



PACIFIC STATES | BRITISH COLUMBIA

OIL SPILL TASK FORCE

Annual Report 2021





Ministry of
Environment and
Climate Change Strategy



*Cover Photo: Sheen from Schiedyk shipwreck, British Columbia, 2021.
Photo: BC ENV*

WELCOME

to the *2021 Pacific States/British Columbia Oil Spill Task Force Annual Report*. The following pages provide an overview of the Pacific States/British Columbia Oil Spill Task Force (Task Force): who we are, what we do, and our strategic direction. We also report on the accomplishments of our 2019–2021 workplan and provide a glimpse of new projects underway. The final section of this report provides a brief overview of each of the Task Force member jurisdictions: Alaska, British Columbia, California, Hawaii, Oregon, and Washington.

The Task Force’s collective attention for much of 2020 and 2021 has been consumed by COVID-19 and its impacts on spill prevention, preparedness, and response. Now into the second year of the pandemic, Task Force members have adapted to virtual meetings and planning while slowly returning to some modified on-site and in-person activities. Some COVID-19 procedures will remain in place, permanently changing how we do our work. In this vein, we will continue to monitor the challenges and opportunities of working in the virtual world.

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Mt. Baker, WA 2021.
Photo: OSTF

WHO WE ARE

The Task Force was formed in 1988 after the oil barge *Nestucca* collided with its tug on the Washington coast. The Governor of Washington and Premier of British Columbia at the time formed a task force on oil spills during the response to this transboundary spill that spread from the Washington border to the southern shores of British Columbia. The original Task Force members held their first Annual Meeting in March 1989, and the following day the *Exxon Valdez* ran aground in Prince William Sound, prompting Alaska, California, Oregon, and California to join the Task Force. Hawaii became a member in 2001, creating a coalition of Western states and British Columbia, united in their efforts to prevent and respond to oil spills along the Pacific coastlines.

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

Visit our website (www.oilspilltaskforce.org) to learn more about our history and our past work.

2019—2025 STRATEGIC PLAN

Our current six-year strategic plan is the foundation of our biennial workplans. Our 2019–2025 strategic vision, mission, and goals are:

Long Term Vision Statement

NO SPILLED OIL

Mission Statement

Working together to improve the Pacific Coast's prevention, preparedness, response, and recovery from oil spills.

Goals

- Adapt to changes in oil movement and risks
- Advance readiness and capacity to respond to oil spills
- Deepen our partnerships to make better decisions and expand our knowledge
- Nurture our organizational health
- Build and enhance visibility and relevancy of the Task Force



Shoreline in Puget Sound, WA, 2021.
Photo: OSTF

WHAT WE DO

WE SHARE INFORMATION on regional and national oil spill programs, oil spill policy, and emerging technology with member jurisdictions

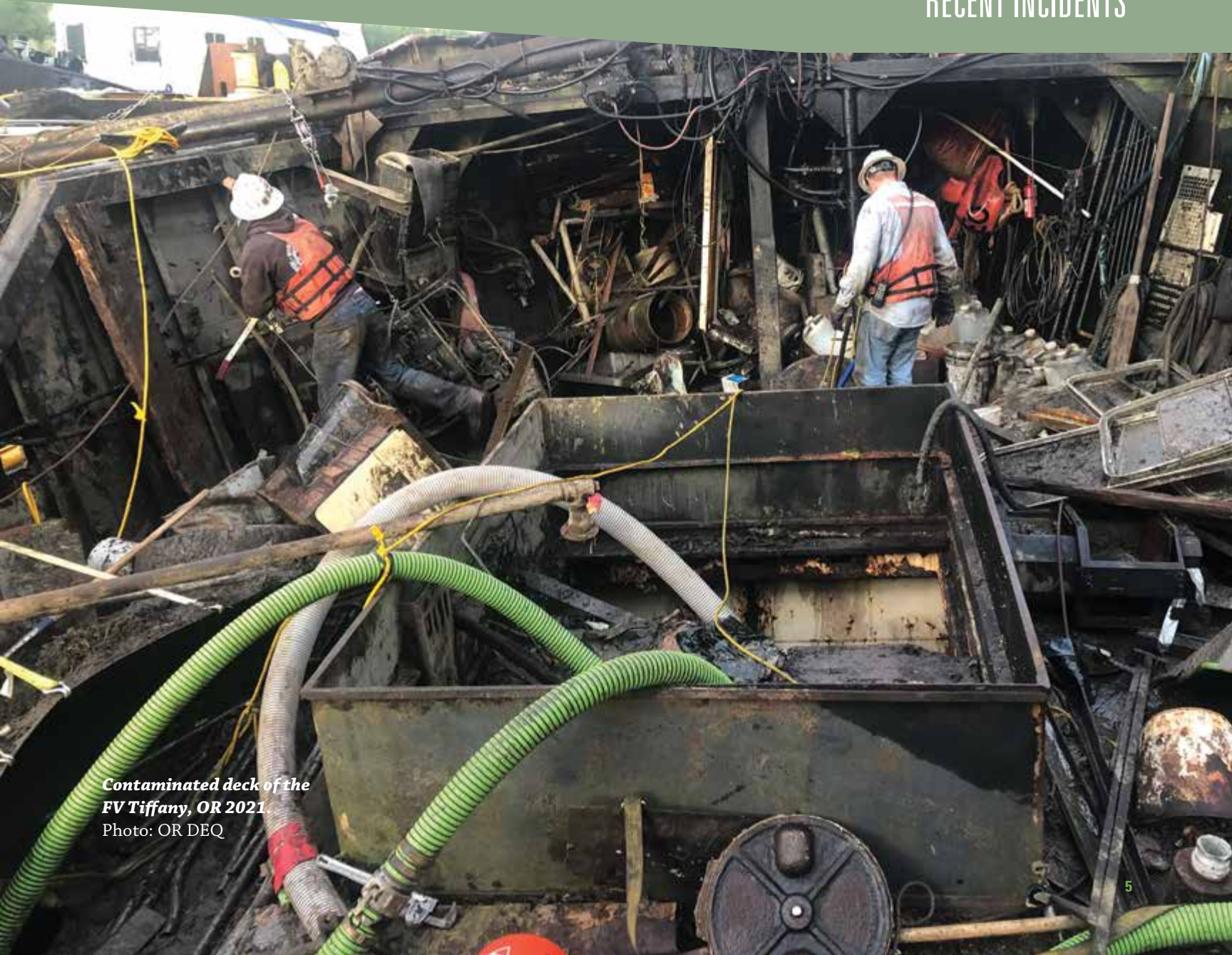
WE COORDINATE AND FACILITATE PROJECTS, WORKSHOPS AND FORUMS on oil spill prevention, preparedness, and response topics of concern

WE HELP CREATE TOOLS AND RESOURCES to foster and encourage best industry practices

WE ENGAGE WITH INDUSTRY PARTNERS in spill prevention and response planning

WE SUPPORT FEDERAL POLICY INITIATIVES that help prevent oil spills and protect resources at risk

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



*Contaminated deck of the
FV Tiffany, OR 2021.*

Photo: OR DEQ



***FV American
Challenger on
northern CA
coast.***

Photo: CA OSPR

FV AMERICAN CHALLENGER, CALIFORNIA

In May 2021, the Office of Spill Prevention and Response (OSPR) responded to the grounding of the fishing vessel (FV) *American Challenger* within the remote, rocky shoreline north of Dillon Beach in the Greater Farallones National Marine Sanctuary, in Marin County.

The FV *American Challenger* is a 90-foot steel-hulled fishing vessel that was being towed by the tugboat *Hunter* southward from Puget Sound, Washington to Mexico, allegedly for scrap. During transit the tug lost propulsion when the tow line to the FV *American Challenger* became entangled in the tug's propeller. This caused the FV *American Challenger* to become separated from the tug and drift ashore. Meanwhile, the USCG secured the tug, which was then towed to safety.

A Unified Command (UC) was established with OSPR, the USCG, the Greater Farallones National Marine Sanctuary, and the Marin County Sheriff's Office of Emergency Services. Subject matter experts from the US Environmental Protection Agency (EPA) also assisted in advising the UC. At the time of grounding, the FV *American Challenger* contained

an undocumented amount of fuel and other potential pollutants (lubricants, batteries, fire extinguishers, hydraulic fluid, and miscellaneous chemicals). A light sheen had been observed regularly from the grounded vessel. Salvage and naval engineering experts assessed the vessel consistently with helicopter and drone flights. Marine surveyors completed inspections to assess damage and evaluate the stability and integrity of the hull. They estimated the quantity of petroleum and other pollutants onboard the vessel that posed potential dangers.

