills and oil sheens, primarily targeting the small boat community. The hotline number (800-OILS-911) is posted on signage at marinas and harbors, as well as in pamphlets and brochures and on the home page of the Task Force website. (The signage also includes the Coast Guard reporting phone number.)

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OILS-911 CALLS TO CA, OR, WA AND B.C. 1999-2014
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The idea behind the hotline is to provide a number that is easy to remember for reporting spills. The figure above illustrates the trends in calls over the past 14 years. While California typically receives the largest number of calls, this does not necessarily mean that more spills occur there. Given the extent of populated coastline relative to the other western states, sheens and other small spills are more likely to be spotted and reported in California.

Where can the Task Force make improvements?

“I don’t see much coordination between the states on their regulations and I think this is something the Task Force should help with. More consistent regulations would help industry invest in more response capabilities and more consistent training.”

“Take on projects that bring various segments of the response community (industry, OSRO’s, States and Federal) together to work. Just getting people to work together on projects will make for much more efficient responses.”
OIL SANDS PRODUCTS AND HEAVY OIL

The emergence of new oil products has presented challenges in preparedness and response planning due to the varied chemical characteristics of the oils, the types of diluents and other chemical additives added to heavy oils for transporting, and the nature of their behavior when spilled on water and ice. In April 2012, the Task Force co-hosted a two-day workshop in Seattle with the WA Department of Ecology on oil sand products for spill program managers, response practitioners, industry representatives and other stakeholders. The workshop provided an overview of the characteristics of oil sands products and offered participants an opportunity to engage in mock response scenarios involving spills of diluted bitumen and other oil sand products in marine, facility and on-land environments. This workshop was the first of its kind on the West Coast and was intended to provide an opportunity for the response community to learn more about the issues surrounding this type of crude.

The Task Force research and development workgroup continues to monitor and share emerging science and technology information on heavy oils to help support jurisdictions in developing response planning and approaches for managing these products.
What issues or topics should the Task Force address?

“I would like to see the Task Force study and make recommendations for the safe production and transportation by rail and pipeline and barge of crude oils from the interior regions of the US, particularly the upper west and midwest. There are some Federal gaps associated with oil production and transportation and I would like to see the Task Force study and report out on these.”

“Applied response technologies, sponsoring Net Benefit Analyses to determine the best response strategies for various localities based on local knowledge and latest spill response technologies. Some of the analyses conducted in past are dated.”

DERELICT AND SUNKEN VESSELS

Derelict vessels and sunken vessels continue to pose a threat to the public and environment as well as a challenge for local, state and federal governments. Ongoing issues include lack of sufficient funding to remove and deconstruct derelict vessels, permitting challenges and difficulties tracking the location of abandoned and derelict vessels. This year, the Task force is addressing the issue of derelict vessels through:

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Our Current Work:

Communications
One of the functions of the Executive Coordinator is to engage with stakeholders and industry partners through face-time at meetings, conferences and special briefings. These events include presentations and updates on the projects and initiatives the Task Force is engaged in. In 2013-2014, the Executive Coordinator represented the Task Force at the following events and meetings:

- 2014 International Oil Spill Conference
- 2014 Salish Sea Conference
- West Coast Joint Assessment Team
- American Waterways Operators Quality Steering Committee
- American Petroleum Institute’s Spills Advisory Group
- US Coast Guard PAC Area, VADM Ray briefing
- US/Canada transboundary table-top drill
- 2013 Harbor Safety Committee Summit

CLEAN PACIFIC CONFERENCES

In 2007, the Task Force hosted its first Clean Pacific Conference, the first international event of its kind on the West Coast. The three-day conference brought together organizations, stakeholders, agencies and the public in a forum addressing spill preparedness, prevention and response, and included an exhibition featuring displays of current technology and information from various industries, organizations, associations and community groups across the region. The conferences draw 700-800 participants from the West Coast and from abroad.

The 2015 Clean Pacific Conference will be taking place in the Spring of 2015 in Vancouver, B.C. In the future, the Clean Pacific Conferences will be held each spring of odd years alternating with our Annual Meetings.

