



PACIFIC STATES | BRITISH COLUMBIA

# OIL SPILL TASK FORCE

Annual Report 2019





State of Oregon  
Department of  
Environmental  
Quality



Ministry of  
Environment



DEPARTMENT OF  
ECOLOGY  
State of Washington



*Cover Photo: Task Force, 2019*



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*The Nestucca barge after it was struck by it's towing vessel of the Coast of Washington. Wood pegs jammed in gash to slow the leakage, near the deck just to left of word "NESTUCCA." This spill was the genesis of the Task Force.*

Photo: Jon Neel, 1988

## This year marks the 30th anniversary of the Task Force.

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 in response to the transboundary spill that reached from near the Oregon border to southern 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 British Columbia 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.

Over the past 30 years, the Task Force has engaged with federal, state, provincial, Tribal and First Nation governments, industry, and environmental organizations to advance prevention and preparedness on the West Coast. This work has occurred through Task Force-led studies and special projects, roundtables, workshops and other forums.

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





*Task Force members on tour of the Port of Long Beach, 2018.* Photo: Task Force

# 2019—2025 STRATEGIC PLAN

Every six years, the Task Force members review and refresh our strategic plan. This allows us to shift and adapt to new and emerging oil spill risks, and to develop biennial work plans that address these risks with specific tasks and targeted actions. The Task Force met in January 2019 to update our plan. Our 2019–2025 strategic vision, mission and goals are:

## Long Term Vision Statement

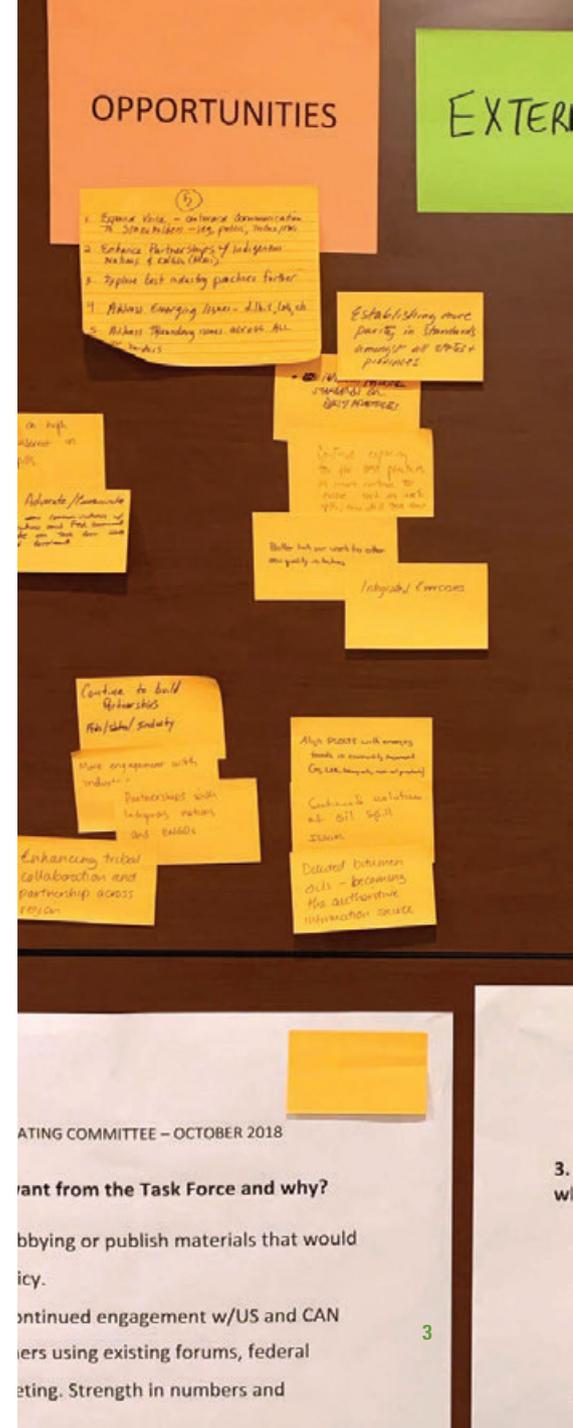
NO SPILLED OIL.

## 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





*Capital Lake clean up, WA 2019*  
Photo: WA Department of Ecology

## How We Work

**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.

## OUR CURRENT WORK



***A tray of oil samples.***

Photo: BC Ministry of Environment and  
Climate Change Strategies, 2019



*Wintertime booming on Lindsey Lake presents a challenge during a tank truck spill on Interstate 84, 2019.*

Photo: OR Department of Environmental Quality



## CRUDE TRANSPORT PROJECT

The Task Force tracks the changes in how crude oil is moved across the Pacific states and British Columbia. Beginning in 2013, shipments by rail began to grow 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. 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.

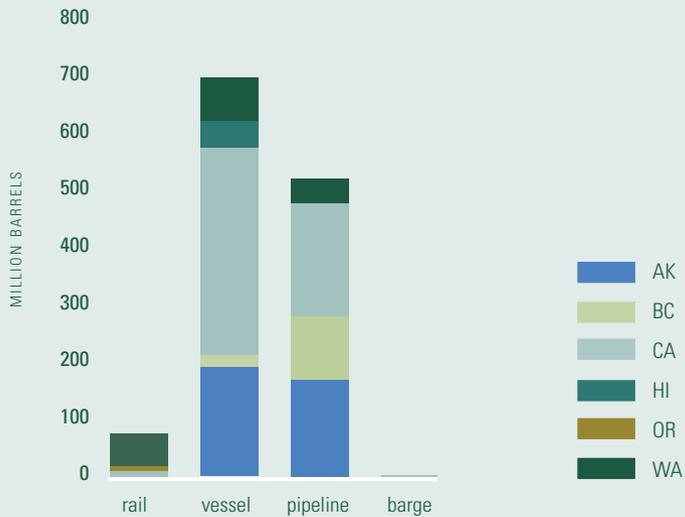
To better understand the crude movement picture and associated risks, the Task Force developed a map of crude movement across the West Coast (pp. 10–11). Updated annually, this map includes the location of refineries, marine terminals, rail offloading facilities and off shore oil platforms. The map also indicates the current tanker, tug and barge routes along the Task Force jurisdictions.

