30 YEARS OF SPILL PREVENTION, PREPAREDNESS, AND RESPONSE
THIRTY YEARS AGO, major oil spills in Washington State and off the Alaskan coast led to significant shifts in regulations, policies, and voluntary standards that provide our state with today’s levels of spill protection.

In 2004, the Legislature set a “Zero Spills” goal for the Department of Ecology. We’ve taken this obligation seriously. Today, Washington has one of the lowest spill rates in the nation, and our efforts are recognized across the nation and the world.

Adapting to changing spill risks

When incidents happen, we use lessons learned to drive our work forward, protecting our state from spills—especially catastrophic oil spills. Movement of Bakken and heavy North American tar sands oil through Washington is changing spill risks.

We’re adapting with new prevention and preparedness measures, but there’s more work to be done.

What’s at stake

Washington boasts some of the world’s most special and unique marine environments, which are sources of beauty, recreation, food supply, and economic livelihood. Toxic spills threaten Washington’s environment, economy, public health, and historical and cultural resources. A major oil spill could disrupt maritime shipping, port activities, recreation, and tourism, and cause significant harm to fish, shellfish, cultural resources, and wildlife, including Southern Resident Killer Whales.

Leaning forward to prevent spills

In 2001, when I joined this Program, I knew the opportunities were endless. I’m proud of our progress. We’re working every day to make sure our waters stay clean and our lands stay protected from spills so our public can enjoy the incredible resources we have in this state.

This document captures the history and key events that have delivered strong, enduring, and ever-evolving oil spill protection for Washington’s resources, economy, and way of life today.

Dale Jensen, Manager
Department of Ecology Spill Prevention, Preparedness, and Response Program
About 20 billion gallons of oil moves in and through our state every year. For many years, the primary modes of transport were tank vessel and pipeline. In recent years, the rapid expansion of oil extraction from the Dakota Bakken formation has resulted in increasing volumes of bulk oil movement by rail.

Despite new challenges and risks, Washington has one of the lowest spill rates in the nation. Continued investment by the people of Washington prioritizes protection and preservation of natural, cultural, and economic resources in our state.

GRAPH, ABOVE
Movement by mode of all oil of any kind, including crude oil, petroleum, gasoline, fuel oil, diesel oil, oil sludge, oil refuse, biological oils and blends. Cargo only. Does not include fueling transfers. Data is collected on an annual basis from all oil transporters. 1 barrel = 42 gallons.

PHOTOS, OPPOSITE PAGE
Top: The 2016 oil train derailment in Mosier, Oregon highlighted the timeliness of Washington’s 2015 Oil Transportation Safety Act.
Bottom: A “vessel of opportunity” skims oil spilled after Deepwater Horizon (2010). (Photo credit: NOAA, CC-BY-2.0)

After major spills during the 1980s, Washington State’s Legislature established spill preparedness and management programs for the state. Along with federal changes, the collaborative work of Ecology and the Office of Marine Safety (OMS) greatly reduced quantities and volumes of spills in Washington. During these years, the U.S. Coast Guard (USCG) and Ecology signed their first Memorandum of Agreement (MOA)—the basis of a partnership that protects Washington’s environment and ensures a strong economy.

On these timelines, footnotes connect policies and work (above the blue line) with incidents and events (below the blue line) that led to their creation.

**1984-85**

- **INCIDENTS & EVENTS**
  - **ARCO Anchorage** 239,000 gallons crude.
  - **Nestucca** 231,000 gallons heavy oil.
  - **Hanjin Pohang** (Seattle) 1,050 gallons fuel oil during bunkering.

- **POLICY CHANGES & PROGRAM WORK**
  - Office of Marine Safety (OMS) established by ESHB 1027. Authority for marine safety and vessel spill prevention and contingency plans.
  - Marine Oversight Board established by ESHB 1027 to study oil spill prevention and response.

**1988**

- **INCIDENTS & EVENTS**
  - **Nestucca** 231,000 gallons heavy oil.

