

Pacific States / British Columbia Oil Spill Task Force



PCC Harbormasters Conference

Hilary Wilkinson, Executive Coordinator Team
Sept 21, 2017



GOAL: No spilled oil



Member Agencies

AK Department of Environmental Conservation

B.C. Ministry of Environment

WA Department of Ecology

OR Department of Environmental Quality

CA Department of Fish and Wildlife

HI Department of Health





The barge Nestucca in the Columbia
River Estuary, Dec. 24 1988.
Photo: Jon Neel, ECY



***Exxon Valdez* on Bligh Reef in Prince William Sound, Alaska**
Grounded March 24, 1989
Photo: Jon Neel, ECY



Original Task Force Members,
Prince William Sound, 1990

Photo by Jon Neel

Task Force Timeline

1988 – WA and B.C. Task Force established

1989 – Memorandum of Cooperation:
AK, CA, OR

2001 – HI joins

2008 – MOU: US Coast
Guard Pacific Area



VADM Charles D. Wurster with
Jean Cameron, May 27, 2008

WA State's Task Force VIPs



Dale Jensen

Task Force Executive Member

WA State Dept of Ecology
Spill Prevention Program
Manager



Linda Pilkey-Jarvis

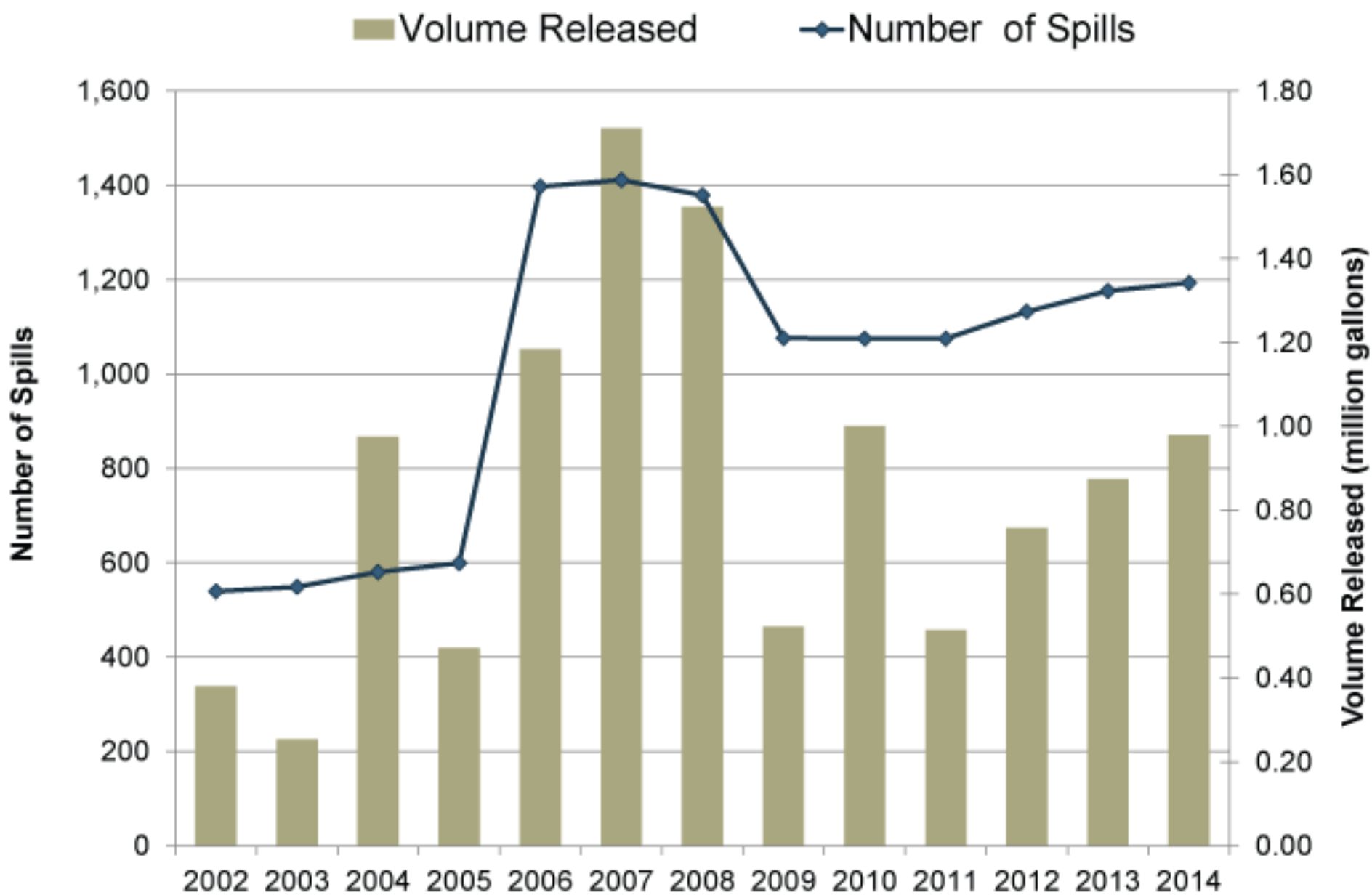
Coordinating Committee Member

WA State Dept of Ecology
Spill Prevention Program
Preparedness Section Manager

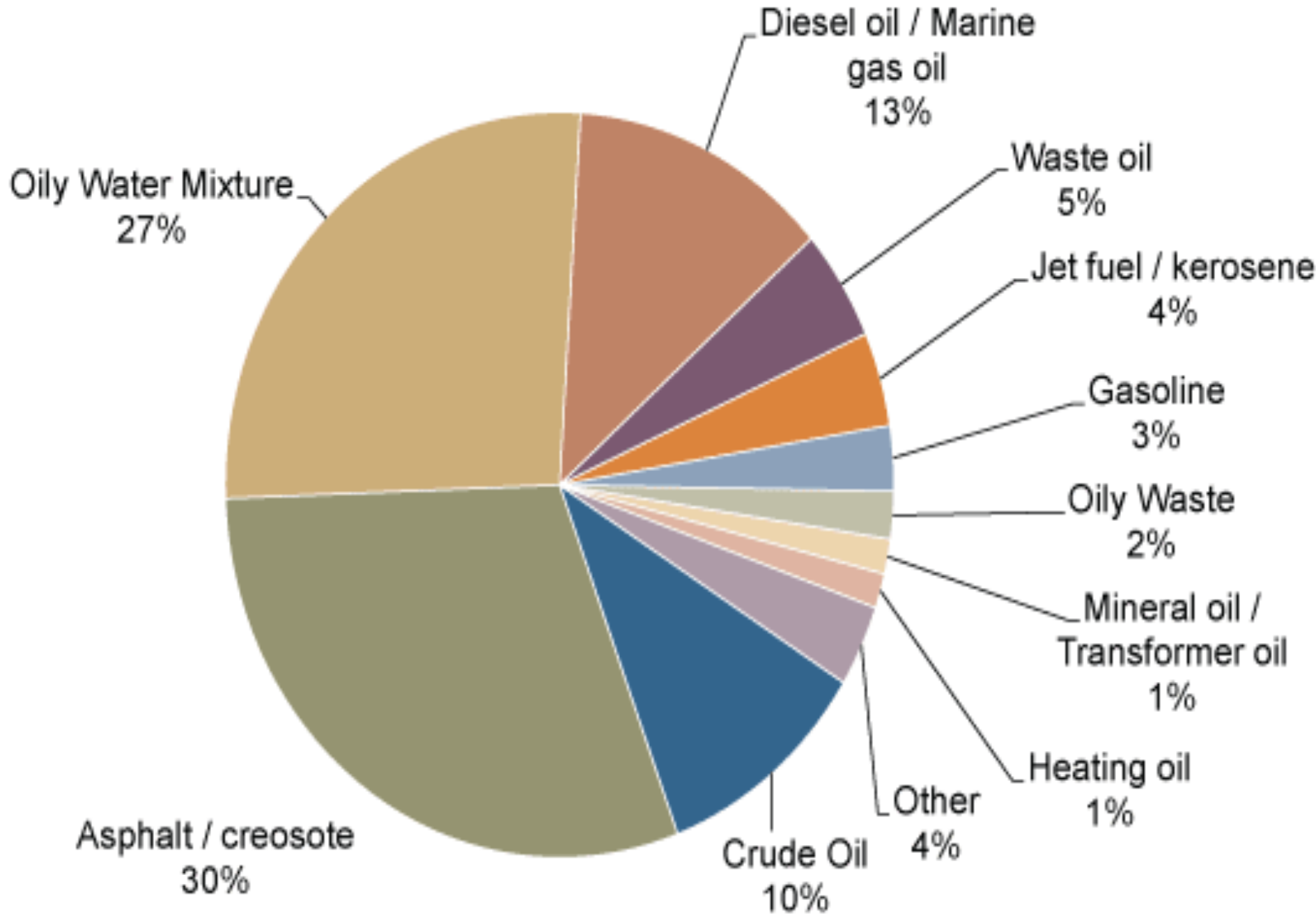
Overview of Current Efforts

Tracking Spills

Spill Trends (2002-2014)