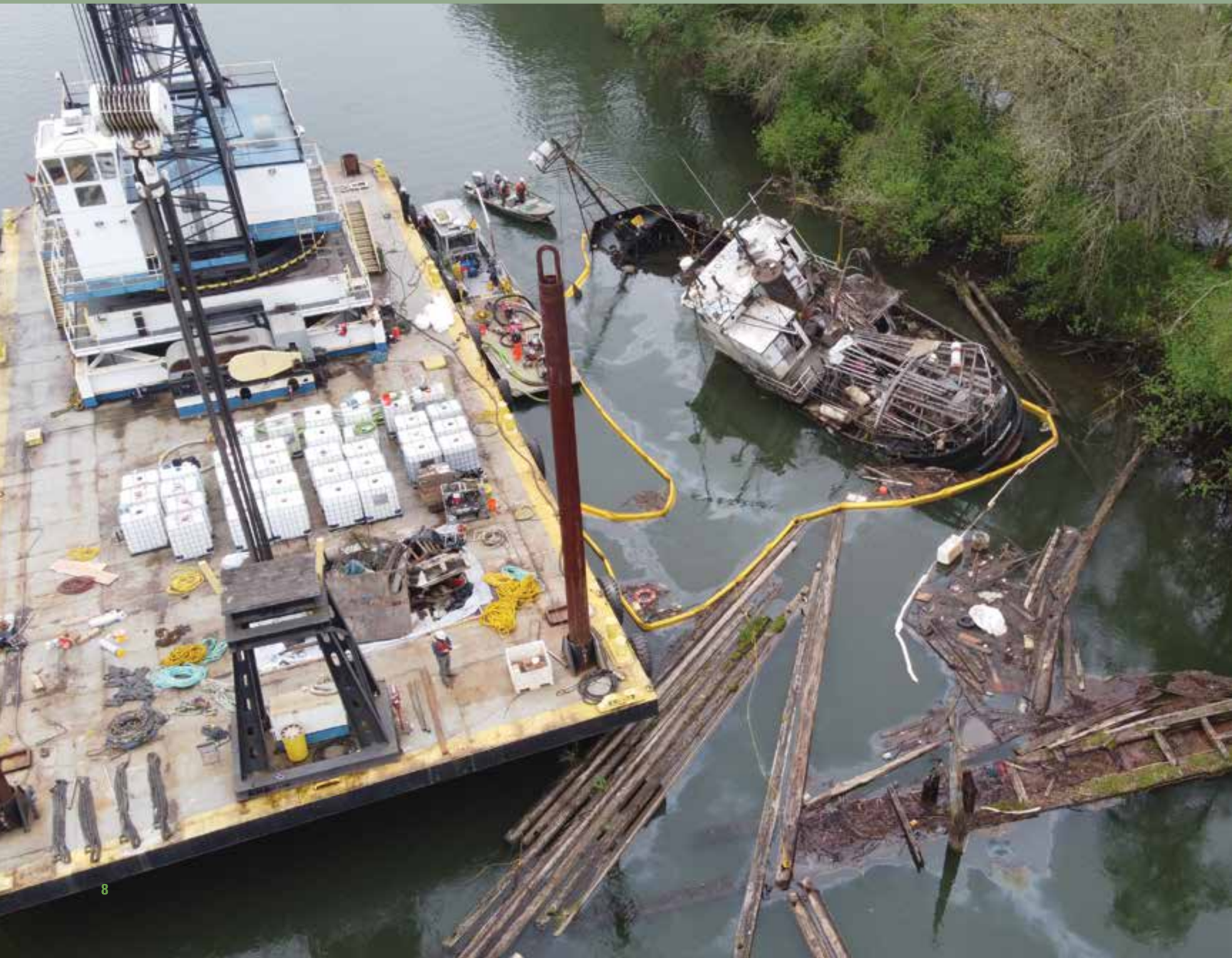
During the response, as a precautionary measure, an oil spill equipment deployment and familiarization exercise was performed, focused on the area of Tomales Bay. Members of the local aquaculture industry were invited to observe.

The responsible parties had no salvage insurance and provided no assistance to prevent pollution or to salvage the vessel. Due to insufficient actions by the responsible parties, the USCG Federal On-Scene Coordinator authorized the use of the Oil Spill Liability Trust Fund to pay for the removal of the vessel from the rocks

and address the FV *American Challenger's* imminent oil pollution threat to the environment. The EPA will use Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) funds to remove or mitigate all other non-oil hazardous materials and dispose of the wreck.

To date, more than 270 gallons of miscellaneous oils have been recovered, along with approximately 7 cubic yards of petroleum-contaminated debris and other miscellaneous hazardous materials. There have been no confirmed reports of oiled wildlife.

The response has transitioned from a pollution assessment phase to a removal assessment phase. OSPR scientists have evaluated potential environmental risks from removal and marine engineers will continue evaluating the best methods to dispose of the 90-foot vessel. The vessel will be removed and taken to Mare Island in San Francisco Bay for disposal.





FV Tiffany, OR 2021.
Photo: Ballard Diving
& Salvage

FV TIFFANY, OREGON

On April 21, 2021, the Oregon Department of Environmental Quality (DEQ) received a report that a fishing vessel had sunk near Lord Island on the Columbia River, creating a slight sheen. The USCG mobilized to investigate and hired Ballard Diving and Salvage to eliminate the pollution threat. After arriving on scene responders discovered that in order to access the vessel safely it needed to be re-floated, and as a result the magnitude of the case expanded quickly as 6,300 gallons of petroleum and cooking oils were discovered. Complicating the response, the vessel was discovered to be the FV *Tiffany*, a former USCG buoy tender which had been sold to the public and repurposed as a fishing vessel. The current owner could not be located. The FV *Tiffany* had been on the Abandoned & Derelict Vessel Task Force's radar for some years. The owner had used

the vessel to gather scrap metals and other items they felt were valuable, thus the entire ship was full of a large amount of hazardous waste in the form of paints, old fire extinguishers, refrigerators, Heating, Ventilation, and Air Conditioning (HVAC) systems, and other materials. Contractors segregated and removed the waste, and samples of the vessel's paint confirmed the presence of heavy metals and polychlorinated biphenyls (PCBs). DEQ assisted by coordinating with state, federal, and local agencies to ensure a well-rounded response. Oregon's Department of State Lands and DEQ are currently monitoring the vessel and pursuing plans to have it towed and demolished when funding levels allow.

HISTORIC MV SCHIEDYK SHIPWRECK SPILL INCIDENT, B.C.

On December 9, 2020, after numerous sightings of sheening and oiling around the Bligh Island/Zuciarde Channel near Vancouver Island, the Canadian Coast Guard (CCG) confirmed the location of the historic shipwreck, the Motor Vessel (MV) *Schiedyk*, a 483-ft bulk carrier that sank in 1968. Using a remotely operated vehicle, the CCG discovered the vessel resting hull-up in 100-120 meters of water with heavy oil seeping from multiple locations.


Federal, provincial, First Nations, and industry partners collected information

on the historic shipwreck and observed heavy oil on the water and rocks and oil staining on the shoreline. CCG requested the establishment of the Incident Command System and Unified Command—combining the CCG, the B.C. Ministry of Environment and Climate Change Strategy’s Environmental Emergency Program (EEP), and the Mowachaht/Muchalaht First Nation. A response was initiated on December 9, providing containment and protection booming.

Over a period of seven months, a marine salvage company conducted a technical assessment of the wreck. They located leaks, applied temporary patches to the hull, and surveyed the hull for fuel tank locations. The technical assessment provided Unified Command with a fuller picture of the MV *Schiedyk*’s condition and its environmental risk. Oil sampling tests indicated that the oil aboard the vessel was similar to the historical Bunker “C” type.

The EEP operated within Unified Command with dedicated employees in the Environmental Unit as Deputy Environmental Unit Leader, Wildlife Specialists, Sampling Specialists, Shoreline Assessment, Waste Management, and other support roles.

From June 15–29, 2021 the salvage company removed the bulk oil from the vessel. The four bulk fuel tanks were successfully pumped and flushed out, thus eliminating the risk of approximately 60 tons of heavy fuel oil and marine diesel from infiltrating the marine environment. The EEP Recovery Staff will continue to work with Environment Canada and the Canadian Wildlife Service to support longer-term sampling requirements and environmental impact assessments.



***Sheen from Schiedyk
shipwreck, British
Columbia, 2021.***

Photo: BC ENV



Rail tank cars.
Photo: Steven Frame

CRUDE TRANSPORT PROJECT

The Task Force tracks the changes in crude oil movement across the Pacific states and British Columbia. Beginning in 2013, shipments by rail began to grow in the region as crude extraction operations in North Dakota and Alberta began to expand rapidly. Proposed projects on the West Coast, including pipeline expansions and rail facility developments, have also added to the shifting landscape of crude movement. These projects may impact the region with concerns regarding the types of oil produced, the methods of

shipment, and the potential for spills and gaps in preparedness and response.