- **POLICY CHANGES & PROGRAM WORK**
  - Pacific States–British Columbia Oil Spill Task Force (OSTF) established.
  - Natural Resources Damage Assessment (NRDA) methodology established by SHB 1853 and SHB 1854.
  - Financial responsibility for oil spill requirements established for vessels by Ocean Resources Management Act, HB 2242.
  - Drug lab cleanup program established, giving Ecology responsibility to remove hazardous materials from drug sites.

**1989**

- **INCIDENTS & EVENTS**
  - **Exxon Valdez** (Alaska) Over 11 million gallons crude.

- **POLICY CHANGES & PROGRAM WORK**
  - Maritime Commission established by SSB 6701 to provide umbrella oil spill contingency plan coverage to tank and non-tank vessels.
  - State NRDA program established.
  - Oil Pollution Act (federal) requires double hull tankers, establishes barrel tax, requires Area Contingency Plans.
  - Spill preparedness program established at Ecology by 2SHB 2494.

**1990**

- **INCIDENTS & EVENTS**
  - **Texaco Refinery** 130,000 gallons diesel.

- **POLICY CHANGES & PROGRAM WORK**
  - Spill Management Program established at Ecology by ESHB 1027. •5¢/barrel tax to fund Oil Spill Response Account (OSRA) and Oil Spill Prevention Account (OSPA).
  - •Facility spill prevention program.
  - Office of Marine Safety (OMS) established by ESHB 1027. Authority for marine safety and vessel spill prevention and contingency plans.
  - Marine Oversight Board established by ESHB 1027 to study oil spill prevention and response.

**1991**

- **INCIDENTS & EVENTS**
  - **Tuo Hai & Tenyo Maru** 400,000 gallons heavy oil.
  - **Hanjin Pohang** (Seattle) 1,050 gallons fuel oil during bunkering.
**OMS field operations program** established by SHB 1144. Bunker operation and vessel inspection authority.

**Bunkering Technical Advisory Committee** established by OMS to recommend strategies and standards for risk reduction.

**Spill Advisory Committee** established by Ecology to collaborate and advise the state’s oil spill program.

**Spills Program** created by Ecology and OMS merger (ESHB 1027, 1991).

**ESHB 2096**: Changes Oil Spill Administration Tax (OSAT) rate from $0.03 to $0.04, and Oil Spill Response Tax (OSRT) rate from $0.02 to $0.01. •Lowers cap. •Organizes merged program.

**Financial responsibility** rule updated to lower limits for tank barges and exempt oil spill response barges.

**In-situ burn drill** conducted to verify air modeling and monitoring response techniques.

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**Vessel contingency plan** rule established by OMS.

**Regional marine safety committees** convened by OMS.

**One-time fund transfer** — $900K from OSRA to OSPA.

**Emergency Towing System Task Force report** recommends rescue tug for Strait of Juan de Fuca.

**Cargo and passenger vessel screening** rule adopted by OMS.

**Oil spill prevention plan** rule for vessels adopted by OMS.

**Bunkering operation rules** established.

**One-time fund transfer** — $1.7M from OSRA to OSPA.

**First USCG—Ecology MOA** establishes roles, authorities, and partnership.

**Oil spill prevention plan standards** adopted by OMS for tank vessels.

**Substantial risk rules** established for cargo and passenger vessels by OMS.

**Greenwater River** is first restoration project approved and financed by NRDA.

**Pipeline activities** MOU between WA Utilities and Transportation Commission (UTC) and Ecology.

**OMS field offices** established in Puget Sound and Columbia River.

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1992

**Nosac Forest** (Tacoma) 3,000 gallons fuel oil during bunkering.

**Central** (Columbia River) 6,000 gallons fuel oil during bunkering.

**Excellence** (Seattle) 2,000 gallons fuel oil during bunkering.

1993

**Crowley Barge 101** 26,900 gallons diesel.

1994

1995

1996

**An Ping 6** (Columbia River) 4,200 gallons fuel oil during bunkering.

**GATX** 49,000 gallons gasoline.

1997

1998

**Bunkering Technical Advisory Committee** established by OMS to recommend strategies and standards for risk reduction.

**Oil spill prevention plan** rule for vessels adopted by OMS.

**Bunkering operation rules** established.

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1999–2008: LEANING IN

When we’re given work, we’re highly successful in implementing it. During the 2000s, we emerged as leaders in spill preparedness with an oil spill drill program. We also started looking at national events, like the Cosco Busan incident in 2007, to identify opportunities to evolve our approach, instead of waiting for incidents to happen in our state.