In an effort to track the trends in crude volumes moving across the West Coast, the Task Force jurisdictions began

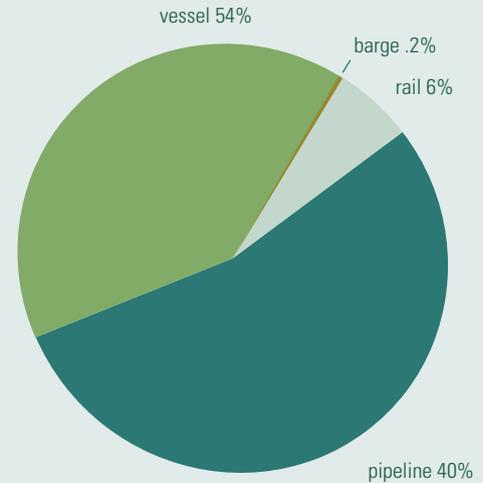
recording the volumes of crude transported by rail, pipeline, barge, and vessel. The intention of this data is to provide a coarse overview of the volumes moving across the region by vector. Note that volumes transported by multiple methods may be counted twice. This data has been collected annually since 2013. In 2018, vessels transport the largest volume (54%) followed by pipelines (40%) and rail (6%). Relatively little crude is currently transported by barge (Fig 2). Washington moves the largest volume by rail compared to the other jurisdictions (Fig 1). While still a smaller component of the overall volumes transport, crude by rail has increased overall 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 U.S. crude export ban in 2015 effects movement of crude overseas through Task Force jurisdictions. In 2018, only Oregon exported crude (2,304,157 barrels)

**FIG. 1 ANNUAL VOLUME BY TRANSPORTATION MODE AND JURISDICTION 2018**



**FIG. 2 PERCENT TOTAL ANNUAL VOLUME BY TRANSPORTATION MODE 2018**



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

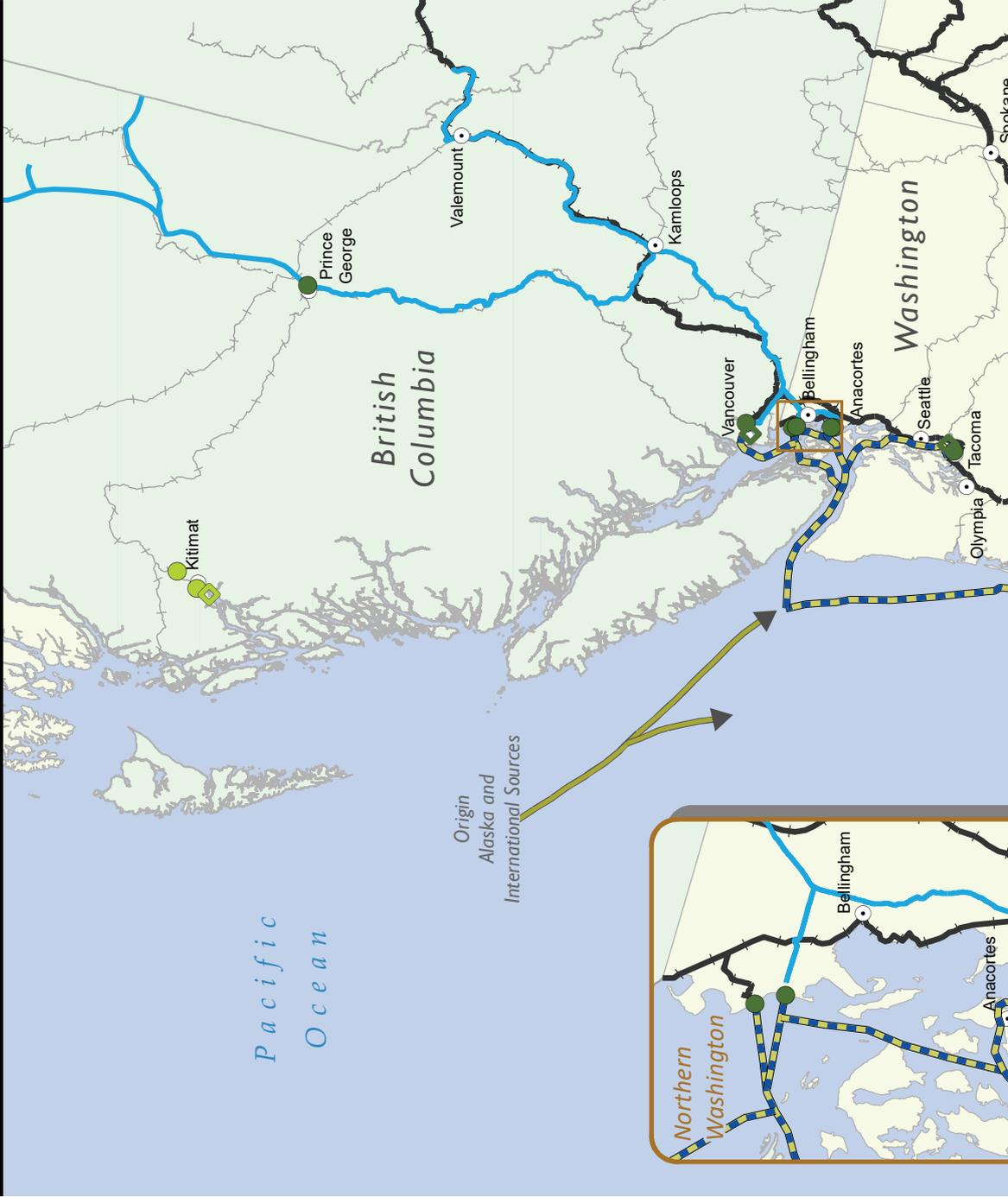
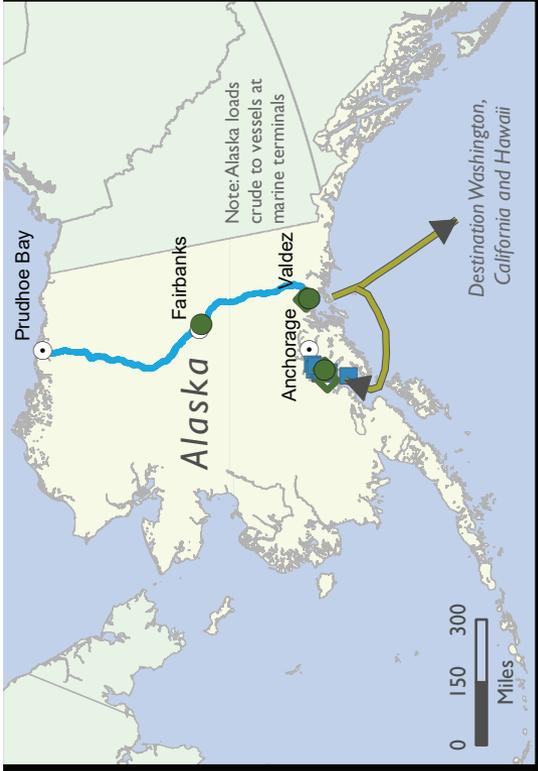
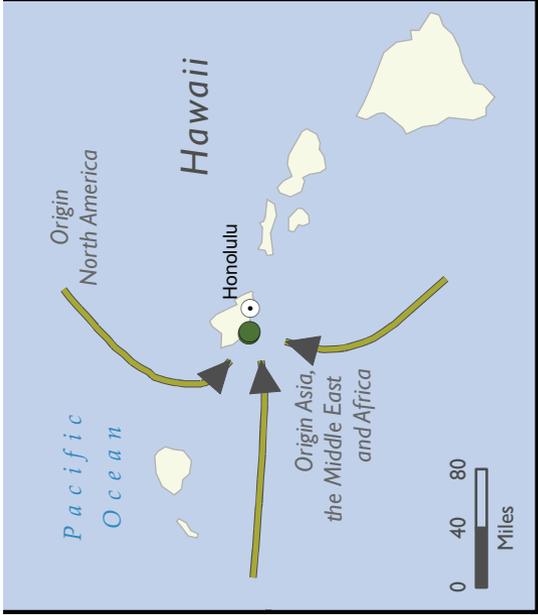


