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**SUBSTITUTE HOUSE BILL 1449**

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**State of Washington**

**64th Legislature**

**2015 Regular Session**

**By** House Environment (originally sponsored by Representatives Farrell, Carlyle, Fitzgibbon, Ortiz-Self, Peterson, Walkinshaw, Gregerson, Senn, McBride, Robinson, Tarleton, Pollet, Cody, Ormsby, Riccelli, Kagi, Blake, Fey, Hudgins, Lytton, Bergquist, Sells, Takko, Tharinger, Jinkins, Wylie, S. Hunt, Stanford, Reykdal, Sawyer, Appleton, Van De Wege, Clibborn, Ryu, Goodman, and Kilduff; by request of Governor Inslee)

READ FIRST TIME 02/19/15.

1 AN ACT Relating to oil transportation safety; amending RCW  
2 90.56.005, 90.56.010, 90.56.200, 90.56.210, 90.56.500, 90.56.510,  
3 88.40.011, 88.40.025, 88.40.030, 88.40.040, 88.16.170, 88.16.190,  
4 82.23B.010, 82.23B.020, 82.23B.030, 82.23B.040, 81.24.010, 81.53.010,  
5 81.53.240, and 88.46.180; reenacting and amending RCW 88.46.010,  
6 88.40.020, and 38.52.040; adding new sections to chapter 90.56 RCW;  
7 adding a new section to chapter 81.44 RCW; adding a new section to  
8 chapter 81.53 RCW; and providing an effective date.

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

10 **Sec. 1.** RCW 88.46.010 and 2011 c 122 s 1 are each reenacted and  
11 amended to read as follows:

12 The definitions in this section apply throughout this chapter  
13 unless the context clearly requires otherwise.

14 (1) "Best achievable protection" means the highest level of  
15 protection that can be achieved through the use of the best  
16 achievable technology and those staffing levels, training procedures,  
17 and operational methods that provide the greatest degree of  
18 protection achievable. The director's determination of best  
19 achievable protection shall be guided by the critical need to protect  
20 the state's natural resources and waters, while considering:

21 (a) The additional protection provided by the measures;

1 (b) The technological achievability of the measures; and

2 (c) The cost of the measures.

3 (2)(a) "Best achievable technology" means the technology that  
4 provides the greatest degree of protection taking into consideration:

5 (i) Processes that are being developed, or could feasibly be  
6 developed, given overall reasonable expenditures on research and  
7 development; and

8 (ii) Processes that are currently in use.

9 (b) In determining what is best achievable technology, the  
10 director shall consider the effectiveness, engineering feasibility,  
11 and commercial availability of the technology.

12 (3) "Bulk" means material that is stored or transported in a  
13 loose, unpackaged liquid, powder, or granular form capable of being  
14 conveyed by a pipe, bucket, chute, or belt system.

15 (4) "Cargo vessel" means a self-propelled ship in commerce, other  
16 than a tank vessel or a passenger vessel, of three hundred or more  
17 gross tons, including but not limited to, commercial fish processing  
18 vessels and freighters.

19 (5) "Covered vessel" means a tank vessel, cargo vessel, or  
20 passenger vessel.

21 (6) "Department" means the department of ecology.

22 (7) "Director" means the director of the department of ecology.

23 (8) "Discharge" means any spilling, leaking, pumping, pouring,  
24 emitting, emptying, or dumping.

25 (9)(a) "Facility" means any structure, group of structures,  
26 equipment, pipeline, or device, other than a vessel, located on or  
27 near the navigable waters of the state that transfers oil in bulk to  
28 or from a tank vessel or pipeline, that is used for producing,  
29 storing, handling, transferring, processing, or transporting oil in  
30 bulk.

31 (b) For the purposes of oil spill contingency planning in RCW  
32 90.56.210, advanced notice of oil transfers in section 8 of this act,  
33 and financial responsibility in RCW 88.40.025, facility also means a  
34 railroad that is not owned by the state that transports oil as bulk  
35 cargo.

36 (c) A facility does not include any: (i) (~~Railroad-car,~~) Motor  
37 vehicle(~~, or other rolling stock~~) while transporting oil over the  
38 highways (~~or rail lines~~) of this state; (ii) retail motor vehicle  
39 motor fuel outlet; (iii) facility that is operated as part of an  
40 exempt agricultural activity as provided in RCW 82.04.330; (iv)

1 underground storage tank regulated by the department or a local  
2 government under chapter 90.76 RCW; or (v) marine fuel outlet that  
3 does not dispense more than three thousand gallons of fuel to a ship  
4 that is not a covered vessel, in a single transaction.

5 (10) "Marine facility" means any facility used for tank vessel  
6 wharfage or anchorage, including any equipment used for the purpose  
7 of handling or transferring oil in bulk to or from a tank vessel.

8 (11) "Navigable waters of the state" means those waters of the  
9 state, and their adjoining shorelines, that are subject to the ebb  
10 and flow of the tide and/or are presently used, have been used in the  
11 past, or may be susceptible for use to transport intrastate,  
12 interstate, or foreign commerce.

13 (12) "Offshore facility" means any facility located in, on, or  
14 under any of the navigable waters of the state, but does not include  
15 a facility any part of which is located in, on, or under any land of  
16 the state, other than submerged land. "Offshore facility" does not  
17 include a marine facility.

18 (13) "Oil" or "oils" means oil of any kind that is liquid at  
19 (~~(atmospheric temperature)~~) twenty-five degrees Celsius and one  
20 atmosphere of pressure and any fractionation thereof, including, but  
21 not limited to, crude oil, bitumen, synthetic crude oil, natural gas  
22 well condensate, petroleum, gasoline, fuel oil, diesel oil,  
23 biological oils and blends, oil sludge, oil refuse, and oil mixed  
24 with wastes other than dredged spoil. Oil does not include any  
25 substance listed in Table 302.4 of 40 C.F.R. Part 302 adopted August  
26 14, 1989, under section (~~(101(14))~~) 102(a) of the federal  
27 comprehensive environmental response, compensation, and liability act  
28 of 1980, as amended by P.L. 99-499.

29 (14) "Onshore facility" means any facility any part of which is  
30 located in, on, or under any land of the state, other than submerged  
31 land, that because of its location, could reasonably be expected to  
32 cause substantial harm to the environment by discharging oil into or  
33 on the navigable waters of the state or the adjoining shorelines.

34 (15)(a) "Owner or operator" means (i) in the case of a vessel,  
35 any person owning, operating, or chartering by demise, the vessel;  
36 (ii) in the case of an onshore or offshore facility, any person  
37 owning or operating the facility; and (iii) in the case of an  
38 abandoned vessel or onshore or offshore facility, the person who  
39 owned or operated the vessel or facility immediately before its  
40 abandonment.

1 (b) "Operator" does not include any person who owns the land  
2 underlying a facility if the person is not involved in the operations  
3 of the facility.

4 (16) "Passenger vessel" means a ship of three hundred or more  
5 gross tons with a fuel capacity of at least six thousand gallons  
6 carrying passengers for compensation.

7 (17) "Person" means any political subdivision, government agency,  
8 municipality, industry, public or private corporation, copartnership,  
9 association, firm, individual, or any other entity whatsoever.

10 (18) "Race Rocks light" means the nautical landmark located  
11 southwest of the city of Victoria, British Columbia.

12 (19) "Regional vessels of opportunity response group" means a  
13 group of nondedicated vessels participating in a vessels of  
14 opportunity response system to respond when needed and available to  
15 spills in a defined geographic area.

16 (20) "Severe weather conditions" means observed nautical  
17 conditions with sustained winds measured at forty knots and wave  
18 heights measured between twelve and eighteen feet.

19 (21) "Ship" means any boat, ship, vessel, barge, or other  
20 floating craft of any kind.

21 (22) "Spill" means an unauthorized discharge of oil into the  
22 waters of the state.

23 (23) "Strait of Juan de Fuca" means waters off the northern coast  
24 of the Olympic Peninsula seaward of a line drawn from New Dungeness  
25 light in Clallam county to Discovery Island light on Vancouver  
26 Island, British Columbia, Canada.

27 (24) "Tank vessel" means a ship that is constructed or adapted to  
28 carry, or that carries, oil in bulk as cargo or cargo residue, and  
29 that:

30 (a) Operates on the waters of the state; or

31 (b) Transfers oil in a port or place subject to the jurisdiction  
32 of this state.

33 (25) "Umbrella plan holder" means a nonprofit corporation  
34 established consistent with this chapter for the purposes of  
35 providing oil spill response and contingency plan coverage.

36 (26) "Vessel emergency" means a substantial threat of pollution  
37 originating from a covered vessel, including loss or serious  
38 degradation of propulsion, steering, means of navigation, primary  
39 electrical generating capability, and seakeeping capability.

1 (27) "Vessels of opportunity response system" means nondedicated  
2 boats and operators, including fishing and other vessels, that are  
3 under contract with and equipped by contingency plan holders to  
4 assist with oil spill response activities, including on-water oil  
5 recovery in the near shore environment and the placement of oil spill  
6 containment booms to protect sensitive habitats.

7 (28) "Volunteer coordination system" means an oil spill response  
8 system that, before a spill occurs, prepares for the coordination of  
9 volunteers to assist with appropriate oil spill response activities,  
10 which may include shoreline protection and cleanup, wildlife  
11 recovery, field observation, light construction, facility  
12 maintenance, donations management, clerical support, and other  
13 aspects of a spill response.

14 (29) "Waters of the state" includes lakes, rivers, ponds,  
15 streams, inland waters, underground water, salt waters, estuaries,  
16 tidal flats, beaches and lands adjoining the seacoast of the state,  
17 sewers, and all other surface waters and watercourses within the  
18 jurisdiction of the state of Washington.

19 (30) "Worst case spill" means: (a) In the case of a vessel, a  
20 spill of the entire cargo and fuel of the vessel complicated by  
21 adverse weather conditions; and (b) in the case of an onshore or  
22 offshore facility, the largest foreseeable spill in adverse weather  
23 conditions.

24 **Sec. 2.** RCW 90.56.005 and 2010 1st sp.s. c 7 s 72 are each  
25 amended to read as follows:

26 (1) The legislature declares that waterborne transportation as a  
27 source of supply for oil and hazardous substances poses special  
28 concern for the state of Washington. Each year billions of gallons of  
29 crude oil and refined petroleum products are transported as cargo and  
30 fuel by vessels on the navigable waters of the state. The movement of  
31 crude oil through rail corridors and over Washington waters creates  
32 safety and environmental risks. The sources and transport of crude  
33 oil bring risks to our communities along rail lines and to the  
34 Columbia river, Grays Harbor, and Puget Sound waters. These shipments  
35 are expected to increase in the coming years. Vessels and trains  
36 transporting oil into Washington travel on some of the most unique  
37 and special marine environments in the United States. These marine  
38 environments are a source of natural beauty, recreation, and economic  
39 livelihood for many residents of this state. As a result, the state

1 has an obligation to ensure the citizens of the state that the waters  
2 of the state will be protected from oil spills.

