

**SUMMARY NOTES**  
**Pacific Oil Spill Prevention Education Team (POSPET)**  
**2011 Spring Meeting**  
**April 7, 2011**  
**Hosted by the Washington Department of Ecology**  
**Lacey, WA**

**ATTENDING:** Eric Olsson, Washington Sea Grant (POSPET CHAIR); Mary Ellen Voss, Washington Department of Ecology; Nick White, Puget Soundkeeper Alliance; Ray Hoy, Oregon Department of Environmental Quality; and Jean Cameron, Pacific States/British Columbia Oil Spill Task Force

**PARTICIPATING BY PHONE:** Rachel Bullene, Oregon State Marine Board; Rachel Lord, Cook Inletkeeper; and Scot Tiernan, Alaska Department of Environmental Conservation

**MEMBER REPORTS:**

Mary Ellen Voss, Washington Department of Ecology

- Mary Ellen reported that she's planning an Earth Day news release focused on clean boating. She also plans to post a Facebook request for photos of the *Spills Aren't Slick* signs. She'll offer a spill kit to persons who agree to take a quiz about oil spills. The text of the press release follows:

**Earth Week 2011: Ecology invites public to submit  
'Spills aren't Slick' photos, take oil spill quiz**

OLYMPIA – To highlight Earth Day 2011, the state Department of Ecology (Ecology) is inviting Washington residents to share photos of nearby "Spills Aren't Slick" signs and test their knowledge about oil spills in Washington.

The deep-blue frame signs with the bold "Spills Aren't Slick" message have been posted at nearly 250 marinas, state parks and public boat launches across Washington since 2005. They are designed to remind boaters to immediately notify authorities if they spill oil, gas or other fuel to water.

The state number for reporting a spill is 800-OILS-911. The sign also has the Coast Guard oil spill reporting number: 800-424-8802. Call both numbers to report a spill.

To post a "Spills Aren't Slick" photo and take the oil spill awareness quiz, go to the Washington State Spills program Facebook page at [www.facebook.com/waspillsprograms](http://www.facebook.com/waspillsprograms).

Let Ecology know where the "Spills Aren't Slick" sign is located, including the name of the marina, state park or boat launch as well as the nearest town, city or significant landmark.

Uploading a photo and taking the quiz also gives participants a shot at earning an oil-spill response kit to take aboard their boats. All the materials are contained in a zip lock bag and include an oil absorbent pad, disposable gloves, a tide table, safety guides and materials on clean, green boating for upcoming season on the water.

The "Spills Aren't Slick" campaign is a joint effort by Washington, California, Oregon and British Columbia to address the largest source of oil and fuel spills: recreational boaters and commercial fishermen.

Other "Spills Aren't Slick" sign messages center on how to prevent spills during boat fueling, protect the environment by using absorbent pads instead of soaps, and recycle used oil and filters.

"Many people don't know they are required to report their spills, and they don't know it's as easy as dialing 800-OILS-911," said Ecology Spills Program Manager Dale Jensen. "And while reporting spills is critical, we really need everyone to do all they can to prevent spills from polluting our waters. That's our real Earth Day message."



- Ecology has created the following sign for the certified Clean Marinas in Washington:
- Ecology has also developed a spill response guide for marinas with fueling stations (Class 4 marinas) in Washington. Mary Ellen distributed the guide to the POSPET listserve following the meeting.

#### Ray Hoy, Oregon Department of Environmental Quality (ODEQ)

- Ray briefly described ODEQ's spill response program and noted that a primary goal is to increase public awareness and outreach regarding spill prevention as well as prompt notification.
- He noted that, as a result of the cleanup of the derelict Davy Crocket barge, Oregon is working closely with the U.S. Coast Guard to inventory other derelict and/or abandoned vessels; about a dozen have been identified so far on both the Willamette and Columbia rivers. All are large vessels; the agencies must assess potential risks and work with their owners – if owners can be identified.

#### Scot Tiernan, Alaska Department of Environmental Conservation (ADEC)

- Scot reported that Alaska has a similar problem, with numerous "SAD" vessels – i.e., "sunk at dock." When the agency looks for them, they find quite a few. They plan to do outreach at boat shows regarding this problem.

#### Rachel Lord, Cook Inletkeeper

- Rachel explained that a working group was funded by ADEC and the Cook Inlet Regional Citizens Advisory Council (CIRCAC) in 2007 to develop Best Management Practices (BMPs) for harbors and recreational boaters. Funding in 2009 from the Alaska Department of Environmental Conservation helped to develop the Alaska Clean Harbors program, based off of similar Clean Marina programs in the Lower 48. They received technical assistance from Chris Wilke at the Puget Soundkeeper Alliance and from Vivian Matuk in California. For more information, see <http://alaskacleanharbors.org/>. Future funding will be coming from the federal Coastal Impact Assistance Program and will fund a staff person, travel, and materials for 3 years of the statewide Alaska Clean Harbors program.
- The Alaska Association of Harbormasters and Port Administrators approved a representative to serve on the Clean Harbors Advisory Committee. Other members of the committee represent: ADEC, Alaska DNR, Prince William Sound Regional Citizens' Advisory Council, Alaska Sea Grant Marine Advisory Program, Alaska Green Star, and the Marine Exchange of Alaska.
- In response to a question, Rachel explained that used oil and hazardous waste collection at some facilities were "abused" and had to be removed; most harbors in Alaska are municipal, so are open to the public. The Clean Harbors program will include educational material focused on recycling oil and hazardous material disposal.
- They are working with a marina near Big Lake and have had interest from other harbors as well. Harbors in Seward and Homer have pledged to become certified. As stated on their website, "The race is on to be the first certified Clean Harbor in Alaska!"