Photo: CA OSPR



*2017 Plumas County train derailment  
OSPR's field response team monitored  
a train derailment in Plumas County  
near the Feather River. No reports of  
oil spilled but due to the close prox-  
imity to the river, OSPR followed the  
progress of the cleanup.*

Photo: CA OSPR

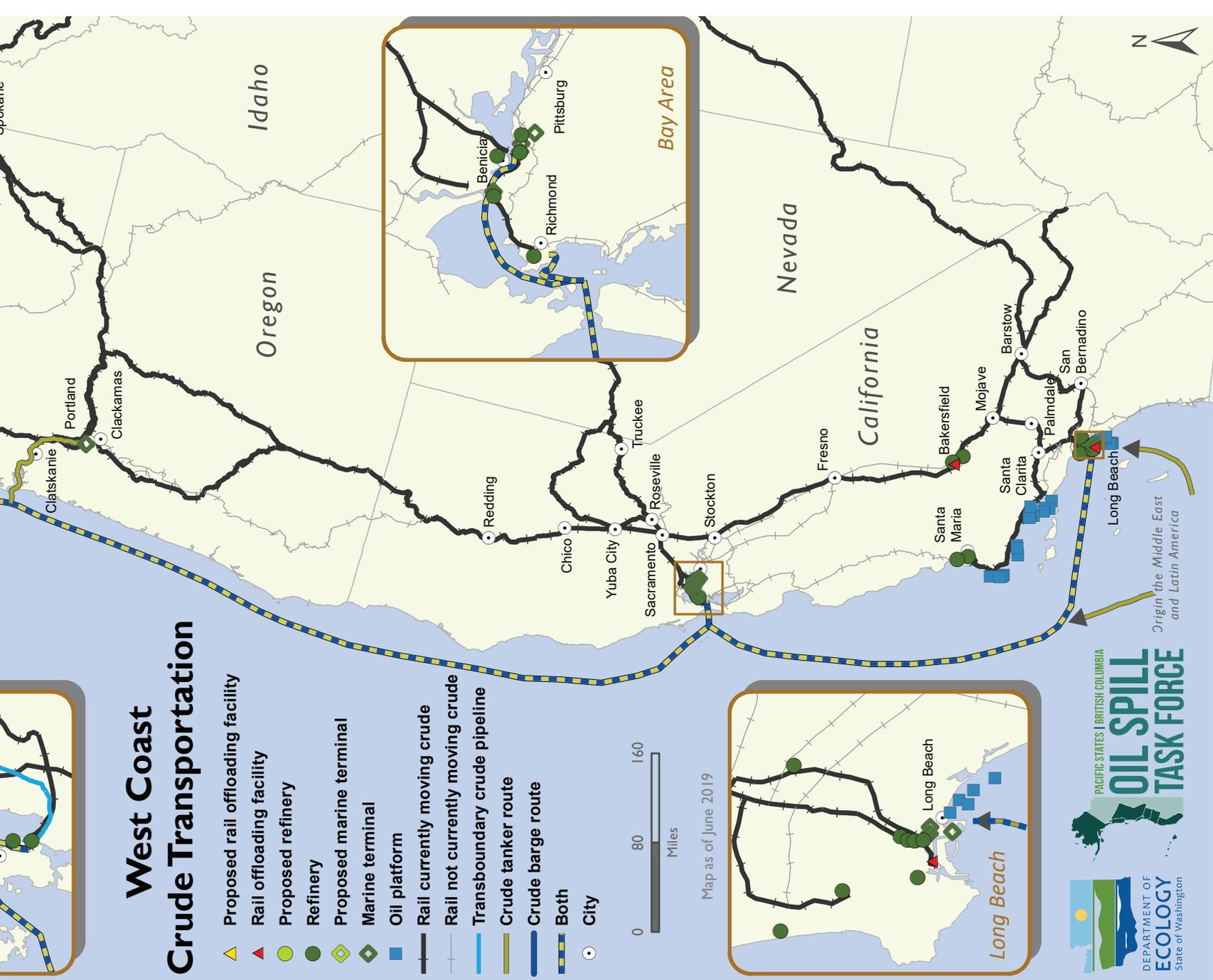
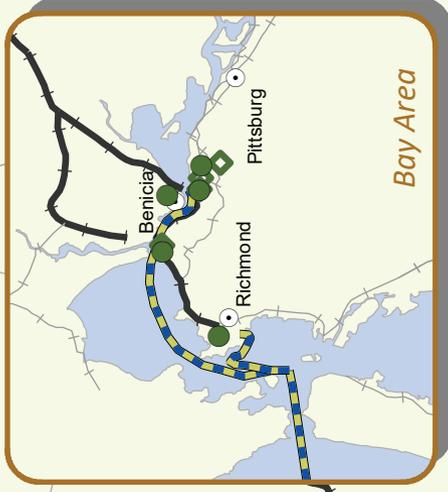
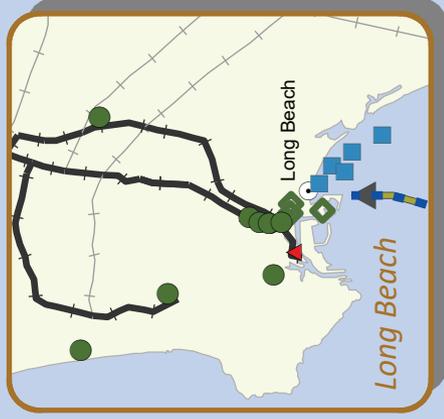