The Task Force crude transport map (pp. 14–15) illustrates the movement of crude oil across the Western states and British Columbia. Updated annually, this map includes the location of refineries, marine terminals, rail offloading facilities, and oil platforms. The map also indicates the current tanker, tug, and barge routes within and along Task Force jurisdictions.

In 2013, Task Force jurisdictions began recording the volumes of crude transported by rail, pipeline, barge, and vessel, in an effort to track the trends in crude volumes moving along the West Coast. The intention of this data is to provide a general overview of the volumes moving across the region by vector. Note that volumes transported by multiple methods may be counted more than once if they moved through multiple jurisdictions. In 2020, vessels transported the largest volume (55%), followed by pipelines (38%) and rail (7%). Relatively little

FIG. 1 PERCENT TOTAL ANNUAL VOLUME BY TRANSPORTATION MODE 2020

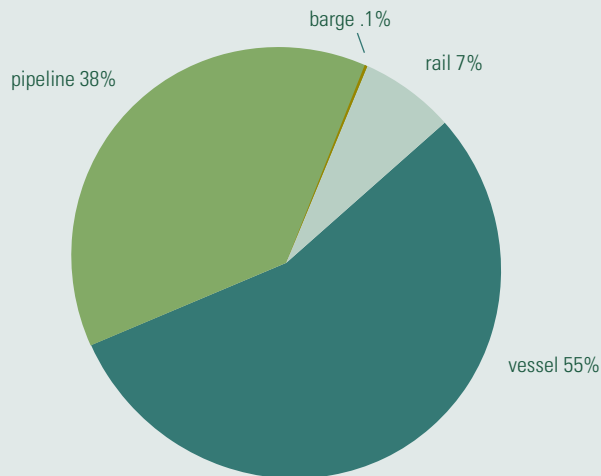
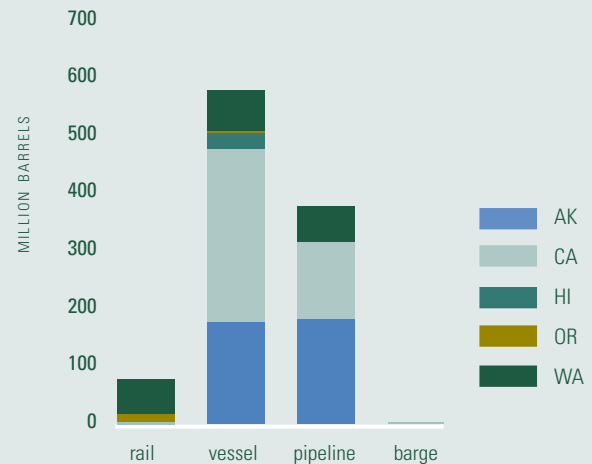


FIG. 2 PERCENT TOTAL ANNUAL VOLUME (BARRELS) BY TRANSPORTATION MODE 2020



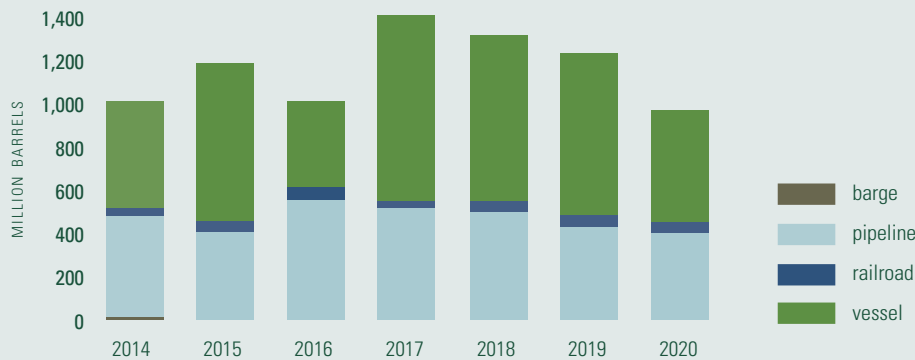
crude is currently transported by barge (Fig. 1). Washington moves the largest volume by rail compared to the other jurisdictions (Fig. 2). While still a smaller component of the overall transport volume, crude by rail has increased across the Northwest since 2013 (Fig. 3).

In 2018 we began to track the volume of crude exported overseas from Task Force jurisdictions. The intent is to monitor how the lift of the crude export ban in 2015 has effected movement of crude offshore

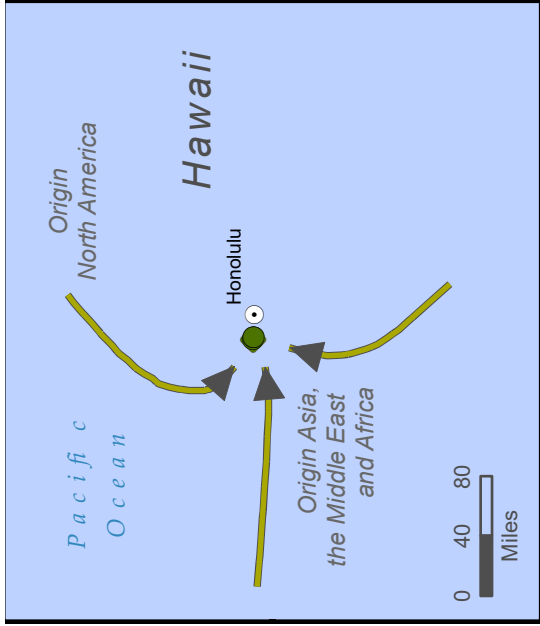
via Task Force jurisdictions. In 2020, 16.8 million barrels of crude were exported from Oregon to foreign destinations.

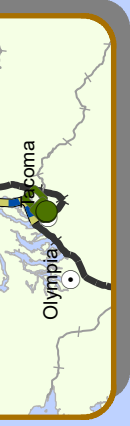
There is a marked increase in renewable fuels production underway in California, and both Washington and Oregon are witnessing increases in rail tank cars moving this material through their states. The Task Force will begin tracking these new products in the future, to help preparedness and response planners identify and evaluate potential spill risks.

FIG. 3 MOVEMENT OF CRUDE ACROSS AK, BC, CA, HI, OR, AND WA 2014–2020



Pipelines transporting oil products
Photo: Steven Frame





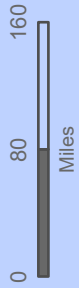
West Coast Crude Transportation

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

MainLine

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

- City



Map as of June 2021



Long Beach



Bay Area



Origin the Middle East and Latin America





Photo: Squeeb Creative

OIL SPILL DATA PROJECT

Since 2002, the Task Force has been collecting data on oil spills from Alaska, California, Hawaii, Oregon, and Washington. We report the number and volumes of crude and non-crude spills that are one barrel (42 gallons) or larger. The only database of this kind in North America, our spill data illustrates the types and volumes of crude and non-crude material spilled on land and into water, as well as the causal factors where available. Starting in 2018, we began to track the number of smaller spills (less than one barrel) to compare with the number of large spills reported. For the first time, British Columbia has included their spill data to the 2020 oil spill database.

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

In 2016, the Task Force partnered with the National Oceanic and Atmospheric Administration (NOAA) to incorporate our oil spill data into the Environmental Response Management Application (ERMA). Responders, spill planners, and the public can now view layers of the Task Force oil spill data in ERMA by location, spill size, type of oil, and medium, from 2002 through 2019.

Highlights of the 2020 oil spill data include :

- A total of 988 releases of 42 gallons or more occurred during 2020, with a total volume of 465,072 gallons spilled. Of those, 10 releases were over 10,000 gallons.
- An additional 6,942 small spills (less than 42 gallons) occurred during 2020.

NON-CRUDE OIL SPILLS

- 955 releases were non-crude oil spills, totaling 313,672 gallons.
- Vehicles (33%) and Facilities (30%) were the major sources of non-crude spills during 2020, comprising nearly two-thirds of the non-crude volume for the year.
- Over half of the total non-crude spill volume was attributable to Equipment Failure (35%) or Human Error (31%).
- Static (29%) and Other (18%) were the main activities at the time of the spill.
- Spills with volumes greater than 1,000 gallons comprised over 58% of the total non-crude volume during 2020.
- Over 60% of the non-crude volume was spilled to Land (65%).

CRUDE OIL SPILLS

- 33 crude oil spills totaling 151,400 gallons occurred during 2020.
- Crude oil comprised 33% of the total volume for 2020.
- Pipelines (35%) and Facilities (35%) were the main sources of crude spills during 2020.
- Equipment Failure (64%) was the main cause of crude oil spills during 2020.
- During 2020, crude spills to Land (93%) comprised nearly all of the total volume.