#### Nick White, Puget Soundkeeper Alliance (PSA)

- Nick reported that the Washington Department of Natural Resources had asked EPA to survey a former Coast Guard vessel sunk outside navigable waters in the Ship Canal; PSA will monitor the operation.
- Nick has been approaching boat dealers in the Puget Sound area and asking them to give customers the PSA Boater Kit whenever a new boat is purchased. The dealers have been receptive to this.
- He's now approaching fuel docks and asking them to hand out boaters' guides and spill kits.

- He noted, however, that more boaters may use their own fuel cans to fill their tanks, since fuel from a gas station is cheaper than fuel from fuel docks.

#### Rachel Bullene, Oregon State Marine Board (OMB)

- Rachel has been busy with site visits to three new “pledges” and preparing for an upcoming Advisory Board meeting. Board members represent DEQ, OMB, State Lands and operators of both large and small marinas from various locations across the state.
- Rachel explained that Oregon Clean Marinas sign a pledge form every year and receive a site visit every 3 years. They are also surveyed annually regarding problems they’ve encountered and their successes.
- Rachel explained that their boater spill kits are distributed to certified Clean Marinas, which then give them to their customers as part of the boater education requirements of the Clean Marina program. Some marinas also hand them out at their fuel dock. She also distributed 250 at the Portland Boat Show. Materials and assembly cost \$0.85 per bag last time she ordered. The boater spill kit contents:
  - 1 oil-only absorbent pad (18 x 18 inches);
  - Instructions on how to use and dispose of the pad;
  - 1 Clean Boater Guide; and
  - 1 gallon zip-lock bag.
- The Clean Boater Bags are distributed directly to boaters that take a survey and complete a pledge to follow 9 clean boating practices. The pledge form is online at: [http://www.boatoregon.com/OSMB/Clean/clean\\_boater\\_program.shtml](http://www.boatoregon.com/OSMB/Clean/clean_boater_program.shtml). Boaters are also given the bags when they register their boats.
- The Clean Boater Bag materials cost about \$5 and are assembled by OMB on an as-needed basis. The bags (see photo) include:
  - A reusable tote bag;
  - An oil absorbent pillow w/instruction sheet;
  - A small bottle of hand sanitizer w/pumpout symbol sticker;
  - A statewide pumpout location reference sheet (laminated);
  - A pair of non-latex gloves;
  - A Clean Boater Guide;
  - A Spills Aren’t Slick sticker;
  - A Spills Aren’t Slick brochure;
  - A SOLV adopt-a-river brochure; and
  - A Zap the Zebra brochure.



- Rachel also explained that the Oregon Legislature appropriated \$150,000 to OMB over two years to deal with abandoned vessels and she is overseeing this program. At this time, they’re working with ODEQ on a small tug; ODEQ will see that oil and hazardous materials are removed. OMB and State Lands will see then dispose of the vessel.

#### Eric Olsson, Washington Sea Grant

- Eric noted that his Sea Grant outreach includes safety training and he frequently provides vessel safety training to tribes along the Washington Coast and Columbia River; he emphasizes that a clean boat is a safe boat.
- Eric also works with the Washington State Maritime Cooperative (WSMC), which provides him with insights into oil spills. He noted that Washington’s pre-booming requirements for oil transfers have helped reduce the impacts of spills and that persons involved in deploying the boom are gaining important experience.

- Eric currently chairs the Training & Education Committee of the Pacific Coast Congress of Harbormasters (from Alaska, British Columbia, Washington, Oregon, and California). They have invited the U.S. Coast Guard Captain of the Port to their upcoming meeting in San Francisco.
- Eric reminded everyone that he administers the online Oil Spill Prevention Education course sponsored by the University of Alaska/SE and was pleased that Susan Shingledecker has taken the course. For more information, please see: [http://www.uas.alaska.edu/sitka/coed/ports\\_marinas.html](http://www.uas.alaska.edu/sitka/coed/ports_marinas.html).
- He noted that Washington Sea Grant has worked with PSA on a “pump, don’t dump” campaign. They now have good survey data on pump-out programs at the Washington certified Clean Marinas and will target outreach on more remote locations. He explained that most of the outreach to boaters is through the marinas.
- Eric also commented that so many spills are of hydraulic oils that it seems as if boaters consider it “standard operating procedure.” He’s evaluating Best Management Practices to address this problem.

