

# Annual Report 2020



PACIFIC STATES | BRITISH COLUMBIA

# OIL SPILL TASK FORCE



*Cover Photo: Cuyama River tank truck accident cleanup. 2020.*

*Photo: CA OSPR*

# WELCOME

to the *2020 Pacific States/British Columbia Oil Spill Task Force Annual Report*. The following pages provide an overview of the Pacific States/British Columbia Oil Spill Task Force (Task Force): who we are, what we do, and our strategic direction. We also report on the accomplishments of our 2019-2021 workplan and provide a glimpse of projects underway. The final section of this report describes the six Task Force member jurisdictions: Alaska, British Columbia, California, Hawaii, Oregon and Washington.

The Task Force's collective attention for most of 2020 has been consumed by the novel corona virus—COVID-19—and its impacts on spill prevention, preparedness and response. Within weeks of the pandemic, exercises across the Task Force jurisdictions were cancelled or postponed; response strategies were swiftly adapted and modified to reduce on-site and in-person activities; and planning work has shifted to the virtual arena. The work of the Task Force has continued, albeit shifted and adapted to the online world.

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*CA coastline, 2020*

Photo: OSTF

## WHO WE ARE

The Pacific States/British Columbia Oil Spill Task Force (Task Force) was formed in 1988 after the oil barge Nestucca collided with its tug on the Washington coast. The Governor of Washington and Premier of British Columbia at the time formed a Task Force on Oil Spills during the response to the transboundary spill that reached from near the Oregon border to the southern coast of British Columbia. The original Task Force members held their first Annual Meeting in March 1989, and the following day the Exxon Valdez ran aground in Prince William Sound prompting Alaska, California, Oregon and California to join the Task Force. Hawaii became a member in 2001 creating a coalition of western states and British Columbia, united in their efforts to prevent and respond to oil spills across the West Coast.

In 2012, the Task Force signed a Memorandum of Understanding with the US Coast Guard to formally recognize the collaborative working history and relationship held between the Task Force and US Coast Guard. This on-going partnership helps align our work in oil spill prevention and response with US Coast Guard and other federal partners.

Visit our website to learn more about our history and our past work ([www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)).

## 2019—2025 STRATEGIC PLAN

Our current strategic plan is a six-year plan, from which our biennial workplans are built. Our 2019–2025 strategic vision, mission and goals are:

### Long Term Vision Statement

NO SPILLED OIL

### Mission Statement

Working together to improve the Pacific Coast's prevention, preparedness, response and recovery from oil spills

### Goals

- Adapt to changes in oil movement and risks
- Advance readiness and capacity to respond to oil spills
- Deepen our partnerships to make better decisions and expand our knowledge
- Nurture our organizational health
- Build and enhance visibility and relevancy of the Task Force





*Hawaii's annual oil spill dispersant exercise. Summer, 2020, Southwestern Oahu.* Photo: HI DOH

## WHAT WE DO

**WE SHARE INFORMATION** on regional and national oil spill programs, oil spill policy and emerging technology with member jurisdictions

**WE COORDINATE AND FACILITATE PROJECTS, WORKSHOPS AND FORUMS** on oil spill prevention, preparedness and response topics of concern

**WE HELP CREATE TOOLS AND RESOURCES** to foster and encourage best industry practices

**WE ENGAGE WITH INDUSTRY PARTNERS** in spill prevention and response planning

**WE SUPPORT FEDERAL POLICY INITIATIVES** that help prevent oil spills and protect resources at risk

**WE CONDUCT ON-GOING OUTREACH AND COMMUNICATIONS** to share our accomplishments with our partners, the public and other stakeholders

## RECENT INCIDENTS

***2020 VMT Admin Sump Incident at the  
Valdez Marine Terminal, 2020.***

Photo: AK DEC





Photo: BC ENV

## ← RAIL SPILL - GISCOME, BC

CN Rail reported a train derailment in the community of Giscome, approximately 40 km northeast of Prince George on March 5, 2020. Twenty-seven cars were reported to have derailed carrying a mixed cargo including liquid petroleum gas (LPG), methanol and petroleum coke (coal). An estimated 42 tonnes of petroleum coke spilled in the vicinity of Hay Creek. The transfer of the LPG tank cars was completed and all tank cars were purged of residual LPG on March 15, 2020.

## TRUCK SPILL - SANTA BARBARA COUNTY, CA →

California spill responders embraced public health guidelines early on in the COVID-19 pandemic, using social distancing and masks while responding to an inland crude oil spill in Santa Barbara County. In March 2020, a tanker truck accident in rural Santa Maria resulted in the release of 4,500 gallons of crude oil into and along the Cuyama River, injuring birds and small animals along the two-mile stretch of impact. Incident commanders

guided cleanup operations with the aid of crews working both on-scene and remotely from their homes. All responders were directed to wear masks and use social distancing when practical. A contractor was dedicated to wiping down common areas (steering wheels, workspaces, etc.). Despite the limitations required to avoid exposure to COVID-19, a rapid response helped contain the oil upstream from Twitchell Dam and Reservoir.

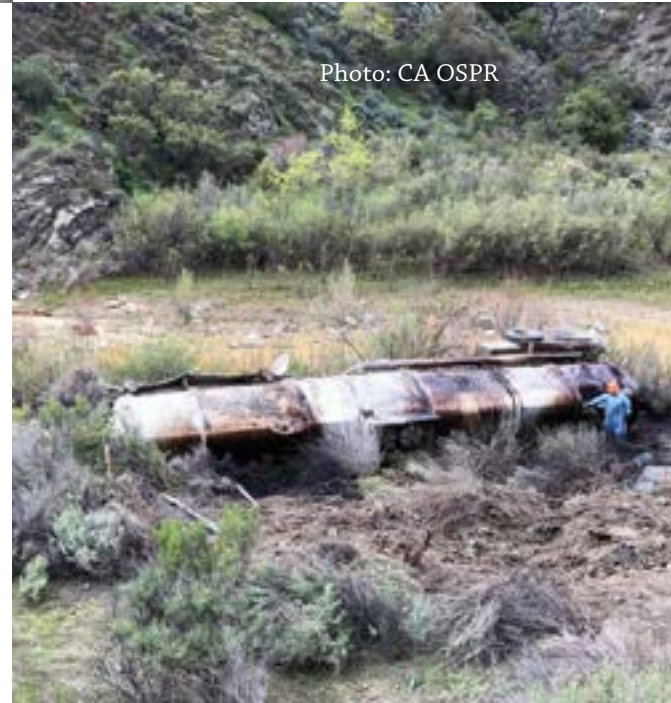


Photo: CA OSPR



## HWY 22 MP 63 NORTH SANTIAM RIVER SPILL - IDANHA, OR

On February 16, 2020 a tanker truck and trailer carrying 10,700 gallons of gasoline and diesel overturned on Oregon Highway 22, spilling most of the truck's fuel onto the pavement and highway shoulder. The fuel was migrating rapidly into road bedding materials and underlying soil and threatening to enter the North Santiam River, which is immediately adjacent to the highway. This is a fast moving river with long stretches of white water, and which harbors multiple salmon spawning beds downstream and directly across from the site and is also a drinking water source for 10 public drinking water systems and various agricultural users.

Approximately three hours after the accident, fuel and sheen were observed in the river, and response contractors began

setting containment and absorbent boom for several hundred feet along the river bank. 57 "Reds" (salmon spawning beds) were identified at the site and downstream from it, and salmon were actively observed in the river. Unified Command determined their course of action would be to remove the highway and subsurface contamination to the greatest extent possible to prevent further migration to the river. By Friday, February 21, removal was completed after excavation and disposal of 5,012 cubic yards of contaminated soil and the highway had been restored to previous conditions. Water quality sampling and monitoring indicated no threat to downstream drinking water intakes. One dead juvenile chinook salmon was observed below the spill location, no other wildlife impacts were documented.