Oil Spills by Product Type -- Percent Total Volume Released (2014)



Overview of Current Efforts

Tracking Trends in Oil Transport

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- A photograph showing a long line of black oil tank cars on a railway track. The cars are cylindrical and have various markings, including "TILX 281092". The foreground is filled with dry, brown brush and grass. In the background, there are several tall electrical transmission towers and industrial structures under a clear blue sky.
- **West Coast Crude Oil Transport Project**

West Coast Crude Transport Map

- Rail lines
- Pipelines
- Rail transfer facilities
- Refineries
- Offshore facilities
- Tankers
- ATBs, tug and barges



Overview of Current Efforts

Outreach and Education

Pacific Oil Spill Prevention Education Team (POSPET)





SPILLS aren't SLICK

Report ALL spills immediately

800-OILS-911

& Canadian Coast Guard: 800-889-8852

Don't top off fuel tanks.

Keep bilges clean to avoid oily discharges.

Use absorbent pads to clean spills, not soaps.

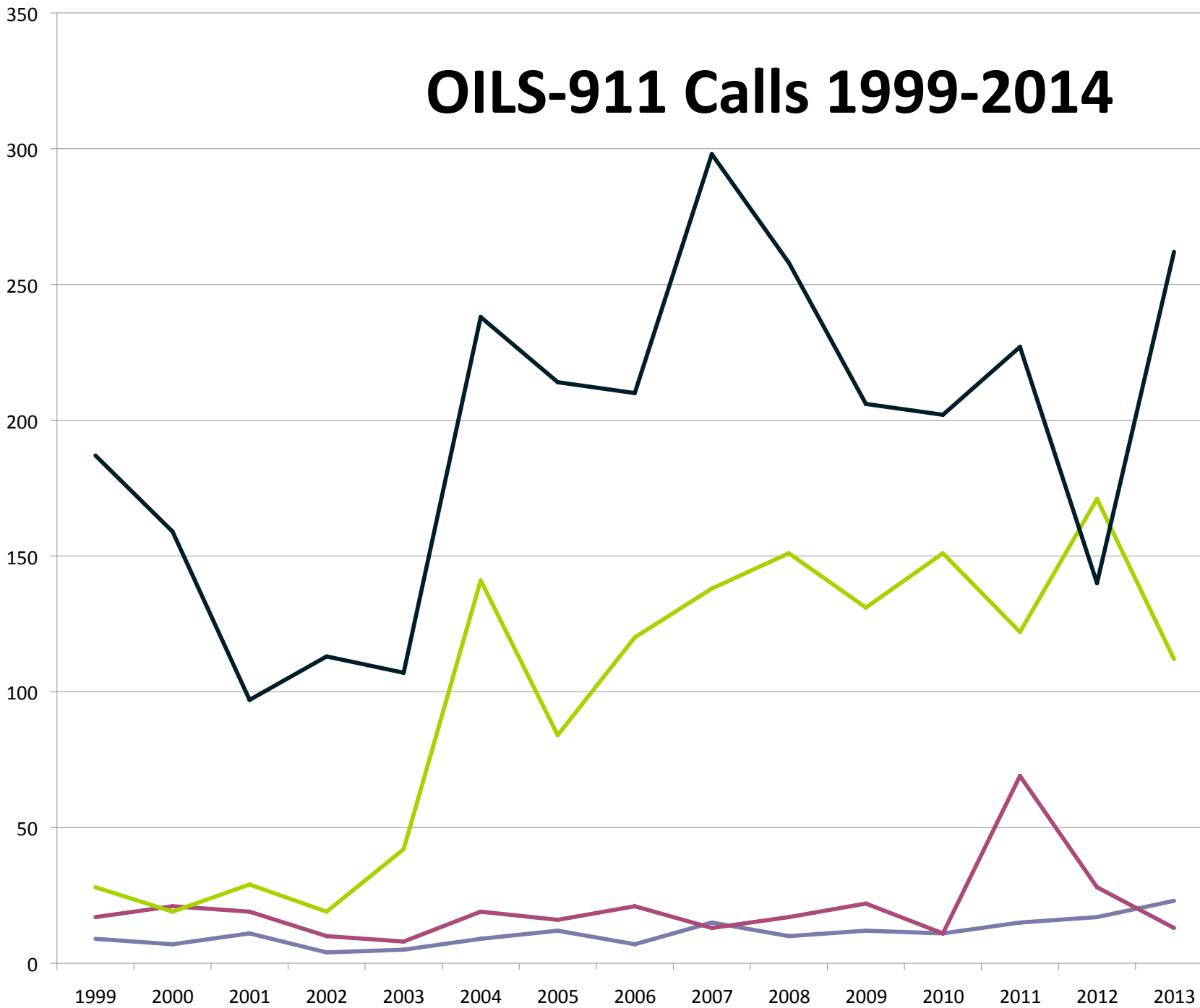
Recycle used oil and filters.