ANNUAL MEETINGS

In alternate years of the Clean Pacific Conference, the Task Force hosts a one-day Annual Meeting. This event features updates from the member states and B.C. on the oil spill programs and significant events within each jurisdiction, plus a series of presentations or panels on pertinent issues and topics of concern. Our 2014 Annual Meeting will be taking place on October 1 in Portland OR, and the technical sessions will focus on rail transport across the West Coast, plus new and the state of the science on dispersants.

Our future Annual Meetings will take place in the spring of even years beginning in 2016.

SOCIAL MEDIA AND WEBSITE IMPROVEMENTS

In 2013, the Task Force renovated its website and continues to improve the accessibility and organization of information. We are expanding the availability of outreach materials and resources on the POSPET page of our website, and will be adding a Task Force Facebook page in the near future.

Visit our site for ongoing improvements: www.oilspilltaskforce.org.
Obstacles to Effective Risk Communication

- Uncertainty, inconsistency & incompleteness of data
- Distrust
- Selective reporting by news media
- Psychological & social influencers
  - Bias in judgment
  - Apathy
  - Unrealistic optimism
  - Underestimation
  - Strong beliefs
  - Confirmation bias
- Outrage factors
Jurisdictional Overviews
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.

Since 1989, the task force has influenced our work in the following ways: Collaborative efforts have provided impetus and a means of achieving
oil spill prevention, preparedness, and response. Our common concerns (high traffic coastal vessel routes and associated risks, unique marine resources which merit protection, and the desire to cooperate across shared borders) link us to the task force mission.

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

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
- 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
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 eight 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 is continuing in its efforts to develop a more comprehensive spill program for the province. The BC Ministry of Environment has participated in a number of projects aimed at improving spill response, preparedness and prevention for oil and other hazardous materials both on land and in the marine environment. The Ministry has consulted extensively with industry, First Nations, government and other stakeholders on focused policy options for land based spills culminating in the release of its second...
intentions paper in April 2014, seeking further external comments to strengthen BC’s land based spill preparedness and response regime.

ORGANIZATIONAL STRUCTURE

B.C’s Environmental Emergency Program consists of:

• A headquarters component located in Victoria, BC
• 13 Environmental Emergency Response Officers deployed around the province
• One Provincial Incident Management Team
• Technical Specialists from within government 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
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.

Since 1989, the task force has influenced our work in the following ways: Collaborative efforts have provided impetus and a means of achieving oil spill prevention, preparedness, and response. Our common concerns (high traffic coastal vessel routes and associated risks, unique marine resources which merit protection, and the desire to cooperate across shared borders) link us to the task force mission.

ORGANIZATIONAL STRUCTURE

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

- Marine safety
- Preparedness
- Science
- Enforcement
- Administration
- Legal
- InformationTechnology

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
- 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.

Would you like to see the Task Force incorporate more training into our products?

“It would be great if the Task Force could put together a small “tiger team” of the most knowledgable and best trainers from their members states...to address the areas of coastal protection and cleanup strategies.”
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. As a Task Force member for over 10 years it is good to know that if needed the resources of the other members, equipment and personnel, are available under the Mutual Aid Agreement. Like life insurance, you hope you won’t need it, but it sure is good knowing it is available.

ORGANIZATIONAL STRUCTURE

The HEER Office is comprised of three operating sections:

- Emergency Preparedness and Response
- Site Discovery, Assessment and Remediation
- Hazard Evaluation
What improvements do you think the Task Force could make in achieving its mission?

“The Task Force should concentrate on fewer issues, determine the ones that are most important and actually try to drive these issues to closure.”

“I don’t see much coordination between the states on their regulation and I think this is something the Task Force can help with.”

“Public outreach about the value [of the Task Force]; improve and expand communications within regions.”

“Better coordinate legislation and regulations being developed by each Task Force member. Sharing this information early in the process would be useful and might help prevent conflicts in requirements”
MISSION

Carry out and support the agency’s environmental priorities by preventing and reducing toxic chemical releases and reducing risks by cleaning up new releases of toxics on Oregon’s environment.