3 (2) The legislature finds that prevention is the best method to  
4 protect the unique and special marine environments in this state. The  
5 technology for containing and cleaning up a spill of oil or hazardous  
6 substances is at best only partially effective. Preventing spills is  
7 more protective of the environment and more cost-effective when all  
8 the response and damage costs associated with responding to a spill  
9 are considered. Therefore, the legislature finds that the primary  
10 objective of the state is to achieve a zero spills strategy to  
11 prevent any oil or hazardous substances from entering waters of the  
12 state.

13 (3) The legislature also finds that:

14 (a) Recent accidents in Washington, Alaska, southern California,  
15 Texas, Pennsylvania, and other parts of the nation have shown that  
16 the transportation, transfer, and storage of oil have caused  
17 significant damage to the marine environment;

18 (b) Even with the best efforts, it is nearly impossible to remove  
19 all oil that is spilled into the water, and average removal rates are  
20 only fourteen percent;

21 (c) Washington's navigable waters are treasured environmental and  
22 economic resources that the state cannot afford to place at undue  
23 risk from an oil spill;

24 (d) The state has a fundamental responsibility, as the trustee of  
25 the state's natural resources and the protector of public health and  
26 the environment to prevent the spill of oil; and

27 (e) In section 5002 of the federal oil pollution act of 1990, the  
28 United States congress found that many people believed that  
29 complacency on the part of industry and government was one of the  
30 contributing factors to the Exxon Valdez spill and, further, that one  
31 method to combat this complacency is to involve local citizens in the  
32 monitoring and oversight of oil spill plans. Congress also found that  
33 a mechanism should be established that fosters the long-term  
34 partnership of industry, government, and local communities in  
35 overseeing compliance with environmental concerns in the operation of  
36 crude oil terminals. Moreover, congress concluded that, in addition  
37 to Alaska, a program of citizen monitoring and oversight should be  
38 established in other major crude oil terminals in the United States  
39 because recent oil spills indicate that the safe transportation of  
40 oil is a national problem.

1 (4) In order to establish a comprehensive prevention and response  
2 program to protect Washington's waters and natural resources from  
3 spills of oil, it is the purpose of this chapter:

4 (a) To establish state agency expertise in marine safety and to  
5 centralize state activities in spill prevention and response  
6 activities;

7 (b) To prevent spills of oil and to promote programs that reduce  
8 the risk of both catastrophic and small chronic spills;

9 (c) To ensure that responsible parties are liable, and have the  
10 resources and ability, to respond to spills and provide compensation  
11 for all costs and damages;

12 (d) To provide for state spill response and wildlife rescue  
13 planning and implementation;

14 (e) To support and complement the federal oil pollution act of  
15 1990 and other federal law, especially those provisions relating to  
16 the national contingency plan for cleanup of oil spills and  
17 discharges, including provisions relating to the responsibilities of  
18 state agencies designated as natural resource trustees. The  
19 legislature intends this chapter to be interpreted and implemented in  
20 a manner consistent with federal law;

21 (f) To provide broad powers of regulation to the department of  
22 ecology relating to spill prevention and response;

23 (g) To provide for independent review on an ongoing basis the  
24 adequacy of oil spill prevention, preparedness, and response  
25 activities in this state; ((and))

26 (h) To provide an adequate funding source for state response and  
27 prevention programs; and

28 (i) To maintain the best achievable protection that can be  
29 obtained through the use of the best achievable technology and those  
30 staffing levels, training procedures, and operational methods that  
31 provide the greatest degree of protection achievable.

32 **Sec. 3.** RCW 90.56.010 and 2007 c 347 s 6 are each amended to  
33 read as follows:

34 The definitions in this section apply throughout this chapter  
35 unless the context clearly requires otherwise.

36 (1) "Best achievable protection" means the highest level of  
37 protection that can be achieved through the use of the best  
38 achievable technology and those staffing levels, training procedures,  
39 and operational methods that provide the greatest degree of

1 protection achievable. The director's determination of best  
2 achievable protection shall be guided by the critical need to protect  
3 the state's natural resources and waters, while considering (a) the  
4 additional protection provided by the measures; (b) the technological  
5 achievability of the measures; and (c) the cost of the measures.

6 (2) "Best achievable technology" means the technology that  
7 provides the greatest degree of protection taking into consideration  
8 (a) processes that are being developed, or could feasibly be  
9 developed, given overall reasonable expenditures on research and  
10 development, and (b) processes that are currently in use. In  
11 determining what is best achievable technology, the director shall  
12 consider the effectiveness, engineering feasibility, and commercial  
13 availability of the technology.

14 (3) "Board" means the pollution control hearings board.

15 (4) "Cargo vessel" means a self-propelled ship in commerce, other  
16 than a tank vessel or a passenger vessel, three hundred or more gross  
17 tons, including but not limited to, commercial fish processing  
18 vessels and freighters.

19 (5) "Bulk" means material that is stored or transported in a  
20 loose, unpackaged liquid, powder, or granular form capable of being  
21 conveyed by a pipe, bucket, chute, or belt system.

22 (6) "Committee" means the preassessment screening committee  
23 established under RCW 90.48.368.

24 (7) "Covered vessel" means a tank vessel, cargo vessel, or  
25 passenger vessel.

26 (8) "Department" means the department of ecology.

27 (9) "Director" means the director of the department of ecology.

28 (10) "Discharge" means any spilling, leaking, pumping, pouring,  
29 emitting, emptying, or dumping.

30 (11)(a) "Facility" means any structure, group of structures,  
31 equipment, pipeline, or device, other than a vessel, located on or  
32 near the navigable waters of the state that transfers oil in bulk to  
33 or from a tank vessel or pipeline, that is used for producing,  
34 storing, handling, transferring, processing, or transporting oil in  
35 bulk.

36 (b) For the purposes of oil spill contingency planning in RCW  
37 90.56.210, advanced notice of oil transfers in section 8 of this act,  
38 and financial responsibility in RCW 88.40.025, facility also means a  
39 railroad that is not owned by the state that transports oil as bulk  
40 cargo.



1       (c) A facility does not include any: (i) (~~(Railroad-car,~~) Motor  
2 vehicle(~~(, or other rolling stock)~~) while transporting oil over the  
3 highways (~~(or rail lines)~~) of this state; (ii) underground storage  
4 tank regulated by the department or a local government under chapter  
5 90.76 RCW; (iii) motor vehicle motor fuel outlet; (iv) facility that  
6 is operated as part of an exempt agricultural activity as provided in  
7 RCW 82.04.330; or (v) marine fuel outlet that does not dispense more  
8 than three thousand gallons of fuel to a ship that is not a covered  
9 vessel, in a single transaction.

10       (12) "Fund" means the state coastal protection fund as provided  
11 in RCW 90.48.390 and 90.48.400.

12       (13) "Having control over oil" shall include but not be limited  
13 to any person using, storing, or transporting oil immediately prior  
14 to entry of such oil into the waters of the state, and shall  
15 specifically include carriers and bailees of such oil.

16       (14) "Marine facility" means any facility used for tank vessel  
17 wharfage or anchorage, including any equipment used for the purpose  
18 of handling or transferring oil in bulk to or from a tank vessel.

19       (15) "Navigable waters of the state" means those waters of the  
20 state, and their adjoining shorelines, that are subject to the ebb  
21 and flow of the tide and/or are presently used, have been used in the  
22 past, or may be susceptible for use to transport intrastate,  
23 interstate, or foreign commerce.

24       (16) "Necessary expenses" means the expenses incurred by the  
25 department and assisting state agencies for (a) investigating the  
26 source of the discharge; (b) investigating the extent of the  
27 environmental damage caused by the discharge; (c) conducting actions  
28 necessary to clean up the discharge; (d) conducting predamage and  
29 damage assessment studies; and (e) enforcing the provisions of this  
30 chapter and collecting for damages caused by a discharge.

31       (17) "Oil" or "oils" means oil of any kind that is liquid at  
32 (~~(atmospheric temperature)~~) twenty-five degrees Celsius and one  
33 atmosphere of pressure and any fractionation thereof, including, but  
34 not limited to, crude oil, bitumen, synthetic crude oil, natural gas  
35 well condensate, petroleum, gasoline, fuel oil, diesel oil,  
36 biological oils and blends, oil sludge, oil refuse, and oil mixed  
37 with wastes other than dredged spoil. Oil does not include any  
38 substance listed in Table 302.4 of 40 C.F.R. Part 302 adopted August  
39 14, 1989, under section (~~(101-14)~~) 102(a) of the federal

1 comprehensive environmental response, compensation, and liability act  
2 of 1980, as amended by P.L. 99-499.

3 (18) "Offshore facility" means any facility located in, on, or  
4 under any of the navigable waters of the state, but does not include  
5 a facility any part of which is located in, on, or under any land of  
6 the state, other than submerged land.

7 (19) "Onshore facility" means any facility any part of which is  
8 located in, on, or under any land of the state, other than submerged  
9 land, that because of its location, could reasonably be expected to  
10 cause substantial harm to the environment by discharging oil into or  
11 on the navigable waters of the state or the adjoining shorelines.

12 (20)(a) "Owner or operator" means (i) in the case of a vessel,  
13 any person owning, operating, or chartering by demise, the vessel;  
14 (ii) in the case of an onshore or offshore facility, any person  
15 owning or operating the facility; and (iii) in the case of an  
16 abandoned vessel or onshore or offshore facility, the person who  
17 owned or operated the vessel or facility immediately before its  
18 abandonment.

19 (b) "Operator" does not include any person who owns the land  
20 underlying a facility if the person is not involved in the operations  
21 of the facility.

22 (21) "Passenger vessel" means a ship of three hundred or more  
23 gross tons with a fuel capacity of at least six thousand gallons  
24 carrying passengers for compensation.

25 (22) "Person" means any political subdivision, government agency,  
26 municipality, industry, public or private corporation, copartnership,  
27 association, firm, individual, or any other entity whatsoever.

28 (23) "Ship" means any boat, ship, vessel, barge, or other  
29 floating craft of any kind.

30 (24) "Spill" means an unauthorized discharge of oil or hazardous  
31 substances into the waters of the state.

32 (25) "Tank vessel" means a ship that is constructed or adapted to  
33 carry, or that carries, oil in bulk as cargo or cargo residue, and  
34 that:

35 (a) Operates on the waters of the state; or

36 (b) Transfers oil in a port or place subject to the jurisdiction  
37 of this state.

