

# 30 YEARS

OF

SPILL PREVENTION, PREPAREDNESS, AND RESPONSE



DEPARTMENT OF  
**ECOLOGY**  
State of Washington



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.

# HISTORY IS OUR TEACHER.



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.

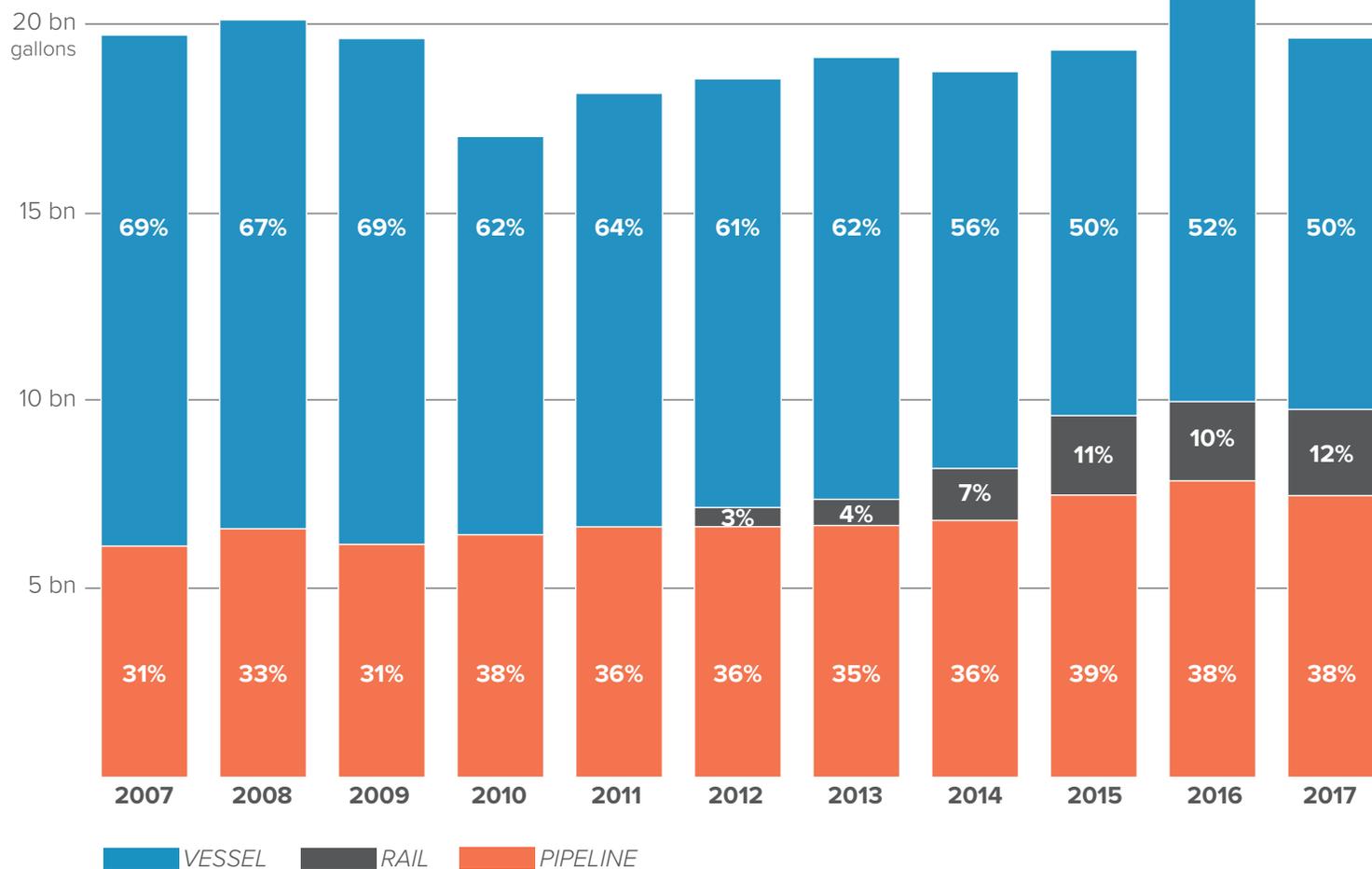
### Leaning forward to prevent spills

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

# OIL MOVEMENT IN WASHINGTON STATE



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)

# 1988–1998: ORIGINS

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.*

POLICY CHANGES  
& PROGRAM WORK

INCIDENTS  
& EVENTS

**Pacific States–British Columbia Oil Spill Task Force (OSTF)** established.<sup>2</sup>

**Natural Resources Damage Assessment** (NRDA) methodology established by SHB 1853 and SHB 1854.<sup>1</sup>

**Financial responsibility** for oil spill requirements established for vessels by Ocean Resources Management Act, HB 2242.<sup>2</sup>

**Drug lab cleanup program** established, giving Ecology responsibility to remove hazardous materials from drug sites.

**Maritime Commission** established by SSB 6701 to provide umbrella oil spill contingency plan coverage to tank and non-tank vessels.<sup>1</sup>

**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.<sup>2,4</sup>

**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.<sup>2,3,6,7</sup>

**Office of Marine Safety** (OMS) established by ESHB 1027. Authority for marine safety and vessel spill prevention and contingency plans.<sup>2,3</sup>

**Marine Oversight Board** established by ESHB 1027 to study oil spill prevention and response.<sup>2,3</sup>

**Facility contingency plan** and response contractor rules established by Ecology.

## 1984-85

<sup>1</sup>**ARCO Anchorage**  
239,000 gallons crude.