OVERVIEW

The Emergency Response Program at the Oregon Department of Environmental Quality supports the agency’s strategic direction to protect human health and the environment by preventing, preparing for and minimizing the danger posed by catastrophic and other significant releases of oil and hazardous materials. 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 state’s transportation corridors. Hazardous materials are shipped through state waters, along the highways and by rail. DEQ works with other agencies and industry to prevent and respond to spills of these materials. DEQ provides leadership to the Northwest Area Committee and the Region 10 Regional 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 Contingency Plan Approval and Prevention Planning
- Oil Spill Preparedness including Geographic Response Plans, Drills and Exercises
- As the State Lead Agency for Response to Spills and Releases of Oil and Hazardous Materials
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

Are there emerging issues related to spill prevention, preparedness and response you would like to see the Task Force focus on?

“I would like to see the Task Force study and make recommendations for the safe production and transportation by rail and pipeline and barge of crude oils from the interior regions of the US, particularly the upper West and Midwest.”

“Responding to dilbit spills.”

“Expectation management...the public needs to learn more about the pros and cons of ISB and dispersant use and how these response options should be recolonized and approved throughout our region.”
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

DOE’s Spill Prevention, Preparedness and Response Program: http://www.ecy.wa.gov/programs/spills/spills.html
Oil Spills 101, a PIER website
http://www.oilspills101.wa.gov/go/doc/5779/1792915/
## APPENDIX 1: ORIGINAL RECOMMENDATIONS FROM TASK FORCE REPORT OF 1990