#### Jean Cameron, Pacific States/British Columbia Oil Spill Task Force

- Jean reported that the Task Force has completed a major report on oil spill planning and preparedness for the two U.S./Canadian borders on the West Coast and noted that POSPET member Mike Richards from the Georgia Strait Alliance was a member of that project workgroup. (<http://www.oilspilltaskforce.org/current.htm#transboundary>)
- She also reported that the U.S. Coast Guard has been tracking coastwise vessel transits off the West Coast and has determined that 95-96% of the vessels are observing the voluntary minimum distances offshore recommended by an earlier workgroup sponsored by the Oil Spill Task Force. ([http://www.oilspilltaskforce.org/docs/wcovtrm\\_5\\_year\\_status\\_review\\_report\\_04\\_09.pdf](http://www.oilspilltaskforce.org/docs/wcovtrm_5_year_status_review_report_04_09.pdf))
- Jean further reported that the Task Force has been working with marine exchanges to track the double-hull status of tank vessels serving West Coast ports; the data for 2009 indicated that 92% were double-hulled; that percentage increased to 97% for 2010.
- She noted that she’ll be chairing a session on volunteers at the International Oil Spill Conference in May, and reported that the Task Force’s 2011 Annual Meeting will be in Anchorage on August 24. She also reminded everyone that the next Clean Pacific Conference would be May 15-17 in Long Beach, CA.

Subsequent email updates were received from:

#### Charles Martin, Environmental Coordinator, City of Des Moines Marina

- “We have been busy looking around our facility for innovative ways to help prevent pollution lately. All the easy ideas have already been addressed! Our Spring project is the annual review of our BMP’s and we are also looking at ways to reduce the waste stream from unused/unwanted boating maintenance items (paints, varnishes, solvents, etc). While not really entering the water, keeping these items from the dumpsters/landfills can make a difference in our environment. To this end, we will author a blurb for our monthly billing asking for help keeping these from entering the dumpsters.”
- “Also on the horizon is the boating season and an increased chance of spills at our fuel dock. We will once again train our seasonal help on proper fueling procedure(s) and the use of our “OOPS” cards. Increased awareness is our goal. Prevention, prevention, prevention: simple mantra.”

#### Rob Hughes, California Office of Spill Prevention and Response

- Rob reported that he’s been working on the effects of the tsunami in Crescent City, California.

### **CLEAN MARINA & CLEAN BOATING PROGRAMS**

- In addition to the Clean Marina information in the member updates above, the meeting attendees discussed how best to promote “lessons learned” among marina operators.

- Jean reminded the group that Clean Marina programs were discussed in the 12/2010 *Draft West Coast Governors Agreement report on Sustainable Coastal Communities*, which she had forwarded to them 1/3/11.

## POSPET ADMINISTRATION

- Web page:
  - The October 2010 meeting notes are posted on the *Spills Aren't Slick* page of the Task Force website (<http://www.oilspilltaskforce.org/pospet.htm>).
  - Logos with links have been added for Sea Partners and Oregon DEQ.
  - PSA and the California Coastal Commission have been featured so far; Jean requested that the Oregon Marine Board and/or the U.S. Coast Guard Auxiliary submit text and photos to be featured on the webpage.
- OILS 911
  - Jean provided YTD data for the 1-800-OILS-911 reporting number; for July 2010 through February 2011, a total of 252 spills had been reported using this number (8 in BC, 102 in Washington, 9 in Oregon, and 133 in California).
  - Participants noted that more state agencies should be distributing the *Spills Aren't Slick* information.
  - Mary Ellen reported that Ecology responders have posted *Spills Aren't Slick* signs statewide.
  - Posting at boat landings was discussed and the issue of “sign pollution” came up.
- *Spills Aren't Slick* materials
  - Jean reviewed the purchasing process for 2011, noting that the Washington Department of Ecology spent \$7,179 and the Oil Spill Task Force spent \$2746 to print the materials this year. She also noted that Mary Ellen had taken on the job of ordering and distributing all the materials and thanked her profusely!
  - Jean feels that the process of trying to find funding each year is haphazard and recommended that a more permanent funding source should be sought. She urged Eric to check into possible NOAA grants pursuant to the 2010 USCG Authorization Act.

## REGULATORY CHANGES

- Ray Hoy explained that Oregon DEQ is considering a “ticketing” program for small spills; this would be more expedient than the current enforcement program and may heighten awareness of oil spill issues. The group discussed whether such a program would discourage boaters from reporting spills, but it was noted that reporting spills is required by law.

## OUTREACH OPPORTUNITIES

- Outreach to children to promote clean boating was discussed. Eric reported that Sea Grant has a K-12 program and NOAA runs a “science camp.”

## FALL 2011 MEETING

- The group agreed to meet again in October; (the date was subsequently set for October 13<sup>th</sup>, to be hosted by the Oregon Department of Environmental Quality in Portland, Oregon).