

2016 Salish Sea Oil Spill Risk Mitigation Workshop



Container ship in Salish Sea

FACTS, CONTACTS, AND OTHER INFORMATION

Contact

Sara Thompson
Spills Program
Prevention Section
(425) 649-4491
Sara.Thompson@ecy.wa.gov

More information

Department of Ecology
Spill Prevention Section
PO Box 47600
Olympia, WA 98504-7600
www.ecy.wa.gov/programs/spills/prevention/RiskAssessment.html

This project has been funded wholly or in part by the United States Environmental Protection Agency under assistance agreement PC-00J90701 through the Washington Department of Fish and Wildlife. The contents of this document do not necessarily reflect the views and policies of the Environmental Protection Agency or the Washington Department of Fish and Wildlife, nor does mention of trade names or commercial products constitute endorsement or recommendation for use.

Workshop goal

The workshop goal was to determine ways to reduce and prevent oil spills from vessel traffic in the Strait of Juan de Fuca and the Salish Sea. Participants were to:

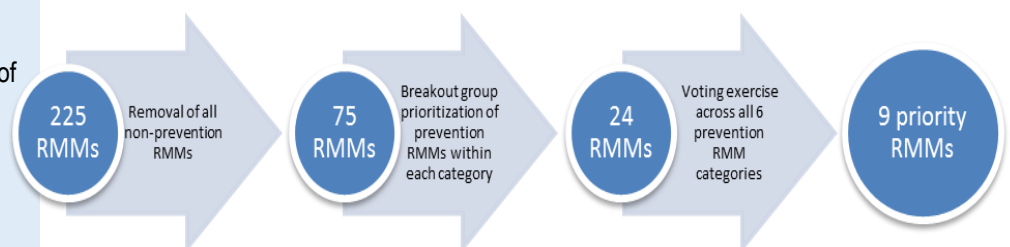
- Identify 5 to 10 high priority Risk Mitigation Measures (RMMs)
- Develop specific recommendations for action
- Develop implementation strategies

Workshop background

In January 2015, Ecology held a workshop where participants identified oil spill risk categories, factors and mitigation measures associated with vessel traffic in the Strait of Juan de Fuca and the Salish Sea. The October 2016 workshop expanded on the 2015 effort. The RMM categories addressed in the 2016 workshop included: anchorage, bunker/oil transfer, general waterways management, vessel movement, tug/escort, and coordination and information sharing.

Prioritizing risk mitigation measures (RMMs)

The first step in the prioritization process was to develop a list of RMMs. A total of 225 RMMs were compiled from 15 sources including reports, vessel traffic studies and the 2015 workshop. The diagram below describes the RMM prioritization process through which the original list of 225 RMMs was narrowed down to nine priority RMMs.



Developing implementation plans for top nine prioritized risk mitigation measures

After the top priority RMMs were identified, workshop participants attended breakout sessions to develop implementation plans. The breakout groups discussed and proposed the following elements for each of the nine high priority RMMs:

- Description of recommendation
- Intent of recommendation
- Implementing process
- Applicable geographic area
- Expected timeline to implement
- Recommended implementation strategies
- Next steps to implementation
- Proposed RMM champion (person/entity recommended to take the next step to move the RMM forward)

The implementation plans developed for the top nine risk mitigation measures are available in the 2016 Salish Sea Oil Spill Risk Mitigation Workshop Report at: <https://apps.ecology.wa.gov/publications/SummaryPages/1708005.html>

Workshop material including the participant handbook, presentations, and the full report are available on Ecology's website: www.ecy.wa.gov/programs/spills/prevention/RiskAssessment.html

Special accommodations: To request ADA accommodation for disabilities, or printed materials in a format for the visually impaired, call Ecology's Spills Program at (360) 407-7455 or visit www.ecy.wa.gov/accessibility.html. Persons with impaired hearing may call Washington Relay Service at 711. Persons with speech disability may call TTY at (877) 833-6341.

Workshop Results: Top Nine Prioritized RMMs

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

1. Inspection standards for commercial towing vessels

Next steps for risk mitigation measure implementation

Ecology, proposed RMM champions, and other partners will work together to review each RMM in the context of ongoing prevention activities, work groups, task forces, and committees. After this review, they will update the RMM as needed and develop a plan of action.

Ecology will send periodic updates to workshop participants describing progress on developing action plans for the nine priority RMMs. If an RMM is not feasible for implementation, the barriers to implementation will be documented, and the RMM will be included for consideration in future workshops.