



PACIFIC STATES | BRITISH COLUMBIA

# OIL SPILL TASK FORCE



Annual Report 2022



Ministry of  
Environment and  
Climate Change Strategy



Cover: *Zim Kingston*, British Columbia  
Photo: Dave Pridham, BC ENV EEP

# Welcome

*to the 2022 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 report on the accomplishments of 2022 and provide a glimpse of new projects underway. The final section of this report provides a brief overview of each of the Task Force member jurisdictions: Alaska, British Columbia, California, Hawaii, Oregon, and Washington.*

*The past year has ushered in change for the Task Force. We have welcomed a new Executive Team member in California and Coordinating Committee members in Oregon and Washington. We said goodbye to our longstanding Executive Coordinator, Sarah Brace, and have been joined by Meg Harris. (See page 40 to celebrate these transitions with us!)*

*Improvements in public health following COVID-19 have also meant change for the Task Force. We have begun to travel once again, attending industry partner meetings and Clean Pacific. We made the difficult decision to host our Annual Meeting virtually again this fall, which will help us protect public health while also making the meeting accessible to many more participants.*

*We are energized and excited about the changes coming to the Task Force. We hope you join us in feeling optimistic about the future and the positive impacts we will continue to make.*

MEG HARRIS, EXECUTIVE COORDINATOR

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## 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 during the response to this transboundary spill, which spread from the Washington border to the southern shores of British Columbia. The original Task Force members held their first Annual Meeting in March 1989. The following day the *Exxon Valdez* ran aground in Prince William Sound, prompting Alaska, Oregon, and California to join the Task Force. Hawaii became a member in 2001, creating a united coalition of Western states and British Columbia, committed in their collective efforts to prevent and respond to oil spills along the Pacific coastlines.

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

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

◀ Hanauma Bay, Hawaii  
Photo: Liz Galvez, HI HEER

## 2019–2025 STRATEGIC PLAN

Our current six-year strategic plan is the foundation of our biennial workplans. 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



## 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.

**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 ONGOING OUTREACH AND COMMUNICATIONS** to share our accomplishments with our partners, the public, and other stakeholders.

◀ [CA OSPR staff respond to P00547 near Huntington Beach, CA](#)  
Photo: Unified Command P00547

[F/V Aleutian Falcon](#) ▶  
Photo: WA Ecology

# Recent Incidents





## TAR DRUMS, **SIMMOND'S HILL BEACH, UTQIAGVIK, ALASKA**

In June 2021, a private citizen noticed a buried tank leaking a dark, tar-like substance on a beach in Utqiagvik and posted photos to social media. Hours later, the Alaska Department of Environmental Quality (ADEC) was notified of the incident. ADEC contacted the North Slope Borough (NSB) to confirm the location of the release, and NSB personnel were able to further document it. A tar-like substance was leaking from one of the 38 large 2,500-gallon tanks that had been cabled together on the beach for erosion control sometime after the region's record-breaking storms in October 1963. Prior to their current role as an erosion-control device, the tanks had been used to transport tar for construction of the runway at the Wiley Post-Will Rogers airport.

The USCG and its contractor responded to the leak by plugging and sealing the tank with wooden plugs, plywood, and epoxy. They also barricaded the site for public safety. Chemical analyses and the removal of select drums continued into 2022.

◀ Tar drums, Utqiagvik, AK  
Photo: North Slope Borough

## PIPELINE 00547, **HUNTINGTON BEACH, CALIFORNIA**

In early October 2021, crews from the California Department of Fish and Wildlife Office of Spill Prevention and Response (CDFW-OSPR) responded to reports of a crude oil discharge from an offshore pipeline near Huntington Beach. OSPR quickly coordinated with the State Office of Environmental Health Hazard Assessment to close the local fishery. The Oiled Wildlife Care Network was activated and a Public Health Assessment Unit was established in coordination with federal, state, and local public health agencies. Affiliated, pre-trained, and public volunteers were also utilized during the response. The Unified Command, consisting of the USCG, OSPR, Orange County, San Diego County, and Beta Offshore oversaw both the on-water recovery off Orange County and the shoreline cleanup that took place from Orange County to the Mexico border. Since tar balls reached the border, the Mexico-US Joint Contingency Plan (MEXUS) was activated in coordination with the USCG and the Navy of the United Mexican States. In early 2022, response efforts transitioned to natural resource damage assessment and restoration.





## ZIM KINGSTON, **BRITISH COLUMBIA**

During October 2021, the vessel *M/V Zim Kingston*, a 260-meter container ship, reported 109 containers lost overboard due to heavy seas west of the Strait of Juan de Fuca. The vessel was en route to Constance Bank, near Victoria, B.C., for safe anchorage. The following day, as the vessel was anchored at Constance Bank, the Canadian Coast Guard (CCG) received a report that two containers on board the *Zim Kingston* had ignited, and the vessel requested assistance.

The CCG, established a Unified Command—including the CCG, British Columbia Ministry of the Environment and Climate Change Strategy’s Environmental Emergency Program (EEP), representatives of the ship owner, and representatives from the Beecher Bay First Nation, the five First Nations from the Saanich Peninsula and WSANEC (Saanich) First Nations Tsartlip, Tseycum, and Tsawout. An Incident Command Post was established at the Victoria CCG base, located within visual range of the burning vessel.

Reports came in regarding storage containers and their contents washing up along the north coast of Vancouver Island. The ship’s owner retained an environmental response contractor to assess and address impacts to the shoreline and environment.

An Environmental Unit was established within the Incident Command Post with experts from federal and provincial agencies, local municipalities, and First Nations. The Environmental Unit closely monitored the ecological impacts of the incident and recommended strategies for preventing environmental harm. The work performed by the members of the Environmental Unit was a vital part of both the marine pollution response and the salvage operation.

Under Canadian law, the polluter is required to pay for all cleanup activities as required, to the satisfaction of the Government of Canada. The CCG continues to receive reports from the public of debris that is believed to be from the *Zim Kingston*. The CCG forwards these

reports to the vessel owner and works to ensure that the owner follows up with the reporting party and conducts cleanup efforts as required. The vessel owner will continue to check the known accumulation sites for debris every few months and remove the debris that is likely to have originated from the *Zim Kingston*. The CCG will also monitor for debris when conducting flights over the west coast of Vancouver Island.

Provincial staff (ENV EEP employees) operated within the Incident Command Post both in person and virtually, holding positions of Unified Commander, Deputy Unified Commander, Environmental Unit Deputy Leader, wildlife specialists, Joint Information Centre Information Officer, and subject matter experts. The EEP Department Operations Centre was also engaged for support.