<table>
<thead>
<tr>
<th>#</th>
<th>TITLE</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td></td>
<td><strong>VESSEL TRAFFIC REDUCTION</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Petroleum Conservation</td>
<td>Implement programs designed to reduce petroleum, such as conservation measures (including appliance and automobile efficiency standards, recycling, and effective mass transit), alternative energy source research, and economic incentives.</td>
</tr>
<tr>
<td>2</td>
<td>Alternative Oil Transportation</td>
<td>Review proposals for alternative transportation modes which would reduce petroleum transportation by tanker in high risk and environmentally sensitive areas. In reviewing any proposals, Task Force members are committed to insuring compliance with all applicable state/provincial/federal laws, including their processes to involve the public.</td>
</tr>
<tr>
<td></td>
<td><strong>VESSEL TRAFFIC MANAGEMENT</strong></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Tug Escorts – Single Propulsion</td>
<td>Require tug escorts for all single boiler or single engine, and single screw tank vessels carrying oil or other petroleum products in waterways designated as high risk by an individual state or province.</td>
</tr>
<tr>
<td>4</td>
<td>Tug Escorts – Tonnage Requirements</td>
<td>Review and, if appropriate, reduce dead weight tonnage specifications for tug escort requirements.</td>
</tr>
<tr>
<td>5</td>
<td>Vessel Traffic Service Systems</td>
<td>Upgrade vessel traffic service systems by replacing outdated equipment, eliminating gaps in coverage, increasing operator training and assignment length, and establishing mandatory participation in vessel traffic service systems in high-risk or congested areas.</td>
</tr>
<tr>
<td>6</td>
<td>Near Miss Reporting System</td>
<td>Establish, on a trial basis with a subsequent assessment of usefulness, a near miss reporting system which links directly with vessel inspection information, vessel traffic, and vessel casualty database systems.</td>
</tr>
<tr>
<td>7</td>
<td>Tow Cables</td>
<td>Develop and implement a mandatory set of guidelines for tugs on tow cable size and material specifications, cable maintenance practices, cable handling equipment design, and barge recovery plan preparation.</td>
</tr>
<tr>
<td>8</td>
<td>Vessel Safety Measures</td>
<td>Establish regional safety measures, including speed limits, based on escort vehicle or other limitations, for all laden tank vessels in inland waters and their critical approaches.</td>
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<tr>
<td>9</td>
<td>Tow Systems</td>
<td>Require towing systems and plans on all tankers carrying oil and other petroleum products.</td>
</tr>
<tr>
<td></td>
<td>VESSEL DESIGN</td>
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</tr>
<tr>
<td>10</td>
<td>Double Hulls</td>
<td>Require double hulls for all new tank vessels designed to carry oil or other petroleum products as cargo.</td>
</tr>
<tr>
<td>11</td>
<td>Onboard Navigation</td>
<td>Require all tankers carrying oil or other petroleum products in coastal and inland waterways to possess and operate an onboard navigation system, such as an Electronic Chart Display Information System (ECDIS).</td>
</tr>
<tr>
<td></td>
<td>PERSONNEL</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Petroleum Facility Worker Training</td>
<td>Require state/province certification of training programs for managers, workers, and safety officers at terminals which handle oil or other petroleum products. Program certification requirements should include spill prevention and response training.</td>
</tr>
<tr>
<td>13</td>
<td>Mariner Qualifications</td>
<td>Require more stringent mariner qualifications, including spill prevention and response training, simulator training, vessel class and size restrictions on deck officer certification, and alcohol and drug testing.</td>
</tr>
<tr>
<td>14</td>
<td>Tug Crew Training</td>
<td>Mandate oil spill response training for all tug crews involved in tank vessel operations.</td>
</tr>
<tr>
<td>15</td>
<td>Crew Requirements</td>
<td>Require two licensed officers (including pilot where appropriate) to be present on the bridge of all tankers carrying oil or other petroleum products while in inland waterways. Require adequate crew levels, sufficient to meet normal and emergency operation needs, for tank vessels carrying oil or other petroleum products.</td>
</tr>
<tr>
<td>16</td>
<td>Dedicated Tug Crews</td>
<td>Assign dedicated tug crews to specific classes of tugs and tank barges carrying oil or other petroleum products to assure familiarity with tug and tank barge operating characteristics.</td>
</tr>
<tr>
<td>#</td>
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</tr>
<tr>
<td>17</td>
<td>Strong Sanctions</td>
<td>Legislate strong levels of civil and criminal sanctions for noncompliance with oil spill regulations.</td>
</tr>
<tr>
<td>18</td>
<td>Proof of Financial Responsibility</td>
<td>Raise state/Canadian federal proof of financial responsibility requirements to ensure spillers can finance oil spill related cleanup and damage costs.</td>
</tr>
<tr>
<td>19</td>
<td>Natural Resource Valuation</td>
<td>Develop and require use of methods of natural resource valuation which fully incorporate non-market and market values in assessment of damages resulting from spills.</td>
</tr>
<tr>
<td>20</td>
<td>Cost Recovery</td>
<td>Develop responsible party contracts to aid in the recovery of all natural resource damage and cleanup costs.</td>
</tr>
<tr>
<td>21</td>
<td>Liability Limits</td>
<td>Remove any ambiguity in federal law and guarantee a state’s right to fully exercise its own liability standard. Increase the maximum limit of liability for oil pollution damage under Canadian law.</td>
