

Welcome to the ADV Workgroup Meeting #3

October 24, 2023

AGENDA

- 1:00 - Welcome and introductions
- 1:05 - Presentation: Vessel Prioritization Criteria
- 1:15 - ADV Workgroup Discussion
- 1:35 - Presentation: ADV Reporting and Response
- 1:45 - Presentation: Piloting a Collaborative GIS-based ADV Inventory for Oregon
- 1:55 - ADV Workgroup Discussion
- 2:45 - Community Input
- 2:55 - Next Steps & Adjourn @ 3 p.m.



Photo Credit: Jacob Taylor

Oregon's Abandoned and Derelict Vessel Workgroup

LEARN MORE

<https://www.oregon.gov/dsl/WW/Pages/ADVAC.aspx>

CONTACT US

Facilitator

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Photo Credit: Jacob Taylor

ADV Workgroup Schedule



The anticipated schedule of meetings for this effort is tentative:

- Meeting 3: October 24, 2023 (online)
- Meeting 4 November 7, 2023 (online)
- Meeting 5: November 21, 2023 (online)
- Meeting 6: December 5, 2023 (tent: hybrid)
- Meeting 7: December 19, 2023 (online)
- Meeting 8 - 11: Once per month January – April 2024

Meetings will be noticed one week in advance, and recordings will be made available.

ADV Workgroup Roles



ADV Workgroup members and partners provide input and frame policy choices on:

- Near-term actions
- Topics related to establishing an effective ADV program
- Existing barriers to components of a program framework, and proposed solutions.
- Where needed, identify potential solutions that may lead to and shape proposed legislative action.

Department of State Lands staff will:

- **Now / ongoing:** Programmatic work to hire ADV team, work with partners for priority ADV removals, and cost recovery.
- **Feb 2024:** Provide an update on possible legislative action and program progress to the Legislature.
- **April 2024:** Informed by the ADV Workgroup, staff develop a program framework recommendation, proposed legislative concepts, and budget requests to the State Land Board.
- **2024 – 2025:** Prepare with stakeholders for the 2025 legislative session for funding and policy requests. Continue outreach and engagement to partners.

ADV Workgroup Member Participation



Use the "Raise Hand" feature to speak:

- To raise your hand, click the reactions near the bottom of your screen and click "raise hand" or by pressing star 9 if you are on the phone.
- You will be called in the order in which hands are raised.
- Please keep your mic muted unless it is your turn to speak.

When it's your turn to speak:

- When your turn is coming up, the moderator will call on you to begin speaking.
- We ask that all participants be respectful of each other and agency representatives.

Community Involvement



ADV Workgroup meetings are open to community members to attend and stay connected to the discussion.

- ADV Workgroup meetings include limited time on the agenda for input from community members.
- Current meeting information and materials will be posted on the DSL website. Meetings will be noticed one week in advance, and recordings will be made available.
- In early 2024, DSL will open a comment period on the proposed ADV program framework, prior to bringing these efforts before the Land Board for a decision.

ADV Program Update:

F/V Tiffany Removal



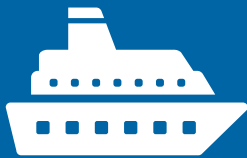
October 17, 2023 – Global Diving and Salvage begins the deconstruction process of the F/V Tiffany vessel: a 86-foot, 200 ton former fishing vessel, pulled from the Columbia.

Vessel Prioritization Criteria



Photo Credit: Jacob Taylor

Vessel Prioritization Criteria

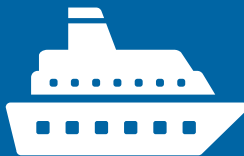


WA DNR keeps an inventory of “vessels of concern” that are ranked by priority for funding based on the following criteria.

Severity of potential threats to human health and safety and the environment will be evaluated based on many factors, including but not limited to:

- Condition of the vessel
- Condition of its anchoring or mooring system
- Size of the vessel
- Proximity to navigation channels
- Anticipated weather conditions
- General potential for harmful encounters with people or property
- The toxicity or hazard potential of the hazardous substance(s) on board the vessel
- Location of the vessel, particularly its proximity to potentially sensitive areas or populations
- Potential as an attractive nuisance
- Owner’s involvement with vessel, including factors such as proper registration, actions actually taken or not taken, and owner’s ability to take care of the vessel or lack thereof.