38 (26) "Waters of the state" includes lakes, rivers, ponds,  
39 streams, inland waters, underground water, salt waters, estuaries,  
40 tidal flats, beaches and lands adjoining the seacoast of the state,

1 sewers, and all other surface waters and watercourses within the  
2 jurisdiction of the state of Washington.

3 (27) "Worst case spill" means: (a) In the case of a vessel, a  
4 spill of the entire cargo and fuel of the vessel complicated by  
5 adverse weather conditions; and (b) in the case of an onshore or  
6 offshore facility, the largest foreseeable spill in adverse weather  
7 conditions.

8 (28) "Crude oil" means any naturally occurring hydrocarbons  
9 coming from the earth that are liquid at twenty-five degrees Celsius  
10 and one atmosphere of pressure including, but not limited to, crude  
11 oil, bitumen and diluted bitumen, synthetic crude oil, and natural  
12 gas well condensate.

13 **Sec. 4.** RCW 90.56.200 and 2000 c 69 s 19 are each amended to  
14 read as follows:

15 (1) The owner or operator for each onshore and offshore facility,  
16 except as determined in subsection (3) of this section, shall prepare  
17 and submit to the department an oil spill prevention plan in  
18 conformance with the requirements of this chapter. The plans shall be  
19 submitted to the department in the time and manner directed by the  
20 department. The spill prevention plan may be consolidated with a  
21 spill contingency plan submitted pursuant to RCW 90.56.210. The  
22 department may accept plans prepared to comply with other state or  
23 federal law as spill prevention plans to the extent those plans  
24 comply with the requirements of this chapter. The department, by  
25 rule, shall establish standards for spill prevention plans.

26 (2) The spill prevention plan for an onshore or offshore facility  
27 shall:

28 (a) Establish compliance with the federal oil pollution act of  
29 1990, if applicable, and financial responsibility requirements under  
30 federal and state law;

31 (b) Certify that supervisory and other key personnel in charge of  
32 transfer, storage, and handling of oil have received certification  
33 pursuant to RCW 90.56.220;

34 (c) Certify that the facility has an operations manual required  
35 by RCW 90.56.230;

36 (d) Certify the implementation of alcohol and drug use awareness  
37 programs;

1 (e) Describe the facility's maintenance and inspection program  
2 and contain a current maintenance and inspection record of the  
3 storage and transfer facilities and related equipment;

4 (f) Describe the facility's alcohol and drug treatment programs;

5 (g) Describe spill prevention technology that has been installed,  
6 including overflow alarms, automatic overflow cut-off switches,  
7 secondary containment facilities, and storm water retention,  
8 treatment, and discharge systems;

9 (h) Describe any discharges of oil to the land or the water of  
10 more than twenty-five barrels in the prior five years and the  
11 measures taken to prevent a reoccurrence;

12 (i) Describe the procedures followed by the facility to contain  
13 and recover any oil that spills during the transfer of oil to or from  
14 the facility;

15 (j) Provide for the incorporation into the facility during the  
16 period covered by the plan of those measures that will provide the  
17 best achievable protection for the public health and the environment;  
18 and

19 (k) Include any other information reasonably necessary to carry  
20 out the purposes of this chapter required by rules adopted by the  
21 department.

22 (3) Plan requirements in subsection (2) of this section are not  
23 applicable to railroad facility operators while transporting oil over  
24 rail lines of this state.

25 (4) The department shall only approve a prevention plan if it  
26 provides the best achievable protection from damages caused by the  
27 discharge of oil into the waters of the state and if it determines  
28 that the plan meets the requirements of this section and rules  
29 adopted by the department.

30 ((+4)) (5) Upon approval of a prevention plan, the department  
31 shall provide to the person submitting the plan a statement  
32 indicating that the plan has been approved, the facilities covered by  
33 the plan, and other information the department determines should be  
34 included.

35 ((+5)) (6) The approval of a prevention plan shall be valid for  
36 five years. An owner or operator of a facility shall notify the  
37 department in writing immediately of any significant change of which  
38 it is aware affecting its prevention plan, including changes in any  
39 factor set forth in this section or in rules adopted by the

1 department. The department may require the owner or operator to  
2 update a prevention plan as a result of these changes.

3 ~~((+6))~~ (7) The department by rule shall require prevention plans  
4 to be reviewed, updated, if necessary, and resubmitted to the  
5 department at least once every five years.

6 ~~((+7))~~ (8) Approval of a prevention plan by the department does  
7 not constitute an express assurance regarding the adequacy of the  
8 plan nor constitute a defense to liability imposed under this chapter  
9 or other state law.

10 ~~((+8))~~ (9) This section does not authorize the department to  
11 modify the terms of a collective bargaining agreement.

12 **Sec. 5.** RCW 90.56.210 and 2005 c 78 s 1 are each amended to read  
13 as follows:

14 (1) Each onshore and offshore facility shall have a contingency  
15 plan for the containment and cleanup of oil spills from the facility  
16 into the waters of the state and for the protection of fisheries and  
17 wildlife, shellfish beds, natural resources, and public and private  
18 property from such spills. The department shall by rule adopt and  
19 periodically revise standards for the preparation of contingency  
20 plans. The department shall require contingency plans, at a minimum,  
21 to meet the following standards:

22 (a) Include full details of the method of response to spills of  
23 various sizes from any facility which is covered by the plan;

24 (b) Be designed to be capable in terms of personnel, materials,  
25 and equipment, of promptly and properly, to the maximum extent  
26 practicable, as defined by the department removing oil and minimizing  
27 any damage to the environment resulting from a worst case spill;

28 (c) Provide a clear, precise, and detailed description of how the  
29 plan relates to and is integrated into relevant contingency plans  
30 which have been prepared by cooperatives, ports, regional entities,  
31 the state, and the federal government;

32 (d) Provide procedures for early detection of oil spills and  
33 timely notification of such spills to appropriate federal, state, and  
34 local authorities under applicable state and federal law;

35 (e) State the number, training preparedness, and fitness of all  
36 dedicated, prepositioned personnel assigned to direct and implement  
37 the plan;

1 (f) Incorporate periodic training and drill programs to evaluate  
2 whether personnel and equipment provided under the plan are in a  
3 state of operational readiness at all times;

4 (g) Describe important features of the surrounding environment,  
5 including fish and wildlife habitat, shellfish beds, environmentally  
6 and archaeologically sensitive areas, and public facilities. The  
7 departments of ecology, fish and wildlife, and natural resources, and  
8 the ((office)) department of archaeology and historic preservation,  
9 upon request, shall provide information that they have available to  
10 assist in preparing this description. The description of  
11 archaeologically sensitive areas shall not be required to be included  
12 in a contingency plan until it is reviewed and updated pursuant to  
13 subsection (9) of this section;

14 (h) State the means of protecting and mitigating effects on the  
15 environment, including fish, shellfish, marine mammals, and other  
16 wildlife, and ensure that implementation of the plan does not pose  
17 unacceptable risks to the public or the environment;

18 (i) Provide arrangements for the prepositioning of oil spill  
19 containment and cleanup equipment and trained personnel at strategic  
20 locations from which they can be deployed to the spill site to  
21 promptly and properly remove the spilled oil;

22 (j) Provide arrangements for enlisting the use of qualified and  
23 trained cleanup personnel to implement the plan;

24 (k) Provide for disposal of recovered spilled oil in accordance  
25 with local, state, and federal laws;

26 (l) Until a spill prevention plan has been submitted pursuant to  
27 RCW 90.56.200, state the measures that have been taken to reduce the  
28 likelihood that a spill will occur, including but not limited to,  
29 design and operation of a facility, training of personnel, number of  
30 personnel, and backup systems designed to prevent a spill;

31 (m) State the amount and type of equipment available to respond  
32 to a spill, where the equipment is located, and the extent to which  
33 other contingency plans rely on the same equipment; and

34 (n) If the department has adopted rules permitting the use of  
35 dispersants, the circumstances, if any, and the manner for the  
36 application of the dispersants in conformance with the department's  
37 rules.

38 (2)(a) The following shall submit contingency plans to the  
39 department within six months after the department adopts rules

1 establishing standards for contingency plans under subsection (1) of  
2 this section:

3 (i) Onshore facilities capable of storing one million gallons or  
4 more of oil; and

5 (ii) Offshore facilities.

6 (b) Contingency plans for all other onshore and offshore  
7 facilities shall be submitted to the department within eighteen  
8 months after the department has adopted rules under subsection (1) of  
9 this section. The department may adopt a schedule for submission of  
10 plans within the eighteen-month period.

11 (3) The department by rule shall determine the contingency plan  
12 requirements for railroads transporting oil in bulk. Federal oil  
13 spill response plans created pursuant to 33 U.S.C. Sec. 1321 may be  
14 submitted in lieu of contingency plans until state rules are adopted.

15 (4)(a) The owner or operator of a facility shall submit the  
16 contingency plan for the facility.

17 (b) A person who has contracted with a facility to provide  
18 containment and cleanup services and who meets the standards  
19 established pursuant to RCW 90.56.240, may submit the plan for any  
20 facility for which the person is contractually obligated to provide  
21 services. Subject to conditions imposed by the department, the person  
22 may submit a single plan for more than one facility.

23 ((+4)) (5) A contingency plan prepared for an agency of the  
24 federal government or another state that satisfies the requirements  
25 of this section and rules adopted by the department may be accepted  
26 by the department as a contingency plan under this section. The  
27 department shall ensure that to the greatest extent possible,  
28 requirements for contingency plans under this section are consistent  
29 with the requirements for contingency plans under federal law.

30 ((+5)) (6) In reviewing the contingency plans required by this  
31 section, the department shall consider at least the following  
32 factors:

33 (a) The adequacy of containment and cleanup equipment, personnel,  
34 communications equipment, notification procedures and call down  
35 lists, response time, and logistical arrangements for coordination  
36 and implementation of response efforts to remove oil spills promptly  
37 and properly and to protect the environment;

38 (b) The nature and amount of vessel traffic within the area  
39 covered by the plan;

1 (c) The volume and type of oil being transported within the area  
2 covered by the plan;

3 (d) The existence of navigational hazards within the area covered  
4 by the plan;

5 (e) The history and circumstances surrounding prior spills of oil  
6 within the area covered by the plan;

7 (f) The sensitivity of fisheries, shellfish beds, and wildlife  
8 and other natural resources within the area covered by the plan;

9 (g) Relevant information on previous spills contained in on-scene  
10 coordinator reports prepared by the department; and

11 (h) The extent to which reasonable, cost-effective measures to  
12 prevent a likelihood that a spill will occur have been incorporated  
13 into the plan.

