

PACIFIC STATES / BRITISH COLUMBIA
OIL SPILL TASK FORCE
ANNUAL REPORT | 2016





The 2016 Annual Report was produced by the
Pacific States/British Columbia Oil Spill Task Force

Cover Photo: California Coastline, 2016

All photos contained in this report were taken by Task Force members
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Ministry of
Environment



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INTRODUCTION

Preface

Welcome to the 2016 Pacific States/British Columbia Oil Spill Task Force Annual Report. This year's report features highlights of our accomplishments in 2015 and provides an overview of our activities currently underway in oil spill prevention, preparedness, response and recovery.

For this edition of the Annual Report, we have fully embraced the digital world. The document is designed to be viewed online. Given the current trends of web-based research and digital report archiving, our electronic report can be easily shared, downloaded and printed. Making the transition to solely digital publishing saves the Task Force substantial time and expenses, and gives us greater flexibility in terms of layout and content.

The following pages provide an overview of the Task Force organization: who we are, what we do, and our mission. We report on the accomplishments of our 2014-2015 Annual Workplan as well as progress to-date on our current 2016 workplan. (Our workplans can be found on our website www.oilspilltaskforce.org.) The final section of this report contains updates from the six Task Force jurisdictions: Alaska, British Columbia, California, Hawaii, Oregon and Washington.

Who We Are

The Pacific States/British Columbia Oil Spill Task Force was formed in 1988 by the Governor of Washington and Prime Minister of British Columbia, after the oil barge *Nestucca* collided with its tug along the Washington coast. The following year, the *Exxon Valdez* spill in Prince William Sound led to Alaska, California, and Oregon joining the Task Force. Hawaii became a member in 2001 creating a broad coalition of western Pacific states and British Columbia, united in their efforts to prevent and respond to oil spills across the West Coast.

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, tribal partners, and the public

Personnel

TASK FORCE MEMBERS



Thomas N. Cullen, Jr. (2013-Present)
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



Keith Kawaoka (2015-Present)
Deputy Director for Environmental
Health
Hawaii Department of Health



Bruce Gilles (2016)
Manager, Cleanup and Emergency
Response Programs
Oregon Department of Environmental
Quality



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



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

COORDINATING COMMITTEE MEMBERS



Kathy Taylor (2014-Present)
Washington Department of
Ecology



Kristin Ryan (2013-Present)
Alaska Department of Environmental
Conservation



Graham Knox (2006-Present)
British Columbia Ministry of
Environment



Ryan Todd (2014 -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)

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, tribal partners, 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



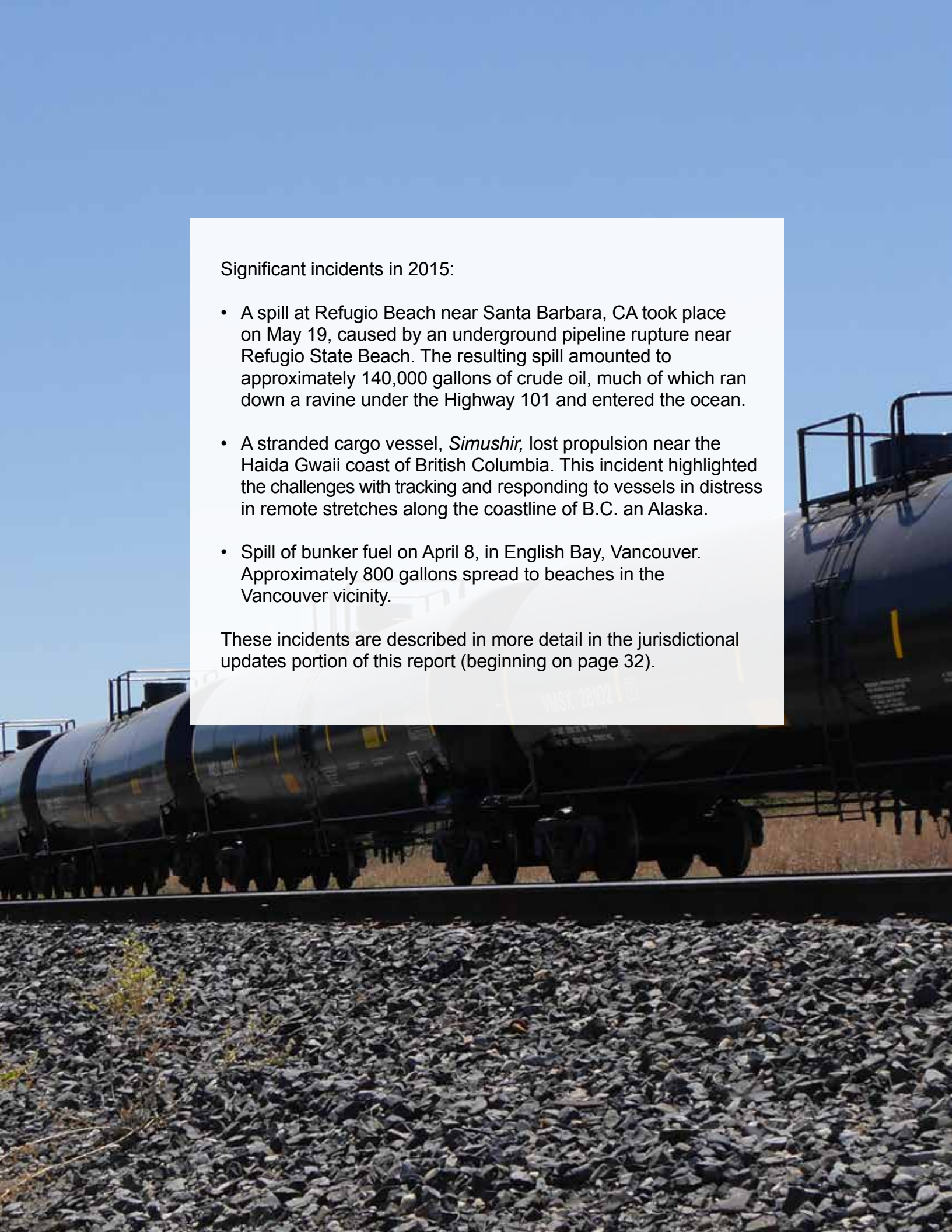
Response equipment demonstration at Clean Pacific, 2015

OBJECTIVES

- **Spill Prevention:** To prevent oil spills from a variety of sources, including vessels, pipelines, facilities, vehicles and railroads
- **Spill Preparedness:** To improve oil spill preparedness capabilities throughout our region
- **Spill Response:** To strengthen oil spill response capabilities throughout our region
- **Spill Recovery:** To ensure environmental, economic and social recovery from an oil spill
- **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 an overview of what we accomplished in 2015:

- Tracked the volumes of crude oil across the Task Force jurisdictions by rail, pipeline vessel and barge
- Hosted a roundtable on rail oil spill preparedness and response planning on the West Coast
- Collected and reported oil spill data in the West Coast states using the Task Force data dictionary to ensure standardized entries
- Submitted comment letters to PHMSA and Congressional leadership on rail transport safety
- Hosted the Clean Pacific 2015 conference in Vancouver, British Columbia
- Created and offered a one-day training on oil spill risk communication and effective stakeholder engagement
- Conducted a 10-year review of the Task Force's West Coast Offshore Vessel Risk Management Project recommendations
- Compared policies on dispersant use, regulations for responding to non-regulated spills and oil program funding structures across the Task Force jurisdictions

A photograph of a train consisting of several black oil tanker cars on a gravel track. The sky is clear and blue. The train is moving from left to right. The foreground is filled with dark gravel.

Significant incidents in 2015:

- A spill at Refugio Beach near Santa Barbara, CA took place on May 19, caused by an underground pipeline rupture near Refugio State Beach. The resulting spill amounted to approximately 140,000 gallons of crude oil, much of which ran down a ravine under the Highway 101 and entered the ocean.
- A stranded cargo vessel, *Simushir*, lost propulsion near the Haida Gwaii coast of British Columbia. This incident highlighted the challenges with tracking and responding to vessels in distress in remote stretches along the coastline of B.C. and Alaska.
- Spill of bunker fuel on April 8, in English Bay, Vancouver. Approximately 800 gallons spread to beaches in the Vancouver vicinity.

These incidents are described in more detail in the jurisdictional updates portion of this report (beginning on page 32).

OUR WORK: PREVENTION

Oil Spill Data

The Task Force's regional oil spill database, which was launched in 2003, is a unique and valuable resource that enables us to track regional 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.

Database workgroup

Database Workgroup provides staff-level coordination to help ensure that data is collected in a consistent manner by all Task Force member agencies. The Pacific States/ British Columbia Oil Spill Task Force Data Dictionary (available at oilspilltaskforce.org/ourwork/data-project/) was developed by the Database Workgroup and establishes standardized terms and definitions for collecting spill data.

Workgroup members include:

- Jason Seifert (Alaska Department of Environmental Conservation)
- Cathy Conway, Adrian Chatigny, and Damon Williams (California Department of Fish and Wildlife, Office of Spill Prevention and Response)
- Mike Zollitsch (Oregon Department of Environmental Quality)
- Steven Mow and Curtis Martin (Hawaii Department of Human Health)
- Jack Barfield (Washington Department of Ecology)

The British Columbia Ministry of Environment monitors the project, is developing a spill database, and plans to join the Task Force project as soon as possible.

Data limitations

Each agency that assists in the creation and maintenance of the Task Force database in no way guarantees the accuracy of the information and no guarantee of accuracy shall be expressed or implied.

Only spills of one barrel (42 gallons) or larger are included in our Database. 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. 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.

HIGHLIGHTS

The 2015 data is provided on the following pages. Highlights include:

- A total of 782 releases occurred during 2015, with a total volume of 646,903 gallons spilled. Of those, 7 releases were over 10,000 gallons.¹

Non-Crude Spills

- 742 releases were non-crude spills totaling 488,585 gallons.
- Vessels (22%) and Facilities (36%) comprised more than 50% of the non-crude spill volume during 2015.
- Over half of the total non-crude spill volume was attributable to Equipment Failure (34%) or Human Error (33%).
- More than three-quarters (79%) of the total non-crude volume was comprised of spills with volumes greater than 1,000 gallons.
- Nearly three-quarters (72%) of the non-crude volume was spilled to Land.

Crude Oil Spills

- 40 Crude oil releases totaling 158,318 gallons occurred in 2015.
- Crude oil releases comprised 24% the total volume for 2015.
- Pipelines were the major source of crude oil spills during 2015.
- Equipment Failure (93%) was the predominant cause of crude oil spills during 2015.
- During 2015, over three-quarters of the crude oil spill volume was to Marine Waters (89%).

Trends

The 2002-2015 data provides us with an opportunity to look at 14-year trends, which is also shown in this report. Here are the highlights:

- A total of 13,843 releases occurred during the 14-year period, with a total volume of approximately 11.7 million gallons.
- Over the 14-year period, the combined volume of Non-Crude spills was more than 2.5 times greater than the combined volume for Crude Oil spills.

¹ NOTE: Due budget and staffing constraints, California's data submission for 2015 did NOT include spills to land. This resulted in a significant drop in the total number of spills and the total volume for thtte year. Hawaii's data submissionfor 2015 represents only the first half of the year due to issues encountered in their new data management system.

- The top two Crude Oil spills during the 14-year period were 463,848 gallons in California (2008) and a 267,000 gallon spill in Alaska (2006). The combined volume of these two incidents comprised 23% of the total Crude Oil volume released for the period.
- Facilities (51%) and Pipelines (19%) were the major sources of spills during the 14-year period.
- Equipment Failure (55%) and Human Error (30%) were the major spill causes.