## WATER CONTAMINATION, **RED HILL, OAHU, HAWAII**

In late November 2021, the Hawaii Department of Health (DOH) began receiving phone calls from residents reporting a petroleum or chemical taste and smell in their tap water. As more calls came in, it became apparent that the complaints were from neighborhoods served by the Joint Base Pearl Harbor-Hickam Public Water System. This triggered an emergency response and a Public Health Advisory from Hawaii DOH recommending that all Navy water system users avoid using the water for drinking, cooking, or oral hygiene. Red Hill Shaft, a Navy-owned

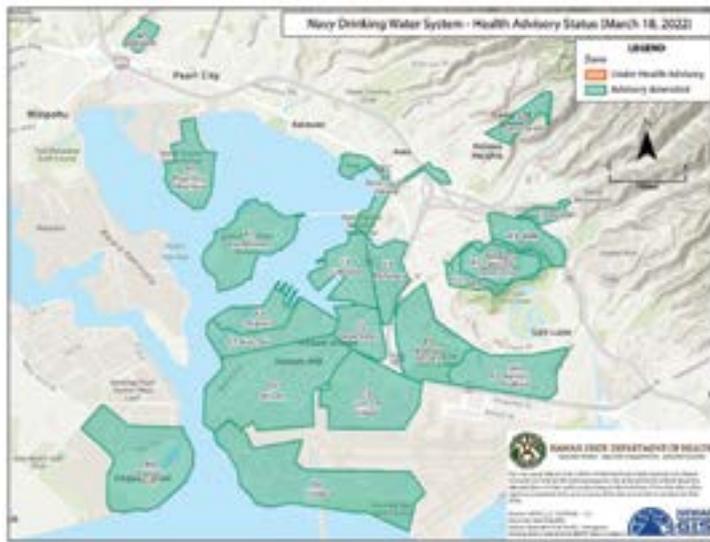
and -operated drinking-water well, was determined to be contaminated with the jet fuel JP-5. The aquifer that sits approximately 100 feet below the Navy's Red Hill Bulk Storage Facility was the location of the water source.

In early December, an Interagency Drinking Water System Team (IDWST) was formed, consisting of Hawaii DOH, the Navy, Army, and the United States Environmental Protection Agency. The IDWST coordinated the restoration of safe drinking water. They developed and implemented plans for sampling and

analysis, including Drinking Water Sampling, Flushing of Distribution System, Family Home Flushing,

and Non-Residential Facility Flushing. Hawaii DOH also issued an Emergency Order to defuel and close the Red Hill Bulk Fuel Storage Facility, the source of the contamination.

In March 2022, the water was declared safe to drink by Hawaii DOH. To date, work continues to: implement the long-term drinking water monitoring plan; assess and monitor the aquifer; oversee the flushing of the granular activated carbon filtered non-drinkable water and discharge it into Halawa Stream; and work with the Navy to safely and quickly defuel the remaining oil in the tanks and close the Red Hill Bulk Storage Facility.



◀ Map of areas impacted under the health advisory. Photo: HI DOH

Mobile wildlife rehabilitation unit deployed in Medford. ▶ Photo: OR DEQ



## MEDFORD FUEL DEPOT, MEDFORD, OREGON

In April 2022, the Oregon Department of Environmental Quality (DEQ) was informed of a fire at a fuel station in Medford, the cause of which was unknown. Oregon DEQ mobilized and established a unified command.

Early in the response, reports of oiled wildlife came in from the Oregon Department of Fish and Wildlife. International Bird Rescue (IBR) personnel and the Clean Rivers Wildlife Trailer were dispatched by unified command, utilizing the OSTF Mutual Aid Agreement.

The wildlife trailer and personnel arrived the following morning, but took another 24 hours to set up a staging area and allow the traveling crew the required rest

period. Once operational, several factors presented challenges to the rescue operations: a large houseless population along the riverbank and areas where birds needed to be rescued; hypodermic needles along the shoreline, creek, and near booms; citizens attempting to rescue and wash birds themselves; and a limited area for staging, which did not allow space for recovery and release of oiled wildlife.

This incident resulted in a release of more than 21,000 gallons of mixed petroleum products, which impacted the street, storm drains, and Bear Creek. A total of 12 birds were admitted, and five were rehabilitated and transferred to a facility for recovery in Astoria.

### Following the incident, the Oregon DEQ identified the following lessons learned:

- The logistical needs of the wildlife trailer include electricity, running water, septic systems, laundry or disposable linens, space for the animals to fly (such as an aviary), and peaceful and quiet surroundings.
- A robust community outreach effort is necessary to provide information about how to report an oiled animal, rather than trying to rescue and/or rehabilitate the animals.
- A plan may include considerations to secure the site or an exclusion zone for community members, including houseless populations.
- A plan may be necessary for PPE to deal with hypodermic needles that may become entangled in booms and sweep .
- Avian flu outbreaks across the country since the Medford response would have curtailed the wildlife response for this incident. Check with authorities for current recommendations before undergoing wildlife response operations.





## DERELICT BARGE, DEEP RIVER, ROSBURG, WASHINGTON

In early November 2021, a landowner reported seeing oil along the shoreline of the Deep River in Rosburg, WA. Adjacent to this oily patch, a derelict barge containing approximately 3,200 gallons of heavy black oil was seen floating. The USCG hired a contractor to remove oily water and sludge from the barge, but due to limitations of the Oil Spill Liability Trust Fund, it was not able to take further action for disposal. The WA Department of Ecology then coordinated with the WA Department of Natural Resources Derelict Vessel Removal Program for assistance. The barge was successfully floated downriver, lifted out of the water, and placed at the WA Department of Fish and Wildlife's Deep River Boat Launch. Following the removal of oil, the barge was dismantled and disposed of. The majority of oil that leaked from the barge sank to the river bottom, resulting in a four-month contaminated sediment removal action, which exceeded \$1 million.

- ◀ [Deep River Barge](#)  
Photo: WA Ecology
- ▶ [Former Navy tugs Redwing and Mescota.](#)  
Adak, Alaska  
Photo: ADEC

# Ongoing Work



## 20 YEARS OF OIL SPILL DATA SHARING

Since 2002, the Task Force has been collecting data on oil spills from Washington, Alaska, Oregon, Hawaii, and California, making this the 20th year of data sharing. British Columbia has shared their spill data now for the second year in a row.

Task Force data is collected using a template based on our data dictionary, which helps ensure consistency in data across the jurisdictions.

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 to the present.

### 2002

Task Force first starts sharing oil spill data and develops a coordinated database.

### 2016

Task Force partners with NOAA to incorporate our spill data into ERMA (2002 data to present).

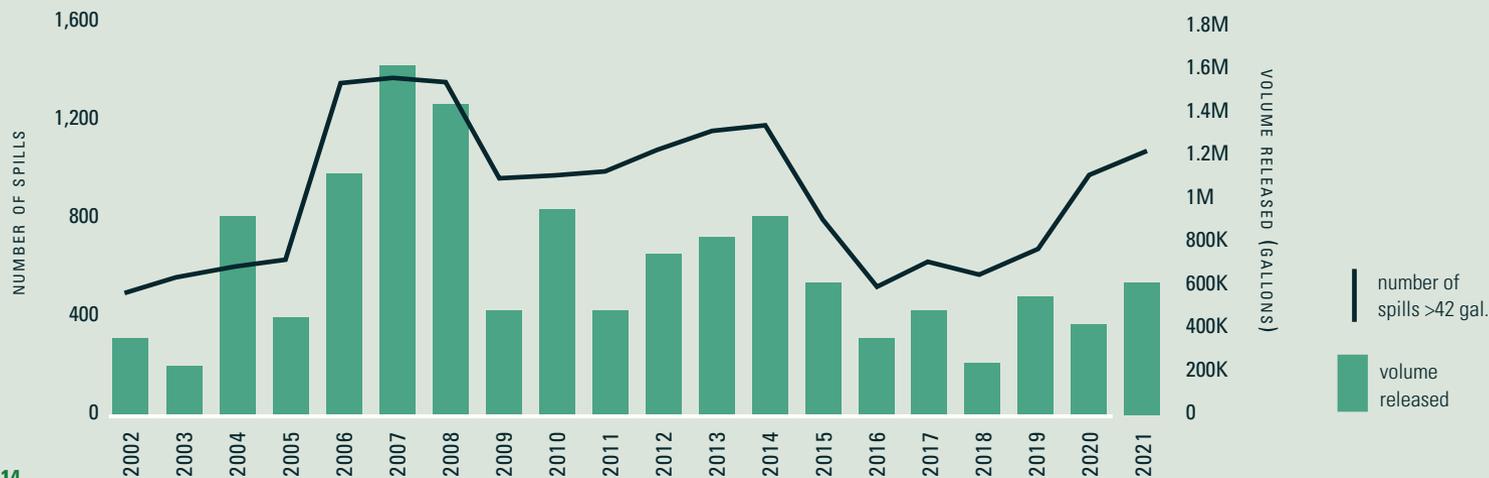
### 2018

Task Force begins tracking the number of small spills (<42 gallons) to aid in outreach and pollution prevention efforts. (Small spills are tracked separately from large spills.)