14 ~~((+6))~~ (7) The department shall approve a contingency plan only  
15 if it determines that the plan meets the requirements of this section  
16 and that, if implemented, the plan is capable, in terms of personnel,  
17 materials, and equipment, of removing oil promptly and properly and  
18 minimizing any damage to the environment.

19 ~~((+7))~~ (8) The approval of the contingency plan shall be valid  
20 for five years. Upon approval of a contingency plan, the department  
21 shall provide to the person submitting the plan a statement  
22 indicating that the plan has been approved, the facilities or vessels  
23 covered by the plan, and other information the department determines  
24 should be included.

25 ~~((+8))~~ (9) An owner or operator of a facility shall notify the  
26 department in writing immediately of any significant change of which  
27 it is aware affecting its contingency plan, including changes in any  
28 factor set forth in this section or in rules adopted by the  
29 department. The department may require the owner or operator to  
30 update a contingency plan as a result of these changes.

31 ~~((+9))~~ (10) The department by rule shall require contingency  
32 plans to be reviewed, updated, if necessary, and resubmitted to the  
33 department at least once every five years.

34 ~~((+10))~~ (11) Approval of a contingency plan by the department  
35 does not constitute an express assurance regarding the adequacy of  
36 the plan nor constitute a defense to liability imposed under this  
37 chapter or other state law.

38 **Sec. 6.** RCW 90.56.500 and 2009 c 11 s 9 are each amended to read  
39 as follows:



1 (1) The state oil spill response account is created in the state  
2 treasury. All receipts from RCW 82.23B.020(1) shall be deposited in  
3 the account. All costs reimbursed to the state by a responsible party  
4 or any other person for responding to a spill of oil shall also be  
5 deposited in the account. Moneys in the account shall be spent only  
6 after appropriation. The account is subject to allotment procedures  
7 under chapter 43.88 RCW.

8 (2) The account shall be used exclusively to pay for:

9 (a) The costs associated with the response to spills (~~(of crude~~  
10 ~~oil or petroleum products into the navigable))~~ or threats of spills  
11 of oil or hazardous substances to the waters of the state; and

12 (b) The costs associated with the department's use of (~~(the))~~ an  
13 emergency response towing vessel (~~(as described in RCW 88.46.135))~~).

14 (3) Payment of response costs under subsection (2)(a) of this  
15 section shall be limited to spills which the director has determined  
16 are likely to exceed (~~(fifty))~~ one thousand dollars.

17 (4) Before expending moneys from the account, the director shall  
18 make reasonable efforts to obtain funding for response costs under  
19 subsection (2) of this section from the person responsible for the  
20 spill and from other sources, including the federal government.

21 (5) Reimbursement for response costs from this account shall be  
22 allowed only for costs which are not covered by funds appropriated to  
23 the agencies responsible for response activities. Costs associated  
24 with the response to spills (~~(of crude oil or petroleum products))~~  
25 shall include:

26 (a) Natural resource damage assessment and related activities;

27 (b) Spill related response, containment, wildlife rescue,  
28 cleanup, disposal, and associated costs;

29 (c) Interagency coordination and public information related to a  
30 response; and

31 (d) Appropriate travel, goods and services, contracts, and  
32 equipment.

33 **Sec. 7.** RCW 90.56.510 and 2000 c 69 s 22 are each amended to  
34 read as follows:

35 (1) The oil spill prevention account is created in the state  
36 treasury. All receipts from RCW 82.23B.020(2) shall be deposited in  
37 the account. Moneys from the account may be spent only after  
38 appropriation. The account is subject to allotment procedures under  
39 chapter 43.88 RCW. If, on the first day of any calendar month, the

1 balance of the oil spill response account is greater than nine  
2 million dollars and the balance of the oil spill prevention account  
3 exceeds the unexpended appropriation for the current biennium, then  
4 the tax under RCW 82.23B.020(2) shall be suspended on the first day  
5 of the next calendar month until the beginning of the following  
6 biennium, provided that the tax shall not be suspended during the  
7 last six months of the biennium. If the tax imposed under RCW  
8 82.23B.020(2) is suspended during two consecutive biennia, the  
9 department shall by November 1st after the end of the second  
10 biennium, recommend to the appropriate standing committees an  
11 adjustment in the tax rate. For the biennium ending June 30, 1999,  
12 and the biennium ending June 30, 2001, the state treasurer may  
13 transfer a total of up to one million dollars from the oil spill  
14 response account to the oil spill prevention account to support  
15 appropriations made from the oil spill prevention account in the  
16 omnibus appropriations act adopted not later than June 30, 1999.

17 (2) Expenditures from the oil spill prevention account shall be  
18 used exclusively for the administrative costs related to the purposes  
19 of this chapter, and chapters 90.48, 88.40, and 88.46 RCW. In  
20 addition, until June 30, 2019, expenditures from the oil spill  
21 prevention account may be used for the development and annual review  
22 of local emergency planning committee emergency response plans in RCW  
23 38.52.040(3). Starting with the 1995-1997 biennium, the legislature  
24 shall give activities of state agencies related to prevention of oil  
25 spills priority in funding from the oil spill prevention account.  
26 Costs of prevention include the costs of:

- 27 (a) Routine responses not covered under RCW 90.56.500;  
28 (b) Management and staff development activities;  
29 (c) Development of rules and policies and the statewide plan  
30 provided for in RCW 90.56.060;  
31 (d) Facility and vessel plan review and approval, drills,  
32 inspections, investigations, enforcement, and litigation;  
33 (e) Interagency coordination and public outreach and education;  
34 (f) Collection and administration of the tax provided for in  
35 chapter 82.23B RCW; and  
36 (g) Appropriate travel, goods and services, contracts, and  
37 equipment.

38 (3) Before expending moneys from the account for a response under  
39 subsection (2)(a) of this section, the director shall make reasonable  
40 efforts to obtain funding for response costs under this section from

1 the person responsible for the spill and from other sources,  
2 including the federal government.

3 NEW SECTION. Sec. 8. A new section is added to chapter 90.56  
4 RCW to read as follows:

5 (1)(a) The department must be provided prior notice before a  
6 crude oil transfer, that is regulated under this chapter and that may  
7 impact waters of the state, occurs between:

8 (i) A rail facility and another facility; or

9 (ii) A rail facility and a covered vessel.

10 (b) The notice required in (a) of this subsection is in addition  
11 to the requirements found in RCW 88.46.165 and must rely on the  
12 "advanced notice of transfer" system used by the department. The  
13 notice must include the time, location, volume, and type of oil  
14 transfer. The department shall adopt rules under this section.

15 (2) Twice per year, pipelines must report to the department the  
16 type and volume of oil transported through the state. Reporting must  
17 occur each year by July 31st for the period January 1st through June  
18 30th and by January 31st for the period July 1st through December  
19 31st.

20 (3) The department shall publish data collected under subsections  
21 (1) and (2) of this section on a quarterly basis on the department  
22 web site. Data reported with respect to oil transportation must be  
23 aggregated by county and include county of transfer, volume  
24 transferred, type of oil transferred, place of origin, mode of  
25 transportation, route taken to the point of transfer, number of rail  
26 cars transferring oil, and volume and number of oil spills en route  
27 to or during transfer that are reported to the department.

28 NEW SECTION. Sec. 9. A new section is added to chapter 90.56  
29 RCW to read as follows:

30 The department shall periodically evaluate and update planning  
31 standards for oil spill response equipment required under contingency  
32 plans required by this chapter in order to ensure access in the state  
33 to equipment that represents the best achievable protection to  
34 respond to a worst case spill and provide for continuous operation of  
35 oil spill response activities to the maximum extent practicable and  
36 without jeopardizing crew safety, as determined by the incident  
37 commander or the unified command.

1       **Sec. 10.** RCW 88.40.011 and 2007 c 347 s 4 are each amended to  
2 read as follows:

3       The definitions in this section apply throughout this chapter  
4 unless the context clearly requires otherwise.

5       (1) "Barge" means a vessel that is not self-propelled.

6       (2) "Cargo vessel" means a self-propelled ship in commerce, other  
7 than a tank vessel, fishing vessel, or a passenger vessel, of three  
8 hundred or more gross tons.

9       (3) "Bulk" means material that is stored or transported in a  
10 loose, unpackaged liquid, powder, or granular form capable of being  
11 conveyed by a pipe, bucket, chute, or belt system.

12       (4) "Covered vessel" means a tank vessel, cargo vessel, or  
13 passenger vessel.

14       (5) "Department" means the department of ecology.

15       (6) "Director" means the director of the department of ecology.

16       (7)(a) "Facility" means any structure, group of structures,  
17 equipment, pipeline, or device, other than a vessel, located on or  
18 near the navigable waters of the state that transfers oil in bulk to  
19 or from any vessel with an oil carrying capacity over two hundred  
20 fifty barrels or pipeline, that is used for producing, storing,  
21 handling, transferring, processing, or transporting oil in bulk.

22       (b) For the purposes of oil spill contingency planning in RCW  
23 90.56.210, advanced notice of oil transfers in section 8 of this act,  
24 and financial responsibility in RCW 88.40.025, facility also means a  
25 railroad that is not owned by the state that transports oil as bulk  
26 cargo.

27       (c) A facility does not include any: (i) (~~Railroad-car,~~) Motor  
28 vehicle(~~(, or other rolling stock)~~) while transporting oil over the  
29 highways (~~(or rail lines)~~) of this state; (ii) retail motor vehicle  
30 motor fuel outlet; (iii) facility that is operated as part of an  
31 exempt agricultural activity as provided in RCW 82.04.330; (iv)  
32 underground storage tank regulated by the department or a local  
33 government under chapter 90.76 RCW; or (v) marine fuel outlet that  
34 does not dispense more than three thousand gallons of fuel to a ship  
35 that is not a covered vessel, in a single transaction.

36       (8) "Fishing vessel" means a self-propelled commercial vessel of  
37 three hundred or more gross tons that is used for catching or  
38 processing fish.

39       (9) "Gross tons" means tonnage as determined by the United States  
40 coast guard under 33 C.F.R. section 138.30.

1 (10) "Hazardous substances" means any substance listed as of  
2 March 1, 2003, in Table 302.4 of 40 C.F.R. Part 302 adopted under  
3 section (~~(101(14))~~) 102(a) of the federal comprehensive environmental  
4 response, compensation, and liability act of 1980, as amended by P.L.  
5 99-499. The following are not hazardous substances for purposes of  
6 this chapter:

7 (a) Wastes listed as F001 through F028 in Table 302.4; and

8 (b) Wastes listed as K001 through K136 in Table 302.4.

9 (11) "Navigable waters of the state" means those waters of the  
10 state, and their adjoining shorelines, that are subject to the ebb  
11 and flow of the tide and/or are presently used, have been used in the  
12 past, or may be susceptible for use to transport intrastate,  
13 interstate, or foreign commerce.

