

PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE



2006 ANNUAL REPORT

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PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE



The states of Alaska, Washington, Oregon, California, and Hawaii have joined with the Province of British Columbia in order to combine resources and coordinate efforts to protect their shared waters and 56,660 miles of sensitive coastlines from the devastating impacts of oil spills.



This Annual Report of the Pacific States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, Hawaii, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member agencies from July 2005 through June 2006.

The States/British Columbia Oil Spill Task Force was established by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the barge *Nestucca*, which spilled oil impacting the coasts of Washington and British Columbia in December of 1988. The second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal vessel traffic, the need for cooperation across shared borders, and a shared commitment among West Coast citizens of both the US and Canada to protect their unique marine resources.

The Oil Spill Task Force produced a report in October of 1990 that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs. They are also reflected in the U.S. Federal Oil Pollution Act passed in 1990 (OPA '90),

as well as the Canadian Shipping Act Amendments adopted in 1993.

When the State of Hawaii authorized its Department of Health, Environmental Health Division, to join the Task Force in 2001, the governing Memorandum of Cooperation was updated and signed by Hawaii Governor Benjamin Cayetano, Alaska Governor Tony Knowles, Washington Governor Gary Locke, Oregon Governor John Kitzhaber, California Governor Gray Davis, and Gordon Campbell, Premier of British Columbia. The organization's name was changed to the *Pacific States/British Columbia Oil Spill Task Force*.

The continuing focus of the Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating regional projects to improve oil spill prevention, preparedness, and response in the shared Pacific waters of the U.S. and Canada. These efforts are guided by our five-year Strategic Plans and are based on our Mission, Goals, and Objectives as stated on the following page.



This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with the Pacific States/British Columbia Oil Spill Task Force or a member agency.



VISION, MISSION, GOALS, and OBJECTIVES

Long Term Vision Statement:

No Spilled Oil.

Mission Statement:

The mission of the Oil Spill Task Force is to strengthen state and Provincial abilities to prevent, prepare for, and respond to oil spills.

Ongoing Goals:

- To prevent both large oil spills that cause catastrophic impacts in the waters of our member jurisdictions and the cumulative impacts of chronic small spills;
- To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and “products”;
- To clarify the roles and responsibilities of state, provincial, and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts;
- To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration;
- To work cooperatively with federal agencies, vessel and facility operators, the oil industry, response contractors, public interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change;
- To educate the public on the impacts of oil spills and issues relating to spill prevention, preparedness, response, and restoration; and
- To serve as a model of regional cooperation and coordination.

Objectives:

- Spill Prevention: To prevent oil spills from vessels, pipelines, facilities, vehicles and railroads through development and implementation of regulatory and public/private partnerships.
- Spill Preparedness and Response: To enhance oil spill preparedness and response capabilities in U.S. and Canadian Pacific coastal areas.
- Communications: To continuously improve communications within the Task Force as well as with key stakeholders and the general public, and to maintain a high level of public and stakeholder involvement in Task Force activities.



Task Force Members

LISA CURTIS (2005-2006)

ACTING ADMINISTRATOR, Office of Spill
Prevention and Response,
California Department of Fish
and Game

KURT FREDRIKSSON (2004-2006)

COMMISSIONER, Alaska Department of
Environmental Conservation

LAURENCE LAU (2003-2006)

DEPUTY DIRECTOR for Environmental
Health, Hawaii Department of Health

JAY MANNING (2001-2006)

DIRECTOR, Washington Department
of Ecology

PAUL SLYMAN (2001-2006)

DEPUTY DIRECTOR, Oregon Department of
Environmental Quality

CHRIS TRUMPY (2005-2006)

DEPUTY MINISTER, British Columbia
Ministry of Environment

Coordinating Committee Members:

LARRY DIETRICK (1999-2006)

Alaska Department of Environmental
Conservation

GRAHAM KNOX (2006)

British Columbia Ministry of
Environment

CURTIS MARTIN (2001-2006)

Hawaii Department of Health

KEN MAYER (2006)

Office of Spill Prevention and Response,
California Department of Fish and Game

JON NEEL (1989-1998, 2005-2006)

Washington Department of Ecology

MIKE ZOLLITSCH (1997-2006)

Oregon Department of
Environmental Quality

Executive Coordinator:

JEAN CAMERON (1993-2006)

Pacific States/British Columbia
Oil Spill Task Force



Dear Reader,

As I reviewed our activities over the past year for presentation in this Annual Report, I note that we undertook three new projects this year. I also note that they are significant endeavors and fall nicely under each of our three objectives. Under our Spill Prevention objective, we initiated a multi-year project focused on pipelines – although we hope to improve preparedness and response to pipeline spills as well. Under our Spill Preparedness/Response Objective we sponsored a very useful discussion among members of the spill response community on expanding response to night-time and low-visibility operations. And under our Communications Objective, we forged new partnerships with our sister states on the Gulf Coast. We also expanded the number of briefings for our Coordinating Committee at their quarterly meetings.

Each project we undertake has long-term implications, and most are either ongoing – like our support of the Pacific Oil Spill Prevention Education Team – or require follow-through and oversight of implementation. For example, the Task Force partnered with U.S. and Canadian agencies and stakeholders on the comprehensive West Coast Offshore Vessel Traffic Risk Management Project from 1999 to 2002. The Stakeholder Workgroup for that project produced a number of recommendations which we have been following through on, including a recommendation that the Task Force and the U.S. and Canadian Coast Guards conduct a review of the status of implementation of those recommendations in 2007.

Even without such formal instructions to follow-through, the Task Force Coordinating Committee can tell you that my “border collie” nature keeps me after them on a regular basis when it comes to implementing Task Force recommendations. I refuse to let our reports become dust collectors on the shelf!

Change being the only constant, I wanted to note leadership changes over the past year. We said goodbye – with honors – to Carlton Moore and welcomed Lisa Curtis as our new Task Force Member from California. Lisa has been replaced on the Coordinating Committee by Ken Mayer, who manages OSPR’s Scientific Program. We also welcomed Graham Knox as our new



Coordinating Committee member from British Columbia, and look forward to working with Stafford Reed at the British Columbia Ministry of Environment on specific projects. His many years of service to the Task Force are much appreciated.

Another change in the works is the fact that the Task Force is considering sponsoring a Clean Pacific Conference in 2007 and every other year thereafter. If we do, this event would incorporate our Annual Meetings on those years. Stay tuned – we hope to make a final decision on this by our 2006 Annual Meeting.

No matter what the venue, I look forward to working with you!

Sincerely,

Jean R. Cameron
Executive Coordinator



2005-2006 IN REVIEW:
OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

SPILL PREVENTION PROJECTS:

THE DATABASE PROJECT

The Task Force’s regional oil spill database debuted in 2003. Each subsequent year our Annual Report has included a compilation of regional data from the prior year as well as a trend analysis. Our ongoing goal is continuous improvement of this database in order to provide information on spill trends and causal factors; this allows us to better target our spill prevention efforts.

The Database Workgroup is chaired by Jack Barfield of the Washington Department of Ecology. Other members include Christell Spinelli and Spencer Ung of the California Office of Spill Prevention and Response, Mary Lou Perry of the Oregon Department of Environmental Quality, Marcia Graf and Curtis Martin of the Hawaii Office of Hazard Evaluation and Emergency Response, and Camille Stevens of the Alaska Dept. of Environmental Conservation. The British Columbia Ministry of Environment is developing a spill database and plans to join the Task Force project as soon as possible.

The Database Workgroup endeavors to refine data submittals consistent with the Task Force Data Dictionary, with particular emphasis on reducing the amount of data categorized as “other” or “unknown” to no more than 5% in any category. It is an ongoing challenge to refine information entered into the database to a level of specificity that supports effective analysis while also conforming to the varied collection capabilities of member agencies.

One way in which we promote consistent application of the Data Dictionary among our member agencies is to sponsor an Accident Investigation course every other year. The course, taught by Det Norske Veritas, has been refined and enhanced over more than two decades by loss management experts. Investigators are trained to systematically evaluate and analyze information and data in order to determine the root causes and contributing factors that lead to near-misses, incidents, accidents, and/or spills. Determining root causes and contributing factors is essential to the development of effective prevention and enforcement. The 2005 course was hosted by OSPR; a total of twenty-four persons from OSPR, Ecology,

and HEER attended the event. The next Investigator Training event will be held in 2007.

The 2005 data is show below; charts presented are based on volume spilled, which is shown in both percentages and number of gallons. Spill data from 2002 - 2004 are available in the Annual Reports on the Task Force website at www.oilspilltaskforce.org.

Please note that our database is created and maintained for information purposes only. The data represents the respective agencies’ best information at the time it was entered into the database. Each agency that assists in the creation and maintenance of the Task Force database in no way guarantees the accuracy of the information and no guarantee of accuracy shall be expressed or implied.

NON-CRUDE SPILLS

NON-CRUDE	GALLONS
Diesel	162711
Gasoline	37669
Asphalt/Creosote	23979
Kerosene/Jet	26700
Bunker C/IFO/HFO	17318
Oily water mixture	14340
Lube oil	11603
Home heating oil	5408
Aviation fuel	5231
Hydraulic oil	3553
Edible/Vegetable oil	450
Transformer oil	3371
Waste oil	1865
Other	8952
Unknown	7557
TOTAL	330,707



SUMMARY BY PRODUCT SPILLED

FOCUS:

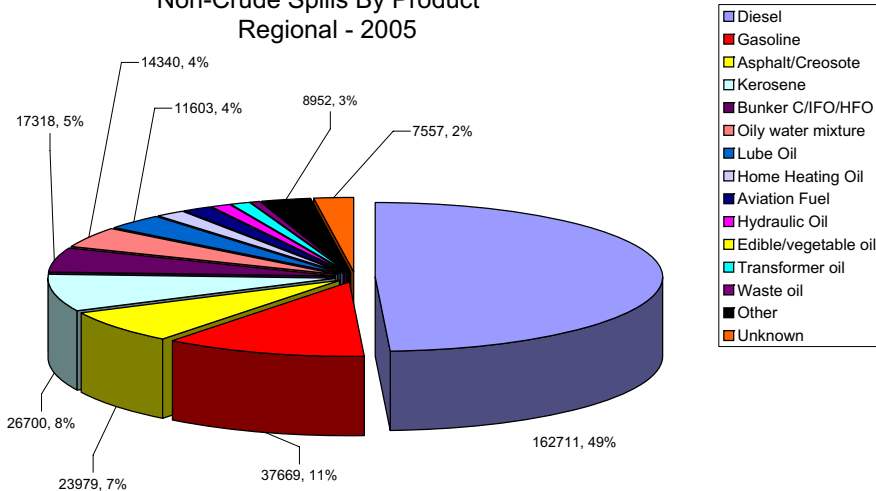
The total of non-crude spills for 2005 shows a decrease of 344,468 gallons over the 2004 total of 675,175 gallons.

The total includes seven large spills over 10,000 gallons each, of which four were diesel spills.

Focus: Diesel and gasoline continue to be the largest contributors in 2005, as was the case in 2003 and 2004 (2004 data was skewed by a large bunker oil spill).

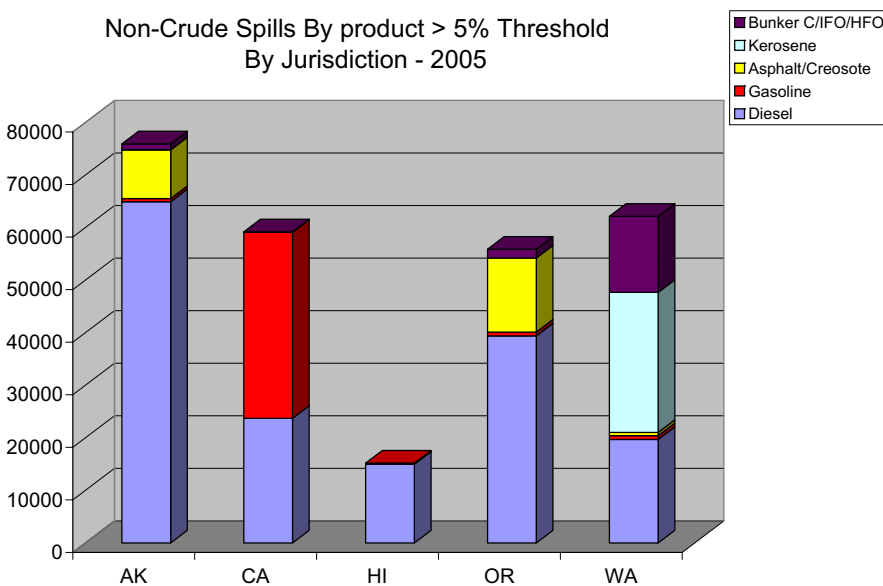
The total of the "Other" and "Unknown" categories was 3.9% of the total, which demonstrates a continuing improved trend in data collection for oil type.

Non-Crude Spills By Product
Regional - 2005



In the interest of clarity, only those products whose contribution is greater than 5% of the total spill volume are presented.

Non-Crude Spills By product > 5% Threshold
By Jurisdiction - 2005





2005-2006 IN REVIEW:
OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

**NON-CRUDE SPILLS
SUMMARY BY SOURCE**

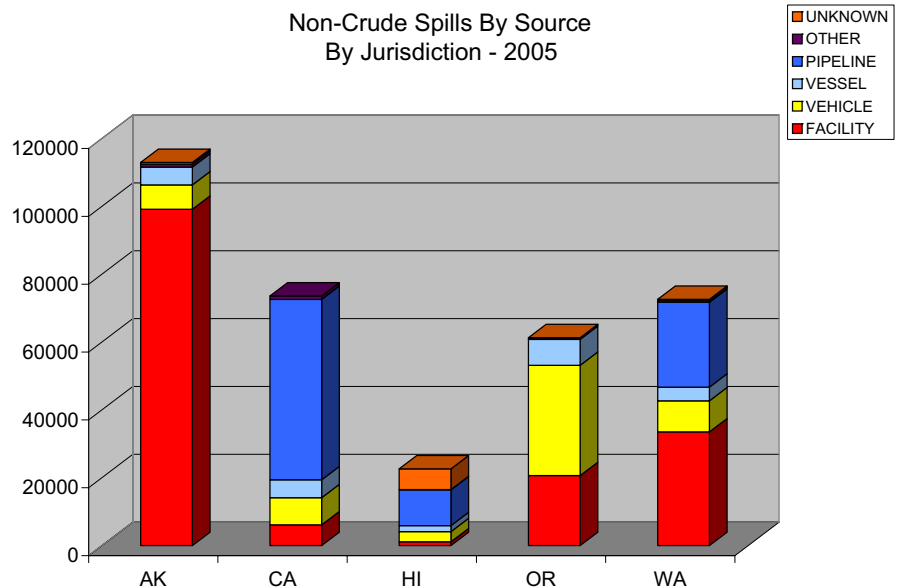
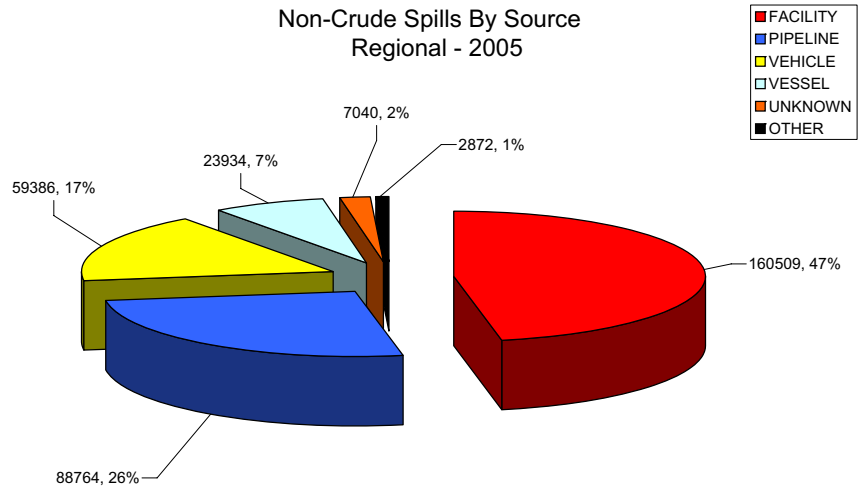
FOCUS:

Pipelines and facilities continue to be the major source of spills. In 2005, of the seven large spills over 10,000 gallons, four were from pipelines, and the 88,764 gallon contribution from pipelines showed a decrease of 42,589 gallons over the 2004 total. For both 2004 and 2005, pipeline spills were substantially greater than the 12,627 and 13,048 gallon contributions in 2002 and 2003.

Of the seven large spills over 10,000 gallons, three were from facilities. The facility total of 160,509 gallons is less than the 2004 total of 404,336; however, the 2004 figure included a single facility spill of 270,000, which skews the comparison. With this consideration, the 2004 and 2005 facility spill totals are consistent.

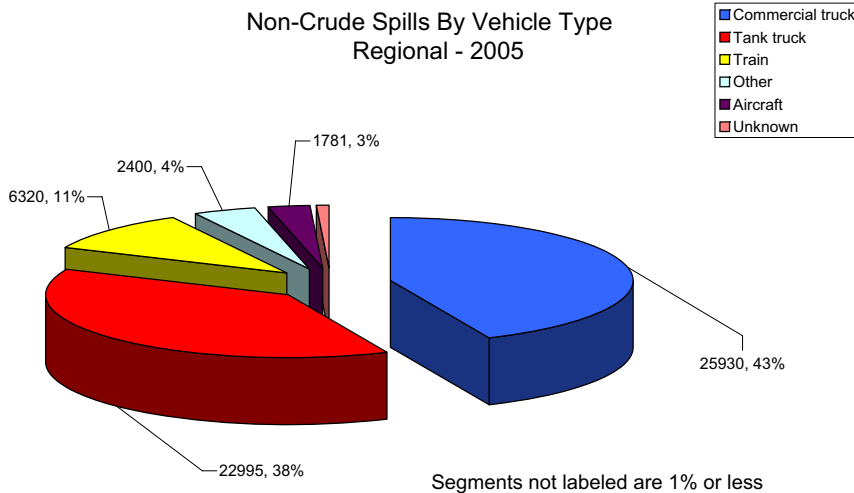
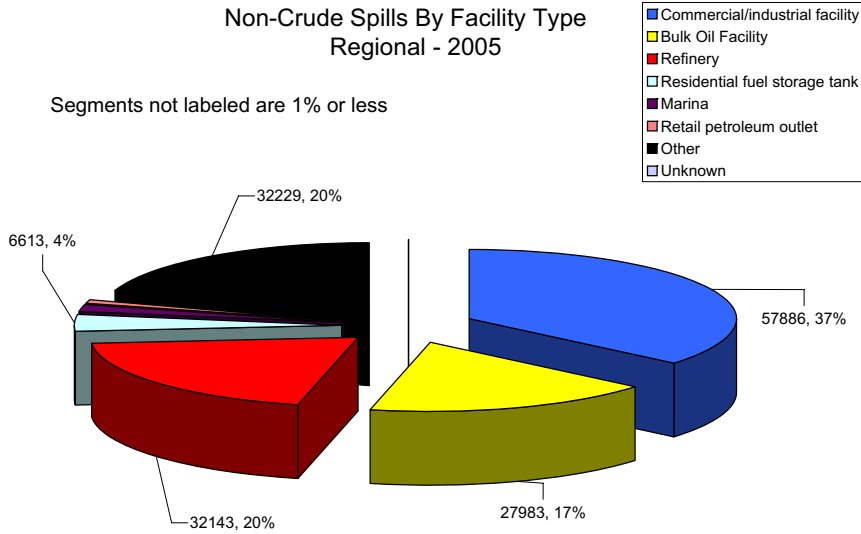
The total of the "Other" and "Unknown" categories was 2.3% of the total, which demonstrates a continuing improved trend in data collection.