**SS Mobile Oil**  
200,000 gallons crude.

## 1988

<sup>2</sup>**Nestucca**  
231,000 gallons heavy oil.

## 1989

<sup>3</sup>**Exxon Valdez** (Alaska)  
Over 11 million gallons crude.

## 1990

<sup>4</sup>**Texaco Refinery**  
130,000 gallons diesel.

## 1991

<sup>5</sup>**Tuo Hai & Tenyo Maru**  
400,000 gallons heavy oil.

<sup>6</sup>**Texaco Refinery**  
210,000 gallons crude.

<sup>7</sup>**US Oil Refinery**  
600,000 gallons oil.

**Hanjin Pohang** (Seattle)  
1,050 gallons fuel oil during bunkering.

Right: Orcas swim near oil skimmers following the Exxon Valdez spill. (Photo credit: Dan Lawn, State of Alaska Department of Environmental Conservation)



**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.

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

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

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

**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.

**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.

**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.

**Incident Command System** added to NW Area Contingency Plan.

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

1992

1993

**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.

1994

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

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

1995

1996

**GATX** 49,000 gallons gasoline.

1997

1998

## 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.



POLICY CHANGES  
& PROGRAM WORK

INCIDENTS  
& EVENTS

### 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.<sup>8</sup>

**Ecology inspectors** discover ships illegally discharging oil at sea.<sup>9</sup>

**Spills Program Preparedness Section** established for planning and drills.<sup>10</sup>

**USCG-Ecology MOA** renewed.

**Derelict Vessel Program** established.

**\$16M penalty** issued to Shell and Olympic Pipelines.<sup>8</sup>

**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

<sup>8</sup>**Olympic Pipeline** 277,200 gallons gasoline.

## 2000

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

## 2001

<sup>9</sup>**Evergreen International, S.A.** ships illegally discharge oil in Columbia River.

<sup>10</sup> **9/11. Homeland Security** established, with greater emphasis on disaster preparedness.

## 2002

## 2003

<sup>11</sup> **Foss Tank Barge** 4,600 gallons gasoline.

### “Zero Spills” goal

set by Legislature in SSB 6641.

### Escort tug study

completed.

### Response plans

developed for Columbia and Snake River dams after a series of spills from Army Corps of Engineers (USACE) dam facilities.

### Oil Spill Early Action

**Task Force** established by Governor to review *Polar Texas* response and make recommendations.<sup>12</sup>

**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.<sup>12</sup>

### \$577,000 penalty

issued to Foss Maritime.<sup>11</sup>

### Marine Spill Response Corporation

(MSRC) merges with Clean Sound Cooperative.

### ESSB 6244 gives Ecology:

•Authority to conduct vessel preparedness drills. •Additional authority to implement new oil transfer rules.<sup>11,12</sup>

**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.<sup>5</sup>

### 14 restoration projects

received funding from National Fish & Wildlife Foundation.<sup>9</sup>

### \$540,000 penalty issued

to Polar Tanker Inc.<sup>12</sup>

### State agreement with MSRC

for access to its equipment.

### MOA signed with USACE

for prevention efforts at dams.<sup>13</sup>

### 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.<sup>14</sup>

### \$2.5M Olympic Pipeline

bankruptcy settlement project complete.<sup>8</sup>

### 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.<sup>15</sup>

## 2004

### <sup>12</sup>*Polar Texas*

7,200 gallons heavy oil.

### <sup>13</sup>Dalles Project

1,300 gallons transformer oil.

## 2005

### <sup>14</sup>Gig Harbor Marina fire

6,097 gallons diesel and gasoline oil.

### Avista (Cenex)

40,000 gallons diesel oil.

### Fairchild AFB

24,000 gallons diesel oil.

## 2006

### Puget Sound Energy

18,200 gallons diesel oil.

## 2007

### <sup>15</sup>*Cosco Busan* (San Francisco)

53,569 gallons intermediate fuel oil.

### Whitley Fuel Co. fire

53,000 gallons petroleum fluids and grease fueled the fire.

**Catala removal:** 34,500 gallons heavy fuel oil recovered by Ecology before additional oil spilled.

# 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.

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

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

**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.<sup>15,16</sup>

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

**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).

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

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

**State access to MSRC** equipment ends.

**Oil sands products workshop** for Puget Sound stakeholders, responders, and industry.<sup>17</sup>

**Non-tank vessel response plans required by USCG.** Ecology aligns requirements for vessel umbrella plans for compatibility with federal regulations.