TRENDS

The 2002–2020 data provides us with an opportunity to look at trends over 19 years, which are also shown in this report. Here are the highlights:

- A total of 17,364 releases of 42 gallons or more occurred during the 19-year period 2002–2020, with a total volume of 13.6 million gallons.
- Over the 19-year period, the combined volume of non-crude oil spills was nearly three times that of crude oil spills.
- The top two crude oil spills during the 19-year period were 463,848 gallons in California (2008) and a 267,000-gallon spill in Alaska (2006). The combined volume of these two incidents comprised 23% of the total crude oil volume released for the period.

- Diesel Oil/Marine Gas Oil comprised 24% of the total spill volume and 32% of the non-crude oil spill volume for the period.
- Overall, Facilities (50.4%) and Pipelines (18.8%) were the major sources of spills by volume during the 19-year period.
- Facilities were the source of 53.3% of the non-crude oil spill volume.
- Pipelines (50.6%) and Facilities (42%) were the major sources of crude oil spills.
- Overall, Equipment Failure (53.3%) and Human Error (28.5%) accounted for major spills.
 - » Equipment Failure (45.8%) and Human Error (35.4%) were the predominant causes for non-crude oil spills.
 - » 74.5% of the total crude oil spill volume was due to Equipment Failure.

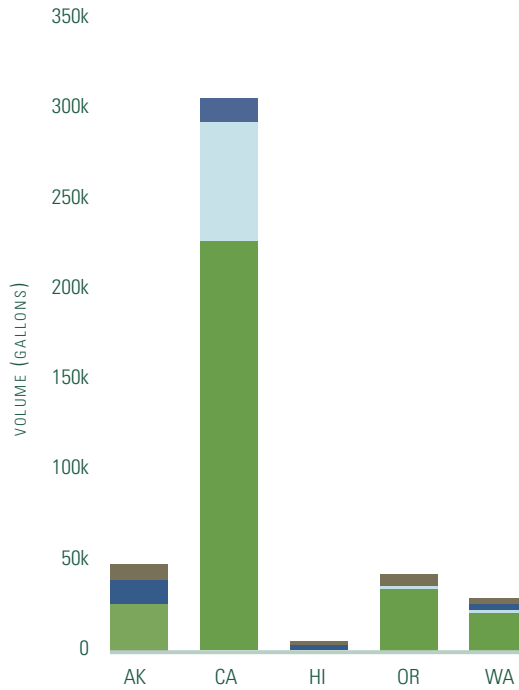
SMALL SPILLS

- The predominant number of spills across Task Force jurisdictions is made up of smaller spills. While we cannot quantify the volume released in the small spills, the total number of small spills likely results in significant impacts to waterways.

The following pages contain several graphs of this year's oil spill data report. The full report is available on the Task Force website:

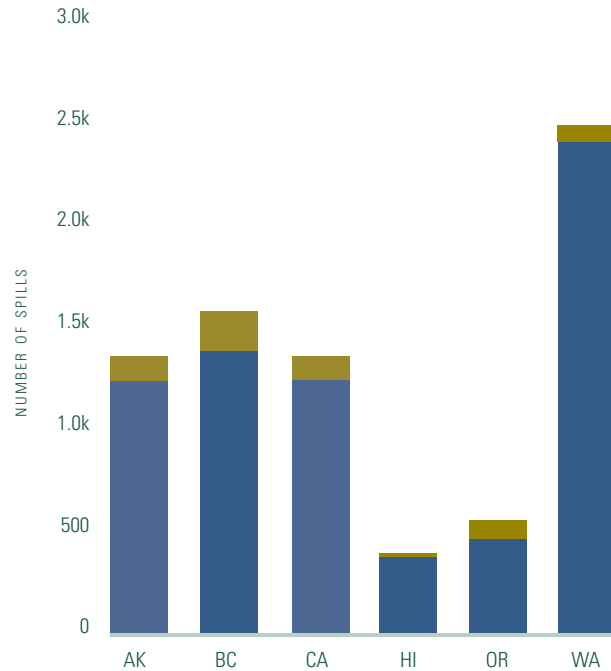
www.oilspilltaskforce.org.

FIG. 4
NON-CRUDE OIL VOLUMES BY MEDIUM AND STATE 2020



- marine
- impermeable surface
- fresh water
- land

FIG. 5
SMALL VS. LARGE SPILLS 2020



- 42 gallons or more
- less than 42 gallons

FIG. 6
SPILLS BY PRODUCT TYPE 2020
 PERCENT TOTAL VOLUME RELEASED

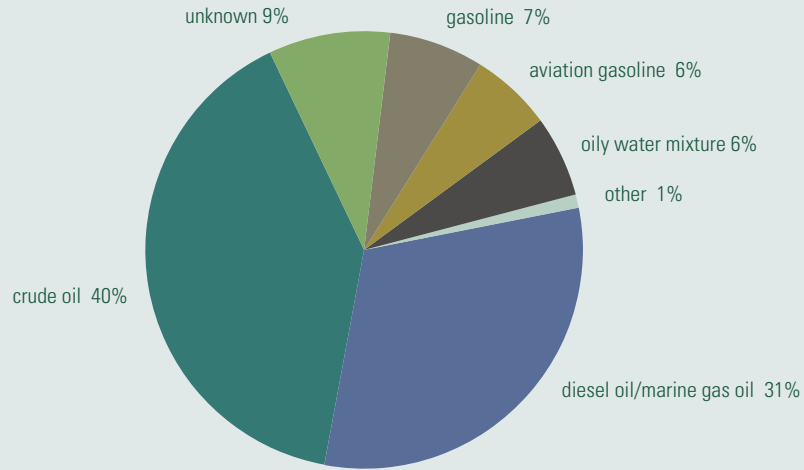
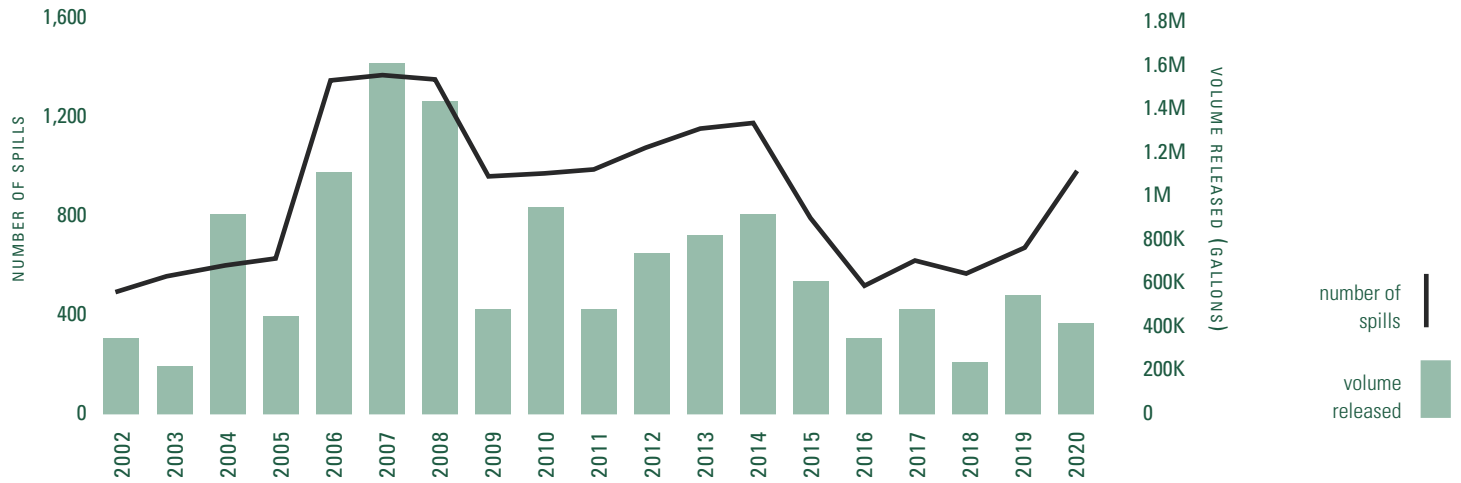


FIG. 7 **SPILL TRENDS** 2002–2020





Victoria Harbor, BC

Photo: OSTF

THE PACIFIC OIL SPILL PREVENTION EDUCATION TEAM

The Pacific Oil Spill Prevention Education Team (POSPET) was formed in 1992, an outcome of one of the original Task Force report’s recommendations. Members include representatives from Task Force jurisdictions, industry, and nonprofit organizations. Since its inception, POSPET members have tackled the widespread problem of small spills by sharing prevention ideas and outreach strategies, as well as collaborating and sharing educational tools and resources. Outreach has primarily focused on the recreational boating community and marina operators to address 1) preventing small spills during fueling operations, 2) utilizing appropriate clean-up methods when spills

occur, 3) reporting spills to the OILS–911 hotline, and 4) advancing other boater best-management practices.