Figure 1: Crude Spills vs. Non-Crude Spills, All States (2015)
(percent total volume)

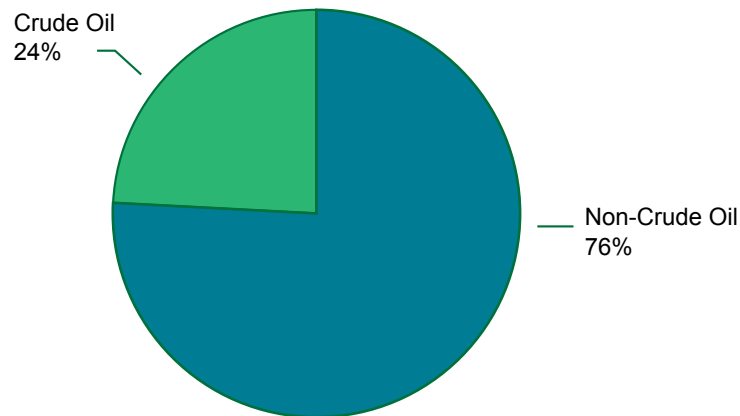
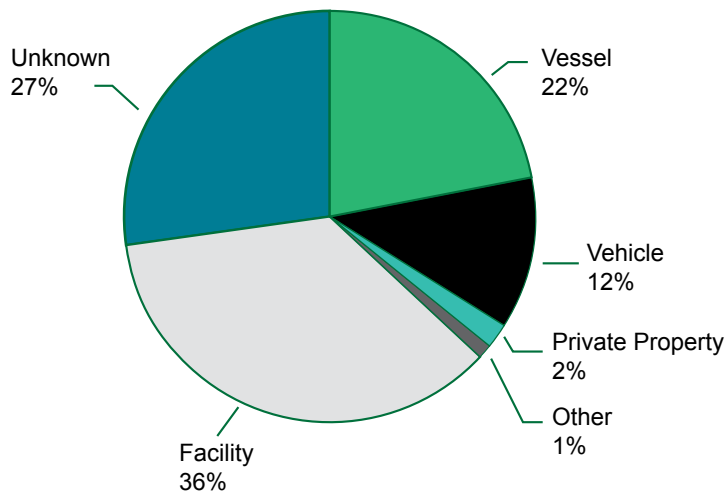


Figure 2: Non-Crude Spills by Source, All States (2015)
(percent total volume)



The full 2015 oil spill data can be viewed in the summary report located on the Task Force website.

Figure 3 Number of Spills and Volume Released (2002-2015)

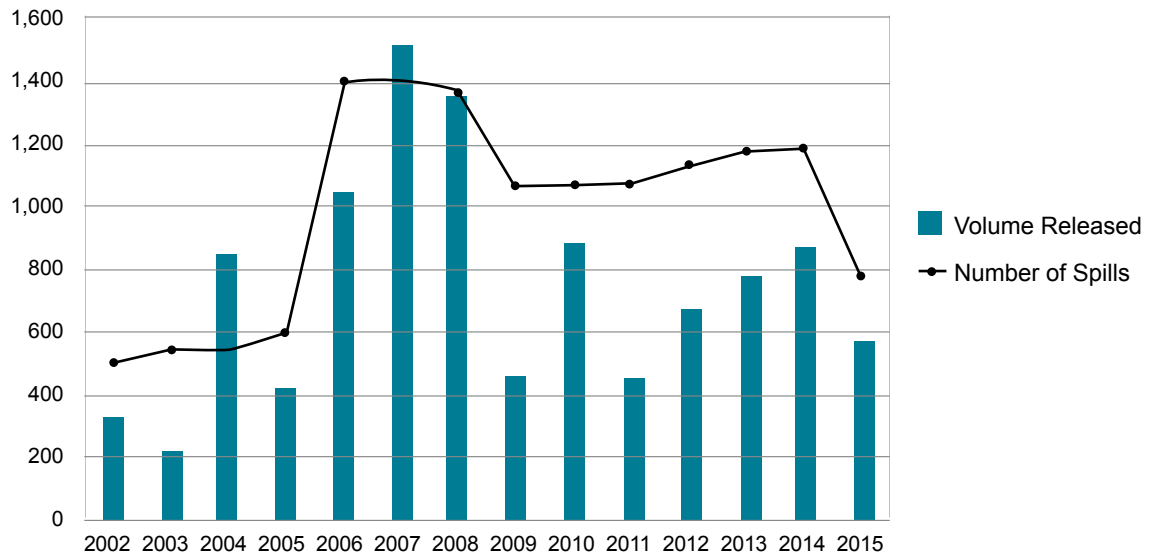
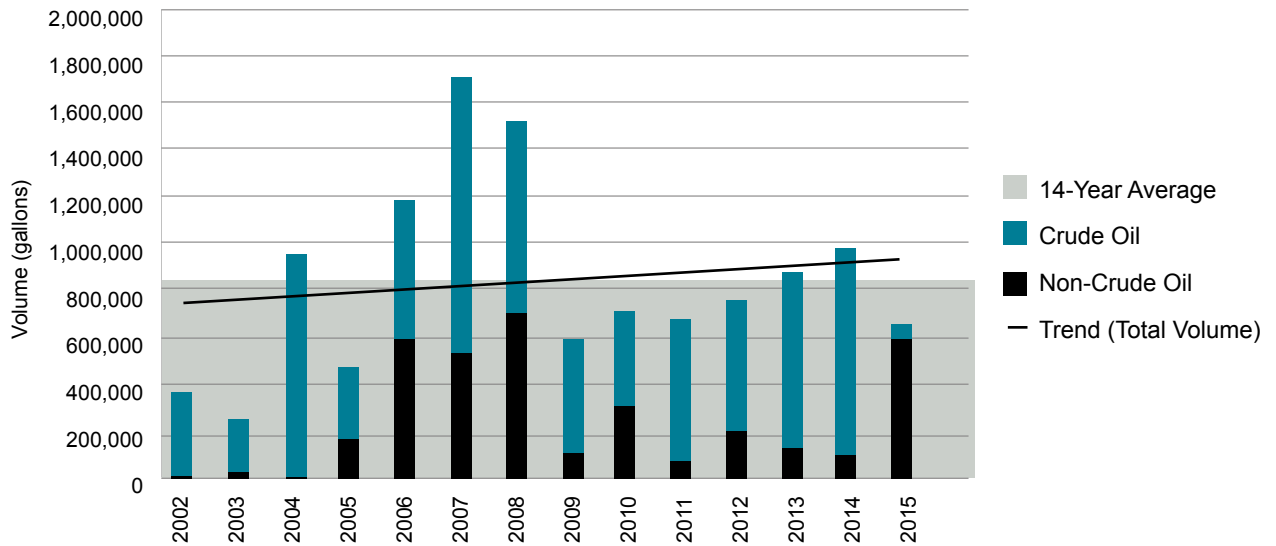


Figure 4: Crude vs. Non-Crude Spills (2002-2015)



Crude by rail

When the Task Force formed in 1989, the organization's focus was primarily on marine and coastal spills. With the increase in crude oil movement by rail and expansion of pipeline transport, the Task Force has expanded its focus inland.

During the past five years, there has been a dramatic rise in transport of crude oil by rail across the West Coast, spurred largely by the expanding production of Bakken crude in North Dakota and the growth of oil sands production in Alberta. With the rapid rate of growth in production, existing pipeline capacity has been unable to serve the demand and the oil industry turned to rail transportation to deliver product to refineries and ports on the West Coast. This has resulted in an exponential increase in the number of unit trains (those carrying only one single product) traveling across the major rail lines in WA, OR, and CA. The rail transport growth has also resulted in an expansion of rail offloading terminals in WA and CA, plus increased tank barge traffic from OR and WA to move crude to refineries in California.

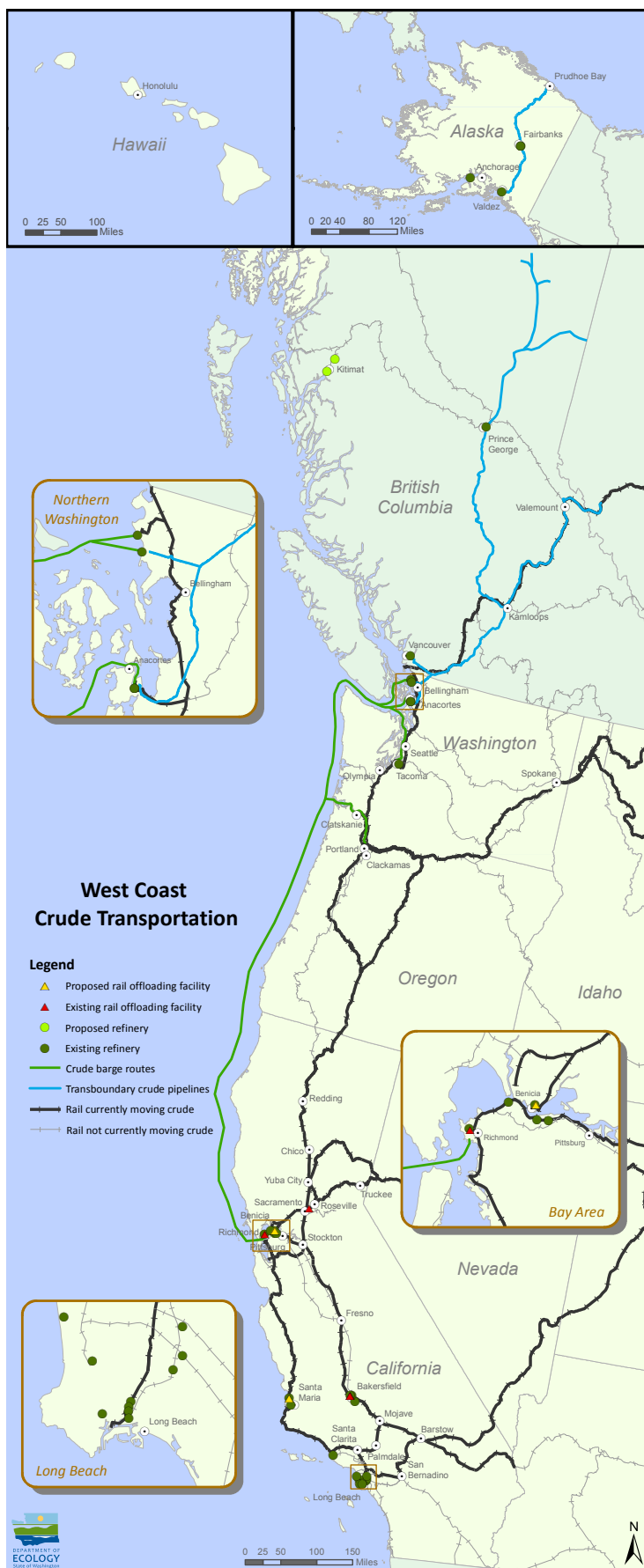
With this increase in rail transport, the Task Force has been studying the potential risks of oil spills from rail cars, each carrying over 30,000 gallons of Bakken or other crudes. To address the risk we launched several projects in late 2014 and 2015 to determine:

- Where is the material going?
- How much crude is moving across the West Coast by rail compared to pipeline, barge or vessel?
- What policies or initiatives are in place to address the risk of oil spills from rail?
- How can we engage key stakeholders, decision-makers, railroads and the oil industry in planning and preparing for rail spills?

To address these questions, the Task Force developed a map of crude transport across the West Coast and collected data on volumes being transported within jurisdictions.

Map Of Crude Oil Movement

Figure 5. In 2014, the Task Force created a map depicting the rail lines, transboundary pipelines and barge routes that are carrying crude oil and destinations along the West Coast. The map provides a general picture of where movement is occurring and the location of existing and proposed refineries, rail transfer facilities across the West Coast. The map was updated in April 2016 to reflect the change in status of proposed facilities and refineries. Tanker routes will also be added to the map in 2016.