The top contributor to facility spills in 2005 was Commercial/industrial facilities, which is consistent with the 2004 data. The second largest contributor was refineries, which increased significantly from 8962 gallons in 2004 to 32,143 in 2005.





The following two graphics show the breakout of spills by facilities and vehicles.



NON-CRUDE SPILLS SUMMARY BY SOURCE

FOCUS: (continued)

Also noteworthy was the share attributed to "Other" facilities. "Other" facilities contributed 25% in 2003, 10% in 2004, and 20% in 2005, indicating that there is some difficulty in data collection for this category. Recommendation: agencies should analyze the excessive use of "Other" under facility type to determine whether the selections offered by the data dictionary should be expanded.

The major vehicle type contributors in 2004 were trains, commercial trucks, and tank trucks. For 2005, the contribution of commercial trucks remained fairly consistent at about 25,000 gallons, while spills by trains and tank trucks decreased by half or greater.



2005-2006 IN REVIEW:
 OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

**NON-CRUDE SPILLS
 SUMMARY BY CAUSAL FACTOR**

FOCUS:

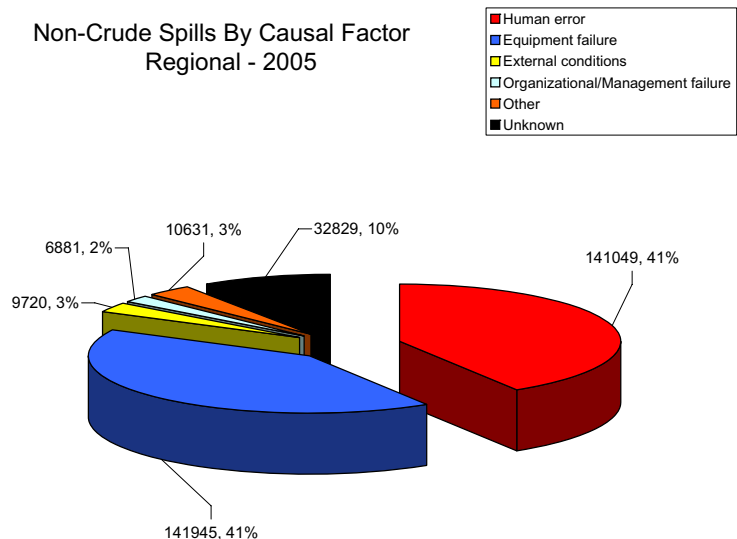
The top two Causal Factor contributors in 2005 were Equipment Failure (41%) and Human Error (33%). This is consistent with the 2003 and 2004 data.

The "Unknown" category increased to 10% from the 2004 value of 3%; this compares to a 2003 value of 17%, hence the 3% value noted in 2004 was not sustained at an acceptable level.

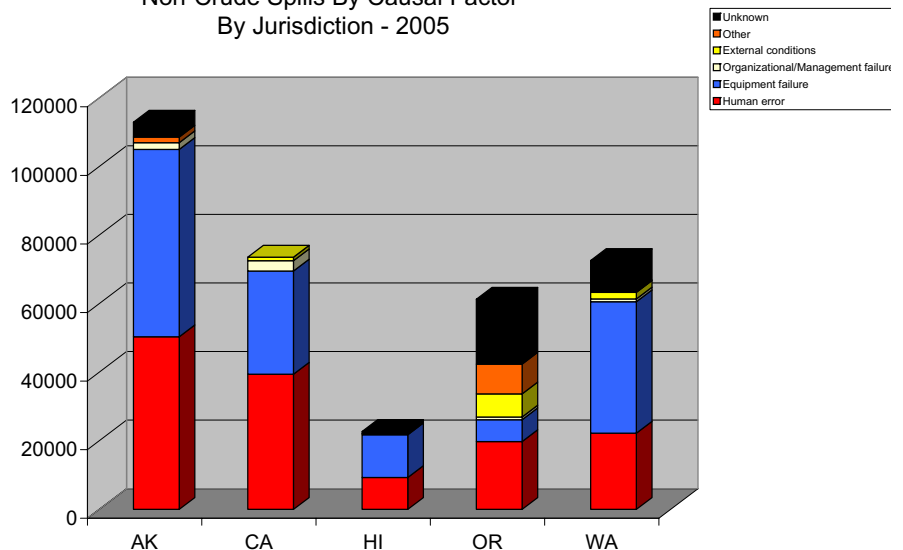
Analysis of the "Unknown" causal factors indicates that a large percentage are vehicular accidents in which response personnel are relying on police reports that do not contain the degree of specificity needed to assign a causal factor. Additional field response resources would be required to improve on this situation.

CA deserves special recognition for having no "Unknown" causal factor spills!

Non-Crude Spills By Causal Factor
 Regional - 2005



Non-Crude Spills By Causal Factor
 By Jurisdiction - 2005



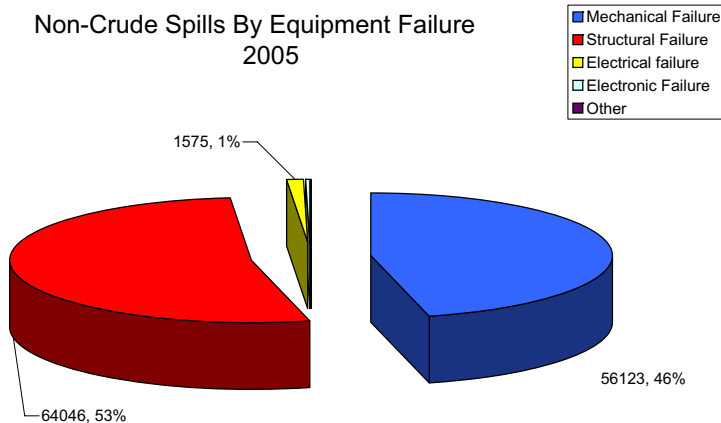


**NON-CRUDE SPILLS
SUMMARY BY CAUSAL FACTOR**

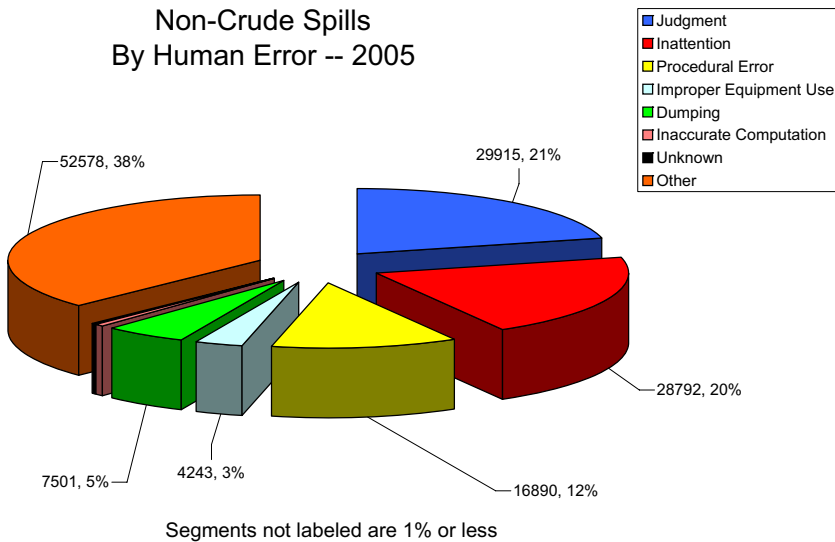
EQUIPMENT FAILURE:

“Mechanical Failure” and “Structural Failure” continue to be the top two contributors to spills caused by Equipment Failure. In 2003 and 2004, Structural Failure was the leading factor, with mechanical failure being a close second. This trend continued in 2005.

Non-Crude Spills By Equipment Failure
2005



Non-Crude Spills
By Human Error -- 2005



HUMAN ERROR:

Consistent with the 2004 data, “Judgment” was the largest identifiable contributor to the Human Error category, with “Inattention” also making a significant contribution.

“Other” was the actual largest contributor to the Human Error category, at 38% of the total.

Recommendation: agencies should analyze the excessive use of “Other” under the Human Error category to determine whether the selections offered by the data dictionary should be expanded, or whether the problem is due to lack of investigational resources.



2005-2006 IN REVIEW:
OIL SPILL TASK FORCE ACTIVITIES AND ACCOMPLISHMENTS

**NON-CRUDE SPILLS
 SUMMARY BY ACTIVITY**

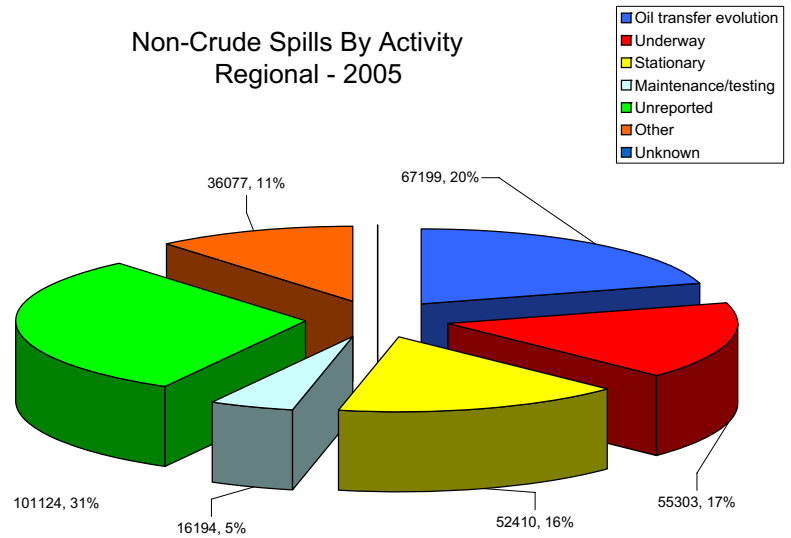
FOCUS:

Collection of activity information for spills began with the 2004 data.

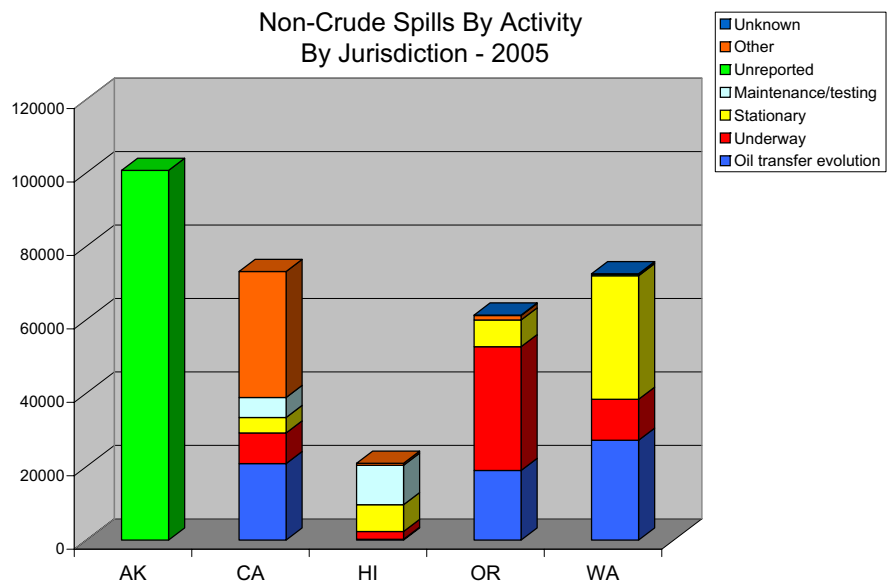
The most significant finding in the Activity category is that Oil transfer evolutions account for 20% of the spill volume. The categories of "Underway" and "Stationary" basically reflect normal operational status.

A significant shortfall in data collection still exists with the "Unknown" and "Unreported" categories, which account for 31% of the spill volume.

Recommendation: additional effort should be made by agencies to capture the activity in progress at the time of a spill.



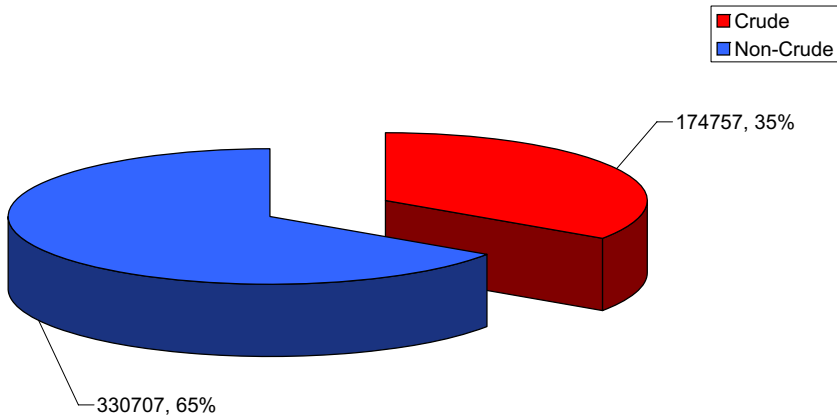
A specific breakout of spills during oil transfer evolutions shows that fueling is the largest contributor.





CRUDE SPILLS

Crude vs. Non-Crude
Regional - 2005



SUMMARY OF CRUDE SPILLS

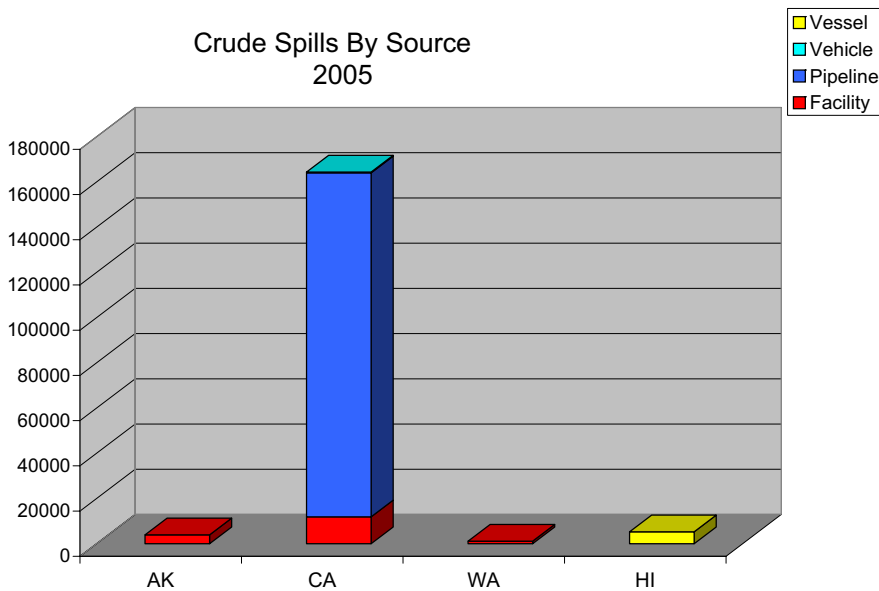
ANALYSIS:

In 2005 there was a significant amount of crude oil spilled compared to 2004, when crude oil spills were less than 1% of the total.

The largest crude spill was 126,000 gallons (72.1%), caused by structural failure of a pipeline in CA due to a landslide.

The second largest contributor to crude oil spills was "Facilities," which accounted for 16,963 gallons (9.7%) of the volume spilled. The facility spills were mainly due to Equipment Failure.

Crude Spills By Source
2005





2005-2006 IN REVIEW:

OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

PIPELINE SPILL PREVENTION

Pipelines were the source for 19% of the non-crude volume spilled in 2004 and 83% of the crude oil spilled in 2003. Pipelines were the source for 3.4% of the total product spilled in 2002. Washington, California, and Alaska have all experienced significant pipeline spills. With this in mind, the Pacific States/British Columbia Oil Spill Task Force launched a multi-year project to prevent spills from transmission pipelines carrying either crude or refined product, while also improving pipeline spill preparedness and response.

As outlined in our 2005-2006 Annual Work Plan, the first step called for the Coordinating Committee to review the Task Force's 1998-1999 Pipeline Project report. That project had focused on spill prevention only and on identifying gaps and overlaps in regulations; the final recommendations of the Project Workgroup emphasized ways that state and federal regulators could best address those gaps and redundancies.

Step 2 of the current task calls for a report on state/provincial and federal regulations, training requirements, and voluntary programs governing pipeline spill prevention, preparedness, and response. It also calls for us to review definitions of pipeline types so that the regulatory analysis is accurate. The Task Force has conducted the definitions survey for the following pipeline types:

- On-shore and offshore transmission or transportation lines;
- Gathering or flow lines;
- Facility piping;
- Transfer lines;
- Multiphase lines;
- Pump stations; and
- Breakout tanks.

The survey results incorporate responses from the U.S. Environmental Protection Agency, the Minerals Management Service, U.S. DOT (Pipeline & Hazardous Materials Safety Administration), and the National Energy Board of Canada. State/Provincial agencies responding included the California Office of Spill Prevention and Response, the California Division of Oil, Gas, & Geothermal Resources, the California State Fire Marshall's Office, the California State Lands Commission, the Washington Department of Ecology, the Washington Utilities & Transportation Commission, the Oregon Department

of Environmental Quality, the Alaska Department of Environmental Conservation, and the British Columbia Oil & Gas Commission.

We are currently developing a survey that will compile and compare specific regulations of the same agencies. We plan to complete this second survey step by next fall and then spend the winter and spring quarters of 2007 in dialogue with both U.S. and Canadian agencies and industry in order to determine how best to improve pipeline spill prevention, preparedness, and response. A final project report will be submitted to the Task Force Members by the 2007 Annual Meeting.