Vessel Prioritization Criteria



Emergencies

Priority 1

Non-emergency
existing threats to
human health,
safety, and
environment

Priority 2

Vessels impacting
habitat and not
already covered in
prior category

Priority 3

Minor navigation or
economic impact

Priority 4

Other abandoned or
derelict vessels

Priority 5

Environmental
Justice
considerations

*State of Oregon is actively
developing a statewide EJ
mapping tool. Anticipated
launch Sept. 2025*

ADV Workgroup Discussion: Vessel Prioritization Criteria



Vessel Prioritization Criteria

*What we heard
from you*



What we heard from 40+ stakeholder interviews in Summer 2023:

1. Response to emergencies should always be the priority for any ADV program and partners.
2. Then, target time and money on ADVs that aren't in danger of sinking soon or pose an active threat to human health, safety, and the environment
3. DO NOT LET THEM SINK! A sunken vessel costs more to remove (in specialized labor, longer procurement time, and specialized equipment) and can become an emergency. If it sinks, you also risk losing track of it.
4. Flexibility in the criteria is key for stewardship of funds. Target local ADV removal events to leverage the cost of a single mobilization of contractor(s)
5. The intersection with ADVs used as shelter is complex, and requires a nuanced and human-centered approach.
6. Considerations for environmental justice communities (e.g. rural, remote, Tribal, and communities experiencing health inequities near Superfund sites, inequitable impacts to low-income, vulnerable communities) needs to be a part of decision-making.

Vessel Prioritization Criteria

Discussion



Given the information that has just been presented, and your own experience with ADVs:

- Does the presented criteria work well for you? If not, why?
- What other issues or factors should be considered in developing criteria to prioritize ADVs?

ADV Reporting and Response in Oregon



Photo Credit: Jacob Taylor



ADV Reporting and Response

The State of Oregon agency partners hear about potential and confirmed hazardous vessels in a variety of ways.

- How we hear about potential and confirmed ADVs?
- Who do we hear it from?
- What sort of information is reported and how is that information used?
- Who do we reach out to and collaborate with to address the issue if it's not already being dealt with?

Piloting a Collaborative GIS-based ADV Inventory for Oregon



Piloting a Collaborative GIS-based Inventory

A small group of waterway management partners explored the potential of a collaborative, data-based solution to internal reporting and tracking of ADVs by enforcement agencies. It was launched in March 2022. They looked at:

- *What problems would an inventory address?*
- *What is essential to the structure?*
- *What training is needed?*
- *Where is data sourced?*
- *What staff capacity is needed to maintain the data?*
- *What are the benefits? Drawbacks?*
- *How will this impact day-to-day work to address ADVs in our waterways?*

Partners included DSL, DEQ, Marine Board, U.S. Coast Guard, and Multnomah County Sheriff's Office.





Piloting a Collaborative GIS-based Inventory: Considerations going in

Reporting access limitations

To ensure the data is manageable and accurate for the near-term, access for reporting was limited to agency staff and partners for the pilot.

Vessels can become targets

In the past people have used information on the locations of ADVs to purchase, move, and/or scrap vessels, further complicating cleanup efforts. If public maps are made available, they should not show precise vessel locations.

Privacy concerns for vessel owners

Tracking the location of suspected, but unconfirmed, ADVs raises concerns for privacy in the absence of violation of state or local laws.

Improvements can be built upon

GIS-based tools are flexible, and can be adapted and updated over time to better meet the needs of program staff and partners.

ADV Survey

Overview

Design

Collaborate

Analyze

Data

Settings



Abandoned and derelict vessels and vessels of concern on Oregon waterways.