# West Coast Crude Transportation

-  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 2019





***Spill clean-up taking place along the Deschutes River  
near Capital Lake, Olympia WA, 2019.***

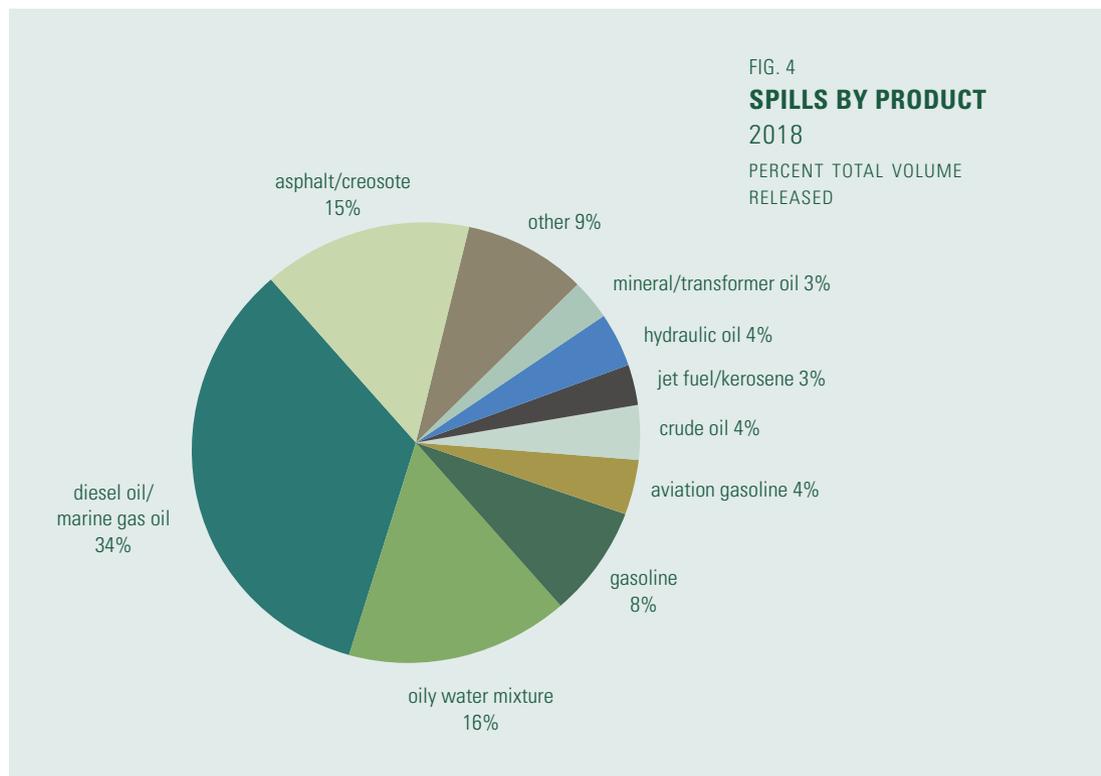
Photo: WA Department of Ecology

## 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 of one barrel (42 gallons) or larger. The only database of its kind, 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 small spills (less than one barrel) to compare with the number of large spills reported. The spill data can be used to develop prevention strategies to reduce spills from occurring, especially those related to human or operator error.

The Task Force collects data 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 Oceanic 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 2018.

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 cumulative number of small spills likely results in chronic impacts to waterways.

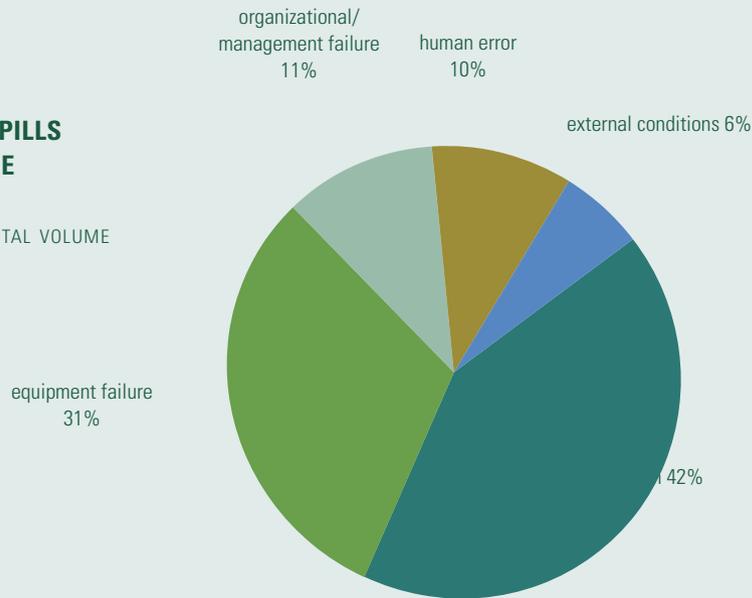
*For the complete 2018 data report, please visit [oilspilltaskforce.org](http://oilspilltaskforce.org).*

