

EQUIPMENT CACHE GRANTS

Ecology is providing grants to emergency responders for oil spill and hazardous materials response and firefighting equipment. A stakeholder group convened in 2016 to assist with developing and administering the grant program.

The stakeholder group consists of first responders, oil spill response cooperatives, oil and rail industry representatives, and businesses that receive liquid bulk crude oil. Ecology evaluators are assessing current, available resources and the need for response equipment in specific locations. Grant funding will be awarded based on need, and coordinated to maximize the benefits of existing equipment and resources.

Ecology will begin accepting grant applications Oct. 1, 2016 through Nov. 30, 2016.



RAILROAD CONTINGENCY PLANNING

Contingency planning and drill requirements now extend beyond vessels, pipelines and facilities to railroads transporting bulk oil as cargo. On August 31, 2016, Ecology adopted a new rule, Chapter 173-186 WAC. Railroads now need to demonstrate to the state that they can immediately respond to a spill or risk of a spill.



OIL TRANSPORTATION SAFETY ACT



Transporting oil is risky business.
We're protecting people and environments.
Here's how.

IMPLEMENTATION OF ESHB 1449

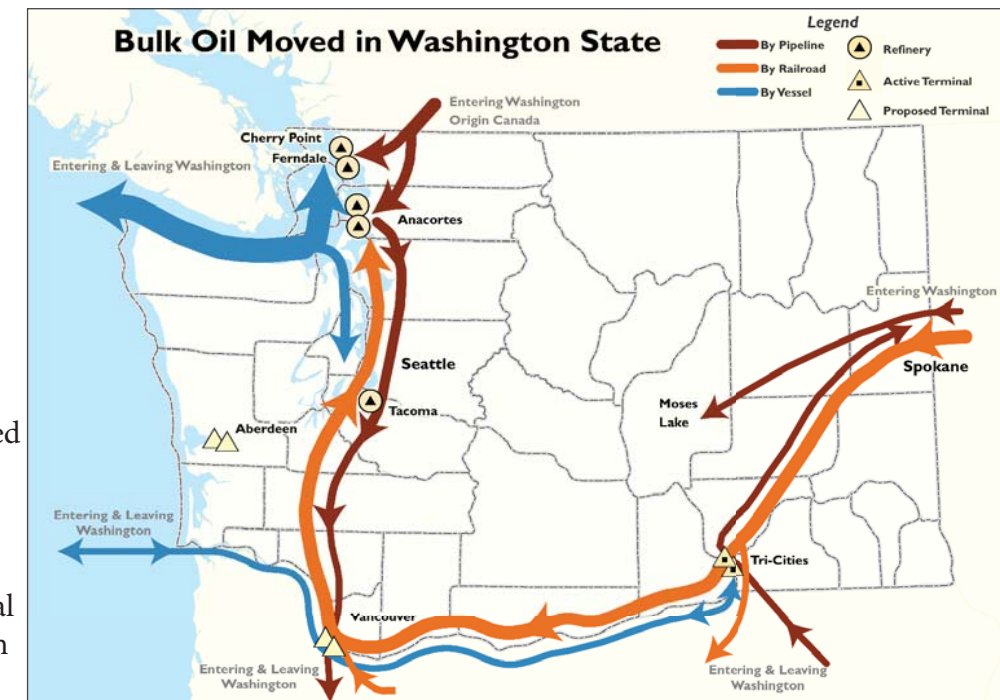
The Oil Transportation Safety Act, ESHB 1449, provided a step forward to help protect the environment and Washingtonians from new oil spill risks, such as transporting oil by rail. The bill specifically directed the Department of Ecology's Spills Program to undertake multiple policy initiatives to help address these new risks.

This implementation plan provides a high level outline regarding how the Spills Program is addressing these policy initiatives. These initiatives include:

- Advanced notice of oil transfer.
- Railroad contingency planning.
- Geographic Response Plans.
- Equipment cache grants.
- Vessel Traffic Safety Evaluation and Assessment for the Columbia River.

In addition, the Operating Budget provided funding for a Puget Sound Vessel Traffic Risk Assessment update.

As new resources and staff are brought into place by the Spills Program, additional planning details will be developed for each policy initiative.



ADVANCED NOTICE OF OIL TRANSFER

Facilities receiving crude oil via railroads will be required to submit advance notification information for all scheduled crude-by-rail transfers. Pipelines will be required to provide biannual reports describing crude oil transported through transmission lines in the state. Ecology will publish a report each quarter containing aggregated crude oil movement information submitted by facilities and pipelines. Each report will include statewide information that is organized by rail route, week of transfer, and type of crude oil.

Non-aggregated information that is proprietary, commercial, or financial is exempt from public disclosure. However, Ecology will provide the information to state emergency managers, tribal, and local governments. Updated data systems will accommodate the additional information and generate reports for emergency managers and local governments.



GEOGRAPHIC RESPONSE PLANNING

Ecology provided the Legislature a review of all state geographic response plans (GRPs) and federal requirements as needed in contingency plans on December 31, 2015. This is being followed by biennial updates each December, 2017 through 2021. The reports will detail progress made toward plan completion. Ecology will contract with third parties as practicable, to ensure completion of 50 percent of targeted GRPs by Dec. 1, 2017.



VESSEL TRAFFIC SAFETY EVALUATION AND ASSESSMENT FOR THE COLUMBIA RIVER

Ecology is developing an evaluation and assessment of vessel traffic management and vessel traffic safety within and near the mouth of the Columbia River. This includes an analysis of the amount of new oil being transferred onto vessels as a result of rail traffic. Ecology is consulting with a number of organizations including the US Coast Guard, Oregon pilots and public ports.

The assessment will include, but is not limited to addressing:

- (a) the need for tug escorts for oil tankers, articulated tug barges, and other towed waterborne vessels or barges;
- (b) best achievable protection; and
- (c) required tug capabilities to ensure safe escort of vessels.

Recommendations to the Legislature will include vessel traffic management and vessel traffic safety measures, including recommendations for tug escort requirements for vessels transporting oil as bulk cargo.



PUGET SOUND VESSEL TRAFFIC RISK ASSESSMENT UPDATE

Ecology is updating the 2010 Puget Sound Vessel Traffic Risk (2010 VTRA) final report to emphasize recent changes and impacts to vessel traffic from all modes of oil transportation through the Puget Sound region.

The update will expand the model in the 2010 VTRA, and build upon an analysis tool provided by the 2010 report. When complete, the updated assessment will reflect today's maritime environment and future projections. The effort will also conduct other base and projection adjustments to maintain the accuracy and usefulness of the original assessment and risk analysis, and identify/model new risk mitigation measures.