Volumes of crude oil transported

In an effort to start tracking the trends in crude movement across the West Coast, the Task Force jurisdictions compiled annual volumes of crude transported by rail, pipeline, barge and vessel (where available) in 2014. This data reflects the overall volumes reported by sector. This does not, however, reflect the total volume moved across each jurisdiction. A gallon may be reported more than once if, for example, it moved via rail to an offloading facility and then transferred by barge to a refinery. The intention of this data is to provide a high-level picture of the volumes moving across the region by vector.

Figure 6: Percent total annual volume by transportation mode (2014 data for AK, CA, HI, OR, WA; 2013 data for B.C.)

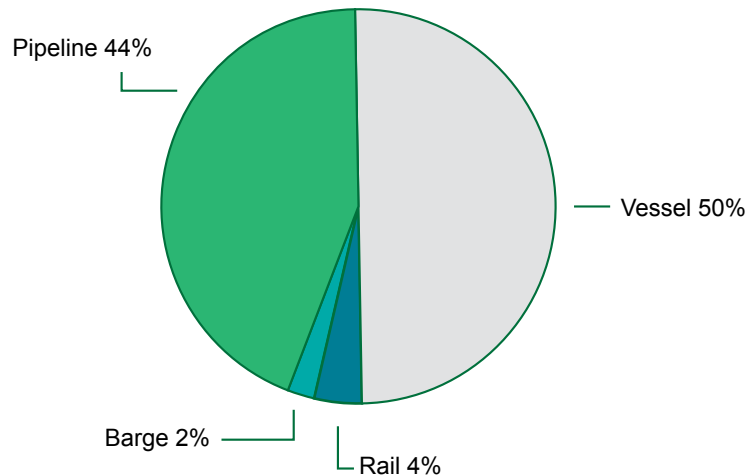


Figure 7: Annual volume by transportation mode and jurisdiction (2014 data for AK, CA, HI, OR, WA; 2013 data for B.C.)

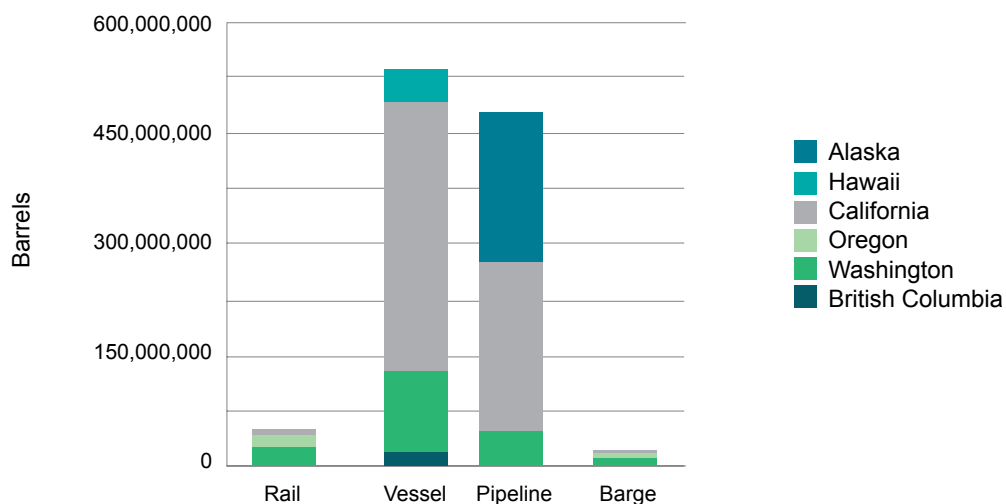
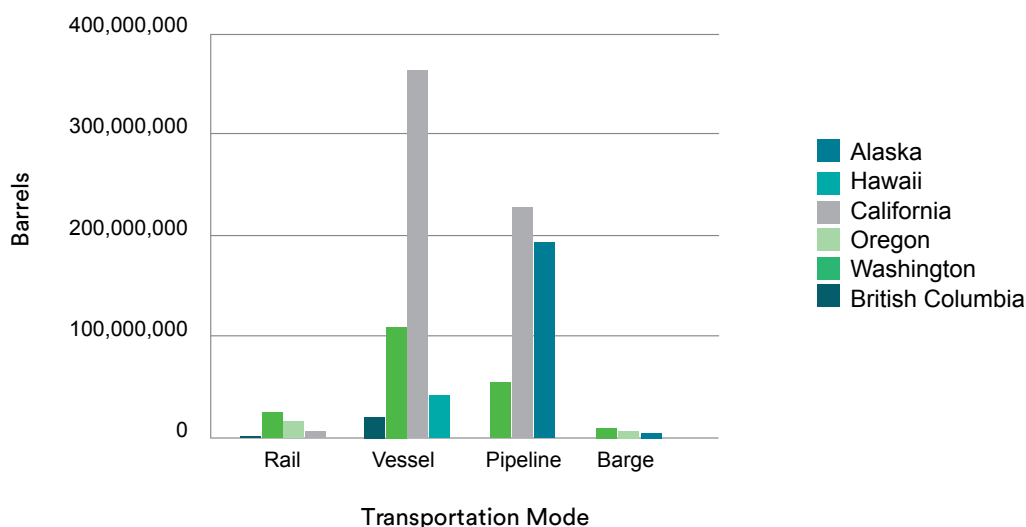


Figure 8: Annual volume by transportation mode and jurisdiction (2014 data for AK, CA, HI, OR, WA; 2013 data for B.C.)



West Coast Offshore Vessel Traffic Risk Management Project - 10yr Review

The West Coast Offshore Vessel Traffic Risk Management (WCOSVTRM) Project was co-sponsored by the Pacific States/British Columbia Oil Spill Task Force (Task Force) and the US Coast Guard, Pacific Area (PAC). The initial project was launched in 2002, co-chaired by the California Office of Spill Prevention and Response (OSPR) and the USCG PAC. The goal of the project was to reduce the risk of collisions or drift groundings caused by vessel traffic transiting between three and two hundred nautical miles off the West Coast between Cook Inlet in the north and San Diego in the south. Vessels of concern included tank, cargo/passenger, and fishing vessels of 300 gross tons or larger, as well as tank barges.

One of the recommendations made in the original 2002 report was to conduct a five-year review of the status of implementation of the original findings and recommendations. This review was carried out in 2008, and the final report and its recommendations are provided in the following report: Five-Year Implementation Status Review of the West Coast Offshore Vessel Traffic Risk Management Project Recommendations.

The 2008 review included a proposal to conduct a ten-year review of the status of the WCOSVTRM's recommendations. Task Force Executive Coordinator Sarah Brace collaborated with Steve Danscuk from USCG PAC and Ted Mar of OSPR on this review. The team obtained the status on recommendations provided in the five-year review report and these updates are contained in the 10-Year Implementation Status Review of the West Coast Offshore Vessel Traffic Risk Management Project.

Highlights and findings of the 10-yr review:

- Automatic Identification Systems (AIS) requirements were updated and refined since 2002 for both US and Canadian vessels. AIS and VTS applicability were expanded by USCG to include additional vessels and additional VTS areas by Federal Register announcement in January 2013.
- Both the US and Canada have promoted fishing vessel safety through updated regulations and guidelines. The USCG established mandatory exam requirements for fishing vessels operating outside boundary line (3 nautical miles) to help improve safety.
- As of 2015, all tankers operating in US waters are double-hulled.
- Washington Department of Ecology began tracking emergency response towing vessel information from all Neah Bay incidents. This information is available on their webpage.
- The Long Range Identification and Tracking (LRIT) system has been implemented by USCG Pacific Area, enhancing ship AIS tracking capabilities in the region.
- Two significant vessel traffic risk assessment studies were completed in 2014 in the Pacific Northwest; the Gateway Risk Assessment Study and the North Puget Sound Vessel Traffic Risk Assessment Study.
- The Advance Notice of Arrival/Departure (ANOAD) requirements have been expanded by the USCG. See link for details:
[http://www.nvmc.uscg.gov/NVMC/\(S\(kehfeis5udhlvrn53crjp5oq\)\)/default.aspx](http://www.nvmc.uscg.gov/NVMC/(S(kehfeis5udhlvrn53crjp5oq))/default.aspx)
- From two separate USCG analyses, apparent 96%+ compliance with original off-shore distance recommendations from the original WCOVTRMP report.

POSPET

The Pacific Oil Spill Prevention Education Team (POSPET) evolved from the simple premise that small oil spills can collectively cause significant environmental harm. In an effort to prevent small spills, the Task Force launched POSPET in 1992. POSPET members include representatives from Task Force jurisdictions plus federal agencies, industry associations, and nonprofit groups. Since its inception, POSPET has been tackling the widespread problem of small spills through sharing ideas and outreach strategies, and collaborating and sharing educational tools and resources. Outreach has focused on preventing spills during fueling, utilizing appropriate clean up methods when spills do occur, and reporting spills to the OILS 911 hotline.

POSPET has also served as a forum for exchanging information and outreach ideas about prevention of oil spills and other boater best management practices. The group provides

boat and marina operators with a consistent and accurate pollution prevention messages. Many of the POSPET members certify recreational boating facilities through the “Clean Marinas” and “Clean Harbors” programs within their jurisdictions, where these programs exist (see below).

In 2015, POSPET members adopted a formal mission statement and a two-year work plan. This was a result of a strong interest expressed by POSPET entities for closer collaboration on specific projects and programs that would enhance each entity’s overall efforts. POSPET members agreed to the following mission statement to guide their work:

Support the “no spilled oil” mission of the Pacific States /British Columbia Task Force by focusing on chronic spill prevention through focused education and cross-jurisdictional coordination.

The POSPET workgroup meets in person three times/year to share ideas, provide updates on outreach progress, and exchange challenges and opportunities in small spill prevention. In early 2016, POSPET members set up closed Facebook group allowing for easier information sharing in real time.

Clean Marinas/Clean Harbors

The Clean Marina/Clean Harbor program is a voluntary certification program whereby managers of these facilities follow best practices for oil spill prevention, waste reduction and water quality protection. Table 1 lists the number of certified facilities in each jurisdiction where the program exists.



Table 1: Total number of certified Clean Marinas or Clean Harbors in as of March 8, 2016

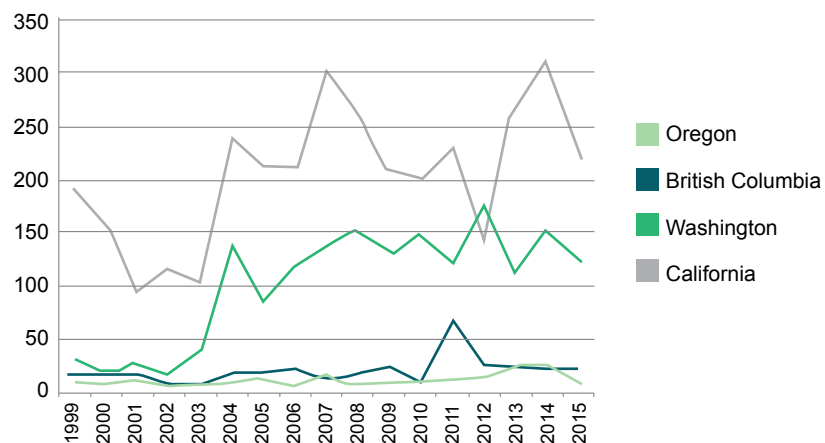
STATE/PROVINCE	WEBSITE	# CERTIFIED
Alaska	http://alaskacleanharbors.org/	4
British Columbia	http://www.georgiastrait.org/?q=node/425	21
California	http://www.cleanmarina.org/cleanabout.shtml	127
Oregon	http://www.oregon.gov/OSMB/Clean/Pages/clean_marina.aspx	63
Washington	http://www.cleanmarinawashington.org	70
TOTAL		285

OILS-911 data

Since 1999, the Task Force has hosted a hotline – OILS-911 – for reporting spills and oil sheens, primarily targeting the small boating community. The line operates in CA, WA, OR and B.C. The hotline number along with the Coast Guard reporting phone number 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 intent is to provide a number that is easy to remember for reporting spills. Figure 5 below illustrates the trends in calls from 1999 through 2015. While CA typically receives the largest number of calls, this does not necessary mean that more spills occur there. Given the extent of populated coastline in CA relative to the other western states, sheens and other small spills are more likely to be spotted and reported.