FIG. 5

### CRUDE SPILLS BY CAUSE

2018

PERCENT TOTAL VOLUME  
RELEASED



#### CRUDE OIL DATA HIGHLIGHTS

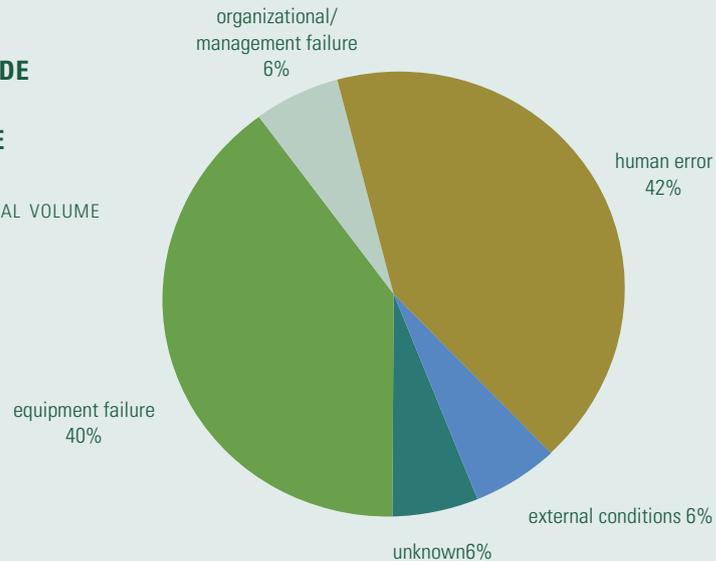
- 25 spills totaled 10,155 gallons.
- Crude oil comprised 4% of the total oil spill volume.
- Unknown (42%) and Equipment Failure (31%) were the main causes.
- Crude oil spills to Fresh Water (54%) comprised over half of the total volume.

FIG. 6

### NON-CRUDE SPILLS BY CAUSE

2018

PERCENT TOTAL VOLUME  
RELEASED



#### NON-CRUDE OIL DATA HIGHLIGHTS

- 599 releases totaled 250,872 gallons.
- Vehicles (38%) and Facilities (37%) were the sources of three-quarters of the spill volume for the year.
- Over three-quarters of the total volume was due to Equipment Failure (40%) and Human Error (42%).
- Underway/in motion was the main activity at the time of the spill (46%).
- Two-thirds of the total volume were spills greater than 1,000 gallons.
- Nearly half (49%) of the volume was spilled on land.

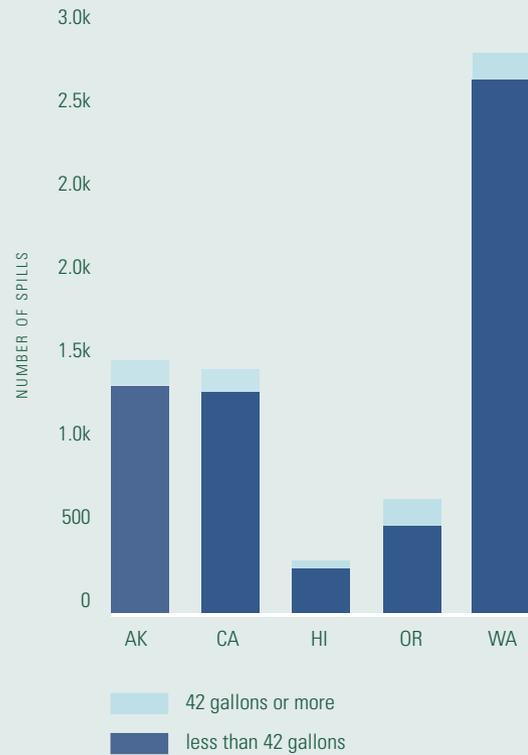
FIG. 7

**NON-CRUDE OIL VOLUMES BY MEDIUM AND STATE 2018**



FIG. 8

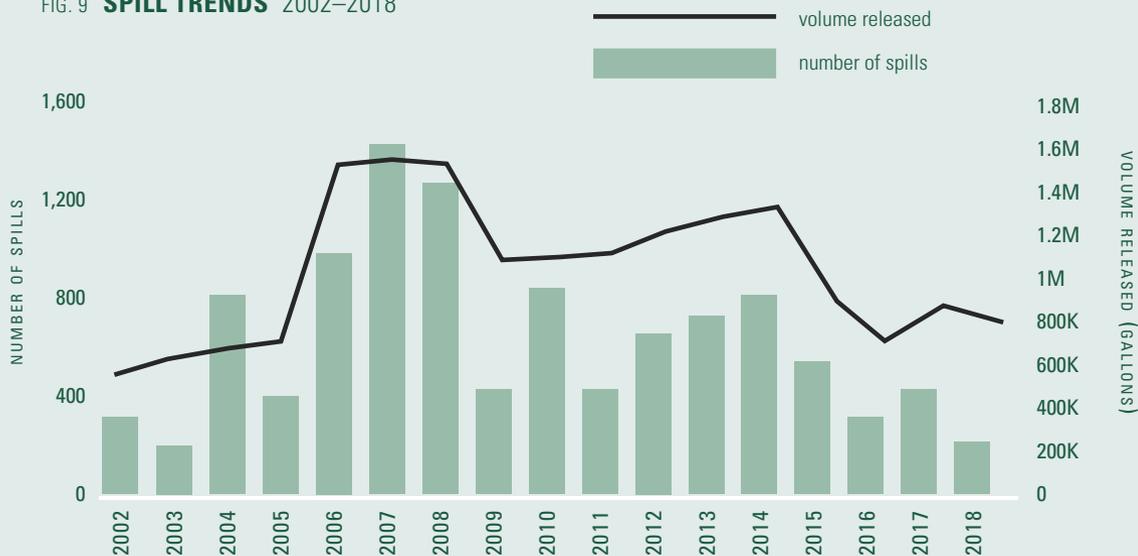
**SMALL VS. LARGE SPILLS 2018**



**SMALL SPILLS**

- 624 releases of 42 gallons or more occurred, with a total volume of 261,027 gallons. Of those, three releases were over 10,000 gallons.
- An additional 5,924 small spills (less than 42 gallons) occurred.