### 2020

British Columbia begins to incorporate their provincial spill data.

FIG. 1 **SPILL TRENDS** 2002–2021



## 2021 OIL SPILL DATA HIGHLIGHTS

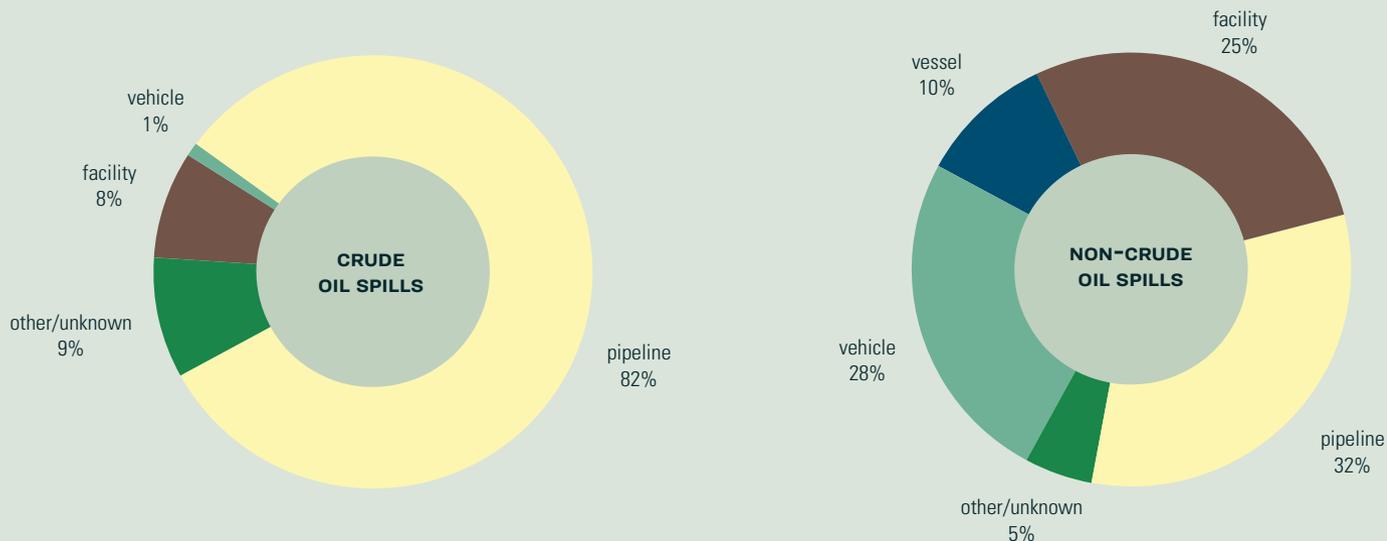
### Spills by Size

- Throughout 2021, there were 1,115 spills greater than 42 gallons within Task Force jurisdictions, totaling 647,978 gallons. Over 7,000 spills of less than 42 gallons were recorded.
- Ten spills exceeded 10,000 gallons in volume. These spills occurred in California, British Columbia, Oregon, and Alaska and were a mix of crude and non-crude products.
- Spills with volumes greater than 1,000 gallons made up 71% of the non-crude spills and 94% of the crude spills.

### Spills by Source and Cause

- Pipelines, vehicles, and facilities were the major sources of non-crude spills during 2021, comprising 85% of the non-crude volume for the year. Vessels accounted for only 10% of non-crude spills by volume.
- Pipelines (82%) were the major source of crude oil spills in 2021 by volume. Spills in California represented most of the total crude oil volume.

FIG. 2 **SPILL TRENDS** 2002–2021



### Spills by Product

- 36 crude oil spills were reported in 2021, with a total volume of 115,060 gallons spilled. This accounts for 18% of the total spill volume for the year.
- Diesel oil/marine gas oil (24%) and oily water mixtures (19%) represented the second and third largest spill volumes by product in 2021. Combined, these products represent 549 spills totalling 276,341 gallons.

### Spills by Medium Impacted

- Over 70% of the non-crude oil volume and 75% of the crude oil volume spilled onto land.
- Seven percent of the spills (by volume) impacted freshwater resources and 12% of the spills impacted marine resources.

The 2002–2021 data provides us with an opportunity to look at 20-year trends. Highlights over the past 20 years include:

- A total of 18,479 releases of 42 gallons or more were reported during the 20-year period 2002–2021, with a total volume of 14.2 million gallons.
- Crude oil spills represent approximately one-quarter of the oil spilled (3.6 million gallons), while non-crude spills represent three-quarters of the oil spilled (10.6 million gallons).
- Diesel/Marine gas oil spills account for the largest proportion of non-crude products, with nearly 9,000 unique spills and 3.4 million total gallons spilled.

FIG. 3  
**SPILLS BY PRODUCT TYPE** 2021

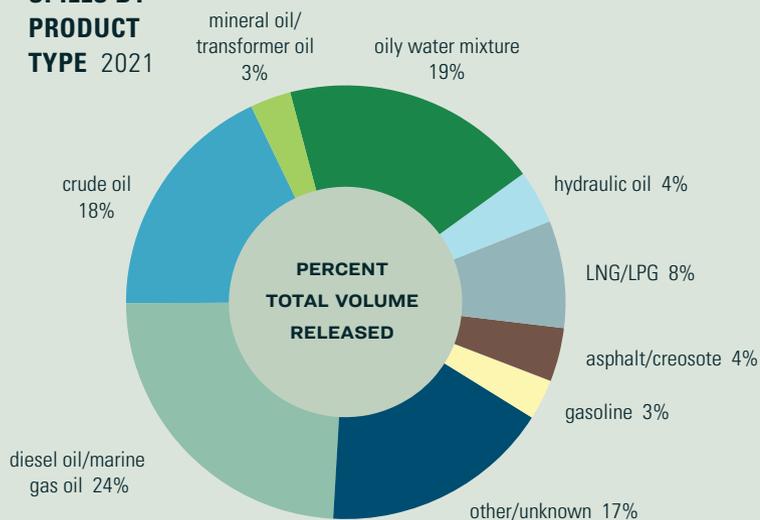
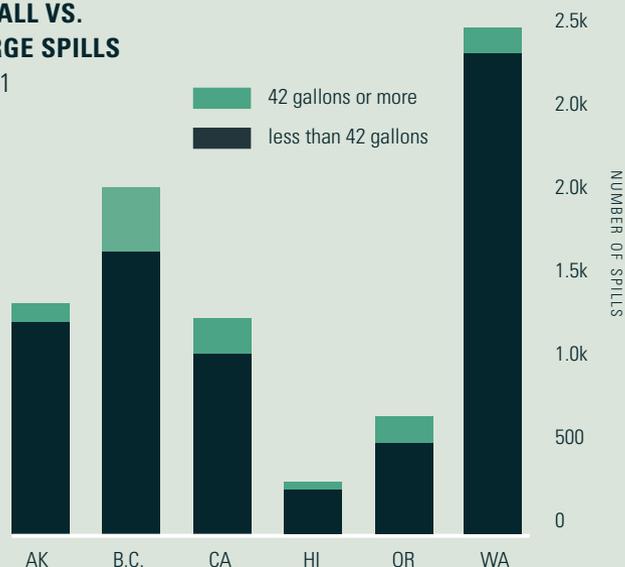


FIG. 4  
**SMALL VS. LARGE SPILLS** 2021



## 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 expand rapidly. Proposed projects on the West Coast, including pipeline expansions and rail facility developments, will also add 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.