Figure 9: Calls reported to the Task Force’s OILS-911 hotline from 1999 through 2015.



Looking ahead, POSPET plans to:

- Develop an online platform for materials and information exchange. POSPET is creating an online, cloud-based, workspace that would allow members to quickly and easily share materials with other POSPET members.
- Modernize the Spills Aren't Slick materials – Update to be more visible and engaging.
- POSPET members are working on a guidebooks for marina managers and staff on best practices spill prevention.
- Expand the Spills Aren't Slick message with BMP materials developed for marina and harbor managers/staff. New and updated materials will be drafted by subcommittee and may include posters, signs, quick reference guides, videos and other outreach tools.
- Represent POSPET at conferences. A presentation on POSPET's overall efforts took place at the Salish Sea Ecosystem Conference in Vancouver B.C. in April 2016.
- Enhance outreach efforts by initiating and maintaining a social media presence. POSPET will create a Facebook page and utilize Twitter and to broadcast events and news.

OUR WORK: PREPAREDNESS AND RESPONSE

Rail Roundtable

Over the years, the Task Force has convened roundtable discussions on issues of interest or concern among the Task Force jurisdictions and our stakeholders. Topics have covered a range of topics including places of refuge, green ports, spills from trucks and NRDA. The roundtables typically involve partners in federal, tribal/First Nation, state and local governments, plus industry and NGOs. The outcome of the Task Force roundtables is often a set of best industry practices, policy actions and/or recommendations for moving the issue forward.



Panelists at the Task Force's rail roundtable, Portland, OR November 5, 2015



Mike Zollitsch of Oregon DEQ and roundtable participants during the November 5 rail roundtable.

On November 5 2015, the Task Force held a roundtable on rail spill preparedness planning. The seeds for this roundtable were first planted during our 2013 Annual Meeting, the year of the Lac Magantic derailment in Quebec. This was also the beginning of the expansion of oil arriving by rail to the West Coast that we are witnessing today. One year later, we held a panel discussion at our 2014 Annual Meeting to focus on risk and response from rail spills. Our 2015 roundtable focused specifically on preparedness planning, addressing these questions:

- How are we prepared as a region for the volumes moving by rail?
- Where are we vulnerable?
- Where are federal regulatory agencies headed with regard to rail transport planning?
- How is industry working with local and state governments to ensure highest level of readiness?
- What can we learn from recent incidents in other regions of the country?

The roundtable drew 135 participants from across the Northwest including tribal representatives, industry, local and state government, state legislators and community groups. For a complete summary of the rail roundtable: <http://oilspilltaskforce.org/wp-content/uploads/2013/12/Rail-Roundtable-Summary-Report-FINAL.pdf>.

Workplan Products

One of the values that the Task Force provides is to share information across jurisdictions, so that we learn about each other's policy and programmatic efforts. We developed several products this year that summarize information on the following:

- Oil spill program funding – Details on the funding structure of each of the jurisdiction's oil spill programs.
- Dispersant use – Information on regulations and guidance on dispersant use across the Task Force jurisdictions.
- Non-petroleum spills – Policies and procedures for responding to non-petroleum spills.

These documents can be found on the Task Force documents page:
<http://oilspilltaskforce.org/documents/other-documents/>



Communications workshop breakout session,
Clean Pacific, 2015

OUR WORK: COMMUNICATIONS AND OUTREACH

Clean Pacific

The Task Force hosted Clean Pacific on June 16-18, 2015 in Vancouver, B.C. This was the first Clean Pacific event held in Vancouver, and the conference drew 680 participants and tradeshow vendors. This year's event focused on Transboundary spill planning and preparedness, and also featured the Task Force's training in risk communications. During day one, WCMRC and the Canadian Coast Guard provided a demonstration of response vessels and equipment on the waterfront next to the Convention Center (see photos).



Kristin Ryan and Larry Hartig from Alaska DEC attending Clean Pacific 2015.



Curtis Martin, HI DOH at Task Force booth, 2015

Communication Workshop

The Pacific States/British Columbia Oil Spill Task Force hosted a one-day communication workshop in conjunction with the Clean Pacific Conference in Vancouver, B.C. The workshop focused on communication drills and training, effective outreach tools and public engagement strategies, and appropriate use of social media in oil spill prevention and response communication.

Nearly 50 attendees participated and feedback was positive and encouraging, included comments such as:

- “Excellent work! Very valuable day.”
- “This was a very well developed and thought through workshop.”
- “Thank you for the public speaking session. This will shape my presentation work forever.”

Speaker presentations and the participant handbook can be found on the Task Force's website at <http://oilspilltaskforce.org/education/communications-training/>.



Professor Kate Starbird from University of Washington presents on social media use during a spill.



Task Force Executive Dick Pedersen attends the Communication Workshop.



2015 Legacy Award winners. From left to right: Hilary Wilkinson, Legacy Award Coordinator (holding award for Earl Nishikawa), Anil Mathur, Ike Ikerd, Stafford Reid, Michael Moore, Marc Bayer (accepting award on behalf of Tesoro Maritime Company)

Table 2: 2015 Legacy Award winners

Ike Ikerd, General Manager, Clean Seas LLC

Mr. Ikerd has provided leadership, innovation and foresight in upgrading the response capabilities for the Clean Seas, LLC Oil Spill Removal Organization in Carpinteria, CA. Emphasizing the need to move spill response equipment quickly to a spill site, Clean Seas replaced their two large Oil Spill Recovery Vessels (OSRVs) with four highly capable OSRVs, and upgraded their spill response barge with a larger, more capable barge, going well beyond regulatory requirements.

Anil Mathur, CEO, Alaska Tanker Co.

Mr. Mathur exemplifies the Chief Executive one would wish to lead any firm whose core mission is moving crude oil safely from the North Pacific in extreme climate conditions. He values environmental safety and the life and safety of his crew and these values are fundamentally ingrained in his work. The task force is impressed by Mr. Mathur's professionalism and as his willingness to share safety information broadly. This interest in fostering a culture of safety has resulted in significant improvements in safety across the tanker industry.

Michael Moore, VP, Pacific Merchant Shipping Association

Mr. Moore's professionalism and commitment to improving the maritime industry in all safety matters are the primary reasons he is being presented with a 2015 Legacy Award. Mr. Moore has been described as pro-actively committed to the prevention of accidents. He was instrumental in the formation of the Puget Sound Harbor Safety Committee.

Earl Nishikawa, Fire Chief, Chevron Hawaii

Mr. Nishikawa is a long-standing member and contributor of several organizations, including the Hawaii Area Committee, Oil Spill Response Community, Facility Security Committee, and Local Emergency Planning Committee. In 2014, Mr. Nishikawa volunteered to spearhead the planning, coordination and execution of the Triennial National Preparedness for Response Exercise Program (NPREP) for Hawaii. This complex and comprehensive full-scale exercise spanned a multi-week schedule that included equipment and personnel deployments, training sessions, and an Incident Management Team/Incident Command System exercise focused on 19 Major NPREP objectives.

2015 Legacy Award winners, continued

Stafford Reid, Principal, EnviroEmerg Consulting

Mr. Reid has worked in the area of emergency management and environmental assessment on the British Columbia coast for decades. His work on major vessel casualty planning and response led to his nomination for the Legacy Award. Mr. Reid has been closely involved in the work of planning and training for major marine vessel casualties and oil spills since 1990, when he worked for the province of B.C. to develop its first Environmental Emergency Management Program. This effort was in response to the spills from the *Nestucca* and *Exxon Valdez*. He has been instrumental in advancing oil spill prevention and response issues on the B.C. coast, including working closely and effectively with First Nations.

Tesoro Maritime Company

Cook Inlet is one of the nation's most dynamic and challenging bodies of water. Mariners navigating the waters of Cook Inlet encounter some of the most challenging conditions in the world, with currents averaging up to 8 knots, winter pack ice up to 4 feet thick, subzero Fahrenheit temperatures, and twice daily tides with a 40 foot range. Cook Inlet is a rich and productive habitat for a variety of marine species and wildlife that would be severely impacted by a marine oil spill incident. Recognizing that Cook Inlet's conditions pose a significant navigational risk, Tesoro Maritime made the voluntary commitment to build a dedicated ice class docking assist tug for their operations. Tesoro was nominated by the Cook Inlet Citizens' Advisory Council, which considers the dedicated ice class docking assist tug to be one of the "best things the company has ever done", going well beyond regulatory requirements.

Stakeholder Engagement

American Petroleum Institute Spills Advisory Group Meetings

The Task Force participates in the twice-yearly API Spills Advisory Group (SAG) meetings in Washington D.C. The SAG consists of leadership from spills programs across industry, federal agencies and state/regional organizations. These meetings provide the Executive Coordinator an opportunity to update the SAG on the Task Force projects and initiatives underway, plus news from the West Coast on preparedness and response issues and policy initiatives. In return, the Task Force benefits from the updates provided by participants on research and development projects, oil transportation issues, etc.

Harbor Safety Committee Summit

Each year, OSPR and the Task Force co-host the annual Harbor Safety Committee Summit, a gathering of the nine Harbor Safety Committee Chairs from WA, CA, HI and OR. The 2015 Summit took place October 20-21 in Napa, CA, and focused on digital navigation and PORTS funding options, and included roundtable discussion on topics relevant to the Harbor Safety Committees present. Topics included:

- West Coast off-shore routing standards of care
- Rail transportation impacts to harbors and ports
- Accommodating larger and deeper-hulled vessels
- Expansion of NOAA's Physical Oceanographic Real-Time System (PORTS)
- Growth in Articulated Tug Barges

For more information about the Harbor Safety Committees and a summary of the 2015 Summit, please visit the Task Force website: <http://oilspilltaskforce.org/ourwork/harbor-safety-committees-best-maritime-practices/>.

The 2016 National Harbor Safety Committee Conference will take place September 13-15 in Portland, Oregon. Details can be found at the National HSC Conference websites: <http://www.lcrhsc.org/index.cfm?display=sisterclubs&sub=e>

Letters and Comments

In 2014-2015, the Task Force sent comments letters on several federal initiatives to the following congressional leadership and government entities.

RECIPIENT	TOPIC	DATE SENT	LINK TO LETTER
General Administration Office	In response to report: GAO-15-682 regarding the Oil Spill Liability Trust Fund.	November 2015	http://oilspilltaskforce.org/wp-content/uploads/2013/12/GAO-Liability-Trust-Fund-FINAL.pdf
Ms. Cantwell Ms. Baldwin Mrs. Feinstein Mrs. Murray	In support of the proposed bill: Crude-By-Rail Safety Act, SB 859	June 2015	http://oilspilltaskforce.org/wp-content/uploads/2013/12/TF-Crude-By-Rail-Safety-Act-Cantwell1.pdfv
EPA	In support of: Revisions to the National Oil and Hazardous Substances Pollution Contingency Plan; Subpart J Product Schedule Listing Requirements	April 2015	http://oilspilltaskforce.org/wp-content/uploads/2013/12/OSTF-Subpart-J-Dispersant-letterFINAL.pdf
PHMSA	In support of: Hazardous Materials: Enhanced Tank Car Standards and Operational Controls for High-Hazard Flammable Trains	September 2014	http://oilspilltaskforce.org/wp-content/uploads/2013/12/OSTF-DOT-Rail-comment-9-30-14-2.pdf
Senator Cantwell	In support of: expanding the Oil Spill Liability Trust Fund to include removal of derelict and sunken vessels	June 2014	http://oilspilltaskforce.org/wp-content/uploads/2014/06/Derelict-vessel-letter-FINAL.pdf



Coordinating Committee. The Task Force Coordinating Committee and Executive Coordinator Team, left to right; Sarah Brace, Hilary Wilkinson, Ryan Todd, Kathy Taylor, Mike Zollitsch, Curtis Martin and Laurie Boyle.