Photo: OR DEQ



## TUG NOVA, COLUMBIA RIVER - UMATILLA, OR

On February 24, 2020, the 38-foot Tug Nova broke loose from its moorings during high winds and sank approximately 10 miles upriver of the McNary Dam near Umatilla, Oregon. The vessel had 750 gallons of diesel fuel and approximately 50 gallons of lube oil on-board at the time of sinking. After discovery, the tug was boomed to contain any oil that might be released and planning for recovery of the vessel began. Unified Command was established with Oregon DEQ, Washington DOE, U.S. EPA, Confederated Tribes and Bands of the Yakama Nation and the tugboat owner. In addition to fish and wildlife concerns, known tribal cultural resources were documented to be present in the vicinity of the sinking. By February 27, 2020, at 5:30 pm, the tug was lifted safely from the river by crane and secured on a barge for transport to a Vancouver shipyard. An estimated gallon of a heavy oil was released inside the containment area during removal operations, and was quickly removed from the water with absorbent booms. The diesel remained contained in the vessel's tanks. There were no observed impacts to fish or wildlife.

Photo: OR DEQ

## CURRENT AND ONGOING WORK



***Turtle Release on the Cuyama River,  
Santa Barbara County, CA.***

Photo: CA Oiled Wildlife Care Network



## CRUDE TRANSPORT PROJECT

The Task Force tracks the changes in crude oil movement across the Pacific states and British Columbia. Beginning in 2013, shipments by rail began to grow in the region as crude extraction operations in North Dakota and Alberta began to rapidly expand. Proposed projects in the West Coast region including pipeline expansions and rail facility developments have also added to the shifting landscape of crude movement. Liquid Natural Gas (LNG) is beginning to appear on rail lines as well. These projects may impact the region with concerns regarding the types of oil produced, the methods of shipment, and the potential for spills and gaps in preparedness and response.

The Task Force crude transport map (pg. 12–13) illustrates the movement of crude oil across the Western states and British Columbia. Updated annually, this map includes the location of refineries, marine terminals, rail offloading facilities and oil platforms. The map also indicates the current tanker, tug and barge routes along the Task Force jurisdictions.

In 2013, the Task Force jurisdictions began recording the volumes of crude

transported by rail, pipeline, barge, and vessel, in an effort to track the trends in crude volumes moving across the West Coast. The intention of this data is to provide a coarse overview of the volumes moving across the region by vector. Note that volumes transported by multiple methods may be counted more than once if it moved through multiple jurisdictions. In 2019, vessels transported the largest volume (54%) followed by pipelines (40%) and rail (6%). Relatively little crude is currently transported by barge (Fig 1).

Washington moves the largest volume by rail compared to the other jurisdictions (Fig 2). While still a smaller component of the overall volume transport, crude by rail has increased in general since 2013 (Fig 3).

In 2018 we began to track the volume of crude exported overseas from Task Force jurisdictions. The intent is to monitor how the lift of the crude export ban in 2015 effects movement of crude offshore via Task Force jurisdictions. In 2019 no crude was exported from Task Force jurisdictions.

FIG. 3 TOTAL ANNUAL VOLUME BY TRANSPORTATION MODE 2014–2018

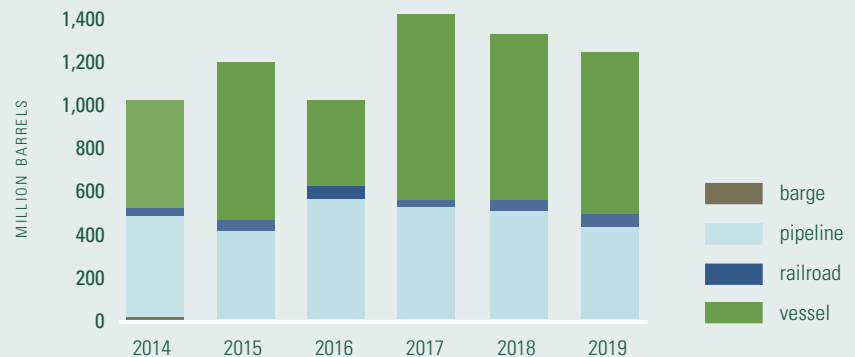




FIG. 1 **PERCENT TOTAL ANNUAL VOLUME BY TRANSPORTATION MODE 2019**

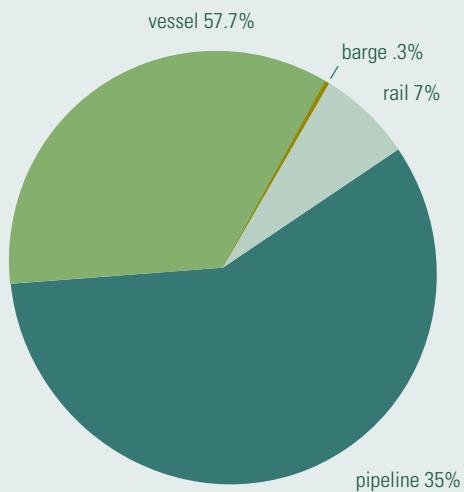
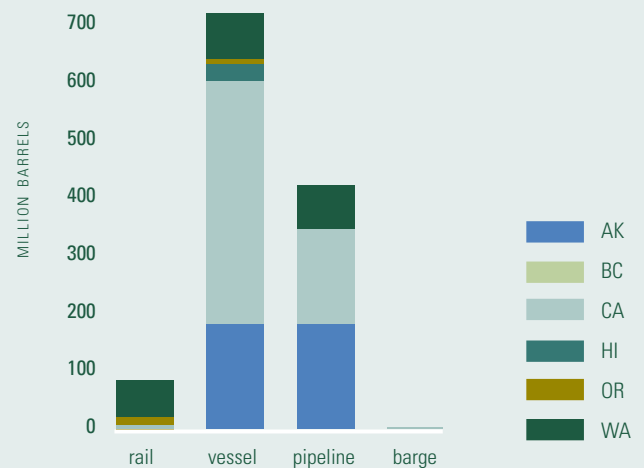
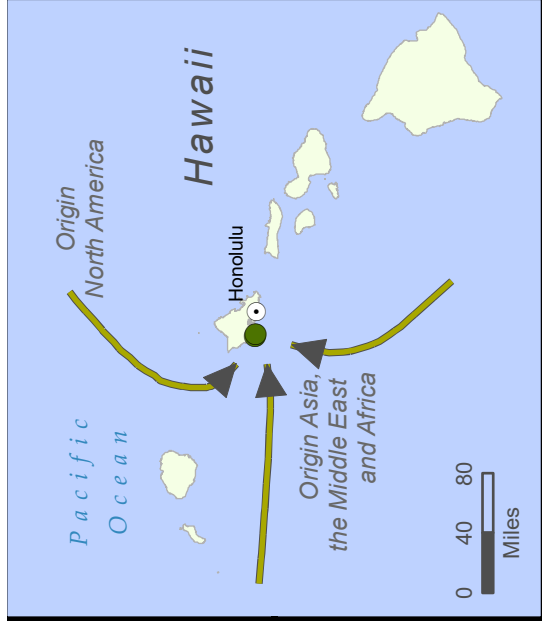
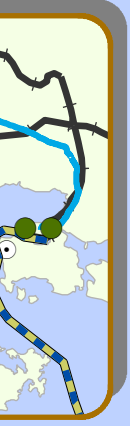


FIG.2 **PERCENT TOTAL ANNUAL VOLUME (BARRELS) BY TRANSPORTATION MODE 2019**



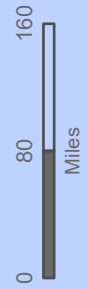






# West Coast Crude Transportation

- ▲ Proposed rail offloading facility
- ▲ Rail offloading facility
- Proposed refinery
- Refinery
- ◆ Proposed marine terminal
- ◆ Marine terminal
- Oil platform
- Rail currently moving crude
- Rail not currently moving crude
- Transboundary crude pipeline
- Crude tanker route
- Crude barge route
- Both
- City



Map as of June 2020





***Georgia Strait  
Alliance's Clean  
Marine BC  
marina spill  
response training,  
Richmond, BC,  
2019.***

Photo: Michelle  
Young

## OIL SPILL DATA PROJECT

Since 2002, the Task Force has been collecting data on oil spills from Washington, Alaska, Oregon, Hawaii, and California. We report the number and volumes of crude and non-crude spills that are one barrel (42 gallons) or larger. The only database of this kind in North America, our spill data illustrates the types and volumes of crude and non-crude material spilled on land and into water, as well as the causal factors, where available. Beginning in 2018, we began to track the number of smaller spills (less than one barrel) to compare with the number of large spills reported.