The Task Force crude transport map (pp. 20–21) 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 within and along Task Force jurisdictions.

In 2013, 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 along the West Coast.

## Ongoing Work

The intention of this data is to provide a general overview of the volumes moving across the region by transportation mode. Note that volumes transported by multiple methods may be counted more than once if they moved through multiple jurisdictions. In 2021, vessels transported the largest volume (49%), followed by pipelines (39%) and rail (7%). Transportation by barge increased in 2021 (5%) compared to 2020 (0.1%). Washington moves the largest volume by rail compared to the other jurisdictions

(about 47 million barrels). Crude by rail increased across the Northwest from 2013–2019 and has seen a slight decline in 2020 and 2021 (trend Fig. 7).

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 has effected movement of crude offshore via Task Force jurisdictions. In 2021, no crude was exported from the West Coast states to foreign destinations.

For comparison, crude was exported through Oregon in 2020 (16.8 million barrels) and 2018 (2.3 million barrels).

There is a marked increase in renewable fuels production underway in California, and both Washington and Oregon are witnessing increases in rail tank cars moving this material through their states. The Task Force is monitoring the growth in terms of production, infrastructure, distribution, and use, and will be including data on renewables in future reports.

FIG. 5 **PERCENT ANNUAL VOLUME (BARRELS) BY TRANSPORTATION MODE 2021**

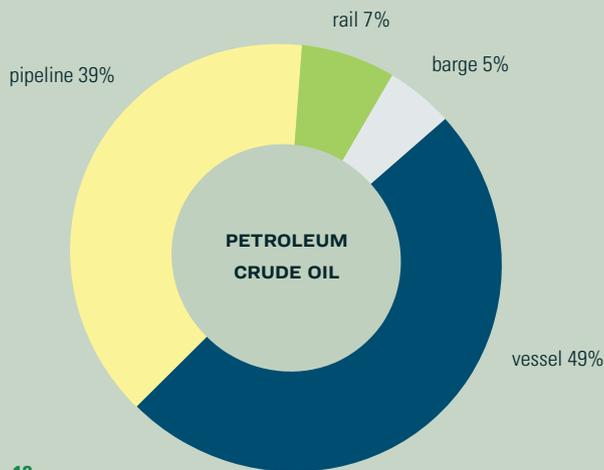
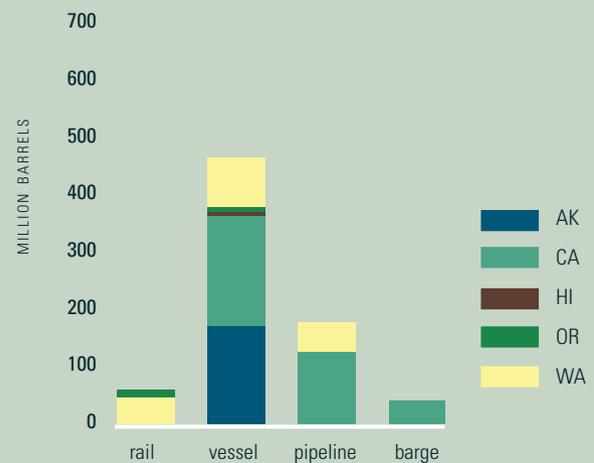
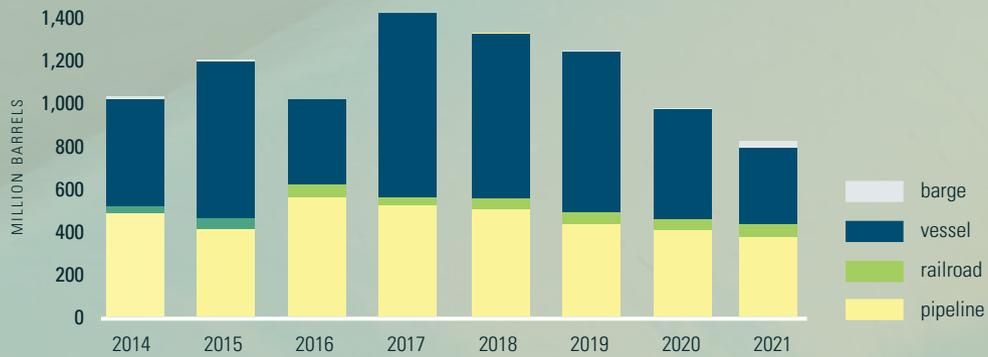


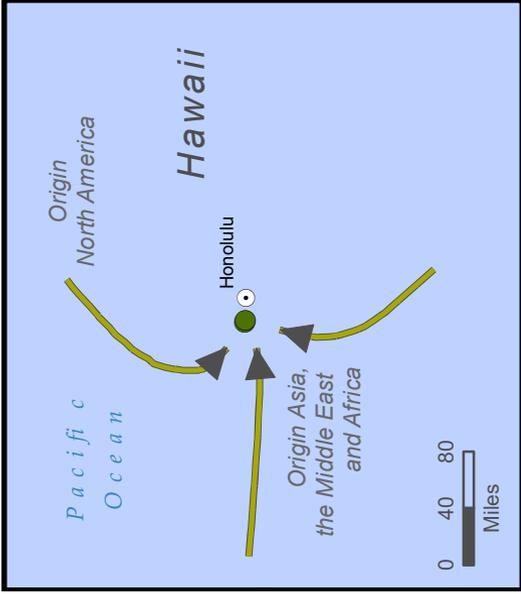
FIG. 6 **TOTAL ANNUAL VOLUME (BARRELS) BY TRANSPORTATION MODE 2021**



Pipeline in the Mojave Desert, California

FIG. 7 **TREND OVER TIME** 2014–2021







# West Coast Crude Transportation

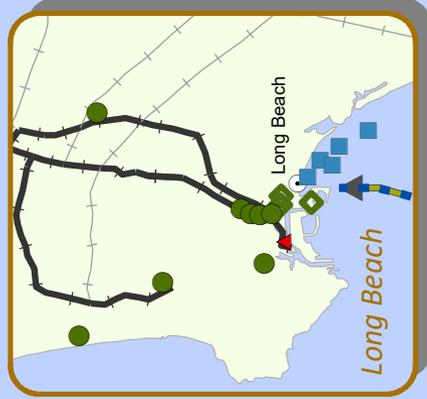
- Proposed rail offloading facility
- Rail offloading facility
- Proposed refinery
- Refinery
- Proposed marine terminal
- Marine terminal
- Oil platform

## MainLine

- Rail currently moving crude
- Rail not currently moving crude
- Transboundary crude pipeline
- Crude tanker route
- Crude barge route
- Both
- City



Map as of June 2021





## ABANDONED AND DERELICT VESSELS PROJECT

Abandoned and Derelict Vessels (ADV)s 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, lubricants, and other toxic substances found in the materials used to construct the vessel or are part of its cargo. These chemicals can injure or kill marine mammals, waterfowl, and other aquatic life, and contaminate aquatic lands, nearby shorelines, and bodies of water. 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 growing, common threat. In 2018, the ADV Workgroup was formed. Comprised of experts and program leads from each Task Force jurisdiction, the group was tasked with getting a handle on the scope and scale of the problem across Task Force jurisdictions, as well as identifying actions needed at both the state and federal levels.