JURISDICTIONAL UPDATES

ALASKA

SPILL PREVENTION

Drills and Exercise Program

The Alaska Department of Environmental Conservation (ADEC) participated in 20 Incident Management Team or field deployment drills during FY15. A total of 85 ADEC staff participated in drills, this counts each attendance uniquely though some staff attended more than one drill during the year. Moving forward, ADEC is developing a plan to reduce the cost of drills and exercises for both the Department and for industry while maintaining the same readiness expectations. The proposal for redesigning the drill and exercise program will be available in early 2016 on the ADEC Prevention, Preparedness and Response program website. <http://dec.alaska.gov/spar/ppr/>

Geographic Response Strategy (GRS) project

Over the last two years ADEC has been working with stakeholders, EPA, and USCG representatives to evaluate the Geographic Response Strategy (GRS) program. The GRS program is an important tool because it provides pre-designed response strategies for sensitive areas throughout Alaska. Overall, the GRS program has a fully functional process for producing new strategies, but it lacks a policy for revising existing strategies and training for communities to deploy equipment in the event of an emergency.

During 2016, ADEC will work to complete the development of a state GRS assessment procedure including a comment process for capturing deficiencies identified during field deployments and a streamlined process for making changes. ADEC is collaborating with spill response partners (USCG, EPA, National Park Service, RCACs, OSROs, industry, local communities and others) to determine the best ways to engage agencies and stakeholders to update existing strategies and how to provide response equipment deployment training to remote communities.

Local Response Equipment Caches

ADEC maintains 56 response equipment caches across the state to support rapid response to oil spills. Because of the state's vast size and remoteness, local residents are frequently the first line of defense in responding to oil or hazardous substance releases. These caches provide trained local residents and partners with the equipment necessary for initial response. During 2015, local response equipment caches were accessed for 19 spills in 12 Alaskan communities.

Alaska Oil Spill Technology Symposium

On March 31 and April 1, 2015, ADEC, Prince William Sound Oil Spill Recovery Institute, University of Alaska - Fairbanks and USCG hosted the second annual Alaska Oil Spill Technology Symposium. Speakers from regulatory agencies, industry, and academia came together to share information on new technology, ongoing research and lessons learned. The goal of this symposium was to help close gaps among these different groups and foster collaboration to improve existing technology, initiatives and incident management. Feedback from attendees was very positive.

2015 Alaska Trucking Spill Management Workshop

ADEC, Alaska Department of Transportation & Public Facilities, EPA and USCG partnered to put together a spill management workshop for trucking companies that haul bulk fuel and chemicals. There were over 50 participants at each workshop with representatives from the trucking industry, regulating agencies, and environmental consulting firms. State and federal agency representatives presented information on what industry would likely encounter in the event of a spill along the roadway and how to best prepare for a release. Industry representatives presented lessons learned from recent spill responses and how their operations have changed due to their experiences. Open discussion allowed regulators to address industry questions and concerns. A website (<http://dec.alaska.gov/spar/ppr/trucks.htm>) has been established with links to reporting information, various permits, ICS training courses, and other helpful tools for those in the trucking industry.

Disaster Responses

ADEC provided assistance to the State Emergency Operations Center in response to several disaster events in 2015, including multiple wildfires in June and July, and the Dalton Highway Flooding event in April and May. Two of these events received state disaster declarations from the Governor. In addition, ADEC continued work on the bioremediation treatment of contaminated soil resulting from the 2011 Birch Creek fire. This project will be completed by 2017.

Statewide Hazmat Response Workgroup Activities

The ADEC continues to coordinate and facilitate the Statewide Hazmat Response Workgroup. The Work Group meets three times a year and has continued to grow, and now has over 25 participating entities including; local, state, federal, military, private and industry hazmat response partners. The Workgroup's goals are to develop, maintain and enhance existing hazmat prevention and response capabilities at a local level. Topics included hazmat team updates and initiatives, training and exercises, budget, a variety of hazmat responses, ammonia releases and white powder responses, and other items of interest.

SPILL PREPAREDNESS

In May 2015, ADEC participated in the Shell Chukchi Sea Table Top Exercise in Anchorage, in which Shell demonstrated preparedness. Several ADEC Prevention Preparedness and Response (PPR) staff members attended the discharge exercise. PPR staff was imbedded into several sections within the incident command. The drill included a brief Crisis Management Team overview with the Commissioner.

Shell continued to prepare for drilling in 2015. Spill response vessels arrived in Valdez early April and have been practicing recovery methods. Over 180 responders hired from northern communities completed classroom training and on water training. Prevention assets include blowout preventer, containment dome, and capping stack.



3. SPILL RESPONSE

Jarvis Power Plant Diesel Tank 1

The USCG received a report of diesel fuel washing ashore in Sitka Sound near Indian River at approximately 11:45 am on August 15, 2015. Coast Guard personnel cleaned up the oil that was observed but were unable to identify the source.

The City and Borough of Sitka discovered fuel in the secondary containment area of the Jarvis Street diesel power facility and reported a leaking valve on August 16. City and Borough of Sitka estimated approximately 30,000 gallons of diesel fuel was released into the facility's secondary containment area. The valve on the secondary containment failed and approximately 2,500 gallons of diesel were released into the storm drain system, which empties into Sitka Sound at the mouth of the Indian River.

The City and Borough of Sitka and ADEC conducted an inspection of the liner in secondary containment as well as three inspection wells located between secondary containment and Indian River, plus the storm drain system at the facility yard. No oil was observed in the wells or the storm drain system. The National Parks Service (NPS) and ADEC posted signs at Eagle Beach asking the public to refrain from using the beach due to the oil. NPS also posted signs

printed by the City and Borough of Sitka asking fisherman not to dump fish carcasses on the beach in order to avoid attracting birds to areas where they would encounter residual oil. No confirmed reports of impacted fish or wildlife in the area. A root cause report will be submitted to ADEC for review and follow up.

Jarvis Power Plant diesel spill photos:



Crews check the last structure of the storm drain system prior to the outfall
August 17, 2015
Sitka, AK
Photo/credit: Bob Mattson/ADEC



Rainbow sheens along shoreline as tide rises
at Eagle Beach – no free product
August 17, 2015
Sitka, AK
Photo/credit: Bob Mattson/ADEC



Public Advisory signs above Eagle Beach
August 17, 2015
Sitka, AK
Photo/credit: Bob Mattson/ADEC

Skim Tank Crude Release

BPXA Gather Center (GC) 2 Facility in Greater Prudhoe Bay oil field in W. Operating Area, a skim tank released 100 bbls of crude oil into secondary containment. The cause was a faulty transmitter on Tank 7703, which allowed overfill of the tank during product transfer. The over-fill started at 5:45am on December 2, 2015. The release was discovered by control room personnel within 15 minutes after the time of release. Vacuum trucks and hot water were used in 24 hour operations for direct suction to prevent the crude oil from becoming too viscous for recovery. A fence installed to deter wildlife from entering. All product was released into secondary containment. A significant amount of snow was also present in the secondary containment. ADEC will monitor response actions and review plans to recover and dispose of released product.



Vacuum Truck recovers crude oil
at BPX GC-2 spill site
Location: Prudhoe Bay oil field in
Western Operating area
Date: December 2, 2015
Photo credit: ADEC

Milne Point Production Line Release

An estimated 14,238 gallons (339 barrels) of produced fluids including crude oil and water released on February 28, 2015 to the pad and tundra at Milne Point Tract 14 Production Line (approximately 25 miles NW of Deadhorse and 40 miles NE of Nuiqsut). An after hours call service was notified on 2/28/15. ADEC responders were contacted within 15 minutes.

The area affected was approximately 1 acre including the local pad and surrounding tundra. Initial cleanup was halted due to severe blizzard-like conditions. Water/flush tactics were deployed to remove the released product from the gravel pad and tundra in accordance with ADEC's Tundra Treatment Guidelines. While there were no reports of impact to wildlife, wildlife hazing permits and personnel were activated to deter and protect wildlife, and an exclusionary fence was installed as a precautionary measure. No historical or cultural sites were impacted.

A Unified Command and Joint Information Center were established, with ADEC, EPA, North Slope Borough, and Hilcorp Alaska, LLC working cooperatively to manage the spill response, and ensure safety of all responders and personnel on scene while minimizing the impacts to the environment and containing and cleaning up the spill.

The 4 photos below are from the Milne Point Tract 14 production line release, approximately 25 mi NW of Deadhorse, AK, Photo credits: Top 2 photos: Hilcorp Alaska; Bottom 2 photos: Ebel/ADEC.



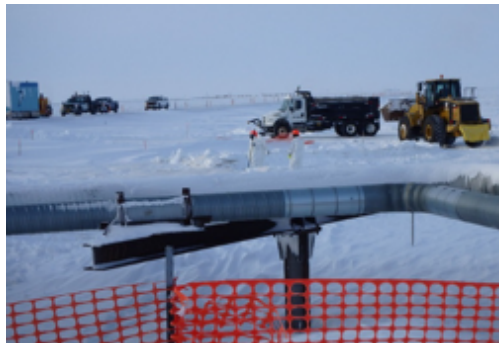
Portable containment placed under the release point to prevent further tundra impacts.



Decontamination area for responders exiting the spill site has been established.



Crew removing the failed pipeline spool.



Mechanical recovery in the hot zone.

Truck Rollover/Dalton Highway at MP 58.6

The Dalton Highway truck rollover occurred three miles north of the Dalton Highway Yukon River crossing and involved a punctured trailer compartment with 4,000 gallons of Ultra Low Sulfur Diesel fuel. A northbound trailer, hauling fuel from Fairbanks to Deadhorse exited the west side of roadway and rolled into the ditch, puncturing the front compartment of the trailer. The tractor separated from the trailer, remained upright and continued approximately 100 yards off the roadway. Tena dispatched personnel to respond and transfer fuel out of the damaged tanker. One ADEC responder was onsite to monitor the response. The closest water body is 1,500 feet from spill site. Cleanup plans included removing fuel from the tanker compartments, removing the truck and contaminated snow, debris, and soil.



Tena Tractor and tank trailer rollover (both images)
Dalton Hwy MP 58.6



March 24, 2015
Photo credits: ADEC

LEGISLATIVE UPDATES

HB158 - A Surcharge on Refined Fuel Products

Due to declining oil production in Alaska and the declining per barrel price of oil, ADEC's Spill Prevention and Response Program has faced a huge financial crisis for several years. The fiscal year budget was at great risk of little to no funding. To address this shortfall, Alaska legislature passed the revenue creation bill (HB158) for oil spill prevention and response funding.

