

**PACIFIC STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE**  
**1994 Resolution on Marine Salvage**

**Whereas**, the members of the Pacific States/British Columbia Oil Spill Task Force share the mutual goal of preventing oil spills in West Coast waters; and

**Whereas**, marine salvage has provided an effective and timely response to vessels in distress on the West Coast and prevented millions of gallons of oil from polluting these waters; and

**Whereas**, effective salvage requires specialized experience, training, and equipment; and

**Whereas**, only three salvage tugs remain in the United States and only two serve the entire West Coast; and

**Whereas**, the loss of any of the existing salvage capability on the West Coast would reduce our ability to effectively respond to marine casualties and eliminate an important oil spill prevention measure; and

**Whereas**, the members of the Pacific States/British Columbia Oil Spill Task Force recognize the need for a viable salvage capability on the West Coast for the prevention and mitigation of oil spills;

**Therefore be it resolved** that the Task Force members authorize the Executive Coordinator to communicate with federal policy makers and oil spill response organizations regarding the essential oil spill prevention role inherent in a viable salvage capability, and the need for policy initiatives to support this capability, and

**Be it further resolved** that the Pacific States/British Columbia Oil Spill Task Force encourages the U.S. and Canadian Coast Guards to require owners of commercial vessels to demonstrate an ability - by contract or other approved means - to address salvage capability as it relates to the safe conduct of their vessels in U.S. and Canadian waters, and

**Be it further resolved** that the Pacific States/British Columbia Oil Spill Task Force encourages the U.S. Environmental Protection Agency and the U.S. Coast Guard to assure that the area planning process within the National Contingency Plan include a review of fire fighting readiness and salvage capabilities, and

**Be it further resolved** that the Pacific States/British Columbia Oil Spill Task Force encourages designers and owners of new offshore tugs and escort vessels to add features to expand the capabilities of those vessels to include salvage and fire fighting capabilities, and

**Be it further resolved** that the Pacific States/British Columbia Oil Spill Task Force encourages the U.S. Congress and the Canadian Parliament to review and update national salvage policies to ensure adequate marine salvage capability and training opportunities, clarify respective agency roles, and ensure that maritime pollution prevention be recognized as a benefit.

This Resolution was adopted in 1994 pursuant to, and following the intent of, the *Oil Spill Memorandum of Cooperation of 1989* and was endorsed by the Pacific States/British Columbia Oil Spill Task Force as represented by the following members<sup>1</sup>:

- Thomas Gunton, Deputy Minister of the British Columbia Ministry of Environment, Lands, and Parks;
- John Sandor, Commissioner of the Alaska Department of Environmental Conservation;
- Mary Riveland, Director of the Washington Department of Ecology;
- Barbara Herman, Director of the Washington Office of Marine Safety;
- Fred Hansen, Director of the Oregon Department of Environmental Quality; and
- Pete Bontadelli, Administrator of the Office of Oil Spill Prevention and Response in the California Department of Fish and Game.

Pursuant to the State of Hawaii joining the Task Force in 2001, this resolution was endorsed by Gary Gill, Deputy Director of the Environmental Health Administration in the Hawaii Department of Health on January 15, 2002.

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<sup>1</sup> Signatures of endorsement are on file and available upon request.