GREEN BOATING WEBINAR

In May 2021, POSPET sponsored the Salish Sea Green Boating Webinar. Co-hosted by POSPET member entities Washington Sea Grant and Georgia Strait Alliance, the Green Boating Webinar featured five panelists who shared tips, best practices, and resources to help them protect the Salish Sea. Participants left with an improved understanding of clean boating practices and how to reduce boater impacts to aid in the recovery of the Southern Resident Orcas. Modeled in

part on the Boating Clean and Green program sponsored by POSPET members CA State Parks and CA Coastal Commission, the Salish Sea Green Boating Webinar was a first step toward developing a more comprehensive green boating training aimed at and broadly applicable to recreational boaters along the West Coast. POSPET will continue to advance this concept and hopes to host another webinar in 2022.

CLEAN MARINA/HARBOR CERTIFICATION

Many POSPET member entities are directly involved with and/or lead Clean Marina (US) and Clean Harbor (Canada) certification programs.

The Clean Marina/Clean Harbor program is a voluntary certification program whereby managers of these facilities follow best practices for oil spill prevention, waste reduction, and water quality protection. The program currently exists in AK, B.C., CA, OR, and WA. POSPET members play a key role in implementing and/or tracking clean marina programs in their jurisdictions. See page 22 for the number of certified facilities in each jurisdiction where the program exists.

POSPET WORKING GROUP	JURISDICTION	MEMBER NAME	ENTITY
	British Columbia	Michelle Young	Georgia Strait Alliance
	California	Vivian Matuk	CA State Parks and CA Coastal Commission
	Oregon	Glenn Dolphin	OR Marine Board
	Washington	Jasmin Adams Ty Keltner Aaron Barnett	WA Dept. of Ecology WA Dept. of Ecology WA Sea Grant

TOTAL NUMBER OF CERTIFIED CLEAN MARINAS OR CLEAN HARBORS

(as of June 2021)

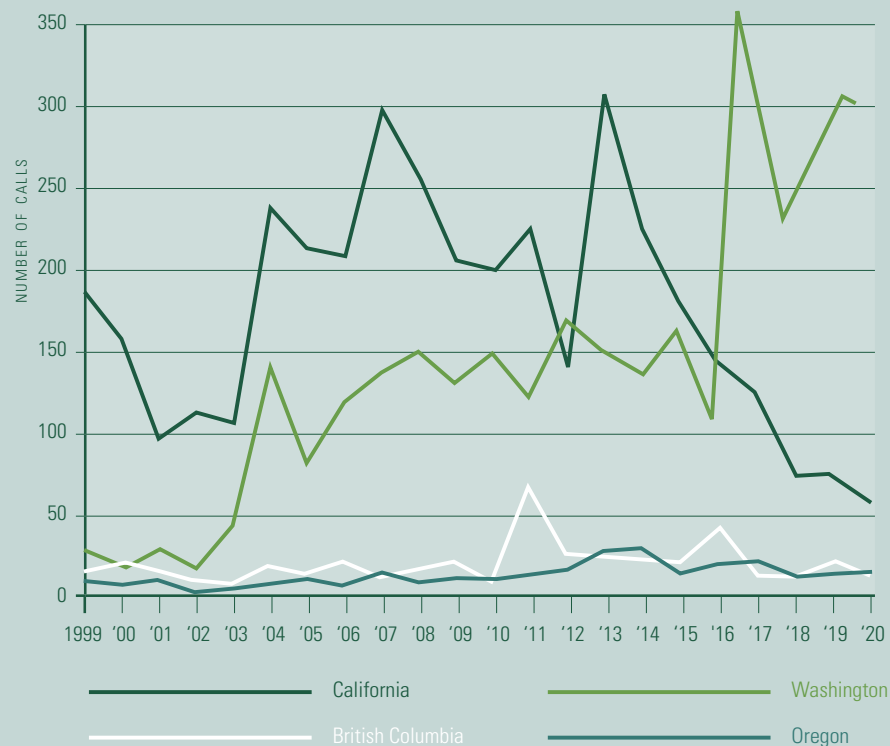
Alaska	5
British Columbia	33
California	82
Oregon	61
Washington	72
TOTAL	253

OILS-911 Hotline

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

Figure 10 illustrates hotline call trends from 1999 through May 2021.

FIG. 10 CALLS RECEIVED BY THE TASK FORCE'S OILS-911 HOTLINE, 1999-2020



NOTE: The drop in calls in 2018 was the result of a change in hotline service that resulted in the loss of 2 months of data.

TRANSBOUNDARY FORUM

In 2018, Washington State passed the Strengthening Oil Spill Transportation Act (E2SSB 6269) requiring the Department of Ecology Spills Program to take a variety of new steps to promote the safety of marine transportation and protect the greater Puget Sound from oil spills. One of the Act's requirements was for the Department of Ecology to coordinate with British Columbia and Canada to establish the Salish Sea Shared Waters Forum (Forum).

The purpose of the Forum was to exchange information on an annual basis to enhance oil spill prevention, preparedness, and response measures, and to minimize the risk and impacts of spills in the Salish Sea. Three forums took place annually between 2018–2020.

These Forums offered an opportunity for open dialogue for all levels of government, tribes and Indigenous Nations, environmental groups, industry, and the public from both sides of the border. The Forums addressed issues such as navigational safety, data sharing, the impacts of spills on the environment, Tribal and Indigenous Nation resources, the economy, and public health.

The Pacific States/British Columbia Oil Spill Task Force, of which Washington and British Columbia are founding members, coordinated and facilitated all three Forums. The intention was to create a forum model that would take place annually and that could be replicated in the British Columbia/Alaska border and other transboundary regions.

FORUM OVERVIEW

Salish Sea Shared Waters Forum #1 was held October 3–4, 2018, in Bellingham, WA. The focus centered on the story of a barrel of crude as it moves from the inland region to marine waters, and the authorities engaged in the case of a spill. Highlights of the 2018 Forum include:

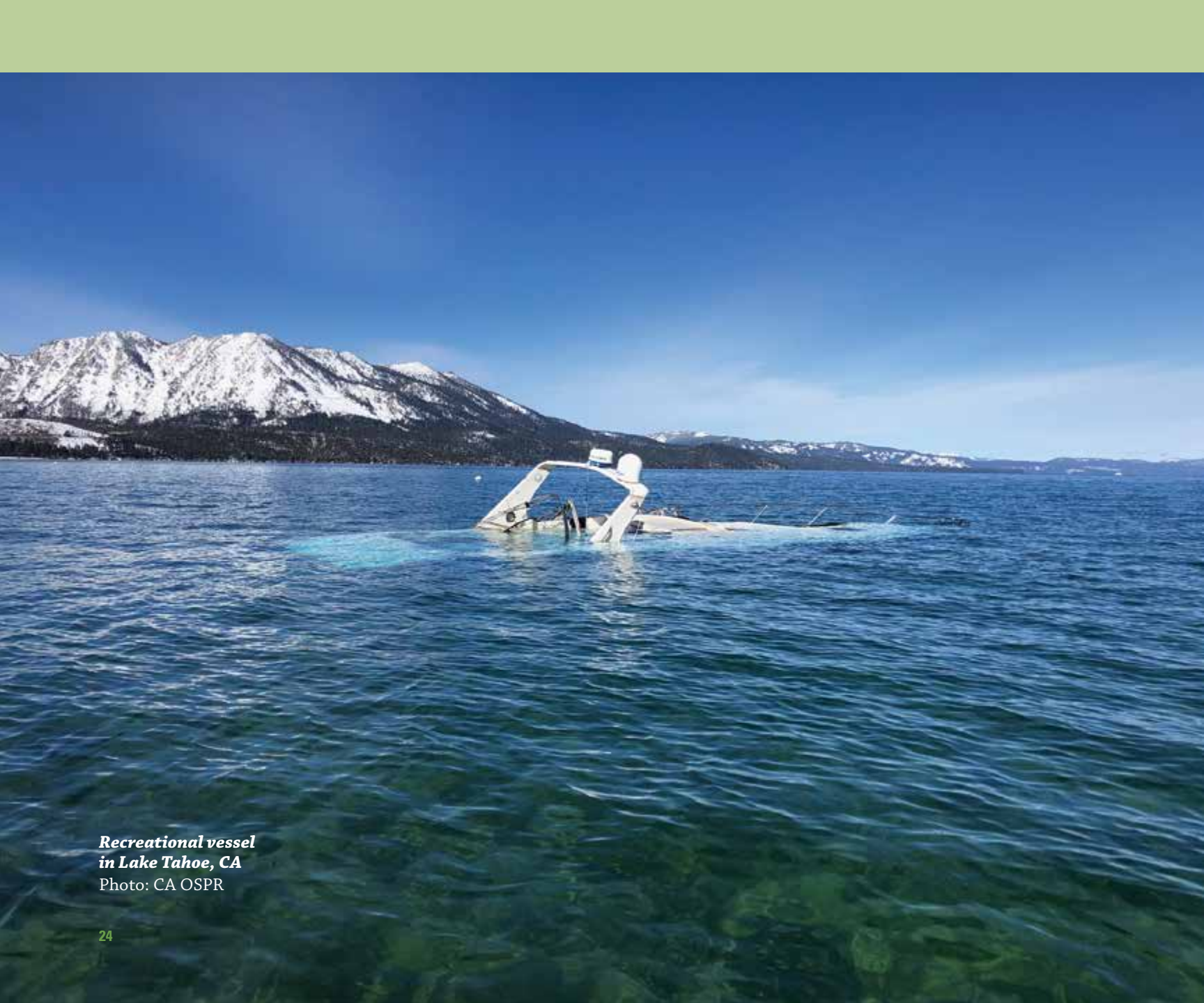
- *A series of panel discussions, presentations, and maps provided an overview to the questions:*
 - Who has authority for safely transporting barrels of crude?
 - Who responds if there's a spill?
 - What transboundary coordination is taking place currently?
- *150 participants from all levels of government, tribes and Indigenous Nations, industry, academia, and nonprofit organizations*