BEST INDUSTRY SPILL PREVENTION PRACTICES

Following the *Locke vs. Intertanko* U.S. Supreme Court decision in March 2000, the 13th Coast Guard District and the Washington Department of Ecology set out to identify gaps between the existing international and federal regulatory regimes for tank vessels and the Washington State standards that were preempted by the Supreme Court decision. Once the gaps were identified, they were ranked by Coast Guard marine safety professionals and the licensed mariners at Ecology to determine which practices were most important for reducing the risk of an oil spill. The industry practices for tankers and tank barges were identified and ranked separately, and consensus was reached on the relative ranking.

In 2003, the Task Force took this analysis to the next level by enlisting the input of industry leaders in the ranking process. Based on the strong recommendation of the very experienced and respected tanker operators that contributed to the ranking process, the voluntary industry practices for self-propelled tank vessels was expanded to all large commercial vessels. To access our report on this project and the industry rankings, please go to the following site: http://www.oilspilltaskforce.org/docs/project_reports/VesselBipReport.pdf.

Our next step was to promote these voluntary, non-regulatory measures. Washington and the 13th District have enjoyed some success in introducing voluntary measures by incorporating them in Harbor Safety Plans as Standards of Care. Based on the Washington experience, the Pacific States/BC Oil Spill Task Force requested that the Marine Safety Office of the U.S. Coast Guard (USCG) Pacific Area forward the Large Commercial Vessel Best Industry Practices to Pacific Area Harbor Safety Committees through the Districts, recommending incorporation



in Harbor Safety Plans. CAPT Rob Lorigan sent a memorandum to all Pacific Area Districts in March of 2005 with this recommendation. We have also requested that USCG Pacific Area convene the Pacific Area USCG/AWO Quality Steering Committee to consider the adoption of the Tank Barge Best Industry Practices through Harbor Safety Plans and/or the AWO Responsible Carrier Program.

In 2005, CAPT Laura Stratton of the Washington Department of Ecology assumed leadership of this project after Stan Norman retired.

During 2005 - 2006 the Task Force also forwarded the Vessel and Tank Barge Best Industry Practices to the British Columbia Chamber of Shipping, the Port of Vancouver, and the Council of Marine Carriers (CMC) in British Columbia. They had generally replied that vessel operators in British Columbia were already following these practices; CAPT Nelson of CMC had provided very specific feedback and even made recommendations for additional practices. We noted that no regulatory “gap analysis” had been done for Canada similar to that done for the U.S.

THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) met in October 2005 and again in March of 2006 to share outreach strategies and plan for collaborative projects. POSPET members represent Washington Sea Grant, Washington’s Departments of Ecology and Natural Resources, the Puget Soundkeeper Alliance, the USCG Marine Safety Auxiliary in Oregon and Washington, the OceanWatch Boaters Association of British Columbia, the BC Ministry of Environment, the Canadian Marine Environment Protection Society, the Georgia Strait Alliance, the Oregon Department of Environmental Quality, the Oregon Marine Board, the Pacific States Marine Fisheries Commission Habitat Education Program, the California Coastal Commission, the NW Marine Trade Association, the Pacific Shellfish Institute, the California Department of Boating and Waterways, and the California Office of Spill Prevention and Response. POSPET is chaired by Eric Olsson of Washington Sea Grant.

POSPET operates on the premise that small oil spills are a regional problem that can best be remedied through collaborative projects drawing from existing talent and resources. For over a decade, POSPET has served as a forum for exchanging information and

outreach ideas while providing boat and marina operators with a consistent and accurate spill prevention message.

POSPET encourages networking to both exchange ideas and to help its members adopt innovative approaches. Through informal collaboration and access to beneficial member review and feedback, POSPET adds value and has improved the quality and reach of individual efforts. POSPET maintains a listserv to facilitate this information exchange between its Fall and Spring meetings.

Over the past year, the Washington Department of Ecology developed the artwork for updated Spills Aren’t Slick materials and managed “orders” from POSPET members. The California Office of Spill Prevention and Response did the printing and shipping of all materials to the POSPET members. The result of this collaborative effort was that 2800 laminated outdoor signs, 14,100 decals, and 20,100 brochures are being distributed at boat shows, marinas, and fueling docks from British Columbia to California.

In addition to its successful Spills Aren’t Slick campaign, POSPET has also been instrumental in promoting the innovative 1-800-OILS-911 spill reporting number in British Columbia, Washington, Oregon, and California. Using this easy-to-remember number, a boater reporting an oil spill is automatically routed to the correct emergency response call center in any of those jurisdictions. The Pacific States/BC Oil Spill Task Force provides staff support for POSPET and maintains this valuable spill reporting number.

Summary notes from the POSPET meetings in 2005 and 2006, a list of POSPET members, and PDFs of the Spills Aren’t Slick poster, brochure, and decals are posted on the POSPET page on our website: <http://www.oilspilltaskforce.org/pospet.htm>.

MONITORING TAPS TANKERS AND VESSELS TRANSITING BETWEEN JURISDICTIONS

CAPT Laura Stratton of the Washington Department of Ecology provides the Task Force agencies with quarterly information on the status of the Trans-Alaska Pipeline (TAPS) tankers that transit the West Coast. These reports cover owner/operator, date of build or scheduled date of build, hull configuration, deadweight tonnage, conversion date if single hull or double bottom, and retirement date. This information is available at: <http://www.ecy.wa.gov/>



2005-2006 IN REVIEW:

OIL SPILL TASK FORCE **ACTIVITIES AND ACCOMPLISHMENTS**

programs/spills/prevention/bap/TAPS%20Trade%20Tanker%20Report.pdf

CAPT Stratton reports that, as of April 2006, 16 tank ships are participating in the TAPS trade; 12 of these tankers (75%) have double hulls, 3 of these tankers (19%) have double bottoms, and only one (6%) is a single-hull ship. Of the four ships that do not have double hulls, the last one to be retired or converted will be the single-hull SEARIVER LONG BEACH, which is due to be retired in 2010, at which time the entire TAPS fleet will consist of double hull tankers. The average age of these 16 tankers is 13.4 years. The oldest TAPS trade tanker (the PRINCE WILLIAM SOUND) is 31 years old, but since it has a double hull, it is not subject to OPA '90 retirement requirements. The newest TAPS trade tanker (the ALASKAN NAVIGATOR) is less than one year old. The average age of the ships in the TAPS fleet has been dropping steadily over the past few years, as single hull and double bottom ships are retired or converted to double-hull tankers under OPA '90 rules.

The Task Force member agencies annually request information on trends in the U.S. Coast Guard's Critical Area Inspection Program for the TAPS tankers. In addition, Task Force member agencies share information among themselves regarding casualties and incidents involving both tank and non-tank vessels that are transiting between our member jurisdictions.

SPILL PREVENTION TOPICS OF CONCERN

Each year the Coordinating Committee monitors and shares information on selected spill prevention topics. Our spill prevention topics for 2005 - 2006 included:

- Cruise ship operations with regard to spills and other water pollution impacts
- Oil spill prevention research and development
- Offshore Lightering
- Oil spill risks from sunken vessels
- Waste oil dumping
- Oil Transfer regulations
- Spills from trucks and implementation of state/provincial recommendations
- Salvage capabilities and regulations
- Liquefied Natural Gas shipping and terminal operations
- Implementation of the US Ocean Plan
- Tug escort requirements
- Ballast water regulations preventing spread of invasive aquatic species



SPILL PREPAREDNESS AND RESPONSE PROJECTS:

CONTINGENCY PLANNING REQUIREMENTS FOR NON-TANK VESSELS

The Task Force member agencies were pleased that Section 701 of the 2004 U.S. Coast Guard Reauthorization Act, HR 2443, authorized the U.S. Coast Guard to require non-tank vessels of 400 GT or larger to submit oil spill contingency plans by August 9, 2005. Alaska requires contingency plans from non-tank vessels of 400 GT or larger; Oregon, Washington, and California require them from non-tank vessels of 300 GT or larger. British Columbia is covered by the Canada Shipping Act, which requires all vessels of 400 GT or larger to have contracts with certified response organizations in addition to their international Shipboard Oil Pollution Emergency Plans.

Section 701 also contains language which requires that while developing non-tank vessel regulations, the U.S. Coast Guard must “consider any applicable State-mandated response plan in effect on the date of the enactment of the Coast Guard and Maritime Transportation Act of 2004 and ensure consistency to the extent practicable.” Towards this goal, the Task Force Coordinating Committee met with Captain Steve Hanewich of the USCG Office of Response in July of 2005 and briefed him on the contingency planning requirements of our member agencies as well as on the Task Force’s 2004 recommendations regarding key contingency plan elements. For non-tank vessels, we recommended that the emphasis should be on Incident Management Teams, response organization contracts, and streamlined contingency plans. The Task Force reiterated these positions in its comments on the USCG’s Non-tank Vessel NVIC submitted in August of 2005.

The USCG issued a Navigation and Vessel Inspection Circular (NVIC) in February of 2005 which provides interim guidance for the development and review of non-tank vessel response plans, pending adoption of final regulations. CAPT Hanewich reported at the Clean Gulf Conference last fall that more than 1500 non-tank Vessel Response Plans had been received after the NVIC was published. Since the NVIC is voluntary guidance and a final rule has yet to be adopted, the USCG will not pursue civil penalties against non-tank vessel operators who do not submit

plans, although the law required submittal by August of 2005. However, if they have a spill and have not filed a plan they will be in violation of the law. The USCG is reviewing submitted plans for completeness; once a plan is in compliance with the NVIC, the operator will receive a 2-year authorization, meaning that their final plans won’t be due for another two years.

Also under this 2005-2006 Work Plan Task, we submitted a petition for rulemaking to the USCG requesting that the Limits of Liability for non-tank and tank vessels, as well as facilities, be increased by the amount of increase in the Consumer Price Index since the Oil Pollution Act was passed in 1990. The U.S. Coast Guard’s May 2005 Report on the Oil Spill Liability Trust Fund and the Adequacy of OPA Liability Limits highlighted the fact that the Oil Spill Liability Trust Fund was being seriously depleted, due in part to the fact that spill response costs were exceeding limits of liability in many cases.

Our U.S. member agencies’ ability to respond to oil spills relies in part on response partnerships with the U.S. Coast Guard and U.S. EPA, which are funded by the Oil Spill Liability Trust Fund. Our member agencies also rely on reimbursements of their own response costs from the Fund. As noted in the 2005 report, oil spill response funds spent in our U.S. member jurisdictions from FY 1997 to FY 2004 were as follows: Alaska: \$16,597,200; California: \$40,334,300; Hawaii: \$4,962,300; Oregon: \$9,941,300; and Washington: \$5,160,500.

The Director of the National Pollution Funds Center replied to our petition on December 8, 2005, and explained that the USCG had already initiated such a rulemaking project and that a Notice of Proposed Rule Making was pending, although no such rulemaking as been published in the Federal Register as of this writing (May, 2006).

ROUNDTABLE: EXPANDING RESPONSE OPTIONS TO NIGHT OR LOW-VISIBILITY SITUATIONS

The Oil Spill Task Force hosted a Roundtable Discussion on April 11, 2006 in San Rafael, California, focused on the issue of oil spill response during night-time or low-visibility situations. Forty-six persons participated in discussing the need for operations in those conditions, case studies, remote-sensing technologies and remotely operated



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equipment, operational concerns, and the planners' perspectives.

Roundtable speakers were Dave Byers, Response Section Manager, Washington Department of Ecology; Kim Beasley, General Manager, Clean Islands Council; Doug Lentsch, General Manager, Cook Inlet Spill Prevention and Response, Inc.; Dr. Merv Fingas, Chief of the Emergencies Science Division, Environment Canada; Bendt Nilsen, General Manager, Frank Mohn Houston Inc.; Richard Wright, Pacific/NW Region Vice President, Marine Spill Response Corporation; Richard Fredericks, Executive Director, the American Salvage Association; Tom Bartlett, Regional Response Manager, National Response Corporation; Brad Hahn, President and General Manager of Alaska Clean Seas; Dave Sawicki, Director, Crisis Management & Emergency Response, BP West Coast Operations; and Eric Haugstad, Manager, Contingency Planning & Emergency Response, Tesoro Corporation. Jean Cameron, Task Force Executive Coordinator, served as the moderator.

Dave Byers noted that delays in mounting a response disappoint the public trust and can also make it more difficult and more expensive to recover spilled oil. Both Kim Beasley and Doug Lentsch described positive results from using tracker buoys, radar, and infra-red. Doug emphasized that safety was a prime concern in the dynamic waters of Cook Inlet, Alaska. Doug's experience, and that of Brad Hahn, illustrated that necessity is the mother of invention, since Alaska's winters require night-time or low-visibility operations, often in icy conditions. Dr. Fingas reviewed the remote-sensing technologies available, noting that R&D is helping define both its capabilities and limitations. Bendt Nilsen explained that remotely operated equipment is available and safer under these conditions. Richard Wright pointed out that response vessels are not good search platforms, but can provide shelter for responders in night-time situations. Richard Fredericks explained that safety concerns apply to salvors as well as spill responders, and Tom Bartlett noted that, while near-shore operations may be done at night, on-shore operations could present trip and fall hazards. Brad Hahn noted the importance of shutting down operations if conditions worsen. Everyone agreed that planning and preparations for the next day are typical night-time operations. Dave Sawicki stated that night-time operations should be covered in every response plan, and noted the importance of training responders for the required shift change.

Eric Haugstad noted that good lighting is also a valuable tool, and stated that safety was the priority.

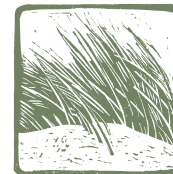
Summary notes of this Roundtable are posted on our website at www.oilspilltaskforce.org.

MONITORING ADOPTION OF THE PLACES OF REFUGE AREA PLAN ANNEX

After the T/V Prestige incident off the coast of Spain in late 2002, the Members of the Pacific States/BC Oil Spill Task Force recognized the possibility that a "Place of Refuge" incident could happen on the U.S./Canadian West Coast as well. They agreed to sponsor a Roundtable discussion on Places of Refuge in conjunction with their 2003 Annual Meeting. After participating in that discussion, they invited the U.S. Coast Guard and Canadian authorities to join them in sponsoring a stakeholder workgroup to address the issue of Places of Refuge and develop recommendations.

The Places of Refuge Project Workgroup convened in February, 2004. They established a Subcommittee to develop an annex for U.S. Area Plans that would operationalize the Guidelines on Places of Refuge for Ships in Need of Assistance which had been adopted by the International Maritime Organization in December of 2003. The Project Workgroup met again in December of 2004 for a final review and edit of the Subcommittee's work. They unanimously approved the final draft and recommended it to U.S. West Coast Area Committees for use as a planning and decision-making template to address ships' requests for a Place of Refuge. They also recommended that Canadian authorities, who were in the process of drafting national guidelines to implement the IMO Guidelines, take this document into consideration during that process. Finally, the Workgroup recommended that the member agencies of the Pacific States/BC Oil Spill Task Force endorse the Places of Refuge Annex developed by the Project Workgroup, and that their member agencies participate in its implementation and monitor its application and the efficacy of its use.

On February 2, 2005, U.S. Coast Guard Captain Robert Lorigan, Chief of Marine Safety for the Pacific Area, distributed the Places of Refuge Annex to Districts 11, 13, 14, and 17 and encouraged their Area Committees to complete the pre-planning appendices as soon as possible. He also copied the Atlantic Area U.S. Coast Guard as well as the Commandant's office.



The British Columbia Ministry of Environment has adapted the Places of Refuge Area Plan Annex into an operational guideline to serve as part of the BC Marine Oil Spill Response Plan. Transport Canada had circulated a draft National Contingency Plan for Places of Refuge for comment. Transport Canada Pacific Region also developed a draft “Mapping of Potential Places of Refuge for the West Coast of Canada” for consultation.

Our focus over this past work year has been on working with the West Coast Area Committees and Transport Canada to see that the Places of Refuge annex is incorporated and that the crucial pre-planning is done as expeditiously as possible.

The Places of Refuge Area Plan annex, the full project report, and the Task Force Members resolution are all available on the Task Force website: www.oilspilltaskforce.org.

1-800-OILS-911

The Task Force maintains this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. The number automatically reaches the 24-hour emergency reporting center in each of these four jurisdictions as a function of the location from which the call originates. For example, a call made to 1-800-OILS-911 from anywhere in California will automatically be routed to the California emergency reporting center.

Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen through the same outreach used by POSPET (see page 15 above). Usage analysis for July 2005 through April of 2006 shows that the OILS-911 number was used 260 times during that period.

THE INTEGRATED VESSEL RESPONSE PLAN GUIDELINES

In 1998 the Task Force completed a cooperative project with the U.S. Coast Guard and industry stakeholders that resulted in approval of a voluntary Integrated Vessel Response Plan (IVRP) format for tank vessels. This format allows correlation of West Coast state planning requirements as well as the Shipboard Oil Pollution Emergency Plan (SOPEP) required by Transport Canada with the U.S. Coast Guard vessel planning requirements.

The Task Force Members signed a formal agreement in 1998 reflecting their willingness to accept tank vessel response plans submitted in the IVRP format. They also agreed to communicate any new or revised contingency planning regulations to the Task Force Executive Coordinator for updates to the format guidance matrix. In addition, the Canadian Ministry of Transport determined that the Integrated Vessel Response Plan format will be acceptable to meet their vessel planning standards, since it includes the SOPEP requirements. A formal endorsement from the US Coast Guard is also in place.

The integrated format guidance matrix is available to tank vessel planholders on the Task Force website at http://www.oilspilltaskforce.org/docs/project_report_s/ivrp2004.pdf and is kept current with any changes in member agency contingency planning regulations, thus is an ongoing project.

SPILL PREPAREDNESS/RESPONSE TOPICS OF CONCERN

The Coordinating Committee has monitored and shared information on the following oil spill preparedness/response “topics of concern” throughout the past year:

- Drill programs
- Financial responsibility requirements, state and federal
- Status of the US federal Oil Spill Liability Trust Fund
- Response technologies, including research and development
- Implementation status of recommended contingency plan elements
- OSRO certifications, mergers, mutual aid, and response capabilities
- NRDA initiatives and activities
- Applied response technologies
- Coordination of inter-jurisdictional wildlife care.