</tr>
<tr>
<td>22</td>
<td>Coast Guard Enforcement</td>
<td>Increase the Coast Guard’s ability to conduct routine on-water surveillance patrols by increasing funding to U.S. Marine Safety Offices and Canadian Coast Guard Regional Offices.</td>
</tr>
<tr>
<td>23</td>
<td>Enforcement Staff</td>
<td>Establish adequate environmental resource agency staffing level devoted to enforce compliance with spill planning requirements, and aggressively pursue legal action against violators.</td>
</tr>
<tr>
<td>24</td>
<td>Prevention Plans</td>
<td>Require all facilities (and tank vessels larger than 10,000 dwt) which handle oil or other petroleum products to develop and implement spill prevention plans, which would at a minimum include risk-reducing transfer methods and personnel training specifications.</td>
</tr>
<tr>
<td>25</td>
<td>Response Plans</td>
<td>Require all facilities (and tank vessels larger than 10,000 dwt) which handle oil or other petroleum products to develop and implement spill response plans, which would at a minimum include response time, equipment, and staff support specifications.</td>
</tr>
<tr>
<td>#</td>
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</tr>
<tr>
<td>26</td>
<td>Local Participation</td>
<td>Each state/province shall recognize and utilize local citizen expertise and knowledge in spill prevention and response efforts. This may include a volunteer training and coordination plan to enhance preparedness.</td>
</tr>
<tr>
<td>27</td>
<td>Clean Up Requirements</td>
<td>Ensure that all state, provincial, and federal agencies act in full cooperation to require the spiller or other responsible party to meet all applicable state, provincial, and federal performance requirements.</td>
</tr>
<tr>
<td>28</td>
<td>Vessel Inspections</td>
<td>Require periodic (but not less than every two years) structural and mechanical integrity inspections of vessel equipment and hull structures on all tank vessels carrying oil or other petroleum products. Develop a priority inspection system for more frequent inspections of particular tanker features essential to safety, and for certain stress fracture incidents and other safety problems.</td>
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<td>Prevention Education</td>
<td>Develop a joint spill prevention education strategy for industry and the public, including a program aimed at preventing small chronic oil spills by operators of fishing vessels, ferries, ports, cruise ships and marinas.</td>
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<td>Transfer Operations Review</td>
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<td>Response Training</td>
<td>Develop, in cooperation with the Coast Guards, industry, and local communities, local programs to provide spill response training to fishing boat operators, ports and harbor districts, marinas, and local communities.</td>
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<td>Wildlife Rescue Training and Equipment</td>
<td>Develop and oversee joint programs which provide wildlife rescue volunteer training. Work with industry and others to acquire wildlife rescue equipment, including mobile equipment.</td>
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<td>37</td>
<td>Onboard Response Equipment</td>
<td>Require all tank vessels carrying oil or petroleum products to have onboard response equipment for commencement of spill response efforts as soon as practicable, in amounts and types appropriate to the vessel’s class and size.</td>
</tr>
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<td>38</td>
<td>Response Drills</td>
<td>Conduct a major spill response drill in each of the Western coastal states/provinces at least annually, with joint Coast Guard cooperation when the drill area crosses international boundaries. The drills should emphasize interjurisdictional simulations and all Task Force members should be invited to participate in the other member’s drills.</td>
</tr>
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<td>39</td>
<td>Transfer Containment</td>
<td>Require placement of booms and other appropriate equipment, such as in-water oil sensors, around tank vessels during transfers of oil or other petroleum products in areas designated by individual states/province.</td>
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<td>40</td>
<td>Contingency Plans</td>
<td>Revise state/provincial contingency plans to include the Emergency Response Subcommittee’s Mutual Aid Plan, including continual updates of the “call down” lists.</td>
</tr>
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<td>41</td>
<td>Public Involvement</td>
<td>Ensure that all appropriate governmental agencies, industry, and interested citizens have the opportunity to become involved in development of major spill response policies and plans.</td>
</tr>
<tr>
<td>42</td>
<td>Mutual Aid</td>
<td>In the event of a major spill affecting the waters and coastline of a Task Force member, other Task Force members will cooperate to the fullest extent possible to provide back-up equipment and personnel to respond to the emergency.</td>
</tr>
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<td>43</td>
<td>Incident Command System (ICS)</td>
<td>The Task Force members should adopt a form of an Incident Command System (ICS) to enhance their ability to manage responses to major spills of oil and other petroleum products.</td>
</tr>
<tr>
<td>44</td>
<td>Research Coordination</td>
<td>Encourage, fund where feasible, and coordinate oil spill research, with emphasis on West Coast issues, through university systems and other means, and develop a framework for information sharing and combined funding projects.</td>
</tr>
</tbody>
</table>