Salish Sea Shared Waters Forum #2 was held November 14, 2019, in Bellingham, WA. The focus was on marine and emergency response systems, as well as tribal and Indigenous Nation perspectives on the impacts of oil movement. Highlights include:

- *Featured sessions:*
 - Oil Movement: The Big Picture
 - Marine Emergency Response System
 - Tribal and Indigenous Nation perspective on impacts of oil movement
- *98 participants from all levels of government, tribes and First Nations, industry, academia, and nonprofit organizations*

Salish Sea Shared Waters Forum #3 took place on October 14–15, 2020. The focus was on progress and outcomes from the previous two Salish Sea Forums (2018 and 2019) and included a session on how the *Deepwater Horizon* oil spill enhanced plans and collaboration in the Salish Sea. This final forum also focused on Tribal and Indigenous Nation collaboration.

Additional details on the Salish Sea Forums can be found on the Task Force website: www.oilspilltaskforce.org



***Recreational vessel
in Lake Tahoe, CA***
Photo: CA OSPR

ABANDONED AND DERELICT VESSELS PROJECT

Abandoned and Derelict Vessels (ADV)s threaten the health of aquatic environments, harm wildlife, and deplete resources that communities depend upon. Through deliberate action or negligence, ADVs break up, sink, or block navigation channels. These vessels often contain harmful quantities of oil, lubricants, and other toxic substances found in the materials used to construct the vessel or are part of its cargo. These chemicals can injure or kill marine mammals, waterfowl, and other aquatic life, and contaminate aquatic lands, nearby shorelines, and bodies of water. Vessels that settle on the bottom can disrupt the aquatic environment, scouring or crushing sensitive habitats like eelgrass beds and kelp forests.

In 2017, the Task Force identified the issue of ADVs as a common threat across the jurisdictions and developed a task in that year's workplan to begin addressing the problem. In 2018, the Task Force formed the Abandoned and Derelict Vessel Workgroup (ADV Workgroup). The ADV Workgroup includes experts and program leads from each Task Force jurisdiction.

The ADV Workgroup published *The Current State of Abandoned and Derelict*

Vessels on the West Coast—White Paper (White Paper) in March 2018. The report is available on the Task Force website.

A key recommendation in the White Paper was that states should develop comprehensive programs to address ADVs. These programs should address five key elements:

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

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

The ADV Blue Ribbon Program contains 33 recommendations to help states develop comprehensive ADV programs. The report also includes six recommendations for the Task Force's federal partners, especially NOAA and the USCG.

CURRENT AND FUTURE WORK

The Task Force is currently focused on supporting states in their efforts to develop comprehensive ADV programs and working with its federal partners to implement federal recommendations. An ADV webinar is planned for Winter 2022. This webinar will feature ADV leads from Task Force jurisdictions to share highlights of their efforts to implement Blue Ribbon Program recommendations and identify needs and opportunities moving forward.

One of the most pressing needs for states is to obtain funding for the full removal of these vessels once the hazardous materials have been removed. The final step of getting ADVs out of waterways and channels can be cost-prohibitive, so they often remain long after the federal agencies have left. The Task Force is working with our federal partners to explore funding options to support this final necessary step toward permanent removal and deconstruction.

DRILLS AND EXERCISES PROJECT

The Task Force jurisdictions conduct drills and exercises to evaluate industry spill response plans and ensure that they are adequate and effective. Requirements for drills and exercises vary by jurisdiction, and this can pose challenges when one plan is being evaluated in several states. To address the variability in drill objectives and requirements, the Task Force convened a workgroup in 2018 to compare evaluation criteria across the jurisdictions; developed common, cross-jurisdictional requirements; and began sharing information on the outcome of drills and exercises through regular workgroup conference calls. The workgroup meets quarterly to share outcomes and lessons learned from drills and exercises taking place among the member jurisdictions.

This year, the workgroup has been comparing lessons learned from drills during COVID-19, including the challenges that occur when not all agencies and organizations can use the same virtual platform.

TABLE OF DRILL REQUIREMENTS

The workgroup created a comprehensive inventory of drill requirements for each jurisdiction, including information on the number of drills held annually, types of drills, drill requirements, criteria for receiving credit, and more. In addition, the workgroup approached federal partners in both the US (USCG and EPA) and Canada (Canada Energy Board, Canadian Coast

Guard, Environment and Climate Change Canada, and Transport Canada) to include drill requirements from federal programs. The resulting comprehensive matrix will be summarized for ease of comparison across state/provincial and federal programs.

A summary table of the drills and exercises requirements is available on our website: www.oilspilltaskforce.org

DRILLS AND EXERCISES WORK GROUP	
Howard Zorzi	WA Dept. of Ecology
Chris Thixton	CA Office of Spill Prevention and Response
Rebecca Speigel	AK Dept. of Environmental Conservation
Sara Bacic	BC Ministry of Environment and Climate Change Strategy
Scott Smith	OR Dept. of Environmental Quality

TASK FORCE MUTUAL AID

A new workgroup was convened in 2019 to conduct an inventory and analysis of oil spill equipment and personnel capacity in Task Force jurisdictions. The Task Force Mutual Aid Agreement was created in 1996 to streamline and simplify sharing of equipment and staff resources in the event of a spill. In some cases, it is unclear if there are limits to what each jurisdiction would be able to share under current Mutual Aid agreements, and the mechanisms by which resources can be

shared. The purpose of this workgroup is to enhance the Task Force members' awareness of inventory and resources, and to update the current Task Force Mutual Aid Agreement (last updated in 2011) to reflect current capacities.

The workgroup created a roster of ICS-trained and -certified staff across the Task Force jurisdictions. This roster is intended to be a first glance at the staffing capabilities in order to respond to a spill.

The roster also includes an agency point of contact for arranging the staff and equipment in the case of a spill.

This year, the workgroup is reviewing the 2011 Task Force Mutual Aid Agreement to update the policies across the jurisdictions. The document will provide agreements between the Task Force jurisdictions. The 2021 Mutual Aid Agreement will be completed by the end of 2021.



Olympic Coast, WA 2021

Photo: OSTF

Zoom Meeting

View

Caleb Klein - he...



Sarah Brace

Chelsea Bodam...



Hilary Wilkinson



Laurel Nash



Denise Koch



Dale Jensen



Ryan Todd

Linda P-J



Liz Galvez



Sara Bacic



Nhi Irwin



Mike Greenburg -...



Kelli Kryzanowski



Steve Hampton



Keith Kawaoka

Lydia Emer

Graham Wood

Joe Schmoe

STAKEHOLDER ENGAGEMENT AND COMMUNICATIONS

WEBINARS

In 2021, the Task Force launched a series of webinars. These short, 90-minute sessions included members of the Task Force, plus industry partners and stakeholders. The webinars are free and open to the public. Topics include:

- Case Study: Derailment of BNSF Oil Train in Custer, WA
- Lessons Learned from Drills and Exercises in a Virtual World
- Renewable Fuels—Fundamentals, Future, and Response Planning

All sessions were recorded and available on the Task Force website. Upcoming webinars will address transboundary spill planning and non-floating oils.