OILS-911 Calls 1999-2014

Number of calls

Oregon
BC
WA
Calif.

Year



Clean Marina Program

Certified Clean Marinas as of March, 2016

Alaska	4
British Columbia	21
California	127
Oregon	63
Washington	70

TOTAL 285



Clean Marina Program Coordination

- Environmental compliance
- Spill prevention and response
- Commitment to recycling and reducing hazardous waste and solid waste
- Effective use of BMPs
- Tenant policies and communications
- Community and industry leadership



Overview of Current Efforts

*Supporting Policy /
Legislative Initiatives*

September 30, 2014

Hazardous Materials: Enhanced Tank Car Standards and Operational Controls for High-Hazard Flammable Trains

Docket: PHMSA-2012-0082-0180

Dear PHMSA:

On behalf of the Pacific States/British Columbia Oil Spill Task Force (Task Force), I am submitting this comment letter in support of PHMSA's efforts to seek comments regarding operational requirements for certain trains transporting a large volume of Class 3 flammable liquids; improvements in tank car standards; and revision of the general requirements for offerors to ensure proper classification and characterization of mined gases and liquids.

Task Force consists of a coalition of West Coast states (AK, CA, HI, OR, WA) and British Columbia that share a common goal of protecting the region's natural resources and communities from oil spills. Over the past 2 years, movement of Bakken crude across the Northwest and California has increased dramatically. In Washington alone, crude movement by rail has gone from negligible volumes in 2010, to an estimated 17 million barrels in 2013. Increases in movement of crude by rail are taking place across California and Oregon as well. Given this striking increase in the movement of known flammable materials across the West Coast, we are concerned that current tank car standards do not seem to be adequate to prevent significant impacts should a derailment occur, particularly near our significant inland and marine water bodies and major urban areas.

The Task Force members support PHMSA's willingness to review:

- Better classification and characterization of types of materials being transported
- Enhanced standards for both new and existing tank cars
- Improved operational requirements for unit trains transporting Class 3 flammable liquids
- Conducting rail routing risk assessments to local communities in spill preparedness and response planning.

We support making improvements to the rail transport system regarding spills, and believe the risk of a large spill by rail will be greatly reduced.

In addition to the tank car requirements, the Task Force member agencies also strongly urge robust requirements for oil spill prevention and response plans for the transport of oil by rail. Following the Exxon Valdez spill, the Oil Pollution Act of 1990 delivered stringent requirements to all marine vessels and rolling stock carrying large volumes of crude and refined products. The United States Coast Guard established a comprehensive oil spill regulatory framework vessels, but a similar regulatory framework is lacking in the rail transport system and should be developed and implemented. This would ensure that the highest level of oil spill preparedness is exercised, that communities are prepared for spills, and that the response agencies can plan for adequate tools and resources to be available should a spill occur.

June 12, 2015

Office of U.S. Congressman
Jim McDermott
1035 Longworth HOB
Washington D.C. 20515

Re: "Crude-By-Rail Safety Act" as Introduced - S.B. 859 & H.R. 1804

Dear Mr. THOMPSON, Mr. McDERMOTT, Ms. MATSUI, Ms. LOWEY and Mr. KIND,

On behalf of the Pacific States/British Columbia Oil Spill Task Force (Task Force), I am submitting this letter to you to regarding our concerns with Senate Bill 859 addressing crude by rail safety.