In March 2018, the ADV Workgroup published *The Current State of Abandoned and Derelict Vessels on the West Coast—White Paper* (White Paper). A key recommendation in the White Paper was that states should develop comprehensive programs to address ADVs with five key elements:

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

The ADV Workgroup then published guidance for states to develop comprehensive programs. This report, titled *Abandoned and Derelict Vessel (ADV) Blue Ribbon Program for Western US States (AK, CA, HI, OR, WA)* was published in January 2020.

The ADV Blue Ribbon Program contains 33 recommendations to help states develop comprehensive ADV programs. The report also includes six recommendations for the Task Force's federal partners, especially the National Oceanic and Atmospheric Administration (NOAA) and the US Coast Guard.

### Current and Future Work

The Task Force is currently focused on advancing both the federal and state recommendations from the Blue Ribbon Report.

*Recent activities include:*

- Presented in an ADV panel at the Spring 2022 Salish Sea Ecosystem Conference
- Presented in ADV panel at Clean Pacific 2022
- Sent a letter to the West Coast congressional delegation highlighting six recommendations for federal partners to support states in their efforts to address ADVs.
- Supporting legislative efforts to implement Blue Ribbon Report recommendations in Congress.

*Upcoming activities include:*

- Presenting Blue Ribbon Report recommendations at the International Marine Debris Conference in Busan, South Korea in September 2022.
- Hosting a webinar in 2023 to highlight successes at the state level in advancing ADV Blue Ribbon program elements and identifying hurdles and gaps.

## POSPET

The Pacific Oil Spill Prevention Education Team (POSPET) was formed in 1992 to support the Task Force’s “no spilled oil” mission by focusing on chronic small spill prevention and response through focused education and cross-jurisdictional coordination. POSPET members include representatives from Task Force jurisdictions, as well as industry associations and nonprofit groups. Since its inception, POSPET members have tackled the widespread problem of small spills by sharing prevention ideas and outreach strategies, collaborating on projects, 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) using appropriate clean-up methods when spills occur, 3) reporting spills to the OILS 911 hotline, and 4) advancing other boater best-management practices. Highlights of recent POSPET activities and successes follow.

### **B.C. Dockwalker Program**

On June 11, 2022, B.C.’s Georgia Strait Alliance held its first Dockwalker Program in Vancouver. Modeled after

California’s highly successful program, the B.C. Dockwalker Program is designed to increase clean boating practices throughout the province by conducting environmentally sound boater education. POSPET served as a communications forum in which members from CA and BC discussed and shared program information

So far, B.C.’s program has compiled 160 Clean Boater Kits, which include three types of spill materials, a guide to green boating, and publications on rockfish ID and conservation areas, preventing invasive species, and preventing and/or responding to whale entanglement. Also included are POSPET’s “Spills Aren’t Slick” rack card and sticker and 2022 Southern Resident Killer Whales protection measures. Twelve volunteers have been trained to hand out these boater kits.

### **Clean Marina/Harbor Certification**

Many POSPET members are directly involved with and/or lead Clean Marina (US) 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.



▲ BC Clean Marina Dockwalkers program boater kits  
Photo: Georgia Strait Alliance

**TOTAL NUMBER OF CERTIFIED CLEAN MARINAS OR CLEAN HARBORS**

(as of June 2022)

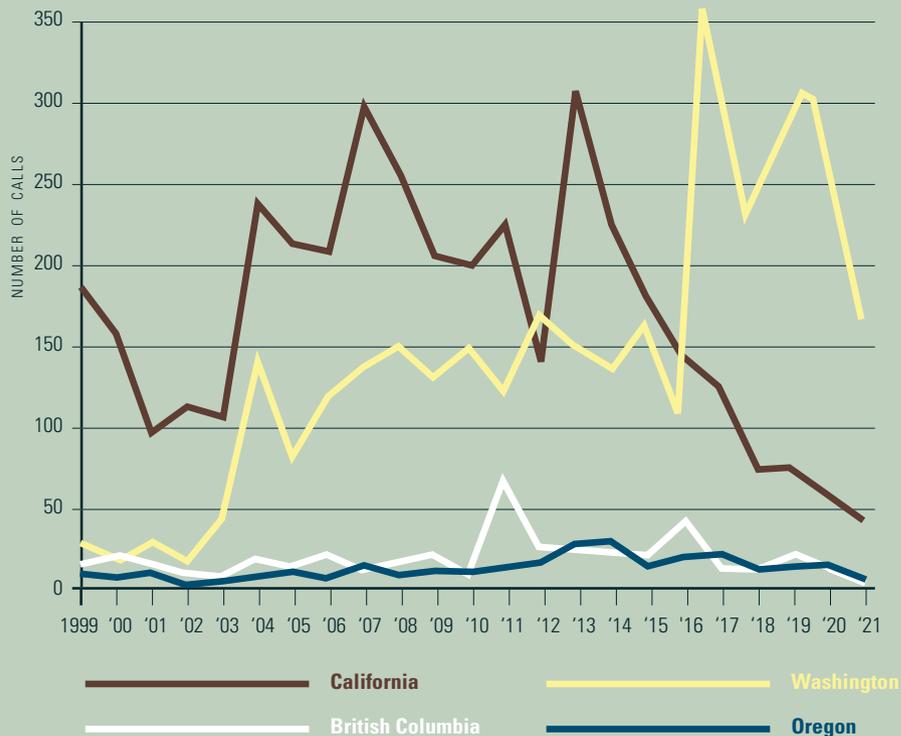
Alaska	5
British Columbia	44
California	82
Oregon	62
Washington	74
<b>TOTAL</b>	<b>269</b>

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 list above shows the number of certified facilities in each jurisdiction where the program exists.

**OILS-911 Hotline**

Since 1999, the Task Force has hosted a hotline that operates in CA, OR, WA, and B.C.—OILS-911—for reporting spills and oil sheens, primarily targeting the small boating community. The hotline number, along with the USCG reporting phone number (800-424-8802), is posted on signage at marinas and harbors, as well as in pamphlets and brochures and on the Task Force website ([www.oilspilltaskforce.org](http://www.oilspilltaskforce.org)).

**FIG. 8 CALLS RECEIVED BY THE TASK FORCE'S OILS-911 HOTLINE 1999–JANUARY 2022**



*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.*

## DRILLS AND EXERCISES PROJECT

The Task Force jurisdictions conduct or participate in drills and exercises to evaluate industry spill response plans and provide recommendations to assist industry in ensuring their response plans 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 jurisdictions. 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; developed common, cross-jurisdictional requirements; and began 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 focused on the challenges of hybrid drill design and participation. For example, what is the future of hybrid drills and how can Task Force jurisdictions anticipate and adjust to this “new normal”? The workgroup has also been sharing information on

drill design, with the goal of learning from one another about common practices and challenges.