ANNUAL MEETING

The 31st Task Force meeting was held virtually for the first time. The meeting's theme was "Adjusting to a New Normal in the Time of COVID-19" and included lessons learned and best practices in prevention, preparedness, and response during a pandemic. While meeting in person has its benefits and advantages, the virtual platform allowed over 300 people to attend, about twice as many

as typically participate in our live events. All presentations from the Task Force Annual Meetings are available on our website: <https://oilspilltaskforce.org/task-force-events/annual-meeting/>.

LEGACY AWARDS

The Task Force began the Legacy Awards program in 1999 to recognize individuals and organizations that perform exemplary work in the areas of oil spill prevention, preparedness, response, and recovery. We define such exemplary projects as efforts that go beyond regulatory requirements to prevent, prepare for, respond to, and recover from oil spills. Over the past two decades, we have presented 64 Legacy Awards to a wide range of organizations, groups, businesses, and individuals. Legacy Awards are presented every two years. To see a full list of past recipients, please visit the Legacy Awards page on our website.

In 2021, the following individuals and team will receive the Legacy Award:

Individuals:

- *Geoff Backman*, Halalt First Nation
- *Curtiss Clumpner*, Oiled Wildlife Care Network

- *Marta Green*, San Juan County, WA
- *Conor Keeney*, Marathon Petroleum
- *Ken Lee*, Fisheries and Oceans Canada
- *Judd Muskat*, CA Office of Spill Prevention and Response
- *Susan Saupe*, Cook Inlet Regional Citizens Advisory Council (CIRCAC)
- *Gary Shigenaka*, National Oceanic and Atmospheric Administration (NOAA)

Team:

- *Vince Mitchell* and *Cheryl Surface*, Independent Contractors

INDUSTRY AND STAKEHOLDER COMMITTEES

The Task Force Executive Coordinator participates on several regional and national committees to provide briefings on the current projects and initiatives underway in the Task Force jurisdictions. These committees include: the American Waterways Operators Quality Steering Committee, the American Petroleum Institute's Spill Advisory Group, Harbor Safety Committee meetings, and biannual summits. In addition, the Task Force participates in the Clean Pacific Conferences that take place annually across the West Coast.



Washington Coast, 2021
Photo OSTF

ALASKA



MISSION

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

OVERVIEW

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

RECENT ACHIEVEMENTS

ADEC celebrates 50 years of meeting its mission in 2021. Since 1971, ADEC has partnered with agencies to facilitate the safe development of Alaska's abundant resources. We strive to protect the environment by controlling pollution and enforcing laws to improve the quality of life and create economic opportunities for Alaskans. As ADEC celebrates its 50th anniversary, we look back on our major achievements protecting Alaska's natural beauty and allowing for responsible development of its rich resources. ADEC will continue to move forward, ensuring that future generations of Alaskans will benefit from its beginnings.

Alaska's Spill Prevention and Response Program continues to successfully navigate its

responsibilities in the COVID-19 environment. Our team remains fully functional in its day-to-day activities, with most staff dividing their time between teleworking and in the office under a new hybrid work model. During the pandemic, we successfully responded to spills in person as well as through remote incident management. In April 2020, a hybrid command post was established in response to a 34-barrel spill of Alaska North Slope crude to water at the Valdez Marine Terminal. While responders were on-site at the Incident Command Post, other personnel, including the ADEC's State On-Scene Coordinator, conducted Unified Command essential meetings and activities virtually. Responders increased communications throughout the incident to ensure a successful response and avoid the potential for inconsistent communications due to the hybrid model.

Under COVID-19 precautions, ADEC's Spill Prevention and Response Program maintained its regulatory oversight by conducting virtual inspections, including audits of digital records and reviews of photographs of regulated facilities. One facility opted to invite local inspectors to conduct an outdoor inspection, complete with masks and social distancing for safety. This summer ADEC resumed in-person drills and inspections with a strong emphasis on the safety of our staff and partners. We are using our experiences from the past year to develop a virtual inspection checklist for use in the future.

ADEC is proposing revisions to our oil discharge prevention and contingency plan regulations in 18 AAC 75.400–496. The proposal is based on public comments received in response to a five month scoping process in 2019 and 2020 and on department staff recommendations. Revisions are made under the direction of no compromise on environmental protection, alignment with statutes, transparency, reducing administrative burden, removing redundancy, and modernizing processes and procedures.

A 90-day period public review period is planned to begin in late 2021. Anyone who wishes to receive updates on this and other regulation packages may go to our Spill Prevention and Response Regulation Projects webpage or subscribe to the department's Oil Spill Contingency Plan Regulations Listserv. Once the public review period starts, all written comments will be posted online.

ORGANIZATIONAL STRUCTURE

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

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

BRITISH COLUMBIA



TASK FORCE MEMBER

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

COORDINATING COMMITTEE MEMBER

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

KEY WEB LINKS

ADEC SPAR Program:

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

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

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

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

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

PROGRAM PURPOSE

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

OVERVIEW

The British Columbia Ministry of Environment and Climate Change Strategy (ENV) works to protect people, property, and the environment from spill hazards through EEP. On average, 4,500 spills are reported to ENV annually; most are accidental oil and hazardous material releases. EEP delivers its program purpose by:

- *Preparing for and responding to oil spills, chemical spills, and spills of any substance that could disturb or harm the natural environment*
- *Providing Environmental Emergency Response Officers (EEROs) to assess conditions, give guidance, and oversee the response when an incident occurs*
- *Providing scientific advice and site support in an incident*
- *Overseeing and regulating environmental recovery following a spill*
- *Working with partner agencies to effectively coordinate the roles and responsibilities of all responders in an incident*

- *Developing regulations, policies, procedures, plans, operational guidelines, cooperative agreements, and technical documents*

The Environmental Management Act (EMA) sets a foundation for strengthening spill preparedness, response, and recovery in B.C. EEP continues to strengthen Division 2.1 of EMA, which focuses on spill preparedness, response, and recovery in B.C. EEP is currently developing regulations aimed at:

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

EEP team members are currently holding discussions with the Canadian federal government to seek ways to align on the proposed regulatory changes and fill jurisdictional gaps.

In partnership with EEP, ENV Regional Operations Branch and the ENV Strategic Policy Branch developed a compliance and enforcement strategy for the Division 2.1 amendment to EMA and the three regulations that were brought into force. The project was completed in March 2020 and generated the following achievements:

- *A revised EMA Orders Handbook to include eight spill-related Orders*



CALIFORNIA

- *training of EEP team members on the revised EMA Orders Handbook*
- *An amended Authorization Management System to include measures to manage records for eight spill-related Orders*
- *Developed and published compliance brochures for spill contingency planning regulation, spill preparedness, response and recovery regulation, and the spill reporting regulation*
- *Incorporated Division 2.1 sections of EMA and clauses of the three new regulations in force into the Natural Resource Inspection System to facilitate compliance inspections*

Similar compliance and enforcement initiatives will also be adopted and incorporated for the regulations that are currently being developed.

TASK FORCE VALUE TO THE B.C. MINISTRY OF ENVIRONMENT

EEP has benefited from Pacific States/B.C. Oil Spill Task Force through the collaboration with member jurisdictions on oil spill preparedness, response, and recovery. The Task Force has gathered and shared information on spill incidents, exercises, and over the past year, lessons learned related to response challenges due to COVID-19.

ORGANIZATIONAL STRUCTURE

EEP consists of 39 staff, with 19 staff based in Victoria and 20 staff strategically located in 13 communities throughout the province. This staffing compliment includes EEROs, environmental recovery staff, emergency planning analysts, training officer, logistics officer, information officer, senior spills specialist, administrative staff, and a management team. EEP also accesses technical specialists and subject matter experts from within the provincial government to provide incident-specific knowledge and expertise.

TASK FORCE MEMBER

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

COORDINATING COMMITTEE MEMBER

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

KEY WEB LINKS

Environmental Emergency Program:
www.gov.bc.ca/environmental-spill-response
www.gov.bc.ca/spillsinfo

Twitter: @SpillsInfoBC

MISSION

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

OVERVIEW

The Office of Spill Prevention and Response (OSPR), of the California Department of Fish and Wildlife, is the lead state agency for oil spills and other surface water pollution in California. OSPR was established by the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act in 1990. The Act establishes the OSPR Administrator with authority to direct preparedness, response, and natural resource damage assessment and restoration for oil spills.