The HB158 provided the following provisions:

- Less than 1 cent surcharge (\$.0095) on refined fuel
- Effective immediately to fund ADEC's annual prevention and response efforts
- Some fuel types are exempt (aviation, government, international use)
- \$7 million a year anticipated in fiscal year 2015 with moderate growth
[http://www.legis.state.ak.us/basis/get_bill.asp?bill=HB 158&session=29](http://www.legis.state.ak.us/basis/get_bill.asp?bill=HB%20158&session=29)



For the first time in 10 years, this historical bill that introduced a tax, has averted a fiscal disaster. Oil producers will continue to fund the Prevention Account & Response Account with \$.04 and \$.01 respective fee per barrel. However, the new surcharge will spread the costs of ADEC Spill Prevention and Response to wholesale distributors of refined fuel and refineries, a more equitable and broad based funding mechanism. http://www.legis.state.ak.us/basis/get_bill.asp?bill=HB%20158&session=29

SPECIAL TOPICS/ISSUES

Class 2 Facility Spill Prevention Initiatives

Class 2 Facilities are medium sized fuels storage facilities that range from 1,300 to 420,000 gallons in size. ADEC currently regulates facilities that are 420,000 gallons or larger by requiring prevention and response capacity which has been extremely effective in preventing spills. ADEC's regulatory paradigm for large facilities is significant and understandably extensive considering the potential risk. But they have no standards for medium sized facilities or smaller tanks such as those commonly used for homes and small businesses. Spills are frequent with medium sized facilities, and usually cannot be cleaned up quickly and closed with initial response. Rather, they become contaminated sites and require extensive cleanup to mitigate the effects of the spill. The entities that own these tanks typically do not have the resources to clean up the contamination, which quickly becomes costly. It would be much more cost effective to prevent these spills from occurring. Most of these facilities are in small villages and communities where compliance with standard regulatory burdens are often ineffective. Therefore, ADEC is working with stakeholders to determine how they can add value by reducing the number of spills at these facilities. ADEC has carried out significant informal scoping with stakeholders in 2015, and jointly presented on this topic with the Denali Commission at the Alaska Forum on the Environment in February 2016. ADEC

recognizes the need for better prevention methods and is working with stakeholders. ADEC plans to introduce regulatory measures involving registration, operator training, and minimum standards later in 2016.

Reciprocal Port Prevention Agreement

One of the greatest risks to Alaska from an ADEC perspective is vessels, including oil tankers transiting near the Alaskan coast in innocent passage. To mitigate some of this risk, ADEC has proposed the U.S. Coast Guard, Canadian Coast Guard, and Canadian Department of Transportation develop a reciprocal port prevention agreement that requires vessels leaving either countries' ports to comply with some basic prevention requirements. This is similar to Alternative Planning Criteria (APC), but different in one important way: It would cover vessels leaving Canadian ports as well, which is critical because traffic to and from Canada is increasing substantially. Canada's crude is finding its way to western ports and is expected to quadruple in coming years. Container ship traffic is also dramatically increasing from Canadian ports.

A reciprocal port prevention agreement would include common sense prevention measures such as vessel routing, early notification when problems arise, and the use of a vessel tracking service. These services would need to be supported by a new fee but would provide protection against a threat with high risk and high potential for a spill.

Cathodic Protection Systems Review

ADEC will develop and initiate a statewide review of cathodic protection (CP) systems to ensure that consistent methodologies are used statewide to demonstrate adequate CP. This is an important evolutionary step in ADEC's oversight of corrosion control requirements added in 2006 that added specifications on including standards and minimum. The 2006 revisions regarding CP surveys added specificities on industry standards and minimum competency levels of corrosion professionals performing surveys. The objective of the audit is to perform "peer-reviews" of CP survey findings to make sure that consistent methodologies are being applied to all regulated facilities. This audit is not intended to audit entire corrosion control programs, but it is rather focused on CP requirements as specified in 18 AAC 75.065(i)(3), 065(j)(3), and 18 AC 75.080(k)(1).

Program Administration

During 2015 the Industry Preparedness Program and the Prevention and Emergency Response Program began reorganizing into the new Prevention, Preparedness and Response (PPR) Program within the Division of Spill Prevention and Response. The formal transition to the PPR structure occurred July 1, 2015, the first day of fiscal year 2016. Under the previous structure, regulated industry interacted with the Industry Preparedness Program for contingency planning and financial responsibility and worked with the Prevention and Emergency Response Program during drills, exercises, and actual events to implement those plans. As a result of the merger, industry will work with one program for all aspects of spill prevention, preparedness and response.

For further information and detail please see SPAR's annual report.[http://dec.alaska.gov/spar/docs/annual/2015/FY15 SPAR Annual Report.pdf](http://dec.alaska.gov/spar/docs/annual/2015/FY15%20SPAR%20Annual%20Report.pdf)

BRITISH COLUMBIA

SPILL PREVENTION

The British Columbia's Ministry of Environment (B.C. MoE) liaises with industry in various ways to promote safe transportation and storage of dangerous goods. BC MoE also liaises with federal, local and First Nation governments in various projects to promote stronger environmental practices in its territory. The federal government is the principle regulators for transportation safety standards. B.C. MoE works closely with its federal partners to strengthen transportation regulations, marine risk assessment mapping and mitigation strategies to promote spill prevention.

Through the B.C. Environmental Assessment Office, the Province of British Columbia reviews industrial, energy, mining, food processing, water management, waste disposal, tourist resort, food processing and transportation projects to assess adverse effects, including environmental concerns.

SPILL PREPAREDNESS

Legislation Amendment

The B.C. Minister of Environment has tabled a new Environmental Management Amendment Act. The amendments have important changes to environmental emergency management and will dramatically change how spill response is handled in B.C. More information is provided on the legislation amendment in Policy Initiative section below.

Training and Exercises

Every year, Environmental Emergency Response officers attend a training sessions to ensure response standards throughout the province. This year's training will be held in Victoria. B.C. MoE also held the Incident Management Team (IMT) training in March 2016. The IMT is a group of individuals who work across various departments of the B.C. provincial government, and whom the Environmental Emergency Program can deploy when required. The team includes biologists, chemists, hydrologists, geologists and other experts who lend their knowledge during a major incident. This year's IMT training topics included: ICS overview, ICS Planning Cycle, the Environmental Unit, sampling plans, resources at risk and spill recovery. It also extended beyond provincial government employees and included federal and municipal invitees.

Headquarter staff also attends training on various emergency management and hazardous material topics. B.C. MoE also participates in a variety of exercises with local/First Nation, municipal, federal and industry representatives. B.C. MoE tries to participate in as many exercises as possible to promote interoperability between its operations and stakeholders. For 2015-2016, B.C. MoE staff participated to the Kinder-Morgan exercise and will be part of the Environmental Emergency Response officers earthquake exercise.

Outreach

Environmental Emergency Response officers maintain their outreach initiatives by providing training or information sessions with various agencies throughout the province. Some examples of these activities are:

- HAZMAT training with local fire departments
- Multi-agency meetings with Local and Regional Emergency Management Committees and Mutual Aid planning
- Hazmat Advisory Groups
- TransCare Road Safety Training
- Geographic Response Planning surveys
- Industrial Chemical Storage Survey/Risk Assessment
- Citizens on Patrol presentations

Planning

BC MoE is an active participant in various emergency planning processes with federal, First Nations and local governments. Over the last year, B.C. MoE has been involved with the Greater Vancouver Integrated Response Plan for marine pollution, the Area Response Planning Initiative, the Emergency Response Task Force (ERTF), Canadian Council of Ministers of Environment, and Places of Refuge.

- In the fall of 2015 the Canadian Coast Guard spearheaded the Greater Vancouver Integrated Response Plan for marine pollution. This planning initiative aims at clarifying roles and responsibilities between federal, provincial, local/First Nation agencies present during ship-sourced spills in the Greater Vancouver area. Training, workshops and tabletop exercises are expected to refine and identify current gaps in the plan and prepare for potential response.
- As of April 2016, the Area Response Planning (ARP) Initiative is moving forward with the risk assessment. The next step is the ARP engagement sessions which will be held in various locations on the Lower Mainland and Vancouver Island in May and June of 2016. During these sessions, risk-based scenarios will be presented by Transport Canada to the various communities in the defined area for discussion.
- B.C. MoE participated, as an observer, in Transport Canada's Emergency Response Task Force. Over the last year, around a dozen recommendations were given to Transport Canada with the aim of strengthening Canada's mitigation, preparedness and response strategies for transportation of crude oil and other Class 3 Flammable Liquids.

These planning initiatives are a great opportunity to discuss past response challenges, current gaps and find creative solutions with our partners and communities.



Evacuation Map, McBride, B.C.
January 26, 2015
Credit: Google Earth

SPILL RESPONSE

During 2015, there were 3,718 spills reported from all sources in British Columbia. Notable spills include:

M/V Marathassa

On 16:48 PST Wednesday April 8, 2015 the sailing vessel Hali observed a sheen of oil in English Bay and reported it to the Canadian Coast Guard (CCG). Initially, the captain of the M/V Marathassa denied responsibility but after several hours it was determined that the Marathassa had discharged an estimated volume of 2,700 liters of intermediate fuel oil (IFO 380). The CCG lead the response with its key partners, including Western Canada Marine Response Corporation (WCMRC), the Province of B.C. and other federal and local government and First Nation representatives.

Public safety and health, and environmental sensitivity risks was a key consideration of the response, as English Bay is surrounded by a large urban population who regularly use the beaches and parks. Additionally, the Port of Metro Vancouver is a multi-user commercial gateway and economic hub for Vancouver and Western Canada.

Communications and coordination of this multi-agency response was a challenge and several independent After Action Reviews are underway with a multi-agency review anticipated to occur in the near future.

Coldwater River Toxic Resin

On November 16 2015, approximately 30 km south of Merritt, a semi-truck with a trailer carrying two bladders reported a spill. The initial response was delayed due to weather and road closure due to an accident on the highway. The product's major health concern was around the presence of formaldehyde (>0.1%) and phenol in the resin. The 15,000L bladder holding the glue-like substance was reported to not have impacted the river until 10-12 hours later. Once the product entered the river, it sank to the bottom, which made booms ineffective with a few patches getting washed downstream. Conference calls were coordinated with local government and First Nations to provide relevant information in a timely manner. Updates were provided to all participants as information became available.



L: Truck with resin spills near Coldwater River in Prince George, February 2, 2015, B.C. Ministry of Environment



R: Resin spill to Coldwater River, B.C. November 17, 2015, B.C. Ministry of Environment

Schnitzer Steel Barge

On August 28 2015, a crane operator loading a large barge with crushed vehicles and metals noticed approximately 20 vehicles falling into the water. A small sheen of oil, debris and dirt was visible. The biggest challenge was the media interest that the incident generated. The steel recycling is located within two kilometers of downtown Victoria. On the day the incident happened very little media attention was given, but the following day news crews were on site and reporting the incident.

MV North Star

On November 24 2015, MV North Star lost power near Haida Gwaii (around 48 nautical miles). This incident did not result to a spill nor a near-miss, but it reminded many of the MV Simushir incident last year, and raised similar logistical and jurisdictional issues. During the event, BC MoE encouraged agencies to come together and coordinated an all-stakeholder conference call to ensure proper communication

and information sharing with local communities. This incident was also a good example of the importance of the work being done in the Place of Refuge planning initiative.

Illegal Asbestos Waste Dumping

Over the last year, BC MoE saw an upward trend in the amount of illegal asbestos dumping incidents being reported. Even after BC MoE recovers asbestos material, health and safety concern for the public is still present due to public use of sites. Over the last few months WorkSafe BC (workplace health and safety organization for the province) has increased its pressure surrounding illegal renovation and demolition sites, which may result in increased numbers of illegal dumping. According to the WorkSafe BC Vice-president of Prevention, asbestos-related death is on the rise in the province and there are more workers dying of this disease than ever in the history of WorkSafe BC.