FIG. 9 **SPILL TRENDS** 2002–2018



#### 17-YEAR TREND HIGHLIGHTS

- A total of 15,683 releases of 42 gallons or more, with a total volume of approximately 12.8 million gallons.
- Non-crude oil spills were nearly three times the volume of crude oil spills.
- The two biggest crude oil spills—463,848 gallons in CA (2008) and 267,000-gallons in AK (2006)—comprised 23% of the total crude oil volume released.
- Facilities (50%) and Pipelines (19%) were the major sources of spills by volume overall.
- Facilities were the source of 52% of the non-crude oil spill volume.
- Pipelines (53%) and Facilities (43%) were the major sources of crude oil spills.
- Overall, Equipment Failure (54%) and Human Error (30%) were the major spill causes.
- Equipment Failure (46%) and Human Error (36%) were the predominant causes for non-crude oil spills
- 78% 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 recommendations. Members include representatives from 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, and collaborating on 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 members provide boat and marina operators with a consistent and accurate pollution prevention message. Many of the POSPET members certify recreational boating facilities through the “Clean Marinas” and “Clean Harbors” programs within their jurisdictions and conduct education campaigns to boaters through the *Spills Aren’t Slick* campaign.

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 pg. 21) and are contributing significantly to advancing a comprehensive education and outreach program for ADVs.

## Spills Aren’t Slick

In 2018, POSPET members spent significant time updating/modernizing the extensive suite of *Spills Aren’t Slick* materials developed and distributed by the Task Force. These materials include signs for marinas, decals, stickers, fuel pump tags, and a new rack card to replace a multi-page brochure. Thousands of

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	Franji Mayes	WA Dept. of Ecology
	Aaron Barnett	WA Sea Grant

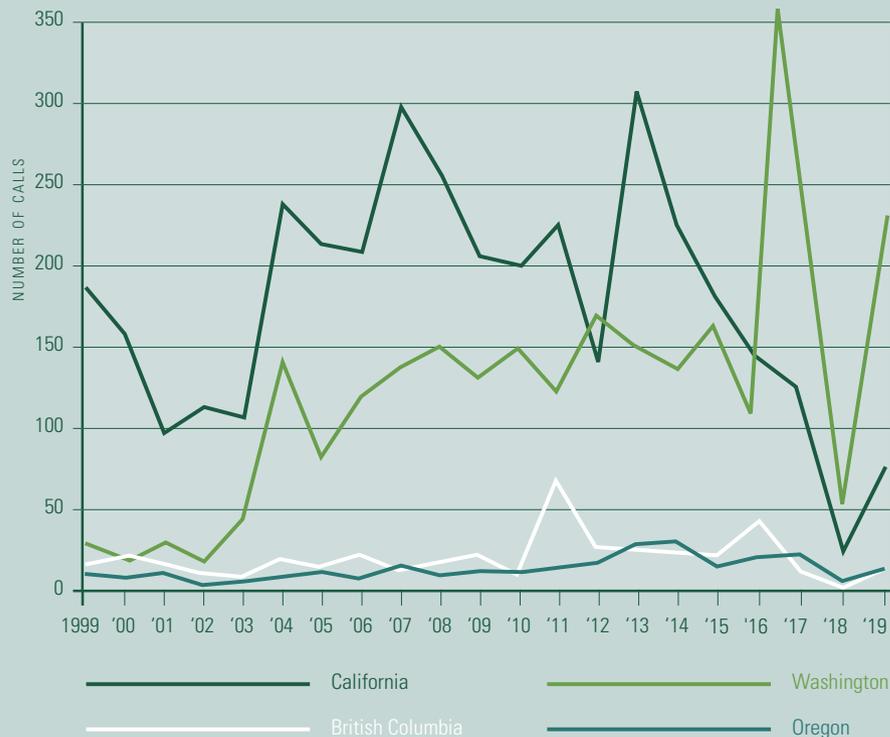
these materials have reached the hands and eyes of recreational boaters and other target audiences throughout the past year.

### Clean Marina/Harbor Certification

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 either implementing or tracking clean marina programs in their jurisdictions. Table 1 lists the number of certified facilities in each jurisdiction where the program exists.



FIG. 10 CALLS RECEIVED BY THE TASK FORCE'S OILS-911 HOTLINE, 1999–2019



*There was a disruption in calls in mid-2018 due to a change in hotline service. AK and HI do not participate in the OILS 911 at this time.*

TABLE 1  
TOTAL NUMBER OF  
CERTIFIED CLEAN MARINAS  
OR CLEAN HARBORS  
(as of June 2019)

Alaska	4
British Columbia	29
California	82
Oregon	64
Washington	72
<b>TOTAL</b>	<b>251</b>

## 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. The Forum offers 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 Forum addresses 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 goal is to advance our collective knowledge about current policies and practices, and

potential safeguards to protect our shared waters and resources.

The Pacific States/British Columbia Oil Spill Task Force, of which Washington and British Columbia are founding members, is coordinating and facilitating the first three forums in 2018, 2019 and 2020. 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.

The 2018 Salish Sea Shared Waters Forum was held October 3 and 4 in Bellingham, WA and drew over 150 participants from all levels of government, tribes and First Nations, industry representatives, academia and non-profit organizations. The focus of the first forum was the story of a barrel of crude as it moves from the inland region to marine waters. 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?