Owner: sarah.idczak_DEQ, created: Dec 29, 2021, updated: May 3, 2022

This survey is shared with following groups: ADV Admins, ADVs



Total records



Total participants



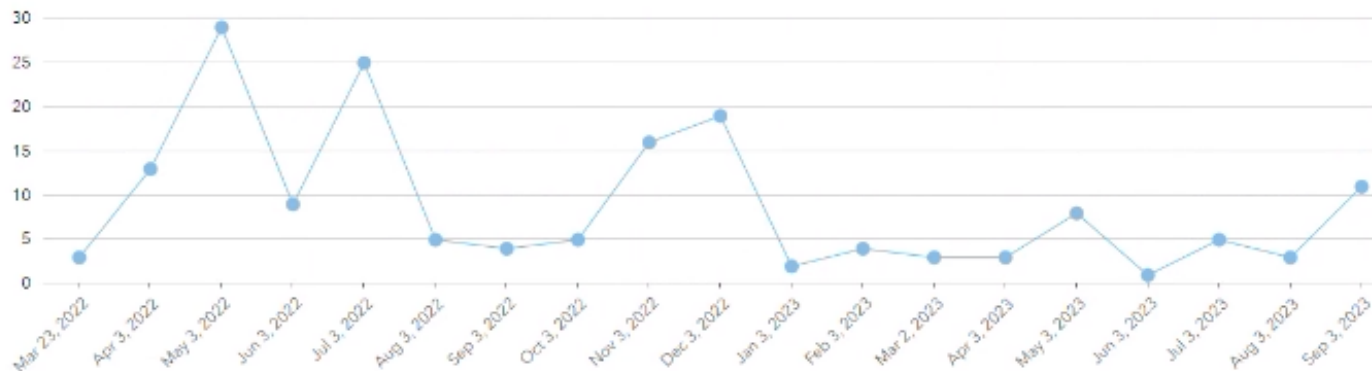
First submitted On



Last submitted On

Surveys count: 334 (total: 334)

3/23/22 - 10/2/23



Top participants

DEQ created the pilot data collection tool and database/map in ArcGIS to support State of Oregon agencies (**DSL, DEQ, Marine Board**) and partners (**U.S. Coast Guard, Multnomah County Sheriff's Office**). Launched in March 2022, currently there are 334 records.

Piloting a Collaborative GIS-based Inventory: Lessons learned



Emergencies are emergencies

When someone calls with an emergency (a vessel in danger of sinking, breaking up, leaking fuel, etc.) it needs response now. An inventory might not be the first tool we turn to.



One size doesn't fit all

The volume of data, data fields, and needs for documenting or analyzing that data can vary from partner to partner.



Search and rescue benefits from an ADV inventory

Pollution mitigation isn't the only benefit. Identifying known ADVs supports the U.S. Coast Guard's efforts in search and rescue and effective dispatch of resources.

Piloting a Collaborative GIS-based Inventory: Lessons learned



Boats under 30 feet move, a lot

Lightweight boats change position constantly, either due to actions by people or currents/tides/weather. A change in position can mean it no longer meets the definition of "abandoned" or "derelict" and no longer warrants tracking. Data can become inaccurate quickly. The bigger the boat, the less likely it will move.



Information can be subjective or unavailable

What you call "blue", someone else might describe as "aqua green". One person might estimate a boat is 22 feet, while another sees a 35 footer. Inconsistent (and, incomplete) reporting can create duplicates, especially when combined with the movement of those vessels. Sometimes, identifiable data isn't an option – for example, when a boat has sunk far below the waterline.



Photos are essential for data accuracy

High-quality photos can compliment a written report and be referenced to ensure accuracy.



Piloting a Collaborative GIS-based Inventory: Lessons learned



Staff capacity

High volumes of data require monitoring, quality control for duplicates, "ground truthing", and case management. This requires a centralized program and funded, dedicated staff.



GIS expertise to meet practical needs

On-staff GIS expertise and support is needed to meet the practical needs of using the data for day-to-day work, coordination of ADV removals, and reporting.



Partners need access to training

Partners have different levels of familiarity with ArcGIS and may require hands-on training to empower use of the tool and quality data – for both a desktop and on a mobile phone in the field. Consistency on how users add and manage data is key to coordination.



