

LISA A. DEBRUYCKERE, CREATIVE RESOURCE STRATEGIES
JANUARY 2020 CRB MEETING

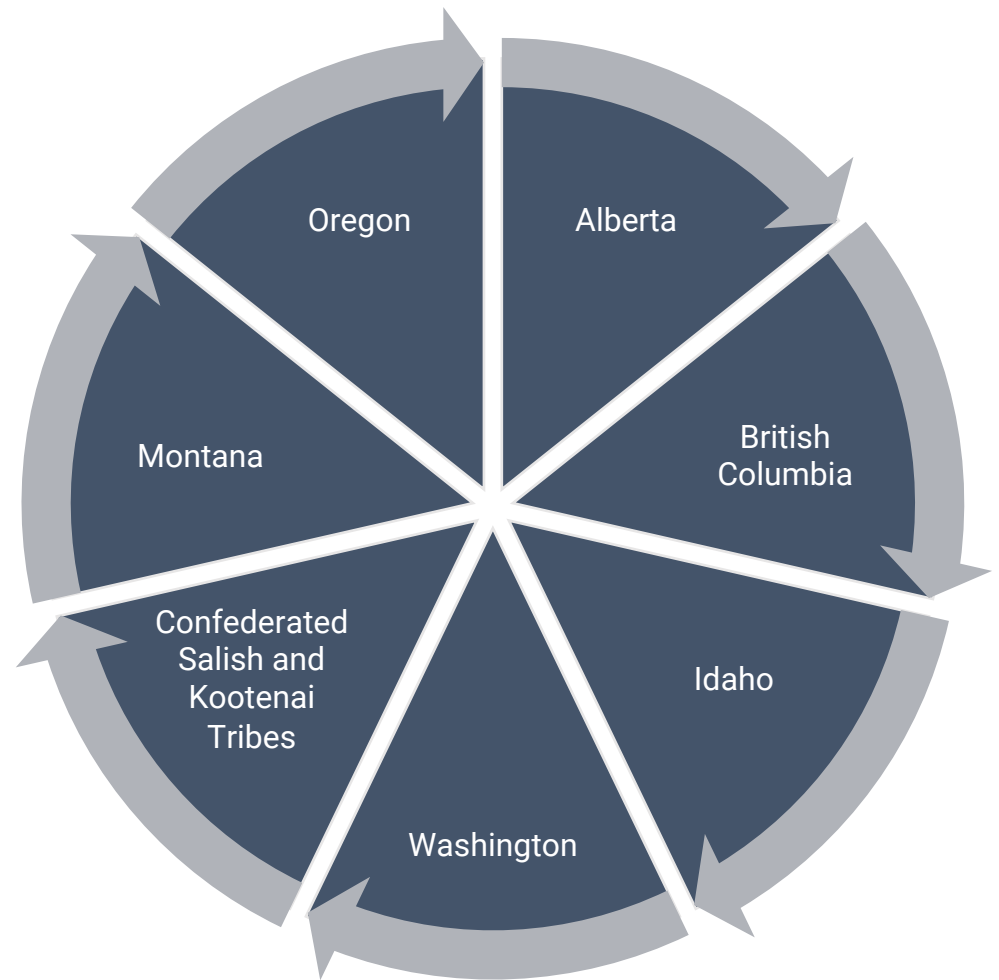


NIGHTTIME AQUATIC INVASIVE SPECIES WATERCRAFT INSPECTION AND DECONTAMINATION STATIONS: A REVIEW



Creative
Resource
Strategies

PARTICIPANTS





HISTORY

- Since 2017, 5 entities have conducted nighttime WID stations.
- All prioritize targeting high-risk watercraft traveling during busy months, days, and hours.

ALBERTA

Just the Facts

2 high-risk stations (out of 8 total stations) operate 24 hours/day, 7 mos/yr – since 2017.

Both nighttime stations located at commercial vehicle weight scales – secure building/good lighting.

Highways have large flashing signs with yellow lights alerting motorists.

Staffing shortages – sometimes stations are open only 20 hours/day (closing between 2am-6am).

Inspectors have authority to quarantine if full inspection cannot be conducted at night.

Costs

2x Glow Bugs (\$3,700 USD each) and 2 Pelican Lights (\$700 USD each) per station

Inspectors receive shift premiums

Challenges

Enforcement is non-existent – officers tend not to work past midnight.

Leadership team member must be on call 24/7 to address nighttime issues.

Staff express safety concerns

All inspectors have a safety link app on their phone and check in and out with Provincial Control Center

Successes

Alberta intercepted 2 mussel-fouled boats after dark.

Since 2017, conducted 6,696 inspections between 1900-2200 hours, and 384 inspections between 2200 and 0600 hours.

Almost all nighttime boats are not local resident boaters – and traveling long distances.

Evening boats are almost always high risk – perform a hot wash for almost every boat traveling at night.