14 (12) "Oil" or "oils" means oil of any kind that is liquid at  
15 (~~(atmospheric temperature)~~) twenty-five degrees Celsius and one  
16 atmosphere of pressure and any fractionation thereof, including, but  
17 not limited to, crude oil, bitumen, synthetic crude oil, natural gas  
18 well condensate, petroleum, gasoline, fuel oil, diesel oil,  
19 biological oils and blends, oil sludge, oil refuse, and oil mixed  
20 with wastes other than dredged spoil. Oil does not include any  
21 substance listed as of March 1, 2003, in Table 302.4 of 40 C.F.R.  
22 Part 302 adopted under section (~~(101(14))~~) 102(a) of the federal  
23 comprehensive environmental response, compensation, and liability act  
24 of 1980, as amended by P.L. 99-499.

25 (13) "Offshore facility" means any facility located in, on, or  
26 under any of the navigable waters of the state, but does not include  
27 a facility any part of which is located in, on, or under any land of  
28 the state, other than submerged land.

29 (14) "Onshore facility" means any facility any part of which is  
30 located in, on, or under any land of the state, other than submerged  
31 land, that because of its location, could reasonably be expected to  
32 cause substantial harm to the environment by discharging oil into or  
33 on the navigable waters of the state or the adjoining shorelines.

34 (15)(a) "Owner or operator" means (i) in the case of a vessel,  
35 any person owning, operating, or chartering by demise, the vessel;  
36 (ii) in the case of an onshore or offshore facility, any person  
37 owning or operating the facility; and (iii) in the case of an  
38 abandoned vessel or onshore or offshore facility, the person who  
39 owned or operated the vessel or facility immediately before its  
40 abandonment.

1 (b) "Operator" does not include any person who owns the land  
2 underlying a facility if the person is not involved in the operations  
3 of the facility.

4 (16) "Passenger vessel" means a ship of three hundred or more  
5 gross tons with a fuel capacity of at least six thousand gallons  
6 carrying passengers for compensation.

7 (17) "Ship" means any boat, ship, vessel, barge, or other  
8 floating craft of any kind.

9 (18) "Spill" means an unauthorized discharge of oil into the  
10 waters of the state.

11 (19) "Tank vessel" means a ship that is constructed or adapted to  
12 carry, or that carries, oil in bulk as cargo or cargo residue, and  
13 that:

14 (a) Operates on the waters of the state; or

15 (b) Transfers oil in a port or place subject to the jurisdiction  
16 of this state.

17 (20) "Waters of the state" includes lakes, rivers, ponds,  
18 streams, inland waters, underground water, salt waters, estuaries,  
19 tidal flats, beaches and lands adjoining the seacoast of the state,  
20 sewers, and all other surface waters and watercourses within the  
21 jurisdiction of the state of Washington.

22 (21) "Certificate of financial responsibility" means an official  
23 written acknowledgment issued by the director or the director's  
24 designee that an owner or operator of a covered vessel or facility,  
25 or the owner of the oil, has demonstrated to the satisfaction of the  
26 director or the director's designee that the relevant entity has the  
27 financial ability to pay for costs and damages caused by an oil  
28 spill.

29 **Sec. 11.** RCW 88.40.020 and 2003 c 91 s 3 and 2003 c 56 s 3 are  
30 each reenacted and amended to read as follows:

31 (1) Any barge that transports hazardous substances in bulk as  
32 cargo, using any port or place in the state of Washington or the  
33 navigable waters of the state shall establish evidence of financial  
34 responsibility in the amount of the greater of five million dollars,  
35 or three hundred dollars per gross ton of such vessel.

36 (2)(a) Except as provided in (b) or (c) of this subsection, a  
37 tank vessel that carries oil as cargo in bulk shall demonstrate  
38 financial responsibility to pay at least five hundred million

1 dollars. The amount of financial responsibility required under this  
2 subsection is one billion dollars after January 1, 2004.

3 (b) The director by rule may establish a lesser standard of  
4 financial responsibility for tank vessels of three hundred gross tons  
5 or less. The standard shall set the level of financial responsibility  
6 based on the quantity of cargo the tank vessel is capable of  
7 carrying. The director shall not set the standard for tank vessels of  
8 three hundred gross tons or less below that required under federal  
9 law.

10 (c) The owner or operator of a tank vessel who is a member of an  
11 international protection and indemnity mutual organization and is  
12 covered for oil pollution risks up to the amounts required under this  
13 section is not required to demonstrate financial responsibility under  
14 this chapter. The director may require the owner or operator of a  
15 tank vessel to prove membership in such an organization.

16 (3)(a) A cargo vessel or passenger vessel that carries oil as  
17 fuel shall demonstrate financial responsibility to pay at least three  
18 hundred million dollars. However, a passenger vessel that transports  
19 passengers and vehicles between Washington state and a foreign  
20 country shall demonstrate financial responsibility to pay the greater  
21 of at least six hundred dollars per gross ton or five hundred  
22 thousand dollars.

23 (b) The owner or operator of a cargo vessel or passenger vessel  
24 who is a member of an international protection and indemnity mutual  
25 organization and is covered for oil pollution risks up to the amounts  
26 required under this section is not required to demonstrate financial  
27 responsibility under this chapter. The director may require the owner  
28 or operator of a cargo vessel or passenger vessel to prove membership  
29 in such an organization.

30 (4) A fishing vessel while on the navigable waters of the state  
31 must demonstrate financial responsibility in the following amounts:

32 (a) For a fishing vessel carrying predominantly nonpersistent  
33 product, one hundred thirty-three dollars and forty cents per  
34 incident, for each barrel of total oil storage capacity, persistent  
35 and nonpersistent product, on the vessel or one million three hundred  
36 thirty-four thousand dollars, whichever is greater; or (b) for a  
37 fishing vessel carrying predominantly persistent product, four  
38 hundred dollars and twenty cents per incident, for each barrel of  
39 total oil storage capacity, persistent product and nonpersistent

1 product, on the vessel or six million six hundred seventy thousand  
2 dollars, whichever is greater.

3       (5) ~~The ((documentation of financial responsibility shall  
4 demonstrate the ability of the document holder to meet state and  
5 federal financial liability requirements for the actual costs for  
6 removal of oil spills, for natural resource damages, and for  
7 necessary expenses))~~ certificate of financial responsibility is  
8 conclusive evidence that the person or entity holding the certificate  
9 is the party responsible for the specified vessel, facility, or oil  
10 for purposes of determining liability pursuant to this chapter.

11       (6) This section shall not apply to a covered vessel owned or  
12 operated by the federal government or by a state or local government.

13       **Sec. 12.** RCW 88.40.025 and 1991 c 200 s 704 are each amended to  
14 read as follows:

15       An onshore or offshore facility shall demonstrate financial  
16 responsibility in an amount determined by the department as necessary  
17 to compensate the state and affected counties and cities for damages  
18 that might occur during a reasonable worst case spill of oil from  
19 that facility into the navigable waters of the state. The department  
20 shall ~~((consider such matters as the amount of oil that could be  
21 spilled into the navigable waters from the facility, the cost of  
22 cleaning up the spilled oil, the frequency of operations at the  
23 facility, the damages that could result from the spill and the  
24 commercial availability and affordability of financial  
25 responsibility))~~ adopt by rule an amount that will be calculated by  
26 multiplying the reasonable per barrel cleanup and damage cost of  
27 spilled oil, times the worst case spill volume, as measured in  
28 barrels, calculated in the applicant's oil spill contingency plan.  
29 This section shall not apply to an onshore or offshore facility owned  
30 or operated by the federal government or by the state or local  
31 government.

32       **Sec. 13.** RCW 88.40.030 and 2000 c 69 s 32 are each amended to  
33 read as follows:

34       (1) Financial responsibility required by this chapter may be  
35 established by any one of, or a combination of, the following methods  
36 acceptable to the department of ecology: ((+1)) (a) Evidence of  
37 insurance; ((+2)) (b) surety bonds; ((+3)) (c) qualification as a  
38 self-insurer; ((or—(4)) (d) guaranty; (e) letter of credit; (f)



1 certificate of deposits; (g) protection and indemnity club  
2 membership; or (h) other evidence of financial responsibility. Any  
3 bond filed shall be issued by a bonding company authorized to do  
4 business in the United States. Documentation of such financial  
5 responsibility shall be kept on any covered vessel and filed with the  
6 department at least twenty-four hours before entry of the vessel into  
7 the navigable waters of the state. A covered vessel is not required  
8 to file documentation of financial responsibility twenty-four hours  
9 before entry of the vessel into the navigable waters of the state, if  
10 the vessel has filed documentation of financial responsibility with  
11 the federal government, and the level of financial responsibility  
12 required by the federal government is the same as or exceeds state  
13 requirements. The owner or operator of the vessel may file with the  
14 department a certificate evidencing compliance with the requirements  
15 of another state's or federal financial responsibility requirements  
16 if the state or federal government requires a level of financial  
17 responsibility the same as or greater than that required under this  
18 chapter.

19 (2) A certificate of financial responsibility may not have a term  
20 greater than one year.

21 **Sec. 14.** RCW 88.40.040 and 2003 c 56 s 4 are each amended to  
22 read as follows:

23 ~~(1) ((It is unlawful for any vessel required to have financial~~  
24 ~~responsibility under this chapter to enter or operate on Washington~~  
25 ~~waters without meeting the requirements of this chapter or rules~~  
26 ~~adopted under this chapter, except)) A vessel or facility need not  
27 demonstrate financial responsibility under this chapter prior to  
28 using any port or place in the state of Washington or the navigable  
29 waters of the state when necessary to avoid injury to the vessel's or  
30 facility's crew or passengers. Any vessel owner or operator that does  
31 not meet the financial responsibility requirements of this chapter  
32 and any rules prescribed thereunder or the federal oil pollution act  
33 of 1990 shall be reported by the department to the United States  
34 coast guard.~~

35 ~~(2) ((The department shall enforce section 1016 of the federal~~  
36 ~~oil pollution act of 1990 as authorized by section 1019 of the~~  
37 ~~federal act.)) Upon notification of an oil spill or discharge or  
38 other action or potential liability, the director shall reevaluate  
39 the validity of the certificate of financial responsibility. If the~~

1 director determines that, because of a spill outside of the state or  
2 some other action or potential liability, the holder of a certificate  
3 may not have the financial resources to pay damages for the oil spill  
4 or discharge or other action or potential liability and have  
5 resources remaining available to meet the requirements of this  
6 chapter, the director may suspend or revoke the certificate.

7 (3) An owner or operator of more than one covered vessel, more  
8 than one facility, or one or more vessels and facilities, is only  
9 required to obtain a single certificate of financial responsibility  
10 that applies to all of the owner or operator's vessels and  
11 facilities.