The Task Force data is collected using a template based on our data dictionary, which helps ensure consistency in data across the jurisdictions. At present, British Columbia does not collect oil spill data but plans to in the future.

In 2016, the Task Force partnered with the National and Atmospheric Administration (NOAA) to incorporate our oil spill data into the Environmental Response Management Application

(ERMA). Responders, spill planners and the public can now view layers of the Task Force oil spill data in ERMA by location, spill size, type of oil, and medium, from 2002 through 2019.

*For the complete 2018 data report, please visit [oilspilltaskforce.org](https://oilspilltaskforce.org).*

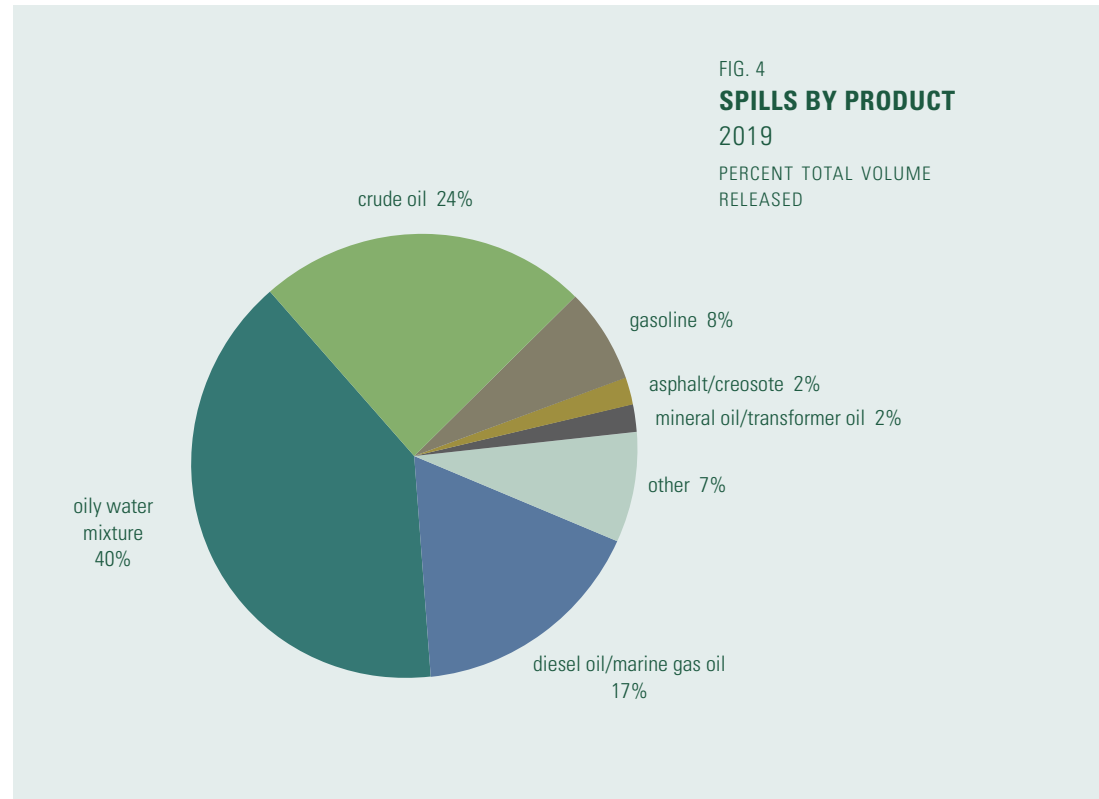


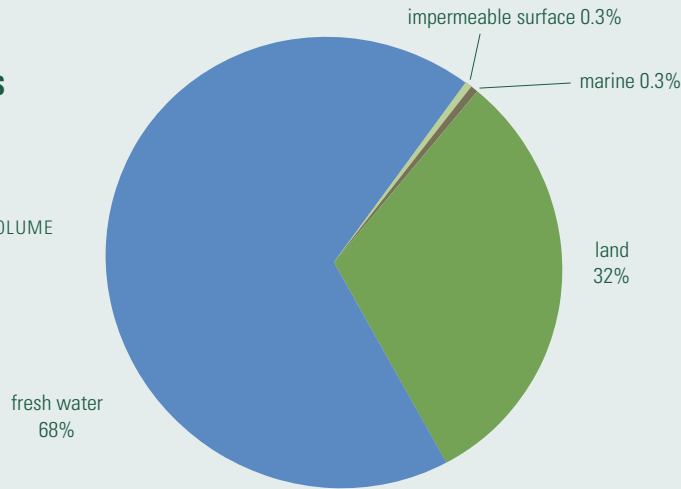


FIG. 5

## CRUDE SPILLS BY MEDIUM IMPACTED

2019

PERCENT TOTAL VOLUME  
RELEASED



### CRUDE OIL DATA HIGHLIGHTS

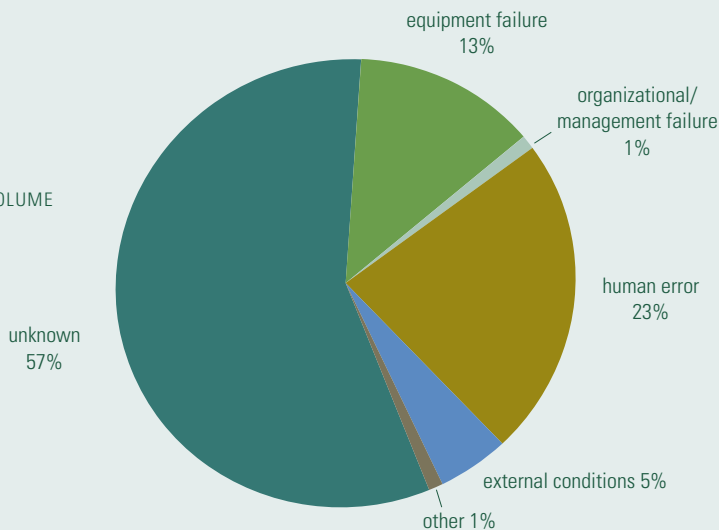
- 71 crude oil spills totaling 135,914 gallons occurred during 2019.
- Crude oil comprised 24% of the total volume for 2019.
- During 2019, crude spills to fresh water (68%) comprised over half of the total volume.

FIG. 6

## NON-CRUDE SPILLS BY CAUSE

2019

PERCENT TOTAL VOLUME  
RELEASED



### NON-CRUDE OIL DATA HIGHLIGHTS

- 624 releases were non-crude oil spills totaling 427,795 gallons.
- Facilities (47%) and Vehicles (26%) were the major sources of non-crude spills during 2019, comprising nearly three-quarters of the non-crude volume for the year.
- More than half of the total non-crude spill volume was attributable to Unknown (57%) causes.
- Unknown was the main activity at the time of the spill (55%).
- Spills with volumes greater than 1,000 gallons comprised more than 75% of the total non-crude volume during 2019.
- Over half of the non-crude volume was spilled to Land (70%).