**RESEARCH**

**STRUCTURE AND PROCESS OF THE TASK FORCE**

<p>| 45 | Annual Meeting                            | Meet annually, with responsibility for the meeting location rotated uniformly among the Task Force members; meetings will include reports by each member on progress in implementing recommendations. Each Task Force member will independently ensure the involvement of interested parties and the public in their respective jurisdiction. Task Force members will review and where appropriate, modify recommendations during annual meetings. |</p>
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<tbody>
<tr>
<td>46</td>
<td>Interstate Compact</td>
<td>Work cooperatively with the Western Legislative Conference in their evaluation of the advantages and disadvantages of developing an interstate compact to make binding agreements concerning spill prevention and cleanup measures on the West Coast</td>
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<td>47</td>
<td>Petroleum Industry Response Cooperatives</td>
<td>Conduct a review of Marine Spill Response Corp’s (MSRC), Burrard Clean’s, and other spill clean-up cooperatives’ proposals and schedules for the West Coast spill response centers.</td>
</tr>
<tr>
<td>48</td>
<td>Information Sharing</td>
<td>Share reports and other information regarding oil spill prevention and response among Task Force members (e.g., information on spill response worker training and liability issues). Following major spill events in Task Force jurisdictions, the Task Force members will participate in a debrief and take appropriate action, including changes to recommendations. These activities should not jeopardize litigation efforts by Task Force members.</td>
</tr>
<tr>
<td>49</td>
<td>Coordination of Studies</td>
<td>In the event of a major trans-boundary spill affecting the waters and coastline of two or more Task Force members, those affected members will coordinate their subsequent studies and activities designed to identify damage, restore the natural environment, and pursue damage claims.</td>
</tr>
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<td>50</td>
<td>Spill Equipment Updates</td>
<td>Review annually, and update if necessary, response equipment lists and mutual aid provisions for response to catastrophic spills. Continue to work towards consistency among the members in individual contingency plans and response criteria.</td>
</tr>
</tbody>
</table>
Photographs in this report:

All photos in this report were provided by the Task Force member agencies and the Executive Coordinator, except where noted.

Cover  Point Reyes, CA 2013
P. 1  Point Reyes, CA 2013
PP. 2-3  Shoreline in Vancouver, B.C. 2013
P. 4  Lake Union, Seattle, WA 2014
P. 5  Prince William Sound, WA 1989 (Photo: Jon Neel)
P. 6  Oahu, HI 2012
P. 9  Oahu, HI 2012
P. 10  Jean Cameron 2012
P. 15  Current buster during drill, AK 2014
P. 18  Task Force Legacy Award Winners 2012
P. 20  Cruise ship, AK 2014
P. 21  Rail cars, Sacramento, CA 2014
P. 22  (Upper) Local, state and federal agencies demonstrate their response capacity, OR
P. 22  (Lower) Tanker in Savannah, GA 2014
P. 23  Seattle and Elliot Bay, WA 2014
P. 24  Port Townsend Marina, WA 2014
P. 25  Rail car in Oregon 2014
P. 28  Vancouver, B.C. 2013
P. 29  Response refresher, Fort St. John, B.C. 2012
P. 31  Burrard Inlet, Vancouver, B.C. 2013
P. 32  Willamette River, OR 2013
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P. 37  (Upper) 249 bbl Mini Barge, AK 2013
P. 37  (Lower) Drill in Prince William Sound, AK 2014

P. 38  Drill in Prince William Sound, AK 2014
P. 39  (Both) Vancouver, B.C. 2013
P. 40  Victoria, B.C. 2014
P. 41  (Upper) Rail cars, Sacramento, CA 2914
P. 41  (Lower) Dale Jensen (left, WA) and Steve Sawyer (right, CA) in Vancouver, B.C. 2013
P. 42  Newman Spill in California 2014
P. 43  (Upper) Wildlife cleaning in Hawaii
P. 43  (Lower) Sarah Brace and Thomas Cullen meeting with Rear Admiral Servidio and Vice Admiral Ray at PAC Area, Alameda, CA 2014.
P. 44  Sheen in Pearl Harbor, HI 2014
P. 45  Waikiki Beach, HI, 2013
P. 46  (Upper) Wildlife cleaning pens, Clean Rivers Cooperative, Portland, OR 2013
P. 46  (Lower) Bakkan Crude in Oregon 2013
P. 47  Railroad companies demonstrate spill prevention efforts in Oregon 2014
P. 48  (Upper) Elliott Bay, Seattle, WA 2014
P. 48  (Lower) Lake Union, Seattle WA 2014
P. 49  Seattle skyline, WA 2014

Back cover  (Clock wise upper left corner): Dunes in Oregon 2012; Rampart Truck Rollover, AK 2013; Elliott Bay, WA 2014; ADEC responder at the Fate Hunger wreck site, AK 2013; (middle) Tanker in Puget Sound, WA 2014; Rail Cars, WA 2014 (Photo: Don Clotfelter, WA DOT); Tsunami debris vessel, HI 2013