72nd Avenue Langley Clandestine Lab

This incident took place in April 2014 but continues to be of concern. The Royal Canadian Mounted Police (RCMP) officers, while on a complaint call next door, noticed barrels typically used for meth production. A few days later, the RCMP raided the property and seized an important ecstasy production lab. Neighbours had reported multiple complains with the BC Health Authority about the smell and potential health hazard that was coming out of the house and potentially spilling into a stream. The BC Health Authority had done water quality samples for fecal matters, but came back negative. After ordering the property owner to clean up the property to no avail, the provincial government seized the property. The Provincial Government is the responsible party and is trying to remediate the land to a safe condition. The property will likely be destroyed and potentially the neighbour's house as well, due to the level of toxicity that has been escaping the site – high levels of chemical toxins are still present in the house. The cleanup cost of this site could be several hundreds of thousands of dollars.



POLICY INITIATIVES

British Columbia is continuing to move forward with plans for a world-leading land-based spill regime. The new regime will ensure an effective response to any land-based spill of any hazardous substance. The key elements of the new system include:

- Establish new requirements for spill preparedness, response and recovery;
- Create new offences and penalties;
- Enable the certification of a Preparedness and Response Organization, and;
- Increase transparency, participation and accountability.

The aim of this process is to work with industry to expand the provincial environmental emergency program, enhance planning and response participation by First Nations and communities, and establish funding mechanisms for orphaned spill incidents.

The amendments to the current legislation were tabled by the Minister of Environment in February 2016. The new legislation changes reflect over two years of engagement with industry, First Nations, local and federal government. Following the legislative changes, efforts will shift to writing new regulations for environmental spills in B.C.

In May 2016, B.C. MoE held a two-day plenary session where industries, non-government organizations, municipalities, provincial and federal organizations, and First Nations groups were invited. At this session, B.C. MoE staff presented on a variety of topics covered in the legislation amendments. These meetings were a great opportunity for participants to connect, learn, ask questions and give input on the proposed regulations.

Further engagement sessions will continue with First Nations, industry, NGOs, local and federal governments. The new provincial environmental spill regime, including detailed regulations, is expected to be in place at the beginning of 2017.

SPECIAL TOPICS/ISSUES

The Environmental Emergency Program is continuing work with a Spatial Information Analyst at the Ministry of Forest, Lands and Natural Resource Operations to develop maps that will enhance its emergency response capability.

CALIFORNIA

SPILL PREVENTION

The mission of the Department of Fish and Wildlife (DFW), Office of Spill Prevention and Response's (OSPR) Prevention Branch is to protect California's natural resources by working with the maritime and petroleum community to develop and maintain best achievable protection from oil spills through facility contingency plans.

Tank and Non-Tank Vessels

Between January 1 and December 30, 2015, there were 8,927 vessel arrivals into marine waters of the state with 64 loss-of-propulsion situations reported. Throughout the State of California, 7,425 vessel oil transfer notifications were received by OSPR. Oil Spill Prevention Specialists (OSPS) from OSPR monitored 250 oil transfer operations in 2015 (a 3.4% monitoring rate). OSPSs conduct oil transfer monitors to ensure compliance with California regulations and to encourage the use of best practices for bunkering as determined by the West Coast Harbor Safety Committees to minimize the risk of a bunker fuel discharge. Additionally, 628 vessel boardings were conducted by OSPSs in 2015, including 209 risk management boardings. All vessels over 300 gross tons are subjected to a risk analysis conducted by OSPR prior to their arrival to California. Those vessels that are categorized as a risk receive a risk management boarding to determine if material and operational standards are met and any oil pollution risks are minimized.

Facilities: The Prevention Branch conducted 105 marine facility oil spill contingency verification visits. Additionally, since the emergency inland facility oil spill contingency plan regulations became effective September 1, 2014, the Prevention Branch has received 129 requests for exemption from these regulations and has processed 54 of those requests.

SPILL PREPAREDNESS

OSPR held an internal drill in Bakersfield in January, to exercise staff response to an inland oil spill, pursuant to new inland program authority.

Also, OSPR is developing regulations to rate the capabilities of oil spill response organizations (OSRO) to cleanup oil spills impacting inland surface waters of the states. A rating system has been in place for many years for OSROs who respond to coastal oil spills.

Significant drills and exercises in 2015 include:

- North Bay IMT Exercise. San Francisco North Bay Area
- Phillips 66 Spill Drill. Sacramento County
- Shell – Martinez Spill Drill. Contra Costa County
- Sacramento Large Scale Aviation Accident Response. Sacramento County

SPILL RESPONSE

Since the statewide spill program was enacted in the summer of 2014, there has been a greater OSPR presence in the San Joaquin Valley resulting in an increase in spill response during the last half of 2015. Prior to 2015 there was virtually no funding available for managing the hundreds of inland oil spills reported each year.

There were 679 marine oil spills reported in 2015 (including the Refugio Pipeline spill). Thus far staff has been able to quantify an annual total of 851,362 gallons of oil spilled in marine waters in 2015.

Statewide in 2015, significant incidents and spills involved milk, asphalt, tar balls, pipelines, sunken vessels, truck accidents, fuel tanks, generator failures, vessel fires, beached vessels and a chemical plant fire.

Refugio Spill, Santa Barbara



On May 19, 2015 OSPR crews were among the first to arrive to a crude oil spill resulting from a ruptured pipeline near Refugio State Beach, in Santa Barbara County. Plains All-American, the pipeline owner, estimated that 101,000 gallons of crude was discharged into the environment and roughly 21,000 gallons reached the Pacific Ocean. (OSPR is still performing quantification to determine the actual amount discharged and the amount recovered.) A Unified Command of OSPR, the U.S. Coast Guard, U.S. Environmental Protection Agency, Plains and Santa Barbara County was established to coordinate cleanup and recovery operations. In May 2016, Plains was indicted for spilling 140,000 gallons of crude oil.

OSPR continues to be fully engaged in this incident. OSPR filled many of the Command and General staff roles to mitigate the effects of the oil to the resources. The Incident Command Post was demobilized in August 2015 but OSPR continued to be engaged with the Unified Command assessing the conditions bi-weekly with Shoreline Cleanup and Assessment Technique (SCAT) Teams; and directing additional shoreline cleanup as environmental conditions permitted. Activities are planned to continue through May 2016. Monitoring operations along the majority of the Santa Barbara County coastline have concluded following sample results that yielded no

match to Line 901 pipeline oil. But monitoring will continue at the cliff site, where the oil initially entered the ocean, on monthly basis until December 31, 2016.

For additional information about the Refugio spill, see: <http://www.refugioresponse.com/go/doc/7258/2522638/>

Environment restoration information can be found in the latest NRDA newsletter at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=111070&inline>.

The Refugio NRDA webpage is <https://www.wildlife.ca.gov/OSPR/NRDA/Refugio>.

POLICY INITIATIVES

OSPR developed emergency regulations for contingency planning, financial responsibility, drills and exercises, and rating of oil spill response organizations to implement mandates related to potential oil spills into interior waters of the state. These regulations were enacted in August 2015. These regulations will be formally promulgated through rulemaking in the fall of 2016.

Summary of relevant 2015 legislation enacted in California:

- *Senate Bill 414*

- The state oil spill Technical Advisory Committee (TAC) must convene a taskforce to evaluate and make recommendations regarding the feasibility of using vessels of opportunity for oil spill response in marine waters. By January 1, 2017, the TAC must provide OSPR and the Legislature with final recommendations.
- The five Harbor Safety Committees in California must assess the presence and capability of tugs within their respective geographic areas of providing emergency towing of tank vessels and nontank vessels to arrest their drift or otherwise guide emergency transit.
- OSPR must report to the Legislature by January 1, 2017 on the best achievable technology of equipment for oil spill prevention, preparedness, and response.
- OSPR is directed to coordinate with federal agencies to update the federal Dispersant Plan for California and update procedures for use of dispersants and other chemical agents in state waters.
- Provides that if dispersants are used in California, the Legislature must be advised within days, and be provided updates.
- OSPR must establish a publically available schedule of drills and exercises that are federally required by 33 CFR §155.4052 (marine salvage & firefighting).

- *Senate Bill 864*

- The State Fire Marshall (SFM) must phase-in best available technology for existing, replacement, and new pipelines near environmentally and ecologically sensitive areas in the coastal zone. For example, existing pipelines must be retrofitted by 2020.

SPECIAL TOPICS/ISSUES

Railroad Lawsuit

In October 2014, OSPR was sued by the Class I railroads, who asserted that the OSPR program is preempted as applied to the railroads. On June 17, 2015 the case was dismissed as not “ripe” since OSPR has not yet promulgated regulations to implement the statewide program. The railroads began submitting contingency plans and demonstrations of financial responsibility for review and approval at the end of 2015.

Enforcement

In the first six months of 2015, the OSPR Legal Branch received \$16,750 in administrative civil penalties pertaining to two tug escort violations and five facility drills and exercise violations. Additionally, the OSPR received \$106,000 in penalties pertaining to three settled oil pollution cases. These monies are deposited into the Environmental Enhancement Fund and are used specifically for environmental enhancement projects that are approved by the Environmental Enhancement Committee.

Additional issues OSPR is tracking or addressing:

- **Oil Exports:** OSPR is monitoring changes in oil movement in the state as a result of the lifting of the ban on U.S. oil exports. Significant changes in oil movement will require planning for both spill risk management and potential impacts to program revenues.
- **Aliso Canyon Natural Gas Leak:** OSPR is monitoring the ongoing response activities related to the natural gas leak at the Southern California Gas Aliso Canyon underground storage field. Natural gas incidents are generally outside of OSPR’s regulatory purview, but the release has included small amounts of crude oil, which currently appears to be appropriately controlled on the site.
- **Marine Debris:** OSPR is coordinating with other state agencies and USCG on developing an approach for managing marine debris, such as abandoned and derelict vessels. Although OSPR frequently responds to oil releases from marine debris, there is little federal or state capability or responsibility to remove or salvage marine debris after pollution cleanup.
- **Wild Fires:** Since September of 2015, OSPR has been providing limited logistical and technical support to post-wildfire responses in several impacted counties, via the California’s mutual aid system.

HAWAII

SPILL PREVENTION

State along with Hawaii Area Committee members continue to revise Hawaii Area Contingency Plan to meet changing needs. New technology for vessel tracking, dispersant application, and response incorporated.

PREPAREDNESS

All major oil users, CHEVRON, Hawaii Independent Energy (HIE), Hawaii Electric Company, Navy and others conducted annual spill response exercises and equipment deployments.

SPILL RESPONSE

Tug Nalani

This vessel sank two miles off Barbers Point Harbor with 98,000 gallons of diesel fuel on board. The eleven crew members were all rescued safely. The diesel sheen spread along the South shore of Oahu and Waikiki. The wind shift from the North prevented the sheen from reaching the beaches of Waikiki. After three days the sheen had dissipated.



Airport Services International Group (ASIG)

The Sand Island jet fuel tank farm on Oahu discovered a underground leak in one of their sixteen above-ground tanks. They estimated 42,000 gallons of jet fuel was lost. Trenching and borings have found product outside the tank farm moving toward the marina. Fuel removal efforts continue with over 34,000 gallons removed to date.

F/V Judy K Sinking/ Refloating

The 77-foot vessel was successfully refloated with the help of U.S. Army divers after being declared abandoned at Pier 16 in Honolulu Harbor. The vessel was towed to dry dock for scrapping and recycling.



Hawaii Aloha S/B Grounding

A 75-foot, 84-ton cement hull vessel grounded off the Big Island of Hawaii. The vessel was not salvageable.

POLICY INITIATIVES

- Senate Bill 359 of the Twenty-Eighth Legislature, 2015 amended the uses of the Environmental Response Revolving Fund (ERRF) and changed the definition of fuel to include all fossil fuel. The Bill limits use of the fund to removal, remediation, and detection of oil and pollutant or contaminant releases.
- House Bill 500 changed the funding of eleven positions from the ERRF to being funded by the General Fund, resulting in reduced pressure on the ERRF.