FIG. 7  
**NON-CRUDE OIL VOLUMES BY MEDIUM AND STATE** 2019

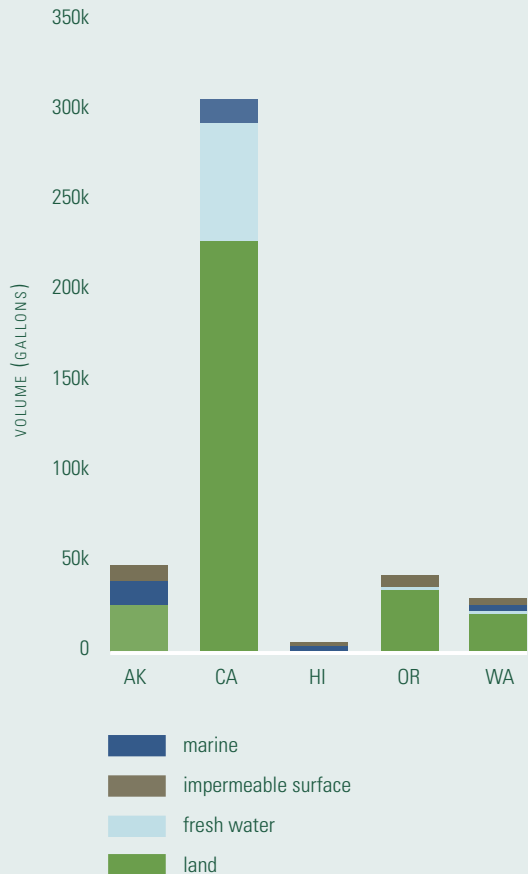
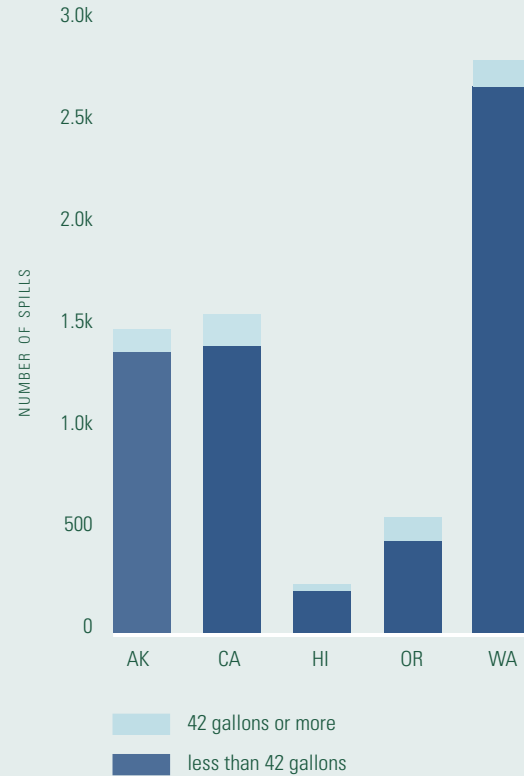


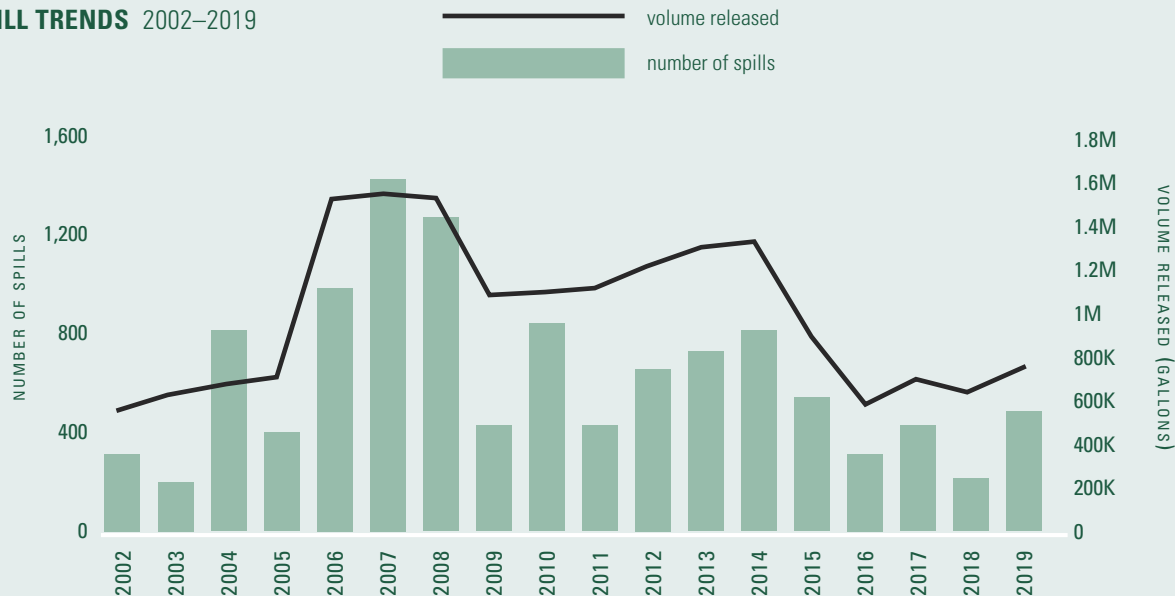
FIG. 8  
**SMALL VS. LARGE SPILLS** 2019



#### SMALL SPILLS

- Figure 8 indicates that the predominant number of spills across the Task Force jurisdictions is made up of smaller spills. While we cannot quantify the volume released in the small spills, the total number of small spills likely results in significant impacts to waterways.

FIG. 9 **SPILL TRENDS** 2002–2019



#### 18-YEAR TREND HIGHLIGHTS

- The 2002-2019 data provides us with an opportunity to look at 18-year trends, which is also shown in this report. Here are the highlights:
- A total of 16,378 releases of 42 gallons or more occurred during the 18-year period 2002-2019, with a total volume of nearly 13.4 million gallons.
- Over the 18-year period, the combined volume of non-crude oil spills was nearly three times that of crude oil spills.
- The top two crude oil spills during the 18-year period were a 463,848 gallon spill in California (2008) and a 267,000 gallon spill in Alaska (2006). The combined volume of these two incidents comprised 22% of the total crude oil volume released for the period.
- Diesel Oil/Marine Gas Oil comprised 25% of the total spill volume and 34% of the non-crude oil spill volume for the period.
- Overall, Facilities (50%) and Pipelines (18%) were the major sources of spills by volume during the 18-year period.
- Facilities were the source of 53% of the non-crude oil spill volume.
- Pipelines (51%) and Facilities (42%) were the major sources of crude oil spills.
- Overall, Equipment Failure (52%) and Human Error (29%) were the major spill causes.
- Equipment Failure (45%) and Human Error (36%) were the predominant causes for non-crude oil spills
- 75% of the total crude oil spill volume was due to Equipment Failure.



# THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) was created in 1992, an outcome of one of the original Task Force report recommendations. Members include representatives from several Task Force jurisdictions plus industry and non-profit organizations. Since its inception, POSPET has tackled the widespread problem of small spills by sharing prevention ideas and outreach strategies, as well as collaborating and sharing educational tools and resources. Outreach has primarily focused on the recreational boating community and marina operators to address 1) small spill prevention during fueling operations,

2) utilizing appropriate clean-up methods when spills do occur, 3) reporting spills to the OILS 911 hotline, and 4) advancing other boater best management practices.

## Abandoned and Derelict Vessel (ADV) Outreach

POSPET members are currently identifying opportunities to support the Task Force in developing and expanding outreach messages related to ADVs. Several workgroup members are participating in the Task Force’s ADV Workgroup (see below) and are helping develop a comprehensive education and outreach program for ADVs.

## Clean Marina/Harbor Certification

Many POSPET members are directly involved in Clean Marina (U.S.) and Clean Harbor (Canada) certification programs.

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. The program currently exists in AK, B.C., CA, OR and WA. POSPET members play a key role in implementing and/or tracking clean marina programs in their jurisdictions. The table below lists the number of certified facilities in each jurisdiction where the program exists.

POSPET WORKING GROUP	JURISDICTION	MEMBER NAME	ENTITY
	Alaska	Sarah Moore	AK Dept. of Environmental Conservation
	British Columbia	Michelle Young	Georgia Strait Alliance
	California	Vivian Matuk	CA Coastal Commission
	Hawaii	DC Carter	Pacific Environmental Corporation
	Oregon	Glenn Dolphin	OR Marine Board
	Washington	Jasmin Adams Ty Keltner Aaron Barnett	WA Dept. of Ecology WA Dept. of Ecology WA Sea Grant

TOTAL NUMBER OF CERTIFIED CLEAN MARINAS OR CLEAN HARBORS <i>(as of June 2019)</i>	
Alaska	4
British Columbia	32
California	82
Oregon	64
Washington	72
TOTAL	254