### **Table of drill requirements**

Since 2018, the workgroup has maintained a comprehensive inventory of drill requirements for each jurisdiction, which has now been updated for 2022. The inventory includes information on the number of drills held annually, types of drills, drill requirements, criteria for receiving credit, and more. The workgroup approached federal partners in both the US (USCG 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.

*A summary table of the drills and exercises requirements across Task Force jurisdictions is available on our website.*

- ▼ Task Force Executive Carlos Clements and colleague participate in an on-water demonstration in Astoria, OR. June 2022. Photo: Matt Bissell, WA Ecology



## TASK FORCE MUTUAL AID AND RESPONSE CAPACITY

### Mutual Aid Agreement

Over the past year, the Task Force members have been updating the Task Force Mutual Aid Agreement for the sharing of equipment and staff resources in the event of a spill. The agreement serves to streamline and simplify the process of



sharing equipment and staff resources. It provides guidance to the Task Force members on shared procedures including the process for requests and notification, communication during the response, demobilization of equipment and staff, and expectations for post-response evaluation. The Task Force has had a Mutual Aid Agreement in place since 1996, with one update in 2011.

In June 2022, Task Force members exercised the draft Mutual Aid agreement as a tabletop drill. Topics covered included the process for requests and notification, communication during the response, demobilization, and post-response evaluation.

### Spills Capacity and Mutual Aid Workgroup

This new workgroup convened in 2019 to conduct an inventory and analysis of oil spill equipment and personnel capacity in Task Force jurisdictions. The purpose of this workgroup is to enhance the Task Force members' awareness of inventory and resources, and to lead the process of updating the Task Force Mutual Aid Agreement.

The workgroup maintains a roster of Incident Command System (ICS)-trained and -certified staff across the Task Force jurisdictions, which they update annually. This roster is intended to be a first glance at staffing capabilities across jurisdictions in the event of a large spill that exceeds states' or province's own staffing resources. The roster includes an agency point of contact for arranging staff and equipment in the case of a spill.

Many Task Force jurisdictions continue to use the Worldwide Response Resource List (WRRL) for tracking equipment resources.

Collective use of the WRRL database allows the Task Force member jurisdictions to:

- Understand the overall strength of the region's response resources.
- Locate and request response equipment during a drill or spill, including equipment in other jurisdictions.
- Develop and review oil spill contingency plans.
- Evaluate contingency plan adequacy through planning standards.



## STAKEHOLDER ENGAGEMENT OUTREACH AND COMMUNICATIONS

### **Annual Meeting**

The 32nd Annual Meeting of the Pacific States/British Columbia Oil Spill Task Force was held virtually on November 17, 2021. The Annual Meeting offers an opportunity for the Task Force members to share updates on our work on current issues in spill prevention, preparedness, response, and recovery. This year we focused on case studies and lessons learned from responding to spills and conducting exercises in a virtual world. We also explored ideas for addressing climate change in our work.

Presentations from the Task Force Annual Meetings since 2011 are available on our website.

### **Clean Pacific Conference, Washington**

The Task Force has a longstanding partnership with the Clean Pacific Conference, which takes place annually along the West Coast. In August 2022, we were able to join attendees on Lake Washington, WA, where we renewed relationships with partners in our field,

shared experiences, discussed solutions in response to challenges specific to the Pacific region, and viewed the latest technologies advancing the industry.

This year's conference theme, Real-World Solutions for Spill Prevention, Response & Remediation in the Western United States & Canada, reflected many topics at the heart of the Task Force's work.

### **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 (AWO) Quality Steering Committee, the American Petroleum Institute's Spill Advisory Group, Harbor Safety Committee meetings, and biannual summits. Our Executive Coordinator was able to travel again in 2021, attending the AWO Quality Steering Committee in person in Long Beach, CA.

## STAKEHOLDER ENGAGEMENT WORKGROUP

The Task Force engages with our collective partners (Tribes and First Nations, federal, provincial, state and local governments, non-profit organizations, and industry) across our areas of common interest and concern. We seek opportunities for collaboration and knowledge-sharing. We continually strive to deepen our external partnerships to make better decisions and expand our capabilities.

The newly formed Stakeholder Engagement Workgroup (started in 2021) will take a more proactive look at our stakeholders with the goal of developing a comprehensive outreach strategy for the Task Force. The workgroup will lead the development of a robust Stakeholder Engagement and Communication plan for the Task Force. This plan will build upon the work of the Task Force Members by pulling in existing strategies and tools, sharing state and provincial resources and guidance, and leveraging the collaborative efforts of the Task Force and its many partners.



Response staff handle a oikomi pipe, used to deter whales from an area.  
Photo: USCG

## RESEARCH AND DEVELOPMENT

The Task Force hosts a research and development workgroup that meets twice annually. Originally formed in 2009, this workgroup's goal is to improve the Task Force members' knowledge of current oil spill research and development projects, to provide input regarding projects of value to our member jurisdictions, and to facilitate the use of Best Available Technologies. Participation in the workgroup includes provincial, state and federal agencies from both the US and Canada, National Academies, and the Coastal Response Research Center. There is a standing invitation for new members to join the workgroup, especially from any institutions conducting research on oil toxicity, fate, or transport, including renewables and emerging fuels.

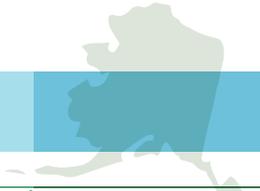
The Task Force participated in a number of other information-sharing venues over the past year, including the Ocean Protection Plan Forum and the Marine Environmental Observation, Prediction and Response Network (MEOPAR)'s Annual Scientific Meeting in February of 2022, and Environment and Climate Change Canada's AMOP Technical Seminar on Environmental Contamination and Response in June 2022.

# Jurisdictional Profiles



False Bay, San Juan Island, WA  
Photo: Meg Harris

### ALASKA



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#### MISSION OF ALASKA'S PREVENTION, PREPAREDNESS, AND RESPONSE PROGRAM

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

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#### 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/social well-being of Alaskans.

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#### RECENT ACHIEVEMENTS

The Prevention, Preparedness, and Response Program is proud to announce the realignment of its staffing structure. The goal of the realignment is to increase resource management flexibility within the program; improve the consistency of decisions and services offered; refine the workload balance between both individual staff and teams; and retain program familiarity. The realignment includes the addition of the new Western Alaska Region, with its own State-on-Scene Coordinator (SOSC) to join the existing three regions in Southeast, Central, and Northern Alaska and their respective SOSCs.

ADEC has carefully reviewed and considered all public comments provided for our proposed changes to the Oil Discharge Prevention and Contingency

Plan regulations. The comments we received were thoughtful, insightful, and detailed. In response, our proposed regulation revision was modified and improved. At this time, the regulation package has been submitted to the Department of Law for their final review. Our goal remains to have the package filed by the Lt. Governor's office in November 2022 so that it will be effective in 2023.

ADEC is in the process of updating the spill reporting system to include an online reporting option. The system will maintain the current phone and email reporting options, while giving the public the additional ability to report via their smartphones or other devices. Leveraging technology for ease and efficiency is one of the department's goals moving forward. Outreach for this effort will follow as the new technology is adopted.

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#### TASK FORCE VALUE TO ADEC

Alaska values the strong relationships and collaborative spirit of the Pacific States/BC Oil Spill Task Force. Over the years, we have engaged in a West Coast partnership to prevent, prepare for, and respond to oil spills. Regular connections through coordinating and executive meetings, annual meetings, and workgroups, and the simple ability to call member jurisdictions at a moment's notice in the event of an emergency continue to help our program meet its mission.