ADV Reporting and Inventory

*What we heard
from you*



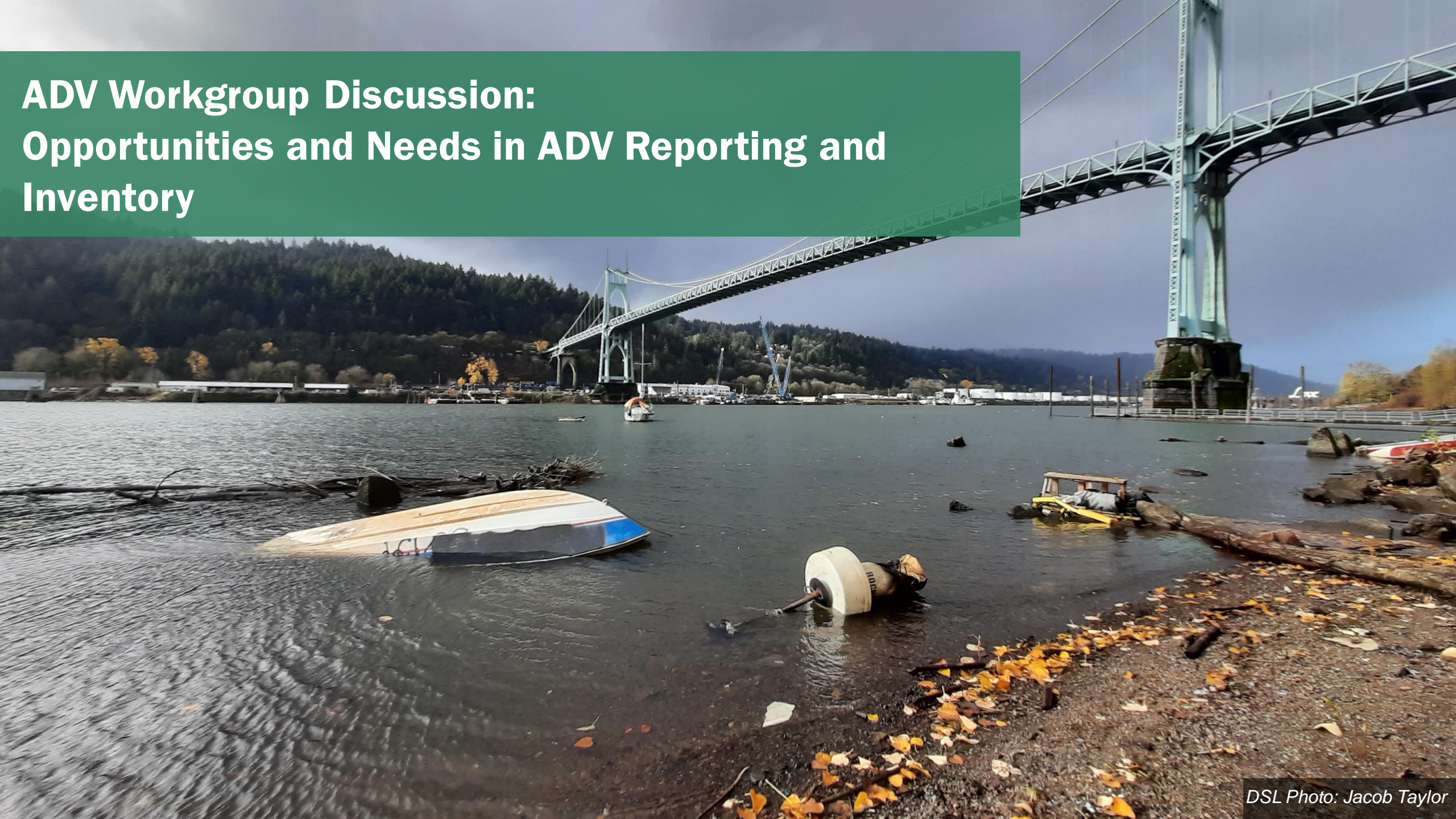
Some of what we heard from 40+ stakeholder interviews in Summer 2023:

- This tool is critical to an effective ADV program.
- Many recommendations mirrored the considerations and takeaways that were found in the pilot project.
- Quality over quantity. Data-informed decision making requires well managed, accurate data.
- Right now, the costs of monitoring reports/complaints add up across enforcement agencies. Oregon is at a point that immediate action is needed.
- A "single point of contact" and coordination of ADV info across enforcement agencies could streamline response, combined with funding resources and removal of procurement/disposal barriers.
- Even better if the tool can produce reports that tell trends, identify hotspots, or build a picture for legislative asks.

ADV Reporting, Response, and Inventory in Oregon: Experiences of local and federal authorities



ADV Workgroup Discussion: Opportunities and Needs in ADV Reporting and Inventory



ADV Reporting and Inventory

Discussion



- What are the problems we're seeking to solve?
- What are the immediate, essential needs for a reporting tool and vessel database for the near-term?
 - Resources needed?
 - Barriers?
- Looking ahead, what are long-term needs that can improve the tool and program outcomes?
 - Resources needed?
 - Barriers?
- What is nice to have, but not essential for the core function of the program?

Community Input



Give Community Input Today



Use the "Raise Hand" feature to provide community input. Time is limited and we may not be able to hear from all of you today.

- To raise your hand, click the reactions near the bottom of your screen and click "raise hand" or by pressing star 9 if you are on the phone.
- You will be called in the order in which hands are raised.
- Please keep your mic muted unless it is your turn to speak.

When it's your turn to speak:

- When your turn is coming up, the moderator will call on you to begin speaking.
- Please say your name, where you're from, and any organization you're representing.
- Please keep your remarks to **two minutes** and be respectful of each other and agency representatives. We will help track your time.



Thank You!

Contact us or learn more:

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www.oregon.gov/dsl/WW/Pages/ADVAC