Use of canines is a great addition to nighttime inspections.

BRITISH COLUMBIA

Just the Facts

1 inspection station 24 hrs @ Golden – since 2017.

In 2029, station operated 24 hrs from mid-May to end of August, and 10 hrs/day from April-early May and Sep-Oct.

In 2019, piloted nighttime stations @ Olsen – 24 hrs on Thurs and Fri and up to 9pm on Saturdays during July-August weekends.

Costs

Cost is primarily staff time – all staff must work in pairs

Golden – 12 inspectors work May-Sept

Shift premium to work between 2pm-9pm and 9pm-5am (addtl \$1.49/hr).

Golden – 3 balloon lights (\$5,000 each), 1 generator (\$1,700), 2 electronic message boards (\$25K each)

Challenges

Enforcement capacity limited (requires paying full-time overtime)

Boredom

Staff must check in every four hours

2019 – Addtl. Sergeant hired to assist with staff oversight and supervision

Winter conditions can inhibit boater travel

Successes

Value in operating stations until midnight and opening at 5-6am (fewer boats intercepted between midnight and 5am)

2018

- 2 mussel-fouled boats intercepted at midnight and 5am at Golden – one previously inspected in Alberta; other with dead mussels.

- Between 10pm-7am, 24 high-risk watercraft intercepted at night (27 were intercepted in 2017)

IDAHO



Just the Facts

2017

Pilot Project at Cotterell I-84 West 24 hrs from July 1-Oct 1.

2018 and 2019

18-hour op (6am-midnight)
@ Malad I-15 N, Hwy 93
Jackpot, Cedars 1-90 West
for duration of season

Cotterrell 1-84



Costs

One-time site improvement costs depending on infrastructure needs

Electrical power installation (\$1-\$8,000), lighting (\$1,000) and other enhancements



Challenges

Law enforcement needed at night for safety, security, and boater compliance

Adequate signage and electronic message reader boards are necessary



Successes

None documented

WASHINGTON



Just the Facts

2019, nighttime ops at MCS Spokane from sunset to 10pm since May 189



Costs

Worker salary is primary cost.



Challenges

Crew safety
Lighting
Boater awareness that check station is active (drive-by I increases after sunset)



Successes

Increasing nighttime hours increases potential to intercept infested watercraft.
Identifying the need for more funding for nighttime WID.

CONFEDERATED SALISH AND KOOTENAI TRIBES



Just the Facts

- 2018 and 2019
- Conducted nighttime stations on Hwy 93 headed N into Flathead Basin (busiest WID station in Montana)
 - Operated May 15-Sept 15 7 days/wk



Costs

- Inspectors paid addtl. \$2/hr
- Minimal capital investments needed
- 4 construction lights @ \$140/each
 - Power cords (\$250)
 - Drive over power cord protector (\$150)
 - Generator (\$250) and gasoline (once power was connected at station, generator no longer needed)