### OILS 911 hotline reporting trends

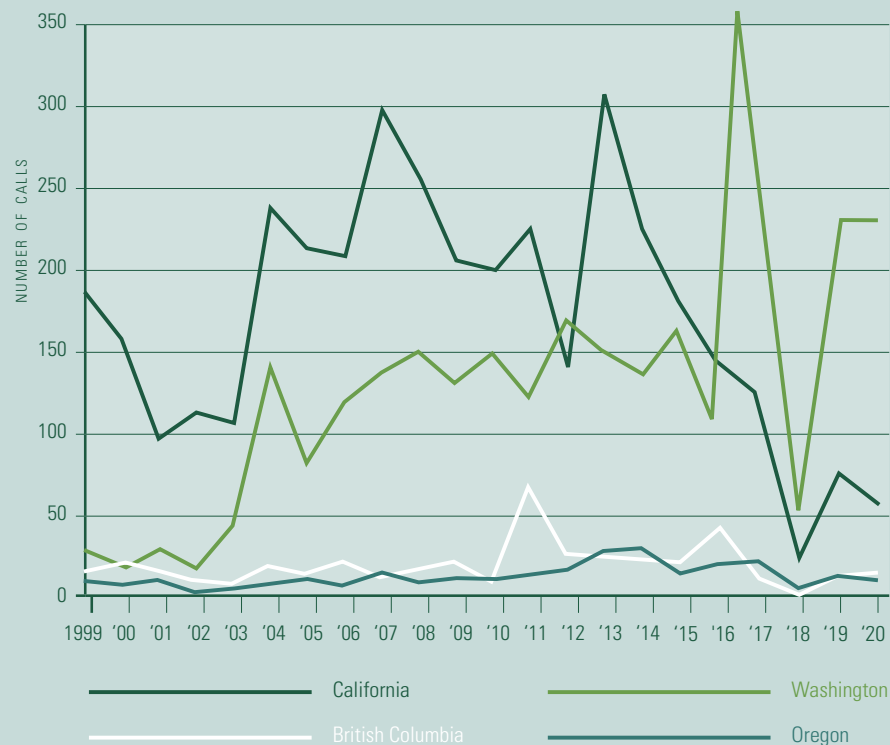
Since 1999, the Task Force has hosted a hotline—OILS-911—for reporting spills and oil sheens, primarily targeting the small boating community. The line operates in CA, WA, OR and B.C. The hotline number along with the Coast Guard reporting phone number is posted on signage at marinas and harbors, as 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 10 illustrates the trends in calls from 1999 through June 2019. While CA typically receives the largest number of calls, this does not necessarily mean that more spills occur there. Given the extent of populated coastlines in CA relative to the other western states, sheens and other small spills are more likely to be spotted and reported.

### Green Boating Webinar

In 2020 POSPET members are collaborating to develop a green boating webinar program aimed at recreational boaters across the west coast. This first-of-its-kind effort is an example of the power of collaboration that POSPET represents.

FIG. 10 CALLS RECEIVED BY THE TASK FORCE'S OILS-911 HOTLINE, 1999–2020



NOTE: The drop in calls in 2018 was the result of a change in hotline service that resulted in the loss of 2 months of data.

## TRANSBOUNDARY FORUM

In 2018, Washington State passed the Strengthening Oil Spill Transportation Act (E2SSB 6269) requiring the Department of Ecology Spills Program to take a variety of new steps to promote the safety of marine transportation and protect the greater Puget Sound from oil spills. One of the Act's requirements is for Ecology to coordinate with British Columbia and Canada to establish the Salish Sea Shared Waters Forum (Forum).

The purpose of the Forum is to exchange information on an annual basis to enhance oil spill prevention, preparedness, and response measures and minimize the risk and impacts of spills in the Salish Sea. Two Forums have already occurred (2018 and 2019) and a third took place virtually in October 2020.

These Forums offer an opportunity for open dialogue for all levels of government, tribes and First Nations, environmental groups, industry and the public from both sides of the border. The Forums address issues such as navigational safety, data sharing, and the impacts of spills on the environment, Tribal and First Nation resources, the economy, and public health.

The Pacific States/British Columbia Oil Spill Task Force, of which Washington and British Columbia are founding members, is coordinating and facilitating all three Forums. The intention was to create a forum model that would take place annually and that could be replicated in the British Columbia/Alaska border (CANUSDIX) and other transboundary regions.

### Forum overview

*Salish Sea Shared Waters Forum #1* was held October 3 and 4, 2018, in Bellingham, WA. The focus involved telling the story of a barrel of crude as it moves from the inland region to marine waters. Highlights of the 2018 Forum include:

- *150 participants from all levels of government, tribes and First Nations, industry, academia and non-profit organizations.*
- *A series of panel discussions, presentations and maps provided an overview to the questions:*
  - Who has authority for safely transporting the barrel of crude?
  - Who will respond if there's a spill?
  - What transboundary coordination is currently taking place?

*Salish Sea Shared Waters Forum #2* was held November 14, 2019, in Bellingham Washington. The focus was on marine and emergency response systems, as well as tribal and First Nation perspectives on the impacts of oil movement. Highlights include:

- *98 participants from all levels of government, tribes and First Nations, industry, academia and non-profit organizations.*
- *Featured sessions included:*
  - Oil Movement: The Big Picture
  - Marine Emergency Response System
  - Tribal and First Nation perspective on impacts of oil movement

The third and final Forum occurred virtually on October 14 & 15, 2020. The theme of the 2020 Forum is a look back at the previous two years to celebrate progress made in the transboundary waters to achieve excellence in spill prevention, preparedness and response. This year's forum will also focus on Tribal and First Nation collaboration.

*Additional details on the Salish Sea Forums can be found on the Task Force website:*  
[www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)



***Abandoned  
sailboat on Santa  
Barbara beach.***

Photo: OSTF



## ABANDONED AND DERELICT VESSELS PROJECT

ADVs threaten the health of aquatic environments, harm wildlife, and deplete resources that communities depend upon. Through deliberate action or negligence, ADVs break up, sink, or block navigation channels. These vessels often contain harmful quantities of oil, lubricant, and other toxic substances in the materials used to construct the vessel or in cargo on board. These chemicals can injure or kill marine mammals, waterfowl and other aquatic life, and contaminate aquatic lands, nearby shorelines and water bodies. Vessels that settle on the bottom can disrupt the aquatic environment, scouring or crushing sensitive habitats like eelgrass beds and kelp meadows.

In 2017, the Task Force identified the issue of ADVs as a common threat across the jurisdictions and developed a task in that year's workplan to begin addressing the problem. In 2018, the Task Force Abandoned and Derelict Vessel Workgroup (ADV Workgroup) was formed. This Workgroup includes ADV experts and program leads from each of the five Task Force states : Alaska, California, Hawaii, Oregon, and Washington. (See list of members on following page)

The ADV Workgroup's initial task was to document the scope and scale of the problem of ADVs across each of the five states, as well as to identify successful efforts elsewhere in the United States and Canada in addressing ADVs.

### ADV White Paper

In March 2018, the ADV Workgroup published a White Paper summarizing the results of this initial work. The White Paper, titled *The Current State of Abandoned and Derelict Vessels on the West Coast – White Paper* (White Paper) is available at [\[http://oilspilltaskforce.org/wp-content/uploads/2019/03/ADV-White-Paper-FINAL.pdf\]](http://oilspilltaskforce.org/wp-content/uploads/2019/03/ADV-White-Paper-FINAL.pdf).

#### *The main conclusions of the White Paper:*

- The problem of ADVs includes both commercial and recreational vessels.
- The majority of ADVs are recreational, yet commercial vessels are typically larger and on a per vessel basis, can cost several orders of magnitude more than recreational vessels to remove.
- In addition to a steady stream of newly abandoned vessels, most states also face an increasing backlog of existing or “legacy” ADVs.
- In general, government policies have not been created to address this problem. For example, there are significant discrepancies between how abandoned cars and abandoned vessels are addressed.
- In the US, there is no comprehensive federal program. The few federal agencies that are involved in this issue (the US Coast Guard and the US Army Corp of Engineers) have limited roles.
- State programs vary widely. Only one Task Force state's program (Washington) can be considered comprehensive. Most state programs have insufficient funding to address ADVs.
- In Canada, the federal Abandoned and Wrecked Vessel Act is comprehensive yet underfunded, and this federal program takes precedent over provincial programs.
- No jurisdiction has a comprehensive outreach and education program associated with ADVs.

### ADV Blue Ribbon Program

The Workgroup is currently developing a comprehensive model or “Blue Ribbon” program to help address the challenges posed by ADVs. This model program could be adopted by jurisdictions across the West Coast and elsewhere.