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COMMUNICATIONS PROJECTS AND ACTIVITIES

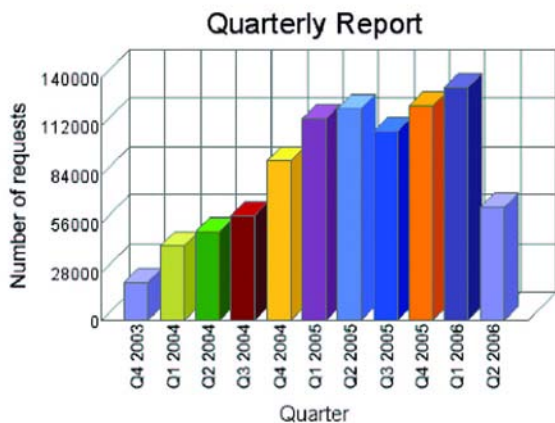
THE TASK FORCE WEB SITE

The Task Force website offers the following features:

- The **OVERVIEW** provides background on the Task Force as well as bios and photos of all Task Force Members;
- **CURRENT INTERESTS** is where we post event announcements and summary notes from recent Task Force meetings;
- **WHAT WE DO** includes our current Strategic Plan and Annual Work Plan, our Memoranda of Cooperation, and Resolutions and Agreements signed by the Task Force Members since 1993;
- The **LEGACY AWARD HONOR ROLL** lists all the Task Force Legacy Award Winners since 1999;
- **NOTES & REPORTS** features the current Annual Report as well as Task Force comments on federal rulemaking, noteworthy correspondence, meeting notes, and project reports;

- **CONTACT INFORMATION** provides contact details for the Task Force’s Coordinating Committee and Executive Coordinator;
- **LINKS** provides links to the Task Force member agencies, other state appropriate state agencies on the West and Gulf Coasts, as well as key US and Canadian federal agencies;
- Information on **POSPET** and its member organizations; and
- A **SEARCH** engine allows you to search the site if you don’t find what you want in one of the categories above.

The website has received a total of 939,397 “requests” since it was initiated in the 3rd quarter of 2003. A “request” is any visit to the site or to any page on the site. Our request history is shown below.



PERIOD	# OF REQUESTS	% OF REQUESTS	
		Quarter	Year
Q1 - 06	134,032	14.27%	
Q2 - 06	65,341	6.96%	
2006 TOTAL	199,373		21.22%
Q1 - 05	116,421	12.40%	
Q2 - 05	122,131	13.00%	
Q3 - 05	109,241	11.63%	
Q4 - 05	123,325	13.12%	
2005 TOTAL	471,158		50.16%
Q1 - 04	42,970	4.58%	
Q2 - 04	51,137	5.44%	
Q3 - 04	60,346	6.42%	
Q4 - 04	92,144	9.80%	
2004 TOTAL	246,597		26.26%
2003 TOTAL	22,269		2.38%

Most active year 2005: 471,158 requests handled.
Yearly average: 234,849 requests handled.



STAKEHOLDER PARTICIPATION

Stakeholders monitor Task Force activities through our web site and can also participate in Task Force sponsored events or project workgroups. We host two public events each year: a roundtable forum and our Annual Meeting. See details regarding the 2006 Roundtable on Expanding Response Options on pages 17-18 above.

THE 2005 ANNUAL MEETING

Eighty-five persons attended the 2005 Annual Meeting of the Pacific States/British Columbia Oil Spill Task Force, which was held in Anchorage, Alaska on July 27. The meeting was hosted by the Alaska Department of Environmental Conservation (DEC) and Kurt Fredriksson, DEC Commissioner, served as Chair. The 2005 Legacy Awards were presented (see below), Task Force Members presented updates on programs and initiatives in each member jurisdiction, and the Executive Coordinator reviewed Task Force activities over the past year as well as initiatives outlined in the coming year's work plan. The luncheon was co-hosted by the Task Force and Tesoro Alaska.

The theme of the meeting was "Pacific Perspectives - Regional Issues of Concern." As the Keynote Speaker, U.S. Coast Guard RADM James C. Olson, Commander of the 17th Coast Guard District, noted that both the Selendang Ayu and the Athos I oil spill events highlighted the need for both commitment and involvement, better use of limited resources, and the need for more exercises and collaborative efforts. He particularly noted the need for system-wide tracking of vessel movements in the Aleutian Islands as demonstrated by the Selendang Ayu incident. RADM Olson also addressed a number of values and strategies important to the US Coast Guard, including use of ICS and Unified Command, the concept of "Prevention through People," and the use of risk-based decision tools in Port State Control.

Kurt Fredriksson moderated a panel on Alaska Initiatives as West Coast Models. Marilyn Leland & Lisa Ka'aihue of the Prince William Sound Regional Citizens Advisory Council (RCAC) addressed the issue of Aquatic Nuisance Species in Alaska. The Alaska Spill Response Permit Project was presented by Michael L. Munger, Executive Director of the Cook Inlet RCAC, and John Kwietniak of Tesoro Alaska. Tim Robertson of the NUKA Research & Planning Group presented Alaska's Tactics Manual, and Ed Page, Executive Director of the Marine

Exchange of Alaska, described their Vessel Tracking System.

Two afternoon panel sessions addressed the issue of Non-tank Vessels. Paul Slyman of Oregon DEQ served as moderator for the first session, which included presentations by Gary Folley, the DEC State On-Scene Coordinator who described the Selendang Ayu spill response; U.S. Coast Guard CAPT Steven Hanewich, who described the USCG's new Contingency Plan requirements for Non-Tank Vessels; and Leslie Pearson, DEC's Prevention & Emergency Response Program Manager, addressed the Value of Incident Management Teams.

Carlton Moore of OSPR moderated the second session, and joined Al Peacock III of Keesal, Young & Logan in describing Certificates of Financial Responsibility and Limits of Liability for Non-tank Vessels. Craig Dougans of Burrard Clean presented The Canadian Perspective and Richard Fairbanks of the American Salvage Association addressed Salvage Issues and Capabilities on the West Coast.

Task Force Members signed the Statements of Authority for the 2005-2006 Annual Work Plan at the end of the Annual Meeting. The Work Plan is available at www.oilspilltaskforce.org, as are complete summary notes of all presentations at the 2005 Annual Meeting.

THE 2005 LEGACY AWARDS

Legacy Awards are given to industry, non-profit or public agency organizations and individuals, or for team efforts. The Task Force gives Legacy Awards for projects, accomplishments, or leadership that demonstrates innovation, management commitment, and improvements in oil spill prevention, preparedness, or response resulting in enhanced environmental protection. Efforts to promote partnerships and involve the public are favored. Organizations, individuals, or projects nominated for the Legacy Award must be located or primarily operating in the Task Force jurisdictions of Alaska, British Columbia, Washington, Oregon, California, and Hawaii. Organizations or individuals representing a regulated industry must demonstrate a satisfactory history of compliance with state, provincial, and federal oil spill regulations.

The Pacific States/British Columbia Oil Spill Task Force presented our 2005 Legacy Awards for Oil Spill Prevention, Preparedness, and Response to:

- Crowley Marine Transport Corporation



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- BP Shipping, Inc.
- US Coast Guard Commander (Retired)
William Whitson
- US Coast Guard District 11
- Cholly Mercer, President, Rainier Petroleum Corporation

Legacy Awards Ceremony, Anchorage, Alaska, July 27, 2005. From left to right: Simon Lisiecki, Director for Government and Industry, BP Shipping, Inc.; Thomas Crowley, President and CEO, Crowley Marine Transport Corporation; CAPT Jerry Swanson, Chief of Marine Safety, US Coast Guard District 11; and Cholly Mercer, President, Rainier Petroleum Corporation. US Coast Guard Commander William Whitson was unable to attend.

More details on the four 2005 Legacy Award winners and photos are available on our website at: <http://www.oilspilltaskforce.org/legacy.htm>

OUTSTANDING SERVICE AWARD TO CARLTON MOORE

On January 11th, the Pacific States/British Columbia Oil Spill Task Force Coordinating Committee presented Carlton Moore, recently retired Administrator of the California Office of Spill Prevention and Response, with the Task Force's Outstanding Service Award, which is given to Task Force Members with a record of noteworthy leadership and support.

Carlton Moore served as a Coordinating Committee Member from 1991 to 1998, and when appointed OSPR Administrator in 2003, served as California's Task Force Member until his retirement last fall. In both those capacities, Carlton demonstrated absolute support for the Task Force, provided leadership in shaping its endeavors, and articulated an expanded vision for our future.

OUTREACH TO OTHER COASTAL STATES AND PROVINCES

A new task in our 2005-2006 Annual Work Plan called for us to "Explore Expansion of Task Force Membership and Outreach." At their fall meeting, the Coordinating Committee reviewed a table that summarizes the services which the Task Force provides and noted the feasibility of providing those services to an expanded membership. The Coordinating Committee concluded that - while they

were not particularly interested in expanding membership beyond the current West Coast core - they were interested in expanding our capacity for information sharing and possibly leveraging our impact on federal policy by working with other coastal states/provinces more closely. In addition, they felt that the Task Force should promote our "model" with other regions.

Towards the goal of expanding our capacity for information sharing and leveraging our impact, the Executive Coordinator met with representatives from the Gulf of Mexico states in November to propose an informal information sharing arrangement. They were interested, so we identified Points of Contact for Texas, Louisiana, Mississippi, Alabama, and Florida who are cooperating under the following "terms":

- They receive our daily news clippings and event notice emails;
- They can opt to join the information sharing at the Coordinating Committee meetings in person or by speaker phone;
- We advise them of federal rulemakings of interest, and if the Task Force decides to submit comments, give them an opportunity to sign on if they agree with the comments;
- Their agency links have been added to our web site;
- They can contact our Coordinating Committee members anytime on any topic, just as the Coordinating Committee can contact them; and
- As Points of Contact (POCs) for this information sharing, they are also our POCs for mutual aid requests.

Outreach to East Coast states and provinces will be considered under the 2006-2007 Annual Work Plan.

OTHER TASK FORCE COMMUNICATIONS AND OUTREACH ACTIVITIES

Pursuant to our focus on submitting Task Force consensus comments on federal initiatives, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals. Consensus comments were submitted by the Task Force this year on the following U.S. Coast Guard proposals: Inspection of Towing Vessels; Contingency Plans for Non-tank Vessels; Pollution Prevention Equipment; and our petition to raise the Limits of Liability for



facilities and vessels. Copies of all these comments are available on our web site at: <http://www.oilspilltaskforce.org/comments.htm>

The Coordinating Committee of the Task Force held its quarterly meetings in Anchorage, Alaska, Portland, OR, Honolulu, HI, and San Rafael, California over this past work year. These meetings provide opportunities for information exchange as well as decisions on administration and implementation of projects outlined in our Annual Work Plan. The Task Force Coordinating Committee also met with representatives of the U.S. EPA during their fall quarterly meeting and with the Marine Safety Officers from the U.S. Coast Guard Pacific Area during their winter meeting, when they also attended a briefing on Hawaii's ADDS pack system (see photo below). In addition, the Coordinating Committee received briefings from the Alaska Tanker Company in October and from SeaRiver Maritime in January. Their Spring 2006 meeting included briefings by Dr. Merv Fingas of Environment Canada and Ken Mayer of OSPR on Oil Spill R&D projects; Robin Jamail on NOAA's Integrated Ocean Observing System; and Judd Muskat of OSPR on RADARSAT for the Pacific Area and on Oil Spill Risks from Sunken Vessels in California.



Larry Dietrick and Lisa Curtis view ADDS pack equipment with USCG CAPT Swanson, CDR Schaefer, and Brian Parscal of the Clean Islands Council.

Jean Cameron serves as a member of the U.S. Coast Guard's Navigation Safety Advisory Council (NAVSAC), where she works with representatives of the maritime community to prevent oil spills by promoting navigation safety through applications of and revisions to both the inland and international "rules of the road," advice on implementation of

various Coast Guard programs, and reviews of safety issues associated with developments in maritime and navigation technology. NAVSAC met in early September 2005, and Ms. Cameron was appointed Vice-Chairman of the Council by RADM Gilmour. NAVSAC's spring meeting was held May 9-11th in Long Beach, California.

Jean Cameron also represents the Task Force on the Pacific Region Quality Steering Committee of the American Waterways Operators and the US Coast Guard. This team is focused on improving safety in barge and towing operations on the West Coast.

During the past year, Jean Cameron provided briefings on the Oil Spill Task Force and our key projects to the O'Brien's Group training event in Seattle in late August and to the Oregon Coast Learning Institute in February, 2006. She attended the Clean Gulf Conference in Galveston, Texas in November and participated in the "Technology Workshop for Oil Spill Response in the Marine Environment" in February in San Ramon, California. In November she briefed Deputy Minister Chris Trumpy, our new Task Force Member from British Columbia, as well as Eric Partridge, the Assistant Deputy Minister, and Charles Porter, Director of Environmental Management Branch, regarding the Task Force and the Places of Refuge project. She attended the Salvage Training Course co-sponsored by the Washington Department of Ecology and the American Salvage Association February 28 - March 2nd. She also observed Island Tug & Barge's USCG PREP drill in Ketchikan Alaska in late April, which included a Places of Refuge aspect. On May 25, she represented the Task Force at the Change of Command for the Commandant of the U.S. Coast Guard.

With regard to "internal communications" among member agencies, the Executive Coordinator provides a daily summary of news clippings on events and issues of interest to the Task Force. She also maintains a Contact List of Task Force and Coordinating Committee members and produces a Mid-Term Report to the Task Force Members. All member agencies exchange information on their initiatives and activities on a regular basis.

The Executive Coordinator and Coordinating Committee worked together to develop an annual work plan for 2006-2007 which will be adopted by the Task Force Members at the 2006 Annual Meeting and will be available thereafter on our website www.oilspilltaskforce.org.



2005-2006 IN REVIEW:

TASK FORCE MEMBER AGENCY **ACTIVITIES AND ACCOMPLISHMENTS**

In addition to their dedication of staff and resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:

Alaska **ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC), DIVISION OF SPILL PREVENTION AND RESPONSE**

PROGRAM MISSION

The mission of the Division of Spill Prevention and Response is to prevent, respond and ensure the cleanup of unauthorized discharges of oil and hazardous substances. The Alaska Department of Environmental Conservation's Division of Spill Prevention and Response (SPAR) is responsible for protecting Alaska's land, waters, and air from oil and hazardous substance spills. Alaskans have made a concerted effort to prevent and clean up spills. Significant progress has been made in the safe handling, storage and transportation of oil and chemicals and the cleanup of historic contamination. We will never totally eliminate the risk of spills, but we are constantly learning how to better manage that risk. SPAR pursues its mission in three important ways:

Prevention – Ensuring a safer Alaska through the spill-free handling of oil and chemicals. SPAR ensures spill prevention through the review and approval of prevention plans for oil terminals, tank vessels and barges, railroads, refineries, and exploration and production facilities; the underground storage tank spill prevention program; technical assistance to industry and the public; risk reduction measures; inspections; and, education and training in proper spill prevention and response methods.

Preparedness – Making industry and government better prepared to respond to spills. SPAR ensures response preparedness through the review and approval of oil discharge contingency plans; inspections; spill drills and exercises; partnerships with local communities and other state and federal agencies; pre-positioning of response equipment for local use; maintenance of statewide and regional spill response plans; and implementation of the Incident Command System for spill response.

Response – Keeping Alaska cleaner through rapid response and cleanup, of contaminated sites. SPAR

ensures an effective response through the identification and rapid abatement of dangerous acute human exposures to hazardous substances; timely characterization and remediation of chronic health exposure risks from hazardous substance releases; mitigation of the effects of spills on the environment and cultural resources; and restoration of property value and usability through adequate cleanup.

SPILL RESPONSES

ADEC received reports of 1,618 oil spills, 81 brine spills, and 376 hazardous substance spills in calendar year 2005. The Department conducted 189 field responses to oil spills, 12 field responses to brine spills, and 31 field responses to hazardous substance spills. The Department estimates that 108,355 gallons of oil, 103,440 gallons of brine and 36,755 gallons of hazardous substances were spilled in 2005. Of the 238 oil spills exceeding the Task Force data threshold of 500 gallons to land and one barrel to water; 202 were from facilities, 12 from vessels, and 21 from vehicles and 3 were from other sources.

In 2005, ADEC initiated emergency responses to 29 significant/potential oil and hazardous substance spills statewide and continue to monitor ongoing cleanup and recovery activities. The releases involved commercial and fishing vessel groundings, tank truck rollovers, overfills, ammonia releases from fixed facilities, and process water spills due to corrosion of piping. ADEC responders actively worked 2,075 spill cleanups throughout the state and removed the risk by cleaning up contaminants at sites and then closing or issuing “no further action” letters for 1,975 spills. Fourteen cases were transferred to DEC's Contaminated Sites Program for long-term cleanup and monitoring, and three cases to the Department of Law for enforcement action.



TOP 5 MAJOR RESPONSES

M/V Selendang Ayu:

Spring/Summer cleanup operations, which commenced on April 25, 2005, continued until September 13, 2005, at which point they were suspended due to deteriorating weather. Cleanup of 97% of the contaminated shoreline intertidal areas was completed after a detailed, extensive and exhaustive assessment. Only 3% or 26 segments were earmarked for additional assessment and possible treatment in 2006. The next period of active operations commenced in May of 2006. It includes surveys of the 26 shoreline segments that have not reached the treatment end points defined in the SCAT Manual for the 2005 Spring and Summer Operations Period.

The M/V Selendang Ayu remains aground in two pieces near Spray Cape, with the bow section completely submerged. A local contractor, Magone Marine Service, began salvage operations to remove the superstructure and deck equipment from the stern section. All known oil and hazardous substances onboard the vessel had been removed. The State is currently weighing all environmental impacts before making a decision regarding total removal of the wreck.

On September 30, 2005, the ADEC removed the "Threatened Water Body" designation for State waters in the spill zone between Cape Kovrizhka and Spray Cape, Unalaska Island, which includes Makushin and Skan Bays, after consulting with Federal, State, and local representatives.

Emmonak Fuel Release:

On May 14, 2005 the Emmonak Water Department reported oil sheens on the Yukon River at Emmonak, located at the mouth of the Yukon River, 10 miles from the Bering Sea. The release was from five of seven abandoned mechanized landing crafts (LCMs) partially submerged by flood water in the Yukon River. The total volume of the spill is unknown. The cleanup and lightering operation commenced on May 25, 2005. Lightering of the seven LCMs and the non-propelled vessel South Pacific was completed between June 8, 2005 and June 9, 2005. A total of 5,500 gallons of diesel and 20,000 gallons of oily water were removed from the seven abandoned LCMs and the South Pacific. The LCMs were lightered and pulled further up the river bank to stop any fuel discharge. The recovered diesel was

properly disposed of at the City of Emmonak and the oily water was treated on site. The following recovered materials were shipped to Anchorage for treatment and processing: 22 drums of dirty off-spec diesel, 22 supersacks of used carbon, and 14 drums of oily waste.

North Slope Spills and Investigations:

On July 12, 2005, ConocoPhillips reported that 1,386 to 1,596 gallons of diesel was spilled along with an unknown amount of produced water at DS-1D. The diesel fuel and produced water leaked from the well casing and overflowed the well cellar. The fuel and brine then flowed out of the well house and onto the gravel pad. Fluids in the well cellar were pumped out and contaminated gravel was excavated and hauled to the Grind and Inject Facility for disposal.