OSPR substantively reviews and approves the oil spill contingency plans and financial responsibility of vessels and facilities that pose an oil spill risk to state surface waters. Plan holders engage in announced and unannounced equipment deployment drills and tabletop exercises, which are evaluated by OSPR. Additionally, OSPR substantively evaluates the capabilities of Oil Spill Response Organizations (OSRO) and Spill Management Teams (SMT).

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

several ICS roles, including State On-Scene Coordinator, Environmental Unit Leader, Wildlife Branch Director, Liaison, Information Officer, Fisheries Closure technical specialist, Oil Spill Cleanup Agent technical specialist, and others. OSPR works closely with the USCG and the EPA as on-scene coordinators and with other state and local government representatives to ensure the impacts of the spill are mitigated.

The 1990 Oil Spill Act also established the Oiled Wildlife Care Network (OWCN), which is managed by the Wildlife Health Center at the University of California at Davis. Over 40 organizations stand ready to care for wildlife affected by oil spills.

Harbor Safety Committees (appointed by the OSPR Administrator) and Area Contingency Plan Committees (jointly led by the USCG and OSPR) meet regularly at the state's busiest ports to improve maritime safety and best practices within the ports.

TASK FORCE VALUE TO TO OSPR

The Task Force is a forum for discussing issues, gaining insight, and learning from the experience of the other West Coast oil spill programs. Regarding marine safety, California has benefited by partnering with the Task Force on the creation of a fuel "Bunkering Best Practices" video, which consolidated best practices from all the West

Coast bunkering ports. The West Coast Harbor Safety Committees distributed hard copies and the Task Force website features an online downloadable version. It can be pointed to as one of the reasons bunker spill incidents have declined.

Additionally, the Task Force helped expand California's offshore vessel traffic study to analyze vessel movements along the entire West Coast. This was important in identifying trends in vessel movements and to determine if vessels were complying with agreements reached with the WSPA and PMSA industry consortiums.

California and the Task Force have co-sponsored several West Coast Harbor Safety Committee Summits since 2011. This results in valuable sharing of ideas and experiences for the betterment of maritime and safety issues.

ORGANIZATIONAL STRUCTURE

OSPR consists of these major programs:

- *Prevention*
- *Preparedness*
- *Environmental Response*
- *Enforcement*
- *Laboratories*
- *Response Technology*
- *Resource Restoration/NRDA*
- *Legal & Regulations*
- *Fiscal & Administrative Services*

TASK FORCE MEMBER

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

COORDINATING COMMITTEE MEMBER

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

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

KEY WEB LINKS

Office of Spill Prevention & Response
www.wildlife.ca.gov/OSPR

Natural Resource Damage Assessment (NRDA) & Restoration
www.wildlife.ca.gov/OSPR/NRDA

Spill Response
<https://calspillwatch.dfg.ca.gov/>

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

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

HAWAII

MISSION

Provide leadership, support, and partnership in preventing, planning for, responding to, and enforcing environmental laws relating to releases or threats of releases of hazardous substances.

OVERVIEW

The Hazard Evaluation and Emergency Response (HEER) Office serves the people of the State of Hawaii by addressing all aspects of releases of hazardous substances, including oil, into the environment. Our work includes preventing, planning for, and responding to hazardous substance releases or risks of releases. The HEER Office accomplishes this mission by addressing contaminated sites with the highest risk to human health and the environment first, preventing contamination rather than cleaning up after the fact, and basing decisions on sound scientific principles and common sense.

TASK FORCE VALUE TO THE HI DEPARTMENT OF HEALTH

As a Task Force member for over 15 years, Hawaii has benefited by collaboration and coordination of oil spill issues relevant to the six members. It is good to know that if needed, the resources of the other members, equipment and personnel, are available.

ORGANIZATIONAL STRUCTURE

The HEER Office is comprised of three operating sections:

- *Emergency Preparedness and Response*
- *Site Discovery, Assessment, and Remediation*
- *Hazard Evaluation*

TASK FORCE MEMBER

Kathy Ho

Deputy Director for Environmental Health, HI Department of Health

COORDINATING COMMITTEE MEMBER

Liz Galvez

Emergency Preparedness and Response Coordinator, HI Department of Health

KEY WEB LINKS

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

► ***Kauai Coastline, Hawaii***

Photo OSTF





Hawaii Coast, 2017
Photo OSTF



OREGON

MISSION

Carry out and support the agency's environmental priorities by preventing and reducing toxic chemical releases and reducing risks by cleaning up new releases of toxic materials in Oregon's environment.

OVERVIEW

The Emergency Response Program at the Oregon Department of Environmental Quality (DEQ) supports the agency's strategic direction to protect human health and the environment by preventing, preparing for, and minimizing the danger posed by catastrophic and other significant releases of oil and hazardous materials.

Oil and hazardous material spills pose a major potential threat to Oregon's waters, air, land, and wildlife. Large volumes of oil move along the Columbia River and along the state's transportation corridors. Hazardous materials are shipped through state waters, along the highways, and by rail. DEQ works with other agencies and industry to prevent and respond to spills of these materials.

DEQ provides leadership to the Northwest Area Committee and the Region 10 Regional Response Team and related emergency response committees, work groups, and task forces.

TASK FORCE VALUE TO OR DEPARTMENT OF ENVIRONMENTAL QUALITY

Oregon DEQ benefits from membership in the Pacific States/British Columbia Oil Spill Task Force through the collaborative work with other members. Information sharing and lessons learned from other jurisdictions helps Oregon make decisions on how to use our limited resources and focus on ways for our programs to be successful.

Sharing information with other jurisdictions on how to conduct unannounced drills allowed Oregon to implement a program based on successful experiences and avoid problems experienced by other organizations. The current Task Force workgroup focusing on Drills and Exercises is another area where all Task Force members benefit from learning about each other's programs and collaborating on ways to improve.

ORGANIZATIONAL STRUCTURE

The DEQ oil spill-related activities within the Land Quality Division include:

- *Oil Spill Contingency Plan Approval and Prevention Planning*
- *Oil Spill Preparedness including Geographic Response Plans, Drills, and Exercises*

-
- *State Lead Agency for Response to Spills and Releases of Oil and Hazardous Materials*

TASK FORCE MEMBER

Lydia Emer

Administrator, Land Quality Division, Oregon Department of Environmental Quality

COORDINATING COMMITTEE MEMBER

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

KEY WEB LINKS

Oregon Department of Environmental Quality (ODEQ) Emergency Response Program

<http://www.oregon.gov/deq/Hazards-and-Cleanup/env-cleanup/Pages/Emergency-Response.aspx>

Oil Spill Contingency Planning Annual Report

<https://www.oregon.gov/deq/Hazards-and-Cleanup/Documents/erOilSpillPlan2020.pdf>



WASHINGTON

MISSION

Protect, preserve, and restore Washington's environment.

OVERVIEW

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

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

- *Oil spill prevention actions, including vessel and facility inspections, risk assessments, and tracking oil movement, as well as overseeing state oil transfer pre-booming requirements*
- *Oil spill contingency plan review and approval, oil spill contingency plan drills, participation in the Northwest Area Committee, equipment inspections, and development of geographic response plans*
- *Acting as the state's lead organization for environmental emergency response. This work focuses on providing a rapid, aggressive, and well-coordinated response 24/7 to oil and hazardous materials spills statewide from our four regional and two small field offices.*

- *Leading the state oil spill Natural Resource Damage Assessment and Restoration (NRDAR) efforts*

- *Working with the Washington Department of Fish and Wildlife in planning for and managing oiled wildlife care*

TASK FORCE VALUE TO WA DEPARTMENT OF ECOLOGY

Being a part of the Pacific States/British Columbia Oil Spill Task Force has provided a tremendous benefit to the state of Washington. For the last several decades, the Department of Ecology has been able to connect with its counterparts from other areas, which has given us insight to different practices and innovative techniques that have improved our program. In particular, convening roundtables for forums on emerging issues such as rail, response options, and places of refuge allow us to quickly understand issues and the current and developing best practices.

ORGANIZATIONAL STRUCTURE

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

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

TASK FORCE MEMBER

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

COORDINATING COMMITTEE MEMBER

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

KEY WEB LINKS

Washington State Department of Ecology:
www.ecy.wa.gov

Washington State Department of Ecology's Spill Prevention, Preparedness, and Response Program:
<http://www.ecy.wa.gov/programs/spills/spills.html>

Oil Spills 101: www.oilspills101.wa.gov



Aviation gasoline spill
Hawaii DOH



*Executive Coordinator Team,
Sarah Brace (L) and Hilary Wilkinson (R),
Veda Environmental*



PACIFIC STATES | BRITISH COLUMBIA

OIL SPILL TASK FORCE

CONTACT THE TASK FORCE:

Sarah Brace, Executive Coordinator

www.oilspilltaskforce.org