The model program will provide guidance on the following five core topic areas:

- Authority
- Prevention
- Public Outreach and Education
- Removal and Deconstruction
- Funding

The resulting report, titled Abandoned and Derelict Vessel (ADV) Blue Ribbon Program for Western U.S. States (AK, CA, HI, OR, WA) (ADV Blue Ribbon Program) was completed in early 2020 and is available at [http://oilspilltaskforce.org/wp-content/uploads/2020/05/ADV-Blue-Ribbon-Program\\_FINALupdated.pdf](http://oilspilltaskforce.org/wp-content/uploads/2020/05/ADV-Blue-Ribbon-Program_FINALupdated.pdf)

The ADV Blue Ribbon Program contains 33 recommendations aimed at helping states develop comprehensive ADV programs. The report also includes six recommendations for the Task Force’s federal partners, especially NOAA and the USCG.

### ADV WORKING GROUP

Dave Byers	WA Department of Ecology
James Cogle	OR State Marine Board
Lydia Emer	OR Department of Environmental Quality
Patricia Fox	OR Department of State Lands
Liz Galvez	HI Department of Health
Steve Hampton	CA Department of Fish and Wildlife
Kris Hess	AK Department of Natural Resources
Franji Mayes	WA Department of Ecology
Shannon Miller	AK Department of Environmental Conservation
Sarah Moore	AK Department of Environmental Conservation
Linda Pilkey-Jarvis	WA Department of Ecology
Kathy Shea	AK Department of Environmental Conservation
Scott Smith	OR Department of Environmental Quality
Ryan Todd	CA Department of Fish and Wildlife
Hilary Wilkinson, Chair	BC/States Oil Spill Task Force
Troy Wood	WA Department of Natural Resources
Mike Zollitsch	OR Department of Environmental Quality



## DRILLS AND EXERCISES PROJECT

The Task Force jurisdictions conduct drills and exercises to evaluate industry spill response plans and ensure that they are adequate and effective. Requirements for drills and exercises vary by jurisdiction, and this can pose challenges when one plan-holder is being evaluated in several states. To address the variability in drill objectives and requirements, the Task Force convened a workgroup in 2018 to compare evaluation criteria across the Task Force jurisdictions; develop common, cross-jurisdictional requirements; and begin sharing information on the outcome of drills and exercises through regular workgroup conference calls. The workgroup meets quarterly to share outcomes and lessons learned from drills and exercises taking place among the member jurisdictions.

This year, the workgroup has been comparing lessons learned from drills during COVID-19. These include moving all drills to virtual platforms (on various webinar platforms) and the challenges when not all agencies and organizations can use the same one.

### Table of drill requirements

The workgroup created a comprehensive inventory of drill requirements for each jurisdiction. The inventory includes information on the number of drills held annually, types of drills, requirement, criteria for receiving credit, and more. In addition, the workgroup approached federal partners in both the US (US Coast Guard and EPA) and Canada (National Energy Board, Canadian Coast Guard, Environment and Climate Change Canada and Transport Canada) to include drill requirements from federal programs. The resulting comprehensive matrix will be summarized for ease of comparison across state/provincial and federal programs. The summary table will be finalized in late 2020.

ADV WORKING GROUP	
Howard Zorzi Linda Pilkey-Jarvis	WA Dept. of Ecology
Chris Thixton	CA Office of Spill Prevention and Response
Rebecca Speigel	AK Dept. of Environmental Conservation
Sara Bacic	BC Ministry of Environment and Climate Change Strategies
Scott Smith Mike Zollitsch	OR Dept. of Environmental Quality

*Georgia Strait Alliance's  
Clean Marine BC marina  
spill response training,  
Richmond, BC 2019.*

Photo: Michelle Young



## TASK FORCE MUTUAL AID

A new workgroup was convened in 2019 to conduct an inventory and analysis of oil spill equipment and personnel capacity in Task Force states and B.C. The Task Force Mutual Aid Agreement was created in 1996 to streamline and simplify sharing of equipment and staff resources in the event of a spill. Yet in some cases, it is unclear if there are limits to what each jurisdiction would be able to share under current Mutual Aid agreements, the mechanisms by which resources are shared. The purpose of this workgroup is to enhance the Task Force members' awareness of inventory and resources, and update the current Task Force Mutual Aid Agreement (last updated in 2011) to reflect current capacities.

The workgroup created a roster of ICS-trained and certified staff across the Task Force jurisdictions. This roster is intended to be a first-glance at the staffing capabilities to respond to a spill. The roster also includes an agency point of contact for arranging the cascading staff and equipment in the case of a spill.

This year, the workgroup is reviewing the 2011 Task Force Mutual Aid Agreement to update the policies across the jurisdictions. The document will provide for agreements between Task Force state/province; and between the jurisdictions and industry. The draft 2020 Mutual Aid Agreement will be completed by December 2020.



*Task Force Members at the 2019 Annual Meeting in Bellingham, WA.*  
Photo: OSTF  
←

## STAKEHOLDER ENGAGEMENT AND COMMUNICATIONS

### Annual Meeting

The 30th Anniversary of the Task Force's formation was celebrated in November 2019 in Bellingham, WA. Washington Governor Christine Gregoire, one of the founding members of the Task Force, shared memories of her experience as Director of WA Dept. of Ecology at the time responding to the Nestucca barge spill in 1988 and the Exxon Valdez spill a year later. Betsi Oliver, a graphic recorder, captured the ideas, themes and stories of the anniversary event, which also included a look-back at early policy, programs and people from the early years of the Task Force.

### Legacy Awards

The Task Force began the Legacy Awards program in 1999 to recognize individuals and organizations that perform exemplary work in the areas of oil spill prevention, preparedness, response and recovery. We define such exemplary projects as efforts that go beyond regulatory requirements to prevent, prepare for, respond to and recover from oil spills. Over the past two decades, we have

*Yakama Nation accepts their Legacy Award at the 2019 Annual Meeting. →*

presented 64 Legacy Awards to a wide range of organizations, groups, businesses and individuals. Legacy Awards are presented every few years.

In 2019, Legacy Awards were presented to the following:

- Barbara Callahan, International Bird Rescue
- Carl Weimer, Pipeline Safety Trust
- John Tarpley, NOAA
- Mike Ziccardi, Oiled Wildlife Care Network
- Worldwide Response Resource List Steering Committee
- Makah Tribal Council
- Yakama Nation

### Industry and Stakeholder Committees

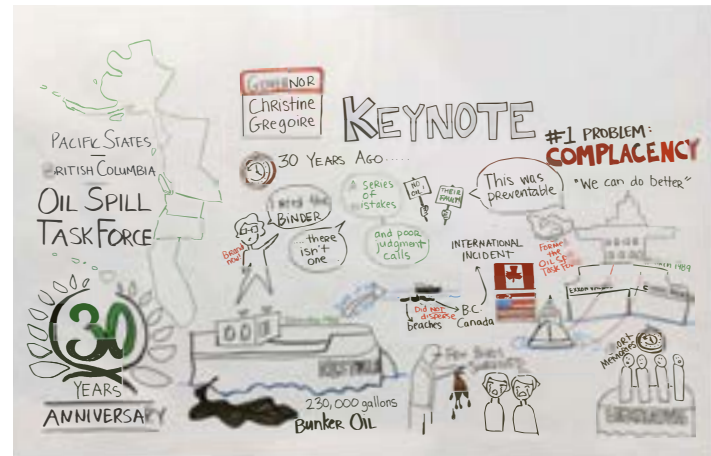
The Task Force Executive Coordinator participates on several regional and national committees to provide briefings on the current projects and initiatives underway in the Task Force jurisdictions. These committees include: the American Waterways Operators Quality Steering Committee, the American Petroleum



Institute's Spill Advisory Group, Harbor Safety Committee meetings and biannual summits. In addition, the Task Force co-hosts the Clean Pacific Conferences that take place annually across the West Coast.



**Gov. Gregoire Keynote at 2019 Annual Meeting.** Photo: OSTF



**Graphic recording of Gov. Gregoire's Keynote address by Betsi Oliver, 2019.** Photo: OSTF



*Grounded recreational vessel in the  
middle of Waikiki Beach, HI 2020.*

Photo: HI DOH



## ALASKA



### MISSION

Prevent spills of oil and hazardous materials, prepare for when a spill occurs and respond rapidly to protect human health and the environment.