On March 26, 2005 a release of 51,198 gallons of produced water occurred at Kuparuk Drill Site 2H and on April 12, 2005 crude oil sprayed the frozen snow covered tundra at BPXA Drill Site 14. The cause of this spill was a weld failure.

Prevention & Emergency Response Program (PERP) staff received a complaint that alleged Nabors Alaska Drilling had two well-control incidents that resulted in the loss of reportable quantities of drilling mud to the drill rig floor. An investigation ensued and determined the events that took place. PERP, Nabors, and BP are currently in negotiation to correct the problem. As a result PERP staff is focusing on inspecting all drill rigs on the North Slope in order to educate drill rig workers and enforce state regulations.

Nana-Lynden Logistics 25 Ton Zinc Concentrate Spill:

On September 21, 2005 Nana-Lynden Logistics spilled approximately 25 tons of zinc concentrate, twenty nine miles north of the Red Dog Mine port site on the haul road. Red Dog Mine is located approximately 90 miles north of Kotzebue. A southbound truck hauling a zinc concentrate went off the northbound side of the road and impacted approximately 60 square feet of tundra. Some tundra damage occurred during the removal of the haul truck with heavy equipment. The spilled zinc concentrate that could be excavated from the side of the road was recovered. The remaining zinc concentrate was left until the ground froze to minimize additional tundra impact. Field screening, used as a tool to delineate the area to be excavated,



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was performed. The freeze depth of the ground was subsequently monitored on a regular basis until additional cleanup could commence. Additional cleanup and excavation was completed and final confirmation soil samples were taken on November 16, 2005. Confirmation sampling indicated that the spill site met or exceeded the State established cleanup levels for lead, cadmium and zinc.

Carlile Truck Richardson Highway Release:

On December 16, 2005, Carlile Trucking reported a vehicle accident on the Richardson Highway north of the Tanana River Bridge near Delta Junction. A pickup truck lost control and hit the pup trailer of a fuel truck resulting in the loss of 3,110 gallons of diesel fuel on to the road surface. The fuel ran down the road toward the Tanana River but no fuel reached the river. The bulk of the fuel was found off the highway down a pipeline access road. Contaminated snow and gravel was excavated and hauled to Anchorage for disposal.

Fishing Vessel Incidents:

On July 25, 2005 the F/V Johnny A was underway in Icy Strait, 30 miles southwest of Juneau when the 58' fishing seiner hit a charted rock on the way into Whitestone Harbor and sank. The actual spill amount was roughly 55 - 75 gallons of diesel oil. There were no injuries. The vessel was partially refloated by the salvors pumping air into the engine room then towed slowly into an approved "Place of Refuge" inside Whitestone Harbor and boomed to complete refloating and dewatering actions and make necessary temporary repairs to the vessel's hull. The salvors responding to this incident were able to secure a soft patch on the vessel's hull and completely refloat the vessel by August 1, 2005. The vessel was towed to Auke Bay in Juneau on August 2 and 3, 2005.

On September 15, 2005 the F/V Perseverance was underway in Icy Strait when she ran aground and capsized on Spasski Island, 6.5 miles ENE of Hoonah. Roughly 600 gallons of diesel and hydraulic oil were spilled. The crew abandoned the vessel after the incident with no reported injuries. During the next four days the vessel salvors dewatered the vessel, made temporary repairs and lightered some 850 gallons of fuel from the vessel. While lightering, salvors discovered that a hydraulic tank holding approximately 100 gallons of hydraulic oil had ruptured and spilled its contents.

On October 11, 2005 the F/V Yvonne Denise suffered an engine failure while underway in Revillagigedo Channel, spilling approximately 1200 gallons of #2 diesel fuel, 100 gallons of engine lube oil, and 50 gallons of hydraulic oil. All oils carried on the vessel were lost. High winds drove the disabled vessel onto the rocks near Point Alava, approximately 20 miles SE of Ketchikan, where the vessel's starboard fuel tank was split open. The fuel vents were plugged, however the port fuel tank fed into the starboard tank, allowing the entire fuel load to be discharged to the sea. Alaska Commercial Divers Inc. (ACD) from Ketchikan provided assistance to the vessel owner on refloating and dewatering the vessel. The Metlakatla Indian Community provided vessels and personnel to help ACD salvage the vessel. The vessel was refloated and towed to Metlakatla on October 16, 2005th.

NEW RULEMAKING

The Industry Preparedness Program has issued proposed rules updating the spill prevention regulations in 18 AAC Chapter 75 applicable to regulated facilities and vessels. The public comment period expired 3 MAR 2006. A final rule should be adopted by Summer 2006. A separate regulatory project has also been initiated to review the regulations concerning crude oil transmission pipelines.

The triennial update to the Financial Responsibility regulations to reflect changes in the Anchorage Consumer Price Index have been completed. These changes increased the required financial responsibility amounts for all regulated facilities and vessels.

SPILL PREVENTION INITIATIVES

Inspections:

ADEC Industry Preparedness staff conducted 70 inspections of oil terminal/tank farms, crude oil transmission pipelines, tankers, non-tank vessels, and tank barges.

Industry Contingency Plans:

Industry Preparedness staff reviewed and approved 22 new, renewal, or amended oil discharge prevention and contingency plans for facilities and vessels other than non-tank vessels. Staff also reviewed and approved 98 non-tank vessel contingency plans.



The PWS tanker operators and Alyeska SERVS completed a review of the total number of tugs necessary to meet federal and state prevention and response requirements. They decided that no reduction of the total number of tugs was appropriate at this time.

With respect to a navigation risk assessment for the Aleutians, ADEC continues to work with the lead agency, the U.S. Coast Guard, to develop information that will assist with this effort in the future. ADEC commissioned a study of vessel traffic in the Aleutians, now complete, that will be very useful in the assessment that is expected to be led by U.S. Coast Guard Headquarters, with the assistance of USCG District 17 and MSO Anchorage. Options for conducting the risk assessment include, but are not limited to, using an independent contractor, or the National Academy of Sciences. Funding for the risk assessment is expected to be substantial and the source of that funding is not yet specified. ADEC will definitely be a partner in the risk assessment. There is currently no timetable for the risk assessment. The latest (APR 06) information from the U.S. Coast Guard indicates that the process will likely begin with a USCG led ports and Waterways Assessment.

Home Heating Oil Prevention Initiative:

PERP staff enhanced the prevention of spills from unregulated home heating oil tanks by airing public service announcements in over 250 Alaska communities through the Alaska Public Radio Network's 26 public radio stations. Since the inception of this spill prevention initiative in FY00, there has been a 31% reduction in the number of spills reported, and 24% reduction in the amount of home heating oil spilled to the environment. PERP staff made presentations to several Yukon River village environmental representatives regarding measures that should be taken to prevent spills and techniques to minimize property and environmental damage in the event of a home heating oil release.

Fishing Vessel Spill Prevention Initiative Project:

The goal of the PERP Fishing Vessel Spill Prevention Initiative is to develop recommendations and a strategy that can be applied towards reducing the number of oil spills from fishing vessels in the State of Alaska. During calendar year 2005, the work group has met and assigned specific tasks to members of the group aimed at addressing boating

safety and spill prevention and preparedness. The initiative work group will continue to participate in community and public outreach efforts throughout the state's major fishing harbors and fishing industry organizations.

The following specific tasks in calendar year 05 were completed or near completion:

- Continued coordination with the USCG Marine Safety Office in Anchorage Fishing Vessel Safety branch discussing joint Federal and State agency coordination with voluntary fishing vessel safety/ spill prevention inspections during the fishing season openers.
- Coordinated with Valdez Port Director on possibly combining Alaska Seagrant, USCG and ADEC F/V spill prevention publications.
- Continue to seek public forums and local fishing community outreach opportunities for joint USCG and ADEC F/V Spill Prevention presentations.

SPILL PREPAREDNESS INITIATIVES

Drills & Exercises:

ADEC staff participated in and evaluated 51 oil spill exercises (announced and unannounced) conducted throughout the state involving oil terminals and tank farms, crude oil transmission pipelines such as the Trans-Alaska Pipeline, crude and non-crude tankers, tank barges, non-tank vessels, and the Alaska Railroad.

Federal/State Spill Response Planning:

The proposed Change 3 to the Unified Plan was delayed pending resolution and completion of the revised dispersants and in-situ burn (ISB) guidelines. As of December 31, 2005, the revisions to the dispersants and ISB guidelines had not been finalized by the ARRT Science and Technology Committee.

Subarea Committee meetings were held for the development of Change 2 to the Prince William Sound (PWS) Subarea Contingency Plan (SCP) and Change 1 to the Southeast Alaska SCP. Change 2 to the PWS SCP was published with an effective date of October 2005. The change includes geographic response strategies for the subarea, plus a new potential places of refuge section for the plan. The Southeast SCP is currently scheduled for publication in Spring 2006. Work will then commence on



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Change 1 to the North Slope SCP and the Interior Alaska SCP.

Geographic Response Strategies (GRS):

ADEC staff participated in the industry-led GRS field deployment in Prince William Sound (PWS) that tested, corrected and validated several PWS GRS. The changes have been incorporated as part of Change 2 to the Subarea plan. The Kodiak GRS Work Group has also been activated and has met on several occasions to begin developing additional GRS for this subarea.

Potential Places of Refuge Guidelines:

Prevention & Emergency Response (PERP) staff assisted with concurrent development of Places of Refuge guidelines with the Pacific States/British Columbia Oil Spill Task Force and Alaska Regional Response Team work groups. The guidelines provide step-by-step procedures to decide if a ship in distress should be offered a place of refuge and risk factors to consider for identifying the actual anchoring or mooring locations. The final guidelines will be incorporated into Change 3 of the Unified Plan. PERP staff and the Pacific States/British Columbia Oil Spill Task Force Executive Director co-authored a paper describing the Places of Refuge guidelines and workgroups that was accepted by the International Oil Spill Conference and presented at the conference in Miami, Florida on May 17, 2005.

PERP, MSO Valdez, and the Prince William Sound Regional Citizens Advisory Committee co-chaired a working group to reach consensus and pre-identify potential places of refuge within the Prince William Sound (PWS) Subarea. The working group identified the routes of commercial and petroleum laden vessels and on-shore facilities in the sound pre-identified potential places of refuge near the transit routes. PERP staff also issued a notice to proceed to an ADEC term contractor to assist in developing potential places of refuge for the PWS subarea. The PWS RCAC conducted the initial public comment phase for the PWS potential places of refuge. The document was finalized and incorporated into a new section of the PWS subarea plan which subsequently underwent public review in the June-July 2005 timeframe. Additional potential places of refuge will be developed for the Kodiak subarea, as part of the GRS project.

Alaska Spill Response Depot/Corp System:

ADEC continues to expand the State's overall capacity to respond to spills by increasing the number of community response agreements by signing agreements with three additional communities, bringing the total number of these agreements to forty-eight (48). The Alaska Spill Response Depot/Corp System is comprised of the Community Spill Response Agreements and the Spill Response Depots or connexes placed in various locations. DEC also expanded the State's ability to respond to oil spills by participating in community response training using state equipment from depots located in Bethel, Seldovia, Ouzinkie, Port Lions, Kokhanok, and Fort Yukon.

Statewide Hazmat Response Workgroup & Exercises:

The Statewide Hazmat Response Workgroup met on four occasions during the year. The work group also hosted a field/hospital decontamination seminar to discuss mass decontamination issues with the medical staff at local hospitals. Staff also coordinated and attended two Computer-Aided Management of Emergency Operations (CAMEO) courses held in Anchorage, Alaska during the month of November.

Prevention & Emergency Response staff, in coordination with other state agencies and the U.S. Environmental Protection Agency completed the Hazmat Commodity Flow Study for Alaska. The final report is available on line at: <http://www.dec.state.ak.us/spar/perp/index.htm>

In order to update and understand the chemical hazards in Alaska to enhance hazmat response capabilities, the ADEC and the U.S. Environmental Protection Agency updated and completed a statewide comprehensive analysis of the Tier Two inventory data for 2003 data. The final report was published in January 2005 and is available on line at: <http://www.dec.state.ak.us/spar/perp/index.htm>.

NEW SPILL RESPONSE INITIATIVES

Spill Tactics for Alaska Responders (STAR) Manual:

ADEC staff initiated the development of a statewide spill response tactics manual. This project was split into three phases with Phase 1 constituting a literature search and draft format development of the manual. Phase 2 consisted of the initial draft



development of the manual. Phase 3 included the development of an Incident Management Team version as well as a field guide version of the manual. The final draft was made available for review and comment by work group members in November 2005. The actual final products will be available in May 2006.

M/V Selendang Ayu Unified Command Website:

The ADEC developed and continues to maintain the Unified Command Website for this event. Prevention & Emergency Response Program staff continues to bolster the site with documentation, photos, enhance the format and meet the public's demand for current information needs. This site has received record hits and we continue to receive positive feedback from the public.

Alaska Permits Project:

Alaska's current statewide Oil Spill Response System involves a complex assortment of permits, forms, and applications which must be prepared and filed during various phases of the response. Paperwork is required for a myriad of response activities, ranging from accessing roads to crossing streams, to establishing mooring buoys. The Unified Plan lists over 80 different permits or applications that may be required during the course of a response.

The Spill Response Permits Project was proposed as a way to facilitate the process of identifying, filling out, and filing with the appropriate agency the forms and permits required to carry out an effective spill response.

Project objectives include:

- Identify all applicable permits, forms, and applications related to oil spill response in Alaska;
- Update/revise state permits as needed to streamline content and ensure that the information collected is necessary and appropriate to the specific permit's intended purpose. Remove redundant permit requirements; and
- Centralize all such permits in an easily searched/accessed computer-based organization system, accessible through the Internet and also available on widely distributed CD-ROMs, potentially as part of the Unified Plan.

Members of the Oil Spill Permits Workgroup include representatives of those state and federal agencies that currently require oil spill permits or applications, as well as industry and stakeholder representation. The workgroup and a contractor focused on updating and streamlining the current system of oil spill permits, forms, and applications, and used a consensus process to determine the format to centralize these forms in a computer-based system. The workgroup was co-chaired by the Central Area Response Team State On-Scene Coordinator, the U.S. Coast Guard, and Tesoro Alaska Company. The co-chair and the contractor co-authored a paper describing the Permits Project and presented it at the International Oil Spill Conference in Miami, Florida on May 17, 2005.

A prototype CD-based permits tool was recently developed and will be used during upcoming spill drills. A limited exercise was scheduled in July 2005 to test and critique the existing model.

R&D INITIATIVES

North Slope Development R & D projects include Ground Penetrating Radar to Detect Oil In & Under Ice, Hydrocarbon Migration and Cleanup Technologies for North Slope Gravel Pads and Foundations, North Slope Breakup Studies – Offshore/Nearshore/Onshore, and Best Available Technology for Mechanical Recovery in Broken Ice – International.

“Circulation and Water Property Variations in the Nearshore Alaskan Beaufort Sea” – The draft results of this research suggest that oil spilled beneath landfast ice will stay in the vicinity of the source as current speeds will rarely exceed the threshold velocity required to transport an oil slick once it has attained equilibrium thickness. This is very good news because there was significant concern about the ability of oil to spread vast distances under the ice.

ALASKA DEC'S DIVISION OF SPILL PREVENTION AND RESPONSE WEBSITE

For more information about ADEC's program, visit: <http://www.dec.state.ak.us/spar/index.htm>



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British Columbia

**ENVIRONMENTAL EMERGENCY MANAGEMENT AND PERMITS,
THE BRITISH COLUMBIA MINISTRY OF ENVIRONMENT**

PROGRAM MISSION

The Ministry of Environment works to protect people, property, and the environment from spill hazards through its Environmental Emergency Management Program. The program's mission statement is: Exemplary Environmental Emergency Management through Leadership, Organization, Team Work, and Shared Responsibility.

On average, approximately 3,000 to 3,500 spills are reported to the ministry annually – most are accidental oil and hazardous material releases. Highly trained Environmental Emergency Response Officers located in regional offices throughout the province are available to respond to these spills. For large and complex spill incidents, the Ministry has two Incident Management Teams. These teams are tasked with the provincial delivery of the BC Marine Oil Spill Response Plan, BC Inland Spill Response Plan and the BC Hazardous Material Response Plan. These teams function according to the international and provincial adopted Incident Command System which includes the application of Unified Command with the Responsible Party (spiller) and other responding jurisdictions.

The Environmental Management Branch in Victoria (Headquarters) undertakes environmental emergency planning for both the Regional Environmental Emergency Response Officers and the Provincial Incident Management Teams.

SPILL DATA/STATISTICS

For 2005, the ministry received approximately 3000 reports of hazardous materials spills in the province. Approximately 10% of these were incidents of high enough risk to require field response by our Regional Environmental Emergency Response Officers. There were two spill incidents which resulted in the deployment of our provincial Incident Management Teams over the past year.

NOTABLE SPILL INCIDENTS:

The two most notable incidents for the past year included a train derailment that resulted in the spill of caustic soda into the Cheakamus River, and the

Queen of the North ferry sinking along the Inside Passage of BC's north coast.

Cheakamus River

On August 5, 2005 a Canadian National Railway train enroute from North Vancouver to Prince George derailed near a bridge over the Cheakamus River, with several cars falling into the canyon below. The train consisted of 144 cars, mainly unloaded lumber cars. Nine cars derailed including one which contained 73% sodium hydroxide solution. It released about 40,000 litres into the Cheakamus River. As the chemical flowed downstream, it resulted in the death of thousands of fish including important salmon and steelhead stocks. First Nations reported fish jumping out of the water and that the water was bubbling.



Cheakamus River derailment

A BC Ministry of Environment Environmental Emergency Response Officer was dispatched to the scene based on the preliminary report which indicated only a small leak had occurred. Once additional details including the larger release amounts, and other observed effects were conveyed to the ministry, a Provincial Incident Management Team was dispatched and Unified Command was setup in the town of Squamish.

Local RCMP issued an advisory for all people to stay away from the river and the Department of Fisheries and Oceans began receiving reports of dead fish in



the river. A health advisory was issued by the Coastal Health Authority to well water users in the vicinity of the river as a precaution.

In the days following the spill the BC Ministry of Environment and other agencies were involved in monitoring the condition of the river and the testing of drinking water wells downstream of the spill site. The railcar was removed from the river canyon using cables from above. The site was stabilized by using acetic acid to neutralize spilled caustic soda beneath the railcar, and the car was then packed with dry ice to reduce the temperature and cause any remaining material to solidify.

All response related costs resulting from the spill will be recovered from CN Rail and additional charges and fines are still under consideration. The full recovery of the Cheakamus River will take at least a decade and recovery plans and activities are currently underway with extensive community involvement.