**North Puget Sound Long-Term Oil Spill Risk Management Panel**
Risk assessment showed the region’s response system was inadequate. Rescue tug stationed at Neah Bay.

**First Exceptional Compliance Program (ECOPRO) member:**
Sea River.

**Spill responders and inspectors** stationed at Vancouver Field Office.

**One-time fund transfer** — $1.65M from General Fund State to OSPA.

**Vessel routing, inspections, & partnership recommendations** advocated by North Puget Sound Risk Management Panel.

**Vessel spill prevention regulatory standards** withdrawn following U.S. Supreme Court ruling on U.S. v. Locke (Intertanko).

**Voluntary Best Achievable Protection Program (VBAP)** established for tanker companies.

**Oil pipeline safety jurisdiction** clarified by E2SHB 2420.

**Ecology inspectors** discover ships illegally discharging oil at sea.

**Spills Program Preparedness Section** established for planning and drills.

**USCG-Ecology MOA** renewed.

**Derelict Vessel Program** established.

**$16M penalty** issued to Shell and Olympic Pipelines.

**Vessel Response Account** established by ESSB 6072, uses state funds for the rescue tug.

**Vessel financial responsibility law** amended by ESSB 6074. International ferries exempted.

**Ecology directed to** conduct an evaluation of tug escorts for oil tankers.

**USCG and state partnership protocols** developed, per 2001 agreement.

**1999**
- **Olympic Pipeline** 277,200 gallons gasoline.

**2000**
- **Trans Mountain Pipeline** 35,000 gallons crude.

**2001**
- **Evergreen International, S.A.** ships illegally discharge oil in Columbia River.

**2002**
- **9/11. Homeland Security** established, with greater emphasis on disaster preparedness.

**2003**
- **Foss Tank Barge** 4,600 gallons gasoline.
ESSB 6244 gives Ecology:
- Authority to conduct vessel preparedness drills. • Additional authority to implement new oil transfer rules.¹¹,¹²

Oil transfer standards for mobile facilities and major contingency plan rule revisions completed.

Spill responders & inspectors stationed in Bellingham. Inspectors stationed in Vancouver.

$5.2M habitat restoration plan completed for Tenyo Maru spill.⁹

14 restoration projects received funding from National Fish & Wildlife Foundation.⁹

$540,000 penalty issued to Polar Tanker Inc.¹²

State agreement with MSRC for access to its equipment.

MOA signed with USACE for prevention efforts at dams.¹³

USCG-Ecology MOA renewed.

Prevention units moved to NW and SW regional offices.

SB 5552: • Adds biodiesel to definition of oil. • Increases penalty and NRDA amounts.

$1.45M one-time grants awarded for oil and hazardous materials equipment (from 2006 Local Toxics Control Account). Provided equipment to 99 locations statewide and trained over 1,000 first responders.¹⁴

$2.5M Olympic Pipeline bankruptcy settlement project complete.⁸

OSTF Places of Refuge workshop leads to NW Area Contingency Plan updates.

OSTF first Clean Pacific Conference on West Coast spill issues and best practices.

Oil Spill Summit with USCG. Strategic work plan developed.

One-time fund transfer — $2.4M from State Toxics Control Account (STCA) to OSPA.

Joint Legislative Audit & Review Committee report on alignment of spill risk sources with revenue mechanism.

NRDA rule raises assessment ceiling from $50 to $100/gallon.