12 (4) If a person holds a certificate for more than one covered  
13 vessel or facility and a spill or spills occurs from one or more of  
14 those vessels or facilities for which the owner or operator may be  
15 liable for damages in an amount exceeding five percent of the  
16 financial resources reflected by the certificate, as determined by  
17 the director, the certificate is immediately considered inapplicable  
18 to any vessel or facility not associated with the spill. In that  
19 event, the owner or operator shall demonstrate to the satisfaction of  
20 the director the amount of financial ability required pursuant to  
21 this chapter, as well as the financial ability to pay all damages  
22 that arise or have arisen from the spill or spills that have  
23 occurred.

24 **Sec. 15.** RCW 88.16.170 and 1991 c 200 s 601 are each amended to  
25 read as follows:

26 Because of the danger of spills, the legislature finds that the  
27 transportation of crude oil and refined petroleum products by tankers  
28 on the Columbia river, Grays Harbor, and on Puget Sound and adjacent  
29 waters creates a great potential hazard to important natural  
30 resources of the state and to jobs and incomes dependent on these  
31 resources.

32 The legislature recognizes that the Columbia river has many  
33 natural obstacles to navigation and shifting navigation channels that  
34 create the risk of an oil spill. The legislature also recognizes  
35 Grays Harbor and Puget Sound and adjacent waters are ((a)) relatively  
36 confined salt water environments with irregular shorelines and  
37 therefore there is a greater than usual likelihood of long-term  
38 damage from any large oil spill.

1 The legislature further recognizes that certain areas of the  
2 Columbia river, Grays Harbor, and Puget Sound and adjacent waters  
3 have limited space for maneuvering a large oil tanker and that these  
4 waters contain many natural navigational obstacles as well as a high  
5 density of commercial and pleasure boat traffic.

6 For these reasons, it is important that large oil tankers be  
7 piloted by highly skilled persons who are familiar with local waters  
8 and that such ~~((tankers))~~ vessels have sufficient capability for  
9 rapid maneuvering responses.

10 It is therefore the intent and purpose of RCW 88.16.180 and  
11 88.16.190 to decrease the likelihood of oil spills on the Columbia  
12 river, Grays Harbor, and on Puget Sound and its shorelines by  
13 ~~((requiring all oil tankers above a certain size to employ licensed  
14 pilots and to be escorted by a tug or tugs while navigating on  
15 certain areas of Puget Sound and adjacent waters))~~ establishing  
16 safety requirements that comprehensively address spill risks, which  
17 may include the establishment of tug escorts and other measures to  
18 mitigate safety risks in certain state waters.

19 **Sec. 16.** RCW 88.16.190 and 1994 c 52 s 1 are each amended to  
20 read as follows:

21 ~~(1) ((Any oil tanker, whether enrolled or registered, of greater  
22 than one hundred and twenty five thousand deadweight tons shall be  
23 prohibited from proceeding beyond a point east of a line extending  
24 from Discovery Island light south to New Dungeness light.~~

25 ~~(2) An oil tanker, whether enrolled or registered, of forty to  
26 one hundred and twenty five thousand deadweight tons may proceed  
27 beyond the points enumerated in subsection (1) if such tanker  
28 possesses all of the following standard safety features:~~

29 ~~(a) Shaft horsepower in the ratio of one horsepower to each two  
30 and one half deadweight tons; and~~

31 ~~(b) Twin screws; and~~

32 ~~(c) Double bottoms, underneath all oil and liquid cargo  
33 compartments; and~~

34 ~~(d) Two radars in working order and operating, one of which must  
35 be collision avoidance radar; and~~

36 ~~(e) Such other navigational position location systems as may be  
37 prescribed from time to time by the board of pilotage commissioners:~~

38 ~~PROVIDED, That, if such forty to one hundred and twenty five  
39 thousand deadweight ton tanker is in ballast or is under escort of a~~

1 ~~tug or tugs with an aggregate shaft horsepower equivalent to five~~  
2 ~~percent of the deadweight tons of that tanker, subsection (2) of this~~  
3 ~~section shall not apply: PROVIDED FURTHER, That additional tug shaft~~  
4 ~~horsepower equivalencies may be required under certain conditions as~~  
5 ~~established by rule and regulation of the Washington utilities and~~  
6 ~~transportation commission pursuant to chapter 34.05 RCW: PROVIDED~~  
7 ~~FURTHER, That))~~ Except as provided in subsection (2) of this section,  
8 an oil tanker of greater than forty thousand deadweight tons may  
9 operate in the waters described in (a) of this subsection, to the  
10 extent that these waters are within the territorial boundaries of  
11 Washington, only if the oil tanker is under the escort of a tug or  
12 tugs in compliance with the requirements of subsection (4) of this  
13 section.

14 (a) Those waters east of a line extending from Discovery Island  
15 light south to New Dungeness light and all points in the Puget Sound  
16 area.

17 (b) The state board of pilotage commissioners, in consultation  
18 with the department of ecology and relying on the results of vessel  
19 traffic risk assessments, may write rules to implement this  
20 subsection (1)(b). These rules may include tug escort requirements  
21 and other safety measures for oil tankers of greater than forty  
22 thousand deadweight tons, all articulated tug barges, and other towed  
23 waterborne vessels or barges that may apply in the following areas  
24 consistent with subsections (2)(a) and (4) of this section:

25 (i) Within a two-mile radius of the Grays Harbor pilotage  
26 district as defined in RCW 88.16.050;

27 (ii) Any inland portion of the Columbia river or within three  
28 miles of Cape Disappointment at the mouth of the Columbia river; or

29 (iii) The waters identified in (a) of this subsection.

30 (c) The state board of pilotage commissioners, in consultation  
31 with the department of ecology and relying on the results of vessel  
32 traffic risk assessments, shall adopt rules by June 30, 2017, to  
33 implement this subsection (1)(c). These rules may include tug escort  
34 requirements and other safety measures for oil tankers of greater  
35 than forty thousand deadweight tons, all articulated tug barges, and  
36 other towed waterborne vessels or barges and apply in the following  
37 areas consistent with subsections (2)(a) and (4) of this section: All  
38 narrow channels of the San Juan Islands archipelago, including  
39 Rosario Strait, Haro Strait, Boundary Pass, and connected waterways.

1 (2)(a) If an oil tanker, articulated tug barge, or other towed  
2 waterborne vessel or barge is in ballast, the tug requirements of  
3 subsection (1) of this section do not apply.

4 (b) If an oil tanker is a single-hulled oil tanker of greater  
5 than five thousand gross tons, the requirements of subsection (1)(a)  
6 of this section do not apply and the oil tanker must instead comply  
7 with 33 C.F.R. Part 168, as of the effective date of this section.

8 (3)(a) Prior to proceeding with rule making as authorized under  
9 subsection (1)(b) and (c) of this section, the commission shall  
10 consult with the United States coast guard, the Oregon board of  
11 maritime pilots, the Puget Sound, Grays Harbor, and Columbia river  
12 harbor safety committees, area tribes, public ports in Oregon and  
13 Washington, local governments, and other appropriate entities.

14 (b) The department may not adopt any rules under this subsection  
15 or under subsection (1)(b) and (c) of this section until a vessel  
16 traffic risk assessment has been completed for the waters subject to  
17 the rule making. In order to adopt a rule under this section or  
18 subsection (1)(b) and (c) of this section, the board of pilotage  
19 commissioners must determine that the results of a vessel traffic  
20 risk assessment provides evidence that the rules are necessary in  
21 order to achieve best achievable protection as defined in RCW  
22 88.46.010.

23 (4) Oil tankers of greater than forty thousand deadweight tons,  
24 all articulated tug barges, and other towed waterborne vessels or  
25 barges must ensure that any escort tugs they use have an aggregate  
26 shaft horsepower equivalent to at least five percent of the  
27 deadweight tons of the escorted oil tanker or articulated tug barge.  
28 The state board of pilotage commissioners may adopt rules to ensure  
29 that escort tugs have sufficient mechanical capabilities to provide  
30 for safe escort. Rules adopted on this subject must be designed to  
31 achieve best achievable protection as defined under RCW 88.46.010.

32 (5) A tanker assigned a deadweight of equal to or less than forty  
33 thousand deadweight tons at the time of construction or  
34 reconstruction as reported in Lloyd's Register of Ships is not  
35 subject to the provisions of RCW 88.16.170 through 88.16.190.

36 (6) The provisions of this section do not apply to pilotage for  
37 enrolled tankers.

38 (7) For the purposes of this section:

1       (a) "Articulated tug barge" means a tank barge and a towing  
2 vessel joined by hinged or articulated fixed mechanical equipment  
3 affixed or connecting to the stern of the tank barge.

4       (b) "Oil tanker" means a self-propelled deep draft tank vessel  
5 designed to transport oil in bulk. "Oil tanker" does not include an  
6 articulated tug barge tank vessel.

7       (c) "Waterborne vessel or barge" means any ship, barge, or other  
8 watercraft capable of traveling on the navigable waters of this state  
9 and capable of transporting any crude oil or petroleum product in  
10 quantities of ten thousand gallons or more for purposes other than  
11 providing fuel for its motor or engine.

12       **Sec. 17.** RCW 82.23B.010 and 1992 c 73 s 6 are each amended to  
13 read as follows:

14       (~~Unless the context clearly requires otherwise,~~) The  
15 definitions in this section apply throughout this chapter unless the  
16 context clearly requires otherwise.

17       (1) "Barrel" means a unit of measurement of volume equal to  
18 forty-two United States gallons of crude oil or petroleum product.

19       (2) "Crude oil" means any naturally occurring liquid hydrocarbons  
20 at atmospheric temperature and pressure coming from the earth,  
21 including condensate and natural gasoline.

22       (3) "Department" means the department of revenue.

23       (4) "Marine terminal" means a facility of any kind, other than a  
24 waterborne vessel, that is used for transferring crude oil or  
25 petroleum products to or from a waterborne vessel or barge.

26       (5) "Navigable waters" means those waters of the state and their  
27 adjoining shorelines that are subject to the ebb and flow of the  
28 tide, including the Columbia and Snake rivers.

29       (6) "Person" has the meaning provided in RCW 82.04.030.

30       (7) "Petroleum product" means any liquid hydrocarbons at  
31 atmospheric temperature and pressure that are the product of the  
32 fractionation, distillation, or other refining or processing of crude  
33 oil, and that are used as, useable as, or may be refined as a fuel or  
34 fuel blendstock, including but not limited to, gasoline, diesel fuel,  
35 aviation fuel, bunker fuel, and fuels containing a blend of alcohol  
36 and petroleum.