**Best achievable protection** incorporated into oil spill contingency plan standards (E2SHB 1186, 2011).

**OSTF bunkering operations** educational video produced.

## 2009

**Aluminum phosphide** fumigant canisters wash up at coast, prompting advisories.

**Tidewater New Dawn** barge grounds, carrying 1M gallons gasoline.

## 2010

<sup>16</sup>**Deepwater Horizon** (Gulf of Mexico) 168M gallons crude.

<sup>17</sup>**Enbridge Pipeline** (Michigan) spills 1.2M gallons diluted bitumen to Kalamazoo River.

## 2011

**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.

<sup>18</sup>**Kinder Morgan** proposes BC pipeline expansion.

## 2012

<sup>19</sup>**First Bakken crude** by rail arrives in Washington.

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

## 2013

<sup>20</sup>**Lac-Mégantic** (Quebec) derailment kills 47 people, spills 1.5M gallons crude.





Left: The Lac-Mégantic derailment directly impacted the surrounding community. (Photo credit: Transportation Safety Board of Canada, CC BY-NC-ND 2.0)

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

**Canadian National Energy Board** review of Kinder Morgan expansion project. Ecology intervenes.<sup>18</sup>

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

**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.

**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.<sup>19,20,21</sup>

**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.<sup>19,20,21</sup>

**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 to support existing safety programs and consider tanker escorts in the future.

**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).

**First Salish Sea Shared Waters Forum** convened through OSTF.

**Vessel Traffic Safety Report** for Salish Sea—draft completed.

**Executive Order 18-02:** Southern Resident Killer Whale Recovery and Task Force.

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

## 2014

**<sup>21</sup>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

# 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.*

<b>Date</b>	<b>Spill</b>	<b>Volume (gallons)</b>	<b>Product type</b>	<b>Location</b>
1/10/1973	Trans Mountain Pipeline	460,000	Crude oil	Whatcom County
1/1/1978	Columbia River Barge	100,000	Diesel	Columbia River
9/23/1983	Olympic Pipeline	168,000	Diesel	King County
3/20/1984	SS Mobil Oil	200,000	Crude oil	Columbia River—Clark
11/28/1985	Olympic Pipeline	34,000	Jet fuel	King County
12/21/1985	Arco Anchorage	239,000	Crude oil	Strait of Juan de Fuca
5/8/1986	Olympic Pipeline	70,000	Oil	King County
1/31/1988	MCN 5	70,000	Heavy oil	Puget Sound—Skagit
8/12/1988	NAS Whidbey Island	11,000	Jet fuel	Puget Sound—Island
12/23/1988	Nestucca	231,000	Heavy Oil	Outer Coast—Grays Harbor
1/17/1990	PNW Terminals	200,000	Tallow oil	Pierce County
2/7/1990	Olympic Pipeline	12,600	Diesel	King County
2/25/1990	Manchester Naval Supply Depot	70,000	Diesel	Kitsap County
3/27/1990	Texaco Refinery	130,000	Diesel	Skagit County
3/28/1990	U.S. Navy Supply Center	10,000	Diesel	Kitsap County
6/24/1990	Sulak	15,000	Diesel	Outer Coast—Pacific
7/14/1990	PNW Terminals	30,000	Tallow	Tacoma
8/10/1990	Chevron Richmond Beach Park	763,000	Asphalt	King County
1/1/1991	Monitor Tanker	10,000	Gasoline	Okanogan County
1/6/1991	US Oil Refinery	600,000	Oil	Pierce County
2/22/1991	Texaco Refinery	210,000	Crude oil	Skagit County
7/22/1991	Tenyo Maru	400,000	Heavy oil	Strait of Juan de Fuca—Clallam
11/3/1992	Chevron Pipeline	20,000	Jet fuel	Lincoln County
10/18/1993	US Oil Refinery	264,000	Crude oil	Pierce County
12/31/1994	Crowley Barge 101	26,900	Diesel	Rosario Strait
4/20/1996	Wind River Train Derailment	65,000	Diesel	Wind River—Skamania
12/6/1996	GATX	49,000	Gasoline	King County
1/1/1997	TOSCO Refinery	31,500	Other oil	Whatcom County
8/5/1997	TOSCO Refinery	16,800	Fuel oil	Strait of Georgia—Whatcom
11/25/1997	Texaco Refinery	21,000	Diesel	Skagit County
3/16/1998	US Oil Refinery	84,000	Diesel	Pierce County
4/2/1998	U.S. Department of Energy	14,700	Waste oil	Benton County
11/5/1998	Rocky Reach Dam	700	Hydraulic oil	Chelan County
11/11/1998	Tacoma Public Utility	10,000	Other oil	Pierce County

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





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**Spill Prevention, Preparedness, and Response Program**

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[www.ecology.wa.gov/SpillsProgram](http://www.ecology.wa.gov/SpillsProgram)

To request ADA accommodation including materials in a format for the visually impaired, call Ecology at 360-407-7455 or visit <https://ecology.wa.gov/accessibility>. People with impaired hearing may call Washington Relay Service at 711. People with speech disability may call TTY at 877-833-6341.