OSTF report on volunteer use.¹⁵

<table>
<thead>
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<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
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<td>“Polar Texas”</td>
<td>7,200 gallons heavy oil.</td>
<td>“Gig Harbor Marina fire”</td>
<td>Puget Sound Energy</td>
<td>“Cosco Busan” (San Francisco) 53,569 gallons intermediate fuel oil.</td>
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<td>“Dalles Project”</td>
<td>1,300 gallons transformer oil.</td>
<td>6,097 gallons diesel and gasoline oil.</td>
<td>Whitley Fuel Co. fire 53,000 gallons petroleum fluids and grease fueled the fire.</td>
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<tr>
<td></td>
<td></td>
<td>Avista (Cenex) 40,000 gallons diesel oil.</td>
<td>Catala removal: 34,500 gallons heavy fuel oil recovered by Ecology before additional oil spilled.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Fairchild AFB 24,000 gallons diesel oil.</td>
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</table>

Two studies on use of vessels of opportunity to augment oil spill response capability.

Oil Spill Advisory Council (OSAC) established by ESSB 5432, with members appointed by Governor. Ecology abolishes Spill Advisory Committee.¹²

$577,000 penalty issued to Foss Maritime.¹⁷

Marine Spill Response Corporation (MSRC) merges with Clean Sound Cooperative.

$577,000 penalty issued to Polar Maritime.¹⁷

MOA signed with USACE for oil spill response efforts at dams.¹³

Joint Legislative Audit & Review Committee report on alignment of spill risk sources with revenue mechanism.

NRDA rule raises assessment ceiling from $50 to $100/gallon.

OSTF report on volunteer use.¹⁵

Left: Placement of boom (pre-booming) requirements for oil transfers have significantly reduced oil spill risk in Washington waters.
2009–2018: LOOKING AHEAD

Spill incidents that happen in other parts of the nation drive our work forward because we don’t want them to happen here. Major incidents involving crude-by-rail highlighted the importance of developing new partnerships in spill response. In 2015 and 2018, decision-makers and partners—including the oil industry—supported changes that keep us protected and ready.

**One-time fund cut** — $2.2M from OSPA.

**Neah Bay response tug** funded for FY 2010 by SB 5344. Requires industry to fund response tug after FY 2010.

**OSAC study** and recommendations on state’s ability to respond to large-scale marine spills.

**First mobile wildlife infrastructure** developed under revised contingency plan rules.

**Loss of FTEs** results in programmatic shifts, including first-ever oil spill drill self-certification requirements for industry.

**USCG Authorization Act:**
- Requires study of U.S. & Canadian standards.
- Strengthens Area-To-Be-Avoided.
- Improves coordination with tribal governments.
- Authorizes state’s maintenance of tug escort standards for laden tankers.
- Extends Higher Volume Port Area designation, affecting planning standards.

**E2SHB 2617 abolishes OSAC.**

**Puget Sound Partnership (PSP) Oil Spill Work Group assembled.**

**Industry begins funding** Neah Bay response tug.

**Oilspills101.wa.gov** registers oil spill volunteers (E2SHB 1186, 2011).

**NRDA rule changes** outline committee, screening process, compensation determination, and terminology.

**OSAF bunkering operations** educational video produced.

**Non-tank vessel response plans required by USCG.**

Ecology aligns requirements for vessel umbrella plans for compatibility with federal regulations.

**Deepwater Horizon (Gulf of Mexico)** 168M gallons crude.

**Enbridge Pipeline** (Michigan) spills 1.2M gallons diluted bitumen to Kalamazoo River.

**First Bakken crude** by rail arrives in Washington.

**First crude oil shipments** out of the Columbia River by vessel.

**St. Elias barge grounds** with 18 tons of explosives, impacts Rosario Strait vessel traffic.

**Derelict vessel Davy Crockett** 38,327 gallons heavy fuel oil recovered before spilled.

**Lac-Megantic** (Quebec) derailment kills 47 people, spills 1.5M gallons crude.

**Incident Management Team** orphan spill drill with USCG.

**OSTF Transboundary Report** compares U.S. and Canadian spill planning and response, makes over 130 recommendations.

**USCG and Ecology** resign MOA, establish new Memorandum of Understanding (MOU).

**Ecology-PSP report** on lessons learned from Deepwater Horizon, which could improve state spill planning and response.16

**E2SHB 1186** establishes:
- Oil spill response planning standards.
- Vessels of opportunity (VOO).
- Volunteer coordination.
- Joint large-scale drills.
- Contingency plan approvals.
- Umbrella contingency plans.
- Incident notification.
- NRDA compensation.15,16