The Task Force consists of a coalition of West Coast states (Alaska, California, Hawaii, Oregon and Washington) and British Columbia that share a common goal of protecting the region's natural resources and communities from oil spills. Over the past 4 years, movement of Bakken crude across the Northwest and California has increased dramatically. In Washington alone, crude movement by rail has gone from negligible volumes in 2010, to roughly 17 million barrels in 2013, to 30 million barrels in 2014. Increases in movement of crude by rail are taking place across California and Oregon as well. Given this striking increase in the movement of crude oil by rail across the West Coast, we have significant concerns about states ability to fully prepare and respond to rail spills.

The Task Force is generally supportive of the overall goal of Senate Bill 859. However the Task Force has two specific concerns regarding:

- 1: the preemptive effect over States' abilities to establish oil spill preparedness and planning requirements related to the transportation of crude oil and natural gas by railroads and

Overview of Current Efforts

Addressing emerging issues



Pacific States/British Columbia Oil Spill Task Force

**Roundtable:
The State of Rail Oil Spill Planning
on the West Coast**

SUMMARY REPORT

Rail Roundtable, Portland OR Nov 5 2015

The Stakeholder Workgroup Review of Planning and
Response Capabilities for a Marine Oil Spill on the
U.S./Canadian Transboundary Areas of the Pacific Coast
Project Report

Sponsored by the Pacific States/British Columbia Oil Spill Task Force

April 2011



Transboundary Report 5 year Review

- 140+ Recommendations
- 17 entities

ROOM



Salish Sea Workshop 2016
REVISED Risk Mitigation Measures for Oil Spill Prevention

Table 1: Risk Categories and Potential Risk Mitigation Measures

Risk Category	Potential Risk Mitigation Measures
Oil Spill Response	Develop and maintain an oil spill response plan that includes a clear chain of command, roles and responsibilities, and communication protocols. Conduct regular drills and exercises to test the plan and ensure that all personnel are familiar with their roles.
Oil Spill Prevention	Implement a robust oil spill prevention program that includes regular inspections of oil handling equipment, maintenance of oil storage tanks, and use of secondary containment. Establish a spill response team and ensure that all personnel are trained in spill response procedures.
Oil Spill Detection	Install oil spill detection systems that can detect leaks and spills in real-time. Establish a system for monitoring oil spill detection systems and ensure that all personnel are trained in how to respond to a spill detection alert.
Oil Spill Cleanup	Develop and maintain an oil spill cleanup plan that includes a clear chain of command, roles and responsibilities, and communication protocols. Conduct regular drills and exercises to test the plan and ensure that all personnel are familiar with their roles.

Table 2: Risk Categories and Potential Risk Mitigation Measures

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Table 3: Risk Categories and Potential Risk Mitigation Measures

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Workshop Results: Top Nine Prioritized Risk Mitigation Measures

RMM #	NAME	# OF VOTES
1	Escort tank vessels including oil barges and articulated tug barges in Puget Sound.	56
2	Create a Canada/U.S. Transboundary Marine Safety Forum.	53
3	Pre-position a multi-mission emergency response towing vessel (ERTV) for Haro Strait/Boundary Pass.	51
4	Conduct a Ports and Waterways Safety Assessment (PAWSA) for Port Angeles Precautionary Area and Rosario Strait.	32
5	Share transboundary marine incident data.	25
6	Support implementation of the pending risk mitigation measures (increased automatic identification system [AIS] carriage, Vessel Traffic Service [VTS] upgrades, protected fuel tanks, 46 CFR Subchapter M, ¹ fishing vessel inspections).	22
7	Broaden the oil spill prevention community with "Keep it in the tank" education and outreach campaign.	19
8	a. Require a minimum two-person bridge watch on tugs towing laden barges carrying pollutants in the VTS zone.	16
	b. Require a minimum two-person bridge watch on commercial vessels in reduced visibility.	
9	Optimize anchorage number/location.	15



Transboundary Harbor Safety-like Committee

- Prevention and marine safety focused
- Task Force led process



Overview of Current Efforts

Sharing information

Pacific States/British Columbia Oil Spill Task Force

Regulations and Guidelines for Dispersant Use in Task Force Jurisdictions



January 1 2016

ALASKA • BRITISH COLUMBIA • CALIFORNIA • HAWAII • OREGON • WASHINGTON

2017 ANNUAL MEETING

Thur., Sept. 28, Honolulu HI

8-5 PM

(6 AM to 2 PM PST)

Visit www.oilspilltaskforce.org

Join by Telephone:

Dial: +1 408 638 0968 (US Toll)

Meeting ID: 998 645 490