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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

*Tiffany Larson*, Director, Spill Prevention and Response, Alaska Department of Environmental Conservation

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#### COORDINATING COMMITTEE MEMBER

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

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#### KEY WEB LINKS

*Alaska Department of Environmental Conservation SPAR Division* : <http://dec.alaska.gov/spar/index.htm>

*Twitter: Alaska DEC (@AlaskaDEC)* / Twitter

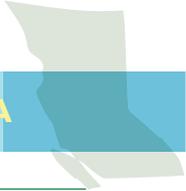
*Facebook: <https://www.facebook.com/AlaskaDEC/>*

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

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

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

*Alaska DEC History: <https://dec.alaska.gov/commish/dec-history/>*



## BRITISH COLUMBIA

### PROGRAM PURPOSE

As stated in the *Ministry of Environment Act*, the purpose of the Environmental Emergency Program (EEP) 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

The British Columbia Ministry of Environment and Climate Change Strategy (ENV) works to protect people, property, and the environment from spill hazards through EEP. On average, 4,600 spills are reported to ENV annually, with over 49 percent of spills resulting from equipment failure. EEP delivers its program 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*
- *Developing regulations, policies, procedures, plans, operational guidelines, cooperative agreements, and technical documents*

The *Environmental Management Act* (EMA) sets a foundation for strengthening spill preparedness, response, and recovery in B.C. Division 2.1 of EMA, focuses on spill preparedness, response, and recovery in B.C. that includes:

- *Ensuring timely responses from responsible persons following a spill*
- *Ensuring that transporters of hazardous material develop plans to support an immediate spill response and consider the unique characteristics of specific sensitive areas*

The federal government of Canada has similar responsibility to assess risk and be prepared to respond to emergencies. EEP works collaboratively with our federal partners to respond to spills, participate in exercises and contribute to cross boarder response plans like the CANUSPAC, CANUSDIX and CANUSWEST.

The Northern Shelf Bioregion Marine Incident Framework is a framework being jointly developed by Pacific North Coast First Nations, Canada, and B.C. through a Government-to-Government

initiative under the Reconciliation Framework Agreement (RFA). This framework will be endorsed by RFA signatories as the foundation for collaborative marine incident preparedness, response, and recovery in the Northern Shelf Bioregion which is one of four ecological regions off the coast of B.C., extending from Quadra Island to Alaska.

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

EEP has benefited from the Pacific States/B.C. Oil Spill Task Force through the collaboration with member jurisdictions on oil spill preparedness, response, and recovery. The Task Force has gathered and shared information on spill incidents, exercises, lessons learned, social environmental justice, and climate change.

### ORGANIZATIONAL STRUCTURE

EEP consists of 34 staff, with 16 in Victoria and 18 staff strategically located in 13 communities throughout the province. This staffing includes EEROs, environmental recovery staff, emergency planning analysts, training officer, logistics officer, information officer, senior spills specialist, administrative staff, and a management team. EEP also accesses technical and subject matter experts to provide incident-specific assessments, knowledge, and expertise.

### CALIFORNIA



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#### TASK FORCE MEMBER

*Laurel Nash*, Assistant Deputy Minister, B.C. Ministry of Environment and Climate Change Strategy

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#### COORDINATING COMMITTEE MEMBERS

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

*Sara Bacic*, Emergency Planning Analyst, 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 the best achievable protection of California's natural resources by preventing, preparing for, and responding to spills of oil and restoring affected resources.

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#### OVERVIEW

The California Department of Fish and Wildlife's Office of Spill Prevention and Response (OSPR) is the state's leader for responding to oil spills in its inland and marine waters. OSPR was created by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act in 1990. The Act established an Administrator with the authority to direct preparedness, response, and natural resource damage assessment and restoration resulting from 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 that are evaluated by OSPR. Additionally, OSPR evaluates the capabilities of Oil Spill Response Organizations and Spill Management Teams.

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

response efforts. OSPR responders usually fill several Incident Command System roles, including State On-Scene Coordinator, Environmental Unit Leader, Wildlife Branch Director, Liaison Officer, Public Information Officer, Fisheries Closure technical specialist, Applied Response Technology (ART) technical specialist, and others. OSPR works closely with its federal partners, including the United States Coast Guard (USCG) and the 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 established and oversees an Oiled Wildlife Care Network (OWCN), which is managed by the Wildlife Health Center at the University of California, Davis. Over 45 organizations stand ready to care for wildlife affected by oil spills.

Harbor Safety Committees (appointed by the OSPR Administrator) and Area Contingency Plan Committees (jointly led by the USCG 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 OSPR

The Task Force is a forum for discussing issues, gaining insight, and learning from the experience of the other West Coast oil spill programs. The

member jurisdictions share similar challenges and opportunities for spill preparedness and response, as well as in the development and implementation of pragmatic and effective laws and regulations. The ability to share and coordinate solutions to oil spill-related challenges benefits all parties and the environment through application of consistent best practices. Regarding marine safety, California has benefited by partnering with the Task Force to create a fuel “Bunkering Best Practices” video, which consolidates 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 can be pointed to as one of the reasons bunker spill incidents have declined.

Additionally, the Task Force helped expand California’s offshore vessel traffic study to analyze vessel movements along the entire West Coast. This was important in identifying trends in vessel movements and to determine if vessels were complying with agreements reached with the Western States Petroleum Association and Pacific Merchant Shipping Association.

California and the Task Force have co-sponsored several West Coast Harbor Safety Committee Summits since 2011. These result 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*
- *Financial & Administrative Services*
- *Public Affairs*

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### TASK FORCE MEMBER

*Amir Sharifi*, Assistant Deputy Administrator, Office of Spill Prevention & Response, CA Department of Fish and Wildlife

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### COORDINATING COMMITTEE MEMBER

*Greg McGowan*, Environmental Program Manager, Office of Spill Prevention & Response, CA Department of Fish and Wildlife

**Gulls at Ventura Beach, CA ▶**  
Photo: HTRNR

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### KEY WEB LINKS

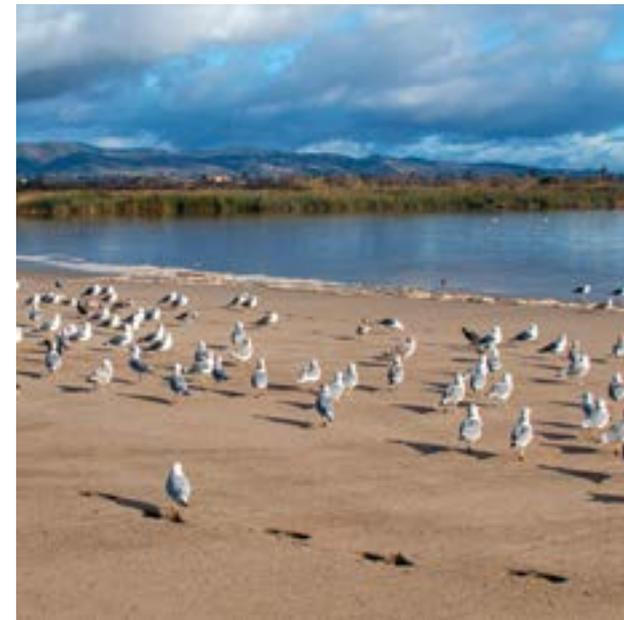
*Office of Spill Prevention & Response:* [www.wildlife.ca.gov/OSPR](http://www.wildlife.ca.gov/OSPR)

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

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

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

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





## HAWAII

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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 responding rapidly to new spills and addressing existing 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 20 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.