**NRDA rule change** for spills 1,000+ gallons increases limits to $3-300 per gallon spilled.

**Kinder Morgan** proposes BC pipeline expansion.

**OSTF Transboundary Report** compares U.S. and Canadian spill planning and response, makes over 130 recommendations.

**One-time fund transfer** — $5M from STCA to OSPA.

**POLICY CHANGES & PROGRAM WORK**

**INCIDENTS & EVENTS**
2010 Vessel Traffic Risk Assessment (VTRA) completed for PSP.

Canadian National Energy Board review of Kinder Morgan expansion project. Ecology intervenes.18

Marine & Rail Oil Transportation Study finds national increase in oil-by-rail since 2008, outlines 43 recommendations.19,20,21

OSTF produces first map of West Coast oil transportation.

OSTF urges U.S. Senator Cantwell to cover derelict vessel removal by Oil Spill Liability Trust Fund.

2014
21 BNSF train derails in Seattle carrying 72,000 gallons crude.
F/V Titan
4,600 gallons diesel.

2015
Sulphur Creek
1,931 gallons waste oil.

U.S. ban on crude exports lifted; potential export via state ports.

2016
Mosier derailment
(Oregon) 47,000 gallons crude.

Kinder Morgan
Trans Mountain pipeline expansion approved by Canada.

2017
Island Tug & Barge
1,340 gallons diesel.

Coleman Oil biodiesel leak to Columbia River.

US Oil-McChord Pipeline 7,560 gallons jet fuel.

2018

One-time fund transfer — $2.225M from OSRA to OSPA.

ESHB 1449 Oil Transportation Safety Act: •Rail imports added to tax base. •Oil spill contingency plans for railroads. •Vessel risk assessments for Columbia River and Puget Sound. •Advance notice of transfers by rail. •Equipment grant program.19,20,21

Federal FAST Act: Requires higher rail tank car standards and notification of oil shipments to state and local governments.

First oil spill risk mitigation workshop for vessel traffic in the Salish Sea.

PSP-funded San Juan study on response capacity.

PSP Oil Spill Work Group disbanded.

Best achievable protection conference, co-hosted with USCG.

OSTF roundtable on rail to identify opportunities for collaboration.19,20,21

17 geographic response plans created/updated to focus on rail and pipeline routes.

First large-scale equipment deployment drill for Puget Sound (E2SHB 1186, 2011).

$777,000 grants awarded for oil and hazardous materials equipment.

Contingency plans required for railroads moving bulk oil.

Advance notice of transfer required for crude by rail.

Biennial reporting required for crude by pipeline.

Second oil spill risk mitigation workshop.

2015 VTRA for Puget Sound completed, updating 2010 VTRA to inform spill prevention.

Spill planning requirements revised by ESHB 1136 for smaller railroads moving oil other than crude.

Columbia River Vessel Traffic Safety Assessment completed with recommendations.

First Salish Sea Shared Waters Forum convened through OSTF.

Vessel Traffic Safety Report for Salish Sea—draft completed.


Curriculum plan for training VOO to help with killer whale deterrence during a spill.

One-time fund transfer — $4.7M from OSRA to OSPA.

E2SSB 6269 Strengthening Oil Transportation Safety Act:
•Addresses sinking & submerging oils. •Promotes transboundary partnerships. •Includes oil moved by pipeline in barrel tax.

Grays Harbor Vessel Traffic Risk Assessment completed with recommendations.

$3.1M grants awarded for oil and hazardous materials equipment.

First large-scale equipment deployment drill for Columbia River (HB 1186, 2011).

PSP Oil Spill Work Group disbanded.

Biennial reporting required for crude by pipeline.

Grays Harbor Vessel Traffic Safety Assessment completed with recommendations.

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MAJOR SPILLS IN WASHINGTON

Since oil spills know no borders, we’ve forged strong relationships with our many essential partners, including tribes, British Columbia, Oregon, Idaho, state and federal agencies, environmental advocates, the regulated community, and state and federal lawmakers.