### OVERVIEW

The Alaska Department of Environmental Conservation (ADEC) is charged with conserving, improving, and protecting Alaska's natural resources and environment to enhance the health, safety, and economic and social well-being of Alaskans.

### RECENT ACHIEVEMENTS

Alaska's Spill Prevention and Response Program continues to adapt to Covid-19 and safe work responsibilities. Our team is fully functional in its day to day activities, with most staff working between the home, field, and office as needed. We have successfully responded to spills in person as well as through remote incident management. In collaboration with our industry partners, the program continues to ensure operational integrity and maintain adequate spill response preparedness. Our work on Area Contingency Plans (ACPs) has also continued, including revisions to the Alaska Inland and the Southeast Alaska ACPs.

More recently the Alaska Regional Response Team (ARRT) promulgated a new version of the Wildlife Protection Guidelines for Oil Spill Response in Alaska (WPG). The latest WPG is a comprehensive guidance document designed to help oil spill responders and contingency planners minimize the effects of oil spills on fish, wildlife, and their habitats. It's a stand-alone document incorporated by reference into Alaska's four ACPs. Significant improvements include a format to match ACP's ICS structure; new responder-focused forms, tables, and decision-making flowcharts; clarification of procedures for permitting and required consultations; and updated reference information based on the latest science and best practices.

### ORGANIZATIONAL STRUCTURE

ADEC's Division of Spill Prevention and Response consists of three programs:

- *Contaminated Sites*
- *Prevention Preparedness and Response Program*
- *Respond Fund Administration*

### TASK FORCE MEMBER

*Denise Koch*, Director, Spill Prevention and Response, Alaska Department of Environmental Conservation

### COORDINATING COMMITTEE MEMBER

*Graham Wood*, Program Manager, Prevention, Preparedness and Response Program, Alaska Department of Environmental Conservation

### KEY WEB LINKS

ADEC SPAR Program: <https://dec.alaska.gov/spar/index.htm>

Active Spills: <https://dec.alaska.gov/spar/ppr/spill-information/response/>

Alaska Regional and Area Plan Background Information: <https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/regional-area-planning/>

Alaska Clean Harbors: <http://alaskacleanharbors.org>



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## MISSION

Provide best achievable protection of California's state waters and natural resources by preparing for and responding to oil spills.

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## OVERVIEW

The Office of Spill Prevention and Response (OSPR), of the California Department of Fish and Wildlife, is the lead state agency for oil spills and other surface water pollution in California. OSPR was established by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act in 1990. The Act establishes the OSPR Administrator with authority to direct preparedness, response, and natural resource damage assessment and restoration for oil spills.

OSPR substantively reviews and approves the oil spill contingency plans and financial responsibility of vessels and facilities that pose an oil spill risk to state surface waters. Plan holders engage in announced and unannounced equipment deployment drills and tabletop exercises, which are evaluated by OSPR. Additionally, OSPR substantively evaluates the capabilities of oil spill response organizations (OSRO) and spill management teams (SMT).

When a spill occurs, OSPR deploys a field response team to assess the incident and direct response

efforts. In medium to large spills, OSPR may fill a number of ICS roles, including Environmental Unit Leader, Wildlife Branch Director, Liaison, Information Officer, Fisheries Closure technical specialist, Oil Spill Cleanup Agent technical specialist, and others. OSPR works closely with the U.S. Coast Guard and the U.S. Environmental Protection Agency as on-scene coordinators and with other state and local government representatives to ensure the impacts of the spill are mitigated.

OSPR has also established an Oiled Wildlife Care Network (OWCN), which is managed by the Wildlife Health Center at the University of California at Davis. Over 30 organizations stand ready to care for oiled birds, mammals, pinnipeds, and other wildlife affected by oil spills.

Harbor Safety Committees (appointed by the OSPR Administrator) and Port Area Committees (jointly led by the U.S. Coast Guard and OSPR) meet regularly at the state's busiest ports to improve maritime safety and best practices within the ports.

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## TASK FORCE VALUE TO TO OSPR

Regarding marine safety, California has benefited by partnering with the Task Force on the creation of a Bunkering Best Practices video, which consolidated best practices from all the West Coast bunkering ports. The West Coast Harbor Safety

Committees distributed hard copies and the Task Force website features an online downloadable version. It's one of the reasons bunker spill incidents have gone down.

Additionally, the Task Force helped out with expanding California's offshore vessel traffic study to the full West Coast. This was important in order to see trends in vessel movements and to assess if vessels were abiding by agreements reached with WSPA and PMSA.

California and the Task Force have co-sponsored several West Coast Harbor Safety Committee Summits since 2011. This results in valuable sharing of ideas and experiences for the betterment of maritime and safety issues.

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## ORGANIZATIONAL STRUCTURE

OSPR consists of these major programs:

- *Prevention*
- *Preparedness*
- *Environmental Response*
- *Enforcement*
- *Laboratories*
- *Response Technology*
- *Resource Restoration/NRDA*
- *Legal & Regulations*
- *Fiscal & Administrative Services*





## BRITISH COLUMBIA

### TASK FORCE MEMBER

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

### COORDINATING COMMITTEE MEMBER

*Ryan C. Todd*  
Senior Attorney, Office of Spill Prevention & Response, CA Department of Fish and Wildlife

### KEY WEB LINKS

*Office of Spill Prevention & Response*  
[www.wildlife.ca.gov/OSPR#](http://www.wildlife.ca.gov/OSPR#)

*Natural Resource Damage Assessment (NRDA) & Restoration*  
[www.wildlife.ca.gov/OSPR/NRDA](http://www.wildlife.ca.gov/OSPR/NRDA)

*Spill Response*  
<https://calspillwatch.dfg.ca.gov/>

*Oiled Wildlife Care Network:* <https://owcn.vetmed.ucdavis.edu/>

*Office of Emergency Services Spill Reports:*  
[https://w3.calema.ca.gov/operational/mal haz.nsf/\\$defaultview](https://w3.calema.ca.gov/operational/mal haz.nsf/$defaultview)

### PROGRAM PURPOSE

As stated in the Ministry of Environment Act, the purpose of the Environmental Emergency Program is to plan for, coordinate, implement and manage a program to protect the welfare of the public and the environment in the event of an environmental emergency or disaster.

### OVERVIEW

On average, 4,500 spills are reported to the Ministry annually; most are accidental oil and hazardous material releases. The British Columbia Ministry of Environment and Climate Change Strategy (ENV) works to protect people, property, and the environment from spill hazards through its Environmental Emergency Program (EEP). EEP delivers its program purpose by:

- *Preparing for and responding to oil spills, chemical spills, and spills of any substance that could disturb or harm the natural environment;*
- *Providing Environmental Emergency Response Officers (EEROs) to assess conditions, give guidance and oversee the response when an incident occurs;*
- *Providing scientific advice and site support in an incident;*
- *Overseeing and regulating environmental recovery following a spill;*
- *Working with partner agencies to effectively*

*coordinate the roles and responsibilities of all responders in an incident; and*

- *Developing regulations, policies, procedures, plans, operational guidelines, cooperative agreements and technical documents.*

ENV has been conducting significant work to expand and modernize EEP. Division 2.1 Spill Preparedness, Response and Recovery of the Environmental Management Act (EMA) sets a foundation for strengthening spill preparedness, response and recovery in B.C. The development of Phase 1 regulations has been completed and includes the following elements:

- *Spill Preparedness, Response and Recovery Regulation*
- *Spill Contingency Planning Regulation*
- *Spill Reporting Regulation*

Between March and August of 2018, the ministry engaged with Indigenous communities and stakeholders throughout B.C. on phase 2 of regulation development. Phase 2 regulations continue to build on elements of Phase 1 preparedness and response

- *Response times to ensure timely responses following a spill; and*
- *Geographic response plans to ensure resources are available to support an immediate response that consider the unique characteristics of a given sensitive area.*

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#### TASK FORCE VALUE TO THE B.C. MINISTRY OF ENVIRONMENT

Between March and August of 2018, ENV engaged with the public, Indigenous peoples, other governments, industry and associations, environmental organizations, and interested stakeholders throughout B.C. on the proposed Phase 2 of regulation development. The proposed Phase 2 regulations would apply to rail and pipeline transporters of liquid petroleum products and would continue to build on elements of Phase 1 preparedness and response. At this time, ENV is considering proposed regulations on only the following two topics:

##### Proposed Response Time Amendment

Proposed requirement to demonstrate in individual plans the preparedness to respond to spill incidents within prescribed time frames along transportation routes.