◀ **Waimea Coast, HI** Photo: Meg Harris

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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

*Kathy Ho*

Deputy Director for Environmental Health, HI Department of Health

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### COORDINATING COMMITTEE MEMBER

*Liz Galvez*

Emergency Preparedness and Response Coordinator, HI Department of Health

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### KEY WEB LINKS

*Hazard Evaluation and Emergency Response (HEER) Office:* <https://health.hawaii.gov/heer/>



## OREGON

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### MISSION

To be a leader in restoring, maintaining, and enhancing the quality of Oregon's air, land, and water. DEQ's Emergency Response Program is designed to carry out legislative direction to work with other agencies and industry to prevent and respond to spills of oil and hazardous materials.

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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 air, water, 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 highways, and by rail. DEQ provides leadership to the Northwest Area Committee, the Region 10 Regional Response Team, related emergency response committees, work groups, and task forces to prepare for and respond to spills of these materials.

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

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 help Oregon make decisions on how to use our limited resources and focus on ways to make our programs successful. Task Force efforts to address abandoned derelict vessels, mutual aid among the states and British Columbia, virtual drills and exercises, and adapting to changes and the associated risks of oil and its movement, have proven invaluable in deepening our partnerships and environmental protection in our state.

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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 planning and preparedness for marine and high-hazard rail corridors through Geographic Response Plans (GRPs), drills, and exercises*
- *Acting as state lead 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

*Wes Risher*, Manager, Emergency Response Program, Oregon Department of Environmental Quality

*Kimberlee Van Patten*, Sr. Emergency Response Coordinator, Oregon Department of Environmental Quality

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### KEY WEB LINKS

*Oregon Department of Environmental Quality (ODEQ) Emergency Response Program: <https://www.oregon.gov/deq/Hazards-and-Cleanup/er/Pages/default.aspx>*

# WASHINGTON

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### MISSION

To protect, preserve, and restore Washington's environment for current and future generations.

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### OVERVIEW

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

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

- Oil spill prevention actions, including inspecting vessels and facilities, modeling oil spill risk, tracking oil movement, and overseeing state oil transfer pre-booming requirements
- Oil spill preparedness actions, including reviewing and approving oil spill contingency plans, planning and attending oil spill contingency plan drills, participating in the Northwest Area Committee and other regional planning efforts, inspecting equipment, and developing geographic response plans
- Acting as the state's lead organization for environmental emergency response, focusing on providing a rapid, aggressive, and well-coordinated response 24/7 to oil and hazardous

materials spills statewide

- 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
- Incorporating Environmental Justice principles and involving communities across Washington State in the prevention, planning, and response work before and after spills occur

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### TASK FORCE VALUE TO 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 Department 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 have improved our program. In particular, convening roundtables for forums on emerging issues such as rail, response options, and places of refuge has allowed us to quickly understand issues and the current and developing best practices.

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### ORGANIZATIONAL STRUCTURE

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

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

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### TASK FORCE MEMBER

*Carlos Clements*, Program Manager, Spill Prevention, Preparedness & Response Program, WA Department of Ecology

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### COORDINATING COMMITTEE MEMBERS

*Darcy Bird*, Spills Program Preparedness Acting Planning Unit Supervisor (Oil Spill Preparedness Planner), *WA Department of Ecology*

*Nhi Irwin*, Spills Program Statewide Resources Section Manager, WA Department of Ecology

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### 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)



## DEDICATION TO MIKE ZOLLITSCH

*We would like to dedicate this year's annual report to a lifelong environmentalist, Michael J. Zollitsch. Mike was born in Long Beach, California and graduated with honors from Reynolds High School before earning a degree in Environmental Science from Sierra Nevada University. After college, Mike joined the Oregon Department of Environmental Quality where he spent the next 38 years in various positions, retiring in 2020 as the Spill Prevention and Cleanup Manager.*

*Throughout his career, Mike commuted by bicycle nearly every day. His hobbies took him around the world, from biking in Oregon and Maui to scuba diving Australia's Great Barrier Reef. Combining his love of diving and photography, he produced many stunning photos.*

*Mike was a lifelong Los Angeles Angels baseball fan and softball coach for his daughters, Nicole and Danielle. He was married to his best friend Renée and was never happier than when he was with his family (including 4 grandsons and various pups) camping, boating and visiting his favorite places.*

*Mike was a longtime member of the Oil Spill Task Force's Executive Coordinating Committee where he made significant contributions. He was always there with encouragement, support, smiles and jokes. One team member lamented "we couldn't have gotten through the challenging early years of learning the ropes without him!! More recently, he was a critical member of the ADV Workgroup and played an important role helping us pull together the Blue Ribbon report."*

*Mike Zollitsch lost his three-year battle with metastatic prostate cancer on April 15, 2022. He will be missed by all those who knew, appreciated and loved him.*



# Transitions

## MOVING ON

*This year has brought with it several retirements from the Task Force. While we will certainly miss friendly faces (not to mention their wisdom and longstanding expertise), we wish them more time with family and friends and days spent enjoying the beautiful places they've worked so hard to steward.*



**Sarah Brace**

*Executive Coordinator  
2010–2021*

Sarah's warmth, wit, and sense of humor permeated every aspect of her work. Her dedication to the Task Force's "no spilled oil" mission was an inspiration to all.



**Tom Cullen**

*Executive Team  
2013–2022*

Tom served as the Executive Member representing California OSPR for 10 years. His expertise on issues facing CA and the West Coast was both broad and deep.



**Mike Greenberg**

*Coordinating Committee  
2019–2022*

After 28 years as DEQ's Emergency Response Program State On-scene Coordinator and Program Lead, Mike and his wife have moved to Boise, ID to be closer to family.



**Linda Pilkey-Jarvis**

*Coordinating Committee  
2014–2022*

Linda retired in June from her role as Oil Spill Preparedness Manager at WA Ecology. Her expertise and warm, direct attitude will be missed by both the Task Force and its partners.

## WELCOME!

*And with these transitions, we extend a HUGE Task Force welcome to the newest members of the Task Force.*



**Meg Harris**

*Executive Coordinator*  
Meg joined the Task Force in January. She brings a background in environmental toxicology and experience coordinating complex, multi-stakeholder partnerships. Meg enjoys time in the mountains and on the waters of the Salish Sea.



**Amir Sharifi**

*Executive Team*  
Amir serves as California OSPR's Assistant Deputy Administrator and will oversee Prevention, Financial and Administrative Services, Public Outreach and Regulation operations. An avid fisherman, Amir spends his free time on California's waterways.



**Kimberlee Van Patten**

*Coordinating Committee*  
As Senior Emergency Response Coordinator at Oregon DEQ, Kimberlee is the statewide technical expert on emergency response activities and coordinator of the Emergency Response Program.



**Darcy Bird**

*Coordinating Committee  
2019–2022*  
Darcy joined the Coordinating Committee in early 2022. She supervises the team that develops Geographic Response Plans and reviewing oil spill contingency plans across the state.



Wildlife Response, Medford, Oregon  
Photo: OR DEQ



PACIFIC STATES | BRITISH COLUMBIA

# OIL SPILL TASK FORCE

**CONTACT THE TASK FORCE:**

*Meg Harris, Executive Coordinator*

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