SPECIAL TOPICS/ISSUES

The Federal plan to expand the Hawaiian Islands Humpback Whale Marine Sanctuary was withdrawn after lack of support from the State of Hawaii. Hawaii's oil spill response plans would have possibly been impacted if the Sanctuary had been increased. The proposal would have added 235 square miles to the area surrounding the main Hawaiian Islands.

OREGON

SPILL PREVENTION

Rail Roundtable

Representative DeFazio held a railcar roundtable in Springfield, Oregon on March 12, 2015 to discuss rail safety, particularly tank car safety and emergency response. Participants included Union Pacific Railroad, Burlington Northern/Santa Fe Railroad, the Pipeline and Hazardous Materials Safety Administration, the Federal Railroad Administration, the US Forest Service, several state agencies including the Governor's office, city and county officials and The Greenbrier Companies (railcar manufacturer). In a news conference afterwards, DeFazio (Transportation and Infrastructure Committee Ranking Member) highlighted the government's failure to address oil tank rail car safety and sent a letter to the Government Accountability Office (GAO) requesting an examination of the emergency response capabilities to handle crude oil transportation by rail.

The following documents provide details:

<http://www.statesmanjournal.com/story/tech/science/environment/2015/03/12/defazio-pushes-feds-oil-train-safety/70254716/>

<http://defazio.house.gov/media-center/press-releases/defazio-requests-investigation-into-crude-oil-transportation-and>

SPILL PREPAREDNESS

Drills and Exercises

Department of Environmental Quality (DEQ) participated in and evaluated a combination of 18 regulatory required exercises and exercises during 2015 as follows:

- Five worst case exercises
- Six tabletop exercises
- Five equipment deployment drills
- One wildlife equipment deployment exercise

Rail Tabletop Exercise

DEQ assisted the Oregon Office of Emergency in planning and executing a tabletop exercise on February 5th involving different scenarios involving the release of crude oil from railroad tank cars. Participants included several state agencies including DEQ,

Oregon Health Authority, State Fire Marshal and Department of Transportation Rail Division. Federal partners included the USCG and EPA. Local response agencies including fire departments participated and several tribes were represented. Download the report: <http://www.oregon.gov/OMD/OEM/docs/PIO/mm-CORX%20AAR%20-%20Final.pdf>

Columbia River Spill of National Significant (SONS) Exercise

DEQ participated in a large scale regional exercise involving the release of 150,000 gallons of Bakken crude oil and diluted bitumen to the shoreline and directly to the Columbia River at a location just west of The Dalles, Oregon. Several state agencies from Oregon and Washington were represented. The federal government lead was EPA and participants included the USCG, Center for Disease Control, the Army Corps of Engineers, FEMA, the Department of Interior and NOAA. Tribes were represented by the Yakama Nation, Confederated Tribes of the Umatilla Indian Reservation, and the Makah Nation.

The SONS workshops identified issues, corrective actions and recommendations. One of the goals of the exercise was to identify issues that rise to the level of the National Response Team and could be elevated to a national executive tabletop exercise. The issues identified were discussed at a meeting of the National Response Team and Spill of National Significance Executive Seminar.

PREPAREDNESS PLANNING

DEQ conducted the following activities in support of Geographic Response Plan (GRP) development and/or maintenance:

- Completed field work on the Willamette River to update the Lower Columbia River GRP. Developed resources at risk (public and economic resources) information and revised the Endangered Species Information for the Oregon side of the Columbia River for inclusion in the updated Lower and Middle Columbia River GRPs.
- Completed the review and update of the Lower and Middle Columbia River geographic response plans in partnership with the Washington Department of Ecology, and assistance from the Clean River Cooperative and other stakeholders.
- Completed field work and developed new strategies for the Multnomah Channel Entrance, necessitated by completion of a substantial habitat restoration project at the confluence with the Willamette River.
- Completed a two-year project with Portland State University's Center for Spatial Analysis and Research to update all Geographic Information System data used to support incident response, including an update of the Oregon Incident Response Information System, otherwise known as OR-IRIS. Along with delivery of the updated Environmental Sensitivity Index (ESI) for the Oregon Coast by NOAA's contractor, the data will be used as the base data to support update of the Oregon South and North Coast Geographic Response Plans.

- Completed a 6-month project with University of Washington Geographic Information Systems (GIS) Program students to bring older GRP strategy data into a consistent format in newer GIS program files. All Oregon GRP strategy information now available as ESRI ArcMap shapefiles. This will allow us to more easily provide the data to stakeholders, and allow for easier update of GRPs in the future.
- Participated in work groups focused on developing a new, consolidated coastal access database. Sought and obtained grant from Oregon's Geospatial Enterprises Office, with aim of developing a state-wide shoreline access database to support emergency response activities.

SPILL RESPONSE

DEQ responded to a total of 977 spills during 2015 including 158 spills of petroleum. Of the total spills, 24 were over 300 gallons in size. Combined the incidents released over 44,000 gallons of petroleum. Two incidents are highlighted below:

KAG Gasoline Tanker Fire

A gasoline tanker with approximately 11,000 gallons of gasoline went off St. Helens Road in Portland and overturned near 7 asphalt-filled rail cars on the Portland Western Railway line. The truck caught on fire and burned, however the railcars were not affected and their contents did not leak. Fortunately there were no impacts to the Willamette River located close by.



Photos: Tank Truck Fire, St. Helens Road, Portland, OR, Richard Franklin, EPA, 2015

D.R. Keeler Substation

A 2030 KVA reactor (similar to a transformer) with 10,000 gallons of mineral oil caught fire at the D.R. Keeler substation in Hillsboro. The Fire Department was able to extinguish the fire using foam. A large onsite oil water separator and a series of check

dams aided in containment of the oil and foam which could have caused adverse impacts to Rock Creek. Laboratory testing following the fire confirmed that PCB levels were below the detection limit. At the conclusion of the cleanup, over 250,000 gallons of oily water and 6,800 tons of soil were removed from the site.



Photos: D.R. Keeler Substation Fire and Response, Hillsboro, OR, Brett Sherer, BPA, 2015



Photos: D.R. Keeler Substation Fire and Response, Hillsboro, OR, Brett Sherer, BPA, 2015

LEGISLATIVE UPDATES

House Bill 3225

House Bill 3225 relating to the Safe Transport of Hazardous Materials was passed by the legislature and signed into law by the Governor. This legislation directs the Office of State Fire Marshal to adopt by rule a plan for the coordinated response to oil or hazardous material spills or releases that occur during rail transport. The bill also requires an annual report to be prepared by the Office of State Fire Marshal and be submitted to the

Legislative Assembly. This report will provide details on emergency response resources available in the state including the location of and the means to access these resources, whether the resources are publicly or privately maintained and what additional resources are needed. The report will also provide recommendations for changes to the structure for the continued coordination between state agencies and industry with regard to roles and responsibilities.

SPECIAL TOPICS/ISSUES

DEQ has spent significant time planning in the following specific areas:

- Oil and Hazardous Materials Response Emergency Support Function
- Natural and Cultural Resources Recover Support Function
- Cascadia Subduction Zone Earthquake Exercise

WASHINGTON

SPILL PREVENTION

2014 Marine & Rail Oil Transport Study

Along with the monitoring and inspection duties, the Prevention Team completed the 2014 Marine and Rail Oil Transportation Study on time. The study was delivered to Gov. Jay Inslee and the Legislature on March 1.



March 2, 2015 the Spills Team takes a minute to celebrate with sparkling cider delivering the 2014 Marine and Rail Oil Transportation Study.

Key findings show that in 2013 an estimated 11.8 billion to 12.7 billion gallons of oil shipped by railroad through the U.S. That equates to a 42-fold increase in oil transported by rail nationally since 2008.

Washington State increased from zero shipments of oil in 2011 to 0.7 billion gallons in 2013. Today the state receives approximately 19 unit trains a week, each carrying as much as 3 million gallons of Bakken crude, mostly destined to refineries in Washington and California.

If the proposed facilities and refinery expansions to accommodate rail imports are permitted and fully built over the next few years, the weekly unit train number could jump to 137 or more.

It is more important than ever for the state to have adequate resources to continue to address impacts to public health and safety, and environmental protection resulting from the changing energy picture. In 2015, we will be working to put HB 1449 items from the study in place.

SPILL PREPAREDNESS

Geographic Response Plans

The 2014 Washington State Legislature allotted Ecology one-time funding for employees to complete nine geographic response plans (GRPS):

- Lake Washington
- Lake Chelan
- Lower Columbia River
- Middle Columbia River
- Clark/Cowlitz counties
- Chehalis
- Nisqually
- Moses Lake
- Duwamish

All plans were completed by June 30, 2015.



Conferences & Drills

More than 100 attendees participated in the May 20-21 Best Achievable Protection Conference hosted by the US Coast Guard and the Washington Department of Ecology at the Jackson Federal Building in Seattle. The two-day seminar provided an opportunity to discuss the latest in spill-recovery theory and technology. The sessions focused on topics about remote oil sensing technology, sinking oils, software tools and best practices.

SeaRiver Maritime, Inc. Drill

On May 7, 2015 staff from Ecology's Spills program joined more than 200 other people from a variety of government agencies, organizations and private companies for a drill held both at the Seattle Marriott Hotel and in the Spills Situation Room at Ecology's

Lacey building. In the mock situation, an oil tanker struck a container ship north of Dungeness Point, in the Strait of Juan de Fuca, spilling 3.4 million gallons of Alaska crude into the water.

Together, the team marched through two days of exercises to work through a host of issues ranging from notifying local governments to steering orca whales away from the spreading oil slick.

SPILL RESPONSE

Sulphur Creek Spill

The largest incident to date occurred March 1, when an above-ground storage tank near Sunnyside (located in central Washington) failed, sending some 2,200 gallons of used motor oil into Sulphur Creek and the Yakima River. The spill created a sheen 12 miles downstream.

Department of Ecology spill responders deployed absorbent pads and protective boom at multiple locations, including about 900 feet upstream of the mouth of Sulphur Creek, and at a fish hatchery on the Yakima River in Prosser.

A unified command was established and made up of Ecology, the US Environmental Protection Agency, and the Yakama Nation. The Washington Department of Fish and Wildlife, FOCUS Wildlife Response and Consulting and NRC Environmental Services was also took part in the recovery effort.

The response lasted 24 days and cost an estimated \$1 million. Twenty-two oiled wild mallards were captured, six died in care, and 16 were cleaned and released back to the wild. Fifty-seven oiled graylag domestic geese were also captured. One was euthanized, but the other 56 were cleaned and successfully adopted.

LEGISLATIVE UPDATES



Ecology's Dale Davis helps collect oiled wildlife during the Sulphur Creek Spill.

HB 1449

HB 1449 addressing oil transportation safety is a step forward for dealing with the major changes in how crude oil is moving across our state. The bill includes:

- More access and inspections where high-hazard trains are moving will improve safety and protect against derailments
- Notification for rail and pipeline transport to inform first responders and communities about crude oil moving through their towns
- Provides firefighting and oil spill response equipment and training to first responders so they are prepared for a spill.
- Requires railroads to develop contingency plans to demonstrate they can adequately respond to a spill, in conjunction with state and local efforts

Risk Assessment Study

The Department of Ecology and the Pilotage Commission will address risks of transporting crude oil on the Columbia River and in Grays Harbor:

- Ecology will develop a vessel traffic risk assessment for the Columbia River with safety recommendations
- The Pilotage Commission will have authority to implement safety requirements for Grays Harbor if a crude oil facility is permitted