##### Proposed Geographic Response Plan (GRP) regulation

Proposed regulation would establish framework to support the development of a GRP when ordered by the Minister under the Environmental Management Act. A GRP would establish strategies to protect sensitive environmental areas in corridors where oil is transported and provide opportunity for engagement from people at risk from spills.

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#### TASK FORCE VALUE TO THE B.C. MINISTRY OF ENVIRONMENT AND CLIMATE CHANGE STRATEGY

##### Benefit 1: Tracking movement of oil

The Task Force tracks the changes in how oil is being moved across the Pacific states and B.C. Within B.C., proposed projects will change how, and how much, oil is moved in and out of the province. These projects bring concerns regarding the types of oil produced, the methods of shipment, response, and preparedness gaps.

The information gathered by the Task Force has been highly valuable in the development of Division 2.1 Spill Preparedness, Response and Recovery of EMA. Through the Task Force, ENV connects with our U.S. counterparts to understand how they have addressed, or are currently addressing, these challenges with the changing movement of petroleum products. These relationships help us ensure we are aligning preparedness and response measures.

##### Benefit 2: Evaluating spill response plans and drills

The Task Force jurisdictions conduct drills and exercises to evaluate industry spill response plans and ensure they are adequate and effective. Requirements for drills and exercises vary by

jurisdiction, and this poses challenges when one plan holder is being evaluated in several states as well as in B.C. As B.C. further develops and implements the regulations for spill contingency plan development and testing, the Task Force's workgroup that compares and evaluates criteria across the jurisdictions has been instrumental. To ensure alignment and minimal duplication of efforts, the workgroup is helping develop common, cross-jurisdictional requirements and begin sharing information on the outcome of drills and exercises through regular workgroup conference calls.

#### ORGANIZATIONAL STRUCTURE

EEP consists of 44 staff with 25 staff based in Victoria and 19 staff strategically located in 13 communities throughout the province. This staffing compliment includes environmental emergency response officers, environmental recovery staff, emergency planning analysts, training officer, logistics officer, information officer, administrative staff and a management team. EEP also accesses technical specialists and subject matter experts from within the provincial government to provide incident-specific knowledge and expertise.

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#### TASK FORCE MEMBER

*Kevin Jardine*, Deputy Minister, B.C. Ministry of Environment and Climate Change Strategy



## HAWAII

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### COORDINATING COMMITTEE MEMBER

*Kelli Kryzanowski*, Manager Preparedness, Environmental Emergency Program, B.C. Ministry of Environment and Climate Change Strategy

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### KEY WEB LINKS

*Environmental Emergency Program:*  
[www.gov.bc.ca/environmental-spill-response](http://www.gov.bc.ca/environmental-spill-response)  
[www.gov.bc.ca/spillsinfo](http://www.gov.bc.ca/spillsinfo)

*Twitter:*  
 @SpillsInfoBC




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### MISSION

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

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### OVERVIEW

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

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### TASK FORCE VALUE TO THE HI DEPARTMENT OF HEALTH

As a Task Force member for over 15 years, Hawaii has benefited by collaboration and coordination of oil spill issues relevant to the six members. It is good to know that if needed, the resources of the other members, equipment and personnel, are available.

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### ORGANIZATIONAL STRUCTURE

The HEER Office is comprised of three operating sections:

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

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### TASK FORCE MEMBER

*Keith Kawaoka*  
 Deputy Director for Environmental Health, HI Department of Health

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### COORDINATING COMMITTEE MEMBER

*Liz Galvez*  
 Emergency Preparedness and Response Coordinator, Hawaii Department of Health

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### KEY WEB LINKS

*Hazardous Evaluation and Emergency Response (HEER) Office*  
[health.hawaii.gov/heer](http://health.hawaii.gov/heer)





**OR coast.** Photo OSTF



## OREGON

### MISSION

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

### OVERVIEW

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

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

DEQ provides leadership to the Northwest Area Committee and the Region 10 Regional Response Team and related emergency response committees, work groups, and task forces.

### TASK FORCE VALUE TO OR DEPARTMENT OF ENVIRONMENTAL QUALITY

Oregon DEQ benefits from membership in the Pacific States/British Columbia Oil Spill Task Force through the collaborative work with other members. Information sharing and lessons learned from other jurisdictions helps Oregon in making decisions on how to use our limited resources and focus on ways to be successful in our programs.

Information sharing with other jurisdictions on conducting unannounced drills allowed Oregon to implement a program based on successful experiences and avoid problems experienced by other organizations. The current Task Force work-group focusing on Drills and Exercises is another area where all Task Force members benefit from learning each other's programs and collaborating on way to improve.

Roundtable discussions sponsored by the Task Force have also been of value, most recently the "Oil by Rail Roundtable" was especially informative.

### ORGANIZATIONAL STRUCTURE

The DEQ oil spill-related activities within the Land Quality Division include:

- *Oil Spill Contingency Plan Approval and Prevention Planning*
- *Oil Spill Preparedness including Geographic Response Plans, Drills, and Exercises*
- *As the State Lead Agency for Response to Spills and Releases of Oil and Hazardous Materials*

### TASK FORCE MEMBER

*Lydia Emer*

Administrator, Land Quality Division, Oregon Department of Environmental Quality

### COORDINATING COMMITTEE MEMBER

*Michael Zollitsch*

Interim Manager, Cleanup and Emergency Response, Oregon Department of Environmental Quality

### KEY WEB LINKS

*Oregon Department of Environmental Quality (ODEQ) Emergency Response Program*  
[www.oregon.gov/deq/Hazards-and-Cleanup/env-cleanup/Pages/Emergency-Response.aspx](http://www.oregon.gov/deq/Hazards-and-Cleanup/env-cleanup/Pages/Emergency-Response.aspx)

*Oil Spill Contingency Planning Annual Report*  
[www.oregon.gov/deq/FilterDocs/OilSpillPlanningAnnualReport.pdf](http://www.oregon.gov/deq/FilterDocs/OilSpillPlanningAnnualReport.pdf)

# WASHINGTON

## MISSION

Protect, preserve, and restore Washington's environment.

## OVERVIEW

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

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

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

■ *Leading the state oil spill Natural Resource Damage Assessment and Restoration (NRDAR) efforts*

■ *Working with the Washington Department of Fish and Wildlife in planning for and managing oiled wildlife care*

## TASK FORCE VALUE TO THE WA DEPARTMENT OF ECOLOGY

Being a part of the Pacific States/British Columbia Oil Spill Task Force has provided a tremendous benefit to the state of Washington. For the last several decades, the Dept. of Ecology has been able to connect with its counterparts from other areas, which has given us insight to different practices and innovative techniques that has improved our program. In particular convening roundtables for forums on emerging issues such as rail, response options and places of refuge allow us to quickly understand issues and the current and developing best practices.

## ORGANIZATIONAL STRUCTURE

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

- *Prevention*
- *Statewide Resources*
- *Preparedness*
- *Response*

## TASK FORCE MEMBER

*Dale Jensen*

Program Manager, Spill Prevention, Preparedness & Response Program, Washington Department of Ecology

## COORDINATING COMMITTEE MEMBER

*Linda Pilkey-Jarvis*

Spills Program Preparedness Section Manager, Washington Department of Ecology

## KEY WEB LINKS

*Washington State Department of Ecology:*  
[www.ecy.wa.gov](http://www.ecy.wa.gov)

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

*Oil Spills 101:* [www.oilspills101.wa.gov](http://www.oilspills101.wa.gov)





*Executive Coordinator Team, Sarah  
Brace (L) and Hilary Wilkinson (R),  
Veda Environmental*



PACIFIC STATES | BRITISH COLUMBIA

# OIL SPILL TASK FORCE

CONTACT THE TASK FORCE:

*Sarah Brace, Executive Coordinator*

[www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)