The 2019 Forum will take place November 14 in Bellingham, Washington. Additional details on the Salish Sea Forums can be found on the Task Force website: [www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)



*Councilman Lawrence Lummi  
Nation, 2018* Photo: Task Force



***Burning fishing vessel wreck on the Oregon Coast, 2019***  
Photo: Oregon Department of Environmental Quality

# ABANDONED AND DERELICT VESSELS PROJECT

Across the Task Force jurisdictions, abandoned and derelict vessels (ADV) pose a serious ongoing pollution and navigation threat. The cost to clean up these vessels can run into the millions of dollars. For example, the *Davey Crockett*, a derelict barge on the Columbia River, sank in 2011, costing \$20 million in state and federal funds to remove. In 2015, the *Deep Sea* fishing vessel caught fire and sank in Penn Cove, WA, closing the local shellfish industry for months and costing the state approximately \$2.3 million to remove. More recently, the Oregon Department of State Lands spent close to \$13 million to remove over 20 vessels on the Columbia River. Such cleanups are expensive and state/provincial funding is limited for removing these vessels.

The Task Force formed an abandoned and derelict workgroup (ADV workgroup) to explore and document the state of the problem across member jurisdictions and make recommendations for how to address gaps and shortcomings in state and provincial programs. The goal is to create a model ADV program that could be adopted across the West Coast and beyond.

## White Paper

The ADV workgroup completed *The Current State of Abandoned and Derelict Vessels on the West Coast—White Paper* in early 2019. This document provides a detailed overview of the problem of abandoned and derelict vessels across Task Force jurisdictions and elsewhere, and summarizes measures in place and obstacles to address the problem.

### Key findings include:

- The problem of ADVs includes both commercial and recreational vessels.
- The majority of ADVs are recreational, yet commercial vessels are typically larger. On a per vessel basis, commercial vessels 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.

- There is no comprehensive US federal program that addresses ADVs. The few federal agencies that address this issue (the US Coast Guard and the US Army Corp of Engineers) have limited roles. State programs vary widely; most have insufficient funding to address ADVs. Only Washington’s can be called comprehensive.
- 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.

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

The model program will be completed in Fall 2019. The ADV Workgroup will present the Blue Ribbon Program at the Task Force's Annual Meeting in November 2019 to solicit stakeholder and public input on implementation strategies and next steps. In early 2020 the ADV workgroup and Task Force members will finalize the model program.



***Spint Estero (CA) submerged fishing boat.***  
Photo: CA OSPR

#### 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, Office of Spill Prevention and Response
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, Office of Spill Prevention and Response
Troy Wood	WA Department of Natural Resources
Mike Zollitsch	OR Department of Environmental Quality



**Drill vests**

Photo: Veda Environmental

## DRILLS AND EXERCISES PROJECT

The Task Force jurisdictions conduct equipment deployment drills and table-top exercises to evaluate industry spill response plans and ensure planning is 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. 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. The workgroup also meets quarterly to share outcomes and lessons learned from drills and exercises taking place among the member jurisdictions.

### Table of drill requirements

The workgroup created a comprehensive inventory of drill and exercise requirements for each jurisdiction. The inventory includes information on the number of drills and exercises held annually, types of drills, requirement and 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 and exercise 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 2019.

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



*North Beach, Oahu HI, 2016.*  
Photo: Task Force

## STAKEHOLDER ENGAGEMENT AND COMMUNICATIONS

### Annual Meeting

The first meeting of the Task Force on Oil Spills (original name of the Task Force) took place on March 23, 1989, the day prior to the Exxon Valdez spill. Since then, the Task Force has been holding Annual Meetings to share information on the work of the task force to our stakeholders, partners and the public. During our annual meetings, we provide updates on our current work, share reports from each of the Task Force jurisdictions, and hold one or more sessions on new and emerging issues. Our next Annual Meeting will taking place on November 2019, and will focus on the first 30 years of the Task Force.

### USCG VADM Fader Briefing

The Task Force signed an MOU with the US Coast Guard Pacific Area (PAC Area) in 2012 to formalize the partnership and collaboration between the Task Force and the US Coast Guard. As the leadership changes in the PAC Area every 3-4 years, The Task Force Executive Coordinator briefs the Vice Admiral on the MOU and the current areas of common focus. In December 2018, Task Force Executive

Coordinator Sarah Brace was joined by California OSPR Administrator and Task Force Executive Tom Cullen and Coordinating Committee member Ryan Todd in a briefing VADM Fader. Per our MOU, the Task meets annually with members of the US Coast Guard from Districts 13, 14 and 17, Sector Columbia River and Sector Puget Sound, and leadership from Headquarters. These meetings take place in conjunction with our Annual Meetings, and an invitation is extended to our other federal partners in US (NOAA, EPA) and Canada (Transport Canada, Environment and Climate Change Canada) to exchange updates on emerging federal regulations, research and technology, and prevention and response planning.

### 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, 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.





*Pier 421 incident in Goleta, CA, 2019*

Photo: CA OSPR

# ALASKA



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## MISSION

The Division of Spill Prevention and Response (SPAR) prevents spills of oil and hazardous substances, prepares for when a spill occurs and responds rapidly to protect human health and the environment.

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## OVERVIEW

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

### Alaska Regional and Area Contingency Planning

To be better prepared in the event of an oil spill or hazardous materials release, ADEC, the Environmental Protection Agency (EPA) and the United States Coast Guard (USCG) have reformatted their government contingency plans to be consistent with the National Oil and Hazardous Substances Pollution Contingency Plan (National Contingency Plan) framework. Historically, state and federal agencies operated under the Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan) and 10 geographic Sub-area Contingency Plans. Effective September 14, 2018, those plans were replaced by the single statewide Alaska Regional Contingency Plan and

four Area Contingency Plans. The four new Area Contingency Plans combine several of the previous subareas as well as some of the information from the Unified Plan. State and Federal On-Scene-Coordinators manage the Area Plan(s) associated with their respective area of responsibility. The first revision to the Arctic and Western Alaska Area Contingency Plan is expected to go out for public comment in August 2019. Subsequent updates and revisions will occur annually. More information is available at <https://dec.alaska.gov/spar/ppr/contingency-plans/response-plans/regional-area-planning/>

### Task Force Value to Alaska Department of Environmental Conservation

The partnerships developed through Task Force workgroups, meetings and conferences are invaluable. These relationships provide for quick contact in emergency situations as well as excellent resources to enhance preparedness. For example, in 2018 the container ship M/V Prestige lost power off Canada's outer coast, approximately 190nm from the Alaska shoreline. In addition to coordination at the responder level, between ADEC and the BC Ministry of Environment, the relationship built through the Task Force allowed rapid director (executive) level engagement. This resulted in offers of response assistance in the event the vessel approached land. Fortunately, the vessel was intercepted and a potential incident was avoided.