Queen of the North

On March 22, 2006 the BC Ferries vessel Queen of the North struck Gil Island and came to rest on the ocean floor at approximately 400 meters depth. With the assistance of Hartley Bay First Nations and the ship's crew, all but two of the ships passengers and crew were rescued and taken to safety.

Burrard Clean Operations (Spill Response Cooperative) responded on behalf of BC Ferries by sending a barge with equipment to the site from Prince Rupert. The Ministry of Environment dispatched regional Environmental Emergency Response Officers and activated an Incident Management Team to respond. Unified Command

was established with the BC Ministry of Environment, Environment Canada, Indian and Northern Affairs, BC Provincial Emergency Program, Department of Fisheries and Oceans, Canadian Wildlife Service, and local First Nations (only Canadian Coastguard declined to participate). Diesel fuel sheens were observed in the area of the sinking and recovery activities as well as sensitive area protection measures were undertaken.

After the initial release of diesel fuel the release rate stabilized to an ongoing rate of approximately one to five litres per hour. Unified Command continues to monitor the situation and has created a number of contingency plans to deal with ongoing release and possible larger volume releases. It has been established that the ferry was carrying approximately 220,000 litres of diesel fuel, as well as 15,000 litres of lube and hydraulic oils. Local First Nations have received spill response and shoreline cleanup and assessment training and have been supplied with equipment to provide an immediate response to any sudden release from the vessel. At this time BC Ferries is consulting with a number of salvage companies to examine the feasibility of recovering the ship and / or removing the remaining diesel and oil from the vessel.

The BC Ministry of Environment, along with the other members of Unified Command continue to monitor the situation and ensure that the responsible party finds a suitable solution to this ongoing incident.

NEW LEGISLATION

The program is currently in the process of conducting a comprehensive review of our existing environmental emergency legislative authority and order powers, including a comparison to a number of identified jurisdictions to determine what, if any, changes would be appropriate to our current legislation.

The province's Spill Reporting Regulation is also in the process of being revised to correct references to the federal Transportation of Dangerous Goods Regulation.

SPILL PREPAREDNESS AND PREVENTION INITIATIVES

The Environmental Emergency Management Program has undertaken the BC Railway Sector



Environment Minister Barry Penner at the Incident Command Post



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Review on Environmental Preparedness and Response Capacity study as a preliminary analysis of emergency preparedness for major spills from train derailments in British Columbia. The review was initiated by the BC Ministry of Environment and subsequently became a joint project with Environment Canada. The report reflects consultation with the regulatory agencies, railway companies, and contractors affiliated with rail-line operations and emergency response in British Columbia.

The analysis examines five railways operating in British Columbia: Canadian National Railway (CNR), Canadian Pacific Railway (CPR), Burlington Northern & Santa Fe (BNSF), Southern BC Railway (SRY) and Esquimalt & Nanaimo (E&N).

The objectives of the preliminary analysis are to:

- recognize the combined response capacity of carriers, shippers and contractors for spill response;
- identify gaps in institutional, organizational and technical emergency preparedness, and
- foster a government/industry understanding of current spill response practices.

Outcomes of the study are recommendations pertaining, but not limited, to:

- whether this is a need for a coordinated federal and provincial review of carrier's emergency response plans pertaining to spills;
- measures that could alleviate institutional/technical gaps in government and industry emergency preparedness related to train derailments and spills, and/or
- whether additional stakeholder consultations are needed to foster partnerships in emergency preparedness.

The study team is comprised of emergency personnel from the BC Ministry of Environment's Environmental Emergency Management Program and Environment Canada that brought both technical and incident management expertise to this analysis.

ENVIRONMENTAL EMERGENCY MANAGEMENT PROGRAM'S WEB SITE

For more information about the Ministry of Environment's program for managing environmental emergencies related to spills see: <http://www.env.gov.bc.ca/eemp/>



California

THE CALIFORNIA DEPARTMENT OF FISH AND GAME'S
OFFICE OF SPILL PREVENTION AND RESPONSE (OSPR)

PROGRAM MISSION

The Office of Spill Prevention and Response (OSPR), a division of the California Department of Fish and Game (Department), is the lead State agency for marine and off-highway oil spill prevention and response in California. The Lempert-Keen-Seastrand Oil Spill Prevention and Response Act of 1990 (ACT) established OSPR and provides the Administrator with substantial authority to direct spill response, clean-up, natural resource damage assessment and restoration.

NEW TASK FORCE MEMBER

OSPR Administrator, Carlton Moore, retired in September 2005 after serving as Administrator for two years. Shortly after his departure, Deputy Administrator Lisa Curtis was appointed by Department Director Ryan Broddrick as "Acting" Administrator. Prior to this appointment, Ms. Curtis held the position of OSPR Enforcement Branch Chief, where she oversaw the Department's statewide pollution response and enforcement efforts. Over her career in the Department, she has served in different management capacities. These have included managing the sport and commercial fishing enforcement efforts, public outreach, and hunter education in southern California. From 1991-1996, she was responsible for being the Incident Commander for moderate and large marine oil spills. She also has a variety of experience related to California's coastal oil spill prevention and response efforts. Additionally, in 1993 she worked directly with the United State Coast Guard's Eleventh District in a one year assignment where she developed the protocols to implement the Memorandum of Agreement between the Department and the USCG. The protocols define how the Department and the United State Coast Guard work together for marine oil spill response and prevention efforts to minimize duplication and protect California's resources and interests.

Lisa Curtis was one of the founding members of the Standardized Oil Spill Response Management System (STORMS) Task Force that created and produced a spill response field operations guide in 1995. The

field operations guide is still in use by federal, state, local and oil industry personnel. In 1995, she was awarded a United States Coast Guard Public Service Commendation and a Department of Fish and Game letter of Commendation for this effort. She also earned the Office of Spill Prevention and Response's Officer of the Year award in 1995. Ms. Curtis possesses a B.S. degree in Criminal Justice and a M.A. degree in Organizational Management. She is also a recent graduate of the prestigious F.B.I. National Academy. Additionally, she currently maintains an Advanced Peace Officer Standards and Training (P.O.S.T.) Certification. She has been with the Department since 1987.

SPILL DATA

The California Department of Fish and Game's Communications Center received reports of 3,696 petroleum releases in 2005. The majority of these incidents were located in Los Angeles and San Diego Counties. Of the 3,696 petroleum incidents, 25 petroleum releases were above the Task Force reporting thresholds of 500 gallons to land and 42 gallons (one barrel) to marine waters.

In 2005, 32% of the spills that exceeded the Task Force thresholds occurred from pipelines (8 out of 25 spills), and contributed 86% of the quantity of petroleum spilled in California in 2005. Additionally, 10% of the qualifying petroleum spills came from facilities, vessels, and vehicles, with the remaining 4% of qualifying spills from "other" sources.

In 2005, crude oil accounted for 69% of the total quantity of petroleum product released where spills met or exceeded the Task Force reporting thresholds. Approximately, 25% of the total Task Force threshold-related quantity of petroleum products spilled in 2005 was attributed to gasoline and diesel fuel releases. Oil and water mixture releases accounted for 5% of the total Task Force threshold-related quantity of petroleum spilled in 2005, and the remaining 1% of petroleum product releases were attributed to aviation fuel, lube oil, fuel oil, and bunker C/IFO/HFO oil spills.



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Human errors were listed as the primary cause of 44% of the total Task Force threshold-related releases, while equipment failures caused 36% of the releases. External conditions (mainly landslides) caused 16% of the petroleum releases, while the final 4% of the petroleum incidents were attributed to organizational/management failures and unknown causes (4% each).

Finally, human error and mechanical failures contributed to more than 50% of the secondary causes of petroleum releases in 2005.

TOP 5 MAJOR INCIDENTS

Pyramid Lake Incident (3/23/05) - 126,000 gallons of crude oil was released into Pyramid Lake from a pipeline due to a landslide.



Pyramid Lake crude oil clean-up

Sunol Incident (8/14/05) - 29,400 gallons of gasoline was released into a field in Sunol when a grading vehicle hit a pipeline.

Vintage Grubb Lease/Devil's Canyon Incident (11/27/05) - 25,200 gallons of crude oil released into a drainage ditch in Ventura which leads to Devils Canyon due to equipment failure on a pipeline.



Western Grebes oiled by the Ventura mystery oil spill.

Long Beach Nursery Incident (5/2/05) - 20,000 gallons of diesel oil was released on land in Long Beach due to equipment failure during an internal transfer.

Chester Incident (8/11/05) - 6,000 gallons of gasoline was released on land in Chester due to an overturned tanker (vehicle accident).

NEW LEGISLATION:

AB 752 (Karnette) (Chapter 147, Statutes of 2005): This bill will continue to provide the Administrator the authority to establish a lower standard of financial responsibility, based on oil capacity for specified non-tank vessels, instead of requiring those vessels to comply with the statutory requirement to demonstrate the ability to pay at least \$300 million to cover the costs from an oil spill.

Under current law, non-tank vessels over 300 gross tons are required to have a contingency plan and Certificate of Financial Responsibility (COFR), which demonstrates the ability to pay for an oil spill. Non-tank vessels are defined as vessels of 300 gross tons or greater which carry oil as fuel, but not as cargo.

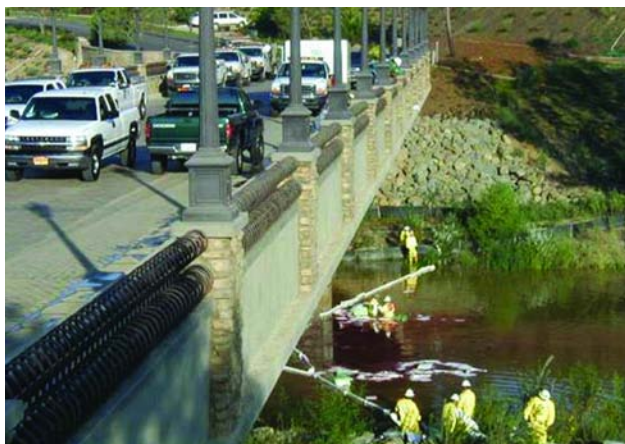
The initial legislation that established requirements for non-tank vessels (SB 1644, Chapter 964, Statutes of 1998) did not make the distinction between "large" non-tank vessel (such as a container ship which may carry over a million gallons of oil as fuel), and "small" non-tank vessels (such as research vessels which generally carry less than 250,000 gallons of oil as fuel). There are also a number of smaller non-tank vessels (such as construction barges) which carry less than 10,500 gallons of oil as fuel. Initially all non-tank vessels were required to demonstrate financial responsibility of \$300 million. This caused significant hardship for these smaller non-tank vessels, which was not justified by the spill risk posed by these vessels.

Subsequent legislation remedied this by allowing that "...the Administrator may establish a lower standard of financial responsibility for a non-tank vessel that has a carrying capacity of 6,500 barrels of oil or less, or for a non-tank vessel that is owned and operated by California or a federal agency and has a carrying capacity of 7,500 barrels of oil or less. The standard shall be based upon the quantity of oil that can be carried by the non-tank vessel and the risk of an oil spill into marine waters. The Administrator shall not set a standard that is less than the expected cleanup costs and damages from



an oil spill into marine waters.” A sunset provision was added so that the Administrator would revisit this language to see if the lower financial responsibility allowance provided adequate relief to the targeted non-tank vessel industry, while still providing adequate financial coverage in the event of an oil spill. Since the lower financial responsibility amounts became effective in regulation in September 2001, OSPR is confident that the reduced financial responsibility levels have met the statutory intent.

And finally, SB 752 would remove the original sunset clause and extend indefinitely the authority of the Administrator to establish a lower standard of financial responsibility for the specified non-tank vessels. The bill was signed into law on August 30, 2005.



Inland response, stream cleanup.

NEW RULEMAKING:

Revised Non-Tank Vessel Contingency Plan Regulations:

The proposed regulatory amendments implement the provisions of SB 1742 (Chapter 796, Statutes of 2004) which, among other things, removed reference to allowing “...evidence of a contract with The Pacific Merchant Shipping Association, a nonprofit corporation, or other nonprofit maritime association, to provide a statewide oil spill response plan...” The Non-tank Vessel Contingency Plan regulations were amended to remove references to “non-profit maritime associations” and “Maritime Association Response Plan” (MARP, which is the statewide oil spill response plan that was offered by the Pacific Merchant Shipping Association). Because the statutory authority for these plans was

removed, the regulation amendments were done through an expedited process. The changes were approved by the Office of Administrative Law (OAL) and went into effect on March 30, 2005.

Revised Tank Vessel Escort Program for Los Angeles/Long Beach Harbor:

The proposed regulatory amendments would allow up to a one-year extension, for showing of good cause, to the date of the recertification of an escort tug’s bollard pull. The only location in the Los Angeles/Long Beach area that allows the bollard pull test to be conducted closed at the end of March 2005. A one year extension should be adequate to give the tug industry enough time to deal with the practical difficulties of complying with the requirement for a bollard-pull re-test, including finding a new site to conduct the test, or an acceptable alternative to the re-test. OAL approved the amendments and they went into effect on April 25, 2005.

Revised Escort Tug Regulations for San Diego Harbor

The proposed regulatory amendments to the Escort Tug Regulations for San Diego Harbor would make non-regulatory clarifying changes, delete old date references, reiterate compliance with the International Convention of Standards of Training, Certification, and Watchkeeping for Seafarers (STCW) requirements in territorial waters, and allow a building certificate to be used to document an escort tug’s bollard pull. OAL approved the amendments and they went into effect on April 29, 2005.

NEW SPILL PREVENTION INITIATIVES:

Bunkering and Oil Transfer Standards:

OSPR performed oil transfer inspections in California waters throughout 2005. In 2004, 84 oil transfers were monitored. In 2005, twice as many (172) oil transfers were monitored. Offshore lightering continues off the coast of Southern California. One collision was reported to the U.S. Coast Guard this year, with no oil spilled.

Tug Escort Requirements:

An Escort Tug Action Team, consisting of Industry representatives and OSPR staff was established to advise the OSPR Administrator and Harbor Safety



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Committees on tug escort issues, testing and performance. The objective of the “Team” is to provide recommendations on ways to modernize the system and establish common standards for the five tug escort programs in California.

NEW SPILL PREPAREDNESS INITIATIVES:

OSPR continues to develop more in-depth OSPR-only in-house drills to train new employees. In addition, OSPR continues its work with the OSRO community and WSPA on developing appropriate shoreline protection equipment requirements/regulations.

NEW SPILL RESPONSE INITIATIVES AND NRDA

Pipeline Spill Response:

OSPR has fully implemented a Pipeline Response Program with two full-time Oil Spill Prevention Specialists (OSPSs) prepared to respond to pipeline incidents. The Pipeline OSPSs have begun an on site verification program for pipeline company oil spill contingency plans. This program includes verifying that a company’s contingency plan can be implemented, checking points along the pipeline, taking GPS readings of certain site locations, and attending company spill drills. The Pipeline OSPSs have also looked at pipeline maintenance and repair subsequent to pipeline pollution incidents. There were 47 pipeline incidents reported in 2005, down from 50 pipeline incidents reported in 2004.

Natural Resource Damage Assessments (NRDA):

OSPR’s Natural Resource Damage Assessment Program conducts NRDAs under a variety of situations, including oil spills, acid mine sites, stream sediment cases, or any other type of pollution event. NRDA claims range from less than \$1,000 to \$30 million throughout California. Similar to other NRDA programs nationwide, OSPR uses actual restoration costs as the basis of the claims. The NRDA and restoration process at OSPR consists of: (1) assessing natural resource injuries resulting from an incident and quantifying the damages that the responsible party must contribute to a restoration project(s) (2) obtaining a settlement, often cooperatively with the responsible party; and (3) using the compensatory dollars for restoring the injured resources. This process is often conducted in cooperation with our State and federal co-trustees, who collectively form Trustee Councils responsible for restoration after cases are settled. NRDA

settlements for frequent small pollution events are often settled with no involvement from Trustee councils and OSPR ensures that these funds are used in a timely fashion for in-kind types of habitat restoration. Highlights from our 2005 oil spill NRDA case activities are:

Kinder/Morgan Pipeline Spills

Cooperative NRDAs are in progress for Kinder/Morgan pipeline spills that occurred in 2004 (Suisun Marsh) and 2005 (Oakland Estuary and Donner Summit). These spills oiled a variety of aquatic habitats and wildlife species. Anticipated restoration projects include saltmarsh improvements and riparian area acquisition and/or restoration.

Luckenbach Chronic Spills

OSPR and co-trustee agencies (U.S. Department of the Interior, National Oceanic and Atmospheric Administration) have been working on the NRDA for the Luckenbach oil spills and other mystery oil spills in the Gulf of the Farallones since 2003. The freighter S.S. Jacob Luckenbach sank in 1953, approximately 17 miles southwest of the Golden Gate Bridge. In 2002, State and Federal officials identified it as the source of many mystery oil spills that have resulted in the appearance of thousands of oiled seabirds on Northern California beaches from Bodega Bay to Monterey Bay. In 2005, the Trustees completed the NRDA and began restoration planning; the total damages amount to approximately \$20 million. Because the owners of the Luckenbach no longer exist, the Trustees anticipate making a claim to the U.S. Coast Guard National Pollution Fund Center in order to obtain funds to implement restoration. Proposed projects are designed to:

- Reduce human disturbance to seabird and waterfowl nesting habitat along the central California coast, at northern California lakes, at Kokechik Flats, Alaska, and on islands off Baja California, Mexico;
- Eradicate non-native predators from seabird nesting habitats at the Farallon Islands, California, and the Queen Charlotte Islands, Canada;
- Acquire and/or restore and enhance seabird and shorebird nesting habitat at Reading Rock, Point Reyes, Año Nuevo Island, and the Santa Cruz Mountains, California;
- Manage and reduce corvid (e.g., raven)



populations at Point Reyes National Seashore to benefit nesting seabirds, and in the Santa Cruz Mountains to benefit marbled murrelets; and

- Conduct education and outreach programs to reduce human and livestock effluent and their associated pathogens that are impacting sea otters in Monterey Bay.

Humboldt Bay Spills

The Kure and Stuyvesant spills occurred in Humboldt Bay in 1997 and 1999, respectively. Both resulted in shoreline habitat oiling, seabird mortality and human recreational use losses. These multi-agency cooperative NRDA cases were settled in principle in 2004-2005 with the responsible parties. Restoration plans are underway for both cases and will include projects for seabirds, dune and marsh restoration, and human use projects in wetlands and intertidal areas.