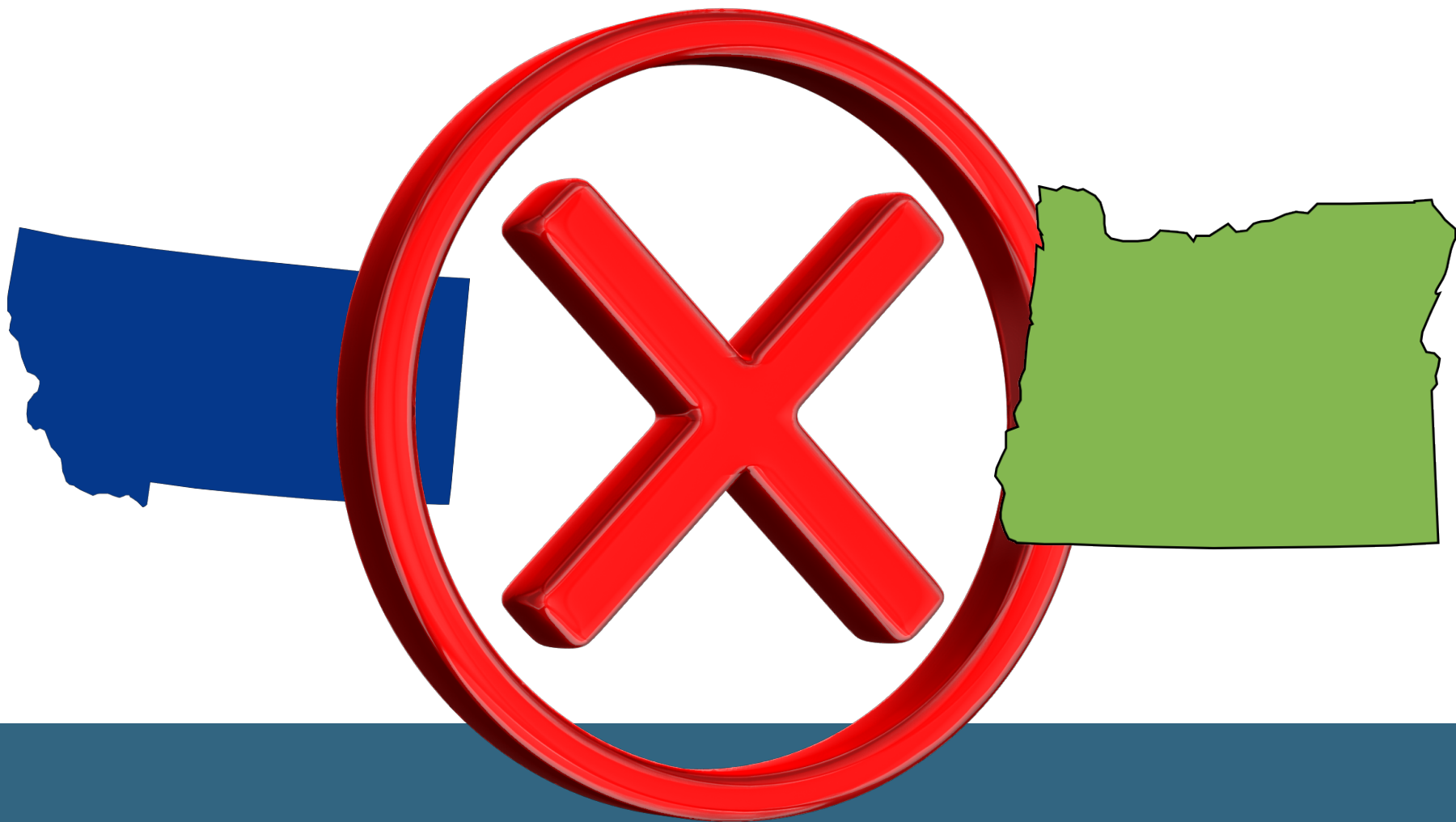
Challenges

- Ensuring 7 day/wk coverage
- Finding people to fill night shifts (fewer watercraft and fewer disgruntled boaters)



Successes

- Inspected multiple high-risk watercraft that from mussel-fouled states – those watercraft had been previously inspected.
- Increased public awareness that issues is being taken seriously.



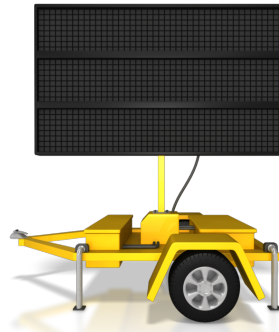
MONTANA AND OREGON

NO NIGHTTIME WID STATIONS



COSTS

- Vary based on existing infrastructure.
 - One-time initial costs for those lacking infrastructure (e.g., \$700 for lighting to \$25K for electronic message boards)
 - Additional compensation for inspectors working evenings and weekends.



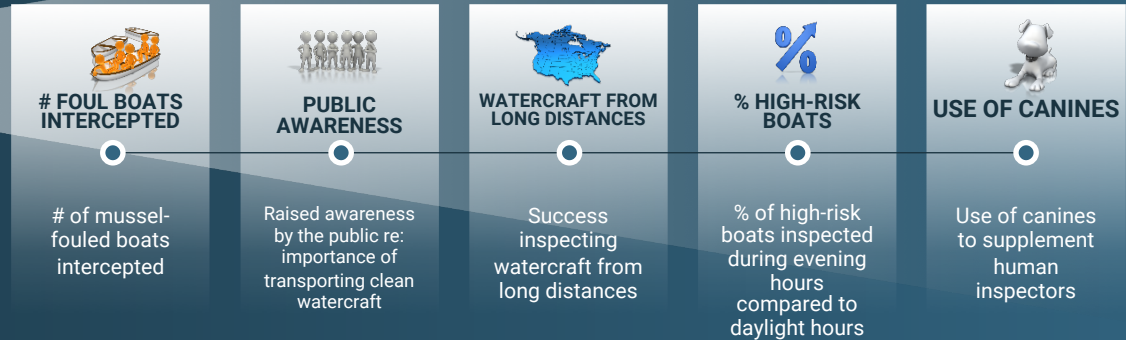
CHALLENGES

- Finding an adequate local work force to hire additional inspectors and law enforcement officers.
- Boredom experienced by inspectors.
- Safety concerns for inspectors that work alone.
- Limited enforcement officers in evening.
- Adequate signage.



Assessment to Date

Nighttime inspections have been successful based on:



Identifying the need for funding to support nighttime inspections



THANK YOU

- Contributors that provided baseline information for report:
 - Cindy Sawchuck and Nicole Kimmel (Alberta)
 - Martina Beck (British Columbia)
 - Nicholas Zurfluh (Idaho)
 - Pam Taylor (Washington Department of Fish and Wildlife)
 - Erik Hanson (Confederated Salish and Kootenai Tribes)