37       (8) "Taxpayer" means the person owning crude oil or petroleum  
38 products immediately after receipt of the same into the storage tanks  
39 of a marine or bulk oil terminal in this state (~~from a waterborne~~

1 ~~vessel or barge~~) and who is liable for the taxes imposed by this  
2 chapter.

3 (9) "Waterborne vessel or barge" means any ship, barge, or other  
4 watercraft capable of (~~travelling~~) traveling on the navigable  
5 waters of this state and capable of transporting any crude oil or  
6 petroleum product in quantities of ten thousand gallons or more for  
7 purposes other than providing fuel for its motor or engine.

8 (10) "Bulk oil terminal" means a facility of any kind, other than  
9 a waterborne vessel, that is used for transferring crude oil or  
10 petroleum products from a tank car or pipeline.

11 (11) "Tank car" means a rail car, the body of which consists of a  
12 tank for transporting liquids.

13 **Sec. 18.** RCW 82.23B.020 and 2006 c 256 s 2 are each amended to  
14 read as follows:

15 (1) An oil spill response tax is imposed on the privilege of  
16 receiving: (a) Crude oil or petroleum products at a marine terminal  
17 within this state from a waterborne vessel or barge operating on the  
18 navigable waters of this state; (b) crude oil or petroleum products  
19 at a bulk oil terminal within this state from a tank car; or (c)  
20 crude oil or petroleum products at a bulk oil terminal within this  
21 state from a pipeline. The tax imposed in this section is levied upon  
22 the owner of the crude oil or petroleum products immediately after  
23 receipt of the same into the storage tanks of a marine or bulk oil  
24 terminal from a tank car, pipeline, or waterborne vessel or barge at  
25 the rate of one cent per barrel of crude oil or petroleum product  
26 received.

27 (2) In addition to the tax imposed in subsection (1) of this  
28 section, an oil spill administration tax is imposed on the privilege  
29 of receiving: (a) Crude oil or petroleum products at a marine  
30 terminal within this state from a waterborne vessel or barge  
31 operating on the navigable waters of this state; (b) crude oil or  
32 petroleum products at a bulk oil terminal within this state from a  
33 tank car; and (c) crude oil or petroleum products at a bulk oil  
34 terminal within this state from a pipeline. The tax imposed in this  
35 section is levied upon the owner of the crude oil or petroleum  
36 products immediately after receipt of the same into the storage tanks  
37 of a marine or bulk oil terminal from a tank car, pipeline, or  
38 waterborne vessel or barge at the rate of (~~four~~) ten cents per  
39 barrel of crude oil or petroleum product.

1 (3) The taxes imposed by this chapter (~~shall~~) must be collected  
2 by the marine or bulk oil terminal operator from the taxpayer. If any  
3 person charged with collecting the taxes fails to bill the taxpayer  
4 for the taxes, or in the alternative has not notified the taxpayer in  
5 writing of the (~~imposition of the~~) taxes imposed, or having  
6 collected the taxes, fails to pay them to the department in the  
7 manner prescribed by this chapter, whether such failure is the result  
8 of the person's own acts or the result of acts or conditions beyond  
9 the person's control, he or she (~~shall~~), nevertheless, (~~be~~) is  
10 personally liable to the state for the amount of the taxes. Payment  
11 of the taxes by the owner to a marine or bulk oil terminal operator  
12 (~~shall~~) relieves the owner from further liability for the taxes.

13 (4) Taxes collected under this chapter (~~shall~~) must be held in  
14 trust until paid to the department. Any person collecting the taxes  
15 who appropriates or converts the taxes collected (~~shall be~~) is  
16 guilty of a gross misdemeanor if the money required to be collected  
17 is not available for payment on the date payment is due. The taxes  
18 required by this chapter to be collected (~~shall~~) must be stated  
19 separately from other charges made by the marine or bulk oil terminal  
20 operator in any invoice or other statement of account provided to the  
21 taxpayer.

22 (5) If a taxpayer fails to pay the taxes imposed by this chapter  
23 to the person charged with collection of the taxes and the person  
24 charged with collection fails to pay the taxes to the department, the  
25 department may, in its discretion, proceed directly against the  
26 taxpayer for collection of the taxes.

27 (6) The taxes (~~shall be~~) are due from the marine or bulk oil  
28 terminal operator, along with reports and returns on forms prescribed  
29 by the department, within twenty-five days after the end of the month  
30 in which the taxable activity occurs.

31 (7) The amount of taxes, until paid by the taxpayer to the marine  
32 or bulk oil terminal operator or to the department, (~~shall~~)  
33 constitutes a debt from the taxpayer to the marine or bulk oil  
34 terminal operator. Any person required to collect the taxes under  
35 this chapter who, with intent to violate the provisions of this  
36 chapter, fails or refuses to do so as required and any taxpayer who  
37 refuses to pay any taxes due under this chapter, (~~shall be~~) is  
38 guilty of a misdemeanor as provided in chapter 9A.20 RCW.

39 (8) Upon prior approval of the department, the taxpayer may pay  
40 the taxes imposed by this chapter directly to the department. The



1 department (~~shall~~) must give its approval for direct payment under  
2 this section whenever it appears, in the department's judgment, that  
3 direct payment will enhance the administration of the taxes imposed  
4 under this chapter. The department (~~shall~~) must provide by rule for  
5 the issuance of a direct payment certificate to any taxpayer  
6 qualifying for direct payment of the taxes. Good faith acceptance of  
7 a direct payment certificate by a terminal operator (~~shall~~)  
8 relieves the marine or bulk oil terminal operator from any liability  
9 for the collection or payment of the taxes imposed under this  
10 chapter.

11 (9) All receipts from the tax imposed in subsection (1) of this  
12 section (~~shall~~) must be deposited into the state oil spill response  
13 account. All receipts from the tax imposed in subsection (2) of this  
14 section shall be deposited into the oil spill prevention account.

15 (10) Within forty-five days after the end of each calendar  
16 quarter, the office of financial management (~~shall~~) must determine  
17 the balance of the oil spill response account as of the last day of  
18 that calendar quarter. Balance determinations by the office of  
19 financial management under this section are final and (~~shall~~) may  
20 not be used to challenge the validity of any tax imposed under this  
21 chapter. The office of financial management (~~shall~~) must promptly  
22 notify the departments of revenue and ecology of the account balance  
23 once a determination is made. For each subsequent calendar quarter,  
24 the tax imposed by subsection (1) of this section shall be imposed  
25 during the entire calendar quarter unless:

26 (a) Tax was imposed under subsection (1) of this section during  
27 the immediately preceding calendar quarter, and the most recent  
28 quarterly balance is more than nine million dollars; or

29 (b) Tax was not imposed under subsection (1) of this section  
30 during the immediately preceding calendar quarter, and the most  
31 recent quarterly balance is more than eight million dollars.

32 **Sec. 19.** RCW 82.23B.030 and 1992 c 73 s 9 are each amended to  
33 read as follows:

34 The taxes imposed under this chapter (~~shall~~) only apply to the  
35 first receipt of crude oil or petroleum products at a marine or bulk  
36 oil terminal in this state and not to the later transporting and  
37 subsequent receipt of the same oil or petroleum product, whether in  
38 the form originally received at a marine or bulk oil terminal in this  
39 state or after refining or other processing.

1       **Sec. 20.** RCW 82.23B.040 and 1992 c 73 s 10 are each amended to  
2 read as follows:

3       Credit (~~shall~~) must be allowed against the taxes imposed under  
4 this chapter for any crude oil or petroleum products received at a  
5 marine or bulk oil terminal and subsequently exported from or sold  
6 for export from the state.

7       **Sec. 21.** RCW 38.52.040 and 2011 1st sp.s. c 21 s 27, 2011 c 336  
8 s 789, and 2011 c 79 s 9 are each reenacted and amended to read as  
9 follows:

10       (1) There is hereby created the emergency management council  
11 (hereinafter called the council), to consist of not more than  
12 seventeen members who shall be appointed by the adjutant general. The  
13 membership of the council shall include, but not be limited to,  
14 representatives of city and county governments, sheriffs and police  
15 chiefs, the Washington state patrol, the military department, the  
16 department of ecology, state and local fire chiefs, seismic safety  
17 experts, state and local emergency management directors, search and  
18 rescue volunteers, medical professions who have expertise in  
19 emergency medical care, building officials, and private industry. The  
20 representatives of private industry shall include persons  
21 knowledgeable in emergency and hazardous materials management. The  
22 councilmembers shall elect a chair from within the council  
23 membership. The members of the council shall serve without  
24 compensation, but may be reimbursed for their travel expenses  
25 incurred in the performance of their duties in accordance with RCW  
26 43.03.050 and 43.03.060 as now existing or hereafter amended.

27       (2) The emergency management council shall advise the governor  
28 and the director on all matters pertaining to state and local  
29 emergency management. The council may appoint such ad hoc committees,  
30 subcommittees, and working groups as are required to develop specific  
31 recommendations for the improvement of emergency management  
32 practices, standards, policies, or procedures. The council shall  
33 ensure that the governor receives an annual assessment of statewide  
34 emergency preparedness including, but not limited to, specific  
35 progress on hazard mitigation and reduction efforts, implementation  
36 of seismic safety improvements, reduction of flood hazards, and  
37 coordination of hazardous materials planning and response activities.  
38 (~~The council or a subcommittee thereof shall periodically convene in~~  
39 ~~special session and serve during those sessions as the state~~

1 ~~emergency response commission required by P.L. 99-499, the emergency~~  
2 ~~planning and community right to know act. When sitting in session as~~  
3 ~~the state emergency response commission, the council shall confine~~  
4 ~~its deliberations to those items specified in federal statutes and~~  
5 ~~state administrative rules governing the coordination of hazardous~~  
6 ~~materials policy.))~~ The council shall review administrative rules  
7 governing state and local emergency management practices and  
8 recommend necessary revisions to the director.

9 (3) The council or a council subcommittee shall serve and  
10 periodically convene in special session as the state emergency  
11 response commission required by the emergency planning and community  
12 right-to-know act (42 U.S.C. Sec. 11001 et seq.). The state emergency  
13 response commission shall conduct those activities specified in  
14 federal statutes and regulations and state administrative rules  
15 governing the coordination of hazardous materials policy including,  
16 but not limited to, review of local emergency planning committee  
17 emergency response plans for compliance with the planning  
18 requirements in the emergency planning and community right-to-know  
19 act (42 U.S.C. Sec. 11001 et seq.). Committees shall annually review  
20 their plans to address changed conditions, and submit their plans to  
21 the state emergency response commission for review when updated, but  
22 not less than at least once every five years. The department may  
23 employ staff to assist local emergency planning committees in the  
24 development and annual review of these emergency response plans. By  
25 March 1, 2018, the department shall report to the governor and  
26 legislature on progress towards compliance with planning  
27 requirements. The report must also provide budget and policy  
28 recommendations for continued support of local emergency planning.