East Walker River Spill

On December 30, 2000, a tanker truck spilled approximately 3,600 gallons of #6 fuel oil into the East Walker River. The spill impacted at least 15 miles of river in the states of California and Nevada. This case has since settled for approximately \$350,000 and in 2005 the East Walker River Trustee Council was established to implement appropriate restoration projects. The spill injuries included instream habitat and wildlife (fish, macroinvertebrates) and human recreational uses (fishing). Hence, the restoration focus will be towards riparian and fishing access projects in the two states.

Restoration Activities

Many NRDA restoration projects continued through 2005 associated with a number of past oil spills, totaling about \$65 million: Command Oil Spill, Cape Mohican Oil Spill, ARCO and Mobil/Santa Clara River Oil Spills, McGrath Lake Oil Spill, Avila Beach (I and II) Oil Spills, American Trader Oil Spill, Apex Houston Oil Spill, and Guadalupe Oil Field. The following is a list of current projects supported by these oil spill settlements:

- Devil's Slide Common Murre Colony Restoration
- Santa Cruz Mtns Old Growth Forest Acquisition
- Anacapa Island Rat Eradication

- Brown Pelican Roost Site Protection
- Santa Clara River Land Acquisition
- Santa Clara River Habitat Restoration
- Santa Cruz Mtns Campground Corvid Management
- Big South Cape Islands, NZ Rat Eradication
- Filippini Wetland Restoration
- Interpretive Education Center at Guadalupe Dunes
- Playground equipment, bike trail, and lifeguard towers at Avila Beach
- Santa Maria River Habitat Restoration
- Nipomo Creek Habitat Restoration
- Guadalupe Endowment for Restoration and Education Projects
- Wetland Enhancement at Pt. Edith Wildlife Area (Contra Costa County)
- Wetland Enhancement at McNabney Marsh (Contra Costa County)
- Pacific Herring Spawning Habitat Enhancement in San Francisco Bay
- Steelhead Stream Habitat Enhancement at San Francisquito Creek

In addition, small spill NRDA restoration planning was initiated for cases in Humboldt Bay, Nevada County, San Francisco Bay, and Southern California. Restoration projects for the small spills include eelgrass restoration, tidal wetland acquisition, stream restoration and wildlife enhancement.



Miss Kelley grounding.



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R&D INITIATIVES

Scientific Study and Evaluation Program (SSEP):

In 2003, the Scientific Study and Evaluation Program (SSEP) was established to meet OSPR's Legislative mandate to study, investigate and evaluate applied response programs, best achievable technologies and potential adverse effects of oil spills. The program also supports natural resource damage assessments, as well as projects that develop baseline biological and chemical information and establishes reference sites for environmental concentrations of petroleum products. Funding for the SSEP is provided on an annual basis.

Overall operating guidelines and objectives have been established for the SSEP to ensure the Program meets OSPR's needs. These are:

- Well defined program goals have been established.
- Dedicated staff within the OSPR Scientific Program has been committed to provide program management and administrative support.
- Written project proposals are solicited annually. Every SSEP project must either be proposed or sponsored by an OSPR staff member.

A Technical Review Committee (TRC) has been established to provide an independent review and ranking of project proposals. The TRC consists of eight members (6 OSPR staff and 2 non-state cooperators) selected by the Chief of the Scientific Program.

- All proposals are rated and ranked for funding according to established criteria.
- A Program Steering Committee was established to provide overall program direction, oversight and evaluation.
- Final project selection (based on the recommendations of the TRC and Steering Committee) is made by the Chief of the Scientific Branch and OSPR Administrator.
- Projects are selected the year prior to their start date to facilitate contract preparation and project initiation.
- The results and products of all projects are evaluated by OSPR staff, and maintained in a central location at OSPR headquarters. These reports/results are available upon request. Each project is required to submit an annual

report and participate in an annual program meeting/symposium.

- The recipients of any SSEP funding are strongly encouraged to publish their findings in appropriate peer reviewed journals.

Since its inception in 2003, 31 projects have been funded at a cost of approximately \$2 million. The projects funded in 2005-06 are:

PHYSICAL EFFECTS OF CHEMICALLY & PHYSICALLY DISPERSED OIL ON WILDLIFE: This study is designed to begin evaluating the effect of dispersed oil on fur and feathers by (1) designing a system to expose fur and feathers to dispersant and dispersed oil, (2) quantifying TPH levels on individual feathers and hair (3), assessing structural changes to feathers and hair associated with dispersant and/or oil exposure, and (4) evaluating dose-response relationship in these results with differing levels of dispersant and/or oil. A widely held assumption concerning the use of dispersants is that chemical dispersion of oil will dramatically reduce the impacts to seabirds and aquatic species, primarily by reducing their exposure to petroleum hydrocarbons. However, there is no conclusive information regarding the impacts of dispersed oil and dispersants on the waterproofing properties of fur and feathers. This information is important in evaluating environmental trade offs associated with the use of dispersants.

SEA OTTER DECOY AERIAL COUNT STUDY: The objective of the project is to evaluate existing aerial survey data on sea otter decoys to determine the optimum combination of viewing conditions that provide the most accurate counts, within the constraints imposed by budget and logistics. Aerial survey data accuracy for sea otter counts is affected by different viewing conditions such as flight speed, height, corridor width, sea conditions, cloud cover, and other factors. This project would analyze existing survey data and develop a model, which generates a distribution (with associated confidence limits) of possible population size estimates for the varying viewing conditions encountered. More accurate data will assist in OSPR oil spill response and associated sea otter recovery efforts. The end-product will be a report describing the relationship between viewing conditions and the proportion of decoys counted for three different survey heights.



RECOVERY RATES OF OILED MARSHES FOR RESPONSE DECISION-MAKING AND INJURY QUANTIFICATION: A comprehensive literature search will collect and collate existing data on oil spill impacts, response options, and likely recovery rates in marshes. Data will be formatted to facilitate (1) decision-making regarding “best” response actions, and (2) the generation of necessary data inputs to develop Habitat Equivalency Analyses (HEA) models under different response option scenarios. The data will be organized and presented in a report. The report will address the needs of both spill response and the NRDA program by summarizing the effectiveness and impacts of different response options in terms of overall marsh recovery rates. Case study examples will be used to illustrate the tradeoffs and consequences of different response options employed, and add to our knowledge of recovery rates, that will lead to more consistent natural resource injury/damage assessments.

SPATIAL DISTRIBUTIONS AND LONG-TERM POPULATION TRENDS IN THE SEABIRD POPULATION OF CENTRAL CALIFORNIA: The objective of this project is to augment two ongoing OSPR SSEP projects by adding 20 years of existing “Glenn Ford” data on seabird abundance that was previously unavailable to OSPR. The additional data will fill a critical gap in our knowledge of past and current seabird trends, as well as provide insight into what may be affecting seabird populations. The two ongoing SSEP OSPR projects that will be augmented are: (1) Glenn Ford’s update of the Mineral Management Service CD-ROM of marine mammal and seabird distributions, and (2) the ongoing wildlife aerial surveys conducted through U. C. Santa Cruz. The 20 years of data will be incorporated into the marine wildlife CD-ROM, and a scientific paper (perhaps two) will document the findings.

A POTENTIAL RESTORATION APPROACH FOR SANDY BEACHES IMPACTED BY AN OIL SPILL AND CLEANUP ACTIVITIES: This study will evaluate how the ecology of sandy beaches may be impacted as a result of adding/removing wrack following a marine oil spill. The community of animals associated with stranded macrophyte wrack, and the shorebirds that feed on them, will be studied. The hypothesis is that the addition of wrack to sandy beaches following

an oil spill can enhance this community of organisms and provide more prey resources for shorebirds. Cleanup activities often require the removal of the majority of wrack from the intertidal beach habitat. If these predictions are supported by the experimental results, this approach could be used to enhance the recovery (restoration) of wrack-dependent organisms of intertidal beach communities impacted by oil spills, particularly cleanup actions, and provide prey used by a wide variety of wrack-dependent shorebirds, such as the Western snowy plover.

BROWN PELICAN ROOST SITE ATLAS: A DATABASE AND MANAGEMENT TOOL FOR THE CALIFORNIA COAST: The objective of the project is to collate data and related maps on pelican roost sites. These data will be transferred into both paper and electronic atlases to aid in wildlife recovery, NRDA, and restoration following marine oil spills. The endangered California brown pelican has been studied extensively. However, no comprehensive statewide database or mapping project has adequately documented pertinent brown pelican data necessary for oil spill response, NRDA, and other conservation efforts.

REMOVAL OF FISH OIL FROM REHABILITATION POOLS USING A PORTABLE WATER FILTRATION SYSTEM: The project will evaluate the effectiveness of using a custom designed portable filtration unit to remove varying volumes of fish oil from a marine wildlife rehabilitation pool. The amount of fish oil waste and wastewater generated in seabird rehabilitation pools needs to be reduced to prevent contamination of feathers by re-circulated water and to lower the costs associated with generating wastewater.

OSPR WEBSITE

For more information about OSPR’s activities, please visit www.dfg.ca.gov/Ospr/



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Hawaii

HAZARD EVALUATION & EMERGENCY RESPONSE OFFICE OF THE ENVIRONMENTAL HEALTH ADMINISTRATION IN THE HAWAII DEPARTMENT OF HEALTH (HEER)

PROGRAM MISSION

The Hazardous 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.

The office is comprised of three operating sections, each addressing an important aspect of its mission. The implementing sections are organized as follows: 1) Emergency Preparedness and Response; 2) Site Discovery, Assessment and Remediation; and 3) Hazard Evaluation.

The HEER Office Emergency Preparedness and Response Section (EP&R) along with the four State On-Scene Coordinators (SOSC) are responsible for planning and preparing for, and responding to releases of a hazardous substance and/or oil that may cause immediate and substantial threat to human health or the environment. The SOSCs have been trained to enter hazardous atmospheres in self contained breathing apparatus (SCBA) and various types of personal protective equipment. As back-up personnel to first responder County HAZMAT teams, SOSCs are on 24-hour call.

SIGNIFICANT EVENTS

During FY 2005, the HEER Office received 351 notifications which were directly concerned with the release of hazardous chemicals or oil spills. Of the 351 notifications reported, 84 required a site response by a State On-Scene-Coordinator (SOSC) and/or a major off-scene coordination and response effort. Notable among the spill responses during FY 2005 are the following:

M/V Casitas Grounding:

In the early morning of 2 July, 2005 the U.S. Coast Guard received a distress call from the Casitas that it was aground



in the Hawaii Northwest Islands, 1000 miles NW of Honolulu. The Casitas was a 145 foot freight ship on a marine debris collection mission for NOAA. The atoll where it grounded is a Hawaiian Islands National Wildlife Refuge that includes nearly two million acres of submerged coral reefs, and is home to over 7,000 species of coral, mollusks, fish, crustaceans, and other marine creatures. There was over 43,000 gallons of diesel fuel, gasoline, and oily water aboard that required removing.



M/V Casitas

The salvage and lightering effort required extensive coordination over several weeks. The remote and distant location of the vessel posed significant logistical challenges and required innovative salvage tactics. The utmost consideration was given to protect the fragile ecosystem. On 4 August the vessel was successfully refloated and towed to a disposal site. The operation was conducted without creating an oil spill or injury to response personnel or wildlife.



Fuel Tanker Turnover:

On October 19, 2005 the rear trailer of a tanker overturned, breached, and released over 2000 gallons of diesel fuel. The incident was located 8 miles North of Hilo, Hawaii. The diesel ran along the roadway and down the bank to a freshwater stream that empties into the ocean 150 yards away. The response by Clean Islands Council for the RP, Hawaii Petroleum, prevented any oil from reaching the ocean.



Tanker overturn

OIL SPILL PREPAREDNESS

DOH and Clean Islands Council sponsored several workshops on the Airborne Dispersant Delivery System (ADDS) and Helicopter Bucket Dispersant Delivery System. Including the communication and monitoring operations.

Legislation to address Vessel grounding on coral reefs passed allowing the State Department of Land and Natural Resources (DLNR) to take immediate action to remove vessels in danger of breaking up.

HAWAII DEPARTMENT OF HEALTH WEBSITE

Additional information about the environmental program and available documents can be obtained at the Department of Health web site at: www.hawaii.gov/health/

F/V Sky Sun Grounding:

The fishing vessel Sky Sun, a 67 foot steel hull long liner, ran aground South of Hilo, Hawaii next to a State of Hawaii Marine Life Conservation District in a tidal pool area.

The 1000 gallons of diesel fuel, hydraulic oil, and other hazardous materials were all removed without a release. The cargo of fish was removed and given to the local population. The location of the F/V in the tidal pools made any salvage impossible. The vessel hull had to be cut into pieces and lifted from the reef by helicopter.



Fishing vessel Sky Sun grounding.



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Oregon

EMERGENCY RESPONSE PROGRAM, OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

PROGRAM MISSION

The Emergency Response Program at the Department of Environmental Quality (DEQ) supports the agency's strategic direction to protect human health and the environment from toxics by preparing for and minimizing the danger posed by catastrophic releases of dangerous chemicals.

The oil spill planning and preparedness responsibilities are carried out by approximately 3 staff located in the DEQ's headquarters in Portland, Oregon. This program is responsible for facility and vessel oil spill contingency and prevention plan review, drills and exercises, geographic response planning and general coordination.

Response activities are carried out by three State On-Scene Coordinators located at regional offices in Bend, Eugene and Portland as well as a duty officer and response coordination and planning staff located at the headquarters office. This program is enhanced by personnel from several other programs that provide after hours duty coordination and are located in various parts of the state.

SPILL STATISTICS

- DEQ received 2,339 spill notifications in 2005. This represents 32% of all the calls the Oregon Emergency Response System received that year.
- The 2,339 notifications resulted in 627 projects that required detailed follow-up.
- There were over 170 reports of petroleum product releases over 42 gallons and eleven spills of petroleum product that were over 1,000 gallons.
- Five facilities and three vessels regulated under The Oregon Oil Pollution Act experienced releases.
- Eighteen spills from fishing vessels were reported along with 20 recreational vessel spills and 20 "other" vessel spills.
- There were 12 spills from tank trucks and 28 rail related incidents reported.

MAJOR INCIDENTS

Roberts Creek:

A tank truck roll over resulted in the release of approximately 11,000 gallons of fuel (9000 gallons of gasoline and 2000 gallons of Diesel) on March 11, 2006 at approximately 5:30 AM. The incident occurred on Interstate Highway 5, near Roseburg. The fuel released to the ground and entered an unnamed tributary to Roberts Creek and the South Fork of the Umpqua River.



*Truck accident
on Interstate
Highway.*



The Environmental Protection Agency responded at the request of the Oregon Department of Environmental Quality and a Unified Command Structure was formed. Representatives from the Responsible Party, First Strike Environmental, USEPA, and the State of Oregon (DEQ, ODOT, OSP) participated in the response. DEQ contracted for an incident oversight team from NRC Environmental Services.



EPA contacted their START contractors and requested that 2 personnel respond with an OSC to the spill. The spill involved a double fuel tanker. The trailer flipped over releasing its contents. The trailer released its entire contents onto the west side of the highway. The removal of the fuel soaked soils was necessary to prevent further impacts to local waterways.

Fire Destroys Boathouses, Sinks Yachts on Columbia River:

Three boathouses, along with three yachts were destroyed by an early morning fire at the Columbia River Yacht Club in Portland on Tomahawk Island.

Portland firefighters installed absorbent boom to soak up fuel from the yachts that sunk into the Columbia Yacht Club's marina. The two-alarm fire quickly jumped to other nearby boathouses.

The Portland Fire Bureau, U.S. Coast Guard and state Department of Environmental Quality sought to contain the fuel spill. The fire-damaged yachts sank into the marina, along with hundreds of gallons of diesel fuel. A salvage barge was called to the scene to raise the vessels out of the water. Two of the yachts held more than 600 gallons each of diesel fuel. A third yacht had the capacity to hold 1,200 gallons of fuel.



Marina cleanup on Columbia River.

Firefighters set up an absorbent boom at the mouth of the marina and around the docks to soak up the fuel and keep it from spreading. Firefighters also had to contend with the collapsing roofs of the boathouses. Cranes were brought in to lift the roofs, which allowed firefighters to extinguish any remaining flames.

Only one of the vessels was releasing fuel at a significant rate. The fuel was contained within the physical structure of the boat-house. Free product and debris was removed from the area for several days. An estimated 200 gallons was recovered from the "leaker."

The quick response minimized the environmental impact as there was no observed wildlife in the area.

Most of the fuel was released in one area and some sheen that escaped during the fire was mostly contained within the boom deployment area.

The response focused on:

- Recovering spilled fuel
- Remove debris covering the sunken vessels
- Plugging leaks from sunken vessels
- Refloating sunken vessels.

Lacamas Laboratory Explosion/Fire:

DEQ, Portland Fire, the Portland Bureau of Environmental Services and the USCG responded to the site of a large explosion and fire at an industrial plant in Portland. Five chemicals involved were: Methyl ethyl acetate, hydrochloric acid, benzene, heptane, and hydroxybenzopriazole hydrate. At least some of the chemicals made their way to the Oregon Slough. Portland Fire provided initial containment. Two persons were transported to local hospitals. The explosion involved pieces of metal as large as cars. EPA and their START contractor joined the response as well.

Once the fire was completely extinguished, efforts focused on preventing further runoff to the storm sewer system. Water that was pooled in parking lot was pumped into Baker Tanks.



Lacamas Laboratory.

Many of the drain lines in this area discharge to the Oregon Slough.

Attempts to secure the storm drain were unsuccessful at first. Booms were placed at the outfall to collect any oil discharges. Eventually releases to the storm water system were controlled. DEQ, the EPA and US Coast Guard inspectors conducted assessments of the environmental impacts



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from the fire. Oregon OSHA inspectors investigated conditions which existed for workers at the time of the incident. EPA agreed to oversee the chemical management aspects of removal of chemicals from the building. There were no observed fish or other wildlife impacts.

Kamela Derailment

The LaGrande Fire Department, Oregon Department of Transportation, DEQ and EPA responded to a nine car train derailment near Kamela in the Blue Mountain Forest. While the first priority was securing the tank carrying anhydrous ammonia and the 4 tanks of molten sulphur, no hazardous materials were released. Approximately 400 gallons of diesel was released in the bottom of the canyon and had impacts to “Dry Creek.” The diesel fuel, construction of underflow dams and relocating the rail cars had severe impacts to the surrounding area. This project involves long term planting and restoration and has been turned over to the Environmental Cleanup Program for long term monitoring.



Kamela derailment and stream cleanup.



Nicol Street Heating Oil Tanks

Clean Water Services reported a reddish liquid to an unnamed pond owned by the Oregon Episcopal School located in Washington County. The liquid was determined to be red dyed diesel (heating oil) and the pond was linked to Fanno Creek. DEQ dispatched their contractor and had newly appointed



Red dye diesel cleanup.