Task Force workgroups allow us to share best practices, efficiencies, and similarities between member states/provinces. The Abandoned and Derelict Vessel Program is an example where Alaska has learned how other states fund derelict vessel removal, deconstruction, and disposal. This information has been invaluable in the development of a multi-jurisdictional ADV program in Alaska.

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## ORGANIZATIONAL STRUCTURE

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

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

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## TASK FORCE MEMBER

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

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## COORDINATING COMMITTEE MEMBER

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

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## KEY WEB LINKS

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

# CALIFORNIA

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

Aleutian Island Risk Assessment: <http://www.aleutianriskassessment.com/>

Cook Inlet Risk Assessment: <http://www.cookinle-triskassessment.com/>

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



Photo: Task Force, 2019

## MISSION

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

## OVERVIEW

The Office of Spill Prevention and Response (OSPR), of the California Department of Fish and Wildlife, is the lead state agency for surface water pollution in CA. 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 oil spill preparedness, response, and natural resource damage assessment and restoration.

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 evaluates the capabilities of oil spill response organizations (OSRO) and spill management teams (SMT).

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 spills.

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

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.

## TASK FORCE VALUE TO CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE, OSPR

Regarding marine safety, California has benefited by partnering with the Task Force on the creation of a Bunkering Best Practices video. Consolidating best practices from all the West Coast bunkering ports and using a Seattle firm to create the video and the West Coast Harbor Safety Committees to distribute hard copies and the Task Force website to distribute downloadable ones. It's one of the reasons bunker spill incidents have gone down.

Additionally, the Task Force helped out with expanding our offshore vessel traffic study to the full West Coast. This was important 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 branches:

- *Prevention*
- *Preparedness*
- *Environmental Response*
- *Enforcement*
- *Laboratories*
- *Legal & Regulations*
- *Fiscal & Administrative Services*

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#### TASK FORCE MEMBER

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

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#### COORDINATING COMMITTEE MEMBER

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

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#### 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*  
[www.vetmed.ucdavis.edu/owcn/](http://www.vetmed.ucdavis.edu/owcn/)

*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)



Photo: BC Ministry of Environment and Climate Change Strategies 2019

## BRITISH COLUMBIA

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#### PROGRAM PURPOSE

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

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#### OVERVIEW

On average, 4 000 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 deliver field assessment and response in the province's regions;*
- *Overseeing and regulating environmental recovery following a spill;*
- *Providing science advice and site support to an incident; and*
- *Developing policies, procedures, plans, operational guidelines, cooperative agreements and technical documents.*

The ministry has been conducting significant work to expand and modernize the Environmental Emergency Program. 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 the 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

### 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 and these projects bring concerns regarding the types of oil produced, the methods of shipment, response, and preparedness gaps.

This information, gathered by the Task Force, has been highly valuable in the development of Division 2.1 Spill Preparedness, Response and Recovery of the Environmental Management Act (EMA). Through the Task Force, the ministry 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 and 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 working group is helping to develop common, cross-jurisdictional requirements and begin sharing information on the outcome of drills and exercises through regular workgroup conference calls.

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## ORGANIZATIONAL STRUCTURE

The Environmental Emergency Program consists of 52 staff with 29 staff based in Victoria and 23 staff located in 12 regions throughout the province. This staffing compliment includes environmental emergency response officers, environmental recovery staff, emergency planning analysts, training, logistics, and an information officer, administrative staff and a management team. The Environmental Emergency Program 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

*Mark Zacharias*, 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](https://twitter.com/SpillsInfoBC)



Photo: BC Ministry of Environment and Climate Change

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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 from 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 under the Mutual Aid Agreement.

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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*  
[www.hawaii.gov/doh/heer](http://www.hawaii.gov/doh/heer)



*Off loading the FV Ann Kathleen, 2019*

Photo: Oregon DEQ



# OREGON

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## 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.

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## 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.

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## TASK FORCE VALUE TO THE 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 to make 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 workgroup 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.

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## 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*

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## TASK FORCE MEMBER

*Lydia Emer*

Administrator-Land Quality Division, Oregon Department of Environmental Quality

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## COORDINATING COMMITTEE MEMBER

*Michael Zollitsch*

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

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## 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

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## MISSION

Protect, preserve, and restore Washington's environment.

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## 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 lands. 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 office*

- *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*

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## TASK FORCE VALUE TO THE WA DEPARTMENT OF ECOLOGY

The value of the Pacific States/British Columbia Oil Spill Task Force is the collaboration, connection and cooperation between state and federal governments. This forum allows each jurisdiction to learn lessons from other states and BC that helps to enhance oil spill prevention, preparedness and response measures. We all bring unique perspectives as we work towards our goal of shared regulatory framework. Some of the best Task Force efforts are the roundtable forums to address emerging issues. Our meetings with our federal partners to continue shared dialogue that promotes cooperation, partnership and reinforces our mutual aid agreement that we have all signed on the Pacific Coast.

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## ORGANIZATIONAL STRUCTURE

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

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

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## TASK FORCE MEMBER

*Dale Jensen*

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

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## COORDINATING COMMITTEE MEMBER

*Linda Pilkey-Jarvis*

Spills Program Preparedness Section Manager, Washington Department of Ecology

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## KEY WEB LINKS

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

*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)



***Snowy Plover, OR***

Photo: OR DEQ



PACIFIC STATES | BRITISH COLUMBIA

# OIL SPILL TASK FORCE

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