29 (4)(a) The intrastate mutual aid committee is created and is a  
30 subcommittee of the emergency management council. The intrastate  
31 mutual aid committee consists of not more than five members who must  
32 be appointed by the council chair from council membership. The chair  
33 of the intrastate mutual aid committee is the military department  
34 representative appointed as a member of the council. Meetings of the  
35 intrastate mutual aid committee must be held at least annually.

36 (b) In support of the intrastate mutual aid system established in  
37 chapter 38.56 RCW, the intrastate mutual aid committee shall develop  
38 and update guidelines and procedures to facilitate implementation of  
39 the intrastate mutual aid system by member jurisdictions, including  
40 but not limited to the following: Projected or anticipated costs;

1 checklists and forms for requesting and providing assistance;  
2 recordkeeping; reimbursement procedures; and other implementation  
3 issues. These guidelines and procedures are not subject to the rule-  
4 making requirements of chapter 34.05 RCW.

5 **Sec. 22.** RCW 81.24.010 and 2007 c 234 s 21 are each amended to  
6 read as follows:

7 (1) Every company subject to regulation by the commission, except  
8 those listed in subsection (3) of this section, shall, on or before  
9 the date specified by the commission for filing annual reports under  
10 RCW 81.04.080, file with the commission a statement on oath showing  
11 its gross operating revenue from intrastate operations for the  
12 preceding calendar year, or portion thereof, and pay to the  
13 commission a fee equal to one-tenth of one percent of the first fifty  
14 thousand dollars of gross operating revenue, plus two-tenths of one  
15 percent of any gross operating revenue in excess of fifty thousand  
16 dollars, except railroad companies which shall each pay to the  
17 commission a fee equal to (~~one and one-half~~) two-tenths of one  
18 percent of its combined intrastate gross operating revenue and the  
19 Washington state portion of its gross interstate operating revenue.  
20 The commission may, by rule, set minimum fees that do not exceed the  
21 cost of collecting the fees. The commission may by rule waive any or  
22 all of the minimum fee established pursuant to this section. Any  
23 railroad association that qualifies as a nonprofit charitable  
24 organization under the federal internal revenue code section  
25 501(c)(3) is exempt from the fee required under this subsection.

26 (2) The percentage rates of gross operating revenue to be paid in  
27 any one year may be decreased by the commission for any class of  
28 companies subject to the payment of such fees, by general order  
29 entered before March 1st of such year, and for such purpose railroad  
30 companies are classified as class two. Every other company subject to  
31 regulation by the commission, for which regulatory fees are not  
32 otherwise fixed by law, shall pay fees as herein provided and shall  
33 constitute additional classes according to kinds of businesses  
34 engaged in.

35 (3) This section does not apply to private nonprofit  
36 transportation providers, auto transportation companies, charter  
37 party carriers and excursion service carriers, solid waste collection  
38 companies, motor freight carriers, household goods carriers,

1 commercial ferries, and low-level radioactive waste storage  
2 facilities.

3 NEW SECTION. **Sec. 23.** A new section is added to chapter 81.44  
4 RCW to read as follows:

5 Commission employees certified by the federal railroad  
6 administration to perform hazardous materials inspections may enter  
7 the property of any business that receives, ships, or offers for  
8 shipment hazardous materials by rail. Entry shall be at a reasonable  
9 time and in a reasonable manner. The purpose of entry is limited to  
10 performing inspections, investigations, or surveillance of equipment,  
11 records, and operations relating to the packaging, loading,  
12 unloading, or transportation of hazardous materials by rail, pursuant  
13 only to the state participation program outlined in 49 C.F.R. Part  
14 212. The term "business" is all inclusive and is not limited to  
15 common carriers or public service companies.

16 **Sec. 24.** RCW 81.53.010 and 2013 c 23 s 302 are each amended to  
17 read as follows:

18 The definitions in this section apply throughout this chapter  
19 unless the context clearly requires otherwise.

20 ~~((The term))~~ (1) "Commission~~(( ))~~" ~~((when used in this chapter,))~~  
21 means the utilities and transportation commission of Washington.

22 ~~((The term))~~ (2) "Highway~~(( ))~~" ~~((when used in this chapter,))~~  
23 includes all state and county roads, streets, alleys, avenues,  
24 boulevards, parkways, and other public places actually open and in  
25 use, or to be opened and used, for travel by the public.

26 ~~((The term))~~ (3) "Railroad~~(( ))~~" ~~((when used in this chapter,))~~  
27 means every railroad, including interurban and suburban electric  
28 railroads, by whatsoever power operated, for the public use in the  
29 conveyance of persons or property for hire, with all bridges,  
30 ferries, tunnels, equipment, switches, spurs, sidings, tracks,  
31 stations, and terminal facilities of every kind, used, operated,  
32 controlled, managed, or owned by or in connection therewith. The  
33 ~~((said))~~ term ~~((shall))~~ also includes every logging and other  
34 industrial railway owned or operated primarily for the purpose of  
35 carrying the property of its owners or operators or of a limited  
36 class of persons, with all tracks, spurs, and sidings used in  
37 connection therewith. The ~~((said))~~ term ~~((shall))~~ does not include

1 street railways operating within the limits of any incorporated city  
2 or town.

3 ~~((The term))~~ (4) "Railroad company((~~7~~))" ~~((when used in this~~  
4 ~~chapter~~7~~))~~ includes every corporation, company, association, joint  
5 stock association, partnership, or person, its, their, or his or her  
6 lessees, trustees, or receivers appointed by any court whatsoever,  
7 owning, operating, controlling, or managing any railroad(~~(~~7~~ as that~~  
8 ~~term is defined in this section))~~).

9 ~~((The term))~~ (5) "Over-crossing((~~7~~))" ~~((when used in this~~  
10 ~~chapter~~7~~))~~ means any point or place where a highway crosses a  
11 railroad by passing above the same. "Over-crossing" also means any  
12 point or place where one railroad crosses another railroad not at  
13 grade.

14 ~~((The term))~~ (6) "Under-crossing((~~7~~))" ~~((when used in this~~  
15 ~~chapter~~7~~))~~ means any point or place where a highway crosses a  
16 railroad by passing under the same. "Under-crossing" also means any  
17 point or place where one railroad crosses another railroad not at  
18 grade.

19 ~~((The term "over crossing" or "under crossing," shall also mean~~  
20 ~~any point or place where one railroad crosses another railroad not at~~  
21 ~~grade.~~

22 ~~The term))~~ (7) "Grade crossing((~~7~~))" ~~((when used in this~~  
23 ~~chapter~~7~~))~~ means any point or place where a railroad crosses a  
24 highway or a highway crosses a railroad or one railroad crosses  
25 another, at a common grade.

26 (8) "Private crossing" means any point or place where a railroad  
27 crosses a private road at grade or a private road crosses a railroad  
28 at grade, where the private road is not a highway.

29 **Sec. 25.** RCW 81.53.240 and 1984 c 7 s 375 are each amended to  
30 read as follows:

31 (1) Except to the extent necessary to permit participation by  
32 first-class cities in the grade crossing protective fund, when an  
33 election to participate is made as provided in RCW 81.53.261 through  
34 81.53.291, or to the extent a first-class city requests to  
35 participate in the commission's crossing safety inspection program  
36 within the city, this chapter ((81.53 RCW)) is not operative within  
37 the limits of first-class cities, and does not apply to street  
38 railway lines operating on or across any street, alley, or other  
39 public place within the limits of any city, except that a streetcar

1 line outside of cities of the first class shall not cross a railroad  
2 at grade without express authority from the commission. The  
3 commission may not change the location of a state highway without the  
4 approval of the secretary of transportation, or the location of any  
5 crossing thereon adopted or approved by the department of  
6 transportation, or grant a railroad authority to cross a state  
7 highway at grade without the consent of the secretary of  
8 transportation.

9 (2) Within thirty days of the effective date of this section,  
10 first-class cities must provide to the commission a list of all  
11 existing public crossings within the limits of a first-class city,  
12 including over and under-crossings, including the United States  
13 department of transportation number for the crossing. Within thirty  
14 days of modifying, closing, or opening a grade crossing within the  
15 limits of a first-class city, the city must notify the commission in  
16 writing of the action taken, identifying the crossing by United  
17 States department of transportation number.

18 NEW SECTION. Sec. 26. A new section is added to chapter 81.53  
19 RCW to read as follows:

20 (1) To address the potential public safety hazards presented by  
21 private crossings in the state and by the transportation of hazardous  
22 materials in the state, including crude oil, the commission is  
23 authorized to and must adopt rules governing safety standards for  
24 private crossings along the railroad tracks over which crude oil is  
25 transported in the state. The commission is also authorized to  
26 conduct inspections of the private crossings subject to this section,  
27 to order the railroads to make improvements at the private crossings,  
28 and enforce the orders.

29 (2) The commission must adopt rules governing private crossings  
30 along railroad tracks over which crude oil is transported in the  
31 state, establishing:

32 (a) Minimum safety standards for the private crossings subject to  
33 this section, including, but not limited to, requirements for  
34 signage;

35 (b) Criteria for prioritizing the inspection and improvements of  
36 the private crossings subject to this section; and

37 (c) Requirements governing the improvements to private crossings  
38 the railroad company must pay for and complete.

1 (3) Nothing in this section modifies existing agreements between  
2 the railroad company and the landowner governing liability for  
3 injuries or damages occurring at the private crossing.

4 **Sec. 27.** RCW 88.46.180 and 2011 c 122 s 2 are each amended to  
5 read as follows:

6 (1) The department shall evaluate and update planning standards  
7 for oil spill response equipment required under contingency plans  
8 required by this chapter, including aerial surveillance, in order to  
9 ensure access in the state to equipment that represents the best  
10 achievable protection to respond to a worst case spill and provide  
11 for continuous operation of oil spill response activities to the  
12 maximum extent practicable and without jeopardizing crew safety, as  
13 determined by the incident commander or the unified command.

14 (2) The department shall by rule update the planning standards at  
15 five-year intervals to ensure the maintenance of best available  
16 protection over time. Rule updates to covered nontank vessels shall  
17 minimize potential impacts to discretionary cargo moved through the  
18 state.

19 ~~((3) The department shall evaluate and update planning standards  
20 for tank vessels by December 31, 2012.))~~

21 NEW SECTION. **Sec. 28.** Sections 17 through 20 of this act take  
22 effect January 1, 2016.

23 NEW SECTION. **Sec. 29.** If any provision of this act or its  
24 application to any person or circumstance is held invalid, the  
25 remainder of the act or the application of the provision to other  
26 persons or circumstances is not affected.

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