SOSC Ray Hoy met EPA FOSC Dan Heister at the site. Working with the contractors, Ray and Dan identified a potential source of the contamination at a condominium complex approximately 2 residential blocks to the north of the pond. The heating oil found its way into the stormdrain system and mobilized in a down-gradient direction before it discharged into the pond adjacent to Fanno Creek.

Further investigation revealed that there was both an active tank and two inactive heating oil tanks at this location that were in close proximity to each other. While response activities continued at the pond, further work was being conducted to pinpoint the exact source of the oil. Samples were collected and sent to the lab for fingerprinting. Excavations were made around the tanks and eventually it was determined which tank (and owner) was responsible for the release.

Ray is working with the owner and contractors to continue cleanup activities at the site. As often happens on projects like this one, there were complex ownership issues (two tanks located on common grounds) and structural issues that had to be resolved while the emergency actions continued to take place in an effort to reduce the threat to the environment.



NEW LEGISLATION/RULEMAKING

DEQ has completed an update on enforcement rules for all programs. Enforcement rules specific to the Emergency Response Program include: oil spill prevention and contingency planning (OAR 340-141), emergency response to releases of oil and hazardous materials (OAR 340-142) and ballast water (OAR 340-143). The enforcement rules describe what actions DEQ may take when environmental rules are violated.

The Emergency Response Program participated in a general rule making effort that revised rules for several Land Quality Division programs. The key changes for the Emergency Response Program are adopting daily use fees for dredges. The fees are already in statute. Additionally DEQ has adopted NIMS as the incident management system to be used in the State of Oregon for oil and hazardous material incidents.

OIL SPILL PREPAREDNESS

The Emergency Response Program rolled out its nearly completed mobile command trailer to the tank truck spill at Roberts Creek in March. While not quite up to 100 percent of its capabilities, the trailer made a great place to get out of the cold weather and organize plans, analyze data, meet with response personnel and communicate the outside world.

DEQ has spent a significant amount of time working with other state agencies on State Homeland Security issues. DEQ is finalizing a chemical response plan for the Oregon Department of Human Services and has increased its laboratory capacity in the area of analyzing chemical weapons.

OREGON EMERGENCY RESPONSE WEBSITE

For more information on the emergency response programs at DEQ, please go to: <http://www.deq.state.or.us/wmc/cleanup/sp10.htm>





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Washington

THE SPILL PREVENTION, PREPAREDNESS, AND RESPONSE PROGRAM OF THE WASHINGTON DEPARTMENT OF ECOLOGY

INTRODUCTION

The Department of Ecology Spill Prevention, Preparedness, and Response Program's mission is to protect Washington's environment, public health, and safety through a comprehensive spill prevention, preparedness, and response program. The Spills Program focuses on preventing oil spills to Washington waters and land and ensuring effective response to oil and hazardous substance spills, 24/7 statewide from six field offices.

The threat from oil and hazardous material spills is significant. Each year, billions of gallons of oil and hazardous chemicals move through Washington, by ship, pipeline, rail, and road. Accidents, equipment failure, and human error can all lead to unintended and sometimes disastrous consequences. Oil and chemical spills into Washington's waters can threaten some of the most productive and valuable ecosystems in the world, while spills on land threaten public health, safety, and the environment. The effects can be acute and chronic and can damage the state's economy and quality of life.

PROGRAM OVERVIEW

In 2005, the Department of Ecology's Spill Prevention, Preparedness and Response Program continues to strive in the following areas:

Spill Prevention:

- Inspections: The program worked to prevent oil spills by inspecting ships, oil terminals, and oil transfer operations
- Prevention Plans: review of marine terminal spill prevention plans continues to play a major role in preventing spills
- Rescue Tug: the contracted Neah Bay rescue tug continued to protect the outer coast and Strait of Juan De Fuca from vessel casualties
- Education/outreach: continual education efforts to promote spill prevention
- ECOPRO: Ecology continued to pursue its Exceptional Compliance Program (ECOPRO) and Voluntary Best Achievable Protection (VBAP).

- New proposed Oil Transfer Rules: the new rules focuses on improving oil transfers for vessels and facilities.

Preparedness:

- Drills: Six major unannounced and 250 routine oil spill contingency plan drills were conducted. The drill program continues to demonstrate industry and government's cooperative partnership in being prepared.
- Contingency Plans: Ecology continues to require ocean-going commercial vessels and marine terminals to have: a spill contingency plan; a response contractor under retainer; and participate in the oil spill drill program.
- Proposed Oil Spill Contingency Plan Rules: The proposed draft rules continues to make improvements on contingency planning for worst case scenarios.

Response Function:

- Hazmat: Ecology spill responders continued to protect public health and the environment by managing over 3,500 oil and hazmat spills statewide.
- Drug Labs: Methamphetamine drug lab clean-up/disposal, and planning for weapons of mass destruction incidents continued to be a significant portion of the work load.
- NRDA: along with oil spill response, Ecology continues work in environmental restoration planning with Natural Resource Damage Assessment (NRDA) program.

SPILL DATA/STATISTICS

The Spills Program was provided with \$1.4 million and four new employees to implement the recommendations of the Oil Spill Early Action Task Force. These resources are helping the state respond more rapidly and aggressively to oil spills.

After completing participation in the 2004 Oil Spill Early Action Task Force, Ecology hired a consultant (Environment International) to complete a study of citizen involvement models. The final report Ecology Publication No. 05-08-001 concluded that:



“regulators and regulatees alike may derive resource efficiencies and financial benefits by having the responsibility for involving citizens in oil spill issues, in an informed and effective way, fall on the shoulders of those outside the regulator-regulatee relationship. Having a voice from the public help educate, inform and advise the process can go a long way toward building trust and an understanding in the public of the challenges faced by regulators and regulatees.”

After considering various options, the legislature passed Senate Bill 5432 which created the new Oil Spill Advisory Council. The legislature also provided \$508,000 and two new positions for the biennium. The Council is composed of stakeholders representing a broad range of interests. The members and Chairman (Mike Cooper) were appointed by Governor Gregoire.

RULEMAKING

Oil Transfer Rules

A Foss Maritime barge spilled approximately 4,700 gallons of heavy fuel oil while being filled at the terminal at Point Wells in Snohomish County just after midnight on Dec. 30, 2003. The oil washed onto shore at the terminal and drifted across Puget Sound where it coated beaches and the Doe-kag-wats marsh on the northern shore of Port Madison. As a result of the spill the 2004 Legislature amended RCW 88.46.160 requiring Ecology to develop standards for pre-booming and alternatives for oil transfers by July 1, 2006.

During 2005, Ecology formed the Oil Transfer Operations Advisory Committee to help the agency develop consistent and comprehensive rules regarding oil transfers. Ecology met with the Advisory Committee member through out the year, completed a legislative report on oil transfers, and gathered feedback and ideas from oil handling and shipping industry, environmental groups, other government agencies, and tribes.

Ecology filed a formal intent to complete rule-making. Formal public hearings for the rule will be held and the rules adopted during the summer of 2006.

Oil Spill Contingency Planning Rules

The Spills Program also continued its effort to amend and consolidate the vessel and facility oil spill

contingency plan requirements into one updated rule. Specifically, these rules are Chapter 173-181 Washington Administrative Code (WAC), Facility Contingency Plan and Response Contractor Standards, and Chapter 317-10 WAC, Vessel Contingency Plan and Response Contractor Standard.

The current rules are over ten years old and they:

- Require vessels, facilities, and pipelines to plan for oil spills – both small and “worst case” incidents;
- Require plan holders to have a retainer with state approved clean-up contractors; and
- Require plan holders to describe and participate in a program for drill exercises to practice implementing effective response actions and to test the plans.

The rules updates are necessary in order to build on the last ten years of successes, make a variety of improvements, incorporate lessons from participating in drills and spill incidents, and to move current guidance into rule to comply with the State Supreme Court’s Hillis decision.

The legislature required that oil spill contingency plans “be designed to be capable in terms of personnel, materials, and equipment, of promptly and properly, to the maximum extent practicable, as defined by the department of removing oil and minimizing any damage to the environment resulting from a worst case spill” while recognizing the practical limitations of spill response technology, existing rule language, and current economic conditions.

HIGHLIGHTS FROM 2005

Spill Response

The Spills Program received 3,988 calls in 2004. More than 98% of those required followed up. Various petroleum spills accounted for 1,521 of those calls and 68 of the reported spills to water were at least 25 gallons or more. One thousand, three hundred and forty-one (1,341) calls were related to methamphetamine drug labs or meth waste found across the state. This number has decreased for the third year in a row, reversing a steady climb that began in the 1990s and ended in 2001.

Gig Harbor Police Deploys Boom for Vessel Fire: The most visible oil spill of the year involved a fire at the Gig Harbor marina on



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Wednesday August 31, 2005. The incident began when a 40-foot pleasure craft caught fire at the marina. Fortunately, the police marine services unit had the foresight to deploy the city's oil containment boom for the first time.



Gig Harbor marina and boats fully engulfed in flames.



City of Tacoma air cushion fire boat assists in putting out the fire.

Their quick response was critical. The boom was quickly deployed around the burning marina by the Gig Harbor police boat & Fire Department. The boom was purchased by local response agencies in early 2005, Ecology provided a storage trailer and trained them in boom deployment. This action confined the extent of water pollution from oil and toxic residue from the fire.

Overall, the wood marina was badly damaged, over 50 boats were destroyed, 47 of the boats sank; and 3 pulled away. The whole incident scene was covered by collapsed metal roof & superstructure which seriously complicated the clean-up efforts. However, rapid deployment of the boom potentially saved upwards of millions of dollars in clean-up costs.

In part as a result of the successful deployment, the 2006 legislature provided \$1.5 million for the Ecology Spills Program to establish a one-time grants program to establish spill response equipment caches around the state.



City of Tacoma air cushion fire boat assists in putting out the fire.

Avista Over Fills Above Ground Storage Tank in Spokane: Four Cenex Co-Op tanker trucks conducted a 40,000 gallon diesel fuel transfer to an already full above ground tank in the early morning hours of August 7, that resulted in a 40,000 gallon overflow. The spill occurred over Spokane's critically important Rathburn unconfined sole-source drinking water aquifer. The release was due to poor communication and a lack of Avista and Cenex Co-Op personnel.

The spill was discovered around 10:00 A.M. on Monday, August 8, when an Avista employee observed that a secondary containment system had several inches of diesel surrounding two tanks, which were 50,000 and 500,000 gallon in capacity. Emergency cleanup began immediately and Ecology was notified. Vacuum trucks were used to recover approximately 6,000 gallons of product from the concrete style containment system. Product evaporation was estimated to be 3,000 gallons which left around 31,000 gallons still missing.

Avista conducted an aggressive cleanup with removal of all product in the tank farm, terminated their lease with Cenex Co-Op, and removed two of the affected tanks from the containment system so soil excavation could



Above ground storage tank in Spokane.



begin. Five ground water monitoring wells were installed and showed that ground water at approximately 173 feet was not contaminated. The wells were required to be routinely checked after cleanup was completed. By August 31, 12,000 cubic yards of diesel contaminated soil had been removed, and managed for disposal or treatment.

Conoco Phillips/Sirius Maritime Spill: January 25, vessel bunkering (fueling) operations were halted and cleanup response was initiated when an estimated 3 barrels of diesel was spilled to the waters around the fuel barge bunkering at Sirius. Conoco Phillips (CP) placed containment boom and conducted cleanup operations at the spill site.

CP and their contractors contained the spill with some sheen escaping the boom due to high winds and heavy seas. The tanker Polar Endeavor which was also docked at the pier at the time of the spill was used as part of the containment booming system. A flight at first light after the spill indicated no sheen and a beach assessment by teams did not note any impacts in the areas most likely to have been hit. The cause appeared to be due to a small puncture in the barge that occurred when a tug collided with the barge during normal operations.

Unreported Spill Leads to Explosion at Emerald Services in Tacoma: On September 13th a week after an unreported spill of toluene was released to a stormwater system at Emerald Services on the Tacoma Tideflats, a large explosion occurred in the facility's large underground stormwater vault. The explosion blew off the vault's access hatches and lifted the parking lot's thick asphalt several feet in the air. Fortunately, no one was hurt.

Chevron Fuel-Tanker Cab Catches Fire - Closes I-5: January 22, while traveling south on I-5 near

the Tacoma Mall a fire broke out in the engine compartment of a fuel tanker truck. The driver stopped the truck and jumped out just as the cab became fully engulfed in the fire. The Tacoma Fire Department responded and attacked the fire. As they were getting the fire under control, the front cargo tank containing 3,900 gallons of unleaded gasoline started to melt and about a hundred gallons of gasoline poured out and caught fire. Firefighters quickly hit the leak with foam, and the fire went out. Firefighters blocked the two storm drains nearby. Ecology coordinated with City of Tacoma officials to check storm drains and outfalls to nearby Wards Lake and Wapato Lake. Some oil sheen was seen, but no recoverable product.

I-5 Tar Tanker Truck Accident: A tanker truck flipped on I-5 in the center of Seattle closing all northbound lanes. Multiple agencies responded to this event as the tanker had lost its trailer and spilled hot tar across all lanes bringing traffic to a complete stop. Initial reports were that the spilled material was "fuming". Local firefighters used water to cool and slow the spread of the materials which entered a catch basin. No environmental impacts were noted and the spill was cleaned from the roadway by WSDOT as the material when it cooled broke up like peanut brittle.

Mid-Mac Enterprises: A combined settlement of \$40,000 was reached for the Natural Resource Damage Assessment (NRDA) and the penalty against Mid-Mac Enterprises. These actions resulted from a spill of 1,050 gallons of diesel and gasoline from a tanker truck to Deer Creek in Ferndale. The NRDA was for damages to Barrett Lake, a Category 2 Wetland. The penalty was issued for a spill to waters of the state, negligence, and failure to notify.

Continuous Improvement in Spill Response

- The program expanded its efficiency in managing methamphetamine drug lab clean-up processes, including developing advanced partnerships with local government.
- Spill response personnel continued to follow-up on the Oil Spill Early Action Task Force recommendations including making arrangements with the King County Sheriff's office for access to helicopters with infrared sensors for tracking oil spills during darkness.



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SPILL PREPAREDNESS

- ConocoPhillips' Yellowstone pipeline made major investments over the last two years in response technology and planning through voluntary efforts resulting from our constructive relationship with them.
- At Ecology's urging and after years of discussions, a voluntarily mutual aid agreement has been established between the ChevronTexaco Pipeline and Tidewater Environmental Services.
- The oil industry's biggest oil skimmer, the MSRC Park Responder, moved to Port Angeles after a major unannounced drill.
- The US Navy has continued to step up with resources, equipment, and management capability. During the 2004 Dalco Passage oil spill, the US Navy played a very prominent role in volunteering to help clean up the Dalco Passage oil spill. This effort and continued investments during 2005 are tangible demonstrations of the Navy's commitment to protecting Puget Sound from the threat of oil spills.
- Ecology's DRILLTRAC training program continues to help the agency train and ensure competency of all program staff for specific roles in managing spill incidents. Other organizations are using these training materials and protocols.
- Ecology continues to strengthen its Incident Management Assist Team (IMAT) that enables the program to take advantage of the skills and knowledge of all program employees during major oil and hazardous material incidents.
- A study was conducted by the Glosten Associates to assess the feasibility of using fishing vessels in spill response. A copy of the study is available at our website for downloading: *Oil Spill Response Vessel Capabilities in the State of Washington: Use of Commercial Fishing and Other Vessels to Augment Oil Spill Response Capabilities.*
- Vessel Screening and Inspection, and Oil Transfer Oversight: The agency reviews safety related information (screening) on approximately 2,600 cargo and passenger vessels, and conducts approximately 1,000 onboard inspections per year to provide technical assistance and verify compliance with international, federal, and state requirements. The agency inspects bunkering (vessel refueling) operations and provides technical assistance to help reduce the frequency of spills during fuel transfers.
- Oil Handling Facilities: There are 35 oil handling facilities in Washington under state regulation. Agency staff review and approve the facilities' oil spill prevention plans and operation manuals to ensure tanks and pipelines are designed and operated in a manner that will minimize the risk of oil spills.
- Neah Bay Rescue Tug: Over the past five winters, a tug stationed at Neah Bay has provided an important additional margin of safety for vessel propulsion and steering failures in the western Strait of Juan de Fuca and off Washington's rugged outer coast. The rescue tug is capable of controlling a drifting fully loaded oil tanker or cargo ship in bad weather to prevent vessel casualties, major oil spills, and loss of life.
- Incident Investigations: Agency staff investigates oil and hazardous material near-miss incidents and actual accidents to determine what can be done to prevent future problems. Investigations also help target inspections and risk management initiatives.

CHALLENGES FOR 2006

The most important major challenges for the coming year are to:

- Initiate stakeholder and legislative discussions that may eventually lead to restructuring the Oil Spill Prevention Account. This action would strengthen the long-term financial condition of the state's spill prevention program.
- Complete the adoption process for the Oil-Transfer and Oil Spill-Contingency Planning rules. Begin implementation of the new oil transfer operations rule.
- Hire and train 5 new oil transfer inspectors and 2 new members of the spill response

SPILL PREVENTION

Oil and chemical spills from vessels and oil handling facilities pose a significant environmental threat in Washington State. To minimize this threat, the agency works with the regulated community to carry out four core activities:



team. Establish a spill response presence in the Bellingham Field Office.

- Administer the supplemental funding from the Local Toxics Account to provide local first responders with response equipment caches and training to support rapid response.
- Support the new Oil Spill Advisory Council in their studies and deliberations.
- Continue to improve spill-response technology and citizen involvement.

FUTURE ACTIONS

On a longer time horizon extending well into 2007, Ecology's Spills Program will be making decisions on the following issues:

- How best to obtain funding for the Neah Bay rescue tug beyond July 1, 2008.
- What (if any) actions are necessary to complete implementation of the Emergency Response System for the Strait of Juan De Fuca. In a related issue, Ecology anticipates needing to complete additional work on the tug escort study completed at the beginning of 2005.
- Determine if any additional actions are necessary to protect threatened and endangered species including Orcas, certain salmon runs, and declining populations of marine diving birds.
- Determine if additional regulatory action is necessary to implement the vessel financial responsibility (insurance requirements) legislation.

ECOLOGY SPILL PROGRAM WEBSITE

All of these decisions will require thoughtful stakeholder input, sensitivity to issues of potential federal preemption, and the cost effectiveness (quantitative and qualitative) of any proposed measures.

For more information on the Washington Department of Ecology, please visit their website at: www.ecy.wa.gov. The Ecology Spill Prevention, Preparedness, and Response Program website is: <http://www.ecy.wa.gov/programs/spills/spills.html>

www.oilspilltaskforce.org