We believe these partnerships are the difference in reducing spill volumes in recent years and delivering one of the lowest spill rates in the nation.

Our continued success depends heavily on these relationships and our ability to evolve to meet the challenges of emerging risks.

PHOTOS, OPPOSITE PAGE

Top: The 1988 Nestucca spill killed an estimated 56,000 birds and oiled over 800 sq. miles between Oregon and Vancouver Island.

Middle: The 2004 Polar Texas spill in Dalco Passage oiled 21 miles of shorelines and closed beaches to shellfish harvesting.

Bottom: The 1999 Olympic Pipeline explosion killed three people, burned vegetation, and impacted transportation.

<table>
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<tr>
<th>Date</th>
<th>Spill</th>
<th>Volume (gallons)</th>
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<td>1/1/1978</td>
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<td>Diesel</td>
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<td>2/25/1990</td>
<td>Manchester Naval Supply Depot</td>
<td>70,000</td>
<td>Diesel</td>
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<td>Texaco Refinery</td>
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<td>3/16/1998</td>
<td>US Oil Refinery</td>
<td>84,000</td>
<td>Diesel</td>
<td>Pierce County</td>
</tr>
<tr>
<td>11/5/1998</td>
<td>Rocky Reach Dam</td>
<td>700</td>
<td>Hydraulic oil</td>
<td>Chelan County</td>
</tr>
<tr>
<td>11/11/1998</td>
<td>Tacoma Public Utility</td>
<td>10,000</td>
<td>Other oil</td>
<td>Pierce County</td>
</tr>
<tr>
<td>Date</td>
<td>Spill</td>
<td>Volume (gallons)</td>
<td>Product type</td>
<td>Location</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------</td>
<td>------------------</td>
<td>----------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>1/13/1999</td>
<td>TOSCO Refinery</td>
<td>84,000</td>
<td>Diesel</td>
<td>Whatcom County</td>
</tr>
<tr>
<td>6/10/1999</td>
<td>Olympic Pipeline</td>
<td>277,200</td>
<td>Gasoline</td>
<td>Whatcom Creek—Whatcom County</td>
</tr>
<tr>
<td>10/14/2000</td>
<td>Tidewater Pipeline</td>
<td>43,000</td>
<td>Gasoline</td>
<td>Franklin County</td>
</tr>
<tr>
<td>10/26/2000</td>
<td>Trans Mountain Pipeline</td>
<td>35,000</td>
<td>Crude oil</td>
<td>Whatcom County</td>
</tr>
<tr>
<td>2/25/2002</td>
<td>Lower Monumental Dam</td>
<td>2,500</td>
<td>Hydraulic oil</td>
<td>Snake River—Franklin County</td>
</tr>
<tr>
<td>4/21/2002</td>
<td>Cowitz County PUD</td>
<td>10,659</td>
<td>Lube oil</td>
<td>Yale Reservoir—Cowitz County</td>
</tr>
<tr>
<td>12/30/2003</td>
<td>Foss Tank Barge</td>
<td>4,600</td>
<td>Fuel oil</td>
<td>Puget Sound—King</td>
</tr>
<tr>
<td>1/15/2004</td>
<td>Dalles Project</td>
<td>1,300</td>
<td>Transformer oil</td>
<td>Columbia River—Klickitat</td>
</tr>
<tr>
<td>10/14/2004</td>
<td>Polar Texas</td>
<td>7,200</td>
<td>Heavy oil</td>
<td>Puget Sound—King</td>
</tr>
<tr>
<td>3/1/2005</td>
<td>Fairchild Air Force Base</td>
<td>24,000</td>
<td>Diesel</td>
<td>Spokane County</td>
</tr>
<tr>
<td>8/8/2005</td>
<td>Avista/Cenex</td>
<td>40,000</td>
<td>Diesel</td>
<td>Spokane County</td>
</tr>
<tr>
<td>8/31/2005</td>
<td>Gig Harbor Marina Fire</td>
<td>6,097</td>
<td>Diesel/gasoline</td>
<td>Puget Sound—Pierce</td>
</tr>
<tr>
<td>11/3/2006</td>
<td>Puget Sound Energy</td>
<td>18,200</td>
<td>Diesel</td>
<td>Silver Creek—Pierce</td>
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<tr>
<td>7/23/2007</td>
<td>Whitley Fuel Fire</td>
<td>782</td>
<td>Diesel/marine gas oil</td>
<td>Spokane County</td>
</tr>
<tr>
<td>7/28/2007</td>
<td>Seattle Biodiesel</td>
<td>791</td>
<td>Mixture</td>
<td>Seattle</td>
</tr>
<tr>
<td>12/23/2009</td>
<td>Dalles Dam</td>
<td>3,000</td>
<td>Transformer oil</td>
<td>Klickitat County</td>
</tr>
<tr>
<td>10/27/2010</td>
<td>ConocoPhillips Refinery</td>
<td>10,500</td>
<td>Diesel</td>
<td>Ferndale—Whatcom County</td>
</tr>
<tr>
<td>2/23/2011</td>
<td>Pettit Oil truck</td>
<td>3,296</td>
<td>Diesel/marine gas oil</td>
<td>Forks—Clallam County</td>
</tr>
<tr>
<td>5/27/2011</td>
<td>Priest Rapids Dam (PUD)</td>
<td>3,894</td>
<td>Hydraulic oil</td>
<td>Desert Aire—Grant County</td>
</tr>
<tr>
<td>10/14/2011</td>
<td>Waterfront Contraction, Inc.</td>
<td>320</td>
<td>Diesel</td>
<td>West Seattle</td>
</tr>
<tr>
<td>5/12/2012</td>
<td>Deep Sea (derelict)</td>
<td>5,555</td>
<td>Diesel/marine gas oil</td>
<td>Coupeville—Island County</td>
</tr>
<tr>
<td>1/25/2013</td>
<td>Helena Star &amp; Golden West</td>
<td>640</td>
<td>Diesel/marine gas oil</td>
<td>Tacoma</td>
</tr>
<tr>
<td>10/2/2013</td>
<td>Tug Chickamauga</td>
<td>Undetermined</td>
<td>Diesel/marine gas oil</td>
<td>Winslow—Kitsap County</td>
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<tr>
<td>12/5/2014</td>
<td>F/V Titan</td>
<td>4,600</td>
<td>Diesel/marine gas oil</td>
<td>Ilwaco—Pacific County</td>
</tr>
<tr>
<td>2/10/2015</td>
<td>Gardner-Fields Asphalt</td>
<td>71,000</td>
<td>Asphalt</td>
<td>Tacoma</td>
</tr>
<tr>
<td>3/1/2015</td>
<td>Sulphur Creek</td>
<td>1,931</td>
<td>Waste oil</td>
<td>Yakima</td>
</tr>
<tr>
<td>8/18/2015</td>
<td>Winlock Warehouse Fire</td>
<td>1,134</td>
<td>Vegetable oil</td>
<td>Winlock—Lewis County</td>
</tr>
<tr>
<td>11/10/2015</td>
<td>White Center Pond</td>
<td>175</td>
<td>Cooking oil</td>
<td>White Center—King</td>
</tr>
<tr>
<td>3/10/2016</td>
<td>Bergen</td>
<td>1,455</td>
<td>Diesel/marine gas oil</td>
<td>Bellingham—Whatcom</td>
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<tr>
<td>4/15/2016</td>
<td>Privateer</td>
<td>3,830</td>
<td>Diesel/marine gas oil</td>
<td>Ocean Shores—Grays Harbor</td>
</tr>
<tr>
<td>2/28/2017</td>
<td>Island Tug &amp; Barge</td>
<td>1,340</td>
<td>Diesel/marine gas oil</td>
<td>Seattle</td>
</tr>
<tr>
<td>3/17/2017</td>
<td>Coleman Oil</td>
<td>Undetermined</td>
<td>Biodiesel</td>
<td>Wenatchee—Chelan County</td>
</tr>
<tr>
<td>8/2/2017</td>
<td>US Oil—McChord Pipeline</td>
<td>7,560</td>
<td>Jet fuel/kerosene</td>
<td>Parkland—Pierce</td>
</tr>
